

Staff Report to Council

Planning and Development

FILE: 6480-20-2020-01

REPORT DATE: April 28, 2021

MEETING DATE:

May 18, 2021

TO: Mayor and Council

FROM: Anne Berry, Director of Planning and Development

SUBJECT: Regional Context Statement Amendment, Official Community Plan
Amendment and Rezoning Application for 12621 Harris Road

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S): THAT Council:

- A. Deny the Regional Context Statement Amendment, Official Community Plan Amendment and Rezoning Application for 12621 Harris Road for a high-density residential development; OR
- B. Other.

PURPOSE

To present an application submitted for a portion of 12621 Harris Rd for a Regional Context Statement Amendment, Official Community Plan Amendment and Rezoning.

☐ Information Report

☒ Decision Report

☐ Direction Report

DISCUSSION

Background:

The property, at the northwest corner of Harris Rd and Lougheed Hwy, is the former home of an amusement facility that included waterslides. The amusement park business closed in 1998.

Applicant: Kabel Atwall

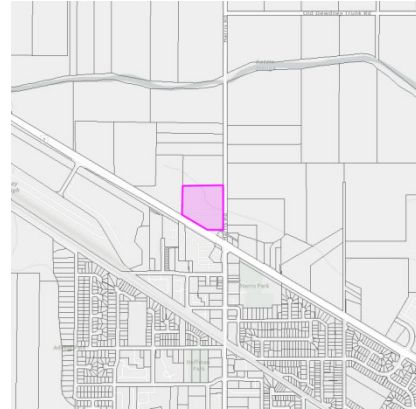
Owner: Factory Direct Autosales Inc.

Civic Address: 12621 Harris Rd

Property Size: 4.75 ha/11.7 ac

OCP Designations: Highway Commercial and
Agricultural

Zoning: A-1 (General Agricultural)



There are two former development applications associated with this property:



Figure 1: 2002 air photo showing excluded area

- 1999 application to exclude a portion of the property from the Agricultural Land Reserve (ALR). This application was approved by the Agricultural Land Commission (ALC) to exclude the southern portion of the land, as shown in Figure 1.
- 1999 application was made to rezone the excluded portion of the property from general agricultural to general commercial for office, financial and insurance services. The rezoning application was viewed favourably by Council. Still, the proponent took no further action until 2001, when the applicant amended the request to rezone to light industrial for mini-warehouse self-storage purposes. The amended application was not supported by staff or Council.

Subsequently, the property was sold in 2004 to the current owner. The amusement park uses were removed, and the property has remained vacant. It does not appear as if any agricultural activity has occurred on the ALR portion of the property north of the excluded area in many years.



There is an easement through this property that provides access to the adjacent Meadows Golf Centre at 19049 Lougheed Hwy, as shown in Figure 2. This is a private easement that has been in place since 1974.

Figure 2: 2018 air photo showing access easement



This application only pertains to the portion of the property excluded from the ALR, as shown in Figure 3.

The portion of the property under application is approximately 1.58 ha (3.9 ac) in size.

Figure 3: Area of application

Relevant Policy, Bylaw or Legislation:

Development of this site is regulated by several bylaws administered by multiple levels of government, including the Metro Vancouver Regional Growth Strategy Bylaw No.

1136, 2010, the City of Pitt Meadows Official Community Plan Bylaw No. 2352, 2007 and the City of Pitt Meadows Zoning Bylaw No. 2505, 2011.

Metro Vancouver Regional Growth Strategy: Metro 2040

In the Metro Vancouver Regional Growth Strategy (RGS), the portion of the property proposed for development is:

- Within the urban containment boundary;
- Outside the urban centre; and
- Designated for land use as General Urban. (See figure 4)

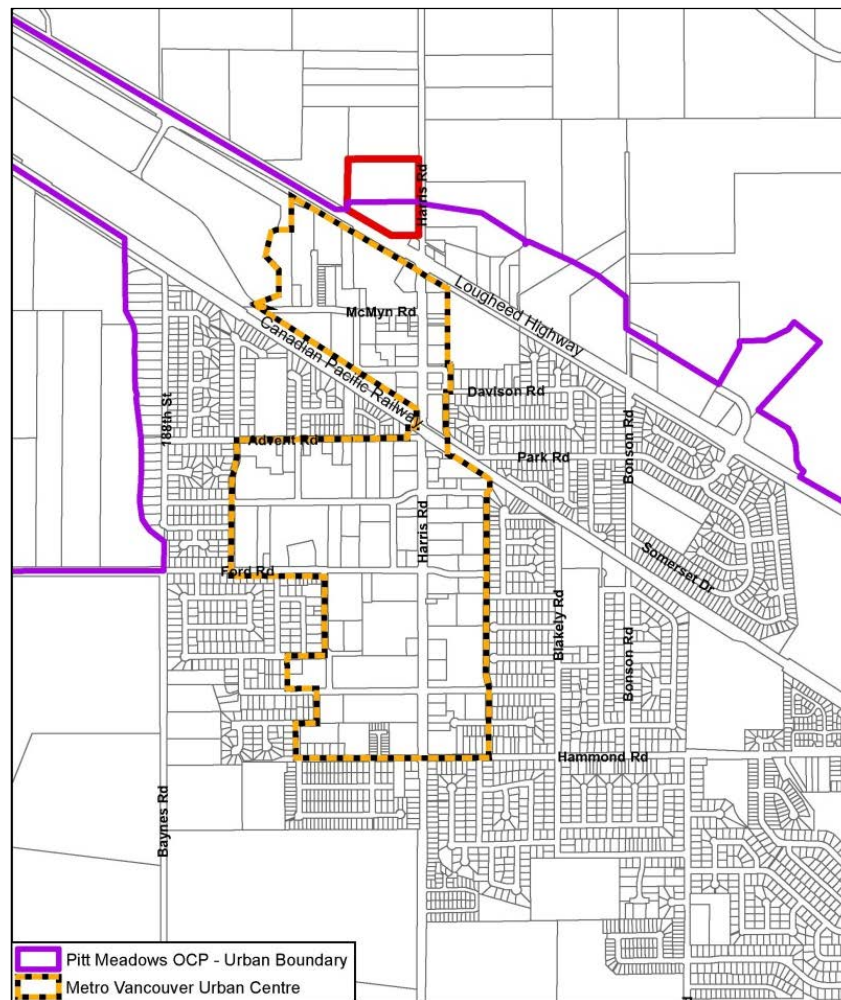


Figure 4: RGS Urban Containment and Urban Centre Boundaries

In the Regional Growth Strategy, "General Urban areas are intended for residential neighbourhoods and centres and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas. General Urban areas are intended to emphasize place-making, an

enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation."

Goal 1 of Metro 2040 is "Create a Compact Urban Area." One of the strategies to achieve this goal is:

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

This strategy identifies that the role of municipalities is to:

- d) include policies for General Urban areas, which:
 - 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.

City of Pitt Meadows Official Community Plan

A Regional Context Statement is a linking document that shows how a municipality's aspirations, as expressed in its Official Community Plan (OCP), align with and support the Regional Growth Strategy, Metro 2040. The City's regional context statement limits high-density residential development to the urban centre and directs lower-density residential development to areas outside of the urban centre but within the urban containment boundary.

The portion of the property proposed for development is presently designated in the OCP as Highway Commercial, which permits auto-related retail and service, accommodation, foodservice and hospitality, building supply, and recreation facility uses. Policies related to highway commercial development include:

Section 4.7.1 General Commercial Development

- b) ...Commercial uses which serve the regional population and personal service uses are encouraged to locate in Highway Commercial areas adjacent to Lougheed Highway and major arterial roads;

The OCP also contains policies regarding land uses adjacent to agricultural land:

Section 4.2.4 Urban-Rural Conflicts

- a) An agricultural impact assessment prepared by a professional agrologist is required by the City quantifying the impacts of any proposed development that may affect agricultural activity, such as a non-farm use on farmland or rezoning or subdivision on lands adjacent to farmlands;

- b) In support of Provincial Right to Farm legislation, agricultural lands shall be buffered from urban uses that could have negative impacts of farm activities. Developers of land close to agricultural areas shall provide appropriate building setbacks and landscape buffering using the current standards of the Provincial Agricultural Land Commission and the City and shall also place restrictive covenants on title that outline the potential disruptions encountered when living or working close to agricultural areas (e.g. noise, odours, crop spraying, slow moving traffic).

No changes to the OCP designation are proposed in the draft of the new OCP.

City of Pitt Meadows Zoning Bylaw No. 2505, 2011

Presently, the entire property is zoned A-1 General Agricultural. This zoning permits agricultural and associated uses.

Analysis:

Proposed development

The application is confined to that part of the property that is located outside of the ALR and just south of the access easement, approximately 1.58 ha (3.9 ac). The proposed development is comprised of four residential towers and approximately 352 units. At present, the unit mix proposed is 25% two-bedroom, 25% one-bedroom plus den and 50% one-bedroom, ranging in size from 580 to 875 ft². The buildings are proposed to contain two levels of parking plus six storeys of residential units above, for a total of eight storeys. Having two parking levels above grade allows the residential units to meet the minimum flood construction elevation requirements. 608 parking stalls are proposed. The proposed density of this development is approximately 223 units per hectare and a gross floor area ratio (FAR) of 1.98.



Figure 5: Proposed Rendering



Figure 6: Proposed Site Plan

The application involves three parts:

- Amending the Regional Context Statement by including the site within the designated urban centre;

- Amending the Official Community Plan by designating the site as high-density residential and placing it in Development Permit Area No. 9 Multi-family Development; and
- Rezoning the property to a Comprehensive Development Zone.

Planning Department Comments

As noted above, currently, the proposed development does not align with the property's regional designation of general urban. It is a high-density residential development proposed outside of an urban centre. The City has not previously processed a property-specific application involving an amendment to the Regional Context Statement. This type of application should be considered very carefully, as it involves bringing the application to Metro Vancouver for approval, which can only be done with the support of Council.

Staff have several concerns about this application at this time, as described below.

Harris Rd and Lougheed Hwy Intersection

Harris Rd and Lougheed Hwy is an extremely busy intersection, high crash location for vehicles and one that is not prioritized for pedestrians. Staff have concerns that residents of the proposed development may be tempted to cross Lougheed Hwy on the west side of the intersection to access Meadowvale Shopping Centre, leading to dangerous and unsafe situations.

This application would require approval from the provincial Ministry of Transportation and Infrastructure (MOTI) as the site is within 800 m of a controlled access intersection where Ministry approval is required for all rezoning applications.

At this time, the proposed North Lougheed Connector (NLC) location and alignment are not finalized. The City is currently working with MOTI on the potential redesign of the Harris Rd and Lougheed Hwy intersection and connections to the NLC. This site may be impacted by these designs.

Staff acknowledges that a new RapidBus stop is located near the proposed site, heading westbound on Lougheed Hwy. This would benefit some residents of the development for trips heading westbound; however, it does not help connect those residents to the city centre or to creating a complete community. Further, if the North Lougheed Area development proceeds, the RapidBus stop location may be shifted east of Harris Road to improve access and tie in with a proposed pedestrian/cyclist overpass.

Lack of connectivity

High-density residential has not been previously contemplated by the City for this site, for several reasons, mainly related to the lack of connectivity to the city centre, where the vast majority of shops and services exist. South of Lougheed Hwy in the highland

area is home to the public schools and most of the daycares; the main commercial and office areas; urban parks; the library; the recreation centre; etc.

While the actual distance to the site from the city centre is not far, Lougheed Hwy acts as a de facto impediment to residential development. For pedestrians to access the shops and services in Pitt Meadows, residents living on the site would have to cross Harris Rd from west to east and then cross Lougheed Hwy from north to south. There is no current way to cross Lougheed Hwy directly from the site.

The site does not offer any connections to sidewalks or trails for pedestrians, although Harris Rd is identified as a pedestrian/cycling route.

Staff also have concerns that new residents living in this development will have expectations for increased services (such as parks, shops, trails, schools, recreational amenities etc.) on this side of Lougheed Hwy. While the proposed North Lougheed Area Plan does address this, that plan is still under consideration and subject to further review and approval by Council and the Metro Vancouver Board.

Density and Height

352 units are proposed for this site, with about 31,350 m² (337,444 ft²) of buildable area. At 223 units per hectare and a proposed floor area ratio (FAR) of 1.98, this is a very high-density development proposal. Lot coverage of 25.6% is suggested. For comparison to other development projects, see Table 1 and Figure 7 below. Note that all the existing developments in the table have underground parking, whereas the subject development application proposes two levels of above-ground parking.

Table 1: Selected Residential Densities in Pitt Meadows

Project	Density (units/ha)	Density (FAR)	Height
Liv42 (12409 Harris Rd)	213	1.6	4 storeys
Orion Phase 1 (12460 191 St)	200	1.95	4 storeys
Origin (11950 Harris Rd)	188	1.47	4 storeys
Keystone (12350 Harris Rd)	179	1.96	4 storeys
Solaris (12099 Harris Rd)	169	1.96	10 storeys
Cedar Downs (12585 190A St)	146	1.42	4 storeys
Fairways (19673 Meadow Gardens Way)	146	1.5	4 storeys
Current Application (12621 Harris Rd)	223	1.98	6 storeys

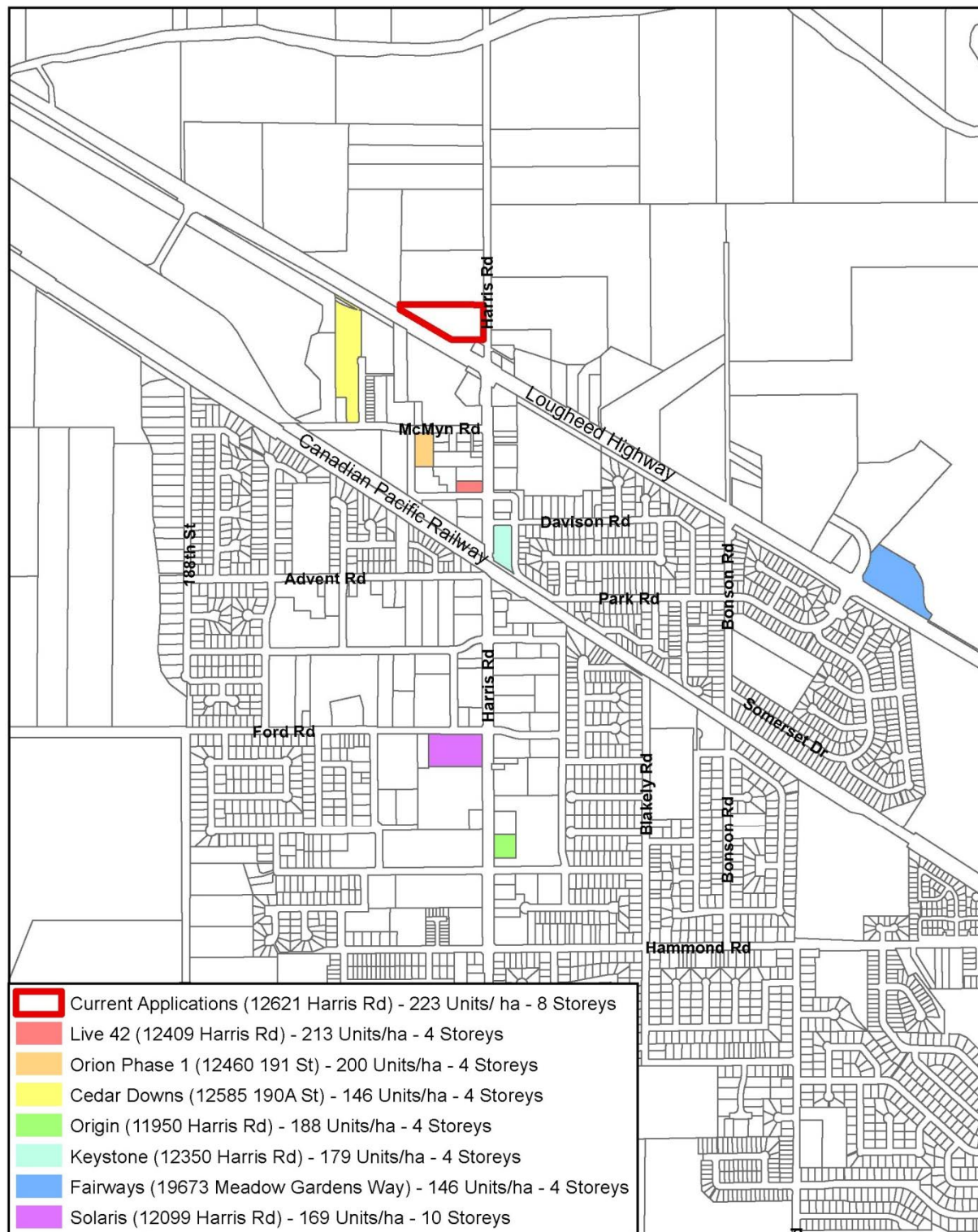


Figure 7: Selected Residential Densities in Pitt Meadows

As proposed, the development includes 25% one-bedroom units, 50% one-bedroom plus den units and 25% two-bedroom units. No three-bedroom or larger units are proposed. Larger units are typically more conducive to families. However, it is noted that

the application indicates that market conditions will determine the actual unit mix. No affordable or rental units are proposed.

Other than the two Solaris towers next to City Hall (ten storeys), the City does not have any other buildings over four storeys. The four towers in this application are proposed at six storeys over two levels of above-ground parking. The current elevation of the site varies, but the buildings would be approximately 17-20 m (55-65 ft) high.

Official Community Plan Review

As identified by the draft OCP, the City is estimated to grow by an additional 4,354 people by 2041. This population growth is expected to generate the need for 2,325 additional housing units by 2041. The draft OCP focuses on residential development around the Harris Rd corridor, civic centre, and the North Loughheed Area (NLA), which will meet the housing needs based on our population projections. Based on conservative estimates, the three areas of residential focus in the draft OCP could produce as much as 4,895 residential units, which is well in excess of the 2,325 housing units anticipated with the 2041 population growth projection. The residential units proposed by this development would exceed our City's population projections over the next twenty years. This could have adverse effects on the areas listed above.

Staff have concerns that the proposed development may delay real estate investment into the City's urban centre (centred on Harris Road), where growth is targeted with the draft OCP, leading to a decline in urban centre vibrancy. The urban centre has frequent transit, shops, services, amenities, and higher density development to take advantage of existing City infrastructure. The current proposal will disperse density from the urban centre.

With the North Loughheed Area's development, the investment may be pulled north versus being invested in the City's urban centre. Adding another significant residential development outside of the urban centre may further reduce potential renewal investment in the urban centre, leading to a decline in urban centre vibrancy.

In the most recent OCP workshop, Council, expressed the desire to focus density and growth around Harris Rd, eventual civic centre revitalization and the NLA.

Agricultural Land Impacts

Residential development along an ALR boundary has the potential for land use conflict. Many types of normal farm activities may lead to concerns from non-farm neighbours about dust, odour and noise. Farmers may experience trespass, litter, crop theft and flooding from urban development. Agricultural operations are more vulnerable at the urban edge. To promote compatibility, edge planning is critically important for development at the boundary of agricultural land. The provincial Ministry of Agriculture's "Guide to Edge Planning" details how this can be accomplished through various tools, including: agricultural impact assessment; road patterns; development permits;

restrictive covenants; landscape buffering; stormwater management; signage; and others.

In the Guide to Edge Planning, residential development has low to moderate compatibility with agriculture. Recreational, commercial and industrial development have moderate to high compatibility with agriculture. If residential development is permitted next to agriculture, the Guide recommends a 30 m setback from residential buildings to the ALR boundary, along with a minimum 15 m wide and 6 m high vegetated buffer. As proposed, the subject development will have an approximately 14 m setback from the ALR boundary.

Additionally, residential development along the ALR boundary can increase speculation, expectations and the price of other surrounding agricultural land to the detriment of legitimate existing and future farming operations.

Options and Recommendation

At this time and based on the above reasons, planning department staff do not recommend that this application be processed further. While it is acknowledged that this site is in a prominent location as a highly visible 'gateway' to the City, high-density residential development may not be the most appropriate use of this site.

Further consideration of this application could be deferred pending decisions about the North Loughheed Area Plan, North Loughheed Connector and the intersection of Harris Road and Loughheed Highway.

If directed by Council to continue processing this application as-is, staff will circulate the application to relevant City departments and other agencies to obtain initial comments and requirements for this application to proceed. Staff will work with the applicant to further refine the plans before returning to Council.

COUNCIL STRATEGIC PLAN ALIGNMENT

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

FINANCIAL IMPLICATIONS

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

If further processing of this application is denied by Council, the applicant will be refunded 90% of the application fee.

PUBLIC PARTICIPATION

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

At this stage, the public is informed of this application through the Council agenda process.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No

SIGN-OFFS

Written by:

Allison Dominelli
Development Services Technician

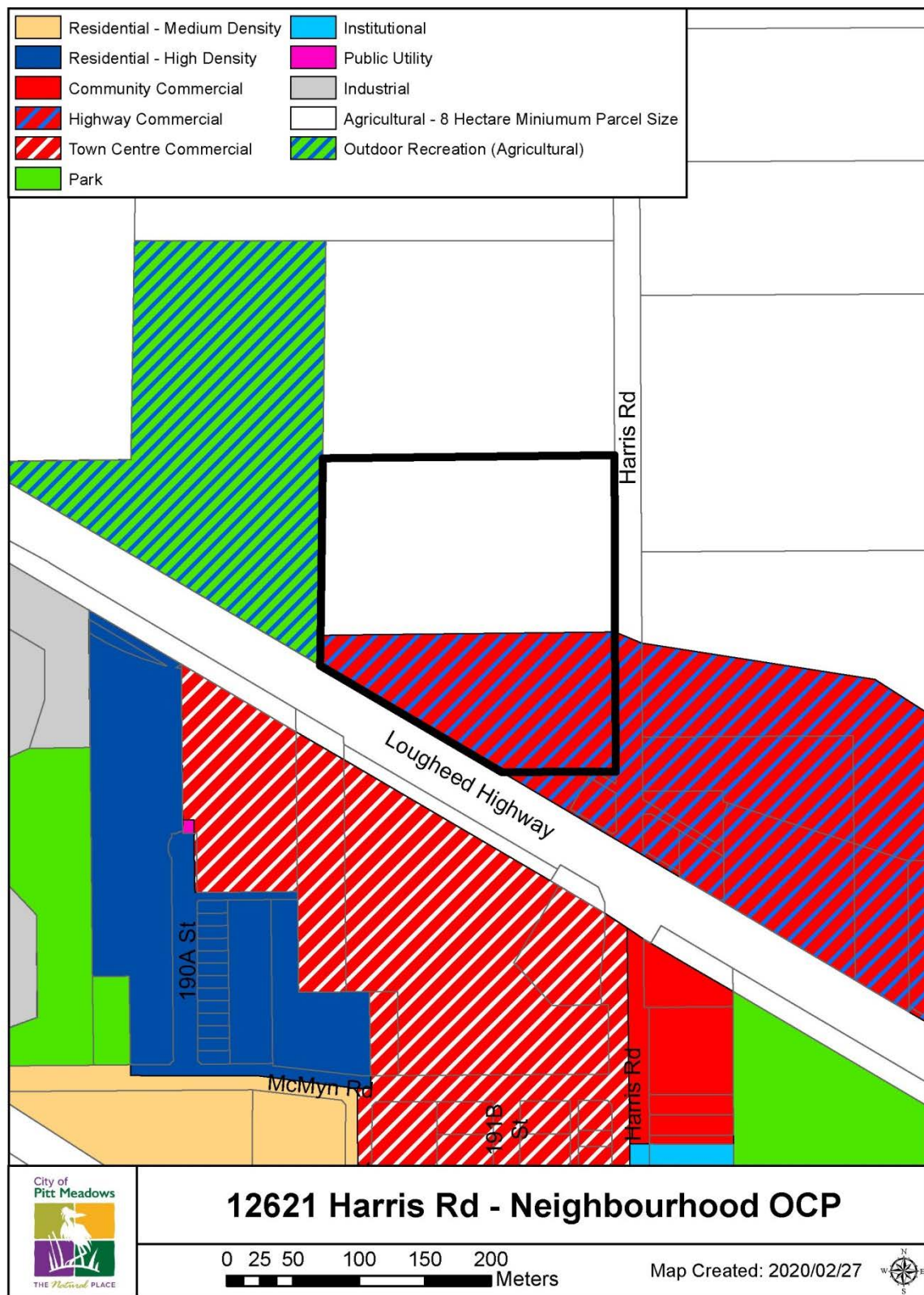
Reviewed by:

Alex Wallace
Manager of Community Development

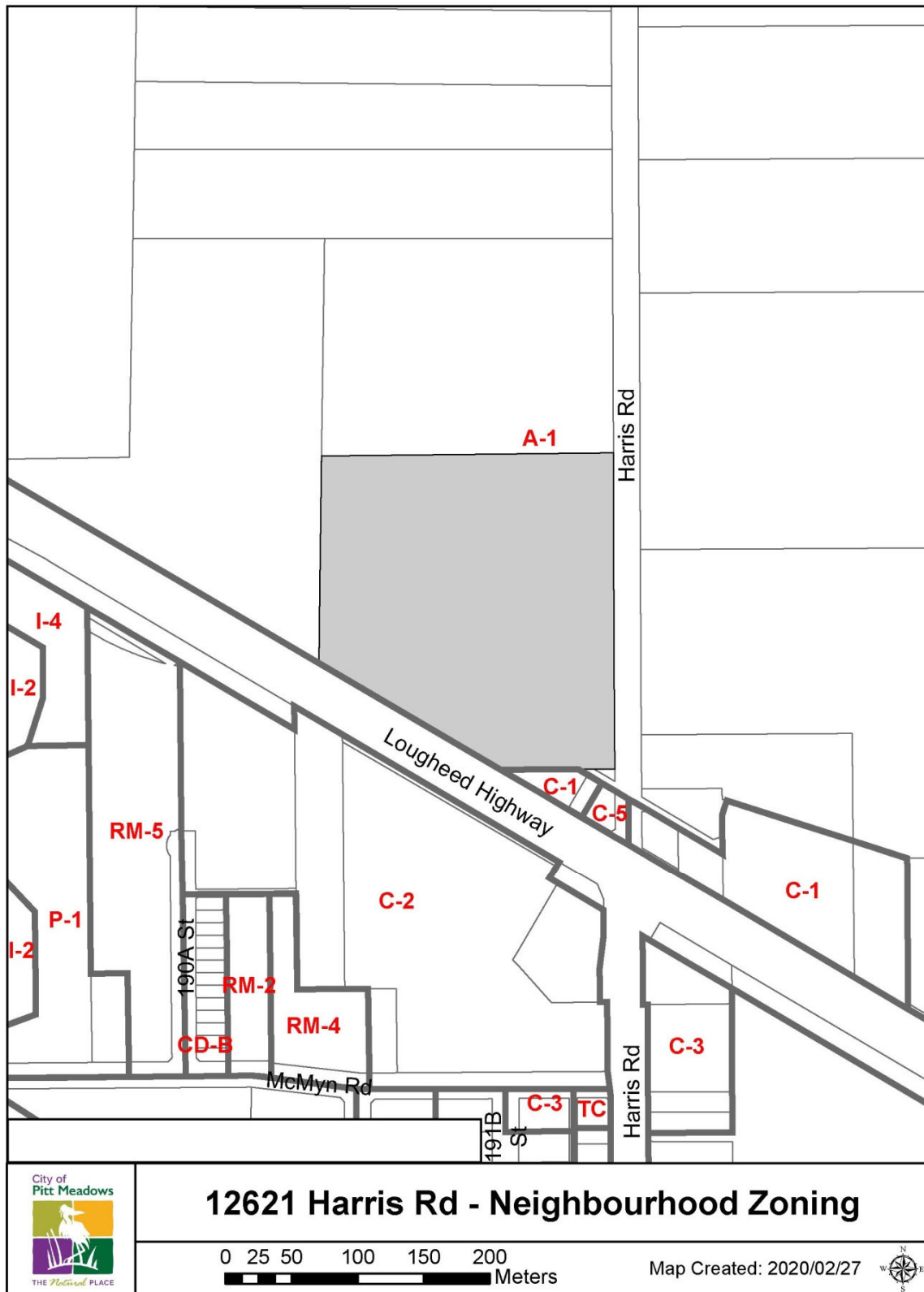
ATTACHMENT(S):

- A. Neighbourhood OCP Map
- B. Neighbourhood Zoning Map
- C. Aerial Photo Map
- D. Development Proposal prepared by applicant
- E. Concept Plans

ATTACHMENT A: Neighbourhood OCP Map



ATTACHMENT B: Neighbourhood Zoning Map





PITT MEADOWS LANDMARK PROJECT

DEVELOPMENT PROPOSAL

January, 2020

Prepared for Ron Jones Ltd. by:

Kabel Atwall
Thinkspace Architecture
ETA Landscape Architecture
Balanced Environmental
CTS Traffic Engineers
Valley Geotechnical
D.K. Bowins and Associates

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EXECUTIVE SUMMARY

The Pitt Meadows Landmark Project's objective is to develop a sustainable residential community that encourages healthy living, respects the land, and offers new and affordable living opportunities. The project plans to achieve these goals through the best available designs, approaches and systems.

The main components of this development proposal for the Pitt Meadows Landmark Project include:

- ***Development considerations***, including transportation economy, health and wellness, community infrastructure, energy use and carbon emissions and social; these considerations ensure that the project is developed in a responsible manner.
- ***Background information, municipal and local context, and site description***, including information outlining the project's location in the Metro Vancouver area, the surrounding agricultural lands and commercial and retail uses in the area, and the spatial measurements of the property.
- ***Current official community plan designation and current zoning designation***, explaining that the subject property's Urban Land Use designation within the current OCP is Highway Commercial and that the property is currently designated as A-1 Agricultural.
- ***Property history***, outlining the previous uses and ownership of the property.
- ***Objectives and development design principles***, including site design process.
- ***Development concept plan***, including housing component, landscape/open space, and statistical breakdown.
- ***Supporting reports***, including traffic report, riparian area regulations report, geotechnical report and engineering report.
- ***Municipal strategies, plans and compliance***, including current official community plan policies, official community plan review, and north longheed study area.
- ***Next steps***.

INTRODUCTION

OUR VISION FOR THE PITT MEADOWS LANDMARK PROJECT IS TO DEVELOP A RESIDENTIAL COMMUNITY THAT ENCOURAGES HEALTHY LIVING THROUGH THE USE OF THE BEST AVAILABLE DESIGNS, APPROACHES, AND SYSTEMS. WE STRIVE TO CREATE A UNIQUE COMMUNITY THAT RESPECTS THE LAND WHILE PROVIDING NEW AND AFFORDABLE LIVING OPPORTUNITIES FOR A DIVERSE POPULATION

Located within the City of Pitt Meadows, the Pitt Meadows Landmark project provides a unique development opportunity for the City of Pitt Meadows. Located at the intersection of the Lougheed Highway and Harris Road, PM Landmark is very well positioned to significantly enhance this key gateway into the City of Pitt Meadows. Furthermore, as it proposes to incorporate significant landscape features into the development, it will also dramatically improve the aesthetics of this key intersection.

The development philosophy of the PM Landmark development is based on sustainability: the integration of social, economic, and environmental elements into land use planning and decision making.

This triple bottom line approach to sustainable community development will assist Pitt Meadows with meeting the goals of the Official Community Plan and the Regional Growth Strategy as identified in *Metro Vancouver 2040: Shaping Our Future*.

PM Landmark is a development proposal that will embrace the tenets of sustainability by containing growth in a defined area, channeling it into a vibrant Urban Centre, with affordable housing and diverse housing that is close to employment centres, retail, and shopping, all with excellent transportation links.

Eco-friendly advantages integrating careful land use and transportation will help reduce car usage, thus lessening environmental impacts and reducing greenhouse gas emissions. Furthermore, the proposed development is strategically placed close to shopping, public transportation, recreation areas, and other urban services.

The PM Landmark development also proposes to provide a comprehensive housing choice ranging from first time home buyers to young families and seniors that brings the added benefit of allowing “aging in place” and a vibrant population mix. The development is proposed to contain approximately 352 homes of mixed sizes that will further make it attractive to all demographic segments of the population.

All of this will be done in an eco-sensitive manner with extensive landscaping to preserve the natural surroundings and preserve the spectacular northern mountain views.

In order to realize this development, PM Landmark is applying to the City of Pitt Meadows for a rezoning of the site from Agricultural 1 to a Comprehensive Development Zone. It is also seeking an amendment to the current Official Community Plan that would re-designate the property from Highway Commercial to Multi-Residential and to place it within Development Permit Area #9, Multi-Residential.

It is also recognized that a Regional Context Statement Amendment will be required and it is being applied for as well.



DEVELOPMENT STATEMENT AND APPROACH

In order to formulate the Master Development Plan for the site, PM Landmark focused on a set of development considerations in order to create a mix of housing types and create a pedestrian friendly community, all in a sustainable manner, while being respectful of the both the Regional and Municipal planning strategies, whether they be ongoing or already adopted.

These development considerations are:

- Transportation
- Economy
- Health and Wellness
- Community Infrastructure
- Energy Use and Carbon Emissions
- Social

These considerations have formed the development approach to PM Landmark, which have been followed closely to ensure that the project is developed in a responsible manner. Each consideration was given equal weight and merit during the formulation of the development plan.

TRANSPORTATION

Transportation is a key issue within a sustainable development. The proposed development is located at the intersection of the Lougheed Highway and Harris Road, which are arguably the two most important and well used roads within Pitt Meadows and this intersection contains many of the urban and recreational services that would be required by residents of the proposed development. These are located either adjacent to the intersection or within a short walking distance from the intersection. The proximity of these commercial and recreational amenities will help reduce the need for long vehicular travel for residents.

From a public transportation perspective, there is a Rapid Bus Stop immediately adjacent to the subject property, on the Lougheed Highway, and other regular bus stops within a short walking distance from the property. The West Coast Express is also within an acceptable walking distance from the property. Therefore, property is well positioned to take advantage of sustainable modes of transportation.

ECONOMY

The project is worth approximately \$175 million in today's dollars. The project will have significant tax revenues, direct and spin-off impacts to the local and regional economy, and significant jobs. It will also introduce a large amount of retail dollars into the municipality during the development period.

New economic opportunities will also arise from the PM Landmark development through short term direct employment opportunities, the spin off economic benefits that are derived from the development and the longer terms economic benefits from the spending by future residents of the development.

There would also be excellent investment opportunities and revenue from property assessments and taxes.

HEALTH AND WELLNESS

PM Landmark will endeavour to ensure, through design guidelines, that products and materials to be selected will be free of substances that could be harmful to occupants. Specifically, adhesives, paints, and coatings, carpets, composite wood products, door cores, and agrifiber products will be targeted.

The proposed development will also contain a large centre courtyard that is planned to create a community within a community. In addition, the circulation plan for the proposed development will create opportunities to walk around and through the development. The site's location, adjacent to Harris Road, also provides a great ability to take advantage of the many outdoor recreational opportunities, both north and south of the site. In fact, Harris Road is designated as an Existing Walking and Biking Trail within the current OCP. As such, there is easy access to Municipal and Regional Parks.

On site recreational opportunities are also planned for future residents within the proposed development.

COMMUNITY INFRASTRUCTURE

The location of the proposed development will connect services, amenities, and homes which will allow people to move around without being dependant on vehicles.

Parking for the development will be accommodated with the two levels of covered parking, with the exterior of the parking structure being screened through landscaping and placement of housing units. Compliance with the Flood Plan minimum elevation will be achieved by placing the housing units on top of the parking structure. No habitable space will be below the minimum flood elevation.

The site is served by both community water and sewer. An integrated storm water management plan will be put together to handle storm flows. Methods of doing so may include street trees, swales, rain gardens and potentially permeable pavement and pavers to be installed where possible.

ENERGY USE AND CARBON EMISSIONS

The design guidelines will ensure that proposed buildings and infrastructure will employ energy efficient designs through implementing the following energy efficient recommendation:

- High insulative capacity
- High energy efficient glazing
- Interior daylighting
- Ventilation
- Thermal resistance
- Use of energy efficient technologies

The proposed buildings will follow the principles of passive solar design to realize maximum benefit from the sun. Each home is intended to be designed to maximize natural ventilation, sunlight and views. In home energy efficiency will be utilized including low-flow fixtures and high efficiency lighting. The design guidelines will help ensure that the buildings and infrastructure are designed for easy maintenance and long term energy efficient operation.

SOCIAL

The development will include a range of housing type to enable citizens from a wide range of economic levels and age groups to live within the proposed development.

The development will include open spaces in the form of a central courtyard that is planned to create a community within a community.

The project will design the development to adhere to the principles of Crime Prevention through Environmental Design (CPTED).

The principles of the development will ensure that active consultation goes on with neighbours, the local community, and interest groups to understand their views and concerns.

BACKGROUND

Ron Jones Ltd., on behalf of Factory Direct Auto Sales Inc., seeks a rezoning of a portion of the subject property. Also required is an Official Community Plan amendment, along with a Regional Context Statement Amendment.

All are required to facilitate the development of a 352 unit condominium complex on a 4 acre portion of the subject property. The subject 4 acres portion of the site has been removed from the Agricultural Land Reserve.

The subject parcel is legally described as:

Lot 5, Except: Firstly; Parts subdivided by Plan 22943, Secondly; That Part of SRW Plan 4607, Section 25, Block 6 North, Range 1 East, New Westminster District, Plan 3391

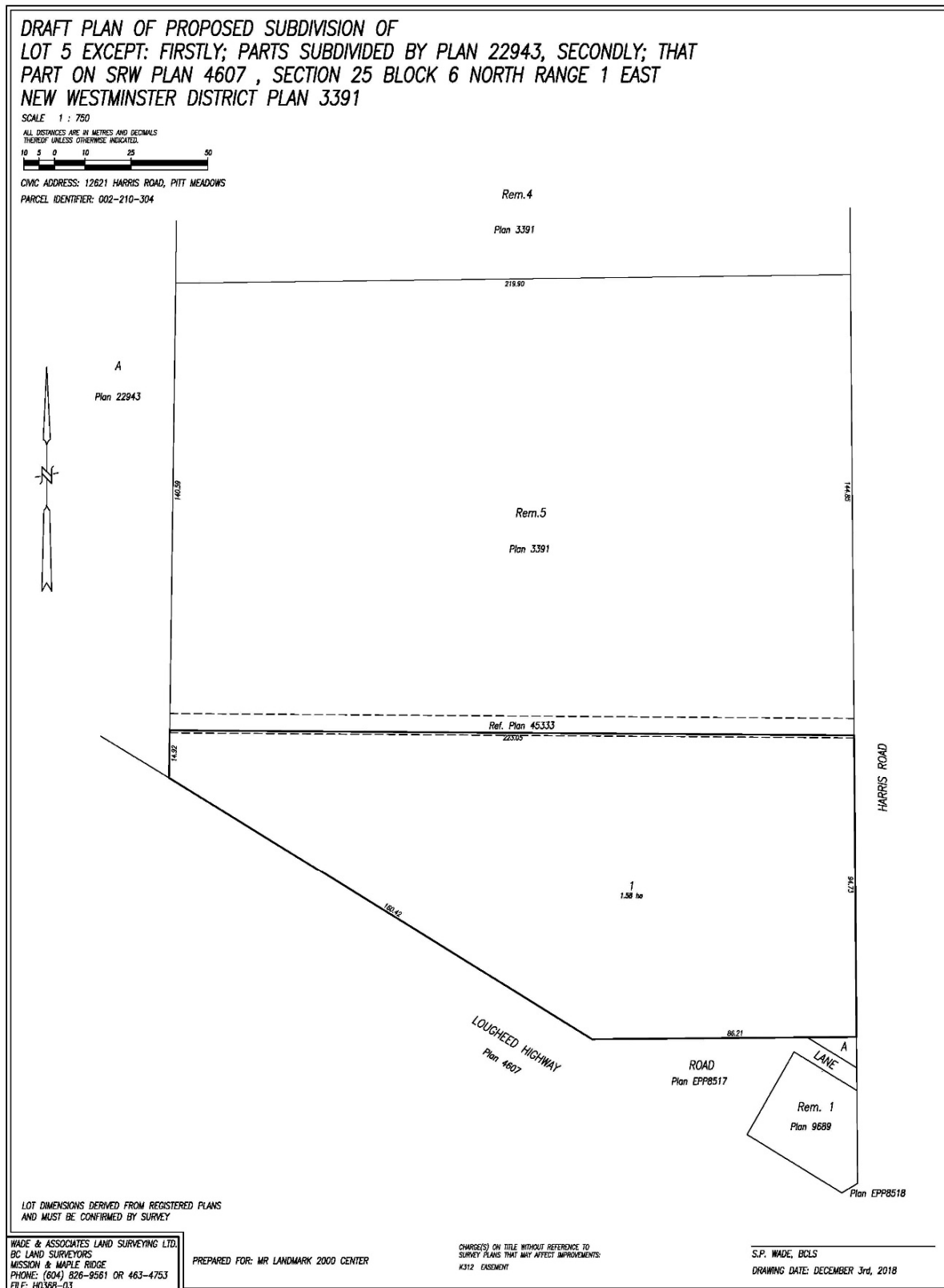
PID Number: 002-210-304

The entire property is approximately 11 acres in size. As noted earlier, the 4 acres under this application have been excluded from the ALR. The remaining 7 acres remain in the ALR.

The property was purchased by the current owner in January of 2004. At that time and prior to it, the property had functioned as amusement facility with a go cart track, a water slide and other recreational uses located upon it. These uses were adjacent to the Lougheed Highway and located on the land area which is the subject of this application,

These past uses debilitated the subject portion of the property from an agricultural perspective, so much so, that the Agricultural Land Commission released it from the ALR.

In terms of present uses on the site, the portion of the property that is the subject of this application has been unused since it was purchased. Immediate north of this area is a road which provides access to the golf driving centre located on the property immediately to the west of the subject parcel. To the north of the road, is the remainder of the property and it is currently unused.



MUNICIPAL AND LOCAL CONTEXT

The subject property is located within the City of Pitt Meadows. As it has been noted, it is located within the northwest quadrant of the Lougheed Highway and Harris Road intersection.

The Lougheed Highway is a provincial highway under Ministry of Transportation and Infrastructure's jurisdiction. Harris Road is the main arterial road into Pitt Meadows.

That portion of the property under application is outside of the ALR.

Both the Pitt Meadows zoning bylaw and Official Community Plan are applicable to the property.

The property also forms part of the Metro Vancouver Region. As such, the objective and provisions of the Regional Growth Strategy are applicable to the property.

SITE DESCRIPTION

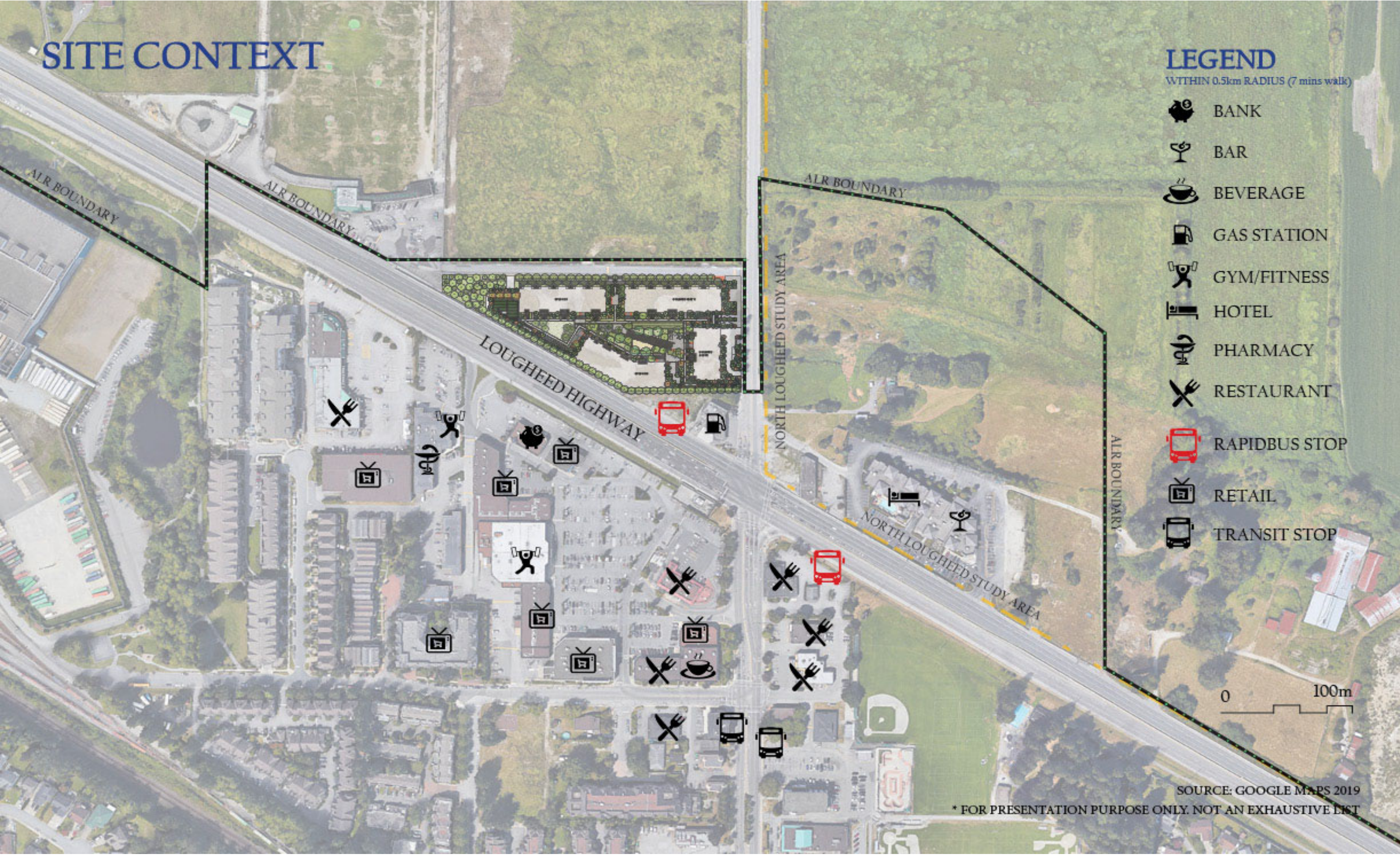
The PM Landmark development site is bounded by the access road to the Meadows Golf Centre to the north, Harris Road to the east, the Lougheed Highway to the south, and the Meadows Golf Centre to the west.

Across Harris Road, to the east are commercial and retail uses consisting of a veterinary hospital and a hotel. This area to the east is also being studied for a variety of uses: residential (low and high density), commercial, retail, and educational uses, under a planning initiative by Pitt Meadows. Seeing these uses on the properties that make up the North Lougheed Study Area is a priority of the present Council. These uses and those proposed by PM Landmark are very complimentary to each other.

Across the Lougheed Highway, to the south, is a shopping centre and other commercial and retail uses, a park, along with high and medium density residential.

To the west beyond the Meadows Golf Centre are lands within the ALR and used for a variety of purposes.

To the north of the whole of the subject property are agricultural lands, also within the ALR and a golf course. This area also represents access to a variety of recreational areas that help define the character of Pitt Meadows. These include the Katzie Slough, the Pitt River and Pitt Lake.



CURRENT OFFICIAL COMMUNITY PLAN DESIGNATION

The subject property's Urban Land Use designation within the current OCP is **Highway Commercial**.

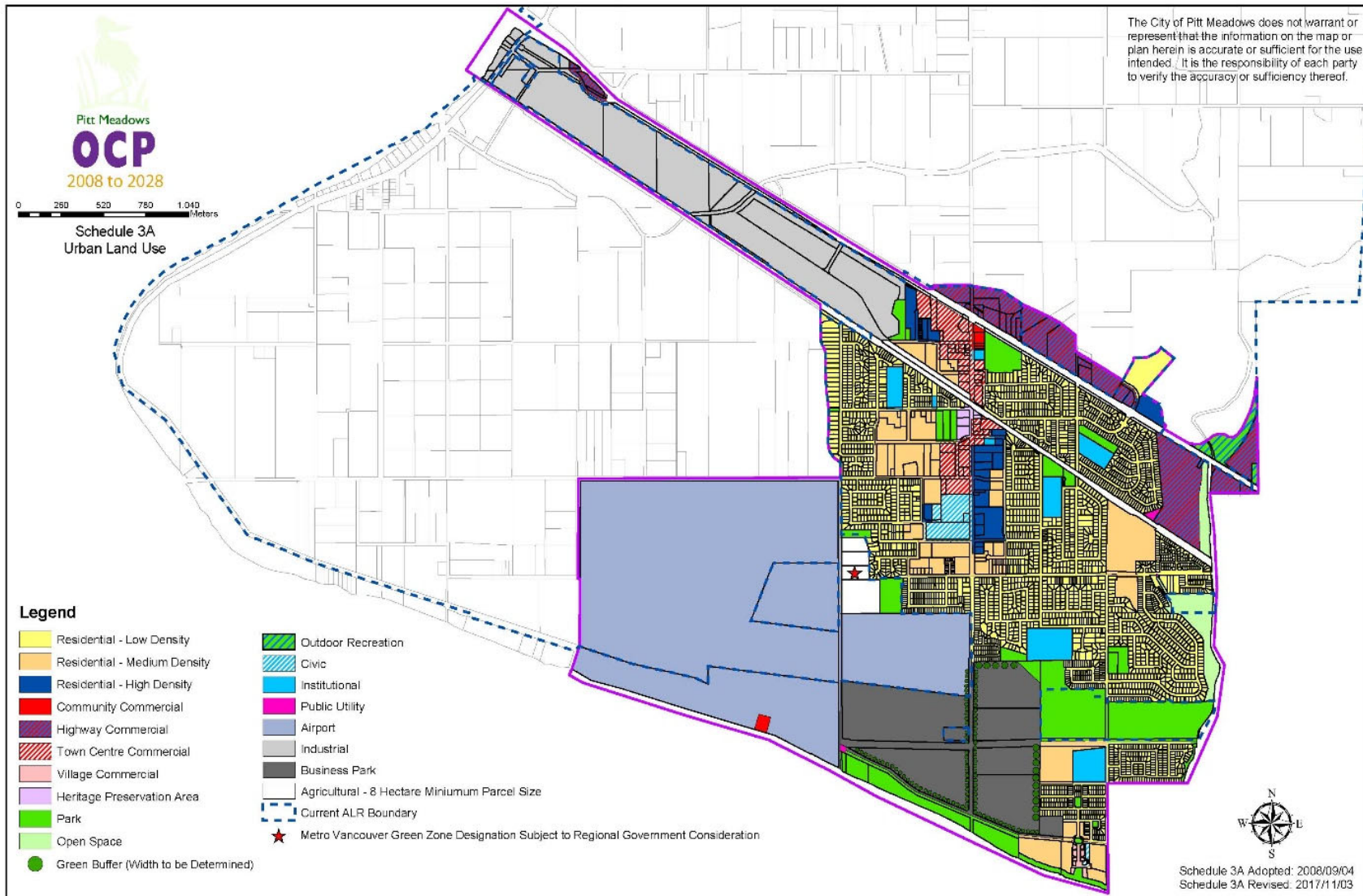
The property is contained within the Urban Containment Boundary. It is **not** within the Green Zone and is **outside** of the Rural Land Use Boundary. It is also not designated as being Environmentally Sensitive in any manner. Combined with the fact that the property is no longer in the ALR, the development of the property provides an opportunity for development that is not readily common within Pitt Meadows.

The property is designated within the North Lougheed Commercial Development Permit Area. This is also applicable to the lands, north of the Lougheed Highway and to the east of the property. These lands are being looked at for multi-use purposes such as residential (both low and high density), commercial, retail and educational uses. All of which would complement the PM Landmark project.

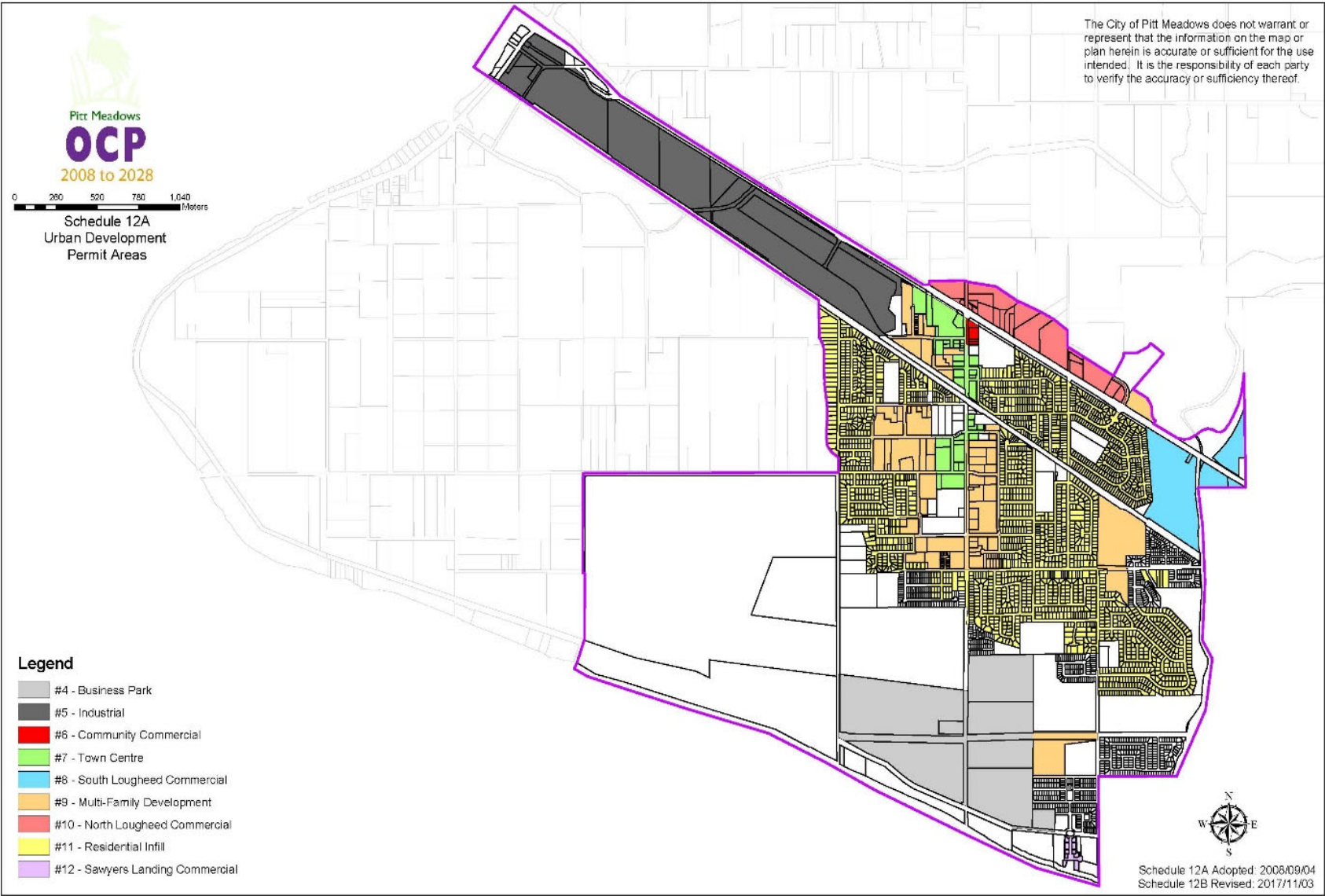
It is recognized the current OCP is under review. In this regard, in one of the options put forward for the City of Pitt Meadows Council's consideration as a means of accommodating Pitt Meadows' future housing requirements by City Spaces Consulting in their residential development overview for the new OCP, the subject property designated for high density residential. This also aligns with Council's vision for the lands, north of the Lougheed Highway.

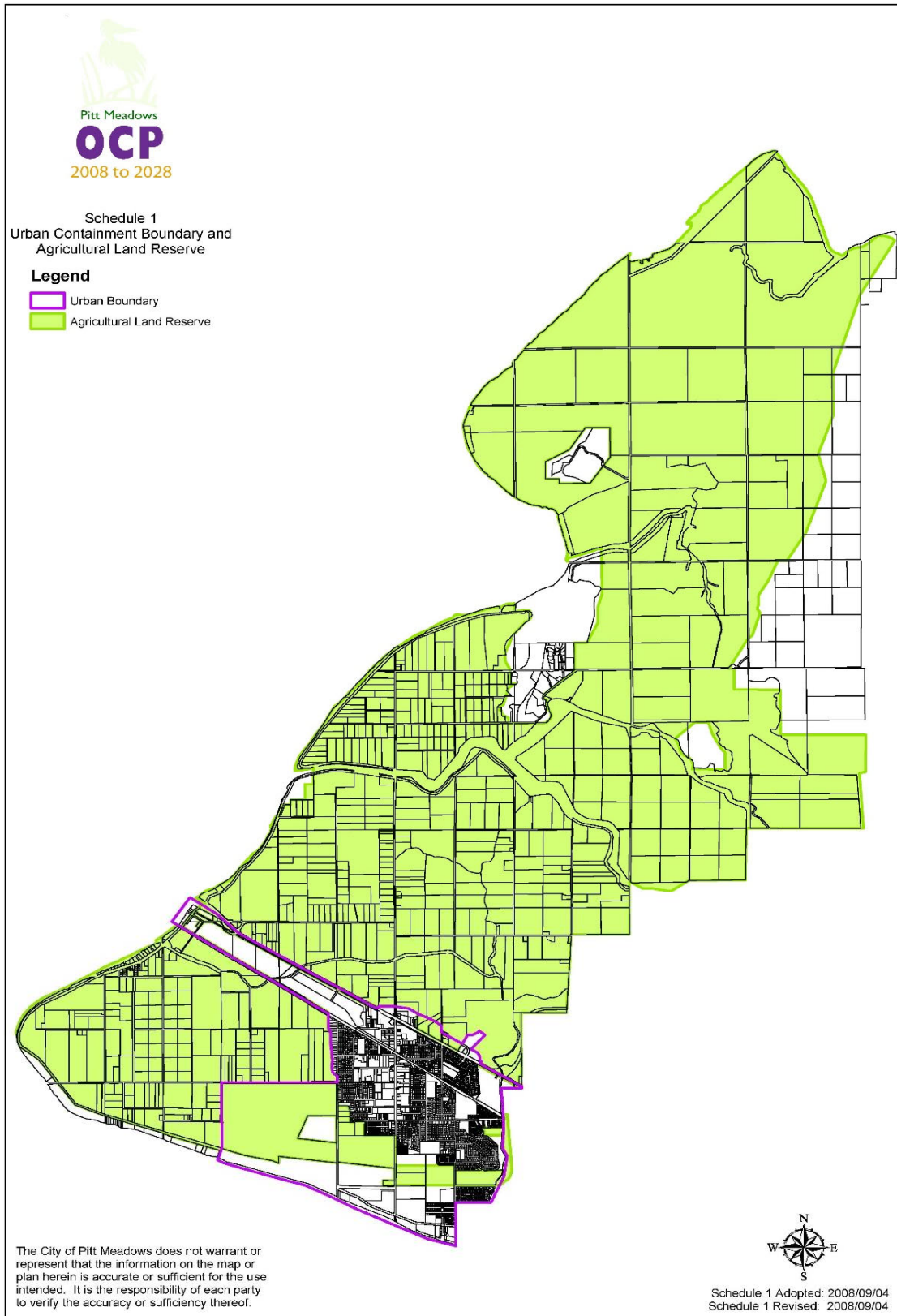
Pitt Meadows Landmark Project

Development Proposal



Pitt Meadows Landmark Project
Development Proposal



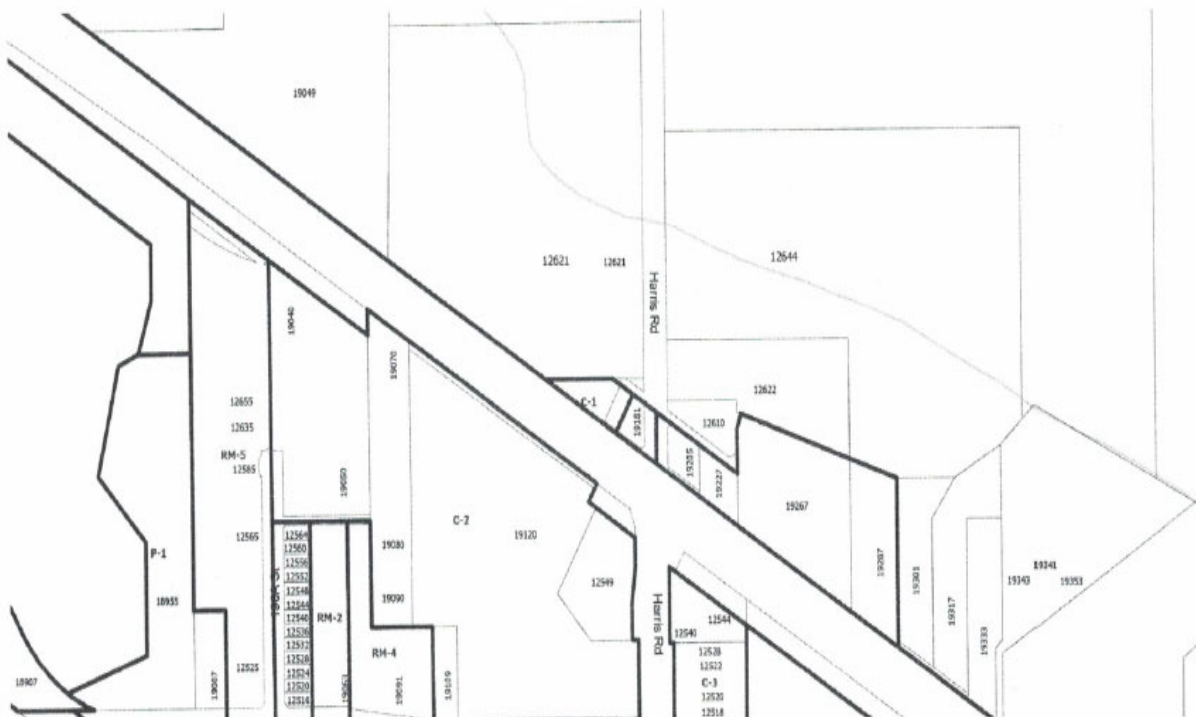


CURRENT ZONING DESIGNATION

The property is currently designated as A-1 Agricultural.

This designation applies to the whole of the property, despite the fact that the subject portion of the property is not in ALR, has never has been used for agricultural purposes (past use was for a go cart track and water slide), and is designated as Highway Commercial within the current OCP. Nonetheless, the A-1 zone, typically associated with lands within the ALR, was applied to the whole of the legal parcel and not just to those lands that had agricultural capability. So, despite the subject portion of the property being designated as Highway Commercial in the OCP, the zoning of the property does not align with the OCP designation.

The A-1 zone has a Minimum Lot Size of 8 ha. or 20 acres. Therefore, it is not even possible to subdivide the subject site from the parent parcel until such time as a rezoning takes place and sets a new MLS. It is anticipated, that if this application is successful, subdivision would take place sometime after adoption of the bylaws. An application for a Development Permit would follow after the subject site had been separated from the parent parcel.



PROPERTY HISTORY

As mentioned earlier in the report, the property was purchased by the current owner in January of 2004. Prior to the purchase, the subject site had been used for commercial recreational purposes. It had a go cart track and a water slide located upon it, along with other ancillary uses. Ownership had purchased that property with the view of eventually locating an automobile dealership upon it.

After the property was purchased, ownership made inquiries to Pitt Meadows on at least three different occasions about proceeding with utilizing the property for an automobile dealership. On each occasion, ownership was rebuffed and strongly discouraged from proceeding with such a venture on the property, even though it was designated for such a use under the OCP of that time and as it is currently.

This left ownership in a conundrum. While on the one hand, the OCP recognized the subject property's high profile position and location outside of the ALR while on the other hand Pitt Meadows did not particularly want to see any commercial uses on the subject site, primarily due to the fact that they would be located on such a high profile corner. It was believed that Pitt Meadows wanted a development on the property that provided a much more pleasing aesthetic that would enhance this key gateway into Pitt Meadows.

As a result, the property has sat vacant for more than 15 years. In 2018, ownership decided to pursue a residential development on the site, given the well documented need for housing in Pitt Meadows and the Lower Mainland. To this end, it has had its consultants working with the City of Pitt Meadows, in a very cooperative manner, to develop a plan that works from not only its perspective but one that fulfils many of the housing goals of the Pitt Meadows.

In this regard, the consultants have reviewed all planning documents related to housing development in Pitt Meadows and they have followed and inputted the review of the current OCP as well as the North Lougheed Study. They have also reviewed all of the information related to housing in Pitt Meadows put together by City Spaces in their reports to Council in relation to the OCP review.

Ownership and their consultants believe very strongly that their proposal meets the housing objectives of the OCP and those of the North Lougheed Study Area. They do not see the proposal being at odds with any of the studies and with what is being proposed. In fact, it believes the subject proposal strongly compliments these two documents and the land uses being proposed. It strongly feels that the subject proposal will be of great benefit to the Pitt Meadows.

In the proceeding sections of this report, the development concept will be explained in more detail as well how the conceptual development plan was arrived at. It was a long and thought out process that was even vetted by the public through a public information meeting held by the proponents of the proposal and given the comments received, a development that was looked at very positively.

In addition, a number of studies were undertaken to look at the various aspects of the development. These included a Riparian Area Regulations report, a Traffic Impact Analysis, a Geotechnical Engineering report as well as an intensive Landscape Architectural review and plan for the property.

OBJECTIVES AND DEVELOPMENT DESIGN PRINCIPLES

PROPOSE a sustainable, high quality design and development project creating approximately 352 homes of mixed size around a large central landscaped courtyard creating a community within a community

PROVIDE comprehensive housing choices ranging from first time home buyers to young families and seniors that brings the added benefit of allowing “ageing in place” and a vibrant housing mix

PROMOTE growth within a defined area channeling it into a vibrant Urban Centre with affordable and diverse housing that is close to employment centers, retail and shopping with excellent transportation links

IMPLIMENT the best practices for an eco-sensitive development with extensive landscaping while preserving the natural surroundings and spectacular northern mountain views

ENFORCE every sustainability opportunity that can be implemented, including goals of LEED Certification and the selection of Low Carbon Building Material

ENHANCE this key gateway into Pitt Meadows while meeting the objectives of the Regional Growth Strategy identified in Metro Vancouver 2040: Shaping our Future

BALANCE ecology, recreation, and the built environment while taking advantage of lands outside of the ALR, which are in short supply in Pitt Meadows

LOCATE close to shopping, public transportation, recreation areas, and other urban services

COMPLIMENT land uses proposed in the North Lougheed Study Area, while sitting outside of the ALR

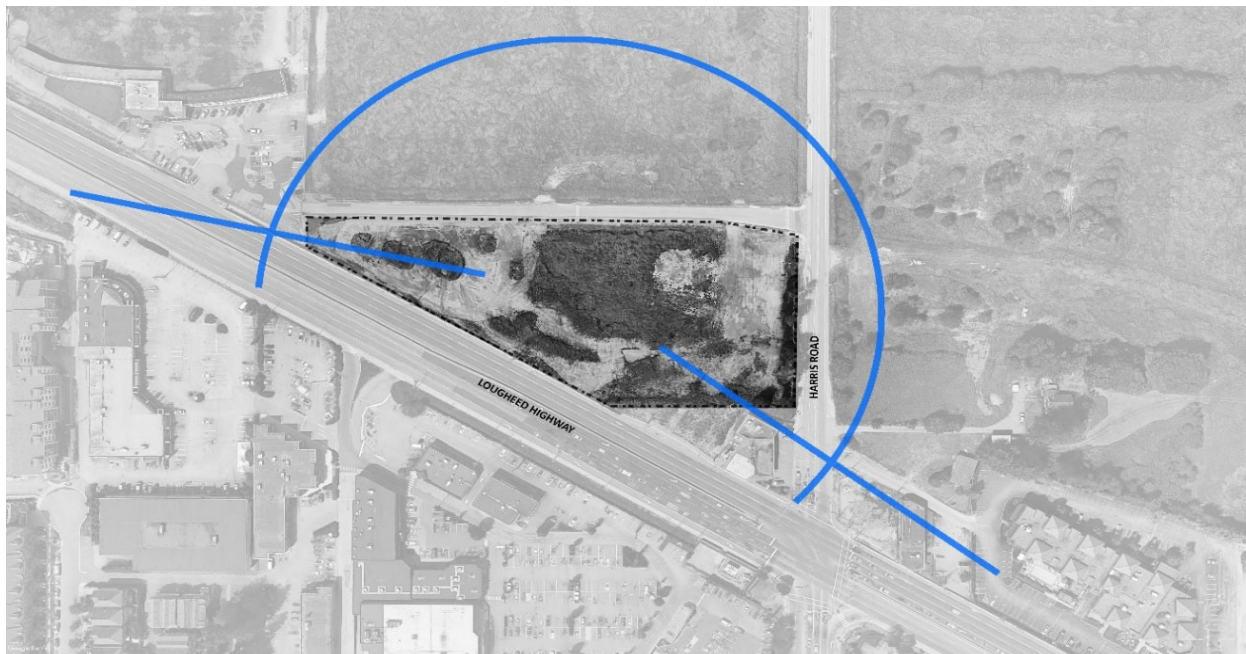
SITE DESIGN PROCESS

A number of opportunities and constraints were identified that guided the development of the Pitt Meadows Landmark project.

Firstly, the design process started with analyzing the constraints and possibilities of the road network system. It was noted that the site was located at the intersection of Pitt Meadows’ most important system, being the Lougheed Highway on the southwest and Harris Road, an important connector to the City’s street system, on the east.



Second was to take advantage of the great views from the property. From Mount Seymour, Coquitlam Mountains, Golden Ear Mountains, to Mount Baker, the spectacular northern mountain views and exceptional natural landscaped surroundings were a key element driving the PM Landmark project.



Thirdly, the site is located in a flood plain, a very important constraint which made the team review its design upwards, guaranteeing a sustainable development out of the flood plain. This constraint also turned out to be a positive in that it resulted in the site being looked for a higher density than might have looked at originally had the flood plain not been an issue. The flood elevation level resulted in parking having to be placed below the habitable space to achieve compliance with this elevation level. Given the inherent cost of constructing a parking structure, more units were needed to justify the costs of doing so. The idea of lower density development became unrealistic at this point.



Moreover, as the site was basically overgrown in terms of vegetation, integrating a vast green courtyard and greenbelt, became a key design feature to enhance the aesthetics of the site at this key intersection into Pitt Meadows.

In addition to the vegetation, the edges of the site, natural and built, play the double role of barriers from the motorway structure on the southwest and the agricultural lands to the north of the site. These edges contain the development while allowing us to reconnect these two distinctive elements through the greenbelt that will surround the PM Landmark project and a vast green courtyard.



Finally, an onsite sensory study helped our consultants' understanding of the vectors of noise emanating from the road network and pushed the design guidelines to find solutions to reduce the surrounding noises. This was accomplished by creating noise buffering structures, greater landscaping, and opening up the building facing Harris Road, thus eliminating the potential creation of a noise canyon.



DEVELOPMENT CONCEPT PLAN

HOUSING COMPONENT

In looking at the housing component of the development, the various considerations of the objectives, general requirements and guidelines described in Development Permit Area No.9-Multi-Family Development were studied.

Although PM Landmark is not applying for a Development Permit at this time, the DP guidelines were addressed and assessed when looking at the housing component of the site.

As per the Objectives outlined in DP No. 9, the proposed PM Landmark project endeavours to encourage coordination of siting, form, and volume of an intensive of multi-residential development and their areas for parking, storage, and landscaping. The project is also of a form and character that is compatible and complementary to those of existing and planned development in the area. It also strives to create an attractive streetscape through design and landscaping.

In terms of the guidelines as outlined in DP. No. 9, from a character perspective, the building are architecturally coordinated and planned in a comprehensive manner. Due consideration was given to circulation, the relationship between buildings, the visual impact of the buildings, as well as design compatibility with the surrounding area. Other considerations from a character perspective, such as the relationship between the proposal and surrounding properties were also examined. In this regard, the scale of the proposed buildings is reduced quite dramatically due to the distance between the proposal and other buildings in the area.

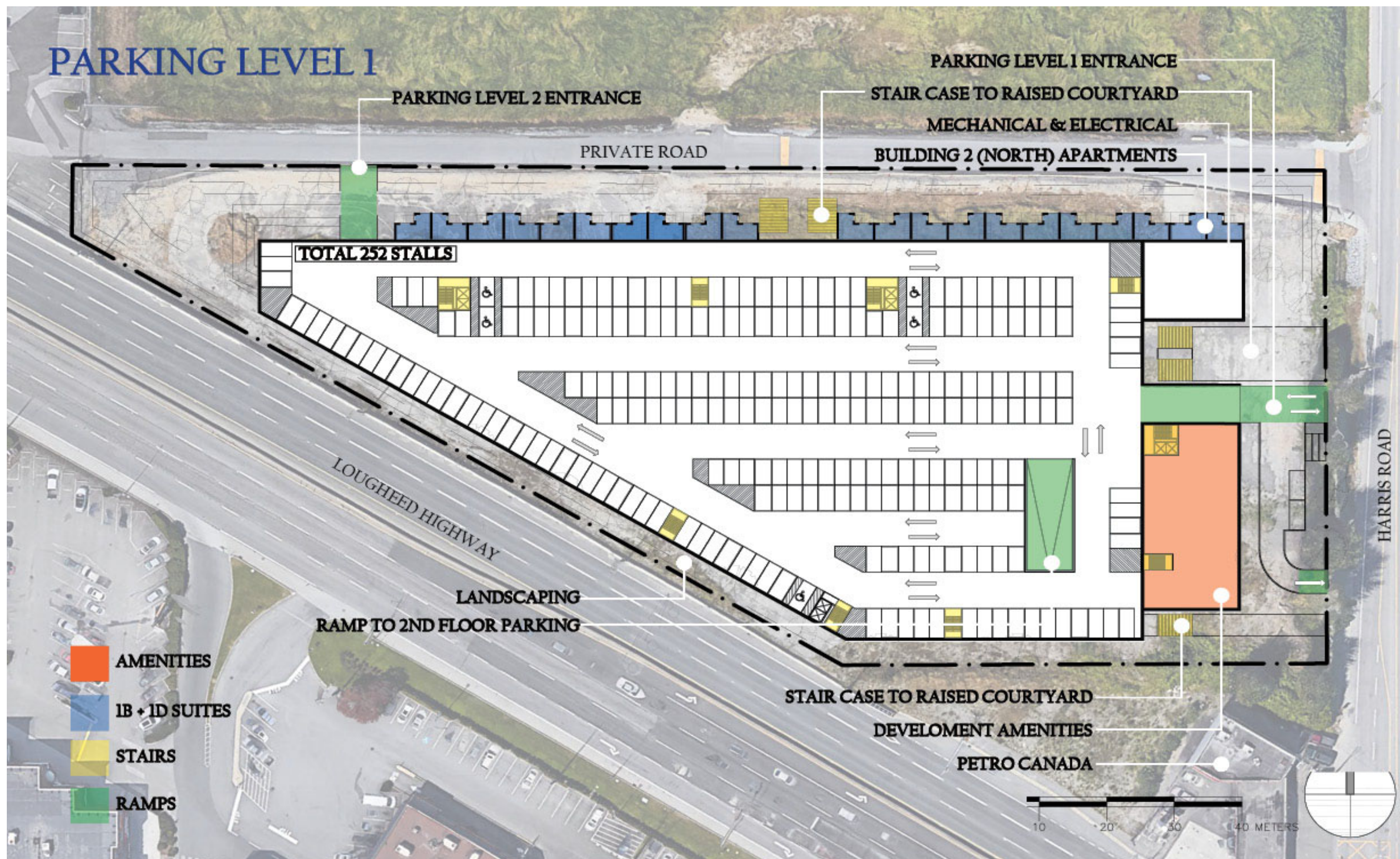
From a Siting and Access perspective, the development complies with the guidelines outlined. The buildings do not back onto public roads, variable setbacks were incorporated, there is efficient circulation, with the pedestrian realm clearly defined, parking is accommodated as per the City of Pitt Meadows requirements, and there is variation in unit sizes and design.

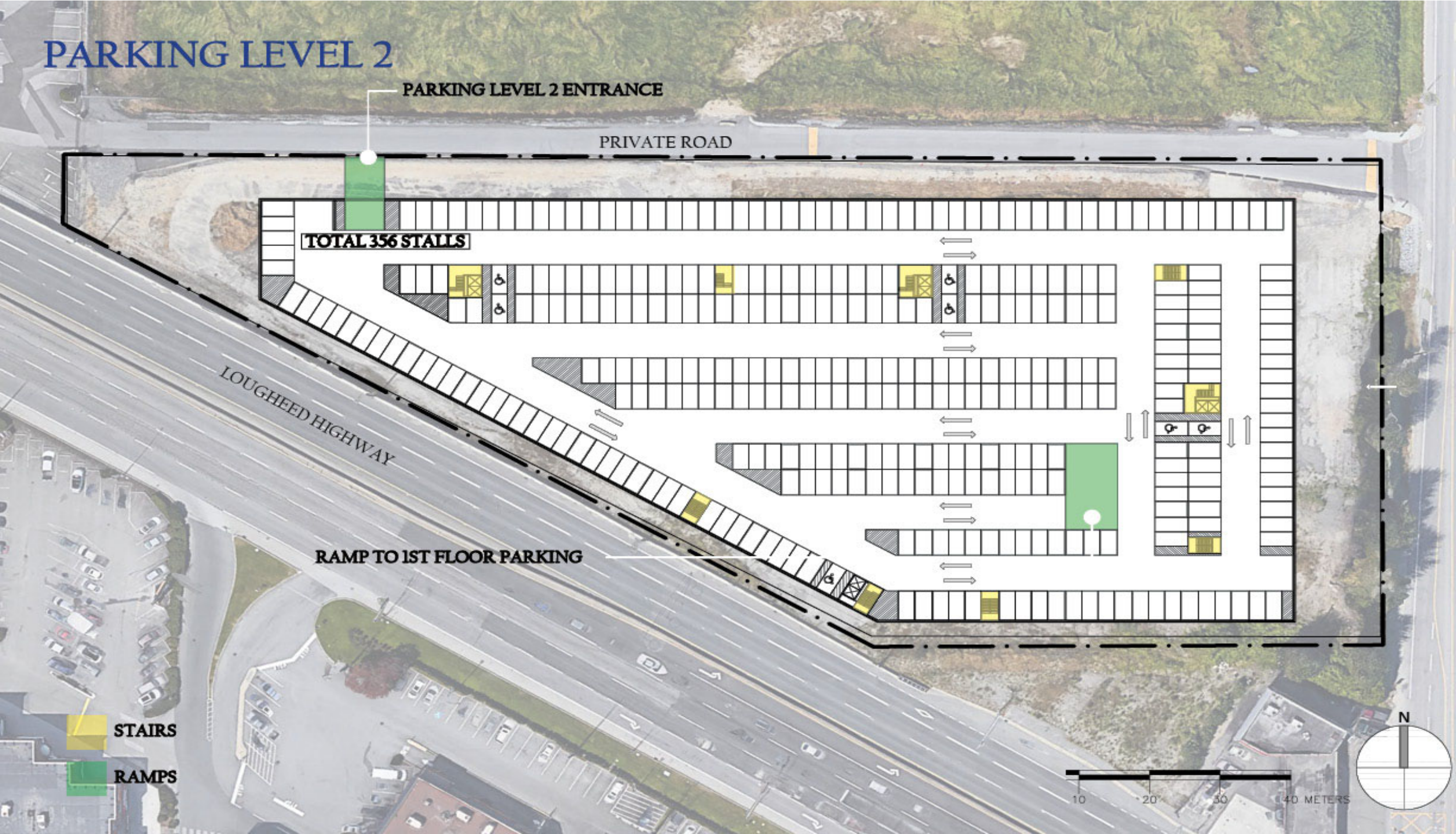
The public spaces were also designed to receive sunlight all year and an analysis of the effects of solar orientation was studied to make sure all buildings had good sun exposure.

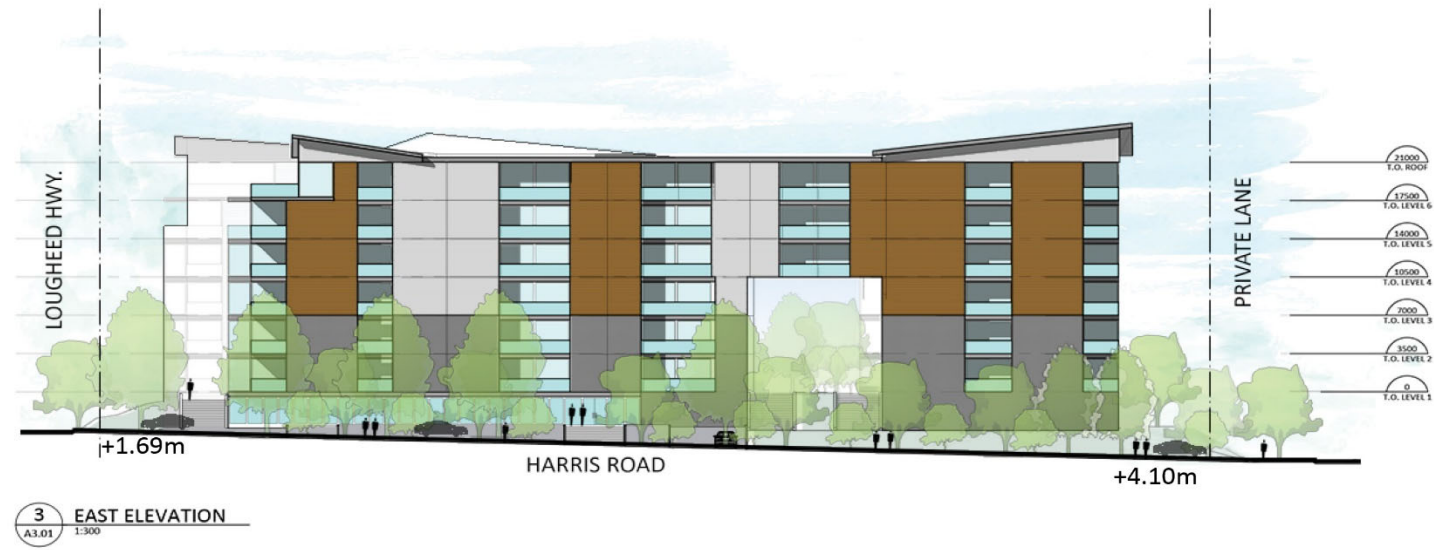
The net result of integrating the requirements of DP No. 9 with the additional analysis undertaken by the project group has resulted in the proposed development plan. It is felt that the project complies with the objectives of the regulatory requirements, while fully taking advantage of the site's opportunities.











LEGEND

+0.00m ELEVATIONS (GEODICS)
(SEE SURVEY PLAN A0.21 FOR DETAILS)



LEGEND

+0.00m ELEVATIONS (GEODICS)
(SEE SURVEY PLAN A0.21 FOR DETAILS)

LANDSCAPING/OPEN SPACE

The project is bordered by Harris Road on the east and the Lougheed Highway on the south. The Lougheed Highway will bring to the development a vibrant commercial and residential prioritized zone. The north east views from the site stay as an important element of the development. Since the site sits on a flood plain, measures have been taken to elevate the site to avoid any repercussions from any potential flooding. Treatment of the south west frontage of the development acts as a buffer to the site from the Lougheed Highway. The north frontage of the development acts as an extension of and a buffer to the adjacent ALR. A generous setback with heavy planting of trees and shrubs gives a sense of scale and place to the development and at the same time provides habitat for birds and pollinators. The site is surrounded by a pedestrian walkway to establish good connectivity around the development and to the adjacent community. Each unit fronting onto the street is accessed by a private gate and access path creating a rhythm of gates and stepped planters that articulate the frontage giving a human scale to the public realm.

The architecture of the development is a stately modern design. Good sized patios provide abundant private outdoor space for every ground oriented apartments in addition to the generous outdoor amenity space in the courtyard.

The landscape design for this project, consisting of the interior courtyard within the property, strives to nestle the buildings into its site. A residential community of approximately 352 units creates a new landmark entry to Pitt Meadows. The outdoor courtyard includes numerous and varied common amenity areas with BBQ, dining, and seating areas around a fire pit to act as an outdoor gathering space and community building. A raised wood deck seating area and several pockets of seating spaces act as intimate nodes to gather with friends and neighbours. A large lawn with berms and children's play area is adjacent to the main courtyard and creates space for young children to explore and play and call their own. A sizeable community garden is provided with gardening beds, gathering and eating areas, a gardening shed and composting opportunities. The concept of this space is to be a direct reference to the adjacent ALR lands and will be planted with blueberries, a common area crop, and numerous fruit trees. Habitat for pollinators and birds is an integral component of the overall site design. All areas are intended as potential play and learning areas for residents of all ages.

Multi-level seating and wood decking encourages activity around 2 water features which act as noise buffering from the Lougheed Highway. A main loop walkway within the courtyards acts as a main circulation path throughout the development and connects the private patios of the ground oriented units.

Planting beds and raised planters throughout the courtyard make a variable landscape of colours, themes, and elements that would provide multi-season interest and activity.

Using a native and native adapted plant palette familiar to the West Coast assists in setting up the sense place initiated by the architecture.

In terms of sustainability, the landscape design has incorporated:

- Native and non-native adapted plant material ensuring less water demand
- Permeable surfacing off-slab to facilitate water infiltration
- Increased soil volumes on slab that will retain and reduce the release rate of water in the larger system
- High efficiency irrigations system to further reduce potable water consumption in the landscape
- Small scale urban agriculture that provides education, food, and social development
- Use of durable materials
- Landscape lighting will be low level LED and have cut-offs to minimize light spillage into other areas
- The site is located on a major regional highway with adjacent transit opportunities

Harris Road

Civic Address: 12621 Harris Road, Pitt Meadows BC

CONSULTANT TEAM

OWNER:
ARCHITECT: ThinkSpace Architecture
LANDSCAPE: eta landscape architecture

DRAWING LIST

- L0.0 Cover Page
- L0.2 Illustrative Plan
- L0.3 Precedent Images plan
- L0.4 Pedestrian Circulation Plan
- L8.0 Landscape Sections
- L8.1 Landscape detailed plan

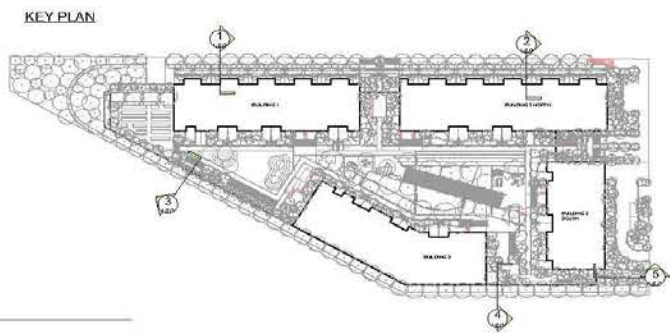
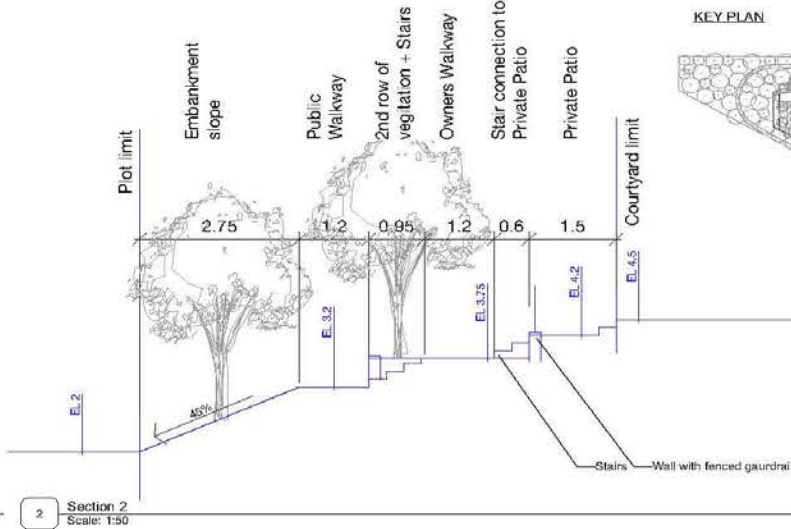
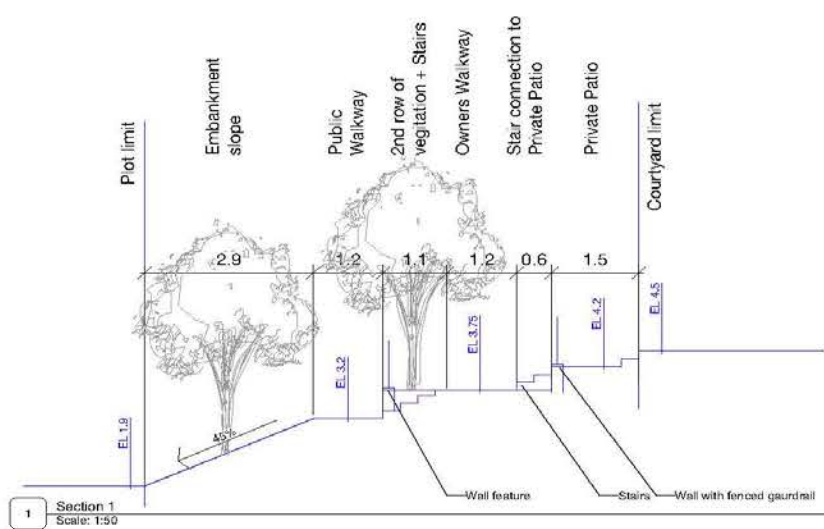




1 Illustrative Plan
Scale: 1:300

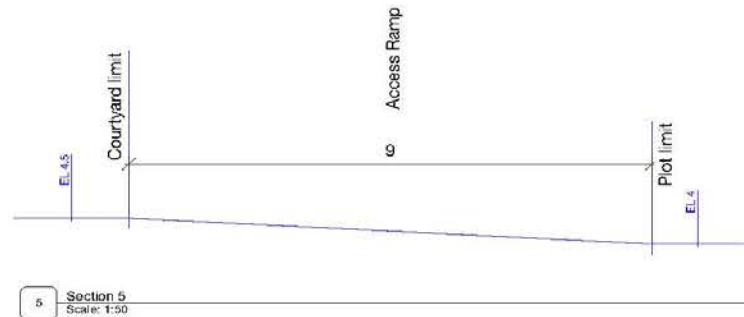
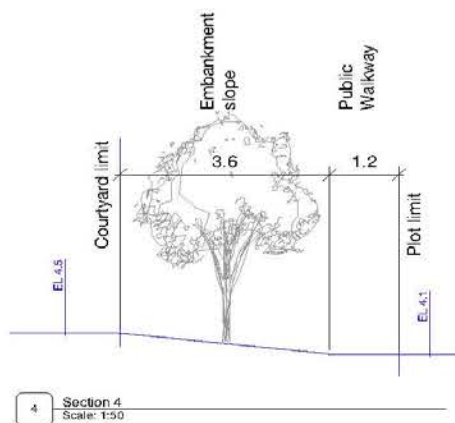
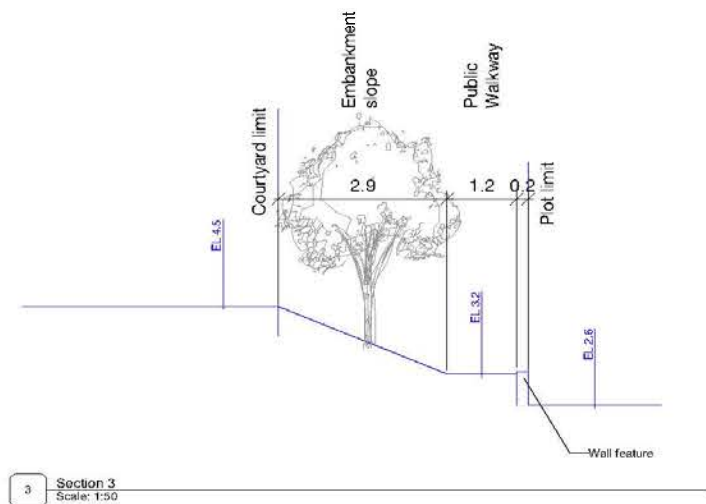


1 Precedent Images Plan



Revision No.	Date	Revision Notes
1	2019.10.23	ISSUED FOR REVIEW

Professional Seal



eta LANDSCAPE ARCHITECTURE

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Vancouver, BC, Canada V6J 1H4

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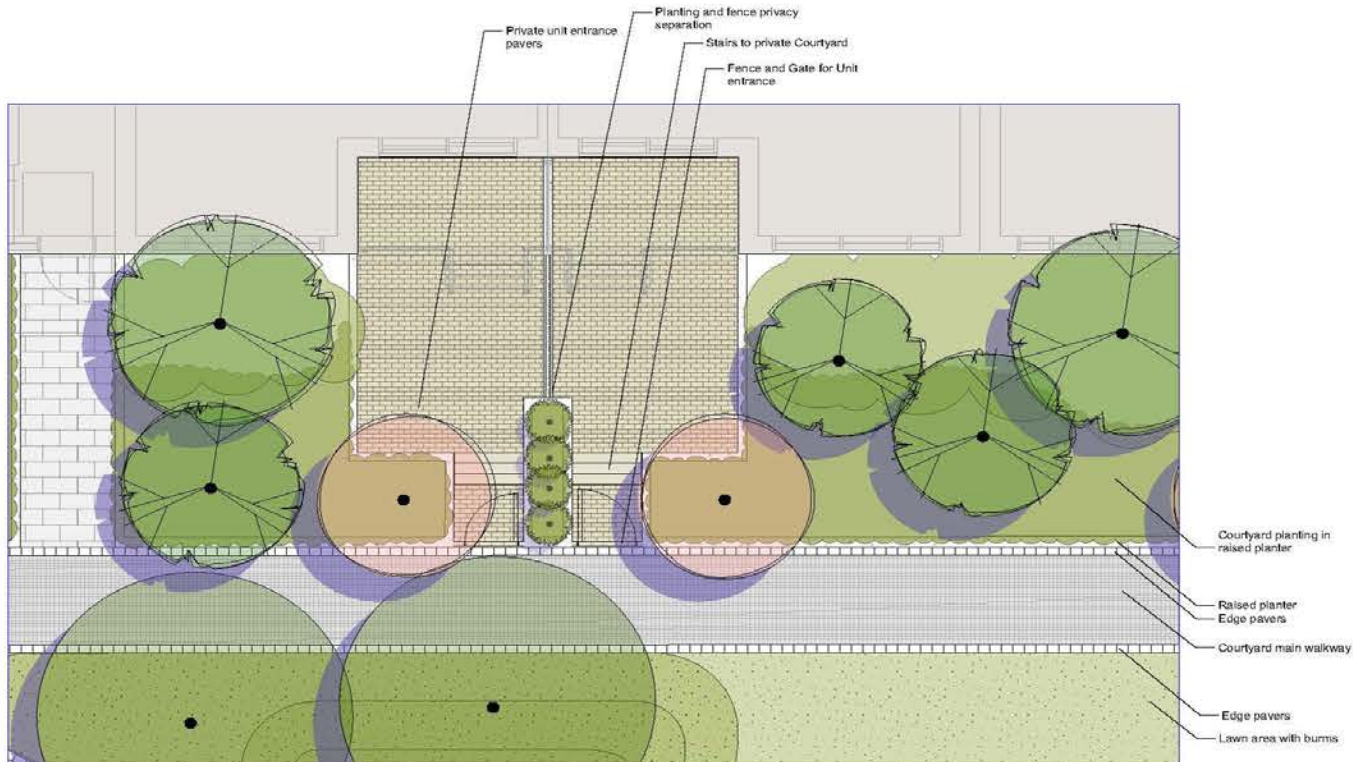
Project
HARRIS ROAD

12621 HARRIS ROAD
PITT MEADOWS, BC

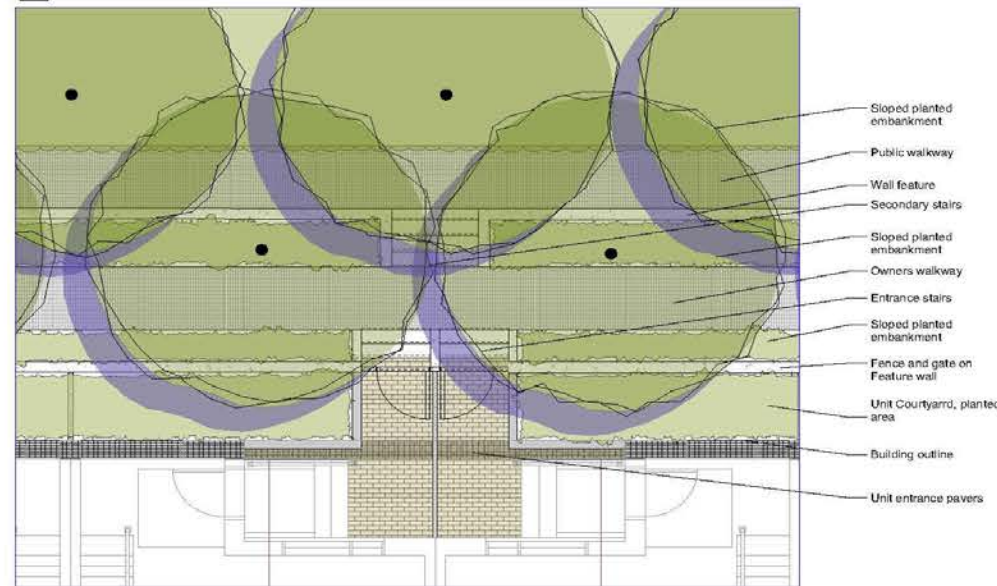
Drawing Title
Landscape Sections

Project Manager AAR	Drawn By AAR	Scale as noted
Reviewed By DT	Checked By DT	Scale as noted
Date 2019.09.06	Project No. L8.0	Sheet No. 5

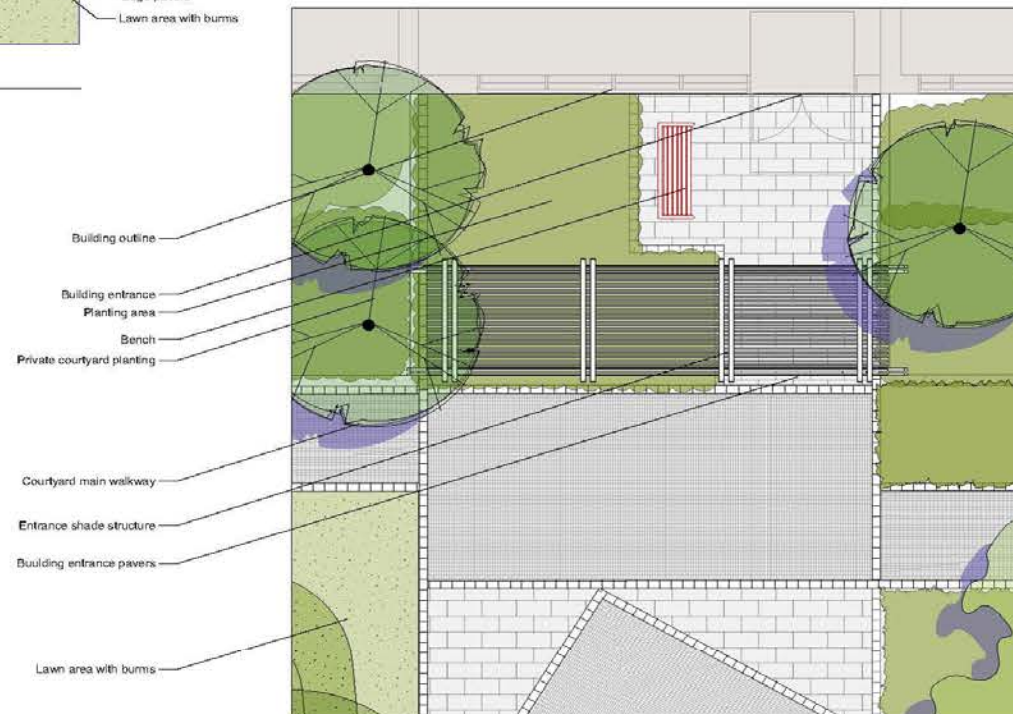
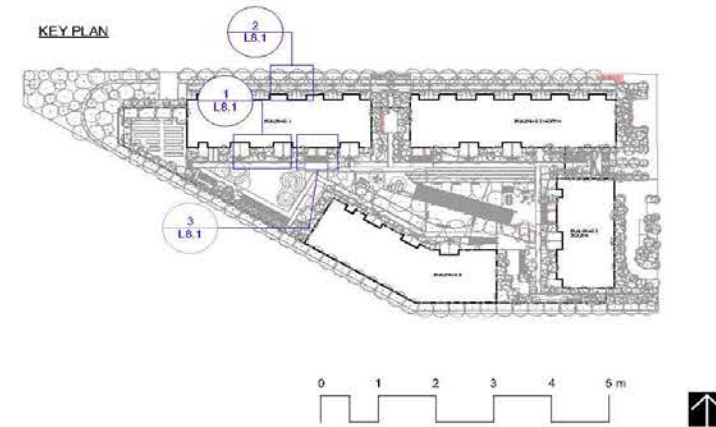
Print Date:



1 Building unit entrances/ courtyard side
Scale: 1:50



2 Building unit entrances/ road side
Scale: 1:50



3 Building entrance/ courtyard side
Scale: 1:50

Revision	No.	Date	Revision Notes
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Issue	No.	Date	Issue Notes
A	1	2019.10.23	ISSUED FOR REVIEW

Professional Seal

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Project
HARRIS ROAD

12621 HARRIS ROAD
PITT MEADOWS, BC

Drawing Title
Landscape Detailed plan

Legend

Project Manager AAR	Drawn By 21937
Quantity AAR	Scale AS NOTED
Drawn By DT	Checked By L8.1
Date 2019.09.06	Sheet 6
Plot Date	

STATISTICAL BREAKDOWN

The portion of the property which is the subject of this application is 159,502 square feet or 3.66 acres in size.

The amount of site coverage is 67.2%, if the parking structure is factored into the equation. However, given that a significant amount of area above the parking structure is being utilized as large central courtyard consisting of landscaping, open space, community space, and pedestrian oriented space, the actual site coverage of the buildings is only **27.3%**. This results in almost 73% of the site becoming covered with landscaping and common space. There is a more than a reasonable argument to be made for the exclusion of the parking structure from the site coverage calculation due to the amount open space being created on top of this structure.

It is anticipated that there will be approximately 337,444 square feet of buildable space in 4 - six storey buildings. With a site size of 159,502 square feet, this equates to a Floor Area Ratio of 2.1, which is below a FAR of 3.0, which is recommended by Pitt Meadows for the multi-residential lands along Harris Road.

Of the 337, 444 square feet of buildable space, 254,760 square feet will actually comprise the units themselves. At this point and based on current market research, the unit types will consist of 25% being 1 bedroom units, 50% being 1 bedroom plus den units, and 25% 2 bedroom units. There is also an opportunity to re-shuffle the percentages of each unit type, depending on the market at the time that construction is anticipated.

There are also 608 parking stalls being constructed within the parking structure. This exceeds the 1.7 stalls per unit required under the City of Pitt Meadows parking requirements. To accommodate the prescribed number of parking stalls, two levels of parking are proposed to be constructed within the parking structure. All of this will be above ground in order to comply with the flood plain elevations for habitable space.

SUPPORTING REPORTS

TRAFFIC REPORT

In order to understand the traffic implications of the development, CTS was authorized to undertake a Traffic Impact Assessment for the project, as per the required guidelines for such reports.

The report made the following key conclusions:

- a) The development will have 358 units between three mid-rise buildings. Two access points are proposed, one is on the Meadows Golf Centre access road and the other is on Harris Road
- b) The nearest available alternative mode travel facilities were as follows:
 - i) Approximately 400 meters south of the study area, there are bus stops Harris Road and McMyn Road that are serviced by routes #701 and #791
 - ii) There is currently a bike lane located just east of the proposed development that runs north-south on Harris Road and connects to the bike route on the Lougheed Highway to the south
 - iii) There is a crosswalk south of the proposed development that connects the study area to the nearby pedestrian network
 - iv) A Rapid Bus stop is located adjacent to the property
- b) CTS conducted turning movement counts on Wednesday, February 27, 2019 from 7 am to 9 am and 3 pm to 6 pm to document the typical weekday morning and afternoon peak hour traffic volumes
- c) The following peak hours were selected, based on the peak hours observed by the study intersections:
 - Weekday Morning Peak Hours – 7:45 – 8:45
 - Weekday Afternoon Peak Hour – 2 – 3
- d) 2021 is anticipated to be the year of full build out for the proposed development. The growth factor of 2.0% was used to factor up 2019 volumes for the traffic growth for 2021, 2026, 2031
- e) The proposed development is forecasted to generate a total of 129 vehicle trips (33 inbound and 96 outbound) during the weekday morning peak hour and 158 trips (96 inbound and 62 outbound) during the weekday afternoon peak hour
- f) Capacity analysis was performed at each of the study intersections in order to determine the intersection levels of service (LOS) that is provided to motorists. The following assumptions were made with respect to the intersection capacity analysis:
 - Saturation flow rate = 1,900 passenger cars/hour of green time/lane
 - Peak hour factor (PHF) = 0.93 (weekday morning peak) and 0.94 (weekday afternoon peak) which is the average factor observed from the surveyed intersections
 - Heavy vehicle percentage for road = 2%
- g) The capacity analysis determined that all the unsignalized intersections included proposed access points examined in the study area will be able to accommodate the projected traffic volumes with no operation and/or geometrical improvements for all study area scenarios

- h) The capacity analysis determined that the intersection of Lougheed Highway and Harris Road is currently approaching capacity and will exceed capacity in the year 2026 during the afternoon peak hour
- i) It was noted that all site generated traffic (158 vehicles in the afternoon peak hour) is allocated to this intersection to illustrate the worst case scenario. Comparing to the base traffic volume at the intersection during the afternoon peak hour at the year 2021 (6,758 vehicles), the generated traffic volume is 2.3% of the base traffic volume at this intersection. The incremental impact by the proposed development to the intersection of Lougheed Highway and Harris Road is insignificant
- j) It is expected that a new B-Line bus route on the Lougheed Highway will be in service by the spring of 2020 with a bus stop located at the frontage of the proposed site
- k) It is expected that the North Lougheed Connector (NLC) will be built in the near future. With the NLC implemented, the Lougheed Highway will be connected to the NLC at Allen Way. This way, the capacity pressure at the intersection of the Lougheed Highway and Harris Road is expected to be released
- l) A total of 614 parking spaces are proposed for the development of which 355 parking spaces are located at the 1st level parking and 259 parking spaces are located at 2nd level parking. The provided 614 parking spaces exceed the by-law required amount of 591 parking spaces. No parking variance is required from Pitt Meadows

Recommendations of the TIA:

- a) The developer encourage the future commuters from the west of the site to use the Kennedy Road/Old Dewdney Trunk and Lougheed Highway to access the site via Old Dewdney Trunk Road before the implementation of the NLC. This would alleviate the potential capacity issues at Harris Road at Lougheed Highway
- b) The City of Pitt Meadows to implement the North Lougheed Connector to release the capacity at the intersection of Lougheed Highway and Harris Road in the near future.

The findings clearly indicate that the traffic volumes to be generated by the development to be negligible. The traffic problems that may arise due to limited capacity at the intersection of the Lougheed Highway and Harris Road are going to occur irrespective of the proposed development.

The full traffic report is included as part of this submission

RIPARIAN AREA REGULATIONS REPORT

As requested by staff, a Riparian Area Regulation assessment report was undertaken for the subject site. The report was undertaken by Balanced Environmental in February of 2019. The report was authored by Bruce Clark, QEP.

The report concluded that as the development will not cause any serious damage to fish, there was not a need to adjust the SPEA to protect the habitat of any aquatic species at risk, and that the riparian values associated with the watercourses were limited.

No extra measures, other than the normal protection of the SPEA need to take place. Monitoring during construction, of course, would need to be undertaken.

The complete report is included as part of this submission.

GEOTECHNICAL REPORT

A geotechnical analysis of the site was undertaken. This was done at this stage for two reasons: the property is within a flood plain and to look at the load bearing capacity of the soils.

In both instances, there are no issues that cannot be addressed.

To accommodate that flood elevation level, the proposal incorporates two levels of parking, above grade. This results in the under floor of any habitable space being well above the flood elevation level.

Given the need to have an above grade parking structure upon which the residential and landscaping components of the development will be sited, combined with the property's location within the flood plain, it was decided that it would be prudent to look at the ability of soils of the property to accommodate the weight load of the structures. Work in this regard was undertaken by Valley Geotechnical Engineering Services Ltd.

Their findings were that the soils of the site were variable but did have components of organics, clay, and silty sand. As such, raft slabs foundations were recommended after a pre-load period, dewatering during construction, as well as permanent dewatering. All of this is manageable and are not extraordinary.

The complete report is an addendum to this report.

ENGINEERING

The site is serviced by both community water and sanitary sewer connections. Modelling of the water and sanitary sewer was not possible at this time as our consulting engineers were told the information needed to be able to do so would be provided by Pitt Meadows only after the application to develop the site was submitted.

MUNICIPAL STRATEGIES, PLANS, AND COMPLIANCE

The consulting team for the project examined the policies of the current OCP, the work being done on the new OCP and the conclusions to date, as well as the ongoing North Lougheed Study Area. In all instances, it can be more than reasonably argued that the proposal being presented by the PM Landmark project meets the key objectives of these documents.

CURRENT OFFICIAL COMMUNITY PLAN POLICIES

Multi-family Housing is particularly encouraged within the central part of the Urban Area, including Medium to High Density Multi-Family Housing located on major roads and within the Town Center.

Infill Housing is supported in the areas designated for low density residential use in the Urban Area, and in particular adjacent to the Town Center within walking distance of transit.

In regards to these policies, the subject property is within the Urban Containment Boundary and has an Urban Land Use designation, in the current OCP. While the Urban Land Use designation is Highway Commercial, attempts to use the land for such purposes has been rejected by Pitt Meadows on three occasions. Given this, it would seem that Pitt Meadows wishes to see something other than Highway Commercial on the site, which is understandable given the amount of commercial uses on the south side of the Lougheed Highway and Harris Road intersection. As such, it is clear that because the property is within the Urban Core of Pitt Meadows, the only other alternative is to look at multi-family residential and at a density that will help resolve Pitt Meadows' present and future housing requirements. This seems to be the only logical land use for the site, given its location and the fact that it is out of the ALR. By being out of the ALR, also helps relieve the pressure on having to look at lands in the ALR to handle the need for housing.

Furthermore, if the property is to be considered for housing, it would seem that proper planning would dictate that the site is utilized for high density development. The scale of what is being proposed is not out of line for the area and respects the site and its location.

OFFICIAL COMMUNITY PLAN REVIEW

As noted, the current OCP for Pitt Meadows is being reviewed. From the housing reports prepared for this review by City Spaces Consulting for Pitt Meadows, it is noted that 4,354 more people are expected in Pitt Meadows by 2041.

This creates the need for an additional 2,325 housing units by 2041. There is currently not enough residentially designated land in Pitt Meadows to accommodate this future growth.

Spatial data and analysis undertaken demonstrate that Pitt Meadows only has the capacity for an additional 422 housing unit at the present time within the Urban Containment Boundary. This does not include what could be built on the subject property for even though it is in the Urban Containment Boundary, it is not accounted for in the calculations.

Combined, there is a shortfall of 1,883 units that cannot be accommodated within the residentially designated lands in the current OCP. In addition, this number is likely higher given that not all developable or redeveloped land will transition into a higher density.

Given that there is currently not enough residentially designated land to accommodate growth in Pitt Meadow, other growth management strategies have to be explored. These include looking at developing lands outside of the ALR, in the Urban Area, and that are situated near commercial, transit, and employment areas. The subject property fits all these requirements, especially so when considering that Pitt Meadows does not wish to see those urban uses for which the property is designated for in the current OCP, being developed upon it. This would lead one to believe then, that it should be considered for residential development and in doing so, the site's development, in part, would help relieve the shortage of housing units in Pitt Meadows. It may also help prevent the redevelopment of much more sensitive areas. There is much to be gained from the development of the subject property in this regard.

Another strategy identified as a means of accommodating growth is densification. Densification is defined as "redevelopment of existing sites to higher residential density".

In looking at the Densification Goals as noted in the background papers of the OCP review, the following goals are noted:

- 1. Create Greater Housing Choice**

The Pitt Meadows Landmark project provides a variety of units that will appeal to first time buyers, young families, and seniors

- 2. Reduce growth pressure on surrounding agricultural lands and open spaces**

The project is outside of the ALR and makes optimum use of land that has never been open space but rather unused land.

- 3. Reduce reliance on cars and foster more walkable, bike-friendly, and transit oriented neighbourhoods**

The project is adjacent to the B-line Rapid Bus stop on the Lougheed Highway, within walking distance to the West Coast Express, and close to other bus stops, while across the road from commercial, retail, and other services. It is also located along Harris Road, which is designated within the current OCP as an Existing Walking and Biking Trail. It is also close to significant recreational areas.

- 4. Reduce Municipal costs through more efficient use of infra-structure**

The project has municipal services up to its property line. No expansion of services is required.

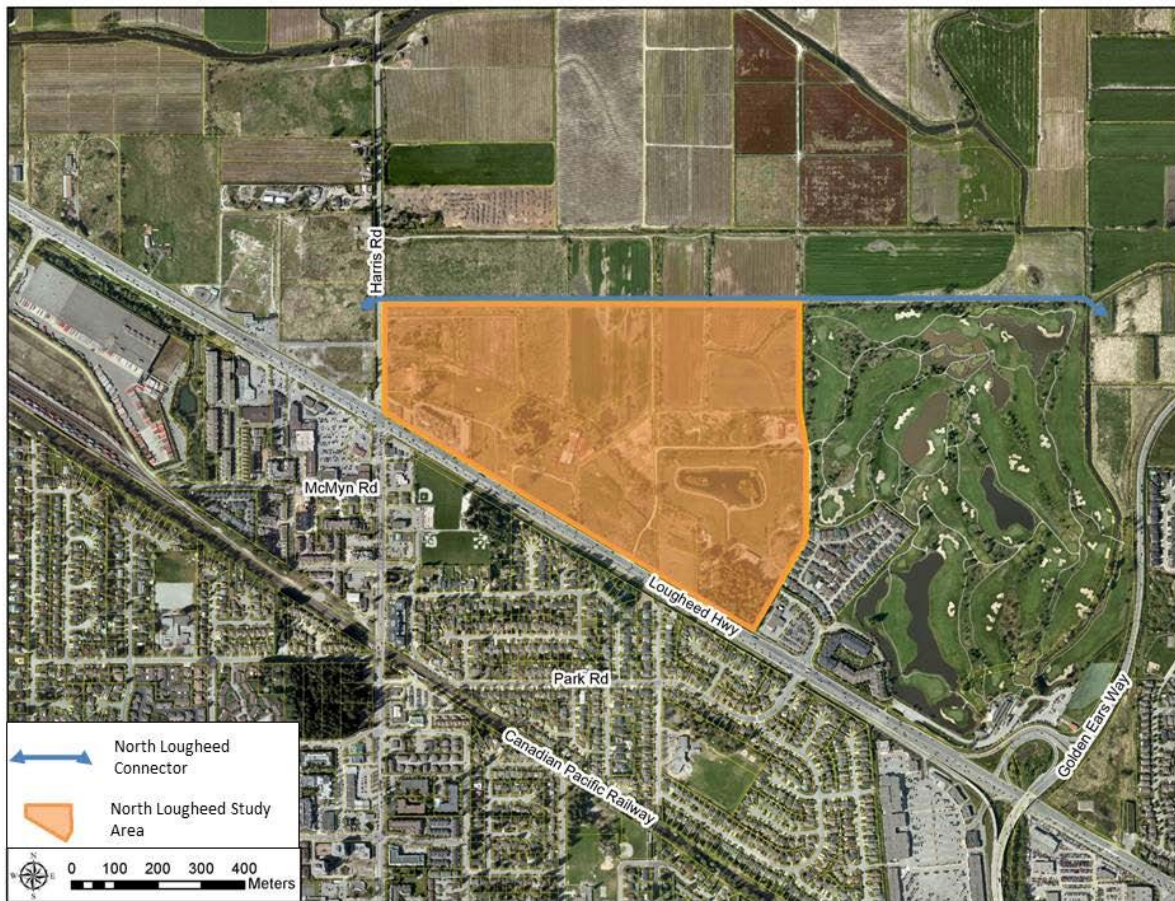
The background study development scenarios for the new OCP that have been put forward recommend residential development increases in transit oriented areas, with a Floor Area Ratio of 3.0 along Harris Road. The current proposal has an approximate FAR of 2.1.

The project falls within these recommendations put forward as it is located within a Transit oriented area. Combined with the other attributes of the project and its compliance with the stated objectives of the OCP review process, it would appear that the project is well suited for the intended use.

NORTH LOUGHEED STUDY AREA

Council has given clear direction to staff that it wishes to see development occur within the North Lougheed Area. There are great benefits to be accrued to Pitt Meadows from such development. These include:

- Increasing the variety of housing option in Pitt Meadows by increasing the potential to have mixed use residential and other housing option
- It is close to transit making it possible to have housing, employment, a potential post-secondary educational campus and recreational amenities, all within a five minute walking distance to transit which reduces traffic congestion
- There is space for local businesses and jobs which will enhance economic development with more space for viable local businesses and sustainable jobs
- An increased tax base by having property taxes being spread among a greater range of land uses and allowing for enhanced services and amenities for the community
- Agricultural benefits including improving safety through traffic calming along Old Dewdney Trunk Road and through the construction of the North Lougheed Connector
- Reduced congestion and improvements to traffic flow through the construction of the North Lougheed Connector
- Improved north/south community connectivity through a proposed pedestrian and cyclist overpass connecting with Harris Road Park, improving community access across the Lougheed Highway



In moving forward with the North Lougheed Study, through public consultation and other studies, three development concepts have been submitted for Council's and the public's consideration.

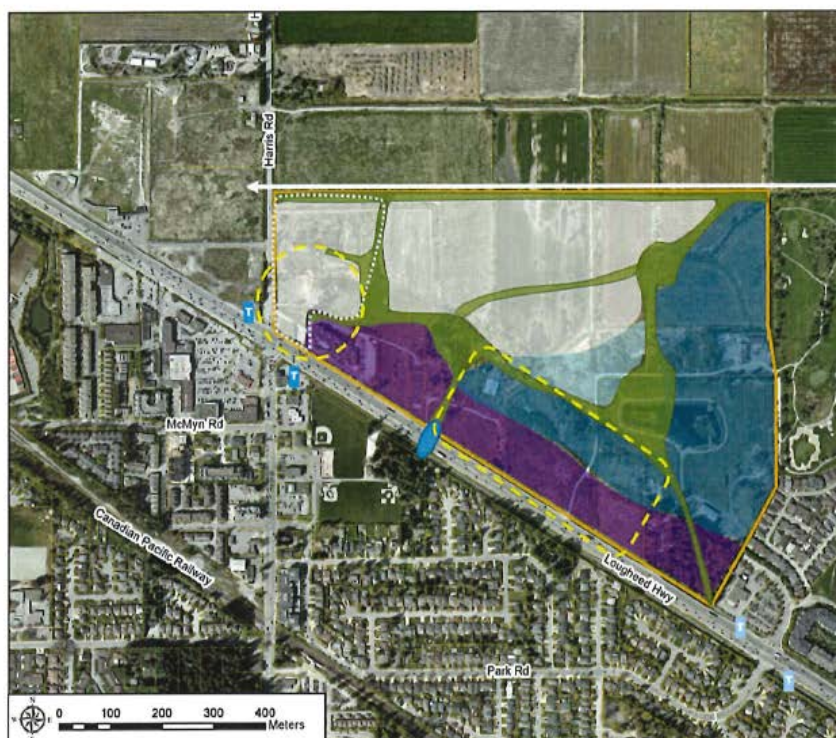
While the location of some of the proposed uses change within the study area, all concepts contain the following elements:

- Mixed Employment Lands
- Mixed Commercial and Residential land uses
- Live/Work areas
- Residential
- Green Space
- Civic/Institutional uses
- High Density Towers
- Rapid Bus Stops
- Pedestrian/Cycling Overpass

All of these land uses are to occur on lands immediately east, across Harris Road, from the subject property. The development opportunity proposed by this application is in line with the land uses identified in the development concepts put forward by the City of Pitt Meadows for the North Lougheed lands. In fact, the development proposal is very complimentary to those of the North Lougheed Study area. There is no conflict between the uses proposed for the North Lougheed Study area and those included in this subject application.

Furthermore, this proposal takes full advantage of the lands outside of the ALR and on the north side of the Lougheed Highway, as well as enhancing the key intersection of Harris Road and the Lougheed Highway. If the lands within the North Lougheed Study area can be considered for development, there is no reason that the subject property cannot be considered as well and in a similar scope. It is also noted that in two of the concepts put forward, high density towers of up to 12 stories are being considered for the lands immediately across Harris Road from the subject site. Given that only 6 stories are being proposed for the subject site, the subject development proposal would present a nice transition to these high density towers.

Draft Concept 2



Legend

-  Mixed Employment
-  Mixed Use (Commercial and Residential)
-  Live/Work
-  Residential Development
-  Green Space
-  Civic/Institutional
-  RapidBus Stops (Future and Proposed)
-  High Density Area (Towers)
-  Pedestrian/cyclist overpass

NEXT STEPS

Ron Jones Ltd. respectfully submits the Pitt Meadows Landmark development concept report as part of an application to the City of Pitt Meadows, City staff, decision makers, and the public for consideration of its proposal.

The Pitt Meadows Landmark project is dedicated to continuing ongoing discussions, consultation and feedback as it progresses through the development application process.

The next step is to continue meeting with the City of Pitt Meadows staff and other stakeholders and to move through the approval process while demonstrating compliance with municipal and regional planning strategies.

Ron Jones Ltd. requests that the property be designated as a Multi-Family within the Official Community Plan and that the subject property be zoned as a Comprehensive Development Zone that would recognize the unique development opportunity being put forward. This will allow Ron Jones Ltd. to proceed with its plans and to develop the site in close consultation with the local and regional government, stakeholders, and the general public.

Comprehensive studies and reviews were completed during the development of the development conceptual plan. The Pitt Meadows Landmark project will be an important asset to the City of Pitt Meadows, as it will bring a variety of housing options to the site as well as a significant amount of economic development to the area.

NEXT STEPS

The Pitt Meadows Landmark vision is to create a development that encourages healthy living through the best available designs, approaches, and systems while striving to respect the land as well as providing new and affordable housing opportunities for a diverse population.

PITT MEADOWS LANDMARK RE-ZONING TO COMPREHENSIVE DEVELOPMENT ZONE

2020-01-20

12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

CONTEXT PLAN



SOURCE: GOOGLE MAPS 2019

PROJECT STATISTICS

LEGAL DESCRIPTION:	LOT 5, EXCEPT: FIRSTLY, PARTS SUBDIVIDED BY PLAN 22943, SECONDLY, THAT PART OF SRW PLAN 4607, SECTION 25, BLOCK 6 NORTH, RANGE 3 EAST, NEW WESTMINSTER DISTRICT, PLAN 3393 PID NUMBER: 002-210-304
STREET ADDRESS:	12621 HARRIS ROAD, PITT MEADOWS, BC, CANADA
EXISTING ZONING:	A-1 AGRICULTURAL
PROPOSED ZONING:	COMPREHENSIVE DEVELOPMENT ZONE
LOT AREA:	1.58ha (15 800 M ² / 170 070 SQ.FT.)
LOT WIDTH:	VARIES: SEE "A0.21 SURVEY PLAN" & "A1.01 GROUND LEVEL FLOOR PLAN FOR DETAILS".
LOT DEPTH:	VARIES: SEE "A0.21 SURVEY PLAN" & "A1.01 GROUND LEVEL FLOOR PLAN FOR DETAILS".
LOT COVERAGE BUILDING:	25.60%
BUILDING HEIGHT:	VARIES: SEE "A3.01 ELEVATIONS" FOR DETAILS
SETBACKS:	VARIES: SEE "A1.01 GROUND LEVEL FLOOR PLAN" FOR DETAILS.

CONSULTANT AND DRAWING LIST

ARCHITECTURAL
THINKSPACE ARCHITECTURE PLANNING INTERIOR DESIGN
SUITE 300 - 10190 152A STREET, SURREY, BC V3R 1J7
PH: (604) 581-8128 E: admin@thinkspace.ca

A0.00	COVER PAGE
A0.01	PM LANDMARK RENDERING
A0.21	SURVEY PLAN
A0.31	SITE CONTEXT
A0.32	SITE PLAN
A1.01	GROUND LEVEL FLOOR PLAN
A1.02	LEVEL 2 & 3 FLOOR PLAN
A1.03	LEVEL 4 & 5 FLOOR PLAN
A1.04	LEVEL 6TH FLOOR PLAN
A1.05	PARKING LEVEL 1 FLOOR PLAN
A1.06	PARKING LEVEL 2 FLOOR PLAN
A3.01	EXTERIOR ELEVATIONS

SURVEY
WADE & ASSOCIATES LAND SURVEYING LTD.
BC LAND SURVEYORS, MISSION & MAPLE RIDGE
TEL: (604) 826-9561 OR (604) 436-7453

01	SURVEY PLAN
----	-------------

LANDSCAPE

ETA LANDSCAPING ARCH. LTD
1610 WEST 2ND AVENUE
VANCOUVER, BC V6J 3H4
PH: (604) 683-1456 WEBSITE: WWW.ETALA.CA

L0.0	COVER SHEET
L0.2	ILLUSTRATIVE PLAN
L0.3	PRECEDENT IMAGES PLAN
L0.4	PEDESTRIAN CIRCULATION PLAN
L8.0	LANDSCAPE SECTIONS
L8.1	LANDSCAPE DETAILED PLANS



A0.01 PM LANDEMARK RENDERING

PITT MEADOWS LANDMARK

RE-ZONING APPLICATION FOR LOT 5 (PID NUMBER: 002-210-304) AT 12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

ISSUED FOR		ISSUE DATE 2020-01-20
RE-ZONING APPLICATION		
GLOBAL REVISION LIST*		
NO.	DATE	DESCRIPTION
* SHEET CHANGES CLOUDDED AND TAGGED RESPECTIVELY		

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DRAFT PLAN OF PROPOSED SUBDIVISION OF
LOT 5 EXCEPT: FIRSTLY; PARTS SUBDIVIDED BY PLAN 22943, SECONDLY; THAT
PART ON SRW PLAN 4607 , SECTION 25 BLOCK 6 NORTH RANGE 1 EAST
NEW WESTMINSTER DISTRICT PLAN 3391

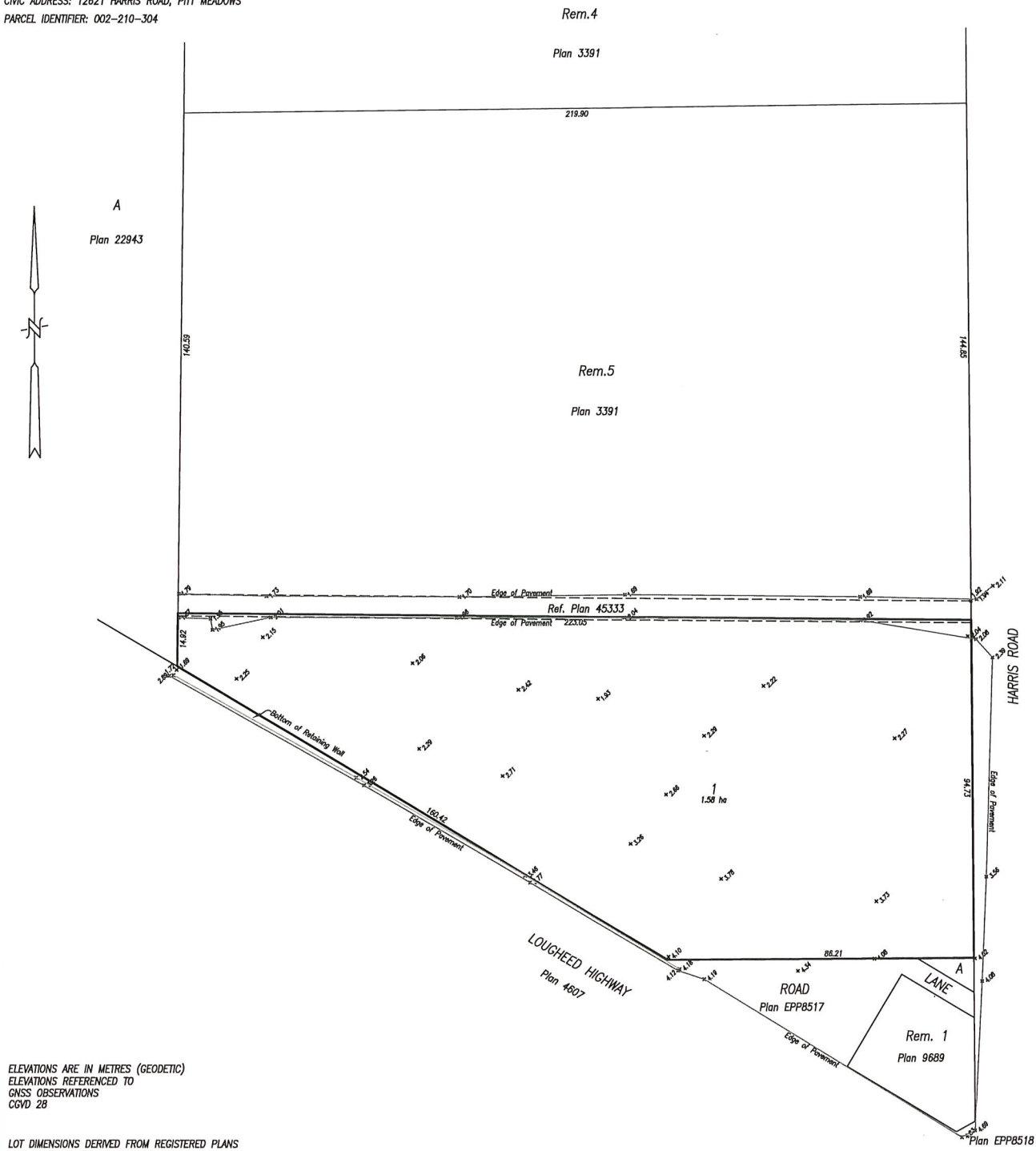
SCALE 1 : 750

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED.



CIVIC ADDRESS: 12621 HARRIS ROAD, PITT MEADOWS

PARCEL IDENTIFIER: 002-210-304



ELEVATIONS ARE IN METRES (GEODETIC)
ELEVATIONS REFERENCED TO
GNSS OBSERVATIONS
CGVD 28

LOT DIMENSIONS DERIVED FROM REGISTERED PLANS
AND MUST BE CONFIRMED BY SURVEY

WADE & ASSOCIATES LAND SURVEYING LTD.
BC LAND SURVEYORS
MISSION & MAPLE RIDGE
PHONE: (604) 826-9561 OR 463-4753
FILE: H0368-04

PREPARED FOR: MR LANDMARK 2000 CENTER

CHARGE(S) ON TITLE WITHOUT REFERENCE TO
SURVEY PLANS THAT MAY AFFECT IMPROVEMENTS:
K312 EASEMENT

S.P. WADE, BCLS

DATE OF SURVEY: DECEMBER 7th, 2018

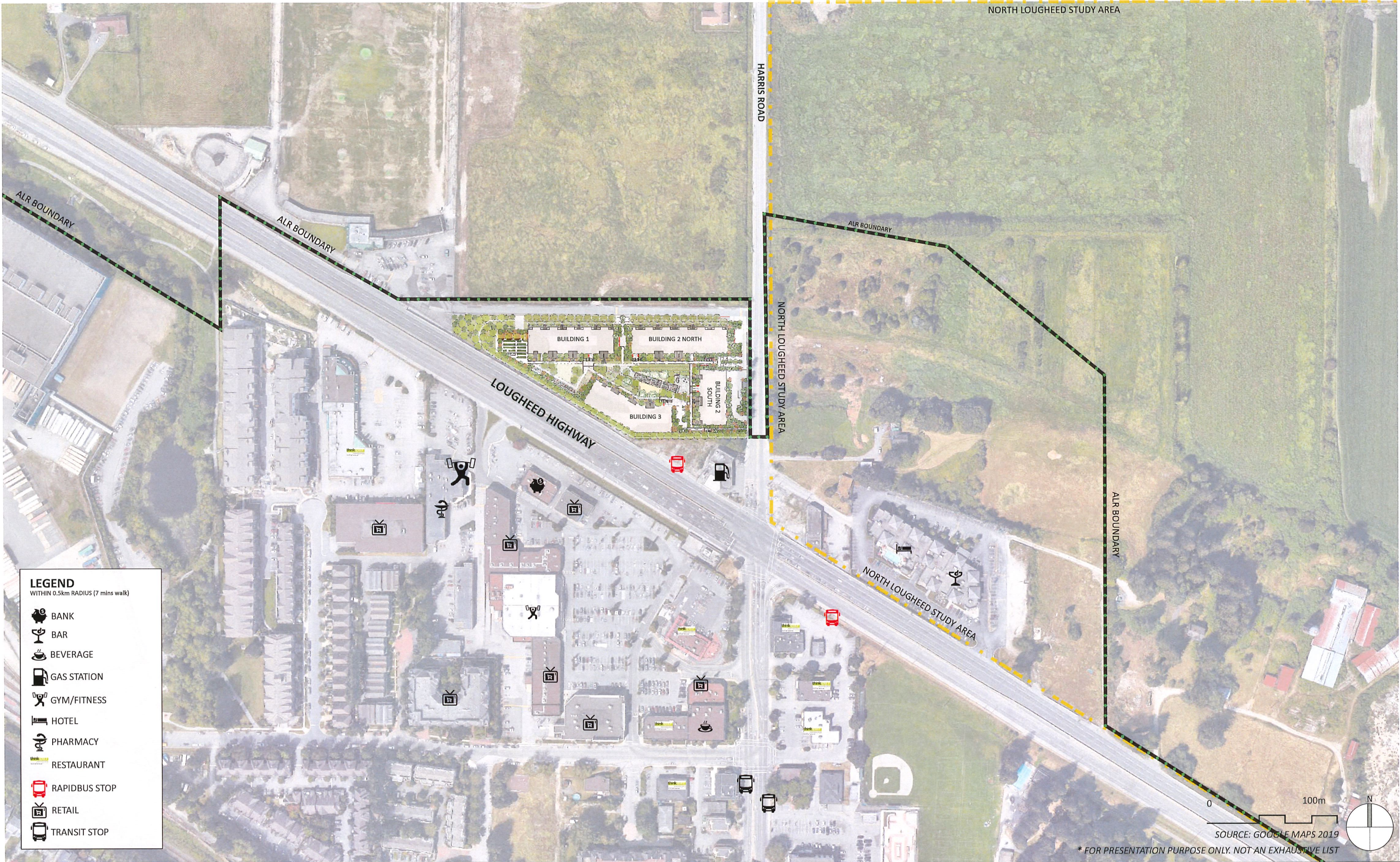
A0.21 **SURVEY PLAN**
PITT MEADOWS LANDMARK
RE-ZONING APPLICATION FOR LOT 5 (PID NUMBER: 002-210-304) AT 12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

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A0.31

SITE CONTEXT

PITT MEADOWS LANDMARK

RE-ZONING APPLICATION FOR LOT 5 (PID NUMBER: 002-210-304) AT 12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

ISSUED FOR

RE-ZONING APPLICATION

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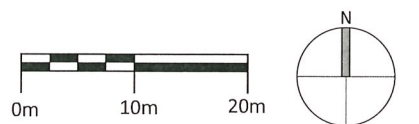
LEGEND

STAIR CASES & ELEVATORS

TPOLOGY OF UNITS

A : 1 BEDROOM UNIT
B : 1 BEDROOM + 1 DEN UNIT
C : 2 BEDROOMS UNIT

*MARKET CONDITIONS WILL DICTATE TYPOLOGY OF UNITS.
CURRENT FLOOR PLANS ARE FOR PRELIMINARY REFERENCE ONLY.



A1.02 2ND & 3RD LEVEL FLOOR PLAN

PITT MEADOWS LANDMARK

RE-ZONING APPLICATION FOR LOT 5 (PID NUMBER: 002-210-304) AT 12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

-97-

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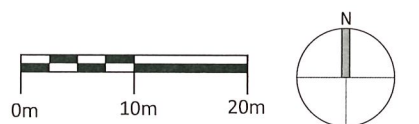
LEGEND

STAIR CASES & ELEVATORS

TPOLOGY OF UNITS

A : 1 BEDROOM UNIT
B : 1 BEDROOM + 1 DEN UNIT
C : 2 BEDROOMS UNIT

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A1.03 4TH & 5TH LEVEL FLOOR PLAN

PITT MEADOWS LANDMARK

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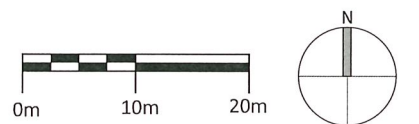
LEGEND

STAIR CASES & ELEVATORS

TPOLOGY OF UNITS

A : 1 BEDROOM UNIT
B : 1 BEDROOM + 1 DEN UNIT
C : 2 BEDROOMS UNIT

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A1.04 6TH LEVEL FLOOR PLAN

PITT MEADOWS LANDMARK

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-99-

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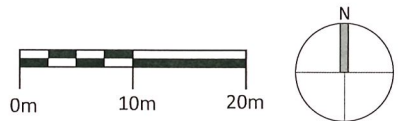
LEGEND

- ▲ PARKING ENTRANCE/EXIT
- CIRCULATION DIRECTION
- STAIR CASES & ELEVATORS
- INDOOR PARKING RAMP

TPOLOGY OF UNITS

- A : 1 BEDROOM UNIT
- B : 1 BEDROOM + 1 DEN UNIT
- C : 2 BEDROOMS UNIT

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A1.05 PARKING LEVEL 1 FLOOR PLAN

PITT MEADOWS LANDMARK

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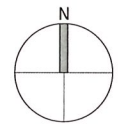
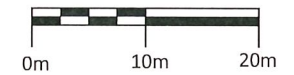
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LEGEND

-  PARKING ENTRANCE/EXIT
-  CIRCULATION DIRECTION
-  STAIR CASES & ELEVATORS
-  INDOOR PARKING RAMP



A1.06 PARKING LEVEL 2 FLOOR PLAN

PITT MEADOWS LANDMARK

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LEGEND
 +0.00m ELEVATIONS (GEODICS)
 (SEE SURVEY PLAN A0.21 FOR DETAILS)



A3.01 ELEVATIONS

PITT MEADOWS LANDMARK

RE-ZONING APPLICATION FOR LOT 5 (PID NUMBER: 002-210-304) AT 12621 HARRIS ROAD, PITT MEADOWS, BRITISH COLUMBIA, CANADA

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