

# Staff Report to Council

Planning and Development

FILE: 6480-20-2020-06

REPORT DATE: July 08, 2020

MEETING DATE: September 15, 2020

TO: Mayor and Council

FROM: Anne Berry, Director of Planning & Development

SUBJECT: Official Community Plan Amendment Bylaw No. 2869, 2020 for the  
North Lougheed Study Area

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



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RECOMMENDATION(S): THAT Council:

- A. Grant first and second readings to the City of Pitt Meadows Official Community Plan Amendment Bylaw No. 2869, 2020 as presented at the September 15, 2020 Council Meeting; AND
- B. Direct staff to organize a public hearing at an upcoming regular Council meeting; OR
- C. Other.

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## PURPOSE

For Council to consider granting first and second readings of the City of Pitt Meadows Official Community Plan Amendment Bylaw No. 2869, 2020 to incorporate the North Lougheed Area land use plan and development policies into the City of Pitt Meadows Official Community Plan.

☐ Information Report

☒ Decision Report

☐ Direction Report

## DISCUSSION

### **Background:**

The North Lougheed Study Area (NLSA) is comprised of approximately 50.5 ha (125 ac) on the north side of the Lougheed Highway, between Harris Road and Meadow Gardens Golf Course. Various properties in this area have been approved for development by various Pitt Meadows City Councils since at least the 1980s. In that time, several applications to exclude NLSA properties from the Agricultural Land Reserve were granted conditional approvals from the Agricultural Land Commission.

The City commissioned a comprehensive area plan for the NLSA in 2010 that included large areas for retail-commercial development. One of the goals of that project was to generate development income to pay for the construction of the North Lougheed Connector (NLC), a purpose-built route for traffic travelling east-west between Lougheed Highway, west of Harris Road, and north Maple Ridge. The NLC and related road network improvements were conceived to address local traffic congestion issues and improve traffic safety.

Council subsequently voted to indefinitely suspend the NLSA project in 2015, partway through the processes to incorporate the area plan into the City's Official Community Plan and to amend the Metro Vancouver Regional Growth Strategy. In November 2018, Council voted to rescind the suspension of the planning process and staff initiated a review of the project. Due to market changes, the 2011 NLSA land use plan was identified to be no longer viable and would not cover the costs of constructing the NLC.

With Council's approval, staff initiated a new, multi-phase public and stakeholder consultation process that ran from mid-2019 to early-2020 with multiple updates to Council. The consultation was designed to build upon prior NLSA engagement efforts and the parallel Official Community Plan (OCP) review engagement process. On May 26, 2020, staff presented the findings from the engagement process along with a NLSA land use plan and accompanying development policies (Attachment A).

On July 7, 2020 staff returned to Council with a revised NLSA land use plan and accompanying development policies that incorporated Council's feedback from the May 26, 2020 regular Council meeting (Attachment B). Upon review of the revised land use plan and policies at the meeting on July 7th, Council directed staff to: make minor changes and proceed with preparation of an amendment to the City's Official Community Plan (OCP), to incorporate the NLSA land use plan and development policies that were presented at that meeting; and, prepare an application to amend the Metro Vancouver Regional Growth Strategy (RGS) to accommodate the NLSA land use plan.

When the OCP and RGS amendments are complete, the NLSA will no longer exist as a 'Special Study Area' within either document. As such, the OCP amendment bylaw refers to this area as the North Lougheed Area (NLA) and this designation is used in the remainder of this report.

## Relevant Policy, Bylaw or Legislation:

The North Lougheed Area policies and land use plan will be incorporated into the City of Pitt Meadows Official Community Plan Bylaw 2352, 2007 and are to be read in conjunction with the City-wide policies outlined within that document.

The *Local Government Act* (sections 475, 476, and 477) outlines regulations regarding engagement, scope, and approvals for an Official Community Plan (OCP) and its amendments. After first reading of an OCP amendment bylaw and before holding a public hearing, the City must:

- Consider the proposed amendment in relation to the City's financial plan and waste management plan; and,
- Refer a draft to the Agricultural Land Commission if the changes might affect agricultural land, and to the board of education of the local school district.

Further, the City should consider whether consultation is required with:

- The board of the respective regional government;
- The board of adjacent regional governments;
- The Council of adjacent municipalities;
- First Nations; and,
- The provincial and federal governments and their agencies.

## Analysis:

### Official Community Plan amendment bylaw

The Official Community Plan Amendment Bylaw No. 2869, 2020 (Attachment C) identifies the changes that need to be made to the City's existing Official Community Plan and Regional Context Statement to incorporate the land use plan and development policies prepared for the North Lougheed Area.

Schedule 'B' of the amendment bylaw is the North Lougheed Area land use plan and development policies. This was drafted based on the land use plan and accompanying development policies received by Council at the July 7, 2020 regular meeting (Attachment B). Before voting on the tabled motions to: receive the report; direct staff to prepare an OCP amendment; and, direct staff to prepare an application to Metro Vancouver to amend the RGS, Council participated in a round table discussion and identified the following changes to be incorporated into the North Lougheed Area plan and policies:

A **Regional Context Statement** (RCS) identifies the relationship between the policies outlined in the Regional Growth Strategy (RGS) and the City's Official Community Plan (OCP). In accordance with the *Local Government Act* a Regional Context Statement (RCS) must be included within an Official Community Plan for any area to which a regional growth strategy applies. Additionally, the Act makes provision for an RCS to specify how the OCP is to be made consistent with the regional growth strategy over time.

- Section 2: include a policy to encourage electric vehicle charging infrastructure in new developments;
- Section 3: change the title to reflect support of sustainable transportation choices; and,
  - Include a policy or change to the land use plan to include a multi-use path along the North Lougheed Connector edge.

The above changes were made and are included in schedule 'B' of the attached bylaw amendment, (Attachment C).

### Integration with the City's Official Community Plan

The NLA policies and land use plan will be incorporated as an Area Plan within the existing OCP. An Area Plan contributes to creating more livable neighbourhoods by identifying future land use and design objectives in response to the concerns and desires of the community. Local community involvement is the cornerstone of successful area plans, and this is why staff undertook such an extensive engagement process.

Although the OCP sets out the overarching direction and goals for the City, an Area Plan supports the OCP with more detailed policies that both align with these broader goals and objectives as well as address the specific needs and desires of the unique areas that make up a city.

There are many benefits to an Area Plan; it can help residents identify a shared vision for their neighbourhood, prioritize neighbourhood goals and identify options for achieving them, and convey the types of projects a local community supports. It also helps current and future Councils to understand how residents want their neighbourhood to grow.

### Official Community Plan amendment process

In addition to proposing changes to the OCP to incorporate the North Lougheed Area Plan, the amendment bylaw identifies changes to the Regional Context Statement contained within the OCP. These must be considered by Council and be the subject of a public hearing before applying to amend to the Metro Vancouver Regional Growth Strategy (*Metro 2040*) to also accommodate the changes. To address the legislated process requirements for all of these changes, the amendment process will be as follows:

- 1) Three public notification signs were erected along the Harris Road and Lougheed Highway boundaries of the North Lougheed Area on August 7, 2020;
- 2) First and second reading of the amendment bylaw;
- 3) Referrals will be sent out to external agencies and organizations (30 days);
- 4) Notification of a public hearing (required mail-out radius of 488 metres / 1600 feet);
- 5) Public hearing held by the City;
- 6) Third reading of the amendment bylaw;
- 7) Submit application to Metro Vancouver to amend the Regional Growth Strategy;

- a) Metro Vancouver process:
  - i) Staff review;
  - ii) Regional Planning Advisory Committee review;
  - iii) Metro Vancouver Board first and second reading;
  - iv) Referral to affected local governments (30 days minimum);
- 8) Submit updated Regional Context Statement to Metro Vancouver;
  - a) Metro Vancouver process continued:
    - i) Metro Vancouver Board third reading and adoption of RGS amendment;
    - ii) Metro Vancouver Board approval of updated Regional Context Statement.
- 9) Adoption of the amendment bylaw.

City staff have had a preliminary discussion with Metro Vancouver staff in regards to the OCP amendment, and they are aware this amendment process is underway.

The timeframe for this process is dependent on: receiving timely replies from external organizations; whether any changes are identified by Council in response to the referrals and public hearing; and, the Metro Vancouver application process. Provided we receive replies to our external referrals within the 30-day window, the public hearing could be arranged for late-October or early-November. If no changes are identified by Council, the application to Metro Vancouver can be submitted shortly after that and their process is estimated to take between three to six months. Metro Vancouver staff have confirmed that applications received around the end of October will be considered in relation to the existing Regional Growth Strategy, *Metro 2040*. Applications they receive nearer the end of 2020 or beginning of 2021 may be deferred until the new RGS, *Metro 2050*, is completed. The exact timing of this deadline is dependent on upcoming Metro Vancouver Board decisions on the RGS review process.

#### Internal review comments

The NLC Area Plan was circulated among City departments and Planning staff received the following comments:

- The scale of the development will likely affect resources and staffing needs for many departments, in particular the Fire Department, Building Inspections, Licensing, and Bylaw Enforcement. The Fire Department also noted development of the North Lougheed Area could require additional response planning for the Pitt Meadows Fire Rescue Services.
- The Engineering, Fire, and Building Departments all identified the majority of their comments will be provided through the rezoning and building permit processes in response to specific applications.
- The Department of Parks, Recreation and Culture anticipates the City will need to work closely with developers on the provision of parks, trails, and recreational space in the area.

## Referrals

In addition to the required referrals to the Agricultural Land Commission and the board of education for School District 42, the following referrals are recommended before holding a public hearing. In nearly all cases, the following organizations provided input into the engagement process that informed the development of the NLSA land use plan and accompanying development policies. This referral process provides follow-up engagement on the resulting plan and policies.

- Metro Vancouver
- Neighbouring municipalities (i.e., Maple Ridge, Coquitlam, Port Coquitlam, Surrey, and the Township of Langley)
- Katzie First Nation
- Ministry of Transportation and Infrastructure
- TransLink

To keep this process as effective and transparent as possible, staff have been in contact with Metro Vancouver, Ministry of Transportation and Infrastructure, TransLink and Katzie First Nation in preparation for the amendment. Any feedback that was received has been reviewed by staff before presenting this amendment to Council.

Upon receiving feedback from these organizations and the public, through the public hearing process, Council may choose to direct staff to make changes (which may require a second public hearing) or proceed with third reading.

## **COUNCIL STRATEGIC PLAN ALIGNMENT**

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

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

There are no financial implications associated with this report.

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## **PUBLIC PARTICIPATION**

- ☐ Inform   ☒ Consult   ☐ Involve   ☐ Collaborate   ☐ Empower

Comment(s):

The engagement process for developing a comprehensive area plan for the North Loughheed Study Area included several phases of engagement. Staff have previously

summarized and reported on the community's feedback and how it helped shape the current policies and land use plans.

The community will have further opportunity to comment, under section 477 of the *Local Government Act*, as a public hearing is required as part of the amendment process to incorporate the land use plan and development policies into the City's Official Community Plan.

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### **KATZIE FIRST NATION CONSIDERATIONS**

Referral      ☒ Yes    ☐ No

Staff referred the July 7<sup>th</sup>, 2020 report and attachments to the Katzie First Nation for informational purposes as there are recommended policies that will affect them and their interests.

As this amendment process progresses the Katzie First Nation will again be invited to comment. The *Local Government Act*, section 475 requires local governments to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by a proposed an OCP amendment. Further, section 475 (2)b stipulates the local government must specifically consider whether consultation is required with first nations.

Staff were advised on June 10, 2020 that the Katzie First Nation are requesting that all referrals for non-essential projects be postponed until further notice due to prioritization of COVID-19 pandemic response efforts and related health measures. However, staff will forward this report and its attachments in the form of a formal request for comment as this project impacts Katzie First Nation.

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### **SIGN-OFFS**

**Written by:**

Colin O'Byrne, Project Manager of  
Community Development

**Reviewed by:**

Alex Wallace, Manager of Community  
Development

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### **ATTACHMENT(S):**

- A. North Lougheed Study Area Revised Land Use Concept and Accompanying Policies, presented to Council May 26, 2020;
- B. Revised North Lougheed Study Area Land Use Plan and Development Policies, presented to Council July 7, 2020;
- C. Official Community Plan Amendment Bylaw No. 2869, 2020



# Staff Report to Council

Community Development

FILE: 13-6520-20/19 NLSA

REPORT DATE: May 18, 2020                      MEETING DATE: May 26, 2020  
TO: Mayor and Council  
FROM: Colin O'Byrne, Project Manager of Community Development  
SUBJECT: North Lougheed Study Area Revised Land Use Concept and  
Accompanying Policies

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:

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RECOMMENDATION(S): THAT Council:

- A. Receive for information the following reports:
  - A.1 North Lougheed Study Area Engagement Summary: Phase 2 – Public and Stakeholder Engagement on Draft Land Use Concepts, dated May 5, 2020;
  - A.2 North Lougheed Study Area Land Use Development Policies and Land Use Plan, dated May 11, 2020; AND
- B. Direct staff to prepare an application to Metro Vancouver to amend the Regional Growth Strategy, *Metro 2040*, to accommodate the North Lougheed Study Area land use plan; OR
- C. Other.

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## PURPOSE

To present the findings from the public and stakeholder engagement on the North Lougheed Study Area draft land use concepts and recommendations for the revised land use plan and accompanying development policies. Also, to seek Council's direction to proceed with an application to amend the Metro Vancouver Regional Growth Strategy, *Metro 2040*.



## DISCUSSION

### **Background:**

In 2011 a comprehensive land use plan was prepared for the North Lougheed Study Area (NLSA) that built on decades of previous planning for the southern portion of the area. The 2011 plan identified a combination of mixed employment and retail-commercial uses for the entire NLSA in order to cover the costs of building the proposed North Lougheed Connector (NLC).

The Agricultural Land Commission (ALC) had previously granted conditional approvals to exclude the southern portion of the NLSA from the Agricultural Land Reserve and, in 2013, approved conditional exclusion of the remaining north portion of the NLSA.

While an application to amend the Regional Growth Strategy to incorporate the 2011 plan was before Metro Vancouver, the project was indefinitely postponed by Council resolution at the April 28, 2015 Special Council Meeting. This resolution was subsequently rescinded by Council on November 13, 2018, which reactivated the planning processes. Recent market research undertaken for the City's Official Community Plan (OCP) review, however, indicated the 2011 plan was no longer economically viable and a new land use concept was needed for the North Lougheed Study Area.

With Council's approval of a project scoping report, dated May 21, 2019, City staff initiated a multi-phase technical review and public and stakeholder engagement process that built on information and feedback collected from the previous NLSA planning and from the more recent OCP review process. Phase 1 of the new engagement process collected local knowledge of the area, feedback on guiding values, and ideas for future development. This feedback and collected technical information were used to prepare draft land use concepts which were presented to Council on October 22, 2019.

Phase 2 of the community and stakeholder engagement collected feedback on the four draft land use concepts between November 2019 and February 2020. Similar to phase 1, staff organized multiple in-person public engagement events, online engagement using the City's Have Your Say website, and connected with external organizations. Attachment A provides more detail on this engagement process and the summarized feedback.

At each stage, the compiled feedback has been used in combination with technical studies and literature on best practices to inform staff's recommendations. The attached report, *North Lougheed Study Area Development Policies and Land Use Plan* dated May 11, 2020 (Attachment B), is the outcome of this process.

## Relevant Policy, Bylaw or Legislation:

*Local Government Act* (s. 475) requires community consultation during development of an Official Community Plan.

The North Lougheed Study Area policies and land use plan will be incorporated into the City of Pitt Meadows Official Community Plan and is to be read in conjunction with the identified City-wide policies outlined within that document.

*Pitt Meadows Community Engagement Policy C098* identifies public participation and engagement as a City priority to ensure transparency and responsiveness.

## Analysis:

### Engagement Phase 2

In general, the ideas underpinning the draft land use concepts (i.e., a transit-oriented neighbourhood; an area-wide connected green space network; and, opportunities to live, work, play, and learn) were reaffirmed through the engagement process. Most participants addressed general ideas and strategies, rather than the specifics of the draft land use concepts; however, staff received many helpful comments and suggestions that informed the creation of development policies, land use designations, and the distribution of different land uses.

In part, the collected feedback helped distinguish physical features and relationships that informed the land use plan, from community concerns and development goals that were shaped into the development policies. These included:

#### *Physical features and relationships*

- Lougheed Highway is a barrier between the NLSA and Pitt Meadows' urban centre;
- Existing habitat areas and drainage patterns (to Katzie Slough);
- Past First Nations use and presence of a heritage structure;
- Proximity to existing business areas, schools, homes, and agricultural areas;
- Access to the NLSA from surrounding roads, including the NLC; and,
- Proximity to frequent transit service along Lougheed Highway (i.e., RapidBus).

#### *Community concerns and goals*

- Habitat quality, sustainability, and environmental resilience;
- Affordable housing (particularly for families and seniors);
- Effects of development on existing businesses, homes, and surrounding agriculture;
- Views to, from, and through the NLSA;

- Visual identity and walkable, small-town feel;
- Community recreation space and amenities;
- Tertiary education campus;
- Access to daycare;
- Space for local jobs and businesses; and,
- Traffic and road noise.

#### *Points of contention and confusion*

The feedback also identified several topics where participants voiced contrasting views:

- Presence, location, and distribution of towers;
- Extent and width of the green space network;
- Ratio of residential and mixed employment land uses;
- Proposed residential densities and building heights along the eastern edge;
- Presence and type of buffers between existing and proposed residential areas and along the golf course edge;
- Location of civic and institutional uses;

And, topics where more clarity was needed:

- Intent of the land use designations and what will be permitted uses;
- Location of neighbourhood centres;

To address the conflicting views, policies were developed to establish assessment criteria that balanced the opposing perspectives. Similarly, for matters needing greater clarity, the policies and land use designations provide more detail on the intent behind the issues and provide guidance on implementation.

For example, there were many different opinions on the presence, location, and distribution of towers. Some participants did not want towers as they would impact views and the City's small-town feel; others were comfortable with towers clustered towards the west end of the area to take advantage of proximity to existing businesses and access to frequent transit stops on Loughheed Highway, while minimizing impacts on views and privacy of existing homes; some were concerned about the speculation pressures of having towers close to agricultural land; and, others preferred towers distributed across the area to protect and maximize views. In response to these particular perspectives, the following NLSA development policies will guide consideration of applications that include towers:

#### *Small town feel*

- Development proposals should demonstrate how they reflect and enhance a small-town feel and identity of Pitt Meadows.

- All development should foster a compact and walkable mix of community amenities, institutional uses, residential types, commercial, and other employment uses.
- Area wide design guidelines should be adopted prior to any rezoning approvals.

#### *Views and privacy*

- Key views through the site from the south and east should be protected and enhanced.
- Buildings within 30 metres of the eastern boundary of the NLSA should be a maximum height of three storeys for properties adjacent to the golf course; and, two storeys and 9 metres for properties adjacent to the existing residential area (i.e., Dorado).
  - Buildings over four storeys should not be closer than 100 metres from the eastern boundary of the NLSA.

#### *Proximity to transit and existing businesses*

- Buildings over six storeys will be considered for locations within a 10 minute (900 metre) walking distance of high-frequency transit stops (i.e., service every 15 minutes or less), or a station for higher capacity transit service (e.g., bus rapid transit, light rail transit, or other).
- 80% or more of the total residential units for the NLSA should be within a 10 minute walk (900 metres) of a frequent transit service stop (i.e., service every 15 minutes or less).

#### *Speculation pressures on agricultural land*

- Buildings over six storeys tall should be setback a minimum of 80 metres from the north boundary of the NLSA.

These policies do not specify the location of towers, provide a broad height restriction, or limit them to particular land uses, instead they aim to address the underlying concerns identified through the engagement process.

#### *Development vision*

Based on the issues and ideas identified through the engagement, a vision for the NLSA was drafted: to develop an environmentally and socially resilient neighbourhood that is responsive to its context; has a small-town feel and strong identity; and, enhances local opportunities to live, work, play, and learn. Community priorities

identified for the area include: provision of affordable housing (particularly for families and seniors), attracting a tertiary education campus, restoration of the Park farmhouse; building a pedestrian/cyclist connection across Lougheed Highway to Harris Road Park; and, establishing an area-wide connected green space network for recreation, habitat, and storm water management.

### NLSA Development Policies and Land Use Plan

The aim of the NLSA planning process was to craft a new land use plan for the area that addresses the community's needs and goals, and will be adaptive to changes in the real estate market. A set of development policies and accompanying land use plan have been crafted to balance these objectives.

The development policies outlined in Attachment B were informed by the collected engagement feedback and supporting literature on best practices. The policies articulate the driving values that should be used to shape further planning and design, plus the criteria by which development proposals will be assessed. This approach enables developers and designers to work creatively within a defined scope, while ensuring they respond to matters that are important to the community. Through the development application process, Council and staff will evaluate whether proposals have met the intent and the assessment criteria established in the policies.

Comparatively, the land use plan and land use designations are more open. These have been used to identify the general development pattern for the NLSA, plus key spatial features and relationships that must be addressed.

### Relationship to the Agricultural Land Commission exclusion conditions

The Agricultural Land Commission (ALC) conditional exclusion for the NLSA (Commission Resolution #204/2013) is not tied to a specific plan or set of land uses. Provided the exclusion conditions are addressed to the satisfaction of the ALC, the City may consider land uses, plans, and policies that meet the needs of the community. The City will, however, continue to engage the ALC through the planning process to ensure compliance with the exclusion conditions.

### Next steps

The recommended next steps are for the City to:

- apply to Metro Vancouver to amend the Regional Growth Strategy (RGS) to incorporate the NLSA;
- amend the existing Official Community Plan (OCP) to include the NLSA plan, land use designations, and policies; and,
- incorporate the NLSA plan, land use designations, and policies into the final draft of the new OCP.

This approach enables the NLSA to proceed while accommodating a final round of public engagement for the new OCP in autumn. Integrating the NLSA into the new OCP could lengthen adoption timelines, due to public engagement on the OCP and consideration of the NLSA by Metro Vancouver. Additionally, holding separate public hearings will facilitate more robust discussions on these two important projects.

With Council's direction, staff will:

1. confirm with Metro Vancouver staff the application process to amend the Metro Vancouver Regional Growth Strategy (RGS) and prepare the necessary materials.

The RGS amendment is needed to incorporate the NLSA into the City's regional urban containment boundary and urban centre boundary, and to change the regional land use designations for the area. An amendment application, based on the 2011 land use plan, received second reading by the Metro Vancouver Board in 2014 and is considered still active. Staff have asked Metro Vancouver to confirm whether it is possible to amend this application, or if a new application is needed; however, Metro Vancouver staff identified they first needed to assess the differences between the 2011 plan and the new plan.

2. prepare the materials needed to amend the City's Official Community Plan (OCP) and Regional Context Statement to include the new NLSA land use plan, land use designations, and development policies.

The City's Regional Context Statement identifies how our OCP aligns with the RGS and is required under the *Local Government Act*. Amending the City's OCP and Regional Context Statement must occur within the process of amending the RGS as these must remain consistent with each other.

3. Once the RGS and OCP have been amended, the City can work with landowners, developers, ALC staff, other stakeholders, and external agencies to address the ALC exclusion conditions.

Alternatively, Council may choose to direct staff to undertake a third phase of public and stakeholder engagement to identify if any additional changes to the NLSA land use plan and accompanying policies are necessary or desirable.

### **COUNCIL STRATEGIC PLAN ALIGNMENT**

☒ Principled Governance   ☒ Balanced Economic Prosperity   ☐ Corporate Excellence

☒ Community Spirit & Wellbeing

☒ Transportation & Infrastructure Initiatives

☐ Not Applicable

**Mission:** To maintain a friendly, safe and healthy community that values people, honours heritage, where all citizens are welcomed and growth is balanced with the protection of our natural place and quality of life.

**Community Voice.** Engage stakeholders in meaningful discussion around the current and future success and prosperity of Pitt Meadows.

**Business Vitality.** Foster a vibrant and diverse economy where local businesses thrive.

**Agriculture.** Support and advocate for the continued viability of our agricultural industry.

**Affordability.** Promote accessible and affordable transportation, daycare and housing opportunities to help families and businesses thrive.

**Employment.** Help residents improve their quality of life by encouraging and sustaining diverse, well-paying employment opportunities close to home

**Wellness.** Provide and encourage a community conducive to healthy, inclusive and accessible living.

**Natural Environment.** Promote the conservation and enhancement of our natural environment for the benefit of current and future generations.

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

**Improved Transportation.** Reduce congestion throughout our city with improved infrastructure and access to affordable, alternative forms of transportation.

**Active Transportation.** Encourage a livable, healthy and environmentally responsible community through the promotion of active modes of transportation.

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## **FINANCIAL IMPLICATIONS**

☒ None

☐ Budget Previously Approved

☐ Referral to Business Planning

☐ Other

There are no financial implications associated with this report.

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## **PUBLIC PARTICIPATION**

☒ Inform

☐ Consult

☐ Involve

☐ Collaborate

☐ Empower

Comment(s):

This report and its attachments describe a recent phase of public and stakeholder consultation, the engagement findings, and how they informed staff's recommendations. A public hearing will be required as part of the process to amend the City's Official Community Plan to incorporate the land use plan and development policies.

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### **KATZIE FIRST NATION CONSIDERATIONS**

Referral      ☒ Yes    ☐ No

Katzie First Nation staff participated in the engagement process described in this report and its attachments. Staff recommend referring the report and attachments to the Katzie First Nation for informational purposes as there are recommended policies that will affect them and their interests. When the City continues through the process to amend the Official Community Plan the Katzie First Nation will again be invited to comment.

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### **SIGN-OFFS**

**Written by:**

Colin O'Byrne  
Project Manager of Community Development

**Reviewed by:**

Alex Wallace  
Manager of Community Development

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### **ATTACHMENT(S):**

- A. North Lougheed Study Area Engagement Summary: Phase 2 – Public and Stakeholder Engagement on Draft Land Use Concepts, dated May 5, 2020; and
- B. North Lougheed Study Area Land Use Plan and Development Policies, dated May 11, 2020.



# North Loughheed Study Area Engagement Summary

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## *Phase 2 – Public and Stakeholder Engagement on Draft Land use Concepts (November 2019 to February 2020)*

May 5, 2020

### General Intent

In the first phase of engagement, City staff re-connected with the community and other stakeholders to review the values and goals that would inform creation of draft land use concepts, development policies and, later, the design guidelines for the North Loughheed Study Area. The collected feedback was used to inform the creation of four draft land use concepts.

The second phase of engagement was organized to collect feedback from the community and other stakeholders on the four draft land use concepts. The collected feedback was used to inform revisions to the draft land use concepts and creation of associated development policies.

### Relevant Policies, Bylaws, or Legislation

Policy: Council Policy C098 – Community Engagement Policy and supplemental Civic Engagement Framework identify public participation and engagement as a City priority to ensure transparency and responsiveness.

Legislation: *The Local Government Act*, section 475 requires community consultation during the development of an Official Community Plan (OCP). The land use concept and area plan outcomes from this planning project will be incorporated into the OCP; therefore, the same requirements do apply. Section 475 requires that a local government provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected in the development of an OCP. Specifically, the local government must:

- consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing, and
- specifically consider whether consultation is required with the following:
  - the board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;
  - the board of any regional district that is adjacent to the area covered by the plan;

- the council of any municipality that is adjacent to the area covered by the plan;
- first nations;
- boards of education, greater boards and improvement district boards;
- the Provincial and federal governments and their agencies, including the Agricultural Land Commission

This is the minimum requirement for the development of OCP plans and policies. Local Governments, as a general practice, organize and carry out robust public engagement and consultation involving many different approaches to reach as many people as possible. Public engagement and consultation is critical in the development of OCP plans and policies for three main reasons:

1. To gain an understanding of the community and its values.
2. To build an understanding with the community regarding the decisions made in the process of creating and amending the OCP.
3. To foster greater acceptance or support for the decisions that are based on the plan moving into the future.

## Purpose of the Phase 2 Engagement

The feedback received from the first phase of engagement was used to inform the development of four draft land use concepts. All four draft concepts incorporated several common strategies identified through the first engagement phase, but each also included unique ideas or variations on key themes.

This second phase asked the community and other stakeholders to provide feedback on the draft concepts in general and on the following specific themes:

- Green space (i.e. parks, trails, habitat areas) distribution and connectivity;
- Locations of higher residential density (i.e. towers); and
- Locations for civic, institutional, and educational uses.

## Engagement Actions

### Connecting with Stakeholder Groups and Organizations

City staff met with the following groups, agencies, and organizations in person or by telephone to discuss how the draft land use concepts responded to their goals and objectives:

- Affected Land Owners
- Agricultural Advisory Committee
- Katzie First Nation staff
- Ministry of Agriculture staff
- Ministry of Transportation and Infrastructure staff
- TransLink staff

## **Community Engagement**

City staff connected with the community at the following public events:

Saturday, October 26, 2019 (12:30pm to 4:00pm) – Public Engagement Pop-up at the Pitt Meadows Recreation Centre and talked to approximately 50 community members;

Saturday, November 2, 2019 (8:00am to 11:00am) – Public Engagement Pop-up at the Pitt Meadows Arena Complex and talked to approximately 25 community members;

Tuesday, November 5 (3:00pm to 7:00pm) – Public Engagement Pop-up at the Recreation Centre and talked to 34 community members; and,

Saturday, November 16, 2020 (8:00am-11:00am) – Public Engagement Pop-up at Silver Bridge Parking Lot on Harris Road and talked to approximately 19 community members.

## **Online Engagement**

A dedicated section on Have Your Say – the City’s online engagement platform – asked participants to provide input using the same questions as those used at the in-person questionnaires. 27 online survey responses were received by the time of writing.

## **Notification Methods**

To inform the public about the project and engagement opportunities, staff:

- Mailed notices to 843 residents and landowners north of Lougheed Highway;
- Placed postcard ads in the Recreation Centre, Library, and City Hall;
- Handed out postcard ads to community members whom enquired at City Hall, or at the engagement events, about the project or related topics;
- Updated the project website explaining the history and process for the project, with direct links from the City’s homepage;
- Advertised the public engagement pop-up events on all of the City’s social media channels;
- Prepared two project-specific newspaper ads, plus included the public engagement sessions in the October and November 2019 “City Talks” section of the newspaper; and,
- Included a digital ad on the City’s sign on Harris Road.

## **In-person Engagement Exercises**

The engagement exercises were organized to address five questions:

1. What common ideas represented in all four draft land use concepts are generally supported?
2. What common ideas represented in all four draft land use concepts raise concerns?
3. What unique features of each draft land use concept are generally supported?
4. What unique features of each draft land use concept raise concerns?
5. What other ideas could we consider when refining the draft land use concepts?

At each event, the presentation boards provided background on the project; reported back on what was heard from the previous round of public and stakeholder engagement; explained the ideas and parameters shaping the draft land use concepts; and, explained each draft land use concept.

Engagement session participants were invited to:

- Write their own feedback on sticky notes and place them on the relevant presentation board;
- Talk to a planner who recorded the feedback on sticky notes and placed them on the boards; and/or,
- Provide feedback through an anonymous paper survey or general comments form.

### **Online Survey**

The survey on Have Your Say and the optional in-person paper survey asked participants to reflect upon the draft land use concepts and identify which was closest to their preferred ideas for:

- Green space (i.e. parks, trails, habitat areas) distribution and connectivity;
- Locations of higher residential density; and
- Locations for civic, institutional, and educational uses.

Respondents were also invited to provide additional comments on any other aspects of the draft land use concepts (e.g. the ideas common to all the draft concepts or ideas for further refinement).

## **Guiding Themes and Concepts Driving the Design**

Starting with a mandate to comprehensively plan a compact and complete neighbourhood that will provide a mix of residential, public space, and employment uses, the four draft land use concepts were crafted using the following ideas and best practices identified through the initial engagement and technical review steps:

1. Sustainable development and low-impact urban design;
  - Celebrate the natural, built, and cultural heritage and identity of the area;
2. Transit-oriented development;
  - Foster a compact mix of residential uses, community amenities, and employment opportunities close to transit facilities (including the RapidBus stops);
  - Encourage walking, cycling, and other forms of active transportation;
3. Fiscal and economic stewardship;
  - Identify options to support agricultural enhancement projects, support existing local businesses, and offset residential taxes;
  - Enable a range of employment options and tenures;

- Craft a flexible plan that can adapt to market shifts;
- 4. Community wellness and inclusivity;
  - Enable a mix of residential types and tenures close to public space, businesses, employment, and amenities;
  - Offer a range of recreational spaces and civic amenities;
- 5. Buffering and transitioning between land uses; and,
  - Mitigate noise, traffic, and speculation pressures internally and with respect to surrounding uses.

## Engagement Findings

The collected input was organized into common topics and themes for review and analysis. To maintain transparency, care was taken to reflect the diversity and detail of the feedback in the following summary by not over simplifying perspectives, and to ensure contrasting viewpoints have been identified. Some comments that were beyond the scope of this project (e.g. potential for development other areas of Pitt Meadows) have not been included.

## Community Members

### *General Comments*

Based on review of the community feedback, the land use ideas and themes common to all four draft land use concepts were generally supported by participants. The following summary outlines the range of perspectives on these common ideas and themes; general development concerns and feedback; observations specific to the draft land use concepts; and, notes on other matters not directly addressed by the draft concepts.

### *Themes and Ideas Common to All Four Draft Land Use Concepts*

Provision of a connected green space network (with trails) for habitat, recreation, and storm water management.

- Some participants preferred options for open recreation spaces or parks connected by a network of trail corridors, others wanted to see wide habitat corridors connecting large habitat-oriented green spaces.
- Larger areas for an integrated green space network (more extensive, wider corridors) would improve the viability of habitat, and increase recreational and cultural programming opportunities.
- There was general support for the green network to buffer residential and mixed employment uses. Some participants also asked that the green network also flow through and connect the different land uses.
- The green space network should also incorporate existing green spaces and waterways, including the existing pond in the southeast portion of the study area.

A compact, walkable, active neighbourhood with nodes of activity.

- This was broadly supported, but it was noted medium to high residential densities are needed to support new and existing businesses.
- A mix of amenities and civic services (e.g. recreation facility, fire hall, health clinic, etc.) will also be necessary to support proposed densities. Integrating these with each other and/or other uses would improve accessibility and could reduce associated ongoing costs.
- The proposed addition of RapidBus stops at Park Rd and Lougheed Hwy would improve transit accessibility. Shifting the current stops at Harris Rd east to either side of the proposed pedestrian/cyclist overpass would further enhance transit accessibility.
- Density and public amenities close to Harris Rd/Lougheed Hwy intersection would improve connectivity to existing businesses and services along Harris Rd (south of Lougheed Hwy).

The pedestrian and cyclist overpass connection to Harris Road Park.

- This was widely supported, particularly if it connected to a mixed use centre on the north side and was combined with the RapidBus stops.
- If ground conditions permitted, an underpass may be accessible for more users. High ground water conditions, however, could be an issue for an underpass.

Post-secondary education campus.

- Also widely supported. Programs options could include agricultural studies, nursing, and seniors' health.
- Need to consider including nearby student housing.
- Proximity to the transit stops would improve accessibility, but such a location could also be noisier.

Retention of the Park residence as a heritage structure.

- The idea was supported by the few who commented on it.
- The residence and barn could be refurbished and used as a farm education centre.

Provision of a mix of medium to high-density residential types.

- There was a variety of preferences from only allowing low-rise to allowing broad areas for high-rise. The key concerns with towers included shading, privacy for neighbouring residents, and protecting views.
- Some debate also occurred whether to allow residential uses right along golf course edge and whether towers would be appropriate along this edge.
- Also, the transition to existing, adjacent residential areas needs careful consideration to minimize noise and retain privacy. Some wanted a green buffer, others were comfortable with townhouses directly along the interface.

Mixed employment area along north edge with a green buffer.

- Mixed employment in the north part of the NLSA was generally supported as enabling businesses to have a strong connection to the regional road network, providing needed space for small businesses and jobs, and for diversifying the tax base.
- Mixed employment use, combined with a 'thick' green buffer along the north edge was also seen as helpful for deterring speculation on agricultural land on the north side of the North Loughheed Connector (NLC).
- A few participants liked the potential for parks and a wide green corridor along the north edge, as this would enable the whole community to enjoy the views, buffer ALR, and block noise from NLC for businesses and residents.
- Mixed employment uses could also be located adjacent to Loughheed Hwy. Similar to locating employment uses next to the NLC, this would enhance business visibility, provide easy access, and block road noise for residents.
- Planning should enable space for commercial operations of different sizes and types. This will enhance opportunities for local businesses and attract visitors and customers to the City.
- There were diverging opinions whether the revised concept should have larger residential and smaller employment areas, or more employment areas and less residential use.

Civic and institutional uses

- There was generally more support for locating a civic or institutional use close to Harris/Loughheed intersection, existing businesses, and away from Meadow Gardens Way. This would improve accessibility to transit and minimize traffic accessing the area via Meadow Gardens Way.
- Instead of a designated area, a policy should be included enabling civic, institutional, and post-secondary education uses and amenities in all land use areas. This approach will provide more flexibility. The policy should also stipulate that these uses should be transit-oriented, walkable, and near commercial areas.

### ***General Development Concerns and Feedback***

#### ***Land Uses***

- Approximately 1/3 of participants voiced a desire to see some or all of the land retained for agriculture, with about half of these participants also questioning the value and role of the North Loughheed Connector. This is consistent with the phase 1 engagement.
- In addition to protecting key views from Harris Road Park and areas on the south side of Loughheed Hwy, view corridors for existing residents on the north side of Loughheed Hwy should also be protected.
- Consider proximity to cannabis greenhouses when processing rezoning applications as this could result in conflict between new residents and smells.

- Consider adding healthcare facilities/clinics to the plan. These uses are compatible with mixed use and mixed employment areas.
- Towers should not exceed 10 storeys to avoid affecting the small town feel of portions of Pitt Meadows south of Lougheed Hwy. Maximum heights will be affected by geotechnical considerations, flood elevations, and flight path restrictions for the Pitt Meadows Regional Airport.
- Land use descriptions should be as flexible as possible in order to accommodate market changes as the area is built out. For example:
  - 'Mixed use' should allow both residential and commercial uses, but not always require them to be in the same buildings because residents and retailers have different needs that are sometimes at odds (e.g. loading, waste and parking). Mixed use also does not work everywhere. It needs to be oriented around nodes and allow ground floor residential in some areas.
  - 'Live/work' should allow options and flexibility for home and/or employment uses, but not require all units to have both uses. Or, the plan should focus more on good design guides for transition/buffer between residential and mixed employment and not include 'live/work'. Some small areas of traditional live/work may be okay, provided there is some flexibility to respond to market demands.
  - 'Mixed employment' must permit maximum flexibility, but include design guidelines for site design and interface considerations in a compact neighbourhood.
    - Can work well in areas with multi-family developments, but street design standards are important to creating an attractive area and mitigate traffic conflicts.
- High density, concrete or steel towers are unlikely unless they can be over 12 stories because of the economics of engineering and construction requirements. Until the economics of lower tower construction improve, 6 storey wood frame buildings (possibly on top of concrete parking or ground floor commercial) will be most likely.
- The location of the neighbourhood centres will inform where higher densities (i.e. 6 or 10 storey buildings) and true mixed use buildings will be more viable.

### *Edge Planning*

- Some area residents would prefer a wide green space buffer and berm between existing residential homes and future development, while others would prefer to see only a thin green corridor between residential areas or a park instead.
  - The existing cedar hedge is a problem for some current homeowners, but appreciated by others.
- A wide green corridor along the golf course (rather than homes or businesses) would catch stray golf balls, mitigate visual impacts of adjacent development, and deter speculation.



- Alternatively, residential uses (including towers) backing onto the golf course would take advantage of the view.
- Similarly, a wide green buffer (plus other measures) along the Lougheed Hwy edge would block traffic noise. Some thought that a sound wall, like on the south side of Lougheed Hwy, would detract from providing a sense of identity and creating a comfortable, attractive pedestrian/cyclist link.
- A generous ditch along NLC would also help with storm water drainage and mitigate speculation pressures on adjacent farm land.

#### *Traffic Concerns*

- Direct access points off of Lougheed Hwy are needed to avoid overloading Meadow Gardens Way.
- Concerns were raised over mixing residential and commercial traffic on internal NLSA roads. This could be addressed by encouraging residential and commercial traffic to use separate access points and by having good street standards.
  - This may include providing two or three right-in/right-out entrances off of Lougheed Hwy.

#### *Transit*

- Dense land uses further from the pedestrian/cyclist bridge over Lougheed Hwy and the transit stops are too car dependent. It would be better to cluster residential uses towards the bridge and transit to reduce car dependency and improve mobility options for students, seniors, and car-lite households.
- Space along Lougheed Hwy should be retained to accommodate a potential future Skytrain/Light Rail Transit route and one or more stations. This could include creating a transit-oriented development node along Lougheed Hwy.
- If the pedestrian/cyclist overpass was closer to Harris Rd it could improve access to existing businesses.
- The RapidBus should utilize the existing bus stop in front of the Nissan dealership at Park Road. This intersection has an existing pedestrian crossing and is close to existing businesses and residential areas.
- A pedestrian/cyclist path on the north side of Lougheed Hwy would encourage active transportation and improve safety.

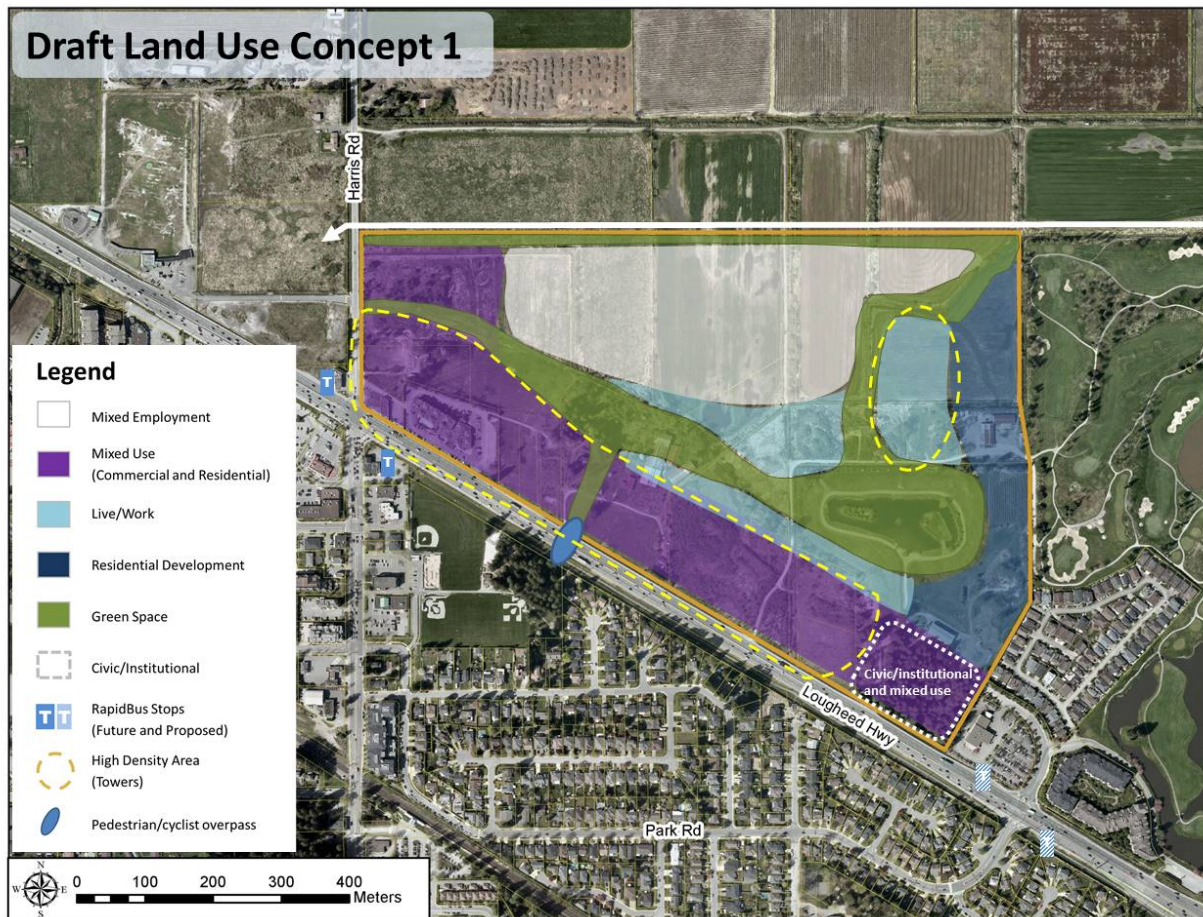
#### *Residential and Mixed Use Towers*

- Some prefer high-rises away from existing residential areas or no towers at all to retain views and the character of Pitt Meadows.
  - Others thought towers along the north edge would have better access along NLC, but prompts the concern that these would encourage speculation of ALR properties on the north side of the NLC.

- Towers along Lougheed Hwy would be close to transit and existing businesses, plus avoid issues with encouraging farm land speculation.
- Many people mentioned Newport and Sutterbrook Villages as good examples of dense development: clustered high-rises with supporting mixed commercial uses.

### *Feedback on Draft Land Use Concepts*

Feedback specific to the draft land use concepts was comparatively limited; however, the intent of the draft concepts was to stimulate discussion rather than serve as voting options.

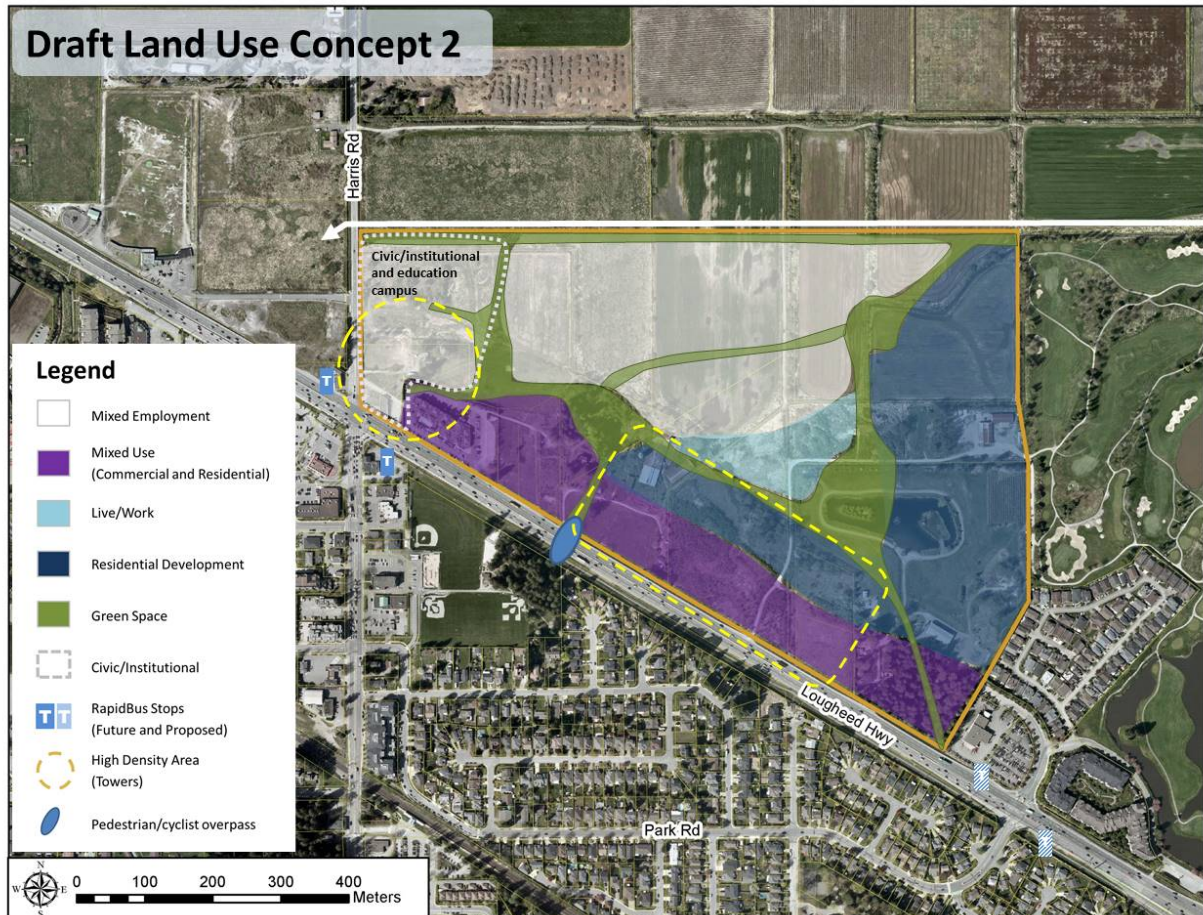


### *Draft Land Use Concept 1 Comments*

- The larger amount of connected green space and incorporation of the existing pond would provide good habitat and community amenity.
- The flexibility and mix of uses in the plan would create a vibrant neighbourhood.
- Access to the civic and institutional uses via Meadow Gardens Way will attract too much traffic to an already busy and unsafe road.

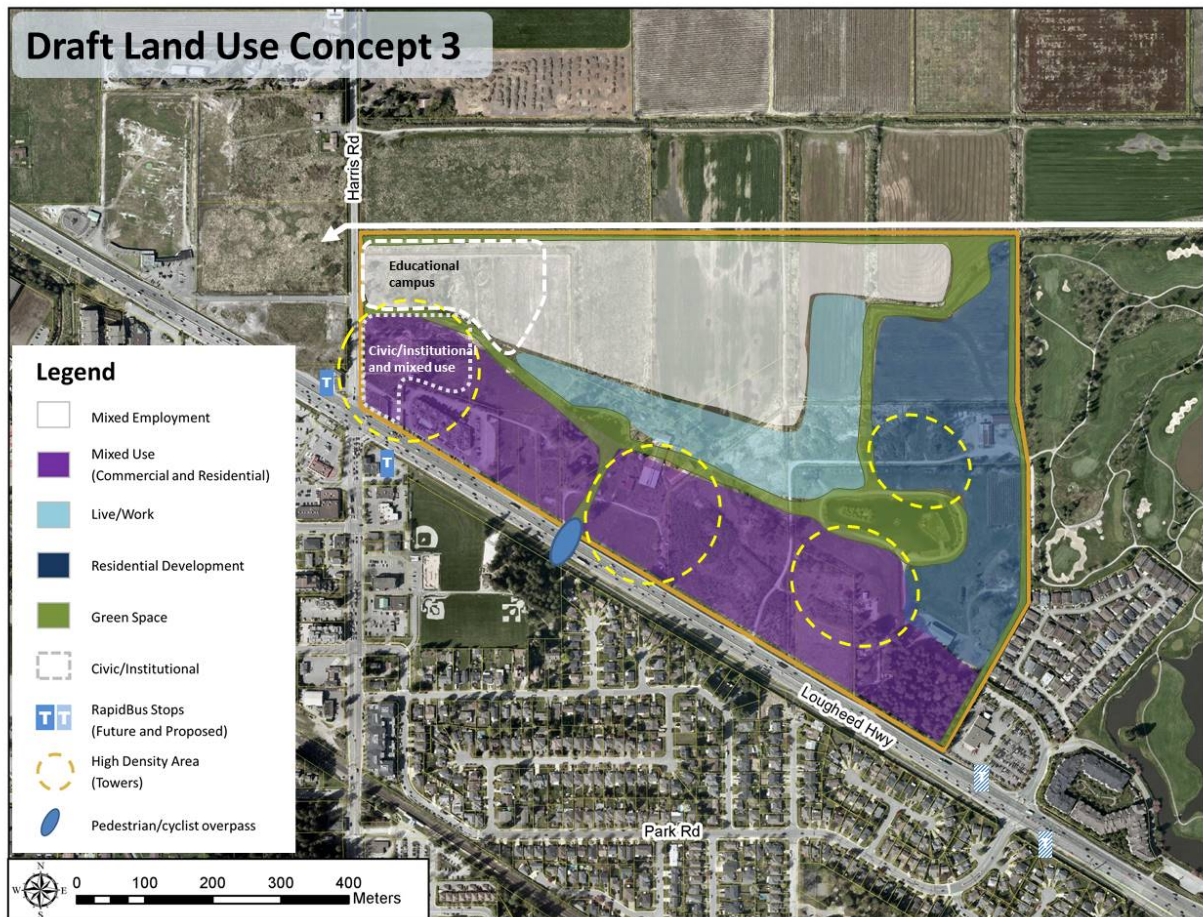


- Towers along entire Lougheed edge will adversely impact sightlines from the urban area south of Lougheed Hwy and the identity of community. Any towers should be grouped together to minimize their impact.



#### *Draft Land Use Concept 2 Comments*

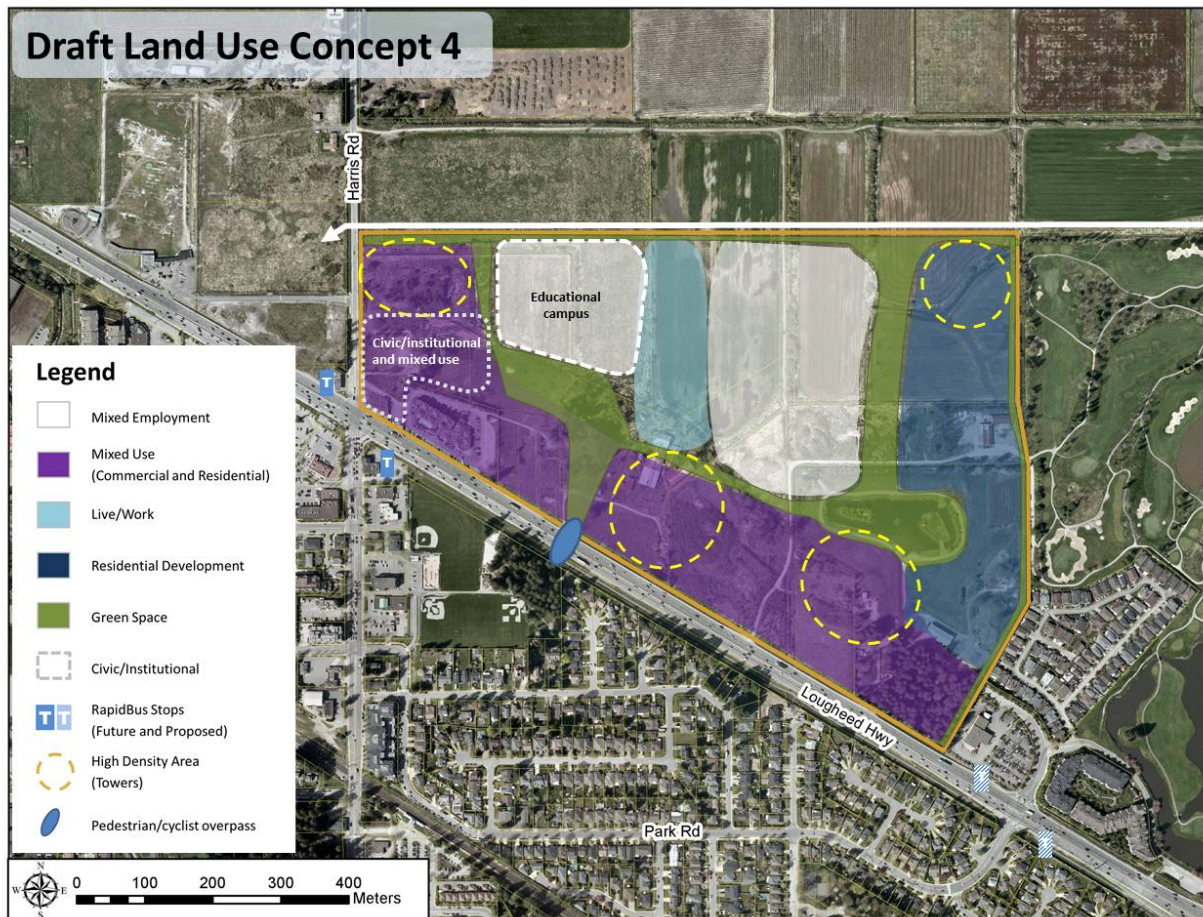
- The post-secondary campus close to RapidBus stop would be easily accessible and serve as a positive entry landmark for the community.
- The green space network layout supports the existing hotel and provides a good connection through the education campus and mixed employment area.
- The towers towards the Harris Rd/Lougheed Hwy intersection would provide transit-accessible density and retaining key views; however, the other tower locations would have more negative impacts to the character of the community and surrounding areas.
- Civic, institutional, and education uses close to the Harris Rd /Lougheed Hwy intersection would be most accessible and provide a strong focal point for the area and the community.



#### *Draft Land Use Concept 3 Comments*

- The retained view corridors between the proposed tower locations would protect the community's connection to the surrounding landscape.
- Co-location of the proposed tower locations and green space provides recreation space and visual amenity for future residents of these areas.
- Civic uses should be close to transit and existing businesses to improve the walkability of the neighbourhood.
- The potential high-rises on the east side of the NLSA would loom over existing homes, affecting their privacy and the surrounding rural character.
- In this plan, the education campus may be too far from Loughheed Hwy, the RapidBus stops, and existing businesses.





#### *Draft Land Use Concept 4 Comments*

- Open spaces, rather than primarily habitat-oriented green space, would provide a range of opportunities for recreation and cultural uses.
- The educational campus close to the RapidBus stops provides good accessibility for students coming to Pitt Meadows.
- View corridors between the tower areas helps retain the community's visual connection to the surrounding landscape and reduces the impact of towers.
- Co-locating the tower areas with green space improves views and access to recreation spaces.
- The civic/institutional centre in the southwest corner of the site would help create a noise buffer for existing residents.
- The concept of a 'High Street' away from busy roads would be a good neighbourhood focus, but the area for live/work uses may be too long to be viable.
- This plan does not have enough green space for recreation, habitat, or to deal with storm water run-off.

### *Other Matters Not Directly Addressed in the Land Use Concepts*

Some of the received feedback also identified specific design ideas, development concepts, and public amenities for consideration.

- Design guidelines should be crafted to ensure the form and character of future development is high quality.
  - The area should include multi-modal street design.
  - Keep a small-town feel with a defined character that enhances the City's sense of identity.
  - Think about incorporating public open spaces and a civic hall for community events.
  - Carefully consider parking requirements for all development.
  - Protect and enhance Katzie Slough and other existing habitat areas.
  - Green roofs and other roof top uses (e.g., solar panels, vertical farms, etc.) would enhance the sustainability of the development.
  - Employment lands should be attractive and have a good set of design guidelines.
- Incorporate SmartCity management tools and strategies to improve City service and reduce costs.
- Include of a range of medium-to-high density housing types and uses:
  - Affordable senior housing and a senior care facility;
  - Student housing if post-secondary institution is built;
  - Affordable housing, including cooperative housing, and housing for families.
- The NLC should parallel Lougheed Hwy all the way to Pitt River Bridge rather than require traffic to merge and contribute to congestion.
- The proposed post-secondary institute could include agricultural programs
  - The public spaces and civic amenities should also include other agricultural education opportunities.
- Several public amenities were identified that would improve service for residents and visitors:
  - A transit shuttle connecting to the West Coast Express station;
  - Free public wireless internet;
  - A dog park and a really good kids playground;
  - An indoor swimming pool, fitness/rec centre, and ice rink/arena;
  - A restaurant looking out over the golf course;
  - Healthcare facilities and clinics; and,
  - A grocery store.
- Lougheed Hwy intersection with Park Rd should be made safer. Considerations include:
  - School children need to cross Lougheed Hwy.
  - The loss of left turns would negatively affect access to homes on both sides.
  - Meadow Gardens Way is already busy and added traffic accessing the NLSA would severely limit access to/from Dorado and Fairwinds.

- Some would like to see a larger/taller hotel with views, others argued the City doesn't need a bigger hotel.

#### *Effects of Development*

- Concerns were raised about ground settlement and pile-driving affecting ground conditions under the neighbouring Dorado development;
- Concern that past fill activities caused local flooding, so new fill proposals must be carefully looked at.
  - Volume and quality of storm water must be managed to mitigate offsite and downstream effects.
- Retain existing trees and plant more for habitat and ground water management.
- Employment lands should include options for ownership (not just leases).
- Employment opportunities should pay a living wage.
- Intersections on Loughheed help slow speeding traffic. If these are lost, it may be difficult and unsafe to access Loughheed Hwy from some properties.
- Land west of current downtown, on the south side of the railway, could be a better spot for development.
- Concern that new development will attract businesses and customers away from City centre.
- Concern that new green space areas could attract homeless camps.

#### *Agricultural Improvement Project Ideas*

- Drainage and irrigation system upgrades.
- Agricultural education campus, centre, and/or public awareness programs.
- Waste-to-energy and heat district facility (e.g. methane digester or high-efficiency waste incinerator) in part to handle local agricultural waste.
- Heritage Park farm site for local history, public agricultural awareness programs, farmers market, and/or incubator farm plots.
- A dedicated farm market site/facility.
- Space for a food hub and agri-industrial uses in employment lands area.

### **Advice from External Government Organizations and Agencies**

In addition to responding to the policies and guidelines of relevant government organizations and agencies, staff from those agencies provided the following comments:

- Broad, well connected green space areas would improve the quality of habitat and recreational areas.
  - Existing habitat spaces should also be incorporated into the green space network.

- Include a wide, vegetated green space buffer (min. 15m wide) along the northern edge to deter speculation on north side of NLC. This could be created by protective covenants on private land, or as part of a public green space/greenways network.
- Agricultural education and awareness programs should be early and ongoing to reduce tensions and set expectations of new residents and businesses.
- Consider incorporating agricultural heritage programs and facilities, plus education plots. Consider partnering with an educational institution (e.g., UBC Farm)
- A long-term water monitoring program, initiated prior to development activities, would help identify the effects of changes to water quality and quantity on surrounding agricultural and habitat areas.
- Consider requesting Agricultural Impact Assessments for land use proposals. This would help identify potential negative interactions and opportunities to mitigate these.
- Coordinate preparation of field studies and the delivery of infrastructure to minimize disruption for affected farms.
- The area has a long cultural heritage of First Nations and farming use that should be addressed in the planning for the area.
  - Require archeological studies prior to rezoning and avoid intact cultural sites.
  - Require an archeological management plan for all areas as a development policy.
  - The form and character of new development and open spaces should reflect the heritage of the site.
- TransLink's transit-oriented development (ToD) guidelines should inform planning and design of the Lougheed Hwy edge and overall site accessibility.
  - The Lougheed Hwy edge, with direct connection to the proposed cyclist/pedestrian bridge and relocated RapidBus stops, would be an ideal location for a transit-oriented development.
  - Consider whether NLC will be proposed for future transit route.
- Long-term plans for the intersection of Harris Rd and Lougheed Hwy should shape plans for the western edge.

## **Revising the Land Use Plan and Identifying Development Policies**

The collected feedback was carefully considered when reviewing the thinking behind the draft land use concepts and identifying how to move forward. While many ideas and themes from the draft land use concepts were reaffirmed and expanded upon through the review and plan refinement process, changes included:

1. Less detail in the land use plan and greater emphasis on employing development policies to articulate goals and strategies. This provides greater clarity on guiding principles and development strategies while allowing flexibility and greater creativity on how they can be achieved.



For example, the idea of a green space network for storm water management, habitat, and recreation was widely supported. There are a few parts of the NLSA that were identified as preferred areas for open space; however, how the new developments will integrate and connect to these key areas depends heavily on their design. Including a predetermined green space network in the land use plan could unnecessarily restrict development and undermine the performance of green space network. Instead, a few key areas were identified for green space on the plan and accompanying policies have been articulated to guide the build out of the green space network.

2. Setting policies to established assessment criteria for contentious issues (e.g., the location of towers and whether to allow them) by identifying the underlying values articulated by those participants in support and those who were opposed. For ideas that were identified as unclear (e.g., the relationship between live/work and mixed employment), policies were written to clarify the intent and implementation objectives.
3. Lastly, the feedback was reviewed in relation to current best practices. Some ideas were retained as specific expressions of best practices (e.g., restoration of the heritage Park farmhouse) where a wider interpretation was seen as unnecessary. Other feedback was interpreted as benefitting from a wider exploration of best practices related to the values underlying the feedback. This approach helped identify specific priority projects and an expanded set of development policies, particularly for enhancing the future environmental and social resilience of the area.

# North Lougheed Study Area Development Policies and Land Use Plan

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May 11, 2020

## Introduction

Two equally important objectives guiding this planning process have been to maximize the flexibility of the resulting land use plan and ensure the resulting development will meet the needs and goals of the community. To achieve these objectives, staff reviewed the collected input from two phases of community and stakeholder engagement and related best practices to identify what should be included as development policies and what should be articulated in the land use plan. Broadly speaking, ideas and best practices that were expressed as guiding values; could be implemented in a variety of ways; and, did not depend on a specific existing spatial relationship have been recommended as policies. Those that are more dependent on a spatial relationship to an existing or future physical condition and are less flexible in how they can be implemented, have been identified for inclusion in the revised land use concept. This balance ensures the future development of the North Lougheed Study Area (NLSA) will be adaptable to future change while still being responsive to its context and the community's aspirations.

## Relationship to the Official Community Plan

The NLSA policies and land use plan will be incorporated into the City of Pitt Meadows Official Community Plan and is to be read in conjunction with the identified City-wide policies outlined within that document.

## Development Vision

The vision for the NLSA is to develop an environmentally and socially resilient neighbourhood that is responsive to its context; has a small-town feel and strong identity; and, enhances local opportunities to live, work, play, and learn. Community priorities for the area include: provision of affordable housing (particularly for families and seniors), attracting a tertiary education campus, restoration of the Park farmhouse; a pedestrian/cyclist connection across Lougheed Highway to Harris Road Park; and, an area-wide connected green space network for recreation, habitat, and storm water management.

## Development Policies

The following are the recommended policies, with some guidance on how to implement them.

1. *All development should celebrate the natural, built, and cultural heritage and identity of Pitt Meadows and the North Lougheed Study Area.*

The North Lougheed Study Area (NLSA) lies along the northerly edge of an elevated area, upon which the urban area of Pitt Meadows is located, and extends north into the surrounding Fraser River floodplains. Prior to European colonization, the raised forested area and surrounding floodplain were seasonally occupied and used by local First Nation peoples. With European settlement, the NLSA and surrounding area were cleared and drainage patterns were altered to accommodate agricultural use. Within the NLSA, the Park Farm site and surrounding area is of particular historical significance because of traditional First Nation use of the area and the heritage classification of the Park farmhouse.



Figure 1. North Lougheed Study Area and related features.

Development of the NLSA should reflect and build upon the area's natural and cultural history, retain a small-town feel, and integrate nature. Supporting policies to meet this objective include:

- Archaeology surveys are should be included with all rezoning applications in the NLSA;

- Architectural design; landscape and public space design; public art; and, naming of streets, developments, and public spaces are strongly encouraged to reflect the cultural and natural heritage of Pitt Meadows and the Katzie First Nation (with prior consultation);
  - i. Design of public green spaces, habitat areas, and heritage sites should include consultation with the Katzie First Nation on incorporating eco-cultural uses, features, and educational programs;
  - ii. Design and use of the Park Farm site and heritage building are encouraged to include cultural and agricultural education components;
    - A restoration plan for the Park farmhouse should be considered for rezoning of this portion of the NLSA.
  - iii. Architectural design of all buildings should demonstrate inspiration and incorporation of materials and design features found on local heritage buildings, agricultural buildings, and local First Nations traditional structures (with prior consultation).
- Development proposals should demonstrate how they reflect and enhance a small-town feel and identity of Pitt Meadows. This could include discussion of building massing, setbacks, site layout, and ground floor design;
  - i. A small-town feel may be achieved by various measures, including:
    - using minimum setbacks from the front property boundary;
    - providing visual connections between the sidewalk and ground floor uses;
    - ensuring building entrances connect to the sidewalk and are visually prominent;
    - incorporate awnings, porches, or verandahs at building entrances;
    - locating vehicle parking in subsurface parking or to the rear of principle buildings;
    - for buildings above four storeys in height, the upper floors of buildings should be setback to reduce the massing of the building frontage along sidewalks; and,
    - incorporating street trees, high quality landscaping, street furniture, and street lighting.
- The following key views should be protected and enhanced:
  - i. The mountains to the north (especially Golden Ears) from Harris Road and public spaces on the south side of Lougheed Highway; and, from public spaces and key streets within the North Lougheed Study Area; and,
  - ii. Existing sunset views (i.e., looking west) for residents of residential areas immediately east of the NLSA.
- Development in the NLSA should employ high quality landscape designs for public and private spaces that include trees and tall shrubs that will contribute to a rich urban forest;

- i. Landscape designs should include local native species;
- ii. Site layout and landscape design should incorporate and enhance existing habitat areas and natural assets; and,
- iii. Landscaping and open space design should provide features that replicate the look and function of a range of local ecological niches (e.g., wetlands, ponds, forest, forest edge, old field, and riparian).
- Adoption of NLSA Development Permit Area design guidelines should be a pre-condition of final approval for any NLSA rezoning applications.

**2. *All development proposals should directly address climate change adaptation, employ greenhouse gas (GHG) emission reduction and green building strategies, and increase or enhance available wildlife habitat to increase the environmental resilience of the community.***

Improving environmental resilience and sustainability requires actions across a range of scales, from individual properties and buildings to neighbourhoods, the community as a whole, the region, and across borders. Local governments are increasingly taking action on environmental resilience and climate change through adaptation measures; natural asset management and habitat remediation; low-impact development policies; and, employing strategies to reduce community greenhouse gas (GHG) emissions.

Supporting policies to meet this objective include:

*Storm water management and habitat*

- All developments should incorporate public and/or private green spaces that contribute to an interconnected, NLSA-wide network of green space patches and corridors;
  - i. All green space patches and corridors should be designed to collect, treat, and infiltrate storm water and contribute to providing a range of wildlife habitat types throughout the NLSA;
    - Native shrubs, ground covers, wildflower mixes, and other lawn alternatives are encouraged for front yards and along sidewalks;
  - ii. The area set aside for green space should be at least equal to the amount of impervious site surface coverage;
  - iii. The primary green space corridors should run along the north edge of the NLSA and along the north edge of the historically higher portion of the NLSA (including portions of the Park Farm site). These primary corridors are intended to, at minimum, collect and treat storm water run-off from adjacent roads and sidewalks, provide varied wildlife habitat, and include multi-use public paths;
    - Other green space corridors should also include multi-use public paths.

- Ground-level hard surfaces should employ permeable surfacing materials and/or direct all surface drainage into attractive and multi-functional green storm water infrastructure facilities (e.g., bio-swales, constructed wetlands, detention ponds, bio-retention cells);
  - i. Underground infiltration and detention tanks, pits, and cells may be acceptable in compact developments where above-ground green infrastructure is not feasible;
  - ii. Green roofs can be used to offset the ground space needed for storm water handling;
  - iii. Green infrastructure should be used along collector roads in all land use areas, to collect and treat storm water runoff from impermeable surfaces.
  - iv. Conventional 'grey' infrastructure should be designed and constructed to serve as an overflow system for larger rainfall events (e.g., 6 month, 24 hour rainfall events for bio-swales and bio-retention cells; and, 5 year, 24 hour storm events for ponds and constructed wetlands).
- Post-development downstream drainage system flows should be the same or lower than pre-development levels. On-site and off-site monitoring may be required to prove performance.
- Post-development downstream drainage system water quality should be the same or higher than pre-development levels (including, higher oxygen levels, lower turbidity, etc.). Pre-development and post-development monitoring may be required to prove performance.

#### *Energy and greenhouse gas (GHG) reductions*

- The preferred form of development is clusters of compact, medium to high density developments connected by a network of pedestrian and cyclist paths, accessible parks, green corridors, and green streets;
  - i. Detached single family dwellings are discouraged;
  - ii. 80% or more of the total residential units for the NLSA should be within a 10 minute walk (900 metres) of a frequent transit service stop (i.e., service every 15 minutes or less).
- Green roofs, green power generation (e.g., solar or wind), or roof-top social spaces (e.g., patios, garden plots, or other leisure spaces) are encouraged for all habitable buildings.
- All developments should contribute to enhancing the urban forest canopy through a combination of street trees, green space network contributions, and private landscaping.
- All new buildings should be built using carbon-smart materials (i.e., low embodied carbon) and green building strategies.
- Developers of all buildings with a gross floor area of 500 square metres or greater, or more than four residential units for residential buildings with a gross

floor area of less than 500 square metres, should provide the City with a final building commissioning report prior to receiving final occupancy;

- Development applicants should work with the City on assessing the feasibility of implementing a NLSA district energy system for all new habitable buildings as a condition of rezoning;
  - i. The feasibility study should include identification of grant opportunities and partnership options;
  - ii. If a NLSA district energy system is feasible and implementation of the system is supported by Council, all new habitable buildings should be connected to the system;
  - iii. The district heating and energy system should be fueled in whole or in part by biomass from the City's waste stream, invasive species management efforts, and local agricultural waste. Other fuel sources may include: geothermal, solar thermal, refrigeration heat recovery, waste heat recovery, and sewer heat recovery.

#### *Transportation demand*

- All developments should contribute to pedestrian and cyclist connectivity with provision of accessible, attractive, and safe pedestrian and cyclist facilities.
- Complete streets, with protected cycle lanes, are strongly recommended for collector and arterial streets;
  - i. Alternatively, cycle lanes could run on parallel 'quiet' streets.

### **3. All development should employ transit-oriented development principles.**

Transit-oriented development (ToD) practices are intended to improve mobility options for all community members and visitors, especially those who are unable or not wanting to drive or own a private automobile. Other benefits include fostering more vibrant communities, improving the viability of local businesses, and lowering a community's GHG emissions.

Supporting policies to meet this objective include:

- All development should foster a compact and walkable mix of community amenities, institutional uses, residential types, commercial, and other employment uses;
  - i. All developments should emphasize pedestrian and public realm-oriented entrances, facades, and landscape design;
  - ii. Design of pedestrian and cyclist amenities and facilities should provide safe and attractive networks that encourage active transportation options.
- Street and block patterns should favour a connected and walkable public street and pedestrian network;

- i. Cul-de-sacs, private lanes, and dead-end lanes should accommodate pedestrian connections to enhance area-wide pedestrian network.
- A pedestrian and cyclist connection (overpass or underpass) across Lougheed Highway, connecting to Harris Road Park, is a priority community amenity project for the NLSA;
  - i. Once built, the City should approach the South Coast British Columbia Transportation Authority (i.e. TransLink) to relocate the high-frequency transit service stops (i.e. RapidBus stops) to be adjacent to the crossing.
- A preferred location for a mixed-use neighbourhood centre is within a two minute walk (200 metres) of the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park;
  - i. A smaller mixed use centre could be located within 400 metres of the Meadow Gardens Way intersection with Lougheed Highway.
- Development proposals fronting onto the Lougheed Highway edge should be referred to South Coast British Columbia Transportation Authority (i.e. TransLink) and should include consideration a right of way and station for future high-capacity transit services parallel to Lougheed Highway.
- Development along the Lougheed Highway edge should incorporate an attractively designed, multi-use path along the entire length, with a connection to the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park.
- Buildings over six (6) storeys will be considered for locations within a 10 minute (900 metre) walking distance of high-frequency transit stops (i.e., service every 15 minutes or less), or a station for higher capacity transit service (e.g., bus rapid transit, light rail transit, or other).

#### ***4. All development should contribute to the economic vitality of the community.***

New development should complement the existing community by providing opportunities for employment and growth that serve both new and existing residents, businesses, and sectors.

Supporting policies to meet this objective include:

- Development proposals should identify: how they will support agricultural enhancement projects; how the development will affect existing local businesses; and, their estimated annual net servicing costs for the City;
  - i. Developments in the mixed employment area are encourage to include space for a food hub and/or agri-industrial uses.
- Mixed use and non-residential developments are encouraged to offer strata or freehold tenure options for businesses.



- Developments in transition areas between mixed employment and adjacent mixed use and residential areas should include spaces appropriate for small and medium sized businesses;
  - i. Residential units with ground floor access should include ground floor accessible space appropriate for a home-based business or a commercial use (i.e., live/work);
  - ii. Up to two storey high mixed employment developments will be considered with, or without, residential uses above. These developments should be designed to enhance the public realm and minimize impacts on surrounding residential uses (e.g., noise, light, smell, and traffic impacts).

**5. *All developments should contribute to community wellness and inclusivity.***

Incorporating a mix of residential types and tenures that are walkable to public space, businesses, employment, transit, and amenities increases the health and resilience of the whole community and its individual members.

Supporting policies to meet this objective include:

- Development of the NLSA should include a range of public indoor and outdoor recreational spaces and civic amenities distributed equitably through the NLSA;
  - i. Higher density developments should include, or be within a two minute (200 metre) walk of, larger public and open space areas and amenities;
  - ii. Civic and institutional facilities will also be considered and may include: a community hall and recreation facility, fire hall, school site, daycare, or other;
    - Consider integrating these facilities with other uses, where appropriate;
    - Development of commercial space suitable for daycare use will be strongly encouraged for mixed use and mixed employment developments.
- The NLSA-wide green space network should include an equitable distribution of parks and nodes;
  - i. Larger parks and open spaces should be located close to, or within, multi-storey residential and commercial developments;
  - ii. In addition to storm water collection and treatment, all green spaces should be attractive and provide recreational, cultural, and/or education opportunities.
- The City should seek a post-secondary provider to establish a campus or other training/research facility for areas identified for mixed employment or mixed use within a 10 minute (900 metre) walk of Lougheed Highway transit stops.

- Residential and mixed-use developments should incorporate variation in unit sizes, including family-oriented units (e.g., ground oriented, two-bedroom + den, three-bedroom, and four-bedroom units).
- Rental, senior, and below market housing should be included in most residential developments within a five minute (450 metre) walk of neighbourhood centres; and/or a 10 minute (900 metre) walk of high frequency transit stops (i.e., service every 15 minutes or less);
  - i. Housing for seniors is strongly encouraged for inclusion into residential and mixed use developments within a two minute (200 metre) walk of high frequency transit stops (i.e. service every 15 minutes or less);
  - ii. Rental zoning is strongly encouraged for residential areas along key streets and/or within a 10 minute (900 metre) walk of high-frequency transit stops (i.e., service every 15 minutes or less). Up to 33% parking reduction will be considered for purpose-built rental units built in a rental only zone.
- Applications for single family residential developments should provide additional Community Amenity Contribution, calculated at a per square foot of proposed residential gross floor area as determined by Council, to an affordable housing fund prior to rezoning approval.
- Community gardens are encouraged for all multi-unit residential developments at a minimum of 0.1 garden plots per unit, with an absolute minimum of four garden plots.

**6. *All developments should incorporate buffering, transitioning, and/or mitigation strategies to address real or perceived conflicting needs between different land uses.***

The NLSA is intended to be a complete neighbourhood with homes, employment, education, and recreational uses. To contribute to community wellbeing, care will be needed to ensure potential conflicts and adverse impacts are identified and mitigated during the planning process. Key concerns include: noise, traffic volumes, commercial traffic routes, parking needs, protecting nearby agricultural operations, and speculation pressures on surrounding agricultural land.

Supporting policies to meet this objective include:

- Developments along the edges of the NLSA should include measures to mitigate traffic noise from surrounding arterial roads;
  - i. Preferred measures include additional sound-proofing for residential units, vegetated berms, and treed green corridors;
  - ii. Concrete sound walls may also be acceptable, provided they include design detailing that is reflective of the nature, culture, or history of Pitt Meadows and are combined with plantings that break up their visual impact.

- Traffic accessing mixed employment areas should generally be separated from traffic accessing other land use areas.
- Direct right-in, right out vehicle access to the NLSA from Loughheed Highway is encouraged to avoid overloading Meadow Gardens Way.
- A vegetated buffer at least 15 metres wide should run along the north boundary of the NLSA except with allowance for road crossings. This buffer should include a mix of wetland and forested areas with a multi-use recreational trail connected to the larger NLSA green space network;
  - i. All buildings should be setback a minimum of 20 metres from the north boundary of the NLSA;
  - ii. Buildings over six (6) storeys tall should be setback a minimum of 80 metres from the north boundary of the NLSA.
- Development proposals for lands along the northern boundary of the NLSA should submit an Agricultural Impact Assessment as a condition of rezoning approval.
- Buildings within 30 metres of the eastern boundary of the NLSA should be a maximum height of three storeys for properties adjacent to the golf course; and, two storeys and 9 metres for properties adjacent to the existing residential area (i.e., Dorado);
  - i. Buildings over four storeys should not be closer than 100 metres from the eastern boundary of the NLSA;
  - ii. Development along the golf course edge should take into consideration visual impacts on the golf course and hazards associated with stray golf balls. Design measures may include a buffer of tall vegetation, site layout considerations, a green corridor, and setbacks from the golf course property boundary.
- Transition areas between the mixed employment and residential/mixed use areas are intended to be flexible and allow a mix of residential units with home office spaces, live/work units, and low-rise commercial buildings;
  - i. Developments in the transition area should contribute to an attractive, high quality, pedestrian-oriented public realm.
- Technical reports submitted in support of rezoning or building permit applications should include analysis of the potential impacts of construction on surrounding properties and structures (e.g., vibration, loading and settling, drainage, and flooding).

## Land Use Designations

Two of the goals guiding the plan development process were to accommodate planning flexibility and ensure the resulting development will meet the needs and goals of the community. The vision for the NLSA is to become a compact, complete neighbourhood that is walkable and where residents and visitors can live, work, play, and learn. The following land

use designations for the NLSA support these principles by allowing different mixes of land uses in each area. This approach creates a structure for development that reflects the community's values, while enabling flexibility for creative planning and development of the area.

The attached land use plan illustrates the spatial relationship and preferred locations of the following land use categories.

#### ***North Lougheed Study Area Mixed Employment***

The mixed employment area is ideally situated for a range of business types that will benefit from direct access onto the North Lougheed Connector and easy access to major regional transportation routes. To attract skilled employees and reduce vehicle dependency, the majority of the area is within walking distance of residential areas, the neighbourhood retail centre(s), community amenities, and public transit. Mixed employment uses are also more compatible with nearby agricultural operations and will be helpful for blocking NLC traffic noise for nearby residential areas.

Within the NLSA Mixed Employment area:

- Tertiary education or other institutional uses are encouraged for portions of the area close to neighbourhood centres and transit stops;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area;
- Where the NLSA Mixed Employment abuts NLSA Mixed Use or NLSA Residential areas, live/work transitions areas allow integrating medium density residential (i.e., 31 to 100 units per net hectare) and mixed employment developments in a high quality neighbourhood setting. In these transition areas, all residential units should include space suitable for clean, indoor employment uses, preferably on the ground floor level.

#### ***North Lougheed Study Area Residential***

These areas are intended for high quality, medium density residential (31 to 100 units per net hectare) with the potential for some high-density residential projects (over 100 units per net hectare). Residential developments in this area are well situated to respond to views and access to nearby employment areas, open space, transit, and local retailers.

Within the NLSA Residential area:

- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area;
- Where the NLSA Residential area abuts the NLSA Mixed Employment area, live/work transition areas allow integrating medium density residential (i.e., 31 to 100 units per

net hectare) and mixed employment developments in a high quality neighbourhood setting. In these transition areas, all residential units should include space suitable for clean, indoor employment uses, preferably on the ground floor level.

### *North Lougheed Study Area Mixed Use*

The south and western portions of the NLSA are closest to existing businesses, recreational space, schools, and high-frequency transit service. Development in this area is intended to provide a mix of medium to high density, transit-oriented residential and commercial uses to add vitality and encourage walkability.

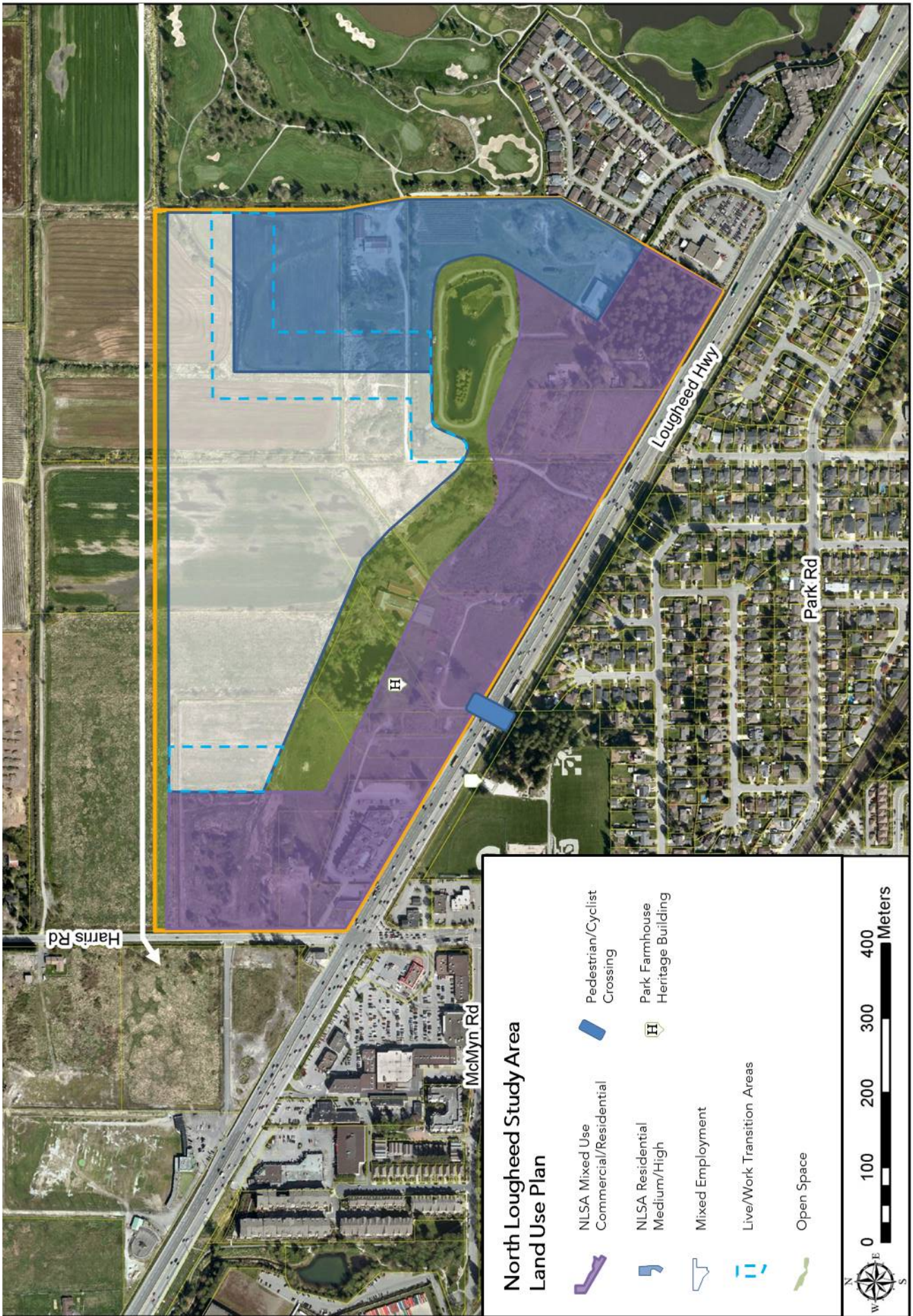
Within the NLSA Residential area:

- One or two locations may be identified for higher density, mixed use neighbourhood centre(s) to activate and enliven principle streets;
- Residential only or commercial only developments may be accommodated away from the neighbourhood centres and along local streets;
- Residential developments may include medium density residential (31 to 100 units per net hectare) with the potential for high-density residential projects (over 100 units per net hectare) that comply with the NLSA development policies;
- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area;
- The Park farmhouse is a heritage structure that can be incorporated into a development to support its preservation.

### *Open Space*

Municipal lands that are intended to be preserved for public enjoyment and environmental protection. Facilities available may range from playing fields and playgrounds to trails and benches. Commercial uses serving users of the facilities may also be permitted.







# Staff Report to Council

Planning and Development

FILE: 13-6520-20/19 NLSA

REPORT DATE: June 12, 2020

MEETING DATE:

July 07, 2020

TO: Mayor and Council

FROM: Colin O'Byrne, Project Manager of Community Development

SUBJECT: Revised North Lougheed Study Area Land Use Plan and  
Development Policies

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:

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RECOMMENDATION(S): THAT Council:

- A. Receive for information the report titled "Revised North Lougheed Study Area Land Use Plan and Development Policies" dated June 24, 2020; AND
- B. Direct staff to prepare an amendment to the City of Pitt Meadows Official Community Plan Bylaw 2352, 2007 to incorporate the North Lougheed Study Area Land Use Plan and Development Policies document, dated June 24, 2020; AND
- C. Direct staff to prepare an application to Metro Vancouver to amend the Regional Growth Strategy, Metro 2040, to accommodate the North Lougheed Study Area Land Use Plan; OR
- D. Other.

## PURPOSE

To present a revised North Lougheed Study Area land use plan and development policies that incorporate Council's directions to staff from the May 26<sup>th</sup>, 2020 Regular Council Meeting.

☐ Information Report

☐ Decision Report

☒ Direction Report



## **DISCUSSION**

### **Background:**

At the May 26, 2020 Regular Council Meeting, staff presented reports outlining:

- The findings from the North Lougheed Study Area (NLSA) community and stakeholder engagement process; and,
- A NLSA land use plan and accompanying development policies that were drafted using information from the engagement findings, available technical studies, and best practices.

Upon review, Council directed staff to:

- Amend the land use plan to incorporate Council feedback, including:
  - expanding the 'blue' area (residential) to the north boundary of the NLSA and west along the north boundary of the NLSA;
  - reducing the 'grey' area (mixed employment);
  - extending the 'purple' area (mixed use) east along the north boundary of the NLSA;
  - thinning out the greenspace and extend it from the east boundary to the west boundary;
  - incorporating more live/work use, particularly along the north edge of the central greenspace; and,
- Reassess the accompanying development policies in light of feedback, including concerns with overly specific language regarding building heights and setbacks.

### **Relevant Policy, Bylaw or Legislation:**

The North Lougheed Study Area policies and land use plan will be incorporated into the City of Pitt Meadows Official Community Plan and is to be read in conjunction with the identified City-wide policies outlined within that document.

The *Local Government Act* (part 14) outlines regulations regarding engagement, scope, and approvals for the Official Community Plan.

The Metro Vancouver Regional Growth Strategy, *Metro 2040*, identifies the policies that will be used to assess amendment applications.



## Analysis:

### NLSA Land Use Plan Revisions

Staff revised the land use plan presented on May 26, 2020 (figure 1) to align with Council's direction (see figure 2 below and Attachment A for a larger version).

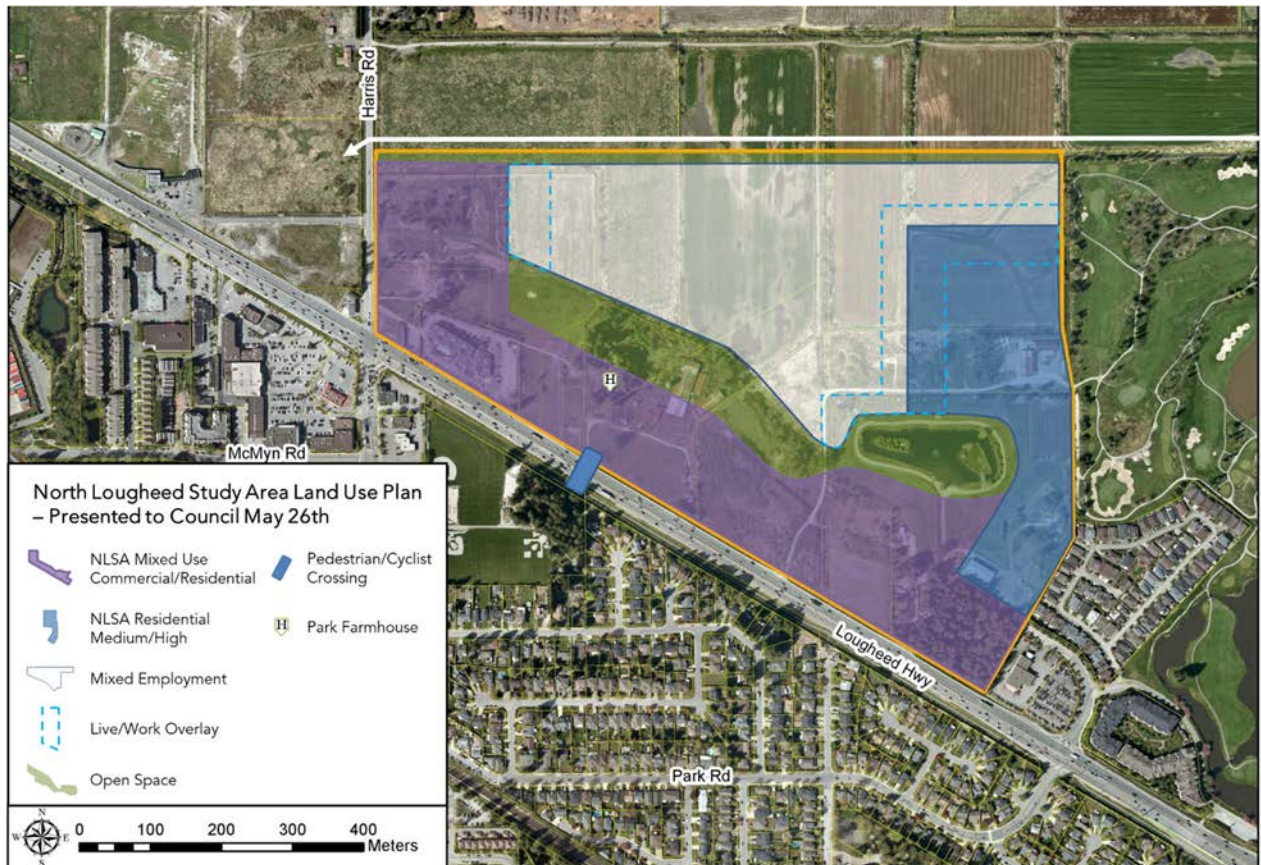


Figure 1. NLSA land use plan, presented to Council on May 26<sup>th</sup>, 2020.

The changes to the May 26<sup>th</sup> plan (figure 1 above) represented in the revised land use plan (figure 2 below) include:

- Extending the Residential area north to the northern boundary and removing the buffer along the northern edge;
- Extending the residential and mixed use areas inwards along the northern boundary;
- Reducing the area designated for Mixed Employment;
- Reallocating the Live/Work Overlay to run along the northern edge of the central green space; and,
- Thinning the central Open Space and extending it from east to west to provide pedestrian connectivity.

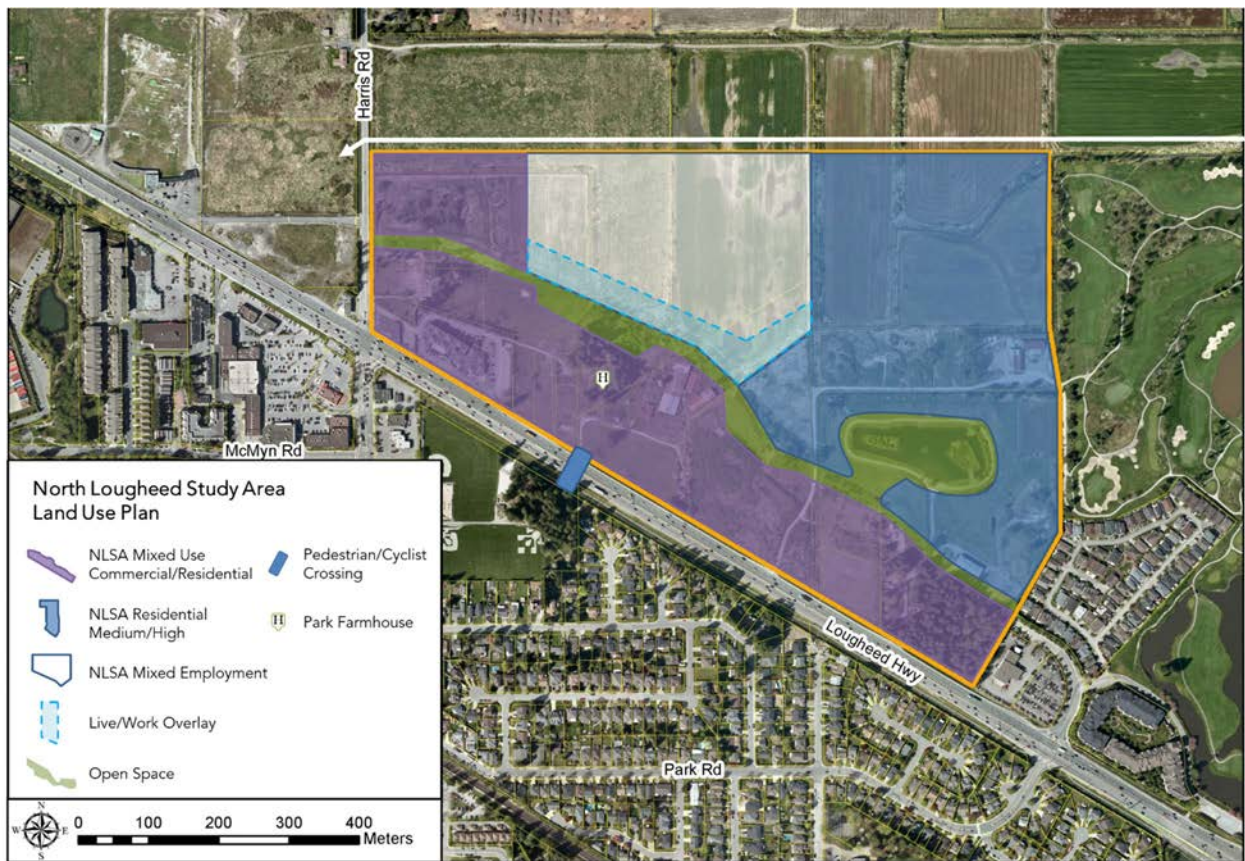


Figure 2. Revised NLSA land use plan prepared based on Council's feedback.

### *Live/Work Overlay*

The representation of the Live/Work Overlay was adjusted to include a light blue semi-transparent fill to better show its location. The intent of Live/Work Overlay, however, remains the same: to serve as an additional land use designation over the underlying designations. To illustrate how the overlay designation works, figure 3 shows the revised land use concept without the Live/Work Overlay designation and to show the underlying Mixed Employment designation.

Within the area identified with the Live/Work Overlay, as included in figure 2, developers may propose mixed employment developments that are consistent with the NLSA Mixed Employment designation. They also have the option of proposing residential development, provided the residential units include integrated employment space (e.g., home office, traditional live/work units, flexible loft-style arrangements, etc.). Allowing this additional land use increases planning flexibility and enables small business growth.



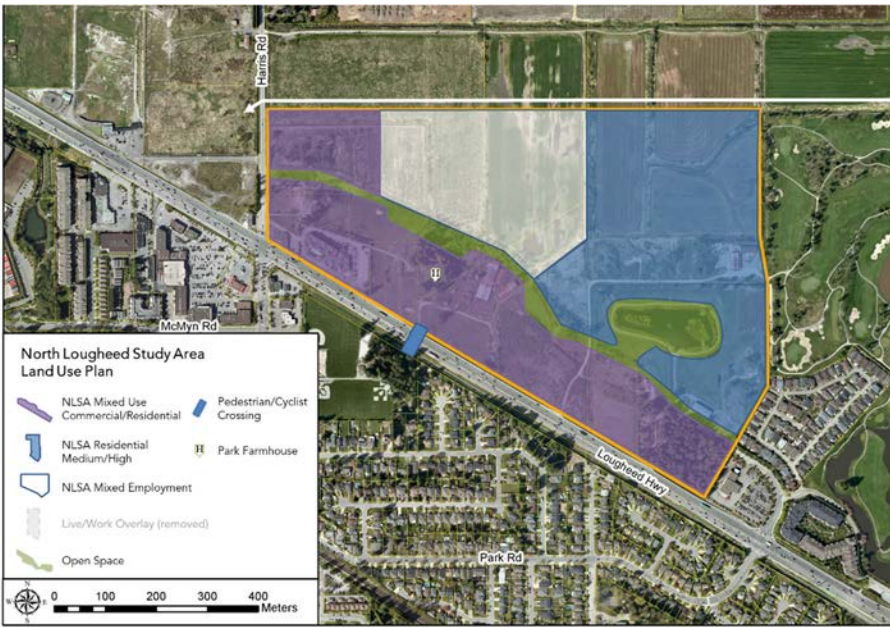


Figure 3. Revised NLSA Land Use Concept showing the plan without the Live/Work Overlay on top of the Mixed Employment area. This is not a proposed land use plan for the NLSA.

The May 26th plan (figure 1) included the Live/Work Overlay along the west and east edges of the Mixed Employment area to serve as transition areas. This transition between land uses was also managed by the accompanying development policies and recommendation for area design guidelines.

In the revised plan (figure 2 and Attachment A) the Live/Work Overlay designation was added along the north edge of the Open Space to accommodate residential use along that edge. It was, however, removed from the west and east edges of the Mixed Employment interface areas because:

- The NLSA development policies still include recommendations that will help manage this interface, including area design guidelines;
- The Mixed Use area already accommodates residential/commercial mixed development and would allow similar forms of development;
- The Residential area already permits home-based businesses and the Live/Work designation requirements for employment space in residential units could impact potential proposals for some types of housing (e.g., senior housing); and,
- The market analysis commissioned by the City indicated the demand for this form of development was comparatively limited.

## Area Comparison

The areas for the land uses identified in the two plans are as follows:

Land use	Revised plan	May 26 plan
Residential	34.8% (43.5 ac)	17.1% (21.4 acres)
Mixed use	35.2% (44.0 ac)	34.7% (43.4 acres)
Live/Work Overlay	3.7% (4.6 ac)	10.2% (12.8acres)
Mixed Employment	20.0% (25.0 ac; of which 4.6 ac can include residential development)	32.3% (40.3 acres; of which 6.9 acres can include residential development)
Open Space	9.9% (12.4 ac)	15.7% (19.6 acres)

Based on density estimates for the various land uses, the City might expect the following from the development of the NLSA:

	Revised plan	May 26 plan
Homes	<b>3418 to 7046</b> new residential units in the Mixed Use and Residential areas (depending on built density)	<b>2531 to 5597</b> new residential units in the Mixed Use and Residential areas
	<b>62 to 290</b> additional residential units if all of the Live/Work Overlay area is used for additional residential development	<b>94 to 440</b> additional residential units if all of the Live/Work Overlay area is used for additional residential development
Residential market absorption	26.0 to 55.9 years	19.3 to 46.0 years
Jobs	<b>1811</b> local jobs in the Mixed Employment area that is outside of the Live/Work Overlay area	<b>2966</b> local jobs in the Mixed Employment area that is outside of the Live/Work Overlay area
	<b>408</b> additional jobs if the entire Mixed Employment area is developed to include retail,	<b>613</b> additional jobs if the entire Mixed Employment area is developed to include retail,

	commercial, or other employment uses	commercial, or other employment uses
Mixed Employment market absorption	3.4 to 4.2 years	5.6 to 6.7 years

Note: The realized numbers of homes and jobs will vary with forms of development and the types of businesses. Also, the estimated number of jobs do not include commercial and retail development in the Mixed Use area or from home-based businesses in the Residential area. Based on market analysis work, the City will see a modest number of retail jobs created in the Mixed Use area and nearly all of the office/commercial development (and jobs) will likely happen in the Mixed Employment area because of market preferences for office space.

### Background Facts and Figures

The following points have been included to help understand these figures in the local context and to help understand why the market absorption rates vary for the different land uses.

#### *Residential Development*

- The City had 7,195 homes at the time of the 2016 census and a projected 7524 homes in 2019.
- Approximately 1996 new residential units are required between 2019 and 2041 to meet population growth projections, according to the recent housing needs assessment.
- The real estate market is forecast to be able to absorb 2625 new residential units by 2041 for all of Pitt Meadows, according to a recent real estate market analysis.

#### *Employment Areas*

- The City had an estimated 6,900 jobs at the time of the 2016 census and a projected 7140 jobs in 2019.
- The ratio of jobs per capita in 2016 was 35% for Pitt Meadows and 52% for all of Metro Vancouver. The City's ratio has risen slightly to 36.5% as of 2019, based on projection data.
- There is a 2% vacancy rate for existing retail and commercial in Pitt Meadows and is considered well balanced, according to a recent commercial analysis.

- There is a declining vacancy rate for other employment space in Pitt Meadows and Maple Ridge (currently about 2.5% for the two cities and closer to 0.5% for Pitt Meadows), according to recent commercial analyses.
- The real estate market is forecast to be able to absorb about 23,000 m<sup>2</sup> (247,600 ft<sup>2</sup>) of combined employment floor space (retail, commercial, and production) per year for the foreseeable future. This translates to a projected average of 531 new jobs each year.

### *Regional and Local Context*

- Affordable housing is a significant concern in the Metro Vancouver region. This land use plan and the supporting development policies will enable more local affordable housing options.
- The accompanying construction of the North Lougheed Connector, from Golden Ears Way to Lougheed Highway (west of Harris Road), will improve regional movement of goods and people by easing congestion on Lougheed Highway and accommodating future growth of neighbouring municipalities.
  - The CP Road and Rail project (Harris Road Underpass & Kennedy Road Overpass) will work in tandem with the North Lougheed Connector to support coordinated goods movement to national and international markets which is important to the Canadian, provincial and regional economies.
- The City of Pitt Meadows' urban boundary ensures agricultural sustainability by limiting available developable lands for local jobs, services, residential development and property taxation. Through careful deliberation of the future development of the NLSA, the City is doing its part to ensure the long-term viability of local agriculture while also meeting the community's needs and values.
- The NLSA will be a complete, transit-oriented neighbourhood that supports the recently expanded rapid bus system servicing the North Fraser region.
- The NLSA land use plan includes 25 acres of mixed employment lands to further support regional economic development. This is in addition to several other Pitt Meadows employment-oriented developments: Pitt Meadows Regional Airport expansion and development; Golden Ears Business Park (the 2nd largest privately owned industrial business park in British Columbia); development of the intermodal CP railyard; and the Lafarge Pitt River Quarry.
- The completion of the NLSA requires Old Dewdney Trunk Road be traffic calmed, which will improve safety for local farmers and residents.

## NLSA Development Policy Revisions

Following Council's direction to review the NLSA development policies, staff have made the following changes:

In all sections

- Adjusted policy descriptions to clarify their intent where necessary.

### Section 2

- Removed a policy encouraging green roofs for storm water retention as green roofs are already encouraged in another policy.

### Section 3

- Removed a policy discouraging buildings over six storeys that were more than a ten-minute walk from high frequency transit stops. Other language encouraging certain uses within a two-minute or five-minute walk were retained because planning research has repeatedly indicated these are important distance considerations when undertaking area planning.

### Section 5

- Removed language encouraging certain uses within a ten-minute walking distance to high frequency transit stops because the majority of the NLSA is already within that distance of the existing RapidBus stops. Other language encouraging certain uses within a two-minute or five-minute walk were retained because planning research has repeatedly indicated these are important distance considerations when undertaking area planning.
- Added a policy that the City may consider waiving all or a portion of Community Amenity Contributions for provision of rental, senior, and below market residential units.

### Section 6

- Replaced specific language about building heights and setbacks from the north and eastern boundaries of the NLSA with a more general policy to consider potential impacts on surrounding land uses in regards to solar access, privacy, and views;

### Land Use Designations

- Added tertiary education or other institutional uses as a permitted use in the NLSA Mixed Use area;
- Added a separate description for the Live/Work Overlay to clarify its intent.

### Land Use Plan

- Updated the attached NLSA Land Use Plan with the revised version described above.

### Metro Vancouver Regional Growth Strategy (Metro 2040) Policies

The following Metro Vancouver policies have been included here for information on what criteria Metro Vancouver staff and advisory bodies will use to assess the City's application to amend the Regional Growth Strategy (RGS) to accommodate the revised NLSA land use plan.

#### *1. Create a Compact Urban Area*

- Contain urban development within the urban containment boundary.
- Focus growth in urban centres and frequent transit development areas.
- Protect rural areas from urban development.

#### *2. Support a Sustainable Economy*

- Promote land development patterns that support a diverse regional economy and employment close to where people live.
- Protect the supply of industrial land.
- Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

#### *3. Protect the Environment and Respond to Climate Change Impacts*

- Protect conservation and recreation lands.
- Protect and enhance natural features and their connectivity.
- Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.
- Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

#### *4. Develop Complete Communities*

- Provide diverse and affordable housing choices.
- Develop healthy and complete communities with access to a range of services and amenities.

#### *5. Support Sustainable Transportation Choices*

- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.
- Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services.

In relation to the above policies, a few points worth noting include:



- The City's application will include a request to extend the urban containment boundary to include the entirety of the NLSA; change the regional land use designation; and, remove the Special Study Area designation. This will accommodate the proposed land use plan and provide space for long-term focused growth close to frequent transit services.
  - The *urban containment boundary* is a regional designation to outline agreed upon areas for accommodating future development.
  - The proposed regional designations will include a combination of *general urban* (to accommodate residential neighbourhoods; retail and commercial centres, institutions, and recreation) and *mixed employment* (to accommodate commercial, industrial, and other employment related uses).
- While the City's employment ratio (i.e., jobs per capita) is lower than the regional average, the proposed plan includes space and opportunities for a range of employment uses, including small business incubation space.
- The proposed plan and accompanying policies strongly encourage increased housing options and green development patterns.
- Development of the NLSA will support high-frequency transit service and regional road network improvements (i.e., the North Lougheed Connector) that will help reduce greenhouse gas emissions associated with traffic congestion.

#### Next steps

If Council wishes to proceed with the attached NLSA land use plan and development policies, the subsequent steps are for the City to:

- Begin the process to amend the existing Official Community Plan to include the NLSA plan, land use designations, and policies;
- Apply to Metro Vancouver to amend the Regional Growth Strategy to incorporate the NLSA;
- Prepare and submit a revised Regional Context Statement to Metro Vancouver for review and approval; and,
- Incorporate the NLSA plan, land use designations, and policies into the final draft of the new OCP.

#### COUNCIL STRATEGIC PLAN ALIGNMENT

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

**Mission:** To maintain a friendly, safe and healthy community that values people, honours heritage, where all citizens are welcomed and growth is balanced with the protection of our natural place and quality of life.

**Community Voice.** Engage stakeholders in meaningful discussion around the current and future success and prosperity of Pitt Meadows.

**Business Vitality.** Foster a vibrant and diverse economy where local businesses thrive.

**Agriculture.** Support and advocate for the continued viability of our agricultural industry.

**Affordability.** Promote accessible and affordable transportation, daycare and housing opportunities to help families and businesses thrive.

**Employment.** Help residents improve their quality of life by encouraging and sustaining diverse, well-paying employment opportunities close to home

**Wellness.** Provide and encourage a community conducive to healthy, inclusive and accessible living.

**Natural Environment.** Promote the conservation and enhancement of our natural environment for the benefit of current and future generations.

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

**Improved Transportation.** Reduce congestion throughout our city with improved infrastructure and access to affordable, alternative forms of transportation.

**Active Transportation.** Encourage a livable, healthy and environmentally responsible community through the promotion of active modes of transportation.

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## **FINANCIAL IMPLICATIONS**

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

There are no financial implications associated with this report.

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## **PUBLIC PARTICIPATION**

☒ Inform      ☐ Consult      ☐ Involve      ☐ Collaborate      ☐ Empower

Comment(s):

This report is requesting direction to prepare an amendment to the City's Official Community Plan (OCP). Under section 477 of the *Local Government Act*, a public hearing is required as part of the amendment process to incorporate the land use plan and development policies.

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## **KATZIE FIRST NATION CONSIDERATIONS**

Referral      ☒ Yes    ☐ No

Staff recommend referring the report and attachments to the Katzie First Nation for informational purposes as there are recommended policies that will affect them and their interests. When the City continues through the process to amend the Official Community Plan it is recommended that the Katzie First Nation will again be invited to comment.

*The Local Government Act*, section 475 requires local governments to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by a proposed an Official Community Plan (OCP) amendment. Further, section 475 (2)b stipulates the local government must specifically consider whether consultation is required with first nations.

Staff were advised on June 10, 2020 that the Katzie First Nation are requesting that all referrals for non-essential projects be postponed until further notice due to prioritization of COVID-19 pandemic response efforts and related health measures. However, staff will forward this report and its attachments for their information.

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## **SIGN-OFFS**

**Written by:**

Colin O'Byrne  
Project Manager of Community Development

**Reviewed by:**

Alex Wallace  
Manager of Community Development

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## **ATTACHMENT(S):**

- A. Revised North Lougheed Study Area Land Use Plan and Development Policies, dated June 24, 2020.

# North Lougheed Study Area Development Policies and Land Use Plan

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Original: May 11, 2020

Revised: June 24, 2020

## Introduction

Two equally important objectives guiding this planning process have been to maximize the flexibility of the resulting land use plan and ensure the resulting development will meet the needs and goals of the community. To achieve these objectives, staff reviewed the collected input from two phases of community and stakeholder engagement and related best practices to identify what should be included as development policies and what should be articulated in the land use plan. Broadly speaking, ideas and best practices that were expressed as guiding values; could be implemented in a variety of ways; and, did not depend on a specific existing spatial relationship have been recommended as policies. Those that are more dependent on a spatial relationship to an existing or future physical condition and are less flexible in how they can be implemented, have been identified for inclusion in the revised land use concept. This balance ensures the future development of the North Lougheed Study Area (NLSA) will be adaptable to future change while still being responsive to its context and the community's aspirations.

## Relationship to the Official Community Plan

The NLSA policies and land use plan will be incorporated into the City of Pitt Meadows Official Community Plan and is to be read in conjunction with the identified City-wide policies outlined within that document.

## Development Vision

The vision for the NLSA is to develop an environmentally and socially resilient neighbourhood that is responsive to its context; has a small-town feel and strong identity; and, enhances local opportunities to live, work, play, and learn. Community priorities for the area include: provision of affordable housing (particularly for families and seniors), attracting a tertiary education campus, restoration of the Park farmhouse; a pedestrian/cyclist connection across Lougheed Highway to Harris Road Park; and, an area-wide connected green space network for recreation, habitat, and storm water management.

## Development Policies

The following recommended policies include guidance on how to implement them.

1. *All development should celebrate the natural, built, and cultural heritage and identity of Pitt Meadows and the North Lougheed Study Area.*

The North Lougheed Study Area (NLSA) lies along the northerly edge of an elevated area, upon which the urban area of Pitt Meadows is located, and extends north into the surrounding Fraser River floodplains. Prior to European colonization, the raised forested area and surrounding floodplain were seasonally occupied and used by local First Nation peoples. With European settlement, the NLSA and surrounding area were cleared and drainage patterns were altered to accommodate agricultural use. Within the NLSA, the Park Farm site and surrounding area is of particular historical significance because of traditional First Nation use of the area and the heritage interest of the Park farmhouse.

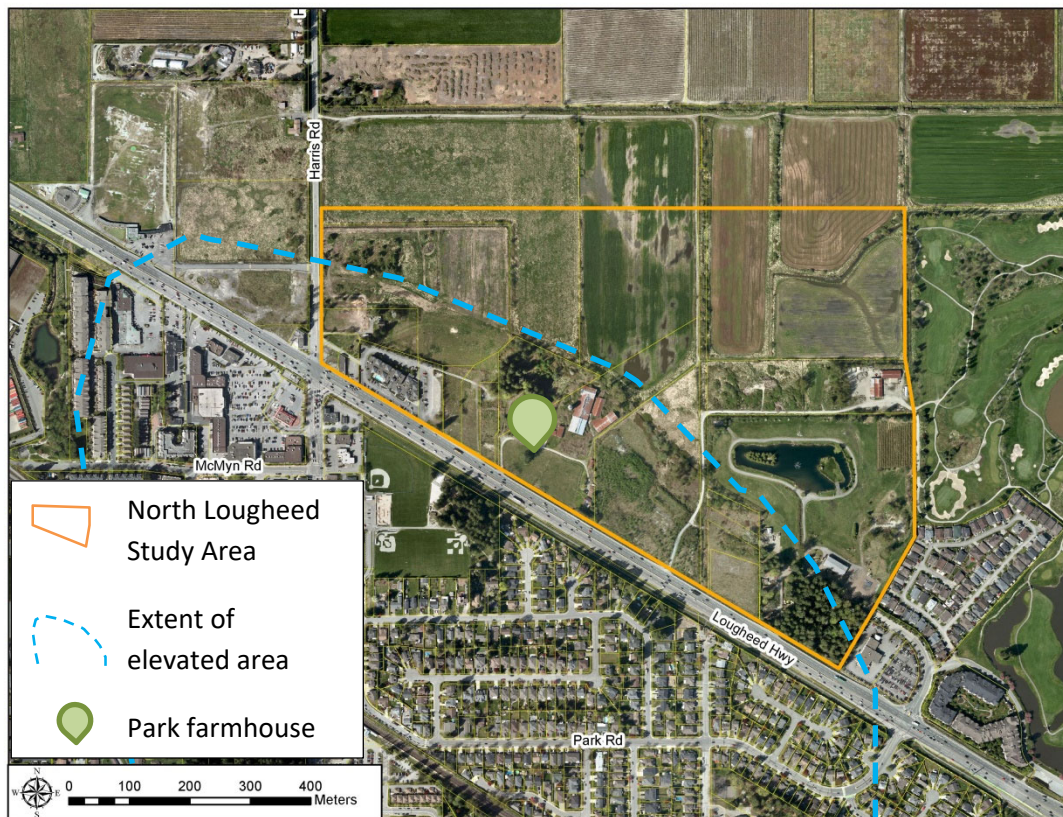


Figure 1. North Lougheed Study Area and related features.

Development of the NLSA should reflect and build upon the area's natural and cultural history, retain a small-town feel, and integrate nature. Supporting policies to meet this objective include:

- Archaeology surveys are should be included with all rezoning applications in the NLSA;
- Architectural design; landscape and public space design; public art; and, naming of streets, developments, and public spaces are strongly encouraged to reflect the cultural and natural heritage of Pitt Meadows and the Katzie First Nation (with prior consultation);
  - i. Design of public green spaces, habitat areas, and heritage sites should include consultation with the Katzie First Nation on incorporating eco-cultural uses, features, and educational programs;
  - ii. Design and use of the Park Farm site and farmhouse building are encouraged to include cultural and agricultural education components;
    - A restoration plan for the Park farmhouse should be considered for rezoning of this portion of the NLSA.
  - iii. Architectural design of all buildings should demonstrate inspiration and incorporation of materials and design features found on local heritage buildings, agricultural buildings, and local First Nations traditional structures (with prior consultation).
- Development proposals should demonstrate how they reflect and enhance a small-town feel and identity of Pitt Meadows. This could include discussion of building massing, setbacks, site layout, and ground floor design;
  - i. A small-town feel may be achieved by various measures, including:
    - using minimum setbacks from the front property boundary;
    - providing visual connections between the sidewalk and ground floor uses;
    - ensuring building entrances connect to the sidewalk and are visually prominent;
    - incorporate awnings, porches, or verandahs at building entrances;
    - locating vehicle parking in subsurface parking or to the rear of principle buildings;
    - for buildings above four storeys in height, the upper floors of buildings should be setback to reduce the massing of the building frontage along sidewalks; and,
    - incorporating street trees, high quality landscaping, street furniture, and street lighting.
- The following key views should be protected and enhanced:
  - i. The mountains to the north (especially Golden Ears) from Harris Road and public spaces on the south side of Lougheed Highway; and, from public spaces and key streets within the North Lougheed Study Area; and,
  - ii. Existing sunset views (i.e., looking west) for residents of residential areas immediately east of the NLSA.

- Development in the NLSA should employ high quality landscape designs for public and private spaces;
    - i. Landscape designs should include local native species;
    - ii. Site layout and landscape designs are encouraged to incorporate and enhance existing habitat areas and natural assets; and,
    - iii. Landscaping and open space design should provide features that replicate the look and function of a range of local ecological niches (e.g., wetlands, ponds, forest, forest edge, old field, and riparian).
  - Adoption of NLSA Development Permit Area design guidelines should be a pre-condition of final approval for any NLSA rezoning applications.
2. ***All development proposals should directly address climate change adaptation, employ greenhouse gas (GHG) emission reduction and green building strategies, and increase or enhance available wildlife habitat to increase the environmental resilience of the community.***

Improving environmental resilience and sustainability requires actions across a range of scales, from individual properties and buildings to neighbourhoods, the community as a whole, the region, and across borders. Local governments are increasingly taking action on environmental resilience and climate change through adaptation measures; natural asset management and habitat remediation; low-impact development policies; and, employing strategies to reduce community greenhouse gas (GHG) emissions.

Supporting policies to meet this objective include:

*Storm water management and habitat*

- All developments should incorporate public and/or private green spaces that contribute to an interconnected, NLSA-wide network of green space patches and corridors;
  - i. All green space patches and corridors should be designed to collect, treat, and infiltrate storm water and contribute to providing a range of wildlife habitat types throughout the NLSA;
    - Native shrubs, ground covers, wildflower mixes, and other lawn alternatives are encouraged for front yards and along sidewalks;
  - ii. The area set aside for green space in residential and mixed use developments should be at least equal to the lot coverage of the buildings;
  - iii. The primary green space corridor along the north edge of the historically higher portion of the NLSA (including portions of the Park Farm site) is intended to collect and treat storm water run-off from adjacent roads and sidewalks, provide varied wildlife habitat, and include multi-use public paths;



- Other green space corridors should also include multi-use public paths.
- Ground-level hard surfaces should employ permeable surfacing materials and/or direct all surface drainage into attractive and multi-functional green storm water infrastructure facilities (e.g., bio-swales, constructed wetlands, detention ponds, bio-retention cells);
  - i. Underground infiltration and detention tanks, pits, and cells may be other options for compact developments where above-ground green infrastructure is not feasible;
  - ii. Green storm water infrastructure is encouraged for collecting and treating storm water runoff along collector roads.
  - iii. Conventional 'grey' infrastructure should be designed and constructed to serve as an overflow system for green storm water infrastructure during larger rainfall events.
- Post-development downstream drainage system flows should be the same or lower than pre-development levels. On-site and off-site monitoring may be required to prove performance.
- Post-development downstream drainage system water quality should be the same or higher than pre-development levels (including, higher oxygen levels, lower turbidity, etc.). Pre-development and post-development monitoring may be required to prove performance.

#### *Energy and greenhouse gas (GHG) reductions*

- The preferred form of development is clusters of compact, medium to high density developments connected by a network of pedestrian and cyclist paths, accessible parks, green corridors, and green streets;
  - i. Detached single family dwellings are discouraged;
- Green roofs, green power generation (e.g., solar or wind), or roof-top social spaces (e.g., patios, garden plots, or other leisure spaces) are encouraged for all habitable buildings.
- To help moderate local temperatures, all developments should contribute to enhancing the urban forest canopy through a combination of street trees, green space network contributions, and private landscaping.
- All new buildings should be built using carbon-smart materials (i.e., low embodied carbon) and green building strategies.
- Developers of all buildings with a gross floor area of 500 square metres or greater, or more than four residential units for residential buildings with a gross floor area of less than 500 square metres, should provide the City with a final building commissioning report prior to receiving final occupancy;
- Development applicants should work with the City on assessing the feasibility of implementing a NLSA district energy system for all new habitable buildings as a condition of rezoning;

- i. The feasibility study should include identification of grant opportunities and partnership options;
- ii. If a NLSA district energy system is feasible and implementation of the system is supported by Council, all new habitable buildings should be connected to the system;
- iii. The district energy system should be fueled in whole or in part by biomass from the City's waste stream, invasive species management efforts, and local agricultural waste. Other fuel sources may include: geothermal, solar thermal, refrigeration heat recovery, waste heat recovery, and sewer heat recovery.

#### *Transportation demand*

- All developments should contribute to pedestrian and cyclist connectivity with provision of accessible, attractive, and safe pedestrian and cyclist facilities.
- Complete streets, with protected cycle lanes, are strongly recommended for collector and arterial streets;
  - i. Alternatively, cycle lanes could run on parallel 'quiet' streets.

### ***3. All development should employ transit-oriented development principles.***

Transit-oriented development (ToD) practices are intended to improve mobility options for all community members and visitors, especially those who are unable or not wanting to drive or own a private automobile. Other benefits include fostering more vibrant communities, improving the viability of local businesses, and lowering the community's GHG emissions.

Supporting policies to meet this objective include:

- All development should foster a compact and walkable mix of community amenities, institutional uses, residential types, commercial, and other employment uses;
  - i. All developments should emphasize pedestrian and public realm-oriented entrances, facades, and landscape design;
  - ii. Design of pedestrian and cyclist amenities and facilities should provide safe and attractive networks that encourage active transportation options.
- Street and block patterns should favour a connected and walkable public street and pedestrian network;
  - i. Cul-de-sacs, private lanes, and dead-end lanes should accommodate pedestrian connections to enhance area-wide pedestrian network.
- A pedestrian and cyclist connection (overpass or underpass) across Loughheed Highway, connecting to Harris Road Park, is a priority community amenity project for the NLSA;

- i. Once built, the City should approach the South Coast British Columbia Transportation Authority (i.e. TransLink) to relocate the high-frequency transit service stops (i.e. RapidBus stops) to be adjacent to the crossing.
- A preferred location for a mixed-use neighbourhood centre is within a two minute walk (200 metres) of the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park;
  - i. A smaller mixed use centre could be located within a five minute walk (450 metres) of the Meadow Gardens Way intersection with Lougheed Highway.
- Development proposals fronting onto the Lougheed Highway edge should be referred to South Coast British Columbia Transportation Authority (i.e., TransLink) and should include consideration a right of way and station for future high-capacity transit services parallel to Lougheed Highway.
- Development along the Lougheed Highway edge should incorporate an attractively designed, multi-use path along the entire length, with a connection to the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park.

***4. All development should contribute to the economic vitality of the community.***

New development should complement the existing community by providing opportunities for employment and growth that serve both new and existing residents, businesses, and sectors.

Supporting policies to meet this objective include:

- Development proposals should identify how they will support agricultural enhancement projects and how the development will affect existing local businesses.
- Developments in the mixed employment area are encourage to include space for a food hub and/or agri-industrial uses.
- Mixed use and non-residential developments are encouraged to offer strata or freehold tenure options for businesses.
- Mixed use and non-residential developments are strongly encouraged include spaces appropriate for small and medium sized businesses.
- Developments in the Live/Work Overlay area may include or be comprised of residential units. These residential units should include space appropriate for a home-based business or small-scale commercial uses (e.g., flex rooms, live/work units, or flexible layouts).

***5. All developments should contribute to community wellness and inclusivity.***

Incorporating a mix of residential types and tenures that are walkable to public space, businesses, employment, transit, and amenities increases the health and resilience of the whole community and its individual members.

Supporting policies to meet this objective include:

- Development of the NLSA should include a range of public indoor and outdoor recreational spaces and civic amenities distributed equitably through the NLSA;
  - i. Higher density developments should include, or be within a two minute (200 metre) walk of, larger public and open space areas and amenities;
  - ii. Civic and institutional facilities are encouraged and may include: a community hall and recreation facility, fire hall, school site, daycare, or other;
    - Consider integrating these facilities with other uses, where appropriate;
    - Development of commercial space suitable for daycare use will be strongly encouraged for mixed use and mixed employment developments.
- The NLSA-wide green space network should include an equitable distribution of parks and nodes;
  - i. Larger parks and open spaces should be located close to, or within, multi-storey residential and commercial developments;
  - ii. In addition to storm water collection and treatment, all green spaces should be attractive and provide recreational, cultural, and/or education opportunities.
- The City may look to attract a post-secondary provider to establish a campus or other training/research facility for areas identified for mixed employment or mixed use development.
- Residential and mixed-use developments should incorporate variation in unit sizes, including family-oriented units (e.g., ground oriented, two-bedroom + den, three-bedroom, and four-bedroom units).
- Rental, senior, or below market housing are strongly encouraged for residential developments within a five minute (450 metre) walk of neighbourhood centres;
  - i. Housing for seniors is strongly encouraged for inclusion into residential and mixed use developments within a two minute (200 metre) walk of high frequency transit stops (i.e. service every 15 minutes or less);
  - ii. Rental zoning is strongly encouraged for residential areas along key streets. Up to 33% parking reduction will be considered for purpose-built rental units built in a rental only zone;
  - iii. The City may consider waiving all or a portion of the Community Amenity Contributions for rental, senior, and below market residential units.
- Applications for single family residential developments should provide additional Community Amenity Contribution, calculated at a per square foot of

proposed residential gross floor area as determined by Council, to an affordable housing fund prior to rezoning approval.

- Community garden plots are encouraged for all multi-unit residential developments.

***6. All developments should incorporate buffering, transitioning, and/or mitigation strategies to address real or perceived conflicting needs between different land uses.***

The NLSA is intended to be a complete neighbourhood with homes, employment, education, and recreational uses. To contribute to community wellbeing, care will be needed to ensure potential conflicts and adverse impacts are identified and mitigated during the planning process. Key concerns include: noise, traffic volumes, commercial traffic routes, parking needs, protecting nearby agricultural operations, and speculation pressures on surrounding agricultural land.

Supporting policies to meet this objective include:

- Developments along the edges of the NLSA should include measures to mitigate traffic noise from surrounding highways and arterial roads;
  - i. Recommended measures include additional sound-proofing for residential units, vegetated berms, and treed green corridors;
  - ii. Concrete sound walls are generally considered less attractive, unless they include design detailing that is reflective of the nature, culture, or history of Pitt Meadows and are combined with plantings that break up their visual impact.
- Traffic accessing mixed employment areas should generally be separated from traffic accessing other land use areas.
- Direct right-in, right out vehicle access to the NLSA from Lougheed Highway is encouraged to avoid overloading Meadow Gardens Way.
- Development proposals for lands along the northern boundary of the NLSA should submit an Agricultural Impact Assessment as a condition of rezoning approval.
- Development proposals should include discussion and analysis of potential impacts on surrounding land uses in regards to solar access, privacy, and views.
- Development along the golf course edge should take into consideration visual impacts on the golf course and hazards associated with stray golf balls.
  - i. Design measures may include a buffer of tall vegetation, site layout considerations, a green corridor, and setbacks from the golf course property boundary.
- Technical reports submitted in support of rezoning or building permit applications should include analysis of the potential impacts of construction on surrounding properties and structures (e.g., vibration, loading and settling, drainage, and flooding).

## **Land Use Designations**

Two of the goals guiding the plan development process were to accommodate planning flexibility and ensure the resulting development will meet the needs and goals of the community. The vision for the NLSA is to become a compact, complete neighbourhood that is walkable and where residents and visitors can live, work, play, and learn. The following land use designations for the NLSA support these principles by allowing different mixes of land uses in each area. This approach creates a structure for development that reflects the community's values, while enabling flexibility for creative planning and development of the area.

The attached land use plan illustrates the spatial relationship and preferred locations of the following land use categories.

### ***North Lougheed Study Area Mixed Employment***

The mixed employment area is ideally situated for a range of business types and employment related uses that will benefit from direct access onto the North Lougheed Connector and easy access to major regional transportation routes. To attract skilled employees and reduce vehicle dependency, the majority of the area is within walking distance of residential areas, the neighbourhood retail centre(s), community amenities, and public transit. Mixed employment uses are also more compatible with nearby agricultural operations and will be helpful for blocking NLC traffic noise for nearby residential areas.

Within the NLSA Mixed Employment area:

- Tertiary education or other institutional uses are encouraged for portions of the area close to neighbourhood centres and transit stops;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area.

### ***North Lougheed Study Area Residential***

These areas are intended for high quality, medium density residential (31 to 100 units per net hectare) with the potential for some high-density residential projects (over 100 units per net hectare). Residential developments in this area are well situated to respond to views and access to nearby employment areas, open space, transit, and local retailers.

Within the NLSA Residential area:

- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area.

### *North Lougheed Study Area Mixed Use*

The south and western portions of the NLSA are closest to existing businesses, recreational space, schools, and high-frequency transit service. Development in this area is intended to provide a mix of medium to high density, transit-oriented residential and commercial uses to add vitality and encourage walkability.

Within the NLSA Mixed Use area:

- One or two locations may be identified for higher density, mixed use neighbourhood centre(s) to activate and enliven principle streets;
- Residential only or commercial only developments may be accommodated away from the neighbourhood centres and along local streets;
- Residential developments may include medium density residential (31 to 100 units per net hectare) with the potential for high-density residential projects (over 100 units per net hectare) that comply with the NLSA development policies;
- Tertiary education or other institutional uses are encouraged for portions of the area close to neighbourhood centres and transit stops;
- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area;
- The Park farmhouse is of heritage interest and proposals are encouraged to incorporate it into a development to support its preservation.

### *Live/Work Overlay*

The Live/Work Overlay is intended to allow increased flexibility in the development of the designated portion of the Mixed Employment area by accommodating a mix of residential development with a range of business types and sizes. As an overlay, the considerations and permitted uses for the underlying Mixed Employment land use designation will apply in conjunction with the additional considerations described here. Development in this area is intended to employ high quality public realm and architectural design standards.

Within the Live/Work Overlay area:

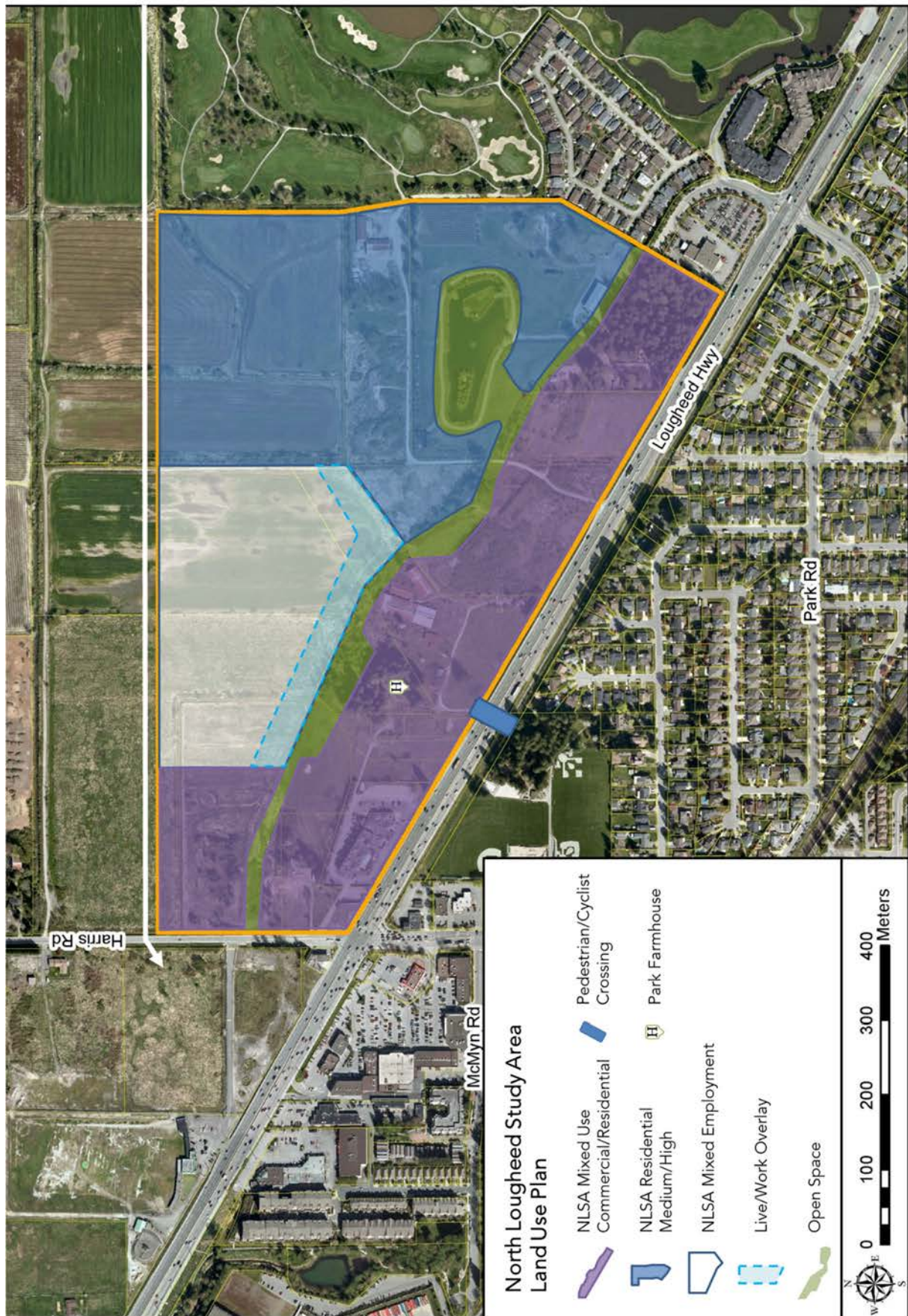
- Developments within the Live/Work Overlay have the option to incorporate residential with employment uses; however, all non-residential uses should be limited to clean, indoor employment uses;
- Residential developments may include medium density residential (31 to 100 units per net hectare) with the potential for high-density residential projects (over 100 units per net hectare) that comply with the NLSA development policies;



- Residential units in this area should include space suitable for clean, indoor employment uses. These could include home office spaces or residential units with larger spaces that are appropriate for various business uses (e.g., live/work units or flexible layouts).

### *Open Space*

Municipal lands that are intended to be preserved for public enjoyment and environmental protection. Facilities available may range from playing fields and playgrounds to trails and benches. Commercial uses serving users of the facilities may also be permitted.



**CITY OF PITT MEADOWS**  
**OFFICIAL COMMUNITY PLAN AMENDMENT**  
**BYLAW NO. 2869, 2020**

A Bylaw to amend applicable sections of  
Official Community Plan Bylaw No. 2352, 2007

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WHEREAS it is deemed expedient to amend the City of Pitt Meadows Official Community Plan Bylaw No. 2352, 2007;

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

**Citation/Title**

1. This Bylaw may be cited as the 'Official Community Plan Amendment Bylaw No. 2869, 2020'.

**Schedules**

2. The following Schedules are attached to and form part of this bylaw:
  - a) Schedule A – North Lougheed Area; and
  - b) Schedule B – North Lougheed Area Plan.

**City of Pitt Meadows Official Community Plan**

3. The Official Community Plan ("OCP"), included as Schedule A in Bylaw No. 2352, 2007, is amended as follows:
  - a) The Table of Contents is amended by adding section 7.2 North Lougheed Area Plan.
  - b) The Regional Context Statement is amended by:
    - (i) extending the Municipal Town Centre and General Urban Area boundaries depicted on Regional Features Maps 1 and 2 to include the North Lougheed Area, as depicted in Schedule A of this bylaw, and referred to throughout this bylaw as the "North Lougheed Area";
    - (ii) extending the regional designation of General Urban on the Regional Features Maps 1 and 2 to include areas designated in the North Lougheed Area Plan, contained in Schedule B of this bylaw, as 'NLA Mixed Use', 'Open Space', 'NLA Residential', and 'NLA Live/Work Overlay';
    - (iii) adding the regional designation of Mixed Employment to the Regional Features Maps 1 and 2 for the area designated in the North Lougheed Area Plan, contained in Schedule B of this bylaw, as 'NLA Mixed Employment' that is not also covered by the designation of 'NLA Live/Work Overlay';

- (iv) deleting and replacing subsection 1.2.6(b) with:

*'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 the North Lougheed Area, building upon an existing land use patterns and high-frequency transit services along Harris Road and Lougheed Highway. 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 (policies 4.6.1, 4.5.1, 4.7.2).*

*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 policies and/or incentives for office uses in the Town Centre (Policies 4.7.1, 4.7.2).*

*The OCP contains policies regarding the consideration of reduced parking requirements in commercial and residential areas. These policies may be further supported by the Parking Strategy. The Parking Strategy will focus on street parking, but will touch upon off-street parking for residential, commercial and mixed-use developments';*

- (v) deleting and replacing subsection 1.2.6 (d) with:

*'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 (5.0, Land Use Designations).*

*The North Lougheed Area is intended to function, in part, as a Local Centre, providing a mix of housing types, local serving commercial activities, mixed employment, and good access to transit.*

*The OCP does not anticipate any additional regionally significant non-residential major trip generating uses outside the Urban Centre depicted on Regional Features Maps 1 and 2.*

*The OCP contains several policies encouraging infill development in the urban area. These include supporting smaller, infill residential lots, secondary suites, and garden suites (Policy 4.6.2)';*

- (vi) deleting and replacing subsection 1.2.6 (e) with:

*'Within the Urban Centre, the North Lougheed Area Plan includes an area designated as 'NLA Mixed Employment'. This land use designation is generally consistent with the definition and intent of Mixed Employment used in the Metro Vancouver Regional Growth Strategy';*

- (vii) deleting reference to '4.7.3' from subsection 2.1.4(a);

- (viii) deleting the following paragraph from subsection 2.1.4(c):

*'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 (Policies 4.7.2 and 4.7.3)';*

- (ix) deleting and replacing subsection 2.2.4(c) with:

*'Regional Features Maps 1 and 2 include an area designated as Mixed Employment';*

- (x) deleting and replacing subsection 2.2.4(d) with:

*'Within the Urban Centre boundary, the North Lougheed Area Plan designates an area as 'NLA Mixed Employment' that enables a mix of higher density light industrial, commercial office space and other related employment uses that are accessible via active transportation and public transit.*

*Residential uses are not generally supported in the area designated for 'NLA Mixed Employment', except for a portion covered by the*

*'NLA Live/Work Overlay'. This overlay area supports small business incubation by allowing a range of live/work development types';*

- (xi) deleting the following statement from subsection 3.4.4:

*'Moreover, the Urban Centre as delineated in Regional Features Maps 1 and 2 is located entirely within the highland area';*

- c) Section 4.7.3 – Lougheed Highway Corridor is amended by deleting:

*'The City considers the area east of Harris Road on the north side of the Lougheed Highway that is designated for commercial use as suited to highway-oriented retail and service commercial uses, including automotive, accommodation, food service and hospitality uses';*

- d) The North Lougheed Area Plan, contained in Schedule B of this bylaw, including its respective map, land use designations, and policies, are included in the OCP in a new section titled '7.2 North Lougheed Area Plan';

- e) The following Schedules are amended by extending the urban containment boundary to include the North Lougheed Area as identified in Schedule A of this bylaw:

(i) Schedule 1 – Urban Containment Boundary and Agricultural Land Reserve;

(ii) Schedule 3A – Urban Land Use;

(iii) Schedule 3B – Rural Land Use;

(iv) Schedule 4B – Rural Road Network;

(v) Schedule 6B – Rural Water Network;

(vi) Schedule 11B – Rural Heritage Register Buildings;

(vii) Schedule 12A – Urban Development Permit Areas;

(viii) 12B – Rural Development Permit Areas;

- f) Schedule 3A – Urban Land Use is further amended by incorporating the land use designations identified in Schedule B;

- g) Schedule 12A – Urban Development Permit Areas is further amended by removing Development Permit Area # 10 – North Lougheed Commercial designation from the parcels of land included in the North Lougheed Area except for the parcels of land legally described as:



(i) PID: 009-914-552

Lot A District Lot 224 Group 1 New Westminster District Plan 14017

(ii) PID: 004-653-173

Lot 1 District Lot 224 Group 1 New Westminster District Plan 72329

(iii) PID: 011-354-836

Lot 1 District Lot 261 Group 1 New Westminster District Plan 9065

(iv) PID: 010-315-292

Lot 2 District Lot 261 Group 1 New Westminster District Plan 9065

(v) PID: 024-296-899

Lot 1 Parcel 'A', District Lots 261 and 286 Group 1 New Westminster  
District Plan LMS3700

(vi) PID: 024-296-911

Lot 3 Parcel 'A' District Lots 261 and 286 Group 1 New Westminster  
District Plan LMS3700

(vii) PID: 024-296-929

Lot 4 Parcel 'A' District Lots 261 and 286 Group 1 New Westminster  
District Plan LMS3700

(viii) PID: 002-316-277

Lot F District Lots 261 and 286 Group 1 New Westminster District  
Plan 8621 Schedule

**READ** a FIRST and SECOND time on [DATE].

**PUBLIC HEARING** held on [DATE].

**READ** a THIRD time and **ADOPTED** on [DATE].

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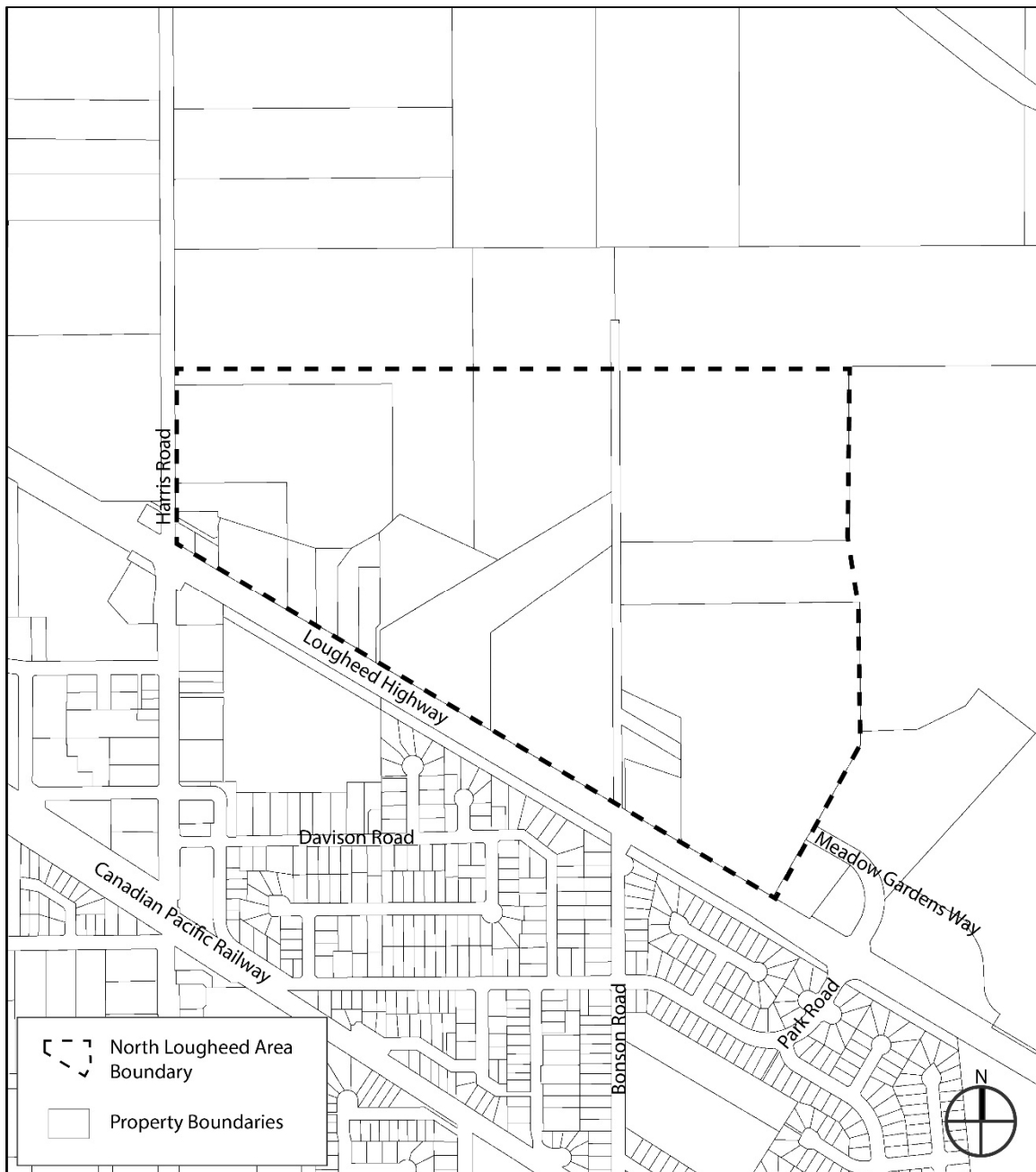
Bill Dingwall  
Mayor

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Kate Barchard  
Corporate Officer



Schedule A



## Schedule B

# North Lougheed Area Plan

## Introduction

Two equally important objectives guiding this planning process have been to maximize the flexibility of the resulting land use plan and ensure the resulting development will meet the needs and goals of the community. To achieve these objectives, staff reviewed the collected input from two phases of community and stakeholder engagement and related best practices to identify what should be included as development policies and what should be articulated in the land use plan. Broadly speaking, ideas and best practices that were expressed as guiding values; could be implemented in a variety of ways; and, did not depend on a specific existing spatial relationship have been recommended as policies. Those that are more dependent on a spatial relationship to an existing or future physical condition and are less flexible in how they can be implemented, have been identified for inclusion in the revised land use concept. This balance ensures the future development of the North Lougheed Area (NLA) will be adaptable to future change while still being responsive to its context and the community's aspirations.

## Relationship to the Official Community Plan

The NLA policies and land use plan are to be read in conjunction with the identified City-wide policies outlined within the City of Pitt Meadows Official Community Plan.

## Development Vision

The vision for the NLA is to develop an environmentally and socially resilient neighbourhood that is responsive to its context; has a small-town feel and strong identity; and, enhances local opportunities to live, work, play, and learn. Community priorities for the area include: provision of affordable housing (particularly for families and seniors), attracting a tertiary education campus, restoration of the Park farmhouse; a pedestrian/cyclist network with a connection across Lougheed Highway to Harris Road Park; and, an area-wide connected green space network for recreation, habitat, and storm water management.

## Development Policies

The following recommended policies include guidance on how to implement them.

- 1. All development should celebrate the natural, built, and cultural heritage and identity of Pitt Meadows and the North Lougheed Area.***

The North Lougheed Area (NLA) lies along the northerly edge of an elevated area, upon which the urban area of Pitt Meadows is located, and extends north into the

surrounding Fraser River floodplains. Prior to European colonization, the raised forested area and surrounding floodplain were seasonally occupied and used by local First Nation peoples. With European settlement, the NLA and surrounding area were cleared and drainage patterns were altered to accommodate agricultural use. Within the NLA, the Park Farm site and surrounding area is of particular historical significance because of traditional First Nation use of the area and the heritage interest of the Park farmhouse.

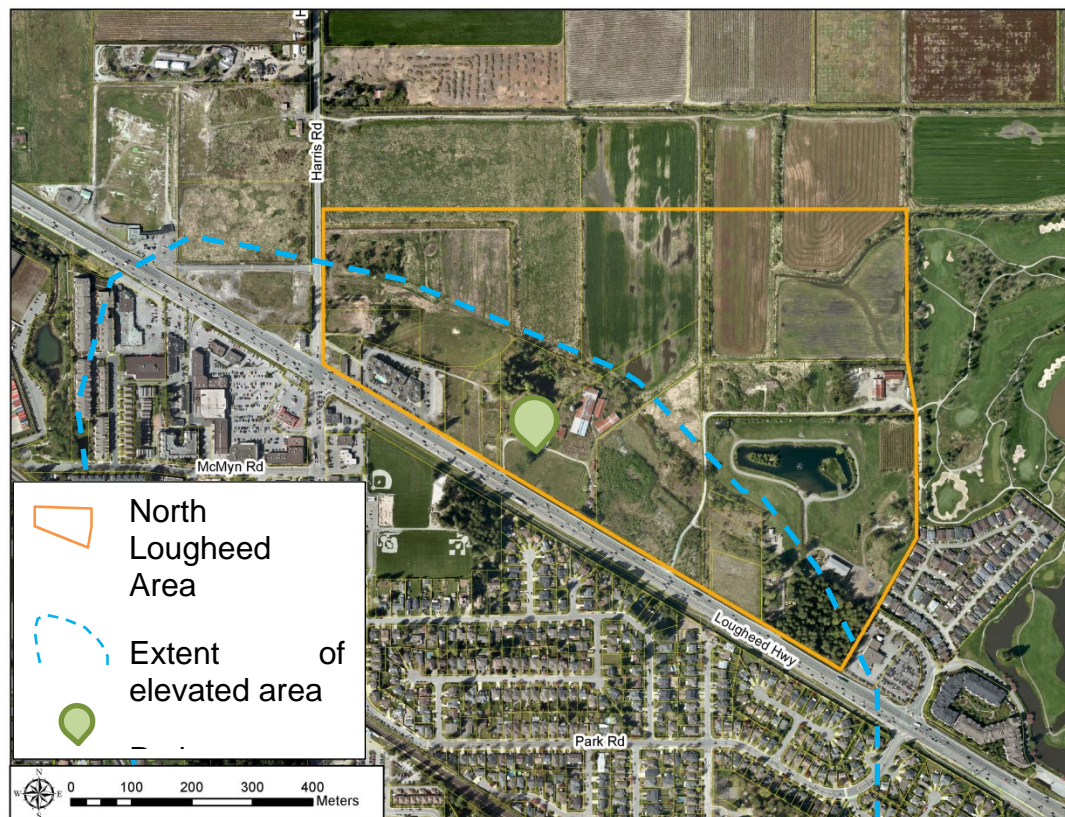


Figure 1. North Lougheed Area and related features.

Development of the NLA should reflect and build upon the area's natural and cultural history, retain a small-town feel, and integrate nature. Supporting policies to meet this objective include:

- Archaeology surveys should be included with all rezoning applications in the NLA;
- Architectural design; landscape and public space design; public art; and, naming of streets, developments, and public spaces are strongly encouraged to reflect the cultural and natural heritage of Pitt Meadows and the Katzie First Nation (with prior consultation);

- i. Design of public green spaces, habitat areas, and heritage sites should include consultation with the Katzie First Nation on incorporating eco-cultural uses, features, and educational programs;
  - ii. Design and use of the Park Farm site and farmhouse building are encouraged to include cultural and agricultural education components;
    - A restoration plan for the Park farmhouse should be considered for rezoning of this portion of the NLA.
  - iii. Architectural design of all buildings should demonstrate inspiration and incorporation of materials and design features found on local heritage buildings, agricultural buildings, and local First Nations traditional structures (with prior consultation).
- Development proposals should demonstrate how they reflect and enhance a small-town feel and identity of Pitt Meadows. This could include discussion of building massing, setbacks, site layout, and ground floor design;
  - i. A small-town feel may be achieved by various measures, including:
    - using minimum setbacks from the front property boundary;
    - providing visual connections between the sidewalk and ground floor uses;
    - ensuring building entrances connect to the sidewalk and are visually prominent;
    - incorporate awnings, porches, or verandahs at building entrances;
    - locating vehicle parking in subsurface parking or to the rear of principle buildings;
    - for buildings above four storeys in height, the upper floors of buildings should be setback to reduce the massing of the building frontage along sidewalks; and,
    - incorporating street trees, high quality landscaping, street furniture, and street lighting.
- The following key views should be protected and enhanced:
  - i. The mountains to the north (especially Golden Ears) from Harris Road and public spaces on the south side of Lougheed Highway; and, from public spaces and key streets within the North Lougheed Area; and,
  - ii. Existing sunset views (i.e., looking west) for residents of residential areas immediately east of the NLA.
- Development in the NLA should employ high quality landscape designs for public and private spaces;
  - i. Landscape designs should include local native species;
  - ii. Site layout and landscape designs are encouraged to incorporate and enhance existing habitat areas and natural assets; and,

- iii. Landscaping and open space design should provide features that replicate the look and function of a range of local ecological niches (e.g., wetlands, ponds, forest, forest edge, old field, and riparian).
- Adoption of NLA Development Permit Area design guidelines should be a pre-condition of final approval for any NLA rezoning applications.

**2. *All development proposals should directly address climate change adaptation, employ greenhouse gas (GHG) emission reduction and green building strategies, and increase or enhance available wildlife habitat to increase the environmental resilience of the community.***

Improving environmental resilience and sustainability requires actions across a range of scales, from individual properties and buildings to neighbourhoods, the community as a whole, the region, and across borders. Local governments are increasingly taking action on environmental resilience and climate change through adaptation measures; natural asset management and habitat remediation; low-impact development policies; and, employing strategies to reduce community greenhouse gas (GHG) emissions.

Supporting policies to meet this objective include:

*Storm water management and habitat*

- All developments should incorporate public and/or private green spaces that contribute to an interconnected, NLA-wide network of green space patches and corridors;
  - i. All green space patches and corridors should be designed to collect, treat, and infiltrate storm water and contribute to providing a range of wildlife habitat types throughout the NLA;
    - Native shrubs, ground covers, wildflower mixes, and other lawn alternatives are encouraged for front yards and along sidewalks;
  - ii. The area set aside for green space in residential and mixed use developments should be at least equal to the lot coverage of the buildings;
  - iii. The primary green space corridor along the north edge of the historically higher portion of the NLA (including portions of the Park Farm site) is intended to collect and treat storm water run-off from adjacent roads and sidewalks, provide varied wildlife habitat, and include multi-use public paths;
    - Other green space corridors should also include multi-use public paths.
- Ground-level hard surfaces should employ permeable surfacing materials and/or direct all surface drainage into attractive and multi-functional green storm water

infrastructure facilities (e.g., bio-swales, constructed wetlands, detention ponds, bio-retention cells);

- i. Underground infiltration and detention tanks, pits, and cells may be other options for compact developments where above-ground green infrastructure is not feasible;
  - ii. Green storm water infrastructure is encouraged for collecting and treating storm water runoff along collector roads.
  - iii. Conventional 'grey' infrastructure should be designed and constructed to serve as an overflow system for green storm water infrastructure during larger rainfall events.
- Post-development downstream drainage system flows should be the same or lower than pre-development levels. On-site and off-site monitoring may be required to prove performance.
  - Post-development downstream drainage system water quality should be the same or higher than pre-development levels (including, higher oxygen levels, lower turbidity, etc.). Pre-development and post-development monitoring may be required to prove performance.

*Energy and greenhouse gas (GHG) reductions*

- The preferred form of development is clusters of compact, medium to high density developments connected by a network of pedestrian and cyclist paths, accessible parks, green corridors, and green streets;
  - i. Detached single family dwellings are discouraged;
- Green roofs, green power generation (e.g., solar or wind), or roof-top social spaces (e.g., patios, garden plots, or other leisure spaces) are encouraged for all habitable buildings.
- To help moderate local temperatures, all developments should contribute to enhancing the urban forest canopy through a combination of street trees, green space network contributions, and private landscaping.
- All new buildings should be built using carbon-smart materials (i.e., low embodied carbon) and green building strategies.
- Developers of all buildings with a gross floor area of 500 square metres or greater, or more than four residential units for residential buildings with a gross floor area of less than 500 square metres, should provide the City with a final building commissioning report prior to receiving final occupancy;
- Development applicants should work with the City on assessing the feasibility of implementing a NLA district energy system for all new habitable buildings as a condition of rezoning;
  - i. The feasibility study should include identification of grant opportunities and partnership options;

- ii. If a NLA district energy system is feasible and implementation of the system is supported by Council, all new habitable buildings should be connected to the system;
- iii. The district energy system should be fueled in whole or in part by biomass from the City's waste stream, invasive species management efforts, and local agricultural waste. Other fuel sources may include: geothermal, solar thermal, refrigeration heat recovery, waste heat recovery, and sewer heat recovery.
- All new residential buildings should include electric vehicle charging stations and/or ensure all parking spaces have an installed energized electrical outlet capable of handling an electric vehicle charger.
- All new non-residential developments are encouraged to include one or more electric vehicle charging stations and dedicated parking spaces.

*Transportation demand*

- All developments should contribute to pedestrian and cyclist connectivity with provision of accessible, attractive, and safe pedestrian and cyclist facilities.
- Complete streets, with protected cycle lanes, are strongly recommended for collector and arterial streets;
  - i. Alternatively, cycle lanes could run on parallel 'quiet' streets.

**3. All development should support sustainable transportation choices.**

Encouraging active transportation options and transit-oriented development (ToD) practices are intended to improve mobility options for all community members and visitors, especially those who are unable or not wanting to drive or own a private automobile. Other benefits include fostering more vibrant communities, improving the viability of local businesses, and lowering the community's GHG emissions.

Supporting policies to meet this objective include:

- All development should foster a compact and walkable mix of community amenities, institutional uses, residential types, commercial, and other employment uses;
  - i. All developments should emphasize pedestrian and public realm-oriented entrances, facades, and landscape design;
  - ii. Design of pedestrian and cyclist amenities and facilities should provide safe and attractive networks that encourage active transportation options.
- Street and block patterns should favour a connected and walkable public street and pedestrian network;
  - i. Cul-de-sacs, private lanes, and dead-end lanes should accommodate pedestrian connections to enhance area-wide pedestrian network.



- A pedestrian and cyclist connection (overpass or underpass) across Lougheed Highway, connecting to Harris Road Park, is a priority community amenity project for the NLA;
  - i. Once built, the City should approach the South Coast British Columbia Transportation Authority (i.e. TransLink) to relocate the high-frequency transit service stops (i.e. RapidBus stops) to be adjacent to the crossing.
- A preferred location for a mixed-use neighbourhood centre is within a two minute walk (200 metres) of the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park;
  - i. A smaller mixed use centre could be located within a five minute walk (450 metres) of the Meadow Gardens Way intersection with Lougheed Highway.
- Development proposals fronting onto the Lougheed Highway edge should be referred to South Coast British Columbia Transportation Authority (i.e., TransLink) and should include consideration a right of way and station for future high-capacity transit services parallel to Lougheed Highway.
- Development along the Lougheed Highway edge should incorporate an attractively designed, multi-use path along the entire length, with a connection to the proposed pedestrian and cyclist Lougheed Highway crossing to Harris Road Park.
- Development along the North Lougheed Connector edge should incorporate an attractively designed, multi-use path along the entire length.

**4. *All development should contribute to the economic vitality of the community.***

New development should complement the existing community by providing opportunities for employment and growth that serve both new and existing residents, businesses, and sectors.

Supporting policies to meet this objective include:

- Development proposals should identify how they will support agricultural enhancement projects and how the development will affect existing local businesses.
- Developments in the mixed employment area are encourage to include space for a food hub and/or agri-industrial uses.
- Mixed use and non-residential developments are encouraged to offer strata or freehold tenure options for businesses.
- Mixed use and non-residential developments are strongly encouraged include spaces appropriate for small and medium sized businesses.
- Developments in the Live/Work Overlay area may include or be comprised of residential units. These residential units should include space appropriate for a

home-based business or small-scale commercial uses (e.g., flex rooms, live/work units, or flexible layouts).

**5. *All developments should contribute to community wellness and inclusivity.***

Incorporating a mix of residential types and tenures that are walkable to public space, businesses, employment, transit, and amenities increases the health and resilience of the whole community and its individual members.

Supporting policies to meet this objective include:

- Development of the NLA should include a range of public indoor and outdoor recreational spaces and civic amenities distributed equitably through the NLA;
  - i. Higher density developments should include, or be within a two minute (200 metre) walk of, larger public and open space areas and amenities;
  - ii. Civic and institutional facilities are encouraged and may include: a community hall and recreation facility, fire hall, school site, daycare, or other;
    - Consider integrating these facilities with other uses, where appropriate;
    - Development of commercial space suitable for daycare use will be strongly encouraged for mixed use and mixed employment developments.
- The NLA-wide green space network should include an equitable distribution of parks and nodes;
  - i. Larger parks and open spaces should be located close to, or within, multi-storey residential and commercial developments;
  - ii. In addition to storm water collection and treatment, all green spaces should be attractive and provide recreational, cultural, and/or education opportunities.
- The City may look to attract a post-secondary provider to establish a campus or other training/research facility for areas identified for mixed employment or mixed use development.
- Residential and mixed-use developments should incorporate variation in unit sizes, including family-oriented units (e.g., ground oriented, two-bedroom + den, three-bedroom, and four-bedroom units).
- Rental, senior, or below market housing are strongly encouraged for residential developments within a five minute (450 metre) walk of neighbourhood centres;
  - i. Housing for seniors is strongly encouraged for inclusion into residential and mixed use developments within a two minute (200 metre) walk of high frequency transit stops (i.e. service every 15 minutes or less);

- ii. Rental zoning is strongly encouraged for residential areas along key streets. Up to 33% parking reduction will be considered for purpose-built rental units built in a rental only zone;
- iii. The City may consider waiving all or a portion of the Community Amenity Contributions for rental, senior, and below market residential units.
- Applications for single family residential developments should provide additional Community Amenity Contribution, calculated at a per square foot of proposed residential gross floor area as determined by Council, to an affordable housing fund prior to rezoning approval.
- Community garden plots are encouraged for all multi-unit residential developments.

***6. All developments should incorporate buffering, transitioning, and/or mitigation strategies to address real or perceived conflicting needs between different land uses.***

The NLA is intended to be a complete neighbourhood with homes, employment, education, and recreational uses. To contribute to community wellbeing, care will be needed to ensure potential conflicts and adverse impacts are identified and mitigated during the planning process. Key concerns include: noise, traffic volumes, commercial traffic routes, parking needs, protecting nearby agricultural operations, and speculation pressures on surrounding agricultural land.

Supporting policies to meet this objective include:

- Developments along the edges of the NLA should include measures to mitigate traffic noise from surrounding highways and arterial roads;
  - i. Recommended measures include additional sound-proofing for residential units, vegetated berms, and treed green corridors;
  - ii. Concrete sound walls are generally considered less attractive, unless they include design detailing that is reflective of the nature, culture, or history of Pitt Meadows and are combined with plantings that break up their visual impact.
- Traffic accessing mixed employment areas should generally be separated from traffic accessing other land use areas.
- Direct right-in, right out vehicle access to the NLA from Lougheed Highway is encouraged to avoid overloading Meadow Gardens Way.
- Development proposals for lands along the northern boundary of the NLA should submit an Agricultural Impact Assessment as a condition of rezoning approval.
- Development proposals should include discussion and analysis of potential impacts on surrounding land uses in regards to solar access, privacy, and views.

- Development along the golf course edge should take into consideration visual impacts on the golf course and hazards associated with stray golf balls.
  - i. Design measures may include a buffer of tall vegetation, site layout considerations, a green corridor, and setbacks from the golf course property boundary.
- Technical reports submitted in support of rezoning or building permit applications should include analysis of the potential impacts of construction on surrounding properties and structures (e.g., vibration, loading and settling, drainage, and flooding).

## **Land Use Designations**

Two of the goals guiding the plan development process were to accommodate planning flexibility and ensure the resulting development will meet the needs and goals of the community. The vision for the NLA is to become a compact, complete neighbourhood that is walkable and where residents and visitors can live, work, play, and learn. The following land use designations for the NLA support these principles by allowing different mixes of land uses in each area. This approach creates a structure for development that reflects the community's values, while enabling flexibility for creative planning and development of the area.

The attached land use plan illustrates the spatial relationship and preferred locations of the following land use categories.

### ***North Lougheed Area Mixed Employment***

The mixed employment area is ideally situated for a range of business types and employment related uses that will benefit from direct access onto the North Lougheed Connector and easy access to major regional transportation routes. To attract skilled employees and reduce vehicle dependency, the majority of the area is within walking distance of residential areas, the neighbourhood retail centre(s), community amenities, and public transit. Mixed employment uses are also more compatible with nearby agricultural operations and will be helpful for blocking NLC traffic noise for nearby residential areas.

Within the NLA Mixed Employment area:

- Tertiary education or other institutional uses are encouraged for portions of the area close to neighbourhood centres and transit stops;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area.

### ***North Lougheed Area Residential***

These areas are intended for high quality, medium density residential (31 to 100 units per net hectare) with the potential for some high-density residential projects (over 100 units per net hectare). Residential developments in this area are well situated to respond to views and access to nearby employment areas, open space, transit, and local retailers.

Within the NLA Residential area:

- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area.

### *North Lougheed Area Mixed Use*

The south and western portions of the NLA are closest to existing businesses, recreational space, schools, and high-frequency transit service. Development in this area is intended to provide a mix of medium to high density, transit-oriented residential and commercial uses to add vitality and encourage walkability.

Within the NLA Mixed Use area:

- One or two locations may be identified for higher density, mixed use neighbourhood centre(s) to activate and enliven principle streets;
- Residential only or commercial only developments may be accommodated away from the neighbourhood centres and along local streets;
- Residential developments may include medium density residential (31 to 100 units per net hectare) with the potential for high-density residential projects (over 100 units per net hectare) that comply with the NLA development policies;
- Tertiary education or other institutional uses are encouraged for portions of the area close to neighbourhood centres and transit stops;
- Some public and private community uses will be permitted, including schools, daycares, places of worship;
- Home-based businesses are permitted;
- Green spaces, corridors, and streets for public enjoyment and environmental protection should extend throughout the area;
- The Park farmhouse is of heritage interest and proposals are encouraged to incorporate it into a development to support its preservation.

### *Live/Work Overlay*

The Live/Work Overlay is intended to allow increased flexibility in the development of the designated portion of the Mixed Employment area by accommodating a mix of residential development with a range of business types and sizes. As an overlay, the considerations and permitted uses for the underlying Mixed Employment land use designation will apply in conjunction with the additional considerations described here. Development in this area is intended to employ high quality public realm and architectural design standards.

Within the Live/Work Overlay area:

- Developments within the Live/Work Overlay have the option to incorporate residential with employment uses; however, all non-residential uses should be limited to clean, indoor employment uses;
- Residential developments may include medium density residential (31 to 100 units per net hectare) with the potential for high-density residential projects (over 100 units per net hectare) that comply with the NLA development policies;
- Residential units in this area should include space suitable for clean, indoor employment uses. These could include home office spaces or residential units with larger spaces that are appropriate for various business uses (e.g., live/work units or flexible layouts).

### *Open Space*

Municipal lands that are intended to be preserved for public enjoyment and environmental protection. Facilities available may range from playing fields and playgrounds to trails and benches. Commercial uses serving users of the facilities may also be permitted.



