

**CITY OF PITT MEADOWS**  
**OFFICIAL COMMUNITY PLAN BYLAW No. 2864, 2020**  
**and amendments thereto**  
**CONSOLIDATED FOR CONVENIENCE ONLY**

This is a consolidation of the bylaws listed below. The amending bylaws have been consolidated with the original bylaw for convenience only. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaws on this subject.

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<u>Bylaw No.</u>	<u>Date of Adoption</u>	<u>Amended Section(s)</u>
2864, 2020	September 27, 2022	Original
2942, 2023	October 17, 2023	Schedule A (Re-designation of land use for PID 031-896-952)
2990, 2024	June 25, 2024	Chapter 14, Schedule 3
3034, 2025	December 2, 2025	Schedule A ( <i>Local Government</i> Act requirements; Small-Scale Multi-Unit Housing (SSMUH) legislation; Transit-Oriented Area (TOA) Designation; administrative and housekeeping updates)

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

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

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

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

**Citation/Title**

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

**City of Pitt Meadows Official Community Plan**

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

**Repeal**

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 The City of Pitt Meadows Official Community Plan Bylaw 2352, 2007, and all its amendments, are repealed.

**READ** a FIRST time on July 21, 2020.

**READ** a SECOND time on December 14, 2021.

**PUBLIC HEARING** held on May 11, 2022.

**READ** a THIRD time on May 17, 2022.

Regional Context statement accepted by Metro Vancouver on September 23, 2022.

**ADOPTED** on September 27, 2022.

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Bill Dingwall  
Mayor

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Kate Barchard  
Corporate Officer



# Your Vision. Our Community.

OFFICIAL COMMUNITY PLAN



### **TERRITORIAL ACKNOWLEDGMENT**

**Pitt Meadows exists on the traditional territory of the íá (Katzie) First Nation.**

### **A SHARED VISION FOR PITT MEADOWS**

**The City would like to thank everyone who contributed to the development of the Official Community Plan (OCP) from start to finish, including íá (Katzie) First Nation, community members and stakeholders, Mayor and Council, City staff, and participating agencies.**

**Your valuable contributions help to ensure that the goals and policies outlined in this Plan reflect community values, concerns and hopes for the future.**

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# INTRODUCTION & VISION



The Official Community Plan (OCP): I See Pitt Meadows 2040 is a long-range plan that sets out the community’s vision, goals and objectives for the future of the City of Pitt Meadows. Built upon extensive engagement with residents, businesses, stakeholders and q̓ičəy̓ (Katzie) First Nation rights-holders, the OCP provides a renewed vision through 2040 and a framework to guide community development for a future that will make us all Pitt Meadows Proud™.

## OUR OFFICIAL COMMUNITY PLAN VISION

To create a walkable community that offers a range of housing options, parks, recreation and public spaces, where residents are healthy and engaged, and where local businesses are flourishing.

With Pitt Meadows population expected to increase by several thousand people by 2050, this growth will bring both opportunities and challenges. The OCP will help ensure that Pitt Meadows can continue to grow in positive ways that reflect the vision for the community.

Priorities such as the development of complete communities along transit corridors, the preservation of farmland, transportation initiatives, employment, heritage sites and our natural areas helps broadly define City interests for the next 20 years.



# OUR COMMUNITY IDENTITY

Known as “The Natural Place”, Pitt Meadows is a close-knit community that combines city life with stunning nature and agriculture. Here is what makes Pitt Meadows unique and special:

## SMALL-TOWN CHARACTER

Our residents enjoy the small-town character of Pitt Meadows, with many local shops and amenities accessible by walking along Harris Road. Distinct neighbourhoods offer charming residential, social and economic pockets featuring boutique shops and services. Growing families seek out our safe and friendly community and local schools that provide enriching education options. Pitt Meadows values its heritage and welcomes citizens to be highly engaged in civic life. The development pattern of the city as laid out in this OCP is intended to support and enhance the small-town character by focusing higher-density development along the Harris Road corridor; near West Coast Express Stations; and near the Civic Centre where shops, services, amenities and transit are located and supporting lower density development in other parts of the urban area.

## A FARMING COMMUNITY

More than three-quarters of our community is still farmland and the area is known for its greenhouses and small-fruit production. Our residents enjoy shopping for local blueberries, cranberries, honey, milk and meat from family farms throughout Pitt Meadows.

## THE NATURAL PLACE

Pitt Meadows is known as “The Natural Place” because the natural world is always close by. Enjoy water sports at Pitt Lake, the second-largest lake in the Lower Mainland and one of the largest freshwater tidal lakes in the world. Explore the area by kayak or canoe, enjoy birdwatching or discover why we boast about having some of the best fishing around. Sixty kilometres of dikes offer meandering greenways for cyclists and other outdoor enthusiasts. Breathtaking trails provide endless hiking opportunities, and wildlife abounds in marshes and wetlands.

## PITT MEADOWS PROUD™

We have much to be proud of in Pitt Meadows! Where else can you go kayaking, golfing, berry picking, shopping, and hiking in one day, within minutes from home?





## ACHIEVING OUR VISION

The OCP presents policies, guidelines and maps that can be used to fulfil the community’s goals and objectives in terms of land development, infrastructure investment, municipal programs, and governmental relationships.

The most important of these goals for the City has been the concentration of development within the Urban Containment Boundary. Through this OCP, the City seeks to utilize the lands within the Urban Containment Boundary as effectively as possible.

This OCP supports the concentration of higher density residential and commercial development along Harris Road. As a result of the Province of British Columbia’s Homes for People Housing legislation, and new requirements for Small-Scale, Multi-Unit Housing (SSMUH), single-family neighbourhoods are anticipated to gradually transition to denser housing forms. These include single family homes with secondary suites and garden suites, plus duplexes, townhouses and smaller-scale apartment buildings with up to three, four- or six-units. This densification is expected to provide housing options for a growing and diverse population. Development along the major corridors of the City utilizes existing roads and infrastructure to the greatest extent possible. It also encourages residents and workers to consider and use public transit.

The Pitt Meadows Regional Airport, Golden Ears Bridge and Airport Way have created a powerful conduit for economic development. This presents important development opportunities for the community and provides local jobs and tax revenue, which can be used



**Small-Scale, Multi-Unit Housing** refers to residential dwelling units – ranging from 2 to 6 units. Dwelling unit examples include:

- » secondary suites in single family dwellings
- » garden suites
- » duplexes
- » triplexes
- » townhomes, and
- » small apartment buildings

towards City services and amenities. OCP policies encourage trail connections, sidewalks and bikeways from the highland area down to Osprey Village, thereby providing physical and visual connections to the business parks and the neighbouring areas.

In addition to policies that address land use and the urban form, the OCP introduces new policies that are intended to celebrate the past and embrace the future of the community, especially its people. The **q̓ícəy̓** (Katzie) First Nation have contributed their own history for inclusion in the OCP, and the OCP contains many policies that will serve as the basis for, and strengthen, the City’s relationships with them.

This OCP has a greater emphasis on social and cultural issues as well as on significant environmental issues, particularly climate change. Social and cultural policies address the City’s relationships with other agencies and the unique needs of the **q̓ícəy̓** (Katzie) First Nation’s diverse population, including children and seniors. Equity and inclusivity are encouraged in all that the City does.



**Urban Containment Boundary:** A conceptual line that generally coincides with the Agricultural Land Reserve boundary. The City favours development within this boundary and discourages development outside of it in order to protect and preserve land for farming and for environmental protection.



## GOALS

This OCP contains 12 goals that are a part of the future vision for Pitt Meadows. Objectives, policies, land use designations and development permit area guidelines all help to support the goals.

The goals have been shaped by input from community members, ᑕᓴᓴᓴ (Katzie) First Nation and stakeholders, research and analysis on specific issues, and by the enduring historical and cultural attributes of Pitt Meadows.

- 1 A community where the City and ᑕᓴᓴᓴ (Katzie) First Nation have a strong government-to-government relationship based on meaningful dialogue, inclusivity, and mutual respect grounded in the principles of reconciliation.
- 2 A community where agriculture is the dominant land use and farmland is protected for food production.
- 3 A community where the environment and natural areas are conserved and enhanced so they enrich the quality of life for all residents.
- 4 A community where the economy is vibrant and diverse, and local businesses are flourishing.
- 5 A walkable and compact community that offers easy access to nature and amenities, and has a range of housing options to suit all needs and through all stages of life.
- 6 A community where arts, culture, and heritage help define the Pitt Meadows unique identity, and where lifelong education helps make the city a great place for all residents.
- 7 A community with a strong sense of place and belonging, where residents are healthy and engaged, and feel safe and secure.
- 8 A community where parks, recreation, and public spaces contribute significantly to community character and quality of life.
- 9 A connected community that is easy to get around by all modes of transportation, and where commercial transport moves freely in and out of the community.
- 10 A community with an adequate and secure supply of clean, potable water and that handles sewage, waste, and storm water efficiently to protect public health.
- 11 A community where energy is conserved and used efficiently, and greenhouse gas emissions are minimized.
- 12 A safe community where property and landscapes are protected from risk or hazards due to flooding, steep slopes, and forest fires.



## OCP PURPOSE

The purpose of an Official Community Plan (OCP) is to help guide the future of the community. It describes the kind of community the municipality wishes to become and responsively acknowledges the importance of shaping growth. This OCP provides a vision, goals, and policies for Pitt Meadows for the next twenty years.

Together, these elements connect the community's big-picture aspirations with the tools needed to achieve them, including specific actions, development permit guidelines, and land use designations. The City implements this plan in various ways, including through policy initiatives, public programs, civic projects, bylaws, development, and collaboration with citizen groups.

B.C.'s *Local Government Act (Act)* authorizes the development of official community plans (OCP). The Act specifies what must or may be included in an OCP, including: land use policies and designations for the density and location of residential, commercial, industrial, institutional, agricultural, parks and recreation, and public utility use; and policies for the provision of affordable, rental, and special needs housing. An OCP is also an essential tool in helping the municipality achieve its climate-action commitments and carbon-neutrality goals.

This OCP reflects the community's values and priorities through its vision, and presents goals, objectives, policies, and guidelines to help achieve that vision. The OCP offers residents, landowners, governments, agencies, community groups, and investors greater

certainty about how the community will manage growth and change.

Section 473 of the Act requires that an OCP include statements and map designations addressing:

- » residential development required to meet anticipated housing needs over a period of at least 20 years;
- » commercial, industrial, institutional, recreational, and public utility land use;
- » any proposed major roads or infrastructure;
- » land restrictions due to hazardous conditions or environmental sensitivity; and
- » public facilities, including schools and parks.

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



## APPLICATION & SCOPE OF THE OCP

The OCP applies to the entire municipal area within the City of Pitt Meadows boundary. In addition, all OCP references to external third-party documents, such as municipal bylaws, plans, Council policies and guidelines recognize these will be amended from time to time.

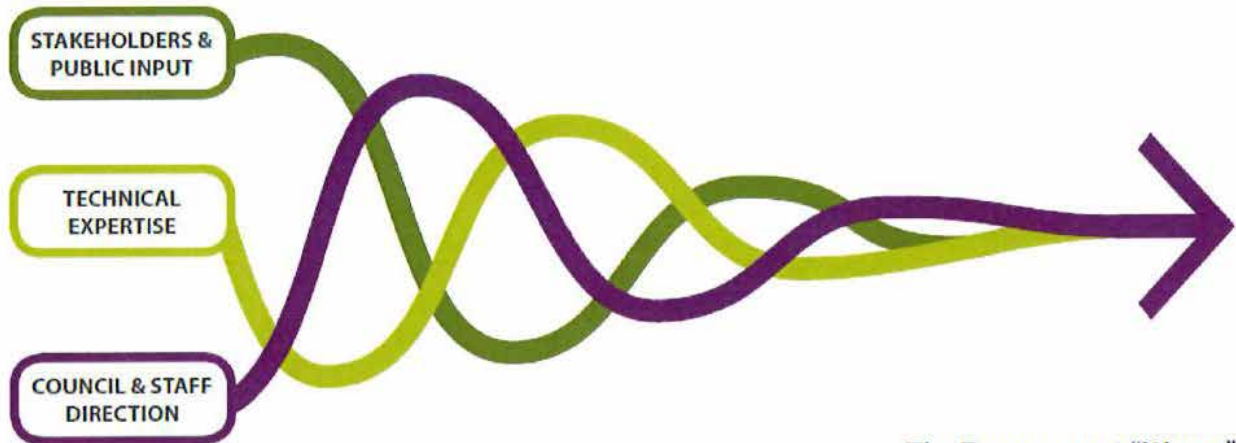


# OCP ENGAGEMENT PROCESS

This is the fifth major OCP review for the City. The previous OCP review and amendments were adopted in 2008. Since the 2008 OCP review, the municipality has experienced several major changes, including the 2009 opening of the Golden Ears Bridge and Pitt River Bridge reconstruction. These large provincial projects were the driving force behind the previous OCP review, which attempted to anticipate their impact on the community. In addition, regional issues such as housing affordability,

climate-change mitigation and adaptation, reconciliation with First Nations, particularly ǵiǵǵǵ (Katzie) First Nation, and the impact of transportation corridors contributed to the development of this OCP.

This OCP review was based on inclusivity and early and ongoing engagement principles. As a result, staff developed a consultation strategy and worked to implement it collaboratively with the community (see Figure 1).



*The Engagement "Weave"*  
Modus Planning, Design & Engagement

Figure 1: The Engagement Process

# Engagement



The three-year engagement process included dozens of events, workshops and community conversations, with hundreds of participants coming out to share their love for Pitt Meadows.

The launch event for this OCP review was held on May 12, 2018. Following that, the OCP hit the road for roving engagement opportunities, with numerous stops at

local events throughout the summer of 2018 along with extensive online engagement outreach. In conjunction with a visions and values workshop held in June 2018, these initial engagement events shaped the OCP’s vision.

Several technical advisory committees, stakeholder and other agency meetings were held in the winter of 2018 and early 2019. These meetings were used to collect input on specialized topics, combine research where applicable, and gain information from the community and City staff. Issue papers were developed for each overarching OCP topic and posted online. Community members could read these issue papers and provide their feedback through comments and surveys.

A housing and community growth forum was held on June 15, 2019, and online engagement continued during the summer of 2019. Council endorsed the land use plan in early 2020 and staff proceeded with public engagement to gather input on completed draft policies and the land use plan. Most of the engagement took place online due to the COVID-19 pandemic as public health orders at the time did not allow in-person meetings. Other public engagement events and studies included:

- » three major community events (launch event, community visioning workshop, community growth and housing workshop);
- » numerous smaller public-engagement events, including workshops with seniors and youth, pop-up events at Pitt Meadows Day, plus community stakeholder meetings; and
- » a commercial and industrial analysis, community growth and housing study, the “Have Your Say Pitt Meadows – I See 2040” engagement website and accompanying surveys and discussion papers.



## OCP ENGAGEMENT STATS

OCP EVENTS & WORKSHOPS  
**15**  
↓  
PARTICIPANTS  
**250**

**23**  
SURVEYS  
↓  
CONTRIBUTIONS  
**623**  
REPRESENTING  
**456**  
RESPONDENTS



# 2025 OCP UPDATE

As part of the Government of British Columbia’s Homes for People Action Plan, legislation came into effect in 2023, mandating that local governments prepare bylaws and an Interim Housing Needs Report to support the creation of new housing in the Province. Pursuant with the *Local Government Act*, the OCP has been updated to reflect the following legislative changes:

- » Bill 44 – 2023 *Housing Statutes (Residential Development) Act* required that local governments pre-zone properties meeting certain criteria to allow a range of Small-Scale, Multi-Unit Housing types and prescribed densities by June 30, 2024. Council adopted the Small-Scale, Multi-Unit Housing Zoning Bylaw amendments on June 25, 2024. The OCP updates reflect these changes and achieve consistency between land use designations and zoning.
- » Bill 44 – 2023 *Housing Statutes (Residential Development) Act* also required that local governments prepare an Interim Housing Needs Report that estimates both 5-year and 20-year housing need in the community by January 1, 2025. Local governments are required to update their Official Community Plans to accommodate the total 20-year housing need, and include policies respecting each class of housing need. Council received the Interim Housing Needs Report on November 5, 2024.
- » Bill 47 – 2023 *Housing Statutes (Transit-Oriented Areas) Amendment Act*, required that local governments designate by bylaw, lands within certain distances around West Coast Express Stations, as Transit-Oriented Areas (TOAs) by June 30, 2024. Pursuant with the legislation, on June 25, 2024 Council approved TOA Designation Bylaw No. 2989, 2024. The OCP does not designate the TOAs, however, it does reference TOA designation Bylaw

No. 2989, 2024 and includes policies identifying where TOA minimum density and height entitlements may be permitted.

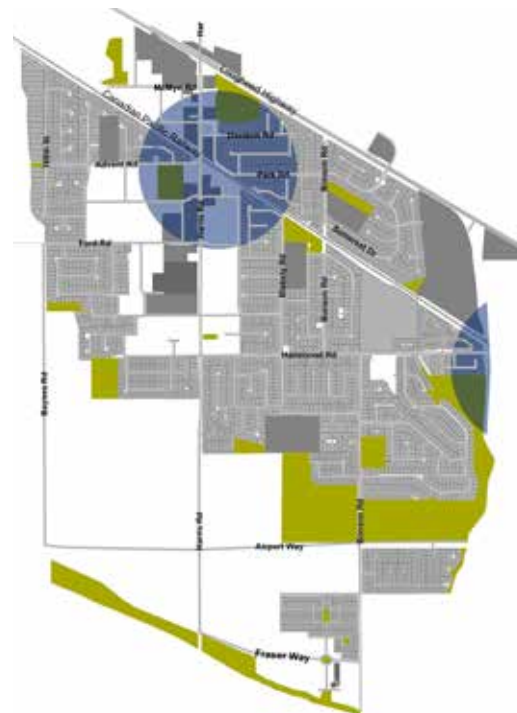


Figure 4, Transit Oriented Areas

This Figure is for information only. For exact boundaries refer to Transit-Oriented Area Designation Bylaw No. 2989, 2024. Not every property within a designated TOA may be entitled to the minimum allowable height and density prescribed in the provincial regulations.

# OCP ORGANIZATION


The OCP is organized into five sections:

## INTRODUCTION AND VISION

Establishes a foundation for the plan by presenting the community's vision, the purpose of the OCP, its application and scope, and the public engagement and consultation process.

## POLICIES

Identify the long-term objectives and policies to achieve the vision and goals in specific planning areas. The policies have been broadly placed into three main categories:



**PLACES**

These policies primarily address the different land bases in Pitt Meadows.



**PEOPLE**

Policies that address the wellbeing of the population.



**SYSTEMS**

Policies that address the arteries of the community, such as transportation routes, infrastructure, and natural systems.

## IMPLEMENTATION

Presents the land use designations, development permit area guidelines and temporary use permit policies to guide land use activities with Pitt Meadows.

## HISTORY & HERITAGE

Presents a community snapshot including written contribution from q̓ic̓ay (Katzie) First Nation on their history in the area.

## MAPS

Present in a graphic, land based format how many of the goals of the OCP will be achieved over time, including land use, transportation networks, and development permit areas.



# OCP STRUCTURE & FUNCTION

The community’s overall vision can be realized, over time, through the goals, objectives, policies and guidelines that are presented within this OCP. The following is a description of these important elements of this document:

## **VISION**

The overarching aspiration for the future state of the community. The Vision represents community inputs collected and compiled through participation in the OCP review process.

## **GOALS**

Ideals or conditions to be achieved, drafted to reflect input from the public during the development of the plan.

## **OBJECTIVES**

Statements of intent or means to achieve the goals or desired end results. Objectives guide future decisions in specific areas and are intended to be achievable, measureable, and relevant.

## **POLICIES**

Specific statements that represent preferred courses of action that contribute towards achieving specific OCP goals and objectives.

## **GUIDELINES**

Recommendations, guiding principles or instructions that direct where and how development occurs in a designated Development Permit Area.

# RECONCILIATION & RELATIONSHIP BUILDING

WITH QÍĆƏÝ (KATZIE) FIRST NATION

## GOAL

The City of Pitt Meadows and qíćəý (Katzie) First Nation have a strong government-to-government relationship based on meaningful dialogue, inclusivity, and mutual respect grounded in the principles of reconciliation.



As a City, we want to strengthen co-operation and mutual support by working collaboratively with ᑭᓴᓴᓴ (Katzie) First Nation towards our respective community goals and objectives. This work is vital to fostering more resilient and connected communities. This critical work involves a collective journey towards reconciliation, and revisiting and creating new government-to-government protocols and processes based on meaningful engagement respecting matters of mutual interest. The section below was written by ᑭᓴᓴᓴ (Katzie) First Nation in partnership with the City of Pitt Meadows.

As highlighted in the *2015 final report* from the Truth and Reconciliation Commission of Canada (TRC), the history of colonialism, the residential school system and the process of assimilation of Indigenous peoples in Canada have deeply impacted the relationship between Indigenous and non-Indigenous communities. The TRC report issued 94 Calls to Action and requests for all levels of government to make changes to how they interact with Indigenous peoples. While most of the actions fall under federal jurisdiction, several focus on the role that municipal governments can play in the reconciliation process. These include:

- » providing education on the history of Indigenous peoples and the legacy of the residential school system and associated impacts;
- » reforming laws and policies that rely on concepts that were used to justify European sovereignty over Indigenous peoples and lands; and
- » committing to meaningful consultation, building respectful relationships and providing equitable opportunities for economic development.

The United Nations *Declaration on the Rights of Indigenous People (UNDRIP)* emphasizes Indigenous peoples' rights to live in dignity, to maintain and strengthen Indigenous institutions, cultures and traditions, and to self-determination. The provincial

government passed the *British Columbia Declaration on the Rights of Indigenous People Act* in November 2019 to set out a process to align provincial laws with UNDRIP, which the TRC confirmed as the framework for reconciliation. The new Act forms the foundation for the province's work towards reconciliation; section 4 of the Act requires the government to prepare and implement an action plan to achieve the objectives of UNDRIP.

The City and ᑭᓴᓴᓴ (Katzie) First Nation embarked on the start of a new relationship on January 27, 2016, when three historic agreements focused on communication protocols and the provision of water, sewer, and fire-protection services were signed. These agreements resulted from a working process between the two councils and senior staff over 18 months. In 2018, discussions commenced on a potential framework for reconciliation with ᑭᓴᓴᓴ (Katzie) First Nation focused on raising awareness, creating partnerships, recognizing significant relationships with ᑭᓴᓴᓴ (Katzie) First Nation and urban Indigenous peoples, and strengthening government-to-government relations. The City is committed to continuing to build a strong relationship with ᑭᓴᓴᓴ (Katzie) First Nation as we recognize this as an essential starting point on the path to reconciliation and a new partnership based on meaningful dialogue, inclusivity, and mutual respect. The OCP update process provides a significant opportunity to support reconciliation and relationship-building efforts.

## OBJECTIVE 1.1

Advance and support reconciliation with ǰǰǰǰ (Katzie) First Nation through recognition, acknowledgement, respect, and education.

### POLICIES

**1.1.1:** Recognize that ǰǰǰǰ (Katzie) First Nation is a neighbouring government in the Metro Vancouver Region with a shared interest in long-term development to enhance the regional quality of life.

**1.1.2:** Implement the OCP without prejudice to any aboriginal rights, title and interests, with the full recognition that ǰǰǰǰ (Katzie) First Nation has rights and title within their territory. As a Nation, ǰǰǰǰ (Katzie) is currently focused on an incremental approach to self-government through the modern treaty and other processes, which may entail additional ǰǰǰǰ (Katzie) Treaty Settlement Lands in the region.

**1.1.3:** Understand and acknowledge the UNDRIP and relevant Calls to Action of the TRC.

**1.1.4:** The relationships between the City of Pitt Meadows and ǰǰǰǰ (Katzie) First Nation will be built on recognition and mutual respect.

**1.1.5:** Endeavour to ensure that municipal facilities and programs are welcoming and accessible to Indigenous members of the community.

**1.1.6:** Continue to engage with ǰǰǰǰ (Katzie) First Nation to develop and implement a reconciliation framework.



## OBJECTIVE 1.2

Strengthen the government-to-government relationship through improved standards of communication, recognition of mutual interests, and the development of supporting strategies, processes and actions.

### POLICIES

**1.2.1:** Advance and support continued relationship building between the City and **q̓ic̓əy̓** (Katzie) First Nation through the development and implementation of a relationship strategy or memorandum of understanding that includes communication protocols and collaboration between councils and staff of all levels.

**1.2.2:** Support ongoing and consistent engagement and communication with **q̓ic̓əy̓** (Katzie) First Nation and follow through on agreed upon strategies and actions that remain consistent with staff and Council turnover.

**1.2.3:** The City and **q̓ic̓əy̓** (Katzie) First Nation commit to ongoing and consistent engagement and communication while striving to seek mutually agreeable solutions and outcomes.

**1.2.4:** The City and **q̓ic̓əy̓** (Katzie) First Nation will work together to identify opportunities for meaningful engagement, including making information accessible, engaging early and providing reasonable time to review, and streamlining communication (e.g. establishing a liaison role between the governments).

**1.2.5:** Develop government-to-government protocols and processes for project referrals.

## OBJECTIVE 1.3

Work with **q̓ic̓əy̓** (Katzie) First Nation on land use and development opportunities, where there is shared interest, through meaningful engagement in a manner that supports respective interests and needs, and acknowledges **q̓ic̓əy̓** (Katzie) First Nation rights.

### POLICIES

**1.3.1:** Endeavour to understand and consider **q̓ic̓əy̓** (Katzie) First Nation perspective on land use planning, development, and management issues where appropriate.

**1.3.2:** Seek opportunities for mutual benefits when exploring important community planning areas, including housing, economic development, environment and flood management, transportation, emergency services, and any other matters that affect the wellbeing of both communities.



In addition to these objectives and policies, opportunities to support reconciliation and relationship building have informed the development of the policies contained in other areas of the OCP. The policies contained throughout the OCP may also need to be updated in the future to reflect the development of a reconciliation process.



# AGRICULTURE

## GOAL

Pitt Meadows is a community where agriculture is the dominant land use and **farmland is protected** for food production.



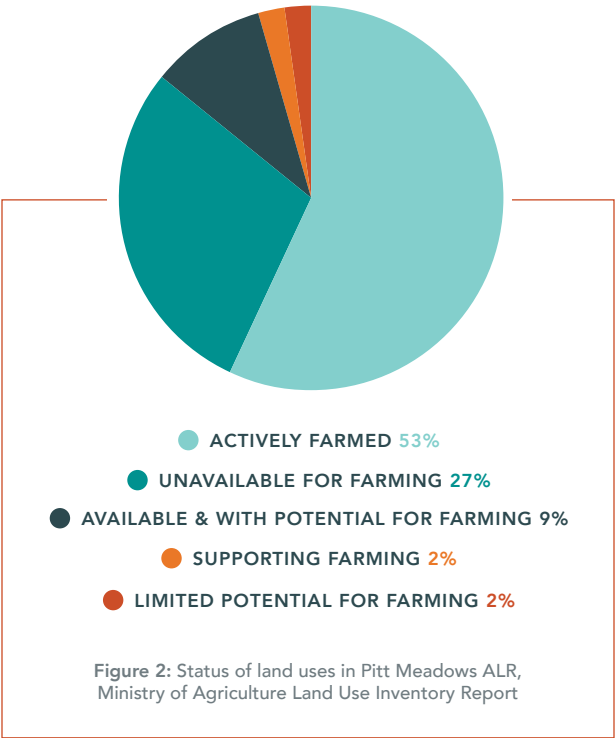
Agriculture plays an integral role in the economy and history of Pitt Meadows. It enhances the quality of life for the city’s rural and urban residents in a number of ways. Large expanses of open space remain within walking distance of many neighbourhoods, providing respite from the urban areas and busier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

PITT MEADOWS AGRICULTURAL STATS	
<b>78%</b>	<b>AGRICULTURAL LAND</b>
<b>6<sup>TH</sup></b>	<b>IN BC FOR AGRICULTURAL PRODUCTION</b>
<b>20%</b>	<b>OF TOTAL BC BLUEBERRY PRODUCTION</b>
<b>1,500</b>	<b>FARMING-RELATED JOBS</b>
<b>\$81M</b>	<b>IN FARM CASH RECEIPTS</b>

Agriculture remains the dominant land use in Pitt Meadows — ALR lands comprise 78% of all land in the municipality (see Figure 2) — with substantial areas used for the production of berries, horticultural products, greenhouse crops, grazing, dairy farming and other farm activities. These uses are threatened by development trends, such as the construction of estate homes in rural farming areas, and climate change. Together with the provincial Agricultural Land Commission (ALC), the City recognizes that agriculture is a priority use in its rural areas over residential and other uses.

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

Pitt Meadows has much to offer the region: locally grown food, excellent access to transportation routes and potential land for processing and storage facilities that contribute to a resilient food system. The city ranks sixth among British Columbia municipalities and fourth within Metro Vancouver for agricultural food production and contributes 20% of B.C.'s yearly total blueberry production. Farm cash receipts exceed \$81 million, with more than 1,500 people employed by farming activities in Pitt Meadows. In addition to producing various foods, Pitt Meadows agricultural lands provide essential ecological services, including wildlife habitat, climate regulation, nutrient and organic matter recycling, water filtration and flood management. The policies of this OCP are intended to confirm the City's commitment to agriculture.



# AGRICULTURE ISSUES

Land speculation on ALR lands creates uncertainty for the agricultural community and can create unrealistic land values for farm use.

Properties within Pitt Meadows ALR used for farming have an average assessed value of \$23,555 per hectare while properties in the ALR not used for farming have an average assessed value of \$559,406 per hectare. (source: Metro Vancouver study, based on B.C. Assessment data)

Pitt Meadows residents value and respect the agricultural area for many reasons, including food production, open spaces and heritage character. Still, normal farm practices can create odours, noise, light or other impacts that may offend non-farm residents, and thereby making farming more challenging.

The farming community is aging (see graph). The high cost of agricultural land in the region coupled with low profit margins associated with small-scale farming have meant that fewer young people have been able to choose farming as a career.

Many levels of regulation (municipal, provincial, and federal) can create confusion and increase the cost of farming.

The region's capacity to feed itself has become a serious issue over the past few years. Specifically, residents have become more dependent upon imported food; however, the entire region is starting to encounter the effects of climate change on the global food supply.

While farmers are accustomed to adjusting their practices to work through difficult weather conditions, the impacts of climate change may exceed anything previously experienced.

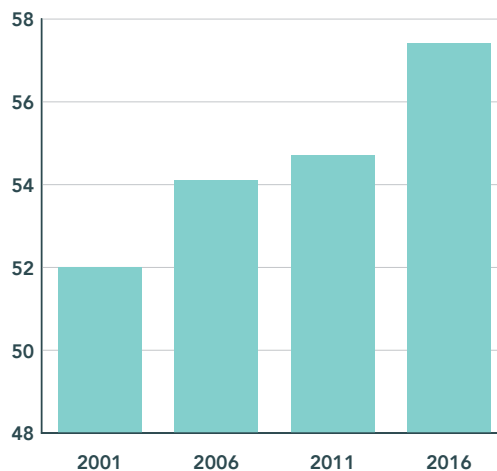


Figure 3: Median Age of Farm Operations in Pitt Meadows, 2001 to 2016



## KEY OCP ACTION AREAS

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

**ALR Land for Productive Purposes**

**Preservation of Large Agricultural Parcels**

**Housing in the ALR**

**Urban-Rural Relationship**

**Diversification of the Agricultural Economy**

**Working with Farmers and Landowners**

**Strengthening of the Farming Community**

**Food Systems**



## OBJECTIVE 2.1: PRESERVE ALR LAND FOR PRODUCTIVE USES

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

The establishment of the Agricultural Land Commission (ALC) slowed the loss of farmland in the province significantly. Nevertheless, owners of farmland in Pitt Meadows continue to experience pressure to convert land to other uses, such as rural estates or commercial uses such as truck parking. Preserving the agricultural land base is only the first step in safeguarding the food supply. Much more needs to be done to actively encourage farming and support farmers. For example, many of the parcels in the ALR are small lots, which makes them vulnerable to expanding residential and other non-farm uses, and may lead to more landowners ceasing production. The Metro Vancouver Agricultural Land Use Inventory also shows that 75% of smaller lots in the ALR (2 hectares/5 acres) are not farmed. As a result, the policies contained in this OCP do not support the subdivision of agricultural parcels. Instead, they encourage the consolidation of smaller lots.

Protecting farmland is more crucial than ever. While much of the food supply will continue to be imported into the Lower Mainland, growing or raising food locally will help ensure food supply through events such as pandemics.

### POLICIES

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

**2.1.2:** A “no net loss” policy applies to lands in the ALR, although the City may consider exceptions where removal of land from the Reserve is supported by the ALC and the proposed alternative use provides significant community benefits.

**2.1.3:** Preserve large agricultural parcels.

- a. Support the retention of large land holdings, the consolidation of small parcels of land and the creation of long-term land leases to enable investment to occur within agricultural areas as part of its goal of helping to maintain and establish economically viable farm units.
- b. Discourage fracturing or subdivision of agricultural parcels except in rare and extenuating circumstances as endorsed by Council. Severance of a home-site parcel may be considered where: the applicant has continuously owned and lived on the property before and since December 21, 1972; no previous subdivision of the property has occurred; and the minimum lot requirements of the City’s Zoning Bylaws are met.
- c. Discourage roads in the ALR except as identified on OCP Maps 3A and 3B, Urban and Rural Road Network.



**2.1.4:** Limit housing in the ALR.

- a. Consider zoning regulations for homes on agricultural land that establish a building-placement envelope at set distances from front and side lot lines, and create building height restrictions.
- b. All seasonal farm labour housing must first be approved by the ALC, must conform to health and fire code regulations, and must not create housing opportunities for non-farm worker.
- c. The following policies are to be regarded as guidelines that Council may apply, on a case-by-case basis, when considering either rezoning applications or applications to the ALC, to increase the size of a house or permit an additional home in the City's agricultural area:
  - » the need to accommodate a variety of cultural and intergenerational family needs and farm situations;
  - » verification that the site has been or can be used for agricultural production;
  - » verification that the applicant has been farming in Pitt Meadows or elsewhere for a significant period; or if they are a new farmer, that they can demonstrate they are, or will be, capable of farming;
  - » demonstration that there is a need for a larger farmhouse to accommodate existing or anticipated workers on-site through the submission of a detailed report from a

professional agrologist indicating such, or through other information; and

- » submission of a farm plan that is acceptable to Council, which may include justifying any proposed on-site infrastructure or farm improvements, including providing financial security to ensure that the approved farm plan is implemented.

**2.1.5:** Ensure that regulations and policies support and encourage farming in Pitt Meadows.

- a. All uses and subdivision of ALR land, except those exempted under the ALR General Regulation, shall be per the provisions of the *Agricultural Land Commission Act*, regulations, and orders of the ALC.
- b. The Agricultural Land Reserve Use Regulation shall prevail where any part of this OCP pertaining to the ALR is inconsistent with or contrary to the ALR General Regulation.
- c. Commit to updated agricultural regulations and policies that support and encourage farming in Pitt Meadows.
- d. Discourage any development of new golf course facilities, driving ranges or other commercial recreation uses on farmland.

## OBJECTIVE 2.2: MINIMIZE CONFLICTS BETWEEN RURAL AND URBAN LAND USES



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

Some farm operations have increased in intensity, which, in some cases is necessary to maintain a viable operation. This can be stressful for those who have chosen to live in these areas that they perceive as natural and quietly bucolic.

### POLICIES

**2.2.1:** Design the interface between urban and rural land uses to minimize conflicts between land uses and to provide a defined boundary to the urban area to prevent any further loss of agricultural land to development.

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



## **OBJECTIVE 2.3: SUPPORT THE AGRICULTURAL ECONOMY IN PITT MEADOWS**

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

The farming economy is under pressure due to real estate speculation, rising costs and wages, and increasing regulatory burdens. Therefore, the City will need to be flexible within the provincial framework to support the farming economy in the coming years.

### **POLICIES**

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

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

## OBJECTIVE 2.4: PROVIDE SAFE AND RELIABLE INFRASTRUCTURE SERVICES FOR FARMING



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

### POLICIES

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

**2.4.2:** Implement and manage drainage systems in the floodplain to support agricultural production.

- a. Maintain flood protection through pump stations, flood boxes, and dikes.
- b. Ensure drainage improvements are considered comprehensively with the agricultural community.
- c. Support policies and standards requiring the placement of driveway culverts and culverts installed on key drainage courses so as not to impede the flow of the rural drainage systems.
- d. Maintain and refurbish pump stations and watercourses critical to field drainage and agricultural water use.

- e. Drainage utility corridors (rights-of-way) for drainage maintenance will be protected where required; and building, landscaping and cropping setbacks established in rural areas to ensure that access to drainage corridors is protected.
- f. The City does not support the expansion of the storm drainage service beyond the Urban Containment Boundary.

**2.4.3:** Help ensure an adequate water supply is available for agricultural operations.

- a. Engage with the agricultural community to develop a plan to provide adequate irrigation water from the Pitt and Alouette rivers.
- b. Seek to engage with ᑭᓯᓴᓴᓴ (Katzie) First Nation on this plan given the cultural importance of these rivers and associated regulatory requirements.
- c. Discourage the use of potable water for irrigation and agri-industrial uses where other sources of water are available.
- d. Promote the use of rainwater-retention systems for irrigation purposes.

**2.4.4:** Seek opportunities to dispose of agricultural waste products within the municipality.

- a. Explore options that could include a biofuel or waste-to-energy facility that provides heat and power to residents and businesses.



PHOTO CREDIT DOUGLAS MILLER

**OBJECTIVE 2.5:  
SUPPORT THE FARMERS**

For many years, the City has had a direct connection to the farming community through the Pitt Meadows Agricultural Advisory Committee (AAC). The committee's role is to advise the City on everything from ditch water levels to community-wide policies.

**POLICIES**

- 2.5.1:** Work with farmers and landowners.
  - a. Provide resources and technical support to the Pitt Meadows AAC to address issues that affect agriculture and farmers.



**OBJECTIVE 2.6:  
ADDRESS THE IMPACTS OF CLIMATE CHANGE  
IN THE AGRICULTURAL AREA OF PITT  
MEADOWS AND ON FARMING OPERATIONS**

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

**POLICIES**

- 2.6.1:** Co-ordinate with other agencies and senior levels of government to identify climate change-related risks to agriculture in Pitt Meadows and to build resilience to deal with those risks.
- 2.6.2:** Work with farmers to understand and address the adverse impacts of climate change on the agricultural area of Pitt Meadows.
- 2.6.3:** Support the refurbishment of old pump stations, addition of new pump stations and improvements to electrical systems to increase the drainage system's capacity to help address the impacts of climate change.

## OBJECTIVE 2.7: ENSURE PITT MEADOWS HAS A HEALTHY AND RESILIENT FOOD SYSTEM



PHOTO CREDIT DOUGLAS MILLER

Ensuring that Pitt Meadows has a healthy and resilient food system involves looking beyond our capacity to grow and raise food to how food is processed and distributed, and how our residents obtain healthy food in the community.



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

### POLICIES

**2.7.1:** Support locally grown food.

- a. Support incubator farms to help new farmers develop the necessary skills and their businesses.
- b. Review regulations and policies to encourage food cultivation, such as growing vegetables and fruit trees, in the urban area of Pitt Meadows.

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

**2.7.3:** Enhance access to healthy, affordable and culturally diverse food for all residents.

- a. Support healthy food retail options such as markets, healthy corners of grocery stores, mobile vendors and restaurants within reasonable walking, transit or cycling distances of all neighbourhoods in Pitt Meadows.

- b. Work with ᑭᓴᓴᓴ (Katzie) First Nation to identify mutual opportunities and joint efforts that would increase food security.
- c. Collaborate whenever possible with Metro Vancouver, the provincial government, Vancouver Coastal Health, other municipalities and stakeholders — including farmers — to advance the Metro Vancouver Regional Food System Strategy goals.
- d. Find ways to reduce and find uses for food waste.

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

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



## **OTHER OCP POLICIES THAT ADDRESS AGRICULTURE:**

### **CHAPTER 7 LOCAL SYSTEMS:**

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

### **CHAPTER 9 ENVIRONMENT & NATURAL AREAS**

Minimize the introduction and spread of invasive plant species.

Consult with agricultural community before implementing measures that may affect agricultural operations.

Protect soil quality / prohibit illegal dumping.

### **CHAPTER 6 TRANSPORTATION**

Ensure existing road connections and mobility are maintained in rural areas.

*PHOTO CREDIT ADAM BRECKELS*



# ENVIRONMENT & NATURAL AREAS

## GOAL

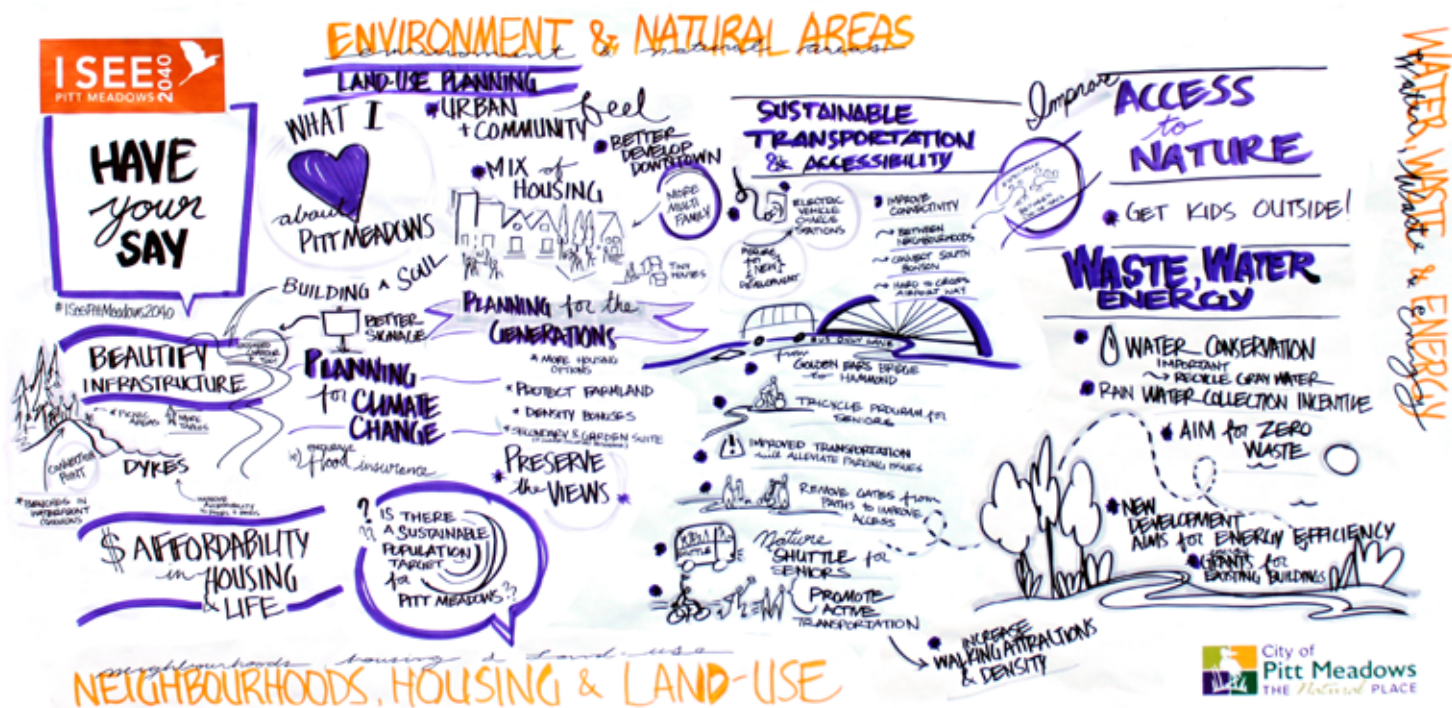
Pitt Meadows is a community where the environment and natural areas are conserved and enhanced so they enrich the quality of life for all residents.



As “The Natural Place,” Pitt Meadows attracts people from all over Metro Vancouver who experience the sloughs and rivers, mountain views and wetlands. Much of the land in Pitt Meadows has been altered throughout the municipality’s history to support farming, development, and transportation routes. The remaining natural areas are a source of pride for the community and offer a welcome natural respite. Views from within the city open up to majestic expanses of lakes, rivers, and mountains.

Protecting the natural environment is vital for the continued health of essential life-supporting systems of nature, including air, water and soil, by preserving the resilience, diversity and purity of natural ecosystems. Conservation of life-supporting ecosystems is critical to the wellbeing and survival of current and future generations. Without a healthy environment, the social wellbeing, economic health, and sustainability of our community are impossible.

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



## KEY OCP ACTION AREAS

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

Shorelines

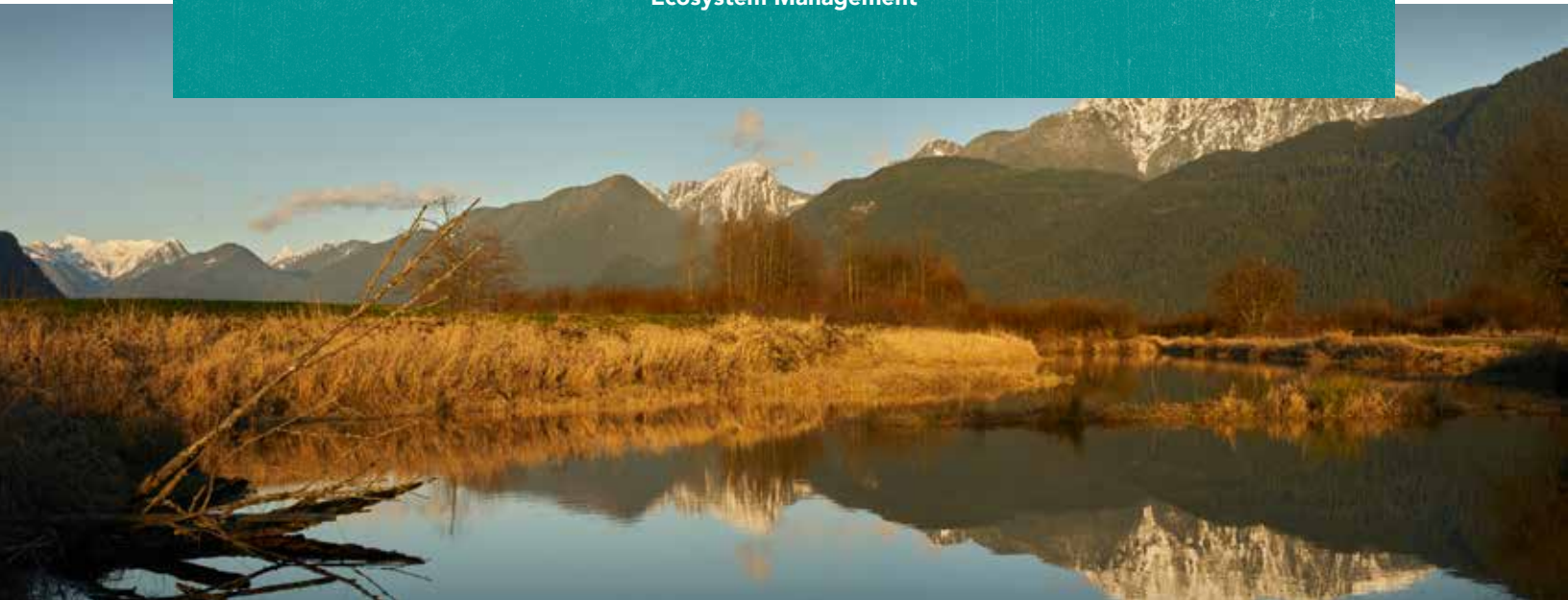
Riparian Areas

The Urban Forest

Air, Noise and Light Pollution

Environmental Stewardship and Sustainability Education

Ecosystem Management





## OBJECTIVE 3.1: PROTECT AND RESTORE SHORELINES, WETLANDS, AND RIPARIAN AREAS

Its relationship to the water helps define Pitt Meadows. The City's boundaries are delineated by two rivers and a lake, is internally traversed by many sloughs and ditches, and is home to wetlands, several of which are regionally significant. Shorelines, wetlands, and riparian areas perform many important ecological functions, including:

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

### POLICIES

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

- a. Assure provincial compliance for all capital works, operations, development applications, and other projects within riparian areas.
- b. Undertake condition assessments of streams, riparian and wetland areas in co-operation with **ᑭᑭᑭᑭ** (Katzie) First Nation as well as regional and provincial governments.
- c. Encourage the retention or planting of native vegetation in riparian management areas or replanting with appropriate native vegetation when retention is not possible.

**3.1.2:** Improve the quality and decrease the intensity of stormwater discharge from developed areas.

- a. Partner with senior governments as well as businesses to promote initiatives aimed at best practices for stormwater management.

- b. Increase the ratio of productive, permeable greenspace to hard, impervious surface areas as redevelopment occurs, whenever possible.
- c. Work with **ᑭᑭᑭᑭ** (Katzie) First Nation, local and senior governments, businesses, and stakeholders to improve the quality of water discharge at the source and reduce contamination entering our watercourses and marine environment.

**3.1.3:** Improve the shoreline habitat.

- a. Discourage the creation of extended lot areas through fill. The intertidal zone shall be left undisturbed by development; if developed, this zone shall be bridged by ramps or piers, with no grounding by structures.
- b. Ensure that the maintenance of shoreline habitats is consistent with the provincial Ministry of Environment's *Dike Maintenance Act* and preserves the integrity of the dikes.
- c. Work with **ᑭᑭᑭᑭ** (Katzie) First Nation, senior levels of government, and stakeholders to protect and enhance the shoreline.
- d. Engage with Metro Vancouver, **ᑭᑭᑭᑭ** (Katzie) First Nation, community groups and government agencies to minimize the further introduction and spread of invasive species. Develop an invasive species management plan to prevent, eradicate, contain and control the spread of such species in Pitt Meadows.



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



**OBJECTIVE 3.2:  
MINIMIZE DISTURBANCES TO RESIDENTS  
AND WILDLIFE RESULTING FROM LIGHT  
POLLUTION, LIGHT TRESPASS, AND NOISE**

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

**POLICIES**

**3.2.1:** Incorporate light pollution-reduction and light trespass-abatement features into municipal facilities, infrastructure and street/park lighting where public safety is not compromised.

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

**3.2.3:** Consider incorporating lighting guidelines in development permit area guidelines to help limit the amount of light pollution generated by development.

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



PHOTO CREDIT DOUGLAS MILLER

**OBJECTIVE 3.3:  
SUPPORT INITIATIVES TO  
ADDRESS AIR QUALITY**

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

**POLICIES**

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

**OBJECTIVE 3.4:  
SHOW LEADERSHIP IN  
IMPLEMENTING SUSTAINABLE  
ENVIRONMENTAL PRACTICES**



PHOTO CREDIT WALKER PARK MEDIA

Local governments are on the front lines of climate change and environmental initiatives. Considering the context and capacity in planning for sustainability will help the municipality better identify and address opportunities for beneficial environmental practices. This approach is important for a small city.

**POLICIES**

**3.4.1:** Consider embarking on an implementation strategy for how the City's natural assets can be used to protect the environment and enhance the community.

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

**OBJECTIVE 3.5:  
CAREFULLY CONSIDER POLICIES, GUIDELINES,  
AND REGULATIONS REGARDING ENVIRONMENTAL  
PROTECTION AND ENHANCEMENT IN HARMONY  
WITH OTHER CITY GOALS AND OBJECTIVES**



PHOTO CREDIT DOUGLAS MILLER

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

**POLICIES**

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



**OBJECTIVE 3.6:  
ENCOURAGE THE COMMUNITY TO TAKE  
A STEWARDSHIP ROLE REGARDING THE  
NATURAL ENVIRONMENT**

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

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

**POLICIES**

**3.6.1:** Promote community involvement and increase awareness of environmental issues among residents and business owners.

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

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

**3.6.3:** Engage with First Nations, regional and senior governments, plus other agencies and community organizations, in the reasonable mitigation, management and stewardship of natural areas, parks, ecological reserves, and wildlife management areas.

- a. Work with ᑭᓴᓴᓴ (Katzie) First Nation to build awareness of culturally significant species and natural areas.





**OBJECTIVE 3.7:  
IDENTIFY AND PROTECT A SYSTEM OF  
ENVIRONMENTALLY SENSITIVE AREAS  
AND ENVIRONMENTAL ASSETS TO THE  
MAXIMUM EXTENT POSSIBLE**

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



**POLICIES**

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

**3.7.2:** Minimize habitat loss, fragmentation and disturbances to wildlife through effective land-use planning.

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

## OBJECTIVE 3.8: MAINTAIN AND IMPROVE THE LONG-TERM ECOLOGICAL HEALTH OF THE CITY



PHOTO CREDIT ADAM BRECKELS

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

### POLICIES

**3.8.1:** Reduce the density and distribution of invasive species to protect biodiversity and ensure public safety.

- a. Work with Metro Vancouver to implement its integrated pest management plan.
- b. Explore innovative best practices for landscape maintenance.
- c. Collaborate with ǰícǎý (Katzie) First Nation to mitigate invasive species in areas overlapping with or along shared municipal/reserve boundaries.

**3.8.2:** Increase the amount of land protected for its ecological values.

- a. Continue to support Metro Vancouver with regards to regional parkland and conservation area acquisitions.

- b. Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and ensure key ecological connections for environmental protection purposes.
- c. Work with ǰícǎý (Katzie) First Nation to better understand the eco-cultural values of importance to ǰícǎý (Katzie) and how they can be supported.

**3.8.3:** Address development growth in balance with environmental protection objectives and encourage development that minimizes environmental impacts.

- a. Control site-alteration activities through regulations and best practices for soil removal and deposition, and vegetation and invasive species management.
- b. Minimize site disturbance and vegetation and soil stripping, particularly on steep slopes.
- c. Require the use of appropriate native and non-invasive plant species wherever possible.
- d. Encourage the use of creative design solutions for development that supports and enhances ecosystem health.
- e. Request construction environmental management plans for all new multi-family residential, commercial, retail, and industrial development proposals that border or connect to riparian or greenspace areas.



PHOTO CREDIT DOUGLAS MILLER

## OBJECTIVE 3.9: PROTECT AND ENHANCE THE URBAN FOREST

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

### POLICIES

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

**3.9.2:** Support the creation and implementation of a tree preservation bylaw.

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

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

**3.9.3:** Promote and encourage the protection and designation of culturally significant trees and wildlife trees.

- a. Prioritize retention of healthy, mature vegetation during redevelopment wherever possible. Where significant trees cannot be reasonably accommodated in site planning (e.g., conflicts with utilities and services, or tree hazards), ensure integration and replacement of significant vegetation on site.
- b. Work with the **q̓ic̓əy̓** (Katzie) First Nation to help identify areas of cultural importance and engage in mitigation actions.

## OBJECTIVE 3.10: PROTECT SOIL QUALITY



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

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

In recent years, the placement of fill in Pitt Meadows agricultural areas has become a matter of some concern.

There is a perception that significant financial incentives are driving fill applications and even that illegal fill activity is taking place on farmland. The issue has generated discussions between the City, the ALC, and Metro Vancouver on how to better manage fill placement.

### POLICIES

**3.10.1:** Discourage illegal dumping and the movement of contaminated materials through fines and enforcement measures.

**3.10.2:** Ensure that development complies with the province's *Contaminated Sites Regulation*.





# EMPLOYMENT & ECONOMY

## GOAL

Pitt Meadows is a community where the economy is vibrant and diverse, and local businesses are flourishing.



Pitt Meadows is nestled between multiple regional transportation networks, allowing for quick and easy access to the Metro Vancouver region, the Fraser Valley and beyond, thus making it an ideal location to establish businesses. With more than 78% of Pitt Meadows land base in the Agricultural Land Reserve, agriculture remains an integral component of the city's economy; however, changing market forces and the establishment of new business parks in recent years indicate that Pitt Meadows economy is becoming increasingly diversified.

Currently, most residents commute outside of the community for work. As described above, economic diversification in Pitt Meadows economy means that more residents will have a greater opportunity for employment within their community. Diversifying the economy is paramount in attracting new businesses to Pitt Meadows, which, in turn, helps create local jobs. In addition, diversifying the economy is necessary to expand and strengthen the City's tax base, essential for funding needed services and infrastructure.

Agriculture is an economic driver in Pitt Meadows and Metro Vancouver. The agricultural industry is diverse, with substantial areas in production for berries, horticultural products, greenhouse crops, grazing, dairy farming, and other farm activities. Agriculture encompasses 6% of Pitt Meadows employment base, much more significant than Metro Vancouver's 1% employment share. Chapter 2 outlines goals and policies to enhance and protect agricultural businesses.

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

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

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



## EMPLOYMENT & ECONOMIC ISSUES

Eighty-five percent of working residents in Pitt Meadows commute outside of the community for work, compared with 56% of Metro Vancouver residents; our closest neighbour, Maple Ridge, sees 66% of its working residents commuting outside of their city. This suggests there is room for improving opportunities for employment within Pitt Meadows.

The Agricultural Land Reserve limits land available for commercial or industrial uses in Pitt Meadows. At the same time, accessibility to the south end of Harris Road is constrained by the CP Rail crossing.

The impact of additional space available at Golden Ears Business Park for retail and fitness clubs may reduce demand for space elsewhere in the city, depending on the project mix.

Pitt Meadows is located along multiple rail, road and water transportation routes, making its position in the region advantageous and attractive for businesses and industry.

Pitt Meadows land costs and commercial lease rates are competitive with those in many other Metro Vancouver municipalities.

Higher customer traffic along Lougheed Highway due to the removal of the Golden Ears Bridge toll in 2017 is attracting regional industrial and business attention.

Employees at new business parks will contribute to substantial retail spending in the city.

At present, Pitt Meadows supply of market retail and service businesses is balanced, with the appropriate amount of space available overall.

The commercial rental market's extremely low vacancy rate of 2% indicates that retail and service commercial space is not currently over-supplied. This plan, therefore, seeks modest growth of commercial areas in the city into the future.

According to the 2016 census, Pitt Meadows employment rate was 65.9% while the unemployment rate was 5%.

From 2001 to 2016, employment within Pitt Meadows grew from 3,205 to 6,900 jobs.

Pitt Meadows is projected to add 2,500 new jobs by 2051.

Average annual employment growth is projected to fluctuate between -0.5% and 1.2% between 2019 and 2051.



## KEY OCP ACTION AREAS

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

**Economic Assets and Opportunities**

**Community Goods and Services**

**Employment Opportunities**

**Supporting Local Businesses**

**Enhancing Local Natural Assets**

**Agriculture**

## OBJECTIVE 4.1: RECOGNIZE THAT PITT MEADOWS CENTRAL GEOGRAPHICAL LOCATION IN THE REGION MAKES THE CITY A DESIRABLE PLACE FOR BUSINESSES



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

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



**Mixed-employment areas** are defined as areas that are intended for industrial, commercial and other employment-related uses.

## POLICIES

**4.1.1:** Encourage the inclusion of commercial and mixed-employment areas in new developments along or near major transportation networks and outside of the ALR.

- a. Require that applications for land development adjacent to Lougheed Highway provide a comprehensive parking and traffic-flow plan before rezoning.
- b. Limit vehicular access points along Lougheed between Harris Road and Meadow Gardens Way. Support the consolidation of ownership and comprehensive development of the lands to achieve this objective.
- c. Explore the potential to designate some areas north of Lougheed Highway as “mixed employment” to allow more flexibility in use — such as light industrial, commercial and other related uses — to meet the needs of the growing population, to encourage a variety of employment opportunities and to diversify the City’s tax base.
- d. Co-ordinate long-term community planning initiatives with ᑭᓴᓴᓴ (Katzie) First Nation, neighbouring municipalities and applicable agencies.
- e. Engage with ᑭᓴᓴᓴ (Katzie) First Nation as a rights holder and out of respect when there are archaeological sites identified, with a common goal of finding an appropriate path forward.
- f. Work with ᑭᓴᓴᓴ (Katzie) First Nation at an early stage of the planning process to address its concerns.

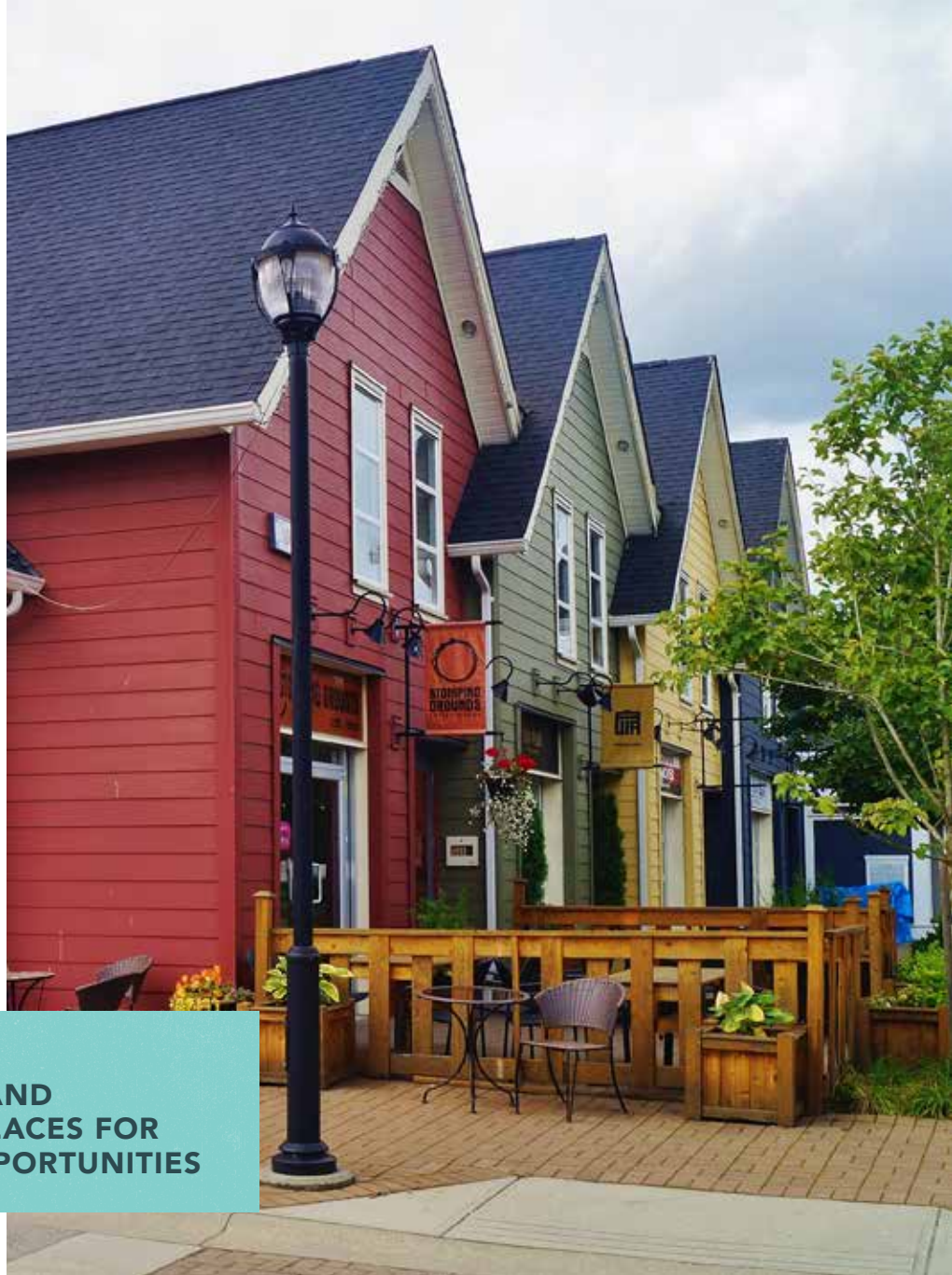


PHOTO CREDIT DOUGLAS MILLER

## OBJECTIVE 4.2: SUPPORT COMMERCIAL AND INDUSTRIAL AREAS AS PLACES FOR LOCAL EMPLOYMENT OPPORTUNITIES


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

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

### POLICIES

**4.2.1:** Encourage transit-accessible and walkable employment opportunities.

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



## OBJECTIVE 4.3: DESIGNATE AND PROTECT INDUSTRIAL AND BUSINESS PARK USES

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

### POLICIES

**4.3.1:** Diversify Pitt Meadows employment pool and tax base.

- a. Continue to encourage a range of general and light industrial uses on existing industrial lands.
- b. Support the protection of the industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Pitt Meadows.
- c. Support the expansion of the city's industrial land base if this can be accomplished with no net loss to the city's current inventory of agricultural lands or productivity.
- d. Explore the opportunity to designate some of the lands excluded from the ALR and north of Lougheed Highway for potential business parks to accommodate forecasted market demand.
  - » Discuss with ᑭᑭᑭᑭ (Katzie) First Nation the future land use of this area.
- e. Support mutual engagement between ᑭᑭᑭᑭ (Katzie) First Nation and the City during planning for industrial and business parks.
- f. Investigate potential for industrial strata units in new business park proposals to allow for more flexibility and match the demand for this kind of industrial space.
- g. Encourage industrial and business park uses that will achieve higher employment and land use densities.
- h. Encourage the development of lands surplus to the CP Rail Intermodal Terminal adjacent to Lougheed Highway for environmentally clean and high-quality business park uses that support significant employment opportunities.
- i. It is recognized that the Pitt River Quarry at the northern end of Sheridan Hill is expected to continue to operate for many years. The most appropriate future use of the site will be determined in dialogue with ᑭᑭᑭᑭ (Katzie) First Nation given the cultural and archaeological importance of the area once the quarry is closer to the end of operation.



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

**4.3.2:** Retain existing parcels that are zoned for heavy industrial use.

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

**4.3.3:** Encourage high-quality industrial development.

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



**OBJECTIVE 4.4:  
ENSURE ECONOMIC VIABILITY OF  
COMMERCIAL AND INDUSTRIAL AREAS AND  
COMPATIBILITY WITH SURROUNDING USES**

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

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

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

More recently, lands in the southern part of the city that were designated “Business Park” in the 2008 OCP are under development at the time of writing this OCP.



Between 2001 and 2016, employment in Pitt Meadows more than doubled, increasing from 3,205 to 6,900 jobs.



LOUGHEED HIGHWAY CORRIDOR

## POLICIES

### LOUGHEED HIGHWAY CORRIDOR

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

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

- d. Work with ą́ıćą́ (Katzie) First Nation to identify and define environmentally sensitive and culturally important areas.
- e. Engage with ą́ıćą́ (Katzie) First Nation during the development of a plan to enhance and/or protect areas identified.

**4.4.2:** Focus growth around frequent transit stops

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



HARRIS ROAD CORRIDOR



OSPREY WATERFRONT VILLAGE

## HARRIS ROAD CORRIDOR

**4.4.3:** Encourage mixed-use development along Harris Road between Hammond Road and Lougheed Highway.

- a. Encourage office development in new and existing buildings within or near the Harris Road corridor to help create a “central office district” where businesses can establish themselves in the community.
- b. Pursue mixed-use land use designations and encourage zoning to provide local shopping, health care, professional offices, administrative, financial, cultural, and community services on Harris Road, concentrating on the area between Lougheed Highway and the railroad tracks.
- c. Encourage mixed-use development in existing commercial areas on Harris Road, south of the CP Rail tracks. Support more versatile workspaces, such as live-work developments.
- d. Require that development projects in mixed-use areas that front onto Harris Road have commercial uses located on the ground floor and access points oriented toward the road.
- e. Encourage future commercial uses to develop at the front of lot lines, with parking located at the rear or, in some cases, below-grade to improve pedestrian movement and visual aspects of the Town Centre streetscape for residents and visitors. Other desirable design aspects include canopies and awnings over sidewalks.
- f. Encourage on-street parking in the Town Centre commercial area where appropriate.



**Town Centre** is a term used to describe the higher density commercial / residential area roughly surrounding Harris Road from the Lougheed Highway to 119th Ave.

- g. Encourage a wide range of commercial businesses.
- h. Distinguish between types of retail and services that are permitted in established commercial areas.
- i. Small retail, office, medical, professional, and personal service uses are encouraged in Town Centre Commercial areas, with increased residential densities and closer to public transit.
- j. Commercial uses that serve a local population are encouraged to locate in Community Commercial areas.
- k. Monitor the impacts of changes to infrastructure (i.e., improvements to the intersection of Harris Road and Lougheed, and the planned CP Rail underpass on Harris in particular) and align land uses, parking requirements and development permit guidelines as required.

**4.4.4:** Densify underutilized parcels.

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

## OSPREY WATERFRONT VILLAGE

**4.4.5:** Maintain Osprey Village’s existing character and public realm.

- a. Continue to monitor parking issues and requirements in the area.
- b. Consider new proposals for uses for the two vacant parcels adjacent to Waterfront Commons (xcəwás) Park, in view of the following:
  - » that the proposed uses are consistent with Osprey Village’s existing character; and
  - » that the design of the proposed uses will take the limited parking situation in the village into account.



## **OBJECTIVE 4.5: HELP EXISTING BUSINESSES THRIVE IN PITT MEADOWS**

According to the Pitt Meadows Commercial Lands Analysis, in 2019, the city's retail and services commercial market was well balanced.

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

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

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

### **POLICIES**

**4.5.1:** Create conditions for local businesses to stay and grow.

- a. Support live-work units and ensure zoning regulations continue to support opportunities for appropriate home-based businesses.
- b. Establish attractive streetscapes that encourage walking within designated commercial areas.
- c. Help create conditions for Indigenous businesses to grow and thrive by engaging with **q̓içáy** (Katzie) First Nation and Indigenous organizations on economic opportunities and challenges.

## OBJECTIVE 4.6: RECOGNIZE THE AIRPORT AS AN IMPORTANT ECONOMIC ASSET FOR PITT MEADOWS AND MAPLE RIDGE

Pitt Meadows Regional Airport is a significant economic driver, directly contributing 340 jobs, generating tax revenue for the City, attracting businesses and boosting tourism. In addition to its transportation functions, it is home to many aviation businesses. The airport is owned and operated by the Pitt Meadows Airport Society, a not-for-profit organization which is governed by a Board of Directors comprised of appointed members from the City of Pitt Meadows and City of Maple Ridge. Recently, the airport has entered a period of renewal and several new developments and airport enhancement projects building a new terminal and control tower.

### POLICIES

#### 4.6.1: Work with Pitt Meadows Regional Airport.

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





## OBJECTIVE 4.7: SUPPORT LOCAL TOURISM

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

### POLICIES

- 4.7.1:** Require off-site improvements for access and services for the Pitt Meadows Marina property if/when the site redevelops.
- 4.7.2:** Enhance Pitt Meadows extensive dike and trail system and promote it to the rest of the region.
- 4.7.3:** Continue to support temporary/seasonal agri-tourism activities in the agricultural area.
- 4.7.4:** Explore opportunities for cultural tourism and eco-tourism with **q̓ic̓əy̓** (Katzie) First Nation.

# GROWTH, NEIGHBOURHOODS, & HOUSING

## GOAL

Pitt Meadows is a walkable and compact community that offers easy access to nature and amenities, and has a **range of housing options** to suit all needs and through all stages of life.



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

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

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

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

To achieve a balance between maintaining close-knit neighbourhoods with quiet streets and open spaces, and accommodating more housing units for a growing population, this OCP originally envisioned locating higher-density residential development along the Harris Road corridor and parts of Lougheed Highway. However, in 2023, Provincial Housing legislation mandated that Small-Scale, Multi-Unit Housing be permitted as-of-right in urban neighbourhoods, plus required the City to designate, by bylaw, lands adjacent to the Pitt Meadows and Maple Meadows West Coast Express Stations as Transit-Oriented Areas, to support high density residential developments in those locations.

At the same time, the Province of British Columbia, required that municipalities prepare an Interim Housing Needs report that estimates five- and 20-year housing need in the community. The Housing Needs report provides data to help identify gaps in the housing supply, understand demographic trends, and assess the affordability of housing in a community.

# GROWTH, NEIGHBOURHOODS & HOUSING ISSUES



According to Metro Vancouver's 2025 Population Projections, Pitt Meadows is expected to experience steady population and housing growth over the next three decades. Between 2025 and 2050, the City's population is projected to rise from an estimated 21,703 residents to 26,074 residents, while dwelling units increase from an estimated 7,967 units to 10,504 units. This projected growth - representing an approximate 4,400 residents - underscores the importance of planning for a diversity of housing forms, supporting infrastructure, and community amenities. Most new homes are expected to be multi-unit dwellings, including apartments and townhouses, while the proportion of single-detached dwellings is anticipated to decline as they are gradually replaced by denser housing types.

Pitt Meadows' population is expected to continue aging over the next few decades, reflecting a broader trend across Metro Vancouver municipalities. The number of residents aged 65 and over is projected to roughly double, while those aged 85 and older are anticipated to more than triple. By contrast, other age groups are expected to grow at a much slower pace.

Pitt Meadows population trends influence how we plan for the future. For example, the preference among seniors to age in place in the community with which they are familiar suggests a need to ensure appropriate housing services are available. These include age-friendly, adaptable, single-level living, more supportive transportation options and accessible services that are conveniently located.

If we wish to encourage a more balanced demographic, Pitt Meadows will need to provide more housing options for younger adults as well as land uses that support the local economy and local employment opportunities.

Pitt Meadows' housing composition is distinct from the Metro Vancouver region, with a significantly larger share of single-detached homes. This larger share of detached housing has heightened the community's exposure to regional price trends, as detached homes have experienced the most substantial cost increases over the past decade. While townhouses and apartments have also risen in value, they have generally done so at a more moderate pace, offering relatively more attainable options for households seeking entry into the housing market. Together, these trends underscore both the community's unique housing mix and the affordability challenges faced by Pitt Meadows residents within the broader regional context.




 YEAR	 POPULATION	 DWELLING UNITS
2025	21,703	7,967
2030	22,791	8,879
2040	24,644	9,778
2050	26,074	10,504

Figure 5: Dwelling Unit and Population Projections  
Source: Metro Vancouver 2025 Updates Low Growth Scenario

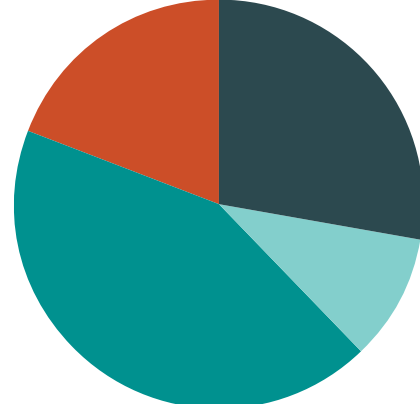
## PITT MEADOWS OCCUPIED PRIVATE DWELLINGS BY TYPE



- SINGLE-DETACHED 42%
- TOWNHOUSE 19%
- APARTMENT 25%
- OTHER 14%

Figure 6: Pitt Meadows Occupied Private Dwellings by Type  
Source: Metro Vancouver Housing Data Book 2025

## METRO VANCOUVER OCCUPIED PRIVATE DWELLINGS BY TYPE



- SINGLE-DETACHED 28%
- TOWNHOUSE 10%
- APARTMENT 43%
- OTHER 19%

Figure 7: Metro Vancouver Occupied Private Dwellings by Type  
Source: Metro Vancouver Housing Data Book 2025



## KEY OCP ACTION AREAS

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

Housing Supply for the Future

Housing Affordability

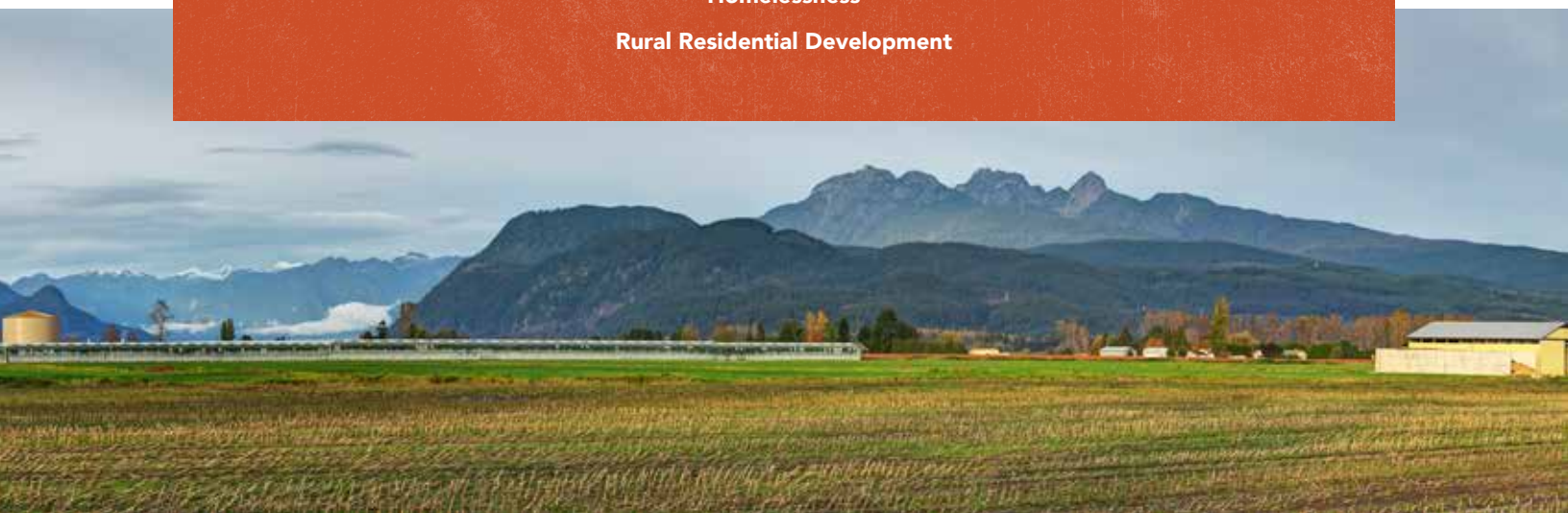
Housing Diversity

Market Rental Housing

Transitional, Supported and Non-Market Rental Housing

Homelessness

Rural Residential Development



## STATEMENT OF HOUSING NEED:

The *Local Government Act* requires that OCPs include a statement and map designations for the approximate location, amount, type and density of residential development needed for the next 20 years, as well as policies respecting certain classes of housing need.

According to the Interim Housing Needs Report (IHNR) received by Council on November 5, 2024, 5,195 new housing units are required over the next 20 years to meet anticipated demand, as determined through provincially prescribed methodology. The Urban and Rural Land Use designation maps in the OCP (see Maps 2A and 2B) provide capacity for an additional estimated 20,500 units - nearly four times the identified need. This ample capacity ensures that Pitt Meadows can accommodate projected growth while also maintaining flexibility to respond to changing market conditions and community priorities. OCP policies further reinforce this capacity by supporting a wide variety of housing forms and densities, ranging from low-density accessory dwellings to higher-density apartments, helping to meet housing needs across different household types and income levels.

Pitt Meadows CY (CSD, BC)		
Component	5 Year Need	20 Year Need
A. Extreme Core Housing Need	75.17	300.70
B. Persons Experiencing Homelessness	41.57	83.13
C. Suppressed Household Formation	97.65	390.59
D. Anticipated Growth	1,108.30	3,626.22
E. Rental Vacancy Rate Adjustment	6.36	25.43
F. Additional Local Demand	192.30	769.19
<b>Total New Units - 5 years</b>	<b>1,521</b>	<b>769.19</b>
<b>Total New Units - 20 years</b>		<b>5,195</b>

Figure 8: Interim Housing Needs Report

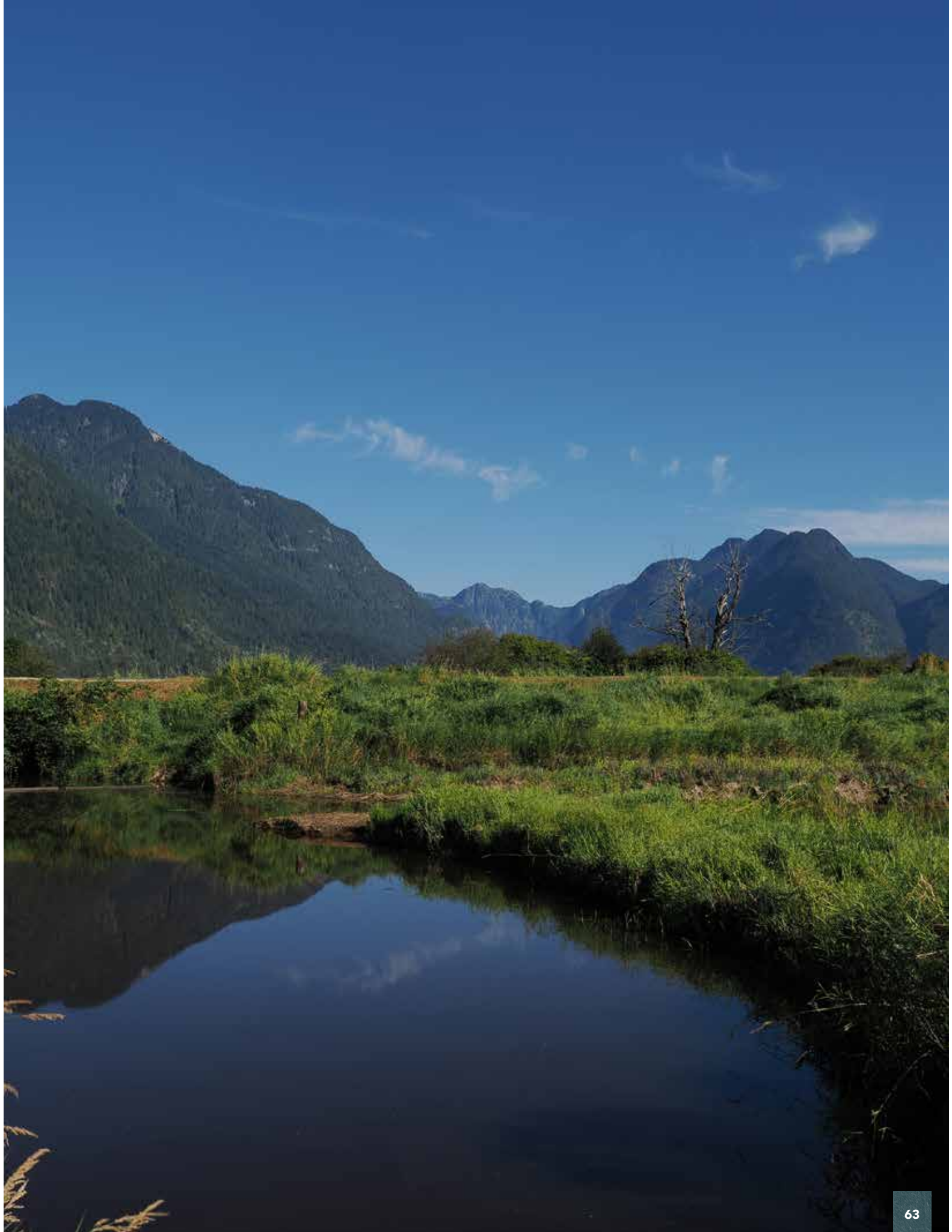


### DIFFERENCE BETWEEN POPULATION PROJECTIONS AND OCP CAPACITY ESTIMATES:

**Population projections** - estimate future population and housing growth based on trends in demographics, migration and economic conditions, reflecting the amount of growth that is likely to occur.

**Official Community Plan (OCP) capacity** - refers to the theoretical maximum number of housing units that can be accommodated if all properties were built to the full density accommodated by the OCP.







## OBJECTIVE 5.1: SUPPORT RESIDENTIAL DEVELOPMENT THAT CONTRIBUTES TO COMPLETE, COMPACT, AND LIVABLE NEIGHBOURHOODS THAT MAXIMIZE USE OF MUNICIPAL TRANSPORTATION SYSTEMS AND INFRASTRUCTURE

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

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

### POLICIES

**5.1.1:** Ensure that housing units needed over the next 20 years are accommodated, by supporting the development of residential housing consistent with the locations and designations shown on Map 2A, Urban Land Use.

**5.1.2:** Encourage ground-oriented, multi-family housing within the Urban Containment Boundary, including higher density housing located within the Town Centre.

**5.1.3:** Give preference to the development of higher-density market and non-market housing close to public transit, that allows residents of all ages and abilities to meet most of their daily needs by walking, bicycling, public transit or other alternative forms of transportation.

**5.1.4:** Consider allowing buildings higher than four storeys within areas designated for high-density residential and mixed residential, and mixed residential/commercial use in the Town Centre, where publicly accessible open space and other public amenities and community benefits are provided. Property zoned to permit a residential use, and within a designated Transit-Oriented Area (TOA Designation Bylaw No. 2989, 2024) may be entitled to additional height and density.

**5.1.5:** Consider applications for multi-family development on Hammond Road on a case-by-case basis to reduce the number of driveways on the arterial road and provide more housing choices along the TransLink Frequent Transit Network.





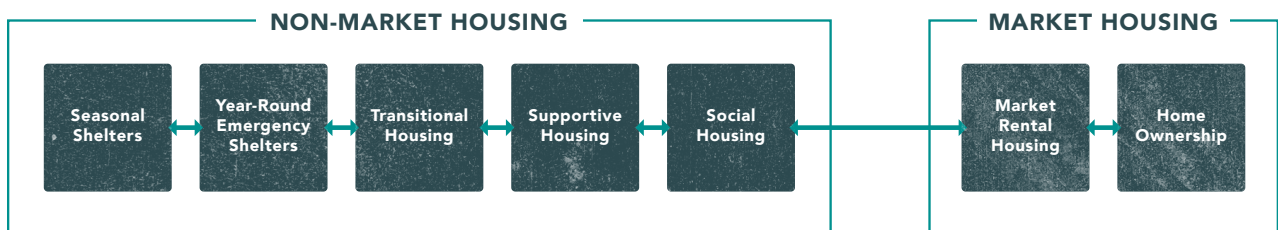
**OBJECTIVE 5.2:  
INCREASE THE SUPPLY,  
AVAILABILITY AND ACCESS TO  
AFFORDABLE HOUSING UNITS  
ACROSS THE HOUSING SPECTRUM**

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

A growing affordability gap disproportionately affects low- to moderate-income residents and vulnerable populations, and can exacerbate poverty and food insecurity issues, particularly for children, youth and seniors. Housing costs also impact the community’s ability to attract and retain employees to sustain a vibrant

economy. Housing is considered affordable when less than 30% of a household’s before-tax income pays for housing costs.

Greater co-ordination and partnerships between government and non-government agencies is needed to support the creation of affordable, rental and special needs housing across the housing continuum in the community, and to ensure that affordable housing creation happens hand in hand with growth.



## POLICIES

**5.2.1:** Encourage secondary suite-ready homes for new single-detached and duplex construction outside of the floodplain.

**5.2.2:** Support smaller, more affordable housing design focusing on units for single young adults, single seniors and young couples.

**5.2.3:** Review opportunities for redevelopment of underused/low-density sites for housing, particularly affordable, rental, special needs housing, and family housing projects.

**5.2.4:** Encourage the provision of residential parking, in all residential and mixed-use projects. Consider parking requirement relaxations for purpose-built, non-market units on a project-by-project basis, particularly projects in walkable centres and near transit.

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

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

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

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

**5.2.9:** Consider transit-oriented inclusionary housing targets for purpose-built rental and housing that would be affordable to low- to very low-income households within 800 metres of the new or existing express bus service stops and within 400 metres of a frequent transit bus stop.

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

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

### OBJECTIVE 5.3: ACHIEVE A DIVERSE AND INCLUSIVE MIX OF HOUSING FORMS, UNIT TYPES AND SIZES, TENURES AND PRICE OPTIONS



Most new homes built in recent years in Pitt Meadows have been located in apartment buildings and townhouse developments. This represents a significant shift in the housing stock from the single-family homes that previously dominated. This greater diversity in the housing mix accommodates more residents. It provides greater housing choices to meet the needs of a changing population, including a larger proportion of older residents, single people, and smaller families. These choices allow residents the option of staying within the community as their needs change over time. Also, it is recognized that as housing becomes increasingly expensive, more people may turn to the rental market for their housing needs

Pitt Meadows has relatively few purpose-built rental buildings. Most rental stock takes the form of secondary suites and strata units that are rented out. Provincial housing legislation and subsequent amendments to the Zoning Bylaw to allow Small-Scale, Multi-Unit Housing is expected to increase, over time, the construction of a range of units, with a variety of unit sizes, types and tenures. According to the IHNR, the Pitt Meadows rental vacancy rate is 1.4% which is indicative of a stressed rental market — meaning there are fewer rental options available in the community. The IHNR identifies that additional units are required to increase vacancy rates to a healthy range of 3% to 5%.

## POLICIES

**5.3.1:** Encourage and facilitate a broad range of housing types (market and non-market) within the urban area to accommodate 20-year housing need, and meet the needs of seniors, citizens with special needs, those who require supportive housing, and the urban Indigenous population

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

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

**5.3.4:** Promote family-friendly housing by encouraging multi-family housing options with three or more bedrooms, in market and non-market projects.

**5.3.5:** Encourage the provision of residential parking, in all residential and mixed-use projects. Investigate reducing parking requirements for purpose-built rental housing (secured rental with a housing agreement) in the *Town Centre* and along the *Frequent Transit Network*. (FTN)

**5.3.6:** Encourage inclusion of rental apartments above new commercial development.

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

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

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

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

**5.3.11:** Work with ᑭᓴᓴᓴ (Katzie) First Nation to better understand the potential future growth of the urban Indigenous population and their development needs on and off-reserve.

**5.3.12:** Encourage the construction of rental housing that includes a diverse mix of housing unit sizes and bedroom types.

**5.3.13:** Recognize and protect mobile home parks as an important source of attainable housing, particularly for seniors, low-income individuals, and those on fixed incomes. Discourage redevelopment that would result in the loss of these communities.



### **Rental tenure zoning:**

In July 2018, the Province enacted a new authority that empowers local governments to apply residential rental tenure zoning to protect rental units, in existing and future apartment buildings, to increase the overall supply of rental housing in their communities. Rental tenure zoning could potentially enable the City to require that new housing be developed as rental units and ensure that existing rental development is preserved as such.





**OBJECTIVE 5.4:  
SUPPORT PARTNERSHIPS WITH OTHER LEVELS  
OF GOVERNMENT, WITH QÍĆÓY (KATZIE)  
FIRST NATION, AND WITH DEVELOPERS FOR  
TRANSITIONAL, SUPPORTED AND NON-MARKET  
RENTAL HOUSING**

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

**POLICIES**

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

**5.4.2:** Demonstrate how the *City of Pitt Meadows Housing Action Plan*, *Housing Needs Report*, and OCP policies and initiatives are intended to achieve *Metro 2050* housing-demand estimates and accommodate 20-year housing need, recognizing that senior government assistance may be required.



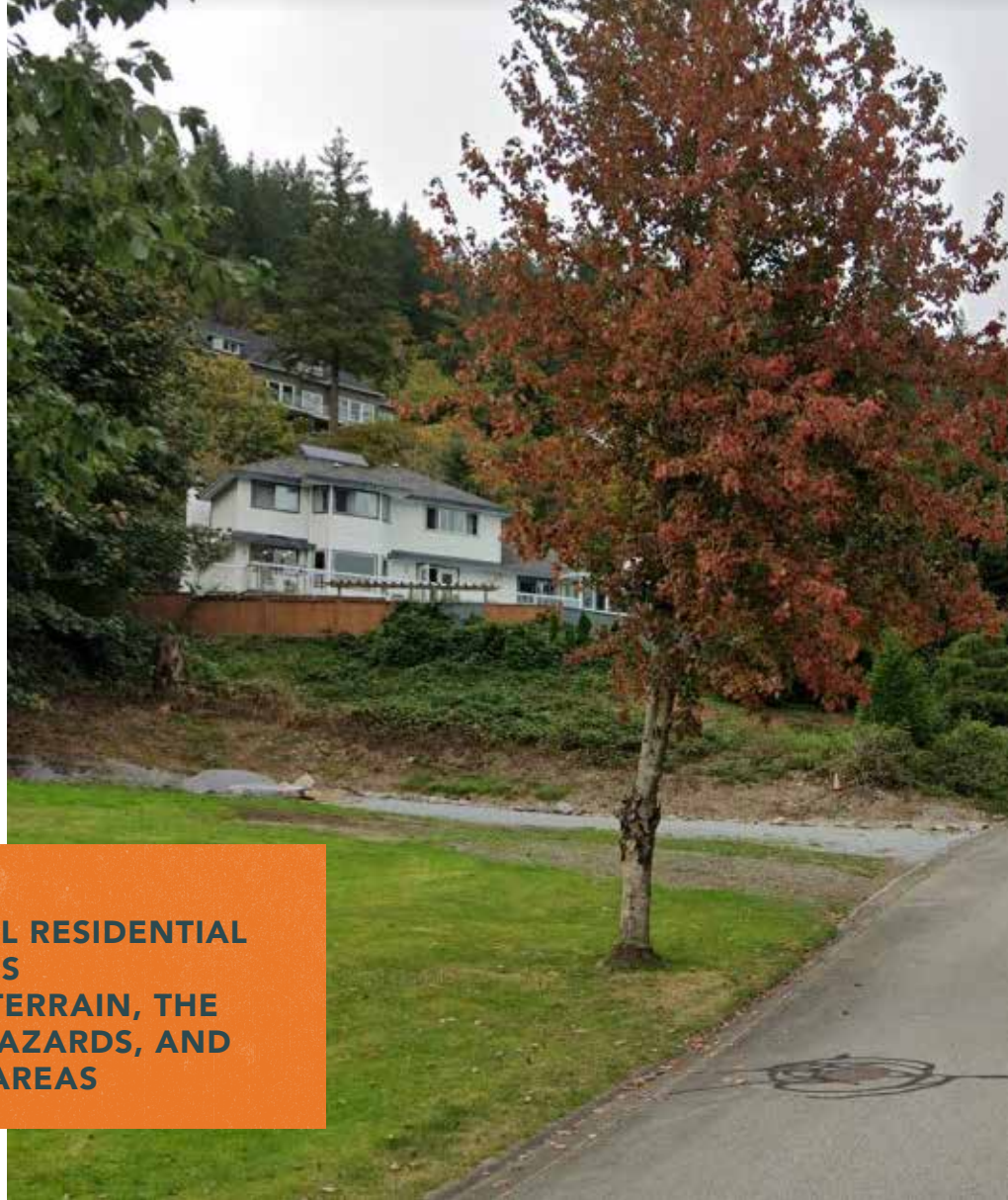
**OBJECTIVE 5.5:  
WORK WITH NEIGHBOURING  
MUNICIPALITIES, OUTSIDE AGENCIES,  
AND SENIOR LEVELS OF GOVERNMENT TO  
ADDRESS REGIONAL HOMELESSNESS**

According to the Interim Housing Needs Report (IHNR), an estimated 11,392 people in the region were unhoused — in their cars, in homeless camps, parks and forests, or in temporary shelters. The IHNR assigns a share of that estimate to the City, which equates to a 20-year need of housing for 83 persons. Although Pitt Meadows does not have services and shelters for the unhoused, it is nevertheless impacted by this regional challenge.

**POLICIES**

**5.5.1:** Play an advocacy role in supporting the provincial and federal governments to provide support for the housing needs of the unhoused, or those at risk of becoming unhoused.

**5.5.2:** Contribute to the dialogue on homelessness by participating in local and regional committees.



**OBJECTIVE 5.6:  
ENSURE THAT NEW RURAL RESIDENTIAL  
DEVELOPMENT RESPONDS  
APPROPRIATELY TO THE TERRAIN, THE  
LOCAL ENVIRONMENT, HAZARDS, AND  
NEARBY AGRICULTURAL AREAS**

Pitt Meadows is home to largely undeveloped land located in the northern reaches of the municipality. Heavily treed with stunning surroundings, steep terrain and glorious views, these lands are challenging to build on because of the natural topography's hazardous conditions, limited infrastructure, potential impacts on the environment, and remote locations.

**POLICIES**

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

**5.6.2:** Consider “cluster” housing development that allows houses to be grouped in one location while preserving the remaining land as undeveloped.

**5.6.3:** Require development applications within the Rural Residential land use designation areas to provide:

- a. a clear and direct community benefit;
- b. the protection of natural features;
- c. safe and reliable sanitary sewage collection with no requirement for the extension of the public system;
- d. water pressure analysis;
- e. a third party independent fiscal analysis on the impact of the proposed development on municipal finances;
- f. environmental and geological reports indicating that the area can be safely and sustainably developed to the density proposed;
- g. an archaeological survey, as required by the *Heritage Conservation Act*;
- h. a proposed lot and road layout; and
- i. any other information needed as identified through the development application review process.

## OBJECTIVE 5.7: ENCOURAGE RESIDENTIAL DEVELOPMENT DESIGN THAT IS MINDFUL OF THE SURROUNDING NEIGHBOURHOOD AND BUILDINGS



PHOTO CREDIT DOUGLAS MILLER

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

Parking can significantly impact a neighbourhood, influencing both the physical environment and the quality of life for residents. As a result of the Provincial housing legislation, the City can no longer require that residential parking be provided in certain Small-Scale, Multi-Unit Housing projects, or for eligible residential development in designated Transit-Oriented Areas. A shortage of residential parking can cause congestion, and may result in illegal parking on the street and frustration among residents and visitors.

### POLICIES

**5.7.1:** Foster a high standard of site design, landscaping, and appearance through the development permit approval process.

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

**5.7.3:** Encourage the provision of residential parking in all residential and mixed-use projects. For townhouse and multi-family developments, interior tandem parking spaces are not preferred, so that residents will be more likely to fully utilize all of the parking spaces allocated to their unit if needed.





# ARTS, CULTURE & HERITAGE

## GOAL

A community where arts, culture and heritage help define Pitt Meadows unique identity where lifelong education helps make the city a great place for all residents.



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

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

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

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

## ARTS, CULTURE & HERITAGE ISSUES



One of the key heritage issues in Pitt Meadows is aging heritage resources — both public and private — that present long-term preservation and maintenance concerns. In the coming years, the City may face the potential loss of buildings on the heritage register. The policies contained in this chapter of the Official Community Plan seek to preserve these buildings with the methods available to the municipality.

The proposed underpass construction at Harris Road and the CP Rail mainline presents both challenges and opportunities to the Heritage Preservation Area and the buildings in the area, most notably Hoffman Garage and the General Store. Oriented towards Harris Road, these buildings have served as highly visible symbols of the community's history and identity for generations. The planned rail underpass can serve to strengthen the relationship people in Pitt Meadows have with these buildings. Still, their design and orientation should be

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

Generally, Pitt Meadows lacks facility space for all community groups, individuals, clubs and events.

In addition, organizations throughout Pitt Meadows find it challenging to recruit volunteers. As ours is a bedroom community (82% of the population commutes outside of the community for work), residents have limited time to contribute as volunteers. The City is mindful, therefore, when planning events that a limited volunteer base may be available.

Pitt Meadows is located within a growing region. Traditionally a farming community with a small-town centre at its heart, the challenge moving forward is retaining its identity as it changes.



### KEY OCP ACTION AREAS

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

**Place-Making**

**Heritage**

**Arts**

**Education**

**ᑏᑏᑏ (Katzie) First Nation and the Reconciliation Process**

**Regional Relationships**



## OBJECTIVE 6.1: FOSTER A UNIQUE IDENTITY FOR PITT MEADOWS

People who have lived in Pitt Meadows all their lives and people who have moved to Pitt Meadows more recently value the city for the small-town ambience and its proximity to rural and natural areas. These facets of life in Pitt Meadows help shape the character of its streets, public spaces and art in terms of how they look and function as places where neighbours can gather and interact.

### POLICIES

**6.1.1:** Cultivate the city's public spaces as important gathering places for everyone in the community.

- a. Support improvements to the Civic Centre that increase its attractiveness and enhance its accessibility, usefulness and security as a venue for public uses and events.
- b. Encourage activity in the Civic Centre through the promotion of higher-density residential uses in the Town Centre.
- c. Continue efforts to improve the overall environment of the Civic Centre through the use of signage, public art, planting of trees, provision of street furniture, and other esthetic and functional items that make the area more attractive to pedestrians.



The **Civic Centre** is the area surrounding City Hall and includes the Pitt Meadows Family Recreation Centre and Spirit Square.

**6.1.2:** Ensure new development complements and augments community character and public spaces.

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

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

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





### OBJECTIVE 6.3: SUPPORT ART IN THE COMMUNITY

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

City monuments such as cenotaphs, statues, fountains and commemorative plaques provide lasting memories in public places and enable community gatherings to remember a shared history.

#### POLICIES

**6.3.1:** Recognize public art as an integral part of community life.

- a. Identify a range of neighbourhood art projects that volunteers can undertake.
- b. Revisit the City's public art policy to clearly articulate the community's vision, values and criteria; establish the protocol for evaluation, recommendation and public input; and determine priority locations for public art displays.

- c. Make a concerted effort to reflect the full breadth of income and cultural diversity by encouraging participation in arts and culture from the community in its entirety; and provide opportunities for all Pitt Meadows residents and visitors to express creativity and enjoy leisure time through a wide range of programs, courses, activities and special events.

**6.3.2:** Integrate public art into community planning.

- a. Consider public art features (with public access) as amenity contributions to the City when volunteered during the development application process.
- b. Where possible, integrate public art into city infrastructure, public spaces, plazas and private development.
- c. Encourage property owners to include live/work spaces.
- d. Use public art as a catalyst for "placemaking", a means of wayfinding and a way to explore the history of the area and its people.
- e. Promote the educational value of art, particularly with regard to *q̓ic̓əy̓* (Katzie) First Nation and Coast Salish culture.

## OBJECTIVE 6.4: ENABLE LIFELONG LEARNING OPPORTUNITIES



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

### POLICIES

**6.4.1:** Maintain a close, collaborative relationship with School District 42 (Maple Ridge and Pitt Meadows) to maximize the use of school facilities and services for the benefit of the community.

**6.4.2:** Recognize and support the role of schools as neighbourhood focal points and social centres.

**6.4.3:** Explore opportunities to establish continuing education or higher education facilities in Pitt Meadows.

## OBJECTIVE 6.5: HONOUR AND RESPECT EXPRESSIONS OF ICY (KATZIE) FIRST NATION CULTURE AND HERITAGE IN PITT MEADOWS



BC HYDRO BOX BEAUTIFICATION PROJECT: ICY (KATZIE) FIRST NATION ARTIST DAMIAN GEORGE.

### POLICIES

**6.5.1:** Partner with ICY (Katzie) First Nation to support and promote Indigenous culture and heritage in Pitt Meadows.

- a. Explore a more visible Indigenous presence in the city through public art, signage and place naming, and recognition that Pitt Meadows lies within the traditional territory of ICY (Katzie) First Nation people.



**OBJECTIVE 6.6:  
ENSURE THE CITY IS A GOOD  
NEIGHBOUR WITHIN THE REGION**

The City values its longstanding relationships with its neighbours, especially Maple Ridge and ᑭᑭᑦᑭᑦ (Katzie) First Nation. The City is an active and supportive partner municipality in the Metro Vancouver regional government.

**POLICIES**

**6.6.1:** Discuss with neighbouring municipalities plans, development applications and projects that may be of common interest.

**6.6.2:** Continue to participate in regional Emergency Operations Centre activities and exercises.



**OBJECTIVE 6.7:  
SUPPORT, PROMOTE, AND CREATE  
FESTIVALS AND EVENTS CELEBRATING  
ARTS AND CULTURE AS WELL AS LOCAL  
FOOD AND DRINK**

The City has a long history of supporting and holding community events. Pitt Meadows Day is the largest community event in the city and is possible due to collaborations between volunteers and the City. Other popular events include the annual visit of the CP Holiday Train and the yearly family-friendly Easter event as well as Canada Day festivities.

**POLICIES**

**6.7.1:** Continue to work with and promote community groups that bring art into public spaces.

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

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

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

**6.7.5:** Work to integrate National Indigenous Peoples Day (June 21) into the current festivals and event planning schedule, and work with ᑭᑭᑦᑭᑦ (Katzie) First Nation to develop appropriate festivities.

**6.7.6:** Bring awareness to the September 30 National Day for Truth and Reconciliation, which is meant to recognize the tragic history of loss and the lasting effects of Canada's residential school system. It honours Indigenous residential school survivors, their families and communities as a vital part of the process of reconciliation.



# COMMUNITY WELLBEING

## GOAL

Pitt Meadows is a community with a strong sense of place and belonging, where residents are healthy and engaged, and feel safe and secure.



Community wellbeing encompasses the ability of a community to provide opportunities for residents to participate in a safe and supportive environment; to care for vulnerable community members; and to recognize and celebrate diversity. It also fosters a sense of belonging and empowerment, and facilitates social connections that bridge differences in ability, age, income and lifestyle.

Social and physical accessibility to civic amenities, infrastructure and services are key to achieving community wellbeing. This includes taking full advantage of public transportation and locating community resources near housing, jobs, parks, recreational facilities, schools and other amenities.

In planning for the future of Pitt Meadows, the challenge will be building on the City's many strengths, which include a strong sense of community and neighbourliness, while addressing its residents' needs

and continuing to create opportunities for citizens to contribute as the City grows and evolves.

A community that is planned and designed to accommodate all citizens celebrates potential, quality of life and diversity of ability. Such a community also reaps social and financial benefits when citizens can enter businesses, cross streets, attend community events or participate in outdoor recreation. The City is committed to the principles of equality and inclusivity. These are qualities that go into making the community Pitt Meadows Proud™.

## COMMUNITY WELLBEING ISSUES



Pitt Meadow is highly dependent on private cars, with 82% of commuters driving to work or school. This increases the likelihood of residents having to arrive home in the evening at a later hour, giving them less time with their families and less of an opportunity to engage with their community.

In 2016, 25% of property owners and 40% of renters spent more than 30% of their gross annual income on shelter costs. As a rule of thumb, a household spending 30% or more of its income can be considered under housing stress — and under “extreme” housing stress if its spending on housing exceeds 50% — leaving less income to provide for other essentials such as food, savings, clothing and education.

The use of recreational facilities and program enrollment in Pitt Meadows has been increasing significantly in recent years. This indicates a need to plan for new facilities and/or upgrade existing facilities.

Compared to other municipalities in the Fraser Health region, a significantly lower proportion of Pitt Meadows survey respondents reported excellent or very good mental health compared to respondents from other communities.

The proportion of the population in Pitt Meadows under the age of 14 is 17%, exceeding the proportion in Metro Vancouver as a whole by 2%. This points to the popularity of Pitt Meadows as a place to raise a family.

The median age for Pitt Meadows residents is 42.3 years, older than the Metro Vancouver median age by 1.4 years. The City should be mindful of accommodating and planning for an aging population.

The City is committed to fostering a more inclusive community. The City plans to partner with local LGBTQ2+ community groups to create a community-driven event that recognizes and celebrates Pride in the community.



### KEY OCP ACTION AREAS

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

Physical Accessibility

Civic Engagement

Community Safety

Multigenerational Neighbourhoods

Schools

Social Equity

Fiscal Sustainability



**OBJECTIVE 7.1:  
ENSURE THAT PITT MEADOWS PARKS, TRAILS,  
CIVIC FACILITIES AND SIDEWALKS ARE  
ACCESSIBLE TO PEOPLE OF EVERY AGE AND  
ABILITY TO THE MAXIMUM EXTENT POSSIBLE**

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



**POLICIES**

**7.1.1:** Support the identification, removal and prevention of barriers for persons with disabilities

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

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

## OBJECTIVE 7.2: ENCOURAGE CITIZEN ENGAGEMENT IN THE COMMUNITY



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

### POLICIES

**7.2.1:** Support the continued cultural and recreational uses in the *Civic Centre*, the *Town Centre* and at Osprey Village in co-operation with ᑏᑏᑏᑏ (Katzie) First Nation.

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

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

**7.2.4:** Acknowledge, honour and support the active participation of older citizens.

- a. Develop age-friendly communication and information.

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

**7.2.5:** Continue to foster citizen involvement in civic affairs.

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

**7.2.6:** Continue to improve access to and availability of information regarding community services and volunteer opportunities.

**7.2.7:** Encourage neighbourliness among residents.

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

**7.2.8:** Emphasize opportunities for strengthening social connectedness and interactivity in neighbourhoods, and public space design for new developments.

**7.2.9:** Continue strengthening the City's relationship with ᑏᑏᑏᑏ (Katzie) First Nation through mutual activities.



## OBJECTIVE 7.3: IMPROVE SAFETY IN THE COMMUNITY

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

### POLICIES

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

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

**7.3.2:** Design flexible public spaces that can accommodate a variety of potential activities, helping to ensure a greater chance that any space will be naturally observed by people at all times of the day.

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

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

**7.3.4:** Support community policing and crime-prevention programs as a proactive step in reducing crime and improving communication and co-ordination between the police and the community.



**OBJECTIVE 7.4:  
FOSTER MULTI-GENERATIONAL  
NEIGHBOURHOODS ACROSS  
THE CITY**

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

**POLICIES**

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

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

**7.4.3:** Advocate with senior governments and work with community partners, including ąičăý (Katzie) First Nation, to leverage greater funding for early learning and childhood development, and development of a high-quality, affordable and accessible childcare system.

**7.4.4:** Continue to support the Ridge Meadows Seniors Society to deliver services and programs to Pitt Meadows residents and promote elders' independence in the community.

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

**7.4.6:** Encourage event and activities programming, and urban and park design that attract people of different age ranges and from diverse backgrounds.

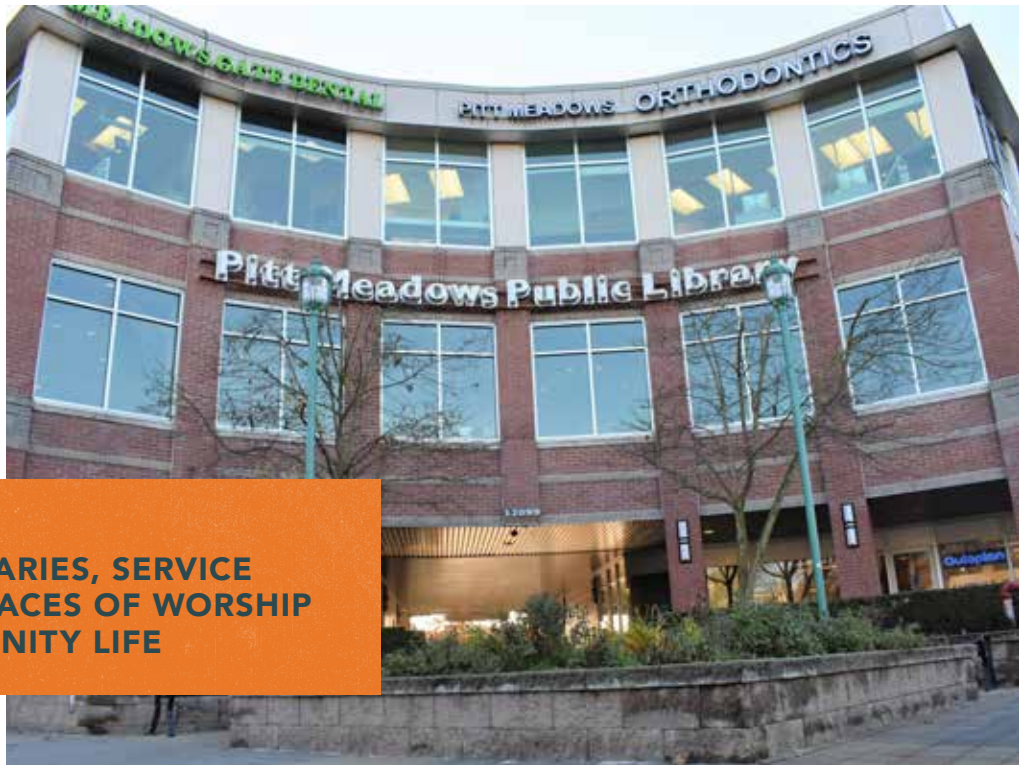
**7.4.7:** Encourage and support local business development to create jobs closer to where people live, thereby enabling them to spend less time commuting and more time with their families and in their communities.

**7.4.8:** Consider incorporating childcare facilities in civic projects and encourage private development projects to include childcare.

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



EDITH McDERMOTT WITH STUDENTS AT NO. 1 SCHOOL, 1946.  
PHOTOGRAPH COURTESY OF PITT MEADOWS MUSEUM AND ARCHIVES



**OBJECTIVE 7.5:  
SUPPORT SCHOOLS, LIBRARIES, SERVICE  
ORGANIZATIONS AND PLACES OF WORSHIP  
AS ANCHORS OF COMMUNITY LIFE**

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

**POLICIES**

**7.5.1:** Maintain a close collaborative relationship with School District 42 (Maple Ridge and Pitt Meadows) to maximize the use of school facilities and services for the benefit of the community.

**7.5.2:** Recognize that libraries play a fundamental role in the community by creating opportunities for learning,

supporting literacy and education, and helping shape the new ideas and perspectives central to a creative and innovative society.

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

**7.5.4:** Work in co-operation with School District 42 (Maple Ridge and Pitt Meadows) and other education providers to anticipate and strategically plan for new educational facilities to support population growth that arises from further development.

## OBJECTIVE 7.6: CONTINUE TO WORK TOWARDS SOCIAL AND ECONOMIC EQUITY



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

### POLICIES

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

**7.6.2:** Continue to support the City's Living Wage Policy.

**7.6.3:** Support reciprocal communication between the City and community social planning groups.

**7.6.4:** Create opportunities for individuals, organizations and ąícəý (Katzie) First Nation to come together to identify the issues that are important in Pitt Meadows.

## OBJECTIVE 7.7: FULFILL MUNICIPAL COMMITMENTS TO CITIZENS IN A FISCALLY RESPONSIBLE MANNER



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

### POLICIES

**7.7.1:** Continue to consider the anticipated financial impacts of potential decisions in recommendations to Council.

**7.7.2:** Implement recommendations, especially capital projects in this OCP, methodically and transparently through the City's business-planning process.





# PARKS & RECREATION

## GOAL

Pitt Meadows is a community where parks, recreation and public spaces contribute significantly to community character and quality of life.



PHOTO CREDIT ADAM BRECKELS

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

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

Since 2016, the City has operated its parks and recreation services after many years under a joint-service model with Maple Ridge. Now firmly settled into the

community, in 2021, the City completed a new Parks, Recreation and Culture Master Plan, which will help guide programs, amenities, facilities and services for the next 15 years.

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

# PARKS & RECREATION ISSUES



PHOTO CREDIT ADAM BRECKELS

Many existing recreation facilities, such as the Pitt Meadows Family Recreation Centre and the Pitt Meadows Arena Complex were designed and built in the 1990s to serve the existing community and accommodate projected population growth. Since their construction, Pitt Meadows population has grown and become more diverse. These aging facilities continue to meet the demands and multiple needs of an expanding and changing population even beyond what was anticipated when they were built.

It is vital that the City's aging recreational facilities are as accessible to as many residents as possible, particularly with the increase in the number of older residents

The City relies on dedicated volunteers to help with popular special events but recruiting is challenging

because many residents are too busy working, commuting and raising families to volunteer.

With a changing population and evolving lifestyles, there is demand for more informal and diverse recreation activities, focusing on lifestyle and wellness programs.

Trail use, including walking, biking and horseback riding, is one of the most popular recreational outlets and one that attracts visitors from outside of the community.

As the population continues to grow and densify, the demand for parks and recreational space close to where people live will also continue to grow.

The City's parks, recreational facilities, and programs will continue to make us Pitt Meadows Proud™!



## WHAT DO WE MEAN BY...

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

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

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

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



## KEY OCP ACTION AREAS

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


Parks and Open Spaces

Ecosystem Management In Parks

Access To Services and Facilities

Parks and Recreation For Everyone

Facilities Planning



## OBJECTIVE 8.1: DESIGN PARKS AND OPEN SPACES TO CONNECT PEOPLE TO NATURE AND PROVIDE PEACEFUL RESPITE

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

### POLICIES

**8.1.1:** Find innovative opportunities to create parks and open spaces.

- a. Encourage public access to be provided along key waterfront lands in order to achieve a linked, multi-use trail system between major parks, greenbelts, dikes and other recreational features as part of land development applications.
- b. Require a parkland dedication, or a 5% cash-in-lieu of parkland dedication payment, for all subdivisions within *Local Government Act* requirements.
- c. Explore opportunities through development projects to engage in public-private partnerships to develop new parks, recreational facilities and trails, or improve existing ones.
- d. Support the *City's Land Acquisition Strategy* to help guide planning and decision-making related to increasing the inventory of parks and open spaces, particularly in areas lacking park space.

**8.1.2:** Use open space to create connections.

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

## OBJECTIVE 8.2: ENSURE THAT PARKS AND RECREATION FACILITIES ARE WELCOMING TO EVERYONE



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

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

### POLICIES

**8.2.1:** Provide a variety of facilities and a range of programs to support a diverse population.

- a. Support the development of an aquatic centre if sufficient capital and operational funding can be secured.
- b. Consider a specialized aquatic facility; for example, one designed and programmed to serve an older population so that it may become a regional attraction.
- c. Establish and/or strengthen cultural, recreation and other community facilities and public uses in the Civic Centre, Town Centre and Osprey Village waterfront.

- d. Program for more informal and diverse recreation activities to appeal to more patrons.
- e. Adopt age-friendly standards when planning new or renovating existing parks and recreational facilities.
- f. Plan facilities and program indoor and outdoor spaces so that residents from a variety of age groups and with different abilities can use them simultaneously, thereby attracting families to use facilities together.
- g. Cultivate a pool of volunteers to help with events.
- h. Work with ᑭᓴᓴᓴ (Katzie) First Nation to identify opportunities for appropriate Indigenous programming.
- i. Use the findings of the PRC Master Plan to develop a plan for the property next to Pitt Meadows Athletic Park that supports cohesive service delivery.

**8.2.2:** Seek innovative ideas to provide recreational and social opportunities across the community.

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



## OBJECTIVE 8.3: DESIGN PARKS AND RECREATIONAL FACILITIES TO RESPOND TO THE NEEDS AND DEMANDS OF A DIVERSE AND GROWING COMMUNITY

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

### POLICIES

**8.3.1:** Keep the Parks, Recreation and Culture (PRC) Master Plan current.

- a. Work with **q̄ic̄əȳ** (Katzie) First Nation to understand and incorporate community needs and perspectives in the PRC Master Plan.

**8.3.2:** Ensure recreation facilities and programming are versatile and responsive to the changing needs of the community.

- a. All new or upgraded facilities shall be designed to encourage active participation and accessible recreation programming for a diverse population.
- b. Explore with **q̄ic̄əȳ** (Katzie) First Nation expanded recreational programming that considers the needs of Indigenous community members and integrates **q̄ic̄əȳ** (Katzie) First Nation, where possible.
- c. The community recreational needs will be met through a combination of approaches, including

providing parks for both active and passive uses, public sports facilities, open spaces, trails and bike paths, and protected natural areas and recreational programs.

- d. Programs and services directed at age-specific groups, including youths and seniors, are encouraged to develop social, physical and intellectual health and wellbeing.
- e. The City will plan to meet the multiple and varied needs of a diverse population at every community facility, wherever possible.
- f. The City will support indoor and outdoor recreational opportunities within walking distance of most people's homes and workplaces.

**8.3.3:** Comprehensively review existing parks and open spaces to find ways to improve activities in and access to under-utilized spaces.

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

**8.3.4:** Plan the *Civic Centre* as the dynamic heart of the community, with recreational, educational and civic uses complemented by business and residential uses.



## OBJECTIVE 8.4: MAINTAIN AND ENHANCE THE ECOLOGY OF PARKS AND OPEN SPACES

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

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



### POLICIES

**8.4.1:** Support compatible activities in parks and open spaces to advance environmental stewardship goals (e.g., volunteer stewardship activities, invasive plant mitigation with native and culturally important species, environmental art).

- a. Work with ᑭᓴᓴᓴ (Katzie) First Nation to understand culturally important species and areas that should be targeted for restoration and enhancement.

**8.4.2:** Engage with Metro Vancouver, ᑭᓴᓴᓴ (Katzie) First Nation, community groups and government agencies to minimize the further introduction and spread of invasive species in the area, and to develop an invasive species management plan to eradicate, contain and control the spread of invasive species within the municipality.

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

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



# TRANSPORTATION

## GOAL

Pitt Meadows is a connected community that is easy to get around by all modes of transportation, and commercial transport moves freely in and out of the community.



Transportation routes are the lifelines of any community, bringing economic opportunity, commerce, amenities, visitors and goods into the City. They allow residents to move around in their community and travel for work, recreation and shopping. However, transportation routes — primarily regional transportation routes — can also bring challenges.

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

Two regionally significant bridges connect Pitt Meadows to the rest of the region: the Pitt River Bridge, built in 1957 and replaced in 2009; and the Golden Ears Bridge, which opened in 2009. The replacement of the Pitt River Bridge and the construction of the Golden Ears Bridge were significant regional infrastructure investments and critical driving factors in the last OCP, adopted in 2008. The City continues to manage the effects of these projects and this OCP builds on the work of the 2008 OCP regarding transportation and its impact on land use.

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

In 2023 and 2024, the Government of British Columbia, passed Bill 44 *Housing Statutes (Residential Development) Amendment Act*, and amended Housing

Needs Report Regulation 90/2019, requiring that Local Governments prepare an Interim Housing Needs Report by January 1, 2025. Amongst other things, Interim Housing Needs Reports were required to include a statement that demonstrates the recognition and support for locating housing in close proximity to transportation. Below is the statement from the Interim Housing Needs report:

*The City of Pitt Meadows supports the development of market, affordable and non-profit residential housing close to public transit, that allows residents of all ages and abilities to meet most of their daily needs by walking, bicycling, public transit or other alternative forms of transportation.*

#### PITT MEADOWS IS RESPONSIBLE FOR

**114.3** KILOMETRES OF ROADS

**86** KILOMETRES OF TRAILS  
(INCLUDING THOSE ON  
THE DIKE NETWORK)

**58.7** KILOMETRES OF  
SIDEWALKS

**31** KILOMETRES OF  
BIKE LANES

# TRANSPORTATION ISSUES



The presence of regional and national transportation routes through the municipality provides residents and businesses with excellent highway connections to the region and the West Coast Express commuter rail service to downtown Vancouver. These transportation routes have drawbacks, including creating impediments within the city that make travel and connections difficult between neighbourhoods, creating congestion on local streets as well as noise and pollution.

Continued development and population growth in the region — especially in municipalities east of Pitt Meadows — mean increased regional traffic through Pitt Meadows, particularly along Lougheed Highway and Dewdney Trunk Road.

The lengths of trains moving through Pitt Meadows have increased over the past few years, creating longer waiting times for drivers, cyclists and pedestrians at the Harris Road and Kennedy Road railway crossings. The proposed Harris Road underpass will improve vehicle circulation in the community, improve emergency response, encourage active transportation, and present new opportunities for the heritage area and Hoffman Park, just south of the tracks.

The Pitt Meadows urban area developed over many years in stages as some farmland was converted for urban uses such as housing and businesses. In many cases, road and pedestrian linkages between the different subdivisions were not well designed, resulting in a road network with relatively few connections (see Figure 7). This lack of connections increases travel distances and times within the urban area. Increased transit service with the RapidBus that began running between Maple Ridge and Coquitlam in 2020 reduced travel times to the nearest SkyTrain station, increased the number and frequency of buses serving the area, and increased the ridership capacity of each bus. The

challenge for transit services within the municipality is to connect seamlessly to this regional transportation network, especially from residential and business areas in the southern portion of Pitt Meadows urban area.

Combating climate change by reducing greenhouse gas (GHG) emissions produced by vehicle traffic is becoming an increasingly urgent need as 48% of overall emissions in Pitt Meadows come from on-road transportation.

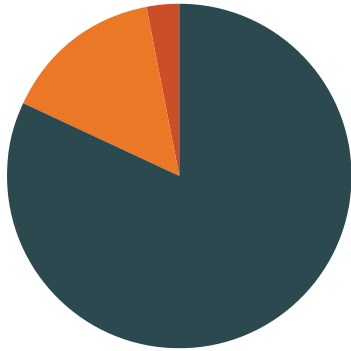
The City's population of people 65 years of age and older is projected to grow by almost 150% by 2042, far exceeding the growth of younger population groups. This aging population will require safe and comfortable alternatives to driving personal vehicles to get around.



Figure 7: Urban Road Network Detail

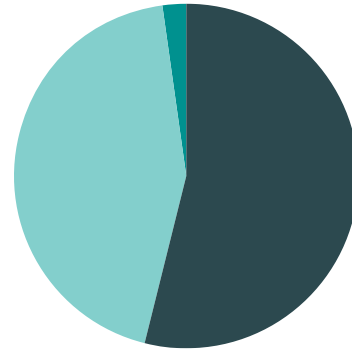
In addition, the growth of Pitt Meadows continues to increase the need to deal with congestion at key intersections, including at Harris Road and Lougheed Highway.

According to the 2016 Census, 82% of the Pitt Meadows labour force commutes to work outside the municipality, compared with 54% of all other Metro Vancouver residents who must travel to a workplace outside of their residence. This indicates that Pitt Meadows residents place a disproportionate burden on the region's roads (see graphs).



- **COMMUTE TO A DIFFERENT MUNICIPALITY WITHIN METRO VANCOUVER 82%**
- **COMMUTE WITHIN PITT MEADOWS 15%**
- **COMMUTE TO MUNICIPALITY OUTSIDE OF METRO VANCOUVER 3%**

Figure 11: Pitt Meadows Residents' Daily Commute Destination

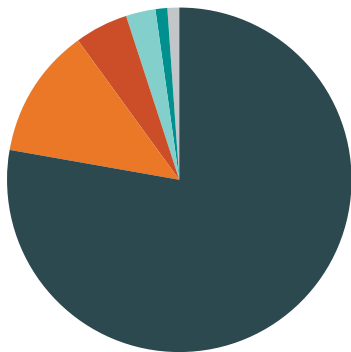


- **COMMUTE OUTSIDE OF MUNICIPALITY OF RESIDENCE WITHIN METRO VANCOUVER 54%**
- **COMMUTE WITHIN MUNICIPALITY OF RESIDENCE 44%**
- **COMMUTE TO A MUNICIPALITY OUTSIDE OF METRO VANCOUVER 2%**

Figure 12: Metro Vancouver Residents' Daily Commute Destination

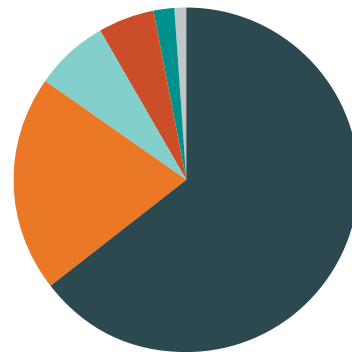
Pitt Meadows residents are significantly more likely to get to work by driving a car or other personal vehicle than are residents of other Metro Vancouver

municipalities: 78% of residents use their car in Pitt Meadows while 64% of Metro Vancouver workers drive their vehicles (see graphs).



- **CAR, TRUCK, VAN (DRIVER) 78%**
- **PUBLIC TRANSIT 12%**
- **CAR, TRUCK, VAN (PASSENGER) 5%**
- **WALKED 3%**
- **BICYCLE 1%**
- **OTHER 1%**

Figure 13: Pitt Meadows Main Mode of Transportation to Work



- **CAR, TRUCK, VAN (DRIVER) 64%**
- **PUBLIC TRANSIT 20%**
- **CAR, TRUCK, VAN (PASSENGER) 5%**
- **WALKED 7%**
- **BICYCLE 2%**
- **OTHER 1%**

Figure 14: Metro Vancouver Main Mode of Transportation to Work

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

The cost of paving roads has increased over time; for example, the average asphalt pricing over the last five years has risen 36% from the previous four years. Given the rising cost of infrastructure, the City's goal is to utilize existing infrastructure to the maximum extent possible and, as much as possible, limit the construction of new roads, particularly roads that are outside of the Urban Containment Boundary.

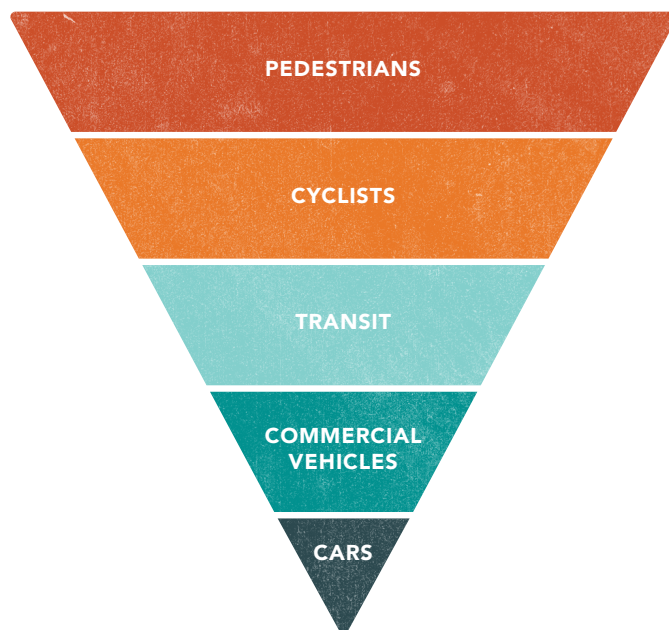


Figure 15: Transportation Hierarchy from the City of Pitt Meadows Transportation Master Plan



## KEY OCP ACTION AREAS

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

Road Network

Public Transportation

Trails

Cycling

Pedestrian Connections

Goods Movement

Airport

Rail



PHOTO CREDIT JACK CHOULES

## OBJECTIVE 9.1: MITIGATE THE IMPACT OF REGIONAL/NATIONAL TRANSPORTATION ROUTES ON OUR RESIDENTIAL, COMMERCIAL AND AGRICULTURAL AREAS

The Lougheed Highway and the CP rail line divide Pitt Meadows. Both are significant regional and national transportation routes. These routes are essential for moving goods and people through Pitt Meadows and beyond its boundaries. They benefit the community by providing people and businesses with excellent connections and, in the case of the rail line, the West Coast Express weekday commuter rail service. However, these routes also impact the community with their accompanying traffic congestion and noise, affecting the quality of life for residents.

### POLICIES

#### 9.1.1: Reduce commuter traffic in agricultural areas.

- a. Support the construction of the North Lougheed Connector Road, which would connect Lougheed Highway west of Harris Road to the Abernathy Connector, thereby reducing the volume of traffic that would otherwise use Old Dewdney Trunk Road.
- b. Continue to work with stakeholder groups, including the farming community, residents, businesses and other government agencies, to reduce the impacts of commuter volumes on Old Dewdney Trunk Road provided:
  - » impacts to agricultural land are minimized and mitigated against; and
  - » third party funding can be secured for its design and construction.
- c. Work with the province and TransLink to implement integrated transportation systems while advocating for improvements for Pitt Meadows, particularly addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the intersection of Lougheed Highway and Harris Road.

- d. Reduce conflicts between farm and non-farm traffic in agricultural areas by directing non-farm traffic away from rural roads that serve farm vehicles when designing new arterial or collector roads.

#### 9.1.2: Ensure upgrades to regional transportation routes address the transportation needs of the entire community.

- a. Balance the transportation needs of the city with those of the region and the province.
- b. Work with all levels of government and relevant agencies to ensure the Lougheed Highway corridor is developed or upgraded per the community's needs, including:
  1. upgrading the Harris/Lougheed intersection through grade separation;
  2. securing access to the North Lougheed Study Area;
  3. Support rapid transit service along the Lougheed Highway; and
  4. preserving and enhancing the connectivity between the north and south portions of Pitt Meadows.
- c. Liaise with CP Rail regarding operations and planning to improve railway crossings and rail yard facilities in Pitt Meadows.
- d. Work with CP to help mitigate the impact of rail on the city's road network and the livability of its neighbourhoods; mitigation considerations include:
  - » noise;
  - » air quality;
  - » vibration;
  - » esthetics; and
  - » heritage buildings and landscapes.
- e. Seek opportunities to create and strengthen connections between the parts of the city that are separated by provincial highways and the railway corridor.
- f. Advocate to senior levels of government to improve the air quality of the rail corridor.

#### 9.1.3: Mitigate the impacts of through-traffic in residential neighbourhoods

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



## OBJECTIVE 9.2: INCREASE TRANSIT RIDERSHIP

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

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

### POLICIES

**9.2.1:** Work with TransLink to enhance transit service coverage.

- a. Seek to increase transit coverage to south Pitt Meadows.
- b. Provide transit service along the future North Lougheed Connector.
- c. Encourage paratransit options (see box) to expand service coverage to rural areas of Pitt Meadows.
- d. Explore the feasibility of paratransit options as a means to increase service coverage within Pitt Meadows urban area.
- e. Encourage paratransit options to expand service coverage to rural areas of Pitt Meadows.
- f. Improve conventional and shuttle bus service, in particular to South Bonson and to regional destinations.
- g. Work towards obtaining more off-peak and reverse-peak WCE train service to and from Pitt Meadows.
- h. Support the expansion of light rapid transit (e.g., SkyTrain) / higher-order transit (e.g. dedicated bus lanes) to Pitt Meadows and communities further east.
- i. Ensure the connection of TransLink's local public bus network, especially from the southern residential neighbourhoods and employment lands, to the RapidBus stops along Lougheed Highway.
- j. Engage whenever possible with **q̓ic̓əy̓** (Katzie) First Nation to improve transit service to South Bonson and **q̓ic̓əy̓** (Katzie) First Nation reserve.



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

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

**9.2.2:** Support TransLink in enhancing bus service frequency.

- a. Maintain the Frequent Transit Network (FTN) routing in Pitt Meadows.
- b. Support changes that enhance service and connections in Pitt Meadows.
- c. Seek to improve periods of operation.
- d. Work with all transportation partners to identify routes to target for enhanced bus service frequency.

**9.2.3:** Work with TransLink to improve regional connections.

- a. Encourage TransLink to expand WCE service to off-peak periods.

- b. Examine usage of the park-and-ride at the Pitt Meadows WCE station and consider expanding capacity to encourage additional use of the lot.
- c. Work with the provincial Ministry of Transportation and Infrastructure to establish and/or enhance transit priority measures along Lougheed Highway.

**9.2.4:** Help TransLink improve transit riders' experience.

- a. Ensure all FTN bus stops have amenities such as benches, garbage cans and shelters.
- b. Improve accessibility to transit for people of differing physical abilities.
- c. Improve bus stop accessibility for people of differing physical abilities on FTN and other corridors.
- d. Develop transit wayfinding measures.

## OBJECTIVE 9.3: DESIGN AN ENVIRONMENT WHERE PEOPLE ARE LESS DEPENDENT ON AUTOMOBILES



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

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

Supporting the development of housing in proximity to transportation benefits the community. It improves accessibility by making it easier for people to get around; improves affordability by reducing the cost of housing and transportation; provides for equitable access to services, education, employment, and amenities; and helps to create complete, liveable, and sustainable communities.

### POLICIES

**9.3.1:** Encourage people to walk or bike to local destinations.

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

**9.3.2:** Ensure alternative transportation modes are convenient, comfortable and attractive transportation choices for people of all ages and abilities.



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

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

**9.3.3:** Encourage the development of market, affordable and non-market residential housing in close proximity to a variety of transportation modes, that allows residents of all ages and abilities to meet most of their daily needs by

**9.3.4:** Support initiatives that reduce traffic demand and automobile trips by:

- a. encouraging residential development within the Urban Containment Boundary; in the Town Centre; and near other commercial centres; and
- b. encouraging housing within walking distance to employment areas, and encouraging employment opportunities in proximity to residential development.



## OBJECTIVE 9.4: CREATE A SAFE, BEAUTIFUL AND ACCESSIBLE WALKING AND CYCLING ENVIRONMENT

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

### POLICIES

**9.4.1:** Design streets to be used by everyone.

- a. Facilitate opportunities for cycling by considering the needs of cyclists in road design and upgrades.
- b. Ensure that all road infrastructure accommodates the needs of pedestrians and cyclists, and improves the safety and appearance of streets through lighting, land marking, street trees, curbs and sidewalk design that take into consideration the needs of people with different physical abilities, including the vision-impaired.
- c. Develop streetscape design standards for key gateways and main streets, including Harris, Hammond and Barnston roads, Airport Way and Fraser Way, in collaboration with **ᑕᑖᑕᑖᑖ** (Katzie) First Nation.
- d. Design complete streets (see box) that comfortably accommodate the needs of all users.
- e. Build more sidewalks.



**Complete streets** is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

- f. Promote attractive streetscapes to encourage sustainable travel and foster great places to live, shop and walk.
- g. Create comfortable bicycle facilities and target infrastructure improvements where there is the greatest opportunity to increase the number of cycling trips.
- h. Ensure that the urban bicycle network is complete and connected.
- i. Provide paved shoulders for cyclists and pedestrians where possible.
- j. Design a safe transportation system for all street users.
- k. Provide high-quality amenities and urban design features along Harris Road and other Frequent Transit Corridors, and adjacent to West Coast Express stations.



- l. Ensure residential neighbourhoods are walkable and bicycle-friendly.
- m. Improve the experience for walking, cycling and transit trips through improved signage, wayfinding and information availability.
- n. Support education and awareness initiatives that promote road safety for all road users, not just motor vehicle drivers.
- o. Facilitate emergency vehicle access across the road network.
- p. Seek to eliminate all traffic-related fatalities on Pitt Meadows streets through design, driver and pedestrian education, and enforcement.

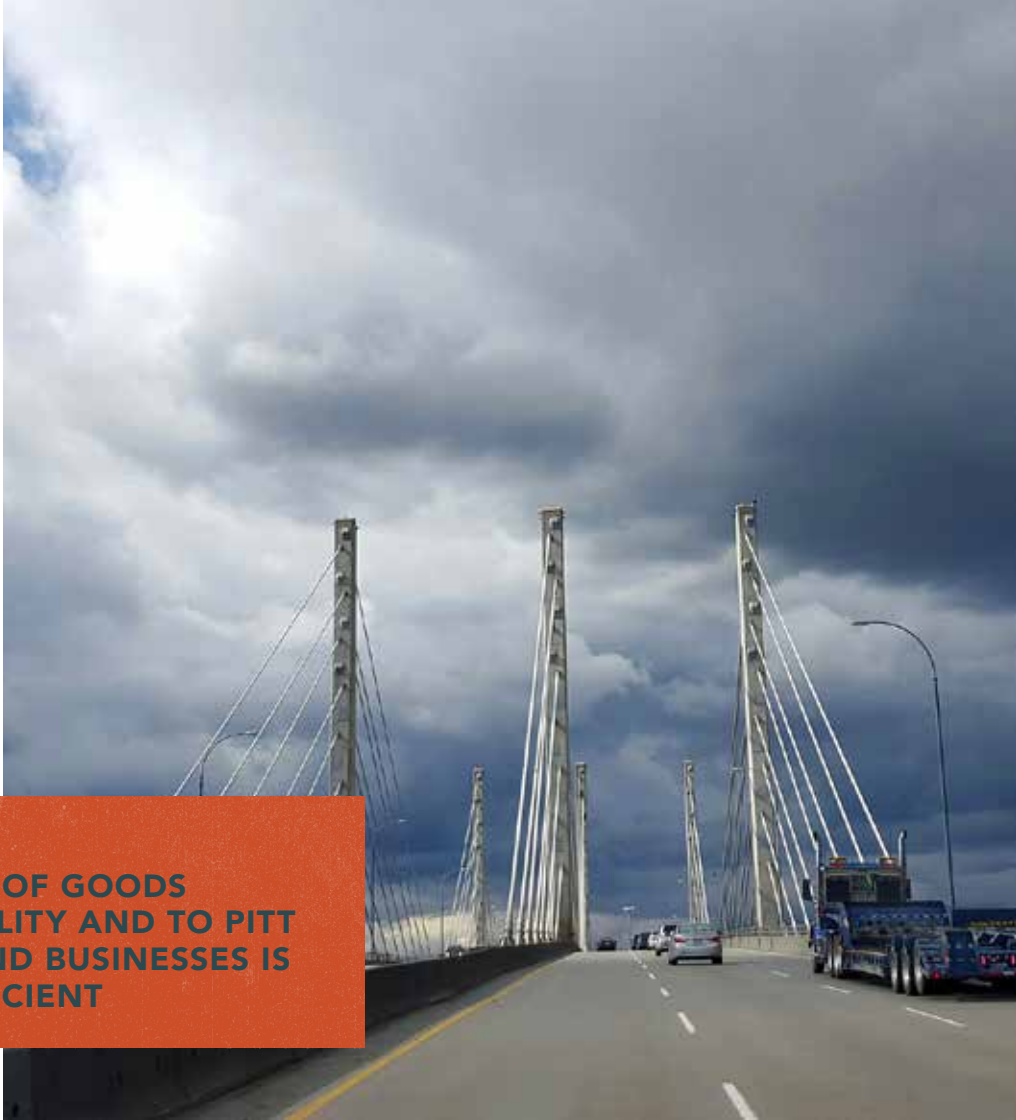
**9.4.2:** Maintain and add to Pitt Meadows trail network.

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

**9.4.3:** Ensure private development adds to and enhances the walking and cycling environment.

- a. Safe, linked and convenient pedestrian travel shall be a key consideration in approval of all new developments in the Town Centre.

- b. Require bicycle parking and end-of-trip facilities for new developments.
- c. Require showers, change rooms and lockers for non-residential project rezoning applications where extensive employee bicycle parking stalls are required to meet projected demand.
- d. Focus higher densities and mixtures of land uses along Harris Road to support frequent transit service.
- e. Seek opportunities to establish more road or pedestrian connections within the existing road network when considering development applications.
- f. Support building forms and design features that enhance walking, cycling and transit use.
- g. Discourage the generation of through traffic onto local residential streets and further road expansion within the Agricultural Land Reserve through the design and location of buildings, structures, parking and landscaping in a commercial, mixed use or industrial development.
- h. Assess commercial, mixed use or industrial development for its impact on traffic levels of nearby arterial and collector roads.
- i. Encourage building placement, driveway access locations and on-site vehicle queuing be coordinated with turning restrictions, centre medians and road widening to accommodate the traffic generated to lessen the impact on traffic flow.



**OBJECTIVE 9.5:  
ENSURE THE MOVEMENT OF GOODS  
THROUGH THE MUNICIPALITY AND TO PITT  
MEADOWS RESIDENTS AND BUSINESSES IS  
SAFE, RELIABLE AND EFFICIENT**

Pitt Meadows has a hierarchical road system with different categories of roads for different purposes (see *Maps 3A and 3B, Urban and Rural Road Network*). Arterial roads are urban roads that deliver traffic from collector roads to highways and between communities at the highest level of service possible. Collector roads are low- to moderate-capacity streets that move traffic from local to arterial roads. In Pitt Meadows, Airport Way and Harris, Ford and Hammond roads serve as arterial routes while Park Road, Wildwood Crescent and Fraser Way are a few of the collector roads.

**POLICIES**

**9.5.1:** Enhance the road network to facilitate the movement of goods through and to the community.

- a. Support the proposal for a road connecting Ford and Kennedy roads, creating an alternative route in the city's southwest quadrant.
- b. Build alternate arterial routes to Lougheed Highway with any grade separation at the CP Rail line using development cost charge financing to service existing and emerging commercial, industrial and

residential areas. Access to major arterial routes without their direct impact on settled urban areas, and reducing truck traffic on Harris Road, shall be key priorities in the transportation program given the connection to the Golden Ears Bridge and the need to service commercial and industrial lands.

- c. Ensure vehicle and goods movement access to both rural and urban areas of the transportation system.
- d. Support and protect designated goods movement corridors within Pitt Meadows to ensure access to local and regional businesses and services.
- e. Support qicey (Katzie) First Nation in their endeavor to establish a secondary access road.
- f. Ensure that the City's neighbourhoods are protected from the effects of through traffic and goods movement through appropriate road design and by confining goods movement (excepting local deliveries) to designated truck routes and regional highways.



## OBJECTIVE 9.6: THE GROWTH OF PITT MEADOWS REGIONAL AIRPORT IS BALANCED WITH THE LIVABILITY OF THE COMMUNITY

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

### POLICIES

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

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

**9.6.3:** Ensure that development in Pitt Meadows does not hinder airport operation.

**9.6.4:** Support the development of the airport while working to mitigate impacts on the community.



**OBJECTIVE 9.7:  
MAXIMIZE THE UTILITY OF THE  
EXISTING ROAD NETWORK**

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

**POLICIES**

**9.7.1:** Ensure existing road connections and mobility are maintained in rural areas to support the city’s agricultural economy and residents.

**9.7.2:** Integrate land use and transportation planning.

**9.7.3:** Support strategic parking-management initiatives.

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

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



**OBJECTIVE 9.8:  
MAINTAIN THE NAVIGATION AND  
TRANSPORTATION FUNCTIONS OF THE RIVERS  
WITHIN AND AROUND THE MUNICIPALITY**

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

**POLICIES**

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

**9.8.2:** Consider opportunities to engage with ąícəý (Katzie) First Nation on any planning initiatives related to the rivers within the municipality.

# LOCAL SYSTEMS

## GOAL

Pitt Meadows is a community with an adequate and secure supply of clean, potable water and handles sewage, waste and stormwater in an efficient manner that protects public health.



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

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

Maintaining existing infrastructure services, replacing older infrastructure, resolving service deficiencies and improving efficiency on a co-operative basis

are an ongoing community priority. In addition, as Pitt Meadows and the region continue to grow, and the effects of climate change continue to be felt, infrastructure capacity limits will become more of a concern. However, if the use of these important resources and infrastructure is carefully managed, financial and environmental costs can be mitigated. Adopting alternative development standards can lower development and maintenance costs for both private and public interests, create less waste, use less material, and enhance sensitive ecological systems and neighbourhoods.



## OBJECTIVE 10.1: ENSURE A SAFE AND RELIABLE WATER SUPPLY FOR ALL USERS

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

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



Metro Vancouver's water supply is stored in three main source storage reservoirs and three supplemental alpine reservoirs.

The regional water system also includes two water treatment plants, 19 pump stations, eight disinfection facilities, and over 520 kilometres of transmission water mains.

### POLICIES

**10.1.1:** Ensure a safe and reliable water supply for all users.

- a. Expansion of the community water service is not supported beyond the Urban Containment Boundary.
- b. Trunk service for waterworks will be designed to reserve capacity to accommodate future growth and is extended in accordance with the approximate location and phasing shown on Maps 5 and 6, Urban and Rural Infrastructure.
- c. The City will work with the agricultural community and with ᑭᓴᓴᑦ (Katzie) First Nation to determine the appropriate funding model, to provide adequate irrigation water from the Pitt and Alouette rivers.
- d. The City will promote the use of rainwater-retention systems for irrigation purposes.
- e. The City will work with ᑭᓴᓴᑦ (Katzie) First Nation to better understand future water servicing needs based on potential on-reserve population growth and future development needs and opportunities.

**10.1.2:** Encourage conservation of drinking water.

- a. Encourage water use-reduction strategies such as drip irrigation, xeriscaping and installation of low-flow toilets as well as education and outreach.
- b. Consider a residential water-metering program.
- c. Discourage the use of potable water for irrigation and agri-industrial uses where other sources of water are available.



**OBJECTIVE 10.2:  
ENSURE THAT ALL PROPERTIES HAVE A SAFE AND  
ENVIRONMENTALLY RESPONSIBLE METHOD OF  
LIQUID WASTE DISPOSAL FOR THE USES INTENDED**

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

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



**POLICIES**

**10.2.1:** Provide a reliable sewer system that serves the urban area.

- a. Discourage the expansion of the municipal sanitary sewer system beyond the Urban Containment Boundary.
- b. Manage the sanitary system to meet the long-term objectives of Metro Vancouver Integrated Liquid Waste and Resource Management.
- c. Require that all new developments pay the portion of infrastructure costs related to servicing the development.
- d. Design trunk services for sanitary sewer with reserve capacity to accommodate future population growth.
- e. Extend the sanitary sewer system in accordance with the approximate location and phasing shown on *Maps 5 and 6, Urban and Rural Infrastructure*.
- f. Improve the efficiency of the sanitary sewer system by working with Metro Vancouver to reduce waste volume through water conservation.

**10.2.2:** Support the conscientious use of on-site sewerage systems on properties in the rural area.

- a. Discourage the subdivision of land that results in the use of holding tanks.
- b. Carefully consider the use and future long-term maintenance and management of innovative sewage-disposal systems where ground disposal is not possible.
- c. Require that all rural land uses provide septic disposal systems in accordance with the municipal sewage regulation.

### OBJECTIVE 10.3: PROVIDE SOLID WASTE MANAGEMENT SERVICES IN AN EFFICIENT AND SUSTAINABLE MANNER

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



### POLICIES

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

- Continue to support evolving recycling best practices to divert any recyclable material from landfills.
- Continue to participate in regional and provincial initiatives and engage with ᑭᓴᓴᓴ (Katzie) First Nation in efforts to achieve targets for waste reduction and material reuse, recycling and recovery.
- Work with Metro Vancouver to increase the number of material types that can be recycled and reused.
- Support solid waste recycling and other initiatives to reduce and reuse solid waste, and that are supportive of a regional approach to solid waste management.





**OBJECTIVE 10.4:  
DESIGN THE CITY'S DRAINAGE AND  
IRRIGATION SYSTEM TO MEET THE  
PUBLIC'S NEEDS AND REGIONAL  
REQUIREMENTS**

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

**POLICIES**

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

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

**RURAL DRAINAGE**

**10.4.2:** Prepare a policy and standard regarding the placement of driveway culverts and culverts installed on key drainage courses so as to not impede the flow characteristics of rural drainage systems.

**10.4.3:** Protect drainage utility corridors (rights-of-way) for drainage maintenance where required and establish building, landscaping and cropping setbacks to ensure that access to drainage corridors.

**URBAN DRAINAGE**

**10.4.4:** Limit the extent of urban run-off by requiring each development application to adhere to the requirements outlined in the *Subdivision and Development Servicing Bylaw*. Consider using similar limits on stormwater run-off for large, intensive, impervious agricultural projects.

**10.4.5:** Explore integrated stormwater management practices along with alternative development standards for managing stormwater by reducing impervious surfaces and improving on-site water management.

**10.4.6:** Maintain and improve the existing stormwater systems through an annual program of preventative maintenance and ongoing appraisal.

**10.4.7:** Manage the stormwater systems to meet the long-term objectives of the Metro Vancouver Liquid Waste Management Plan.

**10.4.8:** Improve the efficiency of stormwater systems by working with Metro Vancouver to reduce waste volume through water conservation.

**10.4.9:** Engage with ąįćęý (Katzie) First Nation to improve drainage through best practices, alternative development standards and integrated stormwater management practices.

**THE CITY HAS EXTENSIVE DRAINAGE AND IRRIGATION PUBLIC WORKS THAT CONSIST OF:**

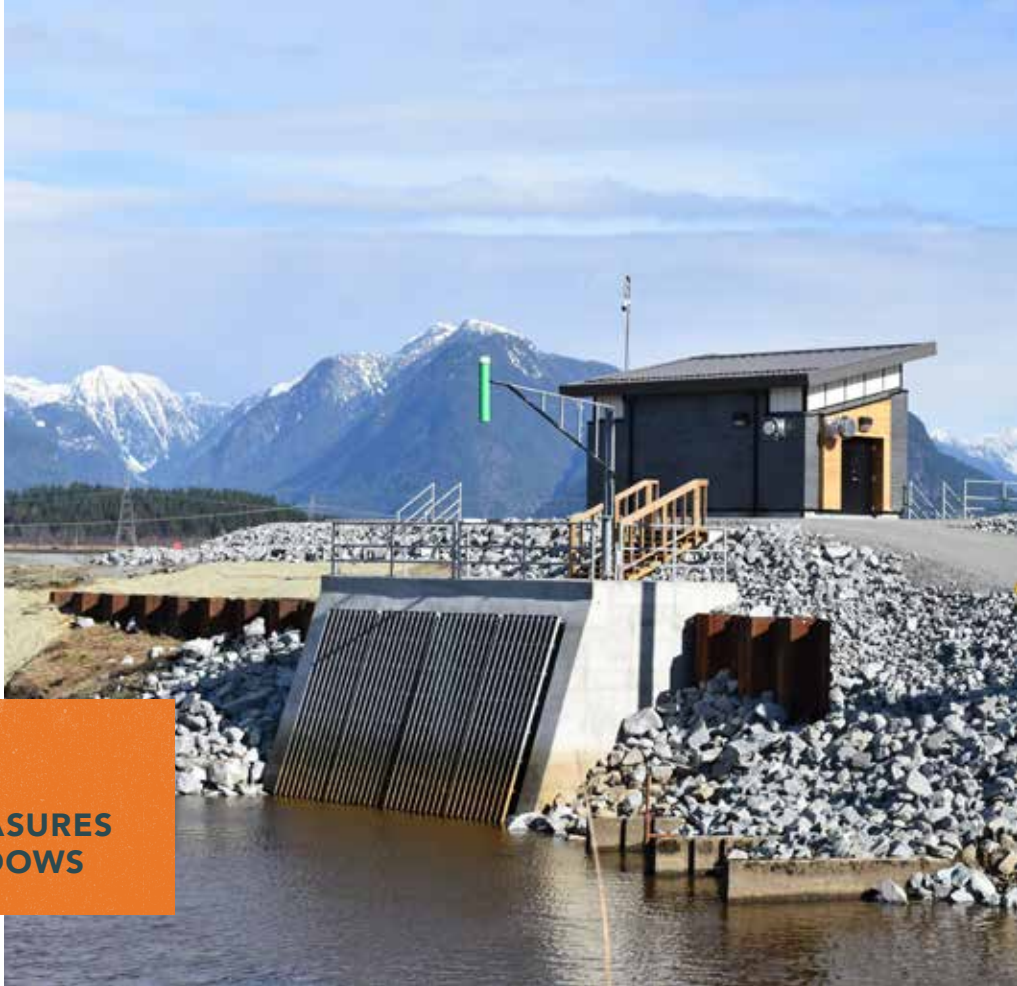
**176.7** KILOMETRES OF DITCHES

**11** FLOOD GATES

**775** CULVERTS TO FACILITATE FLOW OF WATER

**6** PUMP STATIONS (USING 15 WATER PUMPS)

## OBJECTIVE 10.5: MAINTAIN AND IMPROVE FLOOD-PROTECTION MEASURES THROUGHOUT PITT MEADOWS



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

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

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

A fifth catchment area, the Pitt-Addington Catchment Area, is mainly undeveloped. Most of the areas are drained through rural (ditch and culvert) systems, with

the exception of the urban development Area 3, which is serviced by a combination of ditches, culverts and storm sewers.

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

### POLICIES

**10.5.1:** Request senior government funding to maintain and upgrade the City's dike systems.

- a. Engage with neighbouring municipalities and ᑭᑭᑭᑭ (Katzie) First Nation to leverage potential funding opportunities to address shared needs in terms of maintaining, upgrading and expanding dike systems.
- b. In partnership with the federal and provincial governments and ᑭᑭᑭᑭ (Katzie) First Nation, the City will develop a comprehensive approach to flood protection that addresses the maintenance and upgrade of the dike system and dredging of the Fraser River.



PHOTO CREDIT ADAM BRECKELS

## **OBJECTIVE 10.6: MEET MUNICIPAL INFRASTRUCTURE NEEDS EFFICIENTLY AND SUSTAINABLY WHILE PROTECTING PUBLIC HEALTH, SAFETY AND THE ENVIRONMENT**

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

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

### **POLICIES**

**10.6.1:** Provide the community with cost-effective infrastructure services.

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

**10.6.2:** Future infrastructure is planned and constructed with the effects of climate change in mind.



## OBJECTIVE 10.7: PROTECT AND ENHANCE GROUND AND SURFACE WATER QUALITY THROUGH BEST PRACTICES FOR INTEGRATED RAINWATER MANAGEMENT AND GREEN INFRASTRUCTURE

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

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



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

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

### GREEN INFRASTRUCTURE REFERS TO:

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

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

### POLICIES

**10.7.1:** Maintain or improve the water quality discharged to the natural environment.

- a. For new developments, recommend stormwater best management practices such as softscaping, bioswales, rain gardens, absorbent topsoil, etc.
- b. Seek to ensure stormwater and drainage management plans respect environmentally-sensitive areas.
- c. Encourage the use of low-impact stormwater-management strategies in new developments.



- d. Prohibit discharge of unmanaged stormwater into watercourses.
- e. Incorporate innovative rainwater management techniques into major civic projects.

**10.7.2:** Increase the amount of natural infiltration of rainwater.

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

**10.7.3:** Support farming and agricultural production through the provision of safe and reliable infrastructure services.

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

**10.7.4:** The City incorporates green infrastructure (see box) into its building projects whenever possible.

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

**10.7.5:** Incorporate green infrastructure requirements into new and re-developments.

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



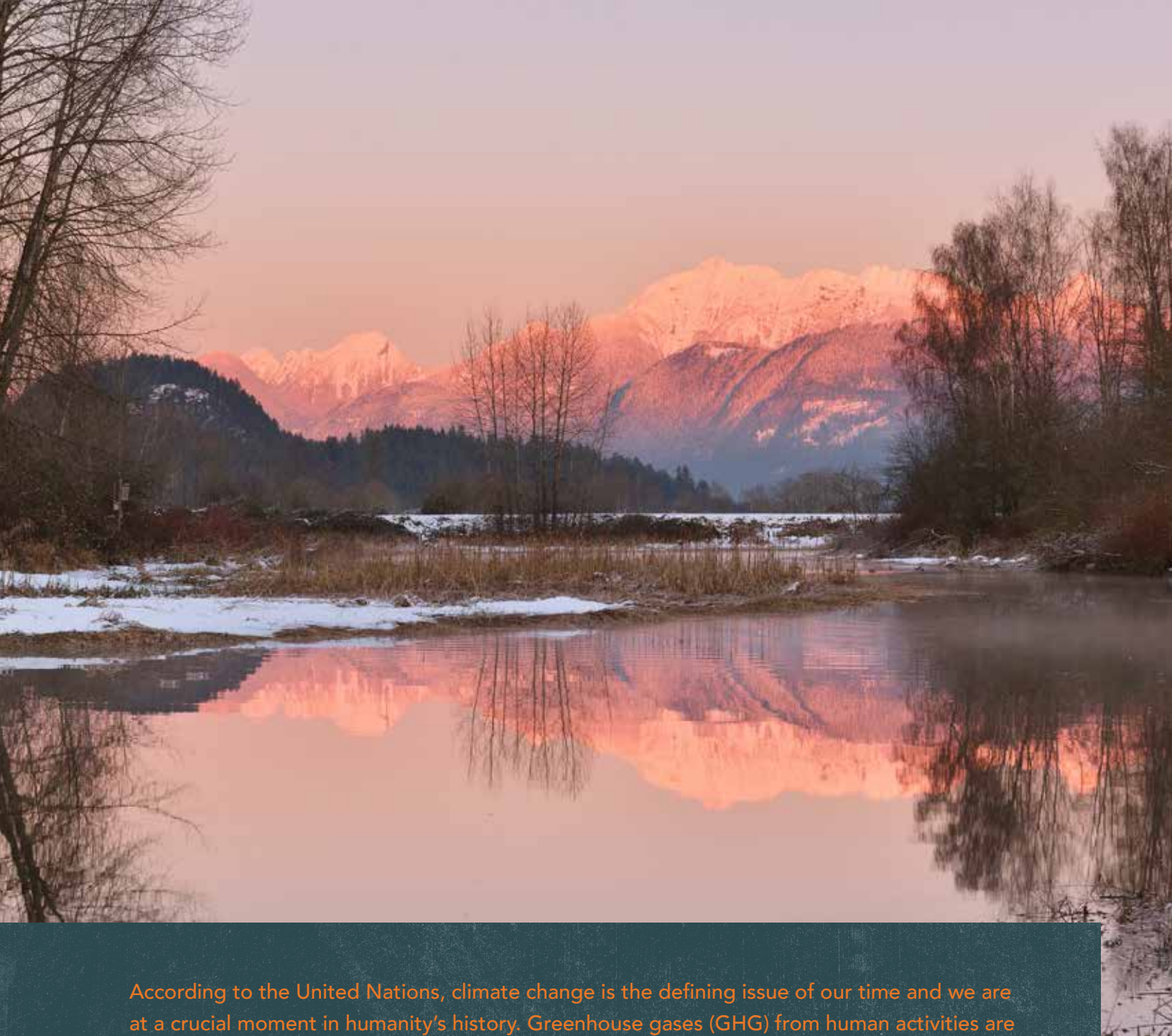
**Green Infrastructure:**

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

# CLIMATE & ENERGY

## GOAL

Pitt Meadows is a community where energy is conserved and used efficiently, and more greenhouse gas emissions are minimized.



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

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

Although Metro Vancouver has so far been spared some of the worst effects of climate change compared to

other parts of the world, extreme events — including the Fraser River freshet in 2007; the record-breaking forest fires and poor air quality of the summers of 2017 and 2018; and the “heat dome” that enveloped the region in June 2021 — will become increasingly common in the coming decades. Our health, infrastructure, environment and quality of life will all be severely impacted if we are not prepared.



## CLIMATE & ENERGY ISSUES

Effectively responding to climate change is a challenging undertaking that requires a strategic approach and sustained effort. A key challenge for the City of Pitt Meadows will be to integrate new ideas and emerging

best practices in a cost-effective way that results in meaningful benefits for the community. An effective response depends on everyone, including senior governments, businesses and citizens.



### KEY OCP ACTION AREAS

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

**Climate Change, Community Resiliency and Adaptation**

**Sustainable Energy Principles**

**Energy Conservation and Efficiency**

**Renewable Energy**

**Building Performance**





## OBJECTIVE 11.1: PREPARE TO ADDRESS, MITIGATE AND ADAPT TO THE EFFECTS OF CLIMATE CHANGE

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

### POLICIES

**11.1.1:** Develop a climate-adaptation plan that:

- a. sets goals for the reduction of GHG emissions that are achievable and financially viable for the City;
- b. explores the ways climate change could impact the municipality and ᑭᓴᓴᓴ (Katzie) First Nation;
- c. includes strategies for adapting to climate change in the community;
- d. establishes targets and appropriate indicators;
- e. integrates key policies, plans, programs and services, including the City's land-use and development policies; transportation and infrastructure plans; regulations and policies regarding construction in the flood plain; and integrated storm water management plan; and
- f. incorporates robust public engagement
- g. is based on robust consultation with the farming community

**11.1.2:** Consider potential climate change impacts when replacing or building new municipal infrastructure.

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



**Flood construction level** is a building construction term meaning the level at which the underside of a floor system for habitable buildings is built within the floodplain.


**11.1.3:** Build capacity in the municipality to address and respond to climate change.

**11.1.4:** Advocate with senior levels of government for assistance in addressing climate change impacts at the local level.

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

**11.1.5:** Support development that demonstrates resiliency to climate change-related hazards.

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



**OBJECTIVE 11.2:  
REDUCE GREENHOUSE GAS (GHG) EMISSIONS  
FROM CITY OPERATIONS AND BUILDINGS,  
AND SUPPORT BROAD-BASED COMMUNITY  
GHG EMISSION REDUCTION.**

Pitt Meadows energy use and emissions are rising as its population increases. For Pitt Meadows to meet any future GHG-reduction targets, the City must reduce its overall energy use and GHG emission output by 45% below 2010 levels by 2030 to help achieve a carbon-neutral region by 2050.

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

## **POLICIES**

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

- a. Consider electrical, mechanical and plumbing system upgrades for existing community buildings.
- b. Promote changes to the management and operations practices for existing civic buildings.
- c. Update and implement the *Corporate Greenhouse Gas Emissions Reduction Plan*, which focuses on reducing City emissions by implementing building, fleet and other operational efficiencies.

**11.2.2:** Ensure that new development minimizes GHG emissions.

- a. Support energy-efficient site design and building practices by private builders through education and outreach efforts.
- b. Encourage environmentally responsible development through Leadership in Energy and Environmental Design (LEED) or other sustainable building standards.

- c. Give priority for higher density residential developments to areas close to public transit routes or stations.
- d. Develop a complete community, where people have the option of living, working, shopping and recreating within the Pitt Meadows Urban Containment Boundary, thereby reducing the number and length of vehicle trips individuals take.
- e. Work co-operatively with TransLink to ensure Pitt Meadows is well served by public transit.
- f. Adopt development permit guidelines that specify scope of development conditions that contribute to reductions in energy use and GHG emissions, and apply them to the appropriate development permit areas.
- g. Incorporate climate change, its potential impacts and mitigation measures when reviewing development applications and undertaking long-term planning projects and initiatives.
- h. Seek to incorporate renewable energy and/or district energy systems in public and private projects as opportunities arise.
- i. Support the adoption of the *BC Energy Step Code* (see box).
- j. Support the construction of new energy-efficient buildings by:
  - » informing developers of potential funding resources to use alternative energy sources in developments;
  - » encouraging the orientation of new buildings to capitalize on passive solar gain as well as encouraging owners of existing buildings to preserve their sunlight exposure;
  - » requiring developers to incorporate showers, lockers and secured bike storage in new buildings;



### BC Energy Step Code:

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

**A community energy system**, or district energy system, supplies heating, cooling and power to multiple buildings from a centralized plant or from several interconnected but distributed plants.

- » discouraging the installation of electric baseboard heaters in new residential developments because of their inefficiency in providing heat;
  - » promoting the community energy systems and identifying suitable areas for such systems;
  - » encouraging developers to review options for community energy systems;
  - » continuing policy mechanisms that encourage mixed-use developments;
  - » establishing maximum allowable distances to commercial areas for all proposed residential developments.
- 11.2.3:** Promote energy efficiency in existing buildings and through transportation initiatives to help reduce GHG emissions in the community.
- a. Raise awareness respecting climate change and GHG emission-reduction initiatives through leadership and community sustainability programs.
  - b. Encourage residents to:
    - » upgrade insulation materials used in existing residential buildings;
    - » seal leaks and drafts in their homes;
    - » upgrade their household appliances to those with an Energy Star or comparable energy savings rating;
    - » replace old windows in existing residences with those that have an Energy Star rating.
  - c. Support school programs that encourage children to walk to school.
  - d. Support and provide incentives for car-free days and other initiatives such as corporate bike- and walk-to-work programs that encourage the use of alternative and sustainable transport.
  - e. Promote the construction of facilities for pedestrians and transit users.
  - f. Limit parking availability and promote shared parking in mixed-use areas.
  - g. Encourage enhancement of pedestrian and transit facilities through rezoning and applications.
  - h. Encourage citizens to undertake regular vehicle maintenance, avoid idling, maintain proper tire pressure, observe posted speed limits, employ trip planning and take advantage of ride sharing when necessary.
  - i. Explore options for encouraging and developing infrastructure for electric vehicle charging stations.
  - j. Seek to reduce train emissions by advocating to senior levels of government.



## OBJECTIVE 11.3: ENHANCE CARBON SEQUESTRATION WITHIN THE CITY'S BOUNDARIES

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

### POLICIES

**11.3.1:** Protect and enhance Pitt Meadows natural environments to support carbon retention as well as other important ecosystem services.

- a. Protect and assess the carbon sequestration and ecosystem values of natural systems, including forested lands, agricultural lands and wetlands in Pitt Meadows.
- b. Work with the province and Metro Vancouver to maintain and improve the ecological integrity of the Pitt Polder and the Codd Island Wetlands.
- c. Protect and restore habitats that support native species of plants and animals, and address threats to biodiversity such as invasive species.
- d. Work with private landowners to encourage stewardship that protects, preserves and enhances natural systems, and, where appropriate, enter into conservation covenants or provide incentives to protect riparian or environmentally significant areas.

- e. Best Management Practices (e.g., waste management, reduction of the use of fertilizers and pesticides, sensitive habitat protection, planting of cover crops, stormwater management) are encouraged for urban and rural development as per guidelines established by the provincial *Ministry of Environment Climate Preparedness and Adaptation Strategy*, and contained within Metro Vancouver's *Stormwater Source Control Design Guidelines*.
- f. Support the implementation of a tree-preservation bylaw.

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

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



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



# HAZARD / EMERGENCY MANAGEMENT

## GOAL

Pitt Meadows is a community where persons, property and landscapes are protected from risk or hazards due to flooding, steep slopes and forest fires.



PITT RIVER SANDBAGS DURING THE FLOOD OF 1948.  
PHOTOGRAPH COURTESY OF PITT MEADOWS MUSEUM AND ARCHIVES

Natural or human-made disasters and emergencies can occur at any time and in any jurisdiction, sometimes without warning. The impacts of these events may cause disruptions in the City's delivery of services and programs, affecting normal operations and means of communications, and may stretch or overwhelm the City's resources as it responds to and recovers from such events.

The City provides and supports emergency services for the community, including Pitt Meadows Fire and Rescue Services, B.C. Ambulance and is, at the writing of this document, proceeding with our own independent RCMP detachment. The City also has its own emergency preparedness program, which focuses on preparing the municipal government, citizens and businesses for disasters and other significant events. The City follows the principles and framework provided by the

province through the [British Columbia Emergency Management System](#) and the [BC Emergency Program Act](#) and regulations.

Pitt Meadows is committed to providing leadership to meet the challenges associated with emergency management, including planning and preparation to safeguard the City's assets and the health, safety and wellbeing of its workers and citizens, and to protect infrastructure and the environment.



## HAZARD / EMERGENCY MANAGEMENT ISSUES

The City's hazard areas are identified on map schedules *10A and 10B, Development Permit Areas*. Development projects that are within these areas can be more prone to being impacted by the hazards than other areas of the City and, in turn, amplify the potential effects of the hazard. Placing people and businesses within hazard areas should be carefully considered by the City, and the design of any development in these areas should take potential hazards into account.

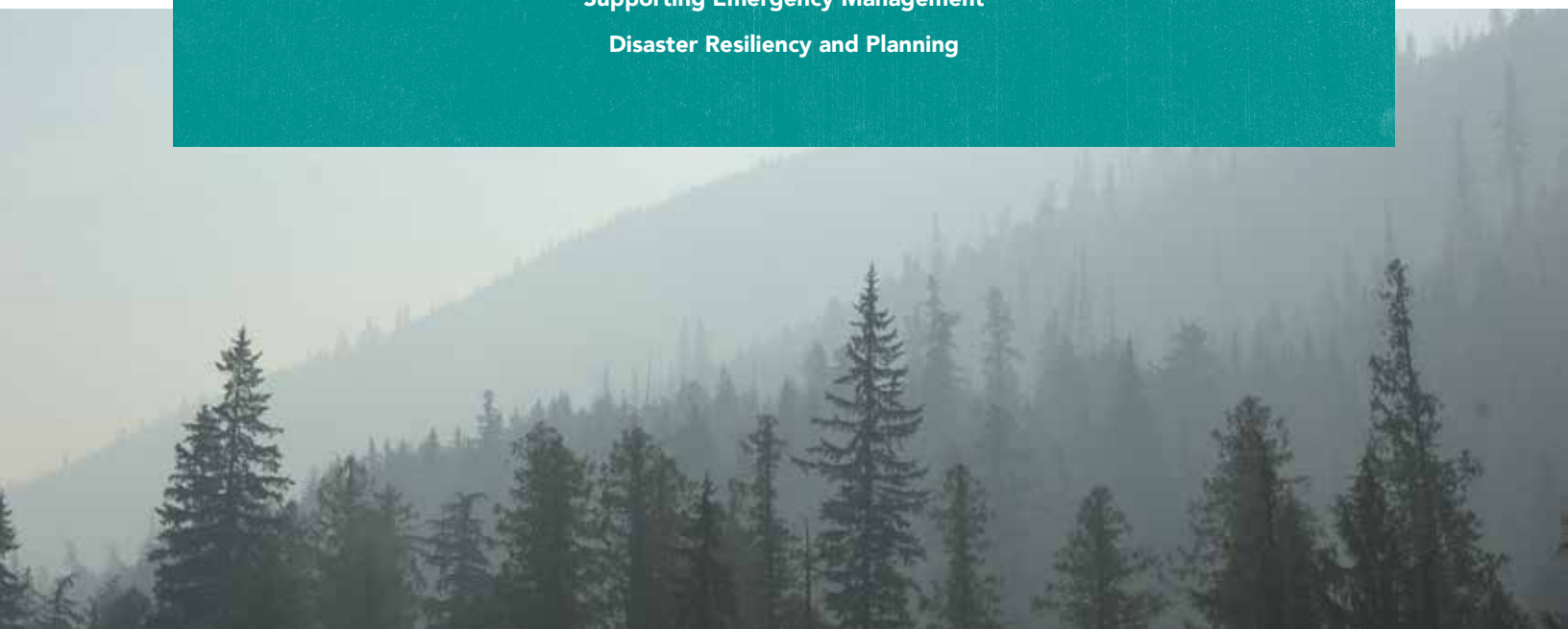
Climate change exacerbates local hazards and amplifies the risk of extreme weather disaster. Increasing air and water temperatures lead to rising sea levels, supercharged storms and higher wind speeds, more intense and prolonged droughts, heavier precipitation and flooding. For Pitt Meadows, that means increased risks from flooding, forest fires and landslides.



### KEY OCP ACTION AREAS

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

- Identification of Hazard Areas
- Supporting Emergency Management
- Disaster Resiliency and Planning





**OBJECTIVE 12.1:  
ENSURE THAT THE  
MUNICIPALITY IS PREPARED TO  
RESPOND TO DISASTERS**

The purpose of these policies is to support the City's emergency operations centre and its efforts to help the community prepare for and cope with emergencies and disasters.

**POLICIES**

**12.1.1:** Ensure that the City's emergency operations centre is properly funded, staffed and supported.

- a. Support the use of the new fire hall as a centre for emergency operations in the community.
- b. Continue to support the emergency operations centre and staff training for emergency events.
- c. Consider constructing earthquake-resilient municipal buildings when building new or renovating old structures.
- d. Continue to apply for grants from senior levels of government and other agencies that are available to help fund emergency preparedness initiatives.

**12.1.2:** Continue to collaborate with neighbouring municipalities, **q̓ic̓əy̓** (Katzie) First Nation, Metro Vancouver and other external agencies in efforts to prepare for disasters and emergencies.

- a. Continue to hold emergency preparedness workshops for the public and in collaboration with neighbouring municipalities and **q̓ic̓əy̓** (Katzie) First Nation.

**12.1.3:** Promote community awareness and personal preparedness activities that help residents and local businesses prepare for, respond to and recover from hazard events.

- a. Continue to hold emergency preparedness workshops for the public.

**12.1.4:** Continue to support a business continuity plan for the municipality so that in case of a natural disaster or emergency, the municipality can continue to serve businesses and residents

## OBJECTIVE 12.2: IDENTIFY NATURAL HAZARDS AND ADOPT MITIGATION PLANS, POLICIES AND OTHER TOOLS

The presence of steep slopes, floodplains and forested lands — combined with occasional extreme weather activity — make some areas of the City susceptible to natural hazards, including landslides, debris flow, floods and wildfires. The City's goal is to reduce and mitigate the risks associated with the various natural hazards to Pitt Meadows residents, farms and businesses.

### POLICIES

**12.2.1:** Use opportunities to leverage funding, including working with *q̓íc̓ə̓y̓* (Katzie) First Nation and neighbouring municipalities, to improve local infrastructure, including the diking system.

**12.2.2:** Update flood construction levels for new construction to reflect future hydraulic modelling results from senior levels of government or their partners.

**12.2.3:** Employ land use regulations and guidelines, non-structural enhancements and structural flood

protection measures to reduce potential flooding impacts on public safety and property.

**12.2.4:** Incorporate climate change, its potential impact and mitigation measures when reviewing new development applications and undertaking long-term planning projects and initiatives.

**12.2.5:** Support the development of a climate action plan that identifies ways that climate change will impact the City and includes strategies for adapting to climate change.

**12.2.6:** Work with the province, neighbouring municipalities, *q̓íc̓ə̓y̓* (Katzie) First Nation and other agencies on regional flood preparedness and protection initiatives.

**12.2.7:** Work with the farming community to identify climate-change related hazards in the agricultural areas and to develop strategies for adaptation.



ARMY CANTEEN AT PITT MEADOWS MUNICIPAL HALL DURING THE FLOOD OF 1948.  
PHOTOGRAPH COURTESY OF PITT MEADOWS MUSEUM AND ARCHIVES



**OBJECTIVE 12.3:  
ENSURE DEVELOPMENT THAT IS IN IDENTIFIED  
HAZARD AREAS IS DESIGNED TO ENHANCE THE LOCAL  
ENVIRONMENT AND RESPOND APPROPRIATELY AND  
COMPREHENSIVELY TO THE HAZARD**

The presence of steep slopes, forested lands, floodplains and high-water tables combined with occasional extreme weather activity make some areas of the City susceptible to conditions that may be hazardous for developments. It is the City's objective to reduce and mitigate the risks associated with development in these areas through a variety of measures, including the application of development permit guidelines and appropriate land use designations.

**POLICIES**

**12.3.1:** Support, as much as possible, non-capital intensive uses such as outdoor passive recreation or agriculture within the floodplain. Areas within the Urban Containment Boundary may be considered for development subject to flood-proofing requirements and development permit area guidelines.

**12.3.2:** Consider floodplain areas within the *Urban Containment Boundary* for development subject to flood-proofing standards and regulations established by the City, and subject to environmental standards for developing within the floodplain.

- a. Consider how any land filling may contribute to or exacerbate flood risks on adjacent properties, including *q̄ic̄əȳ* (Katzie) First Nation reserve lands.

**12.3.3:** Update development permit guidelines and bylaws to ensure that appropriate measures are taken when development occurs in potentially hazardous areas, such as on slopes or in flood-prone areas.

**12.3.4:** Employ standards and guidelines to mitigate the impact that development will have on a local environment and to protect development from hazards.

- a. Mitigation techniques for erosion and sedimentation should be identified as part of the development review process, and implemented and monitored during the construction process.
- b. Consideration should be given to appropriate levels of development density on hillsides in order to protect natural vegetation that assists in preventing erosion effects. Measures must also be taken to manage stormwater to avoid flooding in adjacent low-lying areas.
- c. Landscape disturbance should be minimized as follows:
  - » retaining trees and natural vegetation as much as possible, and requiring replanting or enhanced planting as a condition of development;
  - » providing a minimum of cuts and fills, and limiting their depths, minimizing terracing and earth grading;
  - » blending graded areas with natural slope; and
  - » minimizing the amount of exposed raw earth by phased development and on-site controls.
- d. Minimal disturbance of natural ground contours should be incurred with utility and road alignments.
- e. Ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts.



**LAND USE  
DESIGNATIONS  
& MAP**

**5**

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

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

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

This section defines the land use designations as presented on *Map Schedule 2A, Urban Land Use Designation Map* and *Map Schedule 2B Rural Land Use Designations Map*. These maps illustrate the proposed land use concept for the City, which communicates the types of land uses the City may encourage over time. The maps and designations are intended to reflect the goals and policies of the OCP and should be read together with the policies.

**Transit-Oriented Areas:** Lots zoned to permit a residential use and located within a designated Transit-Oriented Area (TOA designation Bylaw No. 2989, 2024) may be eligible for increased building height and density beyond what is permitted under existing land use designations, subject to compliance with the *Local Government Act*, Transit-Oriented Areas Regulations, and Council approval. Eligible TOA developments are permitted within all land use designations. Unless

permitted under the existing zoning regulations, proposed developments within a TOA are subject to a rezoning process, with Council retaining discretion to consider applications on a case-by-case basis.

<b>Prescribed Distance (metres) from West Coast Express Station</b>	<b>Minimum Allowable Density (FAR/FSR)*</b>	<b>Minimum Allowable Height (Storeys)*</b>
Less than 200	Up to 4.0	Up to 12
Greater than 200 to 400	Up to 3.0	Up to 8

Figure 16: Transit-Oriented Area Minimum Allowable Density Framework

\*The Federal Pitt Meadows Airport Zoning Regulations supersede, and may restrict, the minimum allowable density and height.

This table is provided for reference purposes only. Refer to Local Government Transit-Oriented Areas Regulation 263/2023 for additional details. If there is any inconsistency or conflict between this table and the Regulation, the Regulation will prevail.

## CHAPTER OUTLINE

Each land use designation may include the following elements:

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

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

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

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

# 13.1 LAND USE DESIGNATIONS

## AGRICULTURAL

### 13.1.1 AGRICULTURAL

**Purpose:** to preserve and support land reserved for agriculture. More than 78% of the land in the municipality is in the Agricultural Land Reserve (ALR) and is governed by provincial *Agricultural Land Commission Act and General Regulations*. The intention of the designation is to provide a stable, long-term land base for agriculture limited only by the *Farm Practices Protection Act* and the *Agricultural Land Commission Act*.

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

**Appropriate built forms:** agricultural buildings, farmhouses and limited accessory residential buildings.

**Complementary uses:** limited residential uses.

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

## RESIDENTIAL

### 13.1.2 RESIDENTIAL – LOW DENSITY

**Purpose:** to support the residential neighbourhood character and provide for infill development opportunities.

**Principal forms and uses:** a variety of housing forms, including single family, secondary suites, garden suites, duplex, townhouses and small-scale apartments.

**Complementary Uses:** home-based businesses, parks, walking/cycling paths, accessory buildings, swimming pools.

**Density:** The maximum number of dwelling units permitted on a lot shall be determined by the lot area and its proximity to a frequent transit bus stop, as set out below:

- » Lots 280 m<sup>2</sup> or less: up to 3 units
- » Lots greater than 280 m<sup>2</sup>: up to 4 units
- » Lots greater than 280 m<sup>2</sup> and within
- » 400 m of a frequent transit bus stop: up to 6 units

### 13.1.3 RESIDENTIAL – MEDIUM DENSITY

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

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

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

**Density:** up to 100 units per net hectare.

### 13.1.4 RESIDENTIAL – HIGH DENSITY

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

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

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

**Density:** Minimum 100 units plus per net hectare.

### 13.1.5 RURAL RESIDENTIAL

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

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

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

**Density:** Maximum one unit per net hectare.

## MIXED-USE

### 13.1.6 TOWN CENTRE

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

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

**Complementary uses:** home-based businesses, community uses (e.g., childcare), walking/cycling paths, utilities, parks, open spaces and community facilities.

**Density:** 100 units plus per net hectare.

### 13.1.7 VILLAGE

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

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

**Complementary uses:** home-based businesses, utilities, parks, walking/cycling paths, open space and community facilities (e.g., childcare).

**Density:** 31 to 100 units per net hectare.

## COMMERCIAL

### 13.1.8 HIGHWAY COMMERCIAL

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

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

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

### 13.1.9 COMMUNITY COMMERCIAL

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

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

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

### 13.1.10 OUTDOOR RECREATION

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

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

**Complementary uses:** this area may accommodate retail and restaurant uses, and other similar activities and uses, subject to zoning and the *Agricultural Land Reserve General Regulation*, if applicable.

## INDUSTRIAL

### 13.1.11 BUSINESS PARK

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

**Principal forms and uses:** light industrial commercial uses.

**Complementary uses:** restaurants, coffee shops, micro-breweries, convenience commercial, residential uses ancillary to the business on these properties (i.e., caretaker units), utilities, transportation corridors, parks, open space, walking/cycling paths, childcare and community facilities.

### 13.1.12 INDUSTRIAL

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

**Principal forms and uses:** industrial.

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

### 13.1.13 RESOURCE MANAGEMENT

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

**Principal forms and uses:** resource management.

**Complementary uses:** passive recreational facilities such as trails, utilities, transportation corridors, walking/cycling paths, parks and open space.

## UTILITIES AND TRANSPORTATION LAND USE DESIGNATION

### 13.1.14 AIRPORT

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

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

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

## PUBLIC/INSTITUTIONAL

### 13.1.15 INSTITUTIONAL

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

**Principal forms and uses:** institutional.

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

### **13.1.16 CIVIC CENTRE**

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

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

**Complementary uses:** restaurants and cafes.

### **13.1.17 HERITAGE PRESERVATION AREA**

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

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

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

## **PARKS & OPEN SPACE**

### **13.1.18 CONSERVATION AREA**

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

**Principal forms and uses:** conservation areas.

### **13.1.19 WILDLIFE MANAGEMENT AREA**

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

**Principal forms and uses:** wildlife management areas.

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

### **13.1.20 OPEN SPACE**

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

**Principal forms and uses:** open space.

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

### **13.1.21 PARK**

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

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

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



## 13.2 TEMPORARY USE PERMITS

In accordance with section 492 (a) of the *Local Government Act*, the City of Pitt Meadows is designated a temporary use permit area.

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

### 13.2.1 PURPOSE OF TEMPORARY USE PERMIT

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

### 13.2.2 PERMIT GUIDELINES/CONDITIONS

Permits may allow a temporary use approved by the City to operate up to three years and could be considered for renewal once for any further period up to three years.

The subject temporary use shall not precipitate public health and safety hazards or cause environmental degradation.

Where potential risks to public health and safety or environmental quality exist or are anticipated, the applicant shall resolve them to the satisfaction of the City and other concerned authorities before the proposed temporary use or development are approved.

Where warranted, environmental protection, post-development site restoration and nuisance-abatement measures — including noise abatement, operation hours and season, duration of permitted use, traffic management, parking, property security, performance security, and installation of buffers and screens — may be required.

Upon the expiration of the Temporary Use Permit, the subject temporary use shall cease to operate and the subject land may need to be restored to the conditions prior to the temporary use or in accordance with the terms specified in the original permit.



### 13.3 NON-FARM USE AND NON-ADHERING RESIDENTIAL USE APPLICATIONS

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

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

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

# DEVELOPMENT PERMIT AREAS GUIDELINES





## PART 1

# BACKGROUND, DEVELOPMENT PERMIT VARIANCES, GENERAL EXEMPTIONS & DEVELOPMENT APPROVAL INFORMATION

### 14.1 BACKGROUND

The *Local Government Act* permits Council to designate development permit areas within an Official Community Plan (OCP). For properties within a development permit area, an owner must obtain a development permit before subdividing land or constructing, adding to, or altering a building or its specifications unless specifically exempted by the development permit area guidelines. Council may issue a development permit that may vary or supplement a regulation of the Subdivision or Zoning Bylaw. The OCP may contain objectives and guidelines affecting the form and character of commercial, industrial, multi-family or intensive residential development within a designated development permit area. Development permit guidelines may also specify the means of protecting the natural environment, its eco-systems and biological diversity or areas with hazardous conditions. The City of Pitt Meadows is divided into development permit areas as indicated on *Map Schedule 10A* and *10B*. Specific development permit areas relate to commercial, industrial, multi-family residential and intensive residential areas, and areas that may be subject to hazardous conditions.

### 14.2 DEVELOPMENT PERMIT VARIANCES

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

Council will consider issuing development permits with variances that:

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

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

### 14.3 GENERAL EXEMPTIONS

General exemptions where a development permit is not required:

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

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

If there are unique circumstances in which a parcel should be considered for an exemption but does not meet the specific exemption criteria identified in the Development Permit Area (DPA), the property owner may apply for a development permit exemption from the City for a fee, as set out by the Development Application Fee Bylaw as amended.

### 14.4 DEVELOPMENT APPROVAL INFORMATION

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

Failure to:

- a. obtain a development permit where one is duly required; or
- b. develop land strictly in accordance with a development permit issued;

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

Employees, officers and agents of the City may, at all reasonable times, enter a property to inspect and determine whether the requirements of this DPA and the terms and conditions of a development are being met.



PART 2

## DEVELOPMENT PERMIT AREA DESIGNATION AND GUIDELINES

## PERMIT AREA 1: NATURAL ENVIRONMENT



PHOTO CREDIT ADAM BRECKELS

### 1.1 PURPOSE

The Natural Environment Development Permit Area (DPA) establishes objectives for the protection of the natural environment, its ecosystems and biological diversity pursuant to the *Local Government Act*.

### 1.2 OBJECTIVES

Natural features of Pitt Meadows include agricultural lowland areas, wildlife corridors, wetlands, rivers and forested areas. Protection of these ecosystems provides many benefits, including: improved water quality; soil stability; better air quality; provision of habitat for wildlife; rainwater interception; and other functions necessary for the health and wellbeing of the city and its residents. The Natural Environment DPA is designated to minimize the impact of development on the city's natural areas and systems.

### 1.3 DESIGNATED AREA

Pursuant to section 488 (1) (a) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legend are collectively designated as the protection of the natural environment development permit area (the "Natural Environment DPA").

### 1.4 EXEMPTIONS

A development permit is not required for:

- » landscaping where the existing grade and natural surface drainage pattern are not altered;
- » site improvements such as addition of new paths and trails less than 1 m in width and surfaced with permeable materials;
- » installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;

- » a restrictive covenant that effectively protects the entire natural environment area and is already registered on the subject property; all the conditions in the covenant are met; and the proposed activity will not affect any portion of the natural environment area;
- » a situation in which the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines; the determination may need to be made by a qualified environmental professional who concludes that the portion of land being developed is not environmentally sensitive; or
- » a subdivision that only includes a lot-line adjustment or lot consolidation and does not create any additional lots.

### 1.5 APPLICATION REQUIREMENTS

A Development Permit is required prior to any alteration of land, disturbance of vegetation, movement of soils or other disturbance of land, water or subdivision of land within the DPA.

Applicants may be required to submit a detailed environmental impact study prepared by a qualified environmental professional to identify any potential issues and impacts relating to the proposed development and relating to the protection, conservation and enhancement of natural environment protected areas. The environmental impact study may be required to include:

- a. delineation of the natural environment protected area and any sensitive ecosystems, including details on the features and extent of said area; this may need to be done in conjunction with a certified B.C. land surveyor;
- b. description and relevant details of the proposed

development, and an assessment of the impacts of said development, including impacts associated with the construction, operation and/or maintenance of the development on vegetation, wildlife, habitat, hydrology and soils;

- c. erosion and sediment control plan;
- d. grading plan;
- e. stormwater management plan;
- f. tree and vegetation-retention plan; and
- g. where necessary and appropriate, description of any habitat-compensation projects.

### 1.6 DEVELOPMENT PERMIT CONDITIONS

Development permits issued may require that:

- a. the natural environment protected area be protected or enhanced in accordance with the permit;
- b. the timing and sequence of development occur within specific dates or construction window to minimize environmental impact;
- c. specific development works or construction techniques (e.g., erosion and sediment-control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the natural environment protected area; and/or
- d. mitigation measures (e.g., removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore habitat within the natural environment protected area.

### 1.7 GUIDELINES

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments:

- a. Efforts should be made to locate development away from: i) habitat for species at risk; ii) mature stands of trees; iii) raptors' nesting sites; iv) wetlands; and v) wildlife corridors.
- b. Efforts should be made to retain and enhance existing healthy native trees, vegetation, rock outcrops and soil wherever possible.
- c. Preservation of natural topography is favoured over blasting or building of retaining walls.
- d. Avoid disturbing, compacting and removing areas of natural soil as this can lead to invasion by unwanted plant species, poor water absorption and poor establishment of new plantings. Use of local, natural

soil in disturbed and restored areas will support re-establishment of ecosystem functions.

- e. Use porous surfaces to enhance stormwater infiltration; permeable paving is preferable for all open-air parking areas. Ensure installation methods contribute to sustained permeability and retention of stormwater on the site. Incorporation of rain gardens, bio-swales, rain barrels and even small depressions (puddles) into landscaping will help reduce surges of stormwater entering local waterways.
- f. New landscaping should consist predominantly of drought-tolerant, native plant and tree species.
- g. Choose absorbent landscaping materials — leaf mulches, wood chips and good quality topsoil — over gravel, pavers and concrete.
- h. Areas that are designated free of development should remain undisturbed and, where necessary, be vegetated with plant materials that complement environmentally sensitive areas. A restrictive covenant may be required to be registered under the *Land Title Act* acknowledging portions of the land are to remain undisturbed and free from development.
- i. Clustering of development may be considered without altering the permitted density provided the number of units does not increase.

### 1.8 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 2: RIPARIAN AREAS



PHOTO CREDIT KLAMER EGGENS

### 2.1 PURPOSE

The Riparian Development Permit Area (DPA) establishes objectives for the protection of the natural environment, its ecosystems and biological diversity pursuant to the *Local Government Act*.

### 2.2 OBJECTIVES

The *Riparian Areas Protection Regulation* requires that the City of Pitt Meadows protect riparian areas from adverse effects of residential, commercial and industrial development. The Riparian Development Permit Area is designated to protect riparian areas from development where the areas provide natural features, functions and conditions that support fish life processes.

### 2.3 DESIGNATED AREA

Pursuant to section 488 (1) (a) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legend and any other parcel in the municipality that contains a stream or is partly or entirely located:

- a. within 30 m of the top of the bank of the stream as measured from the high-water mark;
- b. within 30 m beyond the top of the ravine bank for a ravine less than 60 m wide as measured from the high-water mark; or
- c. within 10 m beyond the top of the ravine bank for a ravine 60 m wide or greater.

are collectively designated as the riparian development area (the "Riparian DPA").

Where there is uncertainty regarding the location of development in relation to a Riparian Assessment Area or the nature of stream, the City may require:

- » a plan prepared by a registered B.C. land surveyor or qualified environmental professional to confirm whether the planned disturbance is within the Riparian Assessment Area; or
- » a report prepared by a qualified environmental professional to determine if the stream satisfies the definition criteria.

This DPA does not apply to drainage ditches or watercourses that do not support fish, or drain into a watercourse that does not support fish (e.g., an isolated wetland that is not connected to a stream system; or a roadside ditch that is not directly connected to a stream), where a qualified environmental professional has provided a written report confirming this.

### 2.4 DEFINITIONS

In this DPA, the following terms have the meanings described below:

"Active floodplain" means an area of land that supports floodplain plant species and is:

- » adjacent to a stream that may be subject to temporary, frequent or seasonal inundation; or
- » within a boundary that is indicated by the visible high-water mark.

"Assessment methods" means the assessment methods set out in the Schedule to the Riparian Areas Protection Regulation.

"Assessment report" means a report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area, and which is certified for the purposes of this regulation by a qualified environmental professional.

“Development” means any of the following associated with or resulting from residential, commercial or industrial activities:

- » removal, alteration, disruption or destruction of vegetation;
- » disturbance of soils;
- » construction or erection of buildings and structures;
- » creation of non-structural impervious or semi-impervious surfaces;
- » flood-protection works;
- » construction of roads, trails, docks, wharves and bridges;
- » provision and maintenance of sewer and water services;
- » development of drainage systems;
- » development of utility corridors; and
- » subdivision as defined the *Local Government Act*.

“High-water mark” means the visible high-water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation as well as in the nature of the soil itself, and includes the active floodplain.

“Permanent structure” means any building or structure that was lawfully constructed, placed or erected on a secure and long-lasting foundation on land in accordance with any local government bylaw or approval condition in effect at the time of construction, placement or erection.

“Qualified environmental professional” and “QEP” mean a qualified environmental professional as defined in the Riparian Areas Protection Regulation.

“Ravine” means a narrow, steep-sided valley that is commonly eroded by running water and has a slope grade greater than 3:1.

“Riparian Assessment Area” means:

- » for a stream, the 30 m strip on both sides of the stream, measured from the high-water mark;
- » for a ravine less than 60 m wide, a strip on both sides of the stream measured from the high-water mark to a point that is 30 m beyond the top of the ravine bank; and

- » for a ravine 60 m wide or greater, a strip on both sides of the stream measured from the high-water mark to a point that is 10 m beyond the top of the ravine bank.

“Riparian Areas Protection Regulation” means B.C. Reg. 376/2004 and amendments thereto.

“Streamside Protection and Enhancement Area” and “SPEA” mean an area:

- » adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation, and existing and potential adjacent upland vegetation that exerts an influence on the stream; and
- » the size of which is determined in accordance with the Riparian Areas Regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

“Stream” includes any of the following that provide fish habitat:

- » a watercourse, whether it usually contains water or not;
- » a pond, lake, river, creek or brook; or
- » a ditch, spring or wetland that is connected by surface flow to watercourse, lake, pond, creek, or brook.

## 2.5 EXEMPTIONS

A development permit is not required for:

- a. the removal of trees determined by a certified arborist to represent an imminent risk to safety of life or buildings;
- b. the planting of native trees, shrubs or groundcover for the purpose of enhancing the habitat values and/or soil stability within the DPA;
- c. the installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
- d. the development of an approved community water or sanitary sewer system that is not ancillary to a residential, commercial or industrial development.

## 2.6 APPLICATION REQUIREMENTS

**2.6.1** Each development permit application shall be accompanied by:

- a. an assessment report prepared by a QEP in accordance with the Assessment Methods and Development Permit Area guidelines for the purpose of determining the applicable Streamside Protection and Enhancement Area (SPEA) and other measures necessary for the protection of riparian areas;
- b. a scaled siting proposal clearly and accurately identifying all streams and water features, high-water mark, top of bank, top of ravine bank, edge of wetland, riparian assessment area and the SPEA boundary in relation to existing and proposed property lines, and existing and proposed development, as well as the locations of works and activities recommended in the assessment report; and
- c. written certification that the proposed development is consistent with the guidelines of this DPA and the Riparian Areas Protection Regulation, and identifying any mitigation or compensation measures that are consistent with the guidelines, including measures that may be specified as development permit conditions.

**2.6.2** Pursuant to the Riparian Areas Protection Regulation and the Local Government Act, the assessment report prepared by a QEP should specifically consider and make recommendations respecting:

- a. the siting of buildings, structures or uses of land;
- b. areas to remain free of development;
- c. the preservation, protection, restoration or enhancement of any specified natural feature or area;
- d. works to preserve, protect or enhance a natural watercourse or other specified environmental feature;
- e. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage or control erosion, or protect the banks of watercourses; and
- f. timing of construction to avoid or mitigate impacts.

**2.6.3** Where a development permit relates to the subdivision of land, an assessment report prepared by a QEP should:

- a. identify adequate building sites — including but not limited to: building locations; front- rear- and side-yard areas; site services; access; and parking — on each proposed lot;
- b. identify streams that may be impacted by the proposed development; and

- c. consider whether any natural watercourses should be dedicated pursuant to the Local Government Act.

## 2.7 DEVELOPMENT PERMITS CONDITIONS

**2.7.1** The City is authorized to issue a development permit after receiving:

- a. notification from the Ministry of Environment that Fisheries and Oceans Canada and the Ministry have been:
  - » notified of the development proposal; and
  - » provided with a copy of an assessment report that meets the requirements of the Riparian Areas Regulation; or
- b. documentation demonstrating that Fisheries and Oceans Canada has, with respect to the proposed development, authorized the “harmful alteration, disruption or destruction” of fish habitat pursuant to the Fisheries Act or amendments thereto.

**2.7.2** A development permit may include as a term or condition any recommendation made by QEP in an assessment report respecting:

- a. the siting of buildings, structures or uses of land;
- b. areas to remain free of development;
- c. the preservation, protection, restoration or enhancement of any specified natural feature or area;
- d. dedication of natural watercourses to the Crown;
- e. works to preserve, protect or enhance a natural watercourse or other specified environmental feature; and
- f. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, control erosion or protect the banks of watercourses.

**2.7.3** A development permit may impose additional terms and conditions respecting the:

- a. sequence and timing of construction, including, but not limited to, timelines for completion of the works identified in the permit;
- b. co-ordination of geotechnical recommendations by a QEP or professional engineer licensed in British Columbia; and
- c. minor modification of a SPEA as generally described in the Riparian Area Regulation Implementation Guidebook where no impacts to fish habitat occur and as recommended in an assessment report by a QEP.

**2.7.4** A development permit may vary or supplement a bylaw in accordance with the *Local Government Act* provided that the variance or supplement is in accordance with the objectives and guidelines of this Development Permit Area.

**2.7.5** New landscaping covering 100 m<sup>2</sup> or more in total site area shall require landscape plans prepared by a registered landscape architect.

## 2.8 GUIDELINES

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of Development Permits:

### 2.8.1 Measures to Protect the Streamside Protection and Enhancement Area

- a. Land shall be developed strictly in accordance with the development permit issued.
- b. No building or structure of any kind shall be located, no vegetation shall be disturbed and no soils shall be removed or deposited within a SPEA except in accordance with the development permit and assessment report.
- c. The SPEA boundary should be clearly flagged, staked or otherwise marked during all development phases to avoid encroachment into the SPEA, in accordance with and along with any other measures required by the QEP to protect the SPEA. As required by the QEP, monitoring by the QEP shall occur throughout the development.

### 2.8.2 Geotechnical Hazards

Where a proposed development requires geotechnical evaluation pursuant to a geotechnical hazard development permit area or the *Community Charter*, the riparian assessment shall be co-ordinated with the geotechnical evaluation in order to provide a comprehensive development permit application.

## 2.9 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

**2.9.1** At the discretion of, and if acceptable to, the City, a Letter of Undertaking signed and sealed by a QEP may be accepted in lieu of security where:

- a. the nature of required works, such as landscaping, is minor and the risk of damage to the natural environment is low; and
- b. the QEP will undertake the works and provide to the City a post-construction certification and inspection report as outlined below.

**2.9.2** As a condition for the return of permit security, upon completion of the works authorized by a development permit — and for certainty upon expiry of any timeline for completion of works established as a term or condition of a development permit — the holder of the permit must submit to the City and the Ministry of Environment post-construction certification from a QEP that:

- a. certifies that the development has been carried out in accordance with the assessment report and that terms and conditions set out in the assessment report and the development permit have been properly implemented; or
- b. identifies and documents all instances of non-compliance with the assessment report and the development permit, and any measures necessary to correct deficiencies, including any works that should be undertaken by the City.

**2.9.4** Where the QEP or the City has identified that permit conditions were not met and/or that corrective action is required, the City shall use the permit security to complete any works required.

**2.9.5** The requirement for post-construction certification and inspection may be waived by a condition in a development permit.

## PERMIT AREA 3: WILDFIRE HAZARD

### 3.1 PURPOSE

The Wildfire Hazard Development Permit Area (DPA) establishes objectives for the protection of development from hazardous conditions pursuant to the *Local Government Act*.

### 3.2 OBJECTIVES

Parts of rural Pitt Meadows contain land that is forested, steep and has no access to municipal water supply. Other parts of the City are adjacent to forested areas. These lands have been identified as being at risk for wildfire and potential interface wildfire, and, therefore, are designated as being within the Wildfire Hazard DPA. The Wildfire Hazard DPA is established to minimize the risk of wildfire to people, property and structures.

### 3.3 DESIGNATED AREA

Pursuant to section 488 (1) (b) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legends are collectively designated as the wildfire hazard development permit area (the "Wildfire Hazard DPA").

### 3.4 EXEMPTIONS

A development permit is not required for:

- a. internal renovations of, or minor additions (less than 46 m<sup>2</sup>) to, existing buildings;
- b. the removal of trees or vegetation if no other Development Permit Areas apply;
- c. planting of fire-resistive vegetation native to the surrounding ecosystem;
- d. any development consisting entirely of non-flammable materials such as metal, stone or concrete;
- e. subdivisions that are lot-line adjustments, subdivisions for park purposes or for lot consolidation;
- f. agricultural buildings or structures;
- g. instances when a restrictive covenant relating to fire hazard requirements and mitigation measures is already registered on title, to the satisfaction of the City; and
- h. instances where building permit plans submitted show compliance with the following guidelines.

### 3.5 APPLICATION REQUIREMENTS

- a. A development permit is required prior to construction of any building or structure for which a building permit is required under the City's *Building Bylaw*, and prior to any subdivision other than exempted above.
- b. The City may require one or more report(s) prepared by a professional who is qualified to assess and verify fire hazard. The report(s) shall provide





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recommendations for minimizing interface fire hazard risk to the development as well as, where possible, recommendations to preserve sensitive ecosystems that may be situated near development.

- c. Every application for a development permit shall be accompanied by plans indicating the following:
  - » locations of all existing and proposed buildings and structures;
  - » siting of parking areas and driveways;
  - » extent and nature of existing and proposed landscaping and vegetation, including details of trees and ground cover; and
  - » the exterior materials of existing and proposed buildings (siding and roofs).

### 3.6 DEVELOPMENT PERMIT CONDITIONS

The City may require registration of a restrictive covenant for areas designated as hazardous and to implement FireSmart *building guidelines*.

### 3.7 GUIDELINES

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

#### 3.7.1 General

Development should be planned and designed in accordance with *FireSmart* principles.

#### 3.7.2 Site Guidelines

- a. New buildings or structures should be located as far away from any wildfire risk areas where possible.
- b. Buildings should be sited and road accesses designed to accommodate firefighting vehicles and equipment.
- c. Properties should be clearly marked with the address.
- d. Large properties should have a driveway with a turnaround.
- e. Where the City requires fire hydrants within a development, these must be fully functional prior to construction above the foundation level.

#### 3.7.3 Building Construction

- a. Steep roofs and closed or screened gutters are preferred in order to prevent the collection of leaves or needles, and to reduce the risk of ember shower accumulation.
- b. Roof materials shall have a Class A or B fire-resistance rating as defined in the current *British Columbia Building Code*, as amended; examples of typical Class A or B roofing products include: asphalt shingles, metal, concrete tile, clay tile, synthetic, slate and hybrid composite materials.

- c. Exterior cladding on elevations adjacent to the wildfire interface should be constructed of ignition-resistant or non-combustible materials such as: stucco, metal siding, brick, concrete and fibre cement, rock and logs or heavy timber.
- d. Tempered, thermal (double-paned) windows should be used for all single-family dwelling construction, including additions and buildings larger than 100 m<sup>2</sup>.
- e. Overhanging projections attached to buildings and their support (i.e., decks, balconies, porches, structural columns and beams) should be constructed of heavy timber construction, ignition-resistant or non-combustible materials, similar to those allowed in the "Exterior Cladding" section above.
- f. The underside of all exposed floors (i.e., underside of balconies, decks and porches) should be sheathed or skirted with fire-resistant materials, similar to those allowed in the "Exterior Cladding" section above.
- g. The underside of all cantilevered floors (i.e., bay windows, hatches and window seats) should be protected with fire-resistant materials and have the floor system fire-blocked at the exterior wall plane.
- h. Areas under overhanging projections should be kept clear of debris.
- i. Exterior doors and garage doors should be fire-rated with a good seal.
- j. All eaves and ventilation openings in exterior walls, roofs and soffits should be covered with 3 mm wire mesh or be designed to prevent flame or ember penetration into the structure.
- k. Eaves and soffits should be constructed of ignition-resistant or non-combustible materials and properly fitted.
- l. Chimneys should have spark arrestors.
- m. For developments that have insufficient water service, as determined by the Fire Chief and Chief Building Inspector, exterior fire sprinklers may be required.
- b. No firewood or similar piles of wood should be located within 10 m of a building used for habitation.
- c. Combustible mulches, such as bark mulch or pine needles, are discouraged.
- d. No additional or new coniferous evergreen trees should be planted, and it is not advisable to retain previously existing mature coniferous evergreen trees, within 10 m of a building used for habitation.
- e. Any coniferous evergreen trees that are to be retained on the property that lie within 10 m of the building must: have limbs pruned such that they are at least 2 m above the ground; be spaced so that they have 3 m between crowns; and no limbs should be within 3 m of the building or attachments such as balconies.
- f. Any wooden fence should be separated from a house with a metal gate.
- g. Removal of all debris (wood and vegetation) after land clearing for development should be completed prior to the approval of any new subdivision plan.

### 3.8 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
  - b. The amount of security shall be determined by:
    - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
    - ii. the City.
- 3.7.4 Landscaping Guidelines**
- a. Landscaping on the property within 10 m of a building should consist of low-density, fire-resistant plants. Plants to avoid include coniferous evergreen trees and shrubs, juniper, pine, cedar, fir, spruce and tall grass. Instead, deciduous and broadleaved evergreen trees and shrubs (such as maple, Oregon grape, cherry, rhododendrons, etc.), as well as perennials, annuals and trimmed grass, are preferred.

## PERMIT AREA 4: SLOPE HAZARD



### 4.1 PURPOSE

The Slope Hazard Development Permit Area (DPA) establishes objectives for the protection of development from hazardous conditions pursuant to the Local Government Act.

### 4.2 OBJECTIVES

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

### 4.3 DESIGNATED AREA

Pursuant to section 488 (1) b) of the Local Government Act, all parcels shaded the applicable colour as indicated on the Map Schedule 10A and 10B's legend are collectively designated as the slope hazard development permit area (the "Slope Hazard DPA").

### 4.4 EXEMPTIONS

A development permit is not required for:

- a. routine maintenance of existing landscaping and lawn areas;
- b. a situation where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be made by a qualified professional concluding that the portion of land being developed is not naturally hazardous and will not create a hazardous condition; or
- c. lot consolidation.

### 4.5 APPLICATION REQUIREMENTS

- a. A development permit is required prior to any alteration of land, disturbance of vegetation, movement of soils or other disturbance of land, water or subdivision of land within the DPA.
- b. Applicants may be required to submit a report prepared by a qualified professional that includes, but is not limited to, the following information:
  - i. plan of site features, including tree cover, rock outcroppings, watercourses and assessment of soil types, depths and conditions;
  - ii. plans showing the location of all existing and proposed buildings and structures, building envelopes, utility services, driveways and other impervious surfaces;
  - iii. a slope analysis, geotechnical assessment and slope-stability plan providing assessment of the potential for landslide, landslip or erosion, and detailing how the proposed development is to be designed and constructed to prevent any destabilization or erosion of the slope. This will include plans showing lands with 0-10%, 10-20%, 20-30% and 30% and over grades at a 1 m contour interval;
  - iv. location and amount of anticipated removal or fill;
  - v. a site-grading plan, including sections through each lot, that clearly shows building envelopes, including the top of cut and toe of slope, and the slopes of adjacent uphill and downhill lots;
  - vi. recommendations on appropriate building envelopes or setbacks in relation to potential slope hazard, with specific recommendations and criteria for design, construction and maintenance;



- vii. detailed measures to safeguard neighbouring properties and structures arising from the proposed construction or site preparation; and
- viii. identification of the anticipated effects of septic and drainage systems on slope stability.

#### 4.6 DEVELOPMENT PERMIT CONDITIONS

- a. A restrictive covenant acknowledging that the land may be subject to mud flows, erosion, landslip and subsidence may be required. It may also identify a “no disturbance/no build” area.

#### 4.7 GUIDELINES

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of Development Permits, although not all of the guidelines will apply to all developments.

##### 4.7.1 Site Guidelines

- a. Land with slopes greater than 30% is generally not suitable for residential development and should be avoided.
- b. Development should minimize any alterations to steep slopes, and the project should be designed to fit the site rather than altering the site to fit the project.
- c. Clustering of development may be considered without altering the permitted density provided the number of units does not increase and provided that each lot is suitable for its intended use.

- d. Potential slope hazard areas should remain free of development or, if that is not possible, then:
  - i. mitigation should be undertaken to reduce risk to an acceptable level (risk for both the subject property and any adjacent or nearby lands should be addressed);
  - ii. conditions (e.g., conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels, both as determined by a qualified professional in an assessment report; and
  - iii. building sites should fit with natural site contours and slope conditions such that structural retaining walls or extensive cut and fill are not required, and so that no blasting or significant soil/rock removal or fill are required to build on the site.
- e. Terracing of land is not supported and landscaping should follow the natural contours of the land.
- f. Every residential lot created by subdivision should have a safe building envelope located on stable slopes at less than 20% grade.
- g. A minimum 10 m buffer area from the top or base of any steep slope should be maintained free of development except as otherwise recommended by a qualified professional; on very steep slopes, this buffer area should be increased.



- h. Designs should avoid the need for retaining walls, particularly to minimize cutting of the uphill slope. Large single-plane retaining walls should be avoided. Where necessary, retaining walls should reflect the natural characteristics of the site and smaller sections of retaining wall are preferred. In general, retaining walls should not exceed heights of 3 m on roads or 1.2 m on private properties.

#### 4.7.2 Building Construction

- a. Buildings should be stepped down to reflect natural contours and reduce visual impacts from other areas.
- b. Roof pitches should be aligned to reflect natural slope conditions.
- c. Smaller, stepped decks are preferred over long, continuous or cantilevered decks.
- d. Building materials should reflect the natural setting and avoid shiny or reflective surfaces.

#### 4.7.3 Landscaping

- a. Disturbed slopes should be reinforced and revegetated in accordance with the recommendations of a landscape architect or registered professional forester, and a permit issued by the City.
- b. Native species, including trees, shrubs and other plants, should be used for any new planting.
- c. Water should be diverted away from slopes, yards and structures in a controlled manner and ponding should be avoided near slopes.

- d. Flow should be contained by capturing roof and pavement drainage.
- e. The extent of impervious surfaces should be limited, and absorbent or permeable surfaces should be used instead to encourage infiltration and reduce run-off and erosion.

#### 4.8 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.



## PERMIT AREA 5: FARMLAND PROTECTION

PHOTO CREDIT DOUGLAS MILLER

### 5.1 PURPOSE

The Farmland Protection Development Permit Area (DPA) establishes objectives for the protection of farming pursuant to the *Local Government Act*.

### 5.2 OBJECTIVES

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

### 5.3 DESIGNATED AREA

Pursuant to section 488 (1) (c) of the *Local Government Act*, all land shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legend (generally adjacent to or within 30 m of the ALR) are collectively designated as the protection of farming development permit area (the "Protection of Farming DPA").

### 5.4 EXEMPTIONS

- a. All development in this Development Permit Area is exempted from the requirement to obtain a Development Permit, except:
  - i. subdivision of land; and
  - ii. construction of new buildings and structures within the DPA or additions to existing buildings and structures located partially or wholly within 30 m of the ALR boundary.
- b. For clarity, the following activities are also exempt from obtaining a Development Permit:
  - i. replacement or addition to a building where changes do not adversely impact (to the satisfaction of the director responsible for planning and development) agricultural uses or normal farm practices (existing or future) of ALR areas. Adverse impacts can include, but are not limited to, the following:
    - + drainage – when development creates flooding, erosion or siltation damage and reduced groundwater levels that prohibit agricultural irrigation;
    - + irrigation – when development contaminates water supplies used for agricultural irrigation;
    - + transportation and traffic – when development restricts access to farmland or prevents vehicle movement on local roads;
    - + land uses – when development adds sensitive uses adjacent to agricultural land without proper attention to screening or buffering.
  - ii. construction, additions or alterations not exceeding 30 m<sup>2</sup> where no variances of the Zoning Bylaw are required;
  - iii. landscaping and normal yard maintenance that do not affect a landscape buffer planted in accordance with these development permit guidelines;
  - iv. subdivision for lot-line consolidation only;
  - v. if a restrictive covenant relating to landscape buffering requirements and notice of normal farm practices nearby is already registered on title, to the satisfaction of the City; and/or
  - vi. where information is provided, to the satisfaction of the director responsible for planning and development, that illustrates that the proposed development will not adversely impact farming or farming buffers used to protect farming.

## 5.5 APPLICATION REQUIREMENTS

- a. A development permit is required prior to subdivision, construction of or additions to buildings within the DPA. In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.
- b. The City may require an Agricultural Impact Assessment or a report prepared by a professional agrologist quantifying the impacts of any proposed development that may affect agricultural activity and to recommend mitigation strategies to ensure impacts on ALR lands are minimized during and after development.

## 5.6 DEVELOPMENT PERMIT CONDITIONS

- a. A restrictive covenant may be required specifying that the lot is located near a farming area and that normal farm practices produce noise, dust, light and odour as identified and in accordance with the provincial *Right to Farm Act*. The covenant may also include vegetation buffering requirements and prohibit the removal of vegetation and the construction of, or addition to, any buildings or structures within the buffer area other than fencing in accordance with local government standards or the *BC Ministry of Agriculture Guide to Edge Planning*.

## 5.7 GUIDELINES

### 5.7.1 Site Guidelines

- a. Subdivision design must minimize potential negative impacts that may occur between farm and non-farmland users, including being designed to allow for clustering of lots, buildings and structures away from agricultural land.
- b. Subdivision design and construction must minimize erosion.
- c. New single-family residential lots larger than 0.10 hectares must not be located along the boundary of the ALR.
- d. Parks and nature reserves adjacent to the ALR should be designed to locate active recreation facilities, such as playing fields, as far as possible from the boundary of the ALR.
- e. Passive recreation and parking facilities with permeable surfaces could be located near the boundary of the ALR provided there is a vegetated buffer that will inhibit trespass along the boundary.

- f. Groundwater quality and levels should be maintained through an integrated stormwater management plan prepared by a professional engineer or qualified professional. This plan should outline any expected changes to the drainage regime that will result from the proposed development and identify any conditions that should be incorporated into the development permit to protect property from flooding, erosion or other undesirable impacts because of changes to stormwater run-off.
- g. Road layout should not encourage the possibility of future subdivision of agricultural lands. Road endings or stubs that point directly into the ALR are not permitted except where required for access by farm vehicles. Half roads and half cul-de-sacs along the boundary of the ALR shall not be permitted.
- h. Roads and pedestrian-access routes that end at the boundary of the ALR are strongly discouraged except where necessary to provide access for farm equipment.
- i. The road pattern should be designed in such a way to direct urban traffic away from routes used by farmers to move equipment.
- j. The extension of utilities such as water and sewer lines into the ALR is not supported.
- k. Public and strata open spaces should be located next to the boundary of the ALR, with the required landscape buffer forming part of the open space. Open spaces should be designed for water-retention capacity and stormwater attenuation.

### 5.7.2 Building Construction

- a. Non-farm development within 30 m of any property line of a parcel of land designated within the ALR is discouraged.
- b. Non-farm buildings or structures, except for fencing, should not be permitted within 30 m of any property line of a parcel of land within the ALR.
- c. No residential building should be located within 30 m of the boundary of the ALR.
- d. No commercial or industrial building should be located within 15 m of the boundary of the ALR.

### 5.7.3 Landscaping

- a. Landscaping within 15 m of a parcel of land within the ALR should be native, non-invasive, drought-tolerant and of suitable height and type to screen non-farm uses.

- b. Landscaping should be designed by a registered landscape architect or registered professional agrologist to reduce potential land-use conflicts that may arise and should include a maintenance plan to promote long-term protection of farmlands from nuisance complaints. The City may require professional inspection(s) and confirmation that the works have been completed according to the landscaping plans.
- c. For parcels located immediately adjacent to the ALR, a vegetated buffer should be provided and maintained parallel to and along the urban side of the ALR boundary in accordance with the following criteria:
  - i. All vegetated buffers intended to screen residential development from ALR lands should be continuous and be a minimum 15 m in width as measured as a perpendicular distance from the ALR boundary.
  - ii. All vegetated buffers intended to screen commercial or industrial uses from ALR lands should be continuous and be a minimum 8 m in width as measured as a perpendicular distance from the ALR boundary.
  - iii. All vegetated buffers should be designed, established and maintained in accordance with the *BC Ministry of Agriculture Guide to Edge Planning*.
  - iv. Irrigation should be provided during the first two years after planting and permanent irrigation should be installed where the landscape architect indicates it is necessary to ensure long-term plant survival.
  - v. Vegetated buffers should be installed prior to final subdivision registration or the issuance of any building permit.
  - vi. Paths and/or passive recreational uses should typically not be part of the vegetated buffer. Paths and/or passive recreational uses that are necessary to complete a trail network or that form part of a parks or trail plan may be included as part of a vegetated buffer; however, they should not take up more than one third of the width of the buffer and must be located away from the ALR boundary. The remaining two thirds of the buffer must be designed with special attention to inhibiting trespass onto ALR land and a registered landscape architect should certify that the overall effectiveness of the buffer will be the same as if the entire width were vegetated, and that it will meet the objectives of the development permit area.
  - vii. Provide landscaping with trees, including coniferous trees, as a major landscaping component, as well as dense vegetation, within the required landscaped buffer. Wherever possible, double rows of trees should be planted. Any existing mature trees within the buffer area should be preserved. A majority of the plant material selected should include low-maintenance, native vegetation and should be able to survive with little or no fertilizers.
  - viii. For added effectiveness of the buffer, consider provision of a low landscaped berm as part of the buffer.
  - ix. Where possible, existing landscaping or native vegetation that meets the intent of these guidelines should be retained.
  - x. Fencing that is designed to minimize conflicts between the adjacent non-farm uses and uses occurring on ALR lands should be installed on the property line of the non-farm parcel. The City may require that the applicant provide a report prepared by a registered professional agrologist that contains recommendations for appropriate fencing materials, location and height.

## 5.8 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 6: BUSINESS PARK



### 6.1 PURPOSE

The Business Park Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of Industrial Development pursuant to the *Local Government Act*.

### 6.2 OBJECTIVES

The objectives of this Development Permit Area (DPA) are:

- a. to encourage high-standard industrial development that is cohesive and integrated into the surrounding environment; and,
- b. to create sustainable and environmentally-friendly development by applying green-building technology and sustainable building practices.

### 6.3 DESIGNATED AREA

Pursuant to section 488 (1) (f) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B*'s legend are collectively designated as the business park development permit area (the "Business Park DPA").

### 6.4 EXEMPTIONS

A development permit will not be required for:

- a. construction undertaken within the exterior walls of a principal building;
- b. minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$100,000 (major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them);
- c. construction or addition of a building or a structure with a floor area less than 45 m<sup>2</sup> that is not visible from any road, residential area or public recreation

area or path;

- d. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
- e. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- f. replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;

### 6.5 APPLICATION REQUIREMENTS

All development applications must include a comprehensive development design package and a statement of intent that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard Development Application drawings required by the City, a landscape plan and a concept plan for signage.

### 6.6 GUIDELINES

Development Permits issued for this area shall be in accordance with:

*South Harris Business Park Design Guidelines*, dated May 2017 and provided hereto as Schedule 2 of the OCP; and

*Map 11 Golden Ears Business Park Phase 3 and 4 Supplemental Area Plan*, January 2022; and

The guidelines that follow:

#### 6.6.1 Form and Character

- a. All buildings, structures and expansions or additions should be architecturally co-ordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas, efficiency of the circulation system, visual impact and design compatibility with the surrounding development.

- b. Front facades are encouraged to be designed to be visually attractive by:
  - » modulating the facade – stepping back or extending forward a portion of the facade;
  - » changing materials, colours, patterns and textures within the building plane;
  - » changing the rooflines to reinforce the facade modulation; and
  - » designing buildings with visually distinct bases, middle and upper storeys.
- c. The front facade theme should be extended around the building walls that are visible from all streets, public park spaces and residential areas.
- d. Main entrances to the buildings should be easily identified from streets or entry driveways.
- e. Offices' reception and other public areas should be located at the front of buildings, prominent and/or secondary frontages and open spaces/parks.
- f. Shared service areas among buildings are encouraged (e.g., shipping and receiving, parking and outdoor lunch areas).
- g. Rooftop equipment (satellite dishes, air conditioning units, etc.) should be screened from public view or integrated within the building architecture.
- h. If a request is granted by Council for the building height to exceed 12 m (39 feet), the portion of the roof area exceeding 12 m shall incorporate green-roof technology or energy-saving technology.
- i. High-quality signs that complement the building and are incorporated into the landscape design are encouraged.

#### 6.6.2 Parking and Access

- a. Where possible, parking should be provided at the rear of the buildings.
- b. Loading areas should be located at the side or rear of the buildings and should be screened from view. Where a loading area is facing the side yard, the overhead doors should be integrated into the overall design of the building,
- c. Loading areas should not be located adjacent to residential and park areas.
- d. Parking areas and vehicle circulation should be designed to avoid conflicts between trucks, heavy vehicles and passenger vehicles.
- e. Pedestrian and cycling routes within industrial development should be connected with routes in the surrounding areas.

- f. Pedestrian connections should be provided that connect the north and south residential areas adjacent to industrial lands, as shown in the concept land use plan provided hereto in OCP Schedule 2.
- g. Pedestrian connections should be located in a buffer area that separates and screens industrial uses from adjacent uses. Buffers may range in size depending on the adjacent use.
- h. In no case shall the buffer be less than 15 m where the buffer is immediately adjacent to a residential property.

#### 6.6.3 Landscaping and Screening

- a. Landscaped islands should be used in parking areas to break up large paved surfaces.
- b. Trees and shrubs should be planted throughout the parking area to intercept precipitation, reduce surface heating and enhance esthetics of the area.
- c. Trees should be planted within parking areas at the following frequency:
  - » one tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium to all maturity;
  - » two adjoining rows of parking stalls (front to front) should be planted with a minimum of one tree per bank of 12 parking stalls spaced no more than 18 m between trees; and
  - » the end of each single row of parking stalls should be planted with a tree and a landscaped island between the end of the parking stall and the adjacent drive aisle.
- d. Parking spaces should be designed in a way that a portion of the vehicle hangs over into a landscaped strip where possible.
- e. Landscaping should be used to identify entrances to the site and building.
- f. Outside storage and staging areas should be screened with landscaping or screening finished in a manner consistent with the principal building.
- g. Ancillary or secondary buildings should be screened on a site from public streets with dense plantings.
- h. Where paved areas such as parking lots are located adjacent to pedestrian streets, provide significant landscaping and architectural features to shelter pedestrians from noise and visual intrusion from vehicle movements and parking.
- i. Avoid wherever possible blank walls along streets with pedestrian sidewalks. In cases where this is unavoidable, increase the setbacks and ensure landscaping and architectural treatment in the

setback and on the building face minimize the impact of blank walls.

- j. Areas of high visibility, including driveway and sidewalk entrances and major intersections, are encouraged to have visual elements such as flags, public art and water features.
- k. Public gathering places are encouraged at major intersections to help frame the public right-of-way, anchor the corner, enhance the streetscape and emphasize the public street.

#### 6.6.4 Green Technology Principles

- a. Buildings should be oriented to maximize opportunities for passive solar heating and natural lighting.
- b. Dual-flush toilets, electronic sensors on all lavatory faucets and low-flow shower heads should be considered in order to reduce the use of potable water.
- c. Water conservation and energy efficient design should be incorporated into building and site design.
- d. The use of permeable materials for parking areas, roads and sidewalks is recommended.
- e. Opportunities to re-circulate water, including collected stormwater and high-quality wastewater, should be investigated and incorporated into a development project where possible.
- f. Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to bio-swales and bio-filtration strips.
- g. A sustainability checklist shall be submitted with applications that demonstrates sustainability measures being incorporated to reduce environmental impacts; these should include measures such as green-roof technology, energy and water conservation, and greenhouse gas emission reductions.

#### 6.6.5 LEED Certification

New developments are encouraged to apply for LEED (Leadership in Energy and Environmental Design green building rating system) certification to assess the environmental sustainability building design.

#### 6.6.6 Environmental Controls

- a. Industrial developments should be planned so that the uses and activities do not create nuisances such as the emission of odours, dust, fumes, noise or light pollution.
- b. Garbage and waste materials should be stored in waterproof and animal-resistant containers that are visibly screened from the public and employees.

#### 6.6.7 Crime Prevention through Environmental Design (CPTED)

CPTED principles should be applied to the building design, lighting, landscaping and other elements.

#### 6.6.8 Standalone Commercial Uses

Development Permit Area No. 11 Lougheed Highway Commercial guidelines shall apply to standalone commercial uses in an industrial park.

#### 6.6.9 Site Safety Design

- a. A safety audit checklist shall be submitted with applications that demonstrates safety elements incorporated into the design of the trail networks and the industrial business park.
- b. The following factors should be considered when designing the exterior environments in an industrial business park:
  - » visibility by others (design for seeing and being seen);
  - » no entrapment spots (avoid small areas shielded on three sides); and
  - » lighting (others' faces should be visible and blinding glare avoided).
- c. Site access and internal circulation should be designed to emphasize public safety at the intersections of public and private domains, internal security and efficient flows. Safe movement of pedestrians should be a priority above other modes of transportation.

### 6.7 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 7: INDUSTRIAL



### 7.1 PURPOSE

The Industrial Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of industrial development pursuant to the *Local Government Act*.

### 7.2 OBJECTIVES

Industrial lands in Pitt Meadows are longstanding and important for supporting the economy of the City and the region. The Industrial DPA is designated to facilitate the orderly development of industrial lands that meets the needs of industry and is cohesive and integrated into the surrounding area. These guidelines aim to control the interface between industrial and other uses by minimizing the visual impact of industrial development.

### 7.3 DESIGNATED AREA

Pursuant to section 488 (1) (a) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legend are collectively designated as the industrial development permit area (the "Industrial DPA").

### 7.4 EXEMPTIONS

A Development Permit Area is not required for:

- a. construction of or addition to a building or a structure with a floor area less than 600 m<sup>2</sup> that is not visible from Lougheed Highway, a residential area or public recreation area or path;
- b. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
- c. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- d. replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the *sign bylaw* or an existing development permit;

- e. construction, building improvements or site improvements associated with approved temporary use permits;
- f. a proposed development that is limited to subdivision;
- g. site improvements such as addition of landscaping, walkways, bikeways and permeable paving.

### 7.5 APPLICATION REQUIREMENTS

A development permit is required prior to construction of or additions to buildings within the DPA. In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

All development applications must include a comprehensive development design package and a statement of intent that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage.

### 7.6 GUIDELINES

#### 7.6.1 Building Form and Character

- a. All buildings, structures and expansions or additions should be architecturally co-ordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas; efficiency of the circulation system; visual impact; and design compatibility with the surrounding developments.
- b. The facades of all building walls that face Lougheed Highway or public streets, residential areas, pedestrian pathways, parks or open spaces must provide visual interest. Use architectural elements (e.g., windows, vertical and/or horizontal design elements, secondary roof elements) and/or material or colour change.

- c. Main entrances to the buildings should be easily identified from entry driveways.
- d. Service doors should not be located on a building facade that faces Lougheed Highway or a residential area.
- e. Industrial buildings should provide indoor and outdoor amenities for employees, such as lunchrooms and outdoor sitting areas.
- f. Fences abutting residential sites should be built with materials in keeping with the fences generally used in residential areas.
- g. Ancillary or secondary buildings and roof mechanical equipment should be screened from public view with dense planting or integrated within the architecture.

#### 7.6.2 Parking and Access

- a. Parking and loading spaces facing Lougheed Highway are discouraged.
- b. Vehicle circulation should be designed to avoid conflicts between heavy vehicles, trucks and passenger vehicles.
- c. Development with more than one building on a site should provide sidewalks and pathways connecting buildings on the site.
- d. Wherever practical, off-street parking areas should be located to the rear and side of buildings, and should be screened from non-parking uses.

#### 7.6.3 Landscaping

- a. Front or rear yards adjacent to Lougheed Highway should be screened by substantial landscaping. Solid fences in place of landscaping are discouraged.
- b. Trees and shrubs should be planted throughout the parking area to intercept precipitation, reduce surface heating and enhance esthetics. The use of native, drought-tolerant plants is preferred.
- c. Service areas, unenclosed storage areas and garbage containers should be screened from views by intensive landscaping and should not be located beside or across from residential sites or facing Lougheed Highway.
- d. Landscaping should be used to identify entrances to the site and buildings.
- e. The outdoor storage of equipment or materials should generally be placed at the rear of the site to reduce visibility from surrounding roads and any residential areas.

- f. A continuous, landscaped buffer should be provided between industrial development and residential sites.

#### 7.6.4 Green Technology Principles

- a. Buildings should be oriented to maximize opportunities for passive solar heating and natural lighting.
- b. The use of permeable materials for parking areas, roads and sidewalks is encouraged.
- c. Opportunities to re-circulate water, including collected stormwater and high-quality wastewater, should be investigated and incorporated into a development project where possible.
- d. Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to bio-swales and bio-filtration strips.
- e. Lighting should be kept to the minimum necessary for safety and visibility, and designed to avoid light spill on adjacent residential properties and Lougheed Highway.

#### 7.6.5 Crime Prevention through Environmental Design (CPTED)

The application of CPTED principles for the building design, lighting, landscaping and other elements is encouraged.

#### 7.7 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 8: TOWN CENTRE MIXED RESIDENTIAL / COMMERCIAL



### 8.1 PURPOSE

The Town Centre Mixed Residential/Commercial Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of mixed residential/commercial development pursuant to the *Local Government Act*. The Town Centre Mixed Residential / Commercial, Development Permit Area Guidelines also apply to development applications seeking seven or more units and located within a Transit-Oriented Area as identified by the Transit-Oriented Area Designation Bylaw.

### 8.2 OBJECTIVES

- » to reinforce the role of Harris Road south of Lougheed Highway as the Town Centre of the community through the creation of a distinctive, pedestrian-friendly area that combines service, commercial and residential uses with public gathering and outdoor spaces;
- » to ensure consistency in form, massing and siting of new development; and
- » to control the interface between residential and commercial use by requiring consideration of the potential impacts of mixing land uses, implementing adequate buffering between land uses and regulating the proportion of structures.

### 8.3 DESIGNATED AREA

Pursuant to section 488 (1) (f) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legend are collectively designated as the town centre mixed commercial/residential development permit area (the "Town Centre Mixed Commercial/Residential DPA").

#### 8.3.1 Development Permits for Small Scale Multi-Unit Housing

- a. The guidelines of DPA 9, Ground-oriented Residential, will apply to development applications seeking six residential units or less and no commercial component.

### 8.4 EXEMPTIONS

A development permit shall not be required for:

- a. construction undertaken within the exterior walls of a principal building or structure;
- b. minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings;
  - » Minor renovations shall not exceed a value of \$100,000 for all uses. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them.)
- c. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
- d. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- e. exterior building envelope repairs;
- f. construction, building improvements or site improvements associated with approved temporary use permits;
- g. replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- h. a proposed development that is limited to subdivision;
- i. site improvements such as addition of landscaping, walkways, bikeways and permeable paving; or
- j. construction or addition of not more than one building or structure with a floor area less than 20 m<sup>2</sup> that is not visible from any road, public recreation area or path.

### 8.5 APPLICATION REQUIREMENTS

All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage design.

## 8.6 GUIDELINES

The guidelines respecting the manner by which the objectives of the form and character designation shall be addressed are as follows:

### 8.6.1 Building Form and Siting

- a. All buildings, structures and expansions or additions thereto shall be architecturally co-ordinated and shall be planned in a comprehensive manner, giving consideration to the relation between buildings, open areas and other features; building height; site coverage; yard setback; efficiency of circulation systems; visual impact; and design compatibility with the surrounding developments, including heritage buildings.
- b. New buildings adjacent to existing small-scale buildings should be designed to ensure privacy and livability for all properties.
- c. The design and siting of buildings should take into account noise sources from railway, highway or adjacent areas; non-residential uses should be located closer to sources of noise.
- d. All buildings should be located near the front property line. Only if the building features include a continuous boardwalk, public seating area and/or other public amenity along its frontage will a larger building setback be accepted.
- e. Buildings on corner sites shall front both street edges and should be massed towards the intersection. Building elevations visible from streets should be finished as the front elevation. Ground-floor residential units located at or near grade on streets and public pathways should be raised a minimum of 0.6 m to aid in the provision of privacy of the dwelling units.
- f. In order to ensure that a maximum number of units has been provided with good sun exposure, all proposals of two or more storeys are required to provide an analysis of the effects of solar orientation.
- g. All residential dwelling units should be provided with

outdoor space in the form of balconies, decks and/or patios, which should not protrude beyond the frontal plane of the commercial ground floor.

### 8.6.2 Exterior Design and Finish

- a. Street-facing facades of buildings on Harris Road should be designed for a pedestrian scale, with the first storey architecturally differentiated from upper floors.
- b. The main entrances of the buildings should be clearly identified by canopies, gateways, landscaping, lighting, special paving or entry walkways.
- c. Building faces should provide visual interest by means of articulation, using variable setbacks, windows, vertical elements, changes in materials/colours and creative design of balconies.
- d. Exterior finishes of buildings should be of high quality to ensure integrity of the building envelope and to present an attractive appearance. Stucco siding should be restricted to no more than 25% of any given elevation.
- e. Colours of buildings should reflect the common colour palette of the surrounding area. A range of colours within a traditional palette is acceptable. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other building details.
- f. Wood design elements should be incorporated in the building facade and landscaping features wherever possible.
- g. Accessory buildings, fencing, signage and railings should be compatible with the colour scheme of the site's principal building.
- h. Low-rise buildings should have a pitched roofline with a minimum slope of 5 in 12. The pitched roof should extend for full length of the building and may include false mansards or parapets.
- i. Mechanical equipment should be screened or integrated within roof forms in a manner consistent with the overall architecture of the building.
- j. Garbage/recycling containers, utility boxes, fans, vents and open storage areas should be screened from public views.

### 8.6.3 Pedestrian Environment and Building Frontages

- a. Building and frontage design in the Town Centre should create an attractive pedestrian environment. The pedestrian experience should be enhanced through easily identifiable building entrances, narrow

commercial storefronts, shop fronts with clear, untinted glazing, concentration of signage at pedestrian eye level, attractive landscaping, street furniture and well-defined pedestrian corridors and crossings.

- b. Where stores have bigger frontages, visual monotony along the building faces will be avoided by means of variations in the design, colour and texture of the facade as well as the provision of numerous entrances in large frontage buildings.
- c. Buildings should provide weather protection over building entrances and frontages.

#### 8.6.4 Commercial Development

The following guidelines will be considered together with other guidelines for this Development Permit Area:

- a. Freestanding commercial buildings within an outdoor mall setting should attempt to present an individuated roofline wherever possible. If this is not possible, the continuous roofline along the length of the mall should include some roofline features that break up the image of one flat, continuous roofline.
- b. Freestanding commercial buildings should have rooflines that have a pitched-roof silhouette. Gable, mansard and hipped roofs facing either the front or flanking street are encouraged. Pitched roofs shall have a minimum slope of 5 in 12.
- c. New commercial buildings should have windows of a variety of sizes and shapes on all building faces. Front facade windows should be decorated more elaborately than the windows on other elevations. Contrast trim shall be used to outline windows, doors, parapets and other building details.
- d. Commercial buildings located outside an outdoor mall setting should be located at or near the front property line. Only if the building features include a continuous boardwalk, public seating area and/or other public amenity along its frontage will a larger building setback be accepted.
- e. Store frontages of commercial buildings should remain relatively small wherever possible. Visual diversity along the building face could be achieved by means of variations in the design, colours and/or texture of the facade as well as the provision of several entrances in larger frontage buildings.

#### 8.6.5 Parking and Vehicular Access

- a. Parking for buildings built at residential densities of 60 or more units per net hectare will be encouraged to locate in underground structures.

- b. Where lane access is available, access to a residential parking area from a street should not be permitted.
- c. Where surface visitor parking spaces for residential buildings are provided at the rear of the property, there should be direct access from the parking area to an entrance to the building.
- d. Parking provided at street level should not be located within any front yard or side yard facing a street.
- e. Individual residential unit driveway access should not be permitted on Harris Road.

#### 8.6.6 Landscaping

- a. Landscape planting should:
  - » provide definition for pedestrian corridors;
  - » delineate private and semi-private space from public space;
  - » present a pleasing street image;
  - » soften the transition between adjacent land uses; and
  - » create interesting views and focal points into and out of the site for pedestrians, drivers, tenants and adjacent sites.
- b. Parking areas visible from streets and adjacent residential buildings should be screened by landscaping in such a way that a reasonable level of public surveillance is allowed. Solid fencing in place of landscaping is not permitted.
- c. Parking areas should be inter-planted with trees.
- d. Retention of mature trees is encouraged.
- e. Native trees and plants should be used where possible.
- f. All vegetation used for landscaping shall be mature and of a quality acceptable to the City. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (BCSLA) and the B.C. Nursery Trades Association (BCNTA), and which are specified in the British Columbia Landscape Standard (1984) or as it may be amended.
- g. All landscaping materials, other than vegetation, shall be "non-skid" type and of durable quality.
- h. Where paved areas such as parking lots are located adjacent to pedestrian streets, provide significant landscaping and architectural features to shelter pedestrians from noise and visual intrusion from vehicle movements and parking.

- i. Avoid wherever possible blank walls along streets with pedestrian sidewalks. In cases where this is unavoidable, increase the setbacks and ensure landscaping and architectural treatment in the setback and on the building face minimizes the impact of blank walls.
- j. Areas of high visibility, including driveway and sidewalk entrances and major intersections, are encouraged to have visual elements such as flags, public art and water features.

#### 8.6.7 Green Building Design Principles

- a. Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- b. Implement natural ventilation and cooling systems.
- c. Consider the use of green-roof technology to reduce stormwater run-off, reduce energy costs and enhance the livability of outdoor spaces.
- d. Limit the use of potable water for landscaping irrigation; consider using captured rainwater, recycled water and other non-potable water.
- e. Consider using dual-flush toilets, electronic sensors on all lavatory faucets and low-flow shower heads to reduce the use of potable water.
- f. Use permeable materials for parking areas, roads and sidewalks wherever possible.
- g. Use re-circulated water, including collected stormwater and high-quality wastewater, where possible.
- h. Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to infiltration chambers or bio-filtration strips.
- i. New developments are encouraged to apply for LEED Certification (Leadership in Energy and Environmental Design,) a green building rating system to assess the environmental sustainability of building design.

#### 8.6.8 Signage and Lighting

- a. Signage should be integrated with the design of the building and should be at ground level only, and its size and design should complement the scale and architectural detail of the building.
- b. The location and design of signage should be incorporated into the development permit application.
- c. Applications for individual tenant signage submitted later should demonstrate how the proposal is

compatible with the building architecture and the surrounding area.

- d. Freestanding signs in the Town Centre area should be limited to a height of 1.8 m from grade. The base of the sign should be surrounded by landscaping. Artificial turf and chain-link fencing are not acceptable.
- e. Exterior illumination shall be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination shall be designed to avoid light spill on adjacent properties.

#### 8.6.9 Safety and Security

- a. All developments should be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED), particularly with respect to:
  - » access control;
  - » surveillance;
  - » territoriality; and
  - » maintenance.

### 8.7 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 9: GROUND-ORIENTED RESIDENTIAL



### 9.1 PURPOSE

The Ground-oriented Residential Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of intensive residential development pursuant to the *Local Government Act*. The Ground-Oriented Residential Development Permit Area Guidelines also apply to Small Scale Multi-Unit Housing development applications seeking six residential units or less.

### 9.2 OBJECTIVES

Sensitive residential infill development can provide a diversity of housing types and increase the efficiency of land use, enabling a compact and complete community. The Ground-oriented Residential DPA is designated to foster housing and landscape designs that are compatible with the “small-town” character of existing neighbourhoods.

### 9.3 DESIGNATED AREA

Pursuant to section 488 (1) (e) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the Map Schedules 10A and 10B’s legends are collectively designated as the ground-oriented Residential development permit area (the “Ground-oriented Residential DPA”).

### 9.4 DEVELOPMENT IN TRANSIT-ORIENTED AREAS

**9.4.1** The guidelines of DPA 8, Town Centre Mixed Residential / Commercial, will apply to development applications seeking seven or more units, and located within a transit-oriented area as identified by City of Pitt Meadows Transit-Oriented Area Designation Bylaw No. 2989, 2024.

### 9.5 EXEMPTIONS

A development permit is not required for:

- a. Site improvements such as the addition of landscaping, walkways, bikeways and permeable paving;
- b. Construction of a secondary suite completely contained within an existing principal dwelling;
- c. Construction of a garden suite;
- d. Construction or addition with a floor area less than 30 m<sup>2</sup> that is not visible from any road, public recreation area or path, that is two storeys in height or less;
- e. Construction of an addition up to 90 m<sup>2</sup> and resulting in additional dwelling units that is not visible from any road, public recreation areas or paths, and that is two storeys in height or less;
- f. Construction of or addition to a single-family dwelling, where there is one single-family dwelling on a lot; or
- g. Placement of a mobile home.

### 9.6 APPLICATION REQUIREMENTS

**9.6.1** For the purpose of this DPA, an Intensive Residential Development Permit is required prior to issuing of a building permit for any one of or combination of the following:

- a. Duplex;
- b. Subdivision of lots in existing single-family neighbourhoods;
- c. Multi-plex;
- d. Apartment buildings;
- e. Courtyard housing; and
- f. Townhouse or rowhouse buildings.

**9.6.2** All development applications must include a comprehensive development design package and a statement of intent or rationale that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard development application drawings required by the City:

- a. A landscape plan,
- b. A rendering of how the proposed development will look in relation to adjacent buildings,
- c. Colour elevation drawings, and
- d. A tree survey.

## 9.7 GUIDELINES

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

### 9.7.1 General Neighbourhood Character

- a. When siting new buildings, consider existing buildings and outdoor spaces, including the location of windows and entrances, to minimize overlooks and visual intrusions to neighbouring properties.
- b. Orient and design new developments to present a friendly face to the street, enhancing public streets, open spaces, street vitality, pedestrian activity, safety and eyes on the street.
- c. Residential units facing streets should have entries oriented towards and be clearly accessible and visible from the fronting street.
- d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.
- e. For developments that have interior-facing units, or side yard facing entryways, ensure unit entries are legible and emphasized through design features. This is important for welcoming visitors, for emergency responders and for consistency with Crime Prevention through Environmental Design (CPTED) principles. Strategies to achieve this include:
  - i. visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry;
  - ii. defining features such as a roof overhang, patio or porch or other features to help identify the entry;

- iii. provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance;
  - iv. if the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area.
- f. Design all principal and accessory buildings with the same architectural style.
  - g. Changes in colour and materials are recommended to create variety in repeated designs. Repetitive and monotonous building designs are discouraged.
  - h. The lot should be graded to meet elevations of adjacent existing lots. A smooth transition from lot to lot is important.
  - i. The use of retaining walls between lots is discouraged.

### 9.7.2 Driveways and Parking

- a. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be designed to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including the following:
  - i. location of driveway access and parking spaces should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard or front yards by providing enough planting space;
  - ii. in cases where front yard parking is provided, attention to design is required to emphasize front entryways, pedestrian access, patios, porches, front yard landscape, and tree planting space in order to support a pedestrian-friendly streetscape;
  - iii. minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries and shield them from public view where possible;
  - iv. incorporate landscaping within driveway areas to soften impacts of front yard parking and hardscape environment, and to emphasize unit entryways where they are located and accessed from a driveway;



- v. when a garage is incorporated into a principal building, it should be designed to minimize its impact on the street-facing elevation. Front garages are encouraged to occupy no more than 50% of the ground floor of the front building facade and should be recessed from the front façade;
  - vi. use a variety of driveway paving materials to create visual interest.
- b. Driveway access from the street should be minimized where possible. Strategies for minimizing driveway access include:
- i. shared driveways where possible or narrowed from the curb to the property line;
  - ii. for corner lots, locate driveway access for all units on the intersecting minor road;
  - iii. locate and consolidate off-street parking areas to minimize the extent of driveways and eliminate need for driveway access to individual units;
  - iv. consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking.
- c. Driveways on corner lots should be located as far as possible from the intersection.
- d. Consider using pervious materials for hard surfaces such as driveways, walkways and patios to maximize rainwater infiltration.
- e. An energized electrical outlet capable of providing Level 2 charging for an electric vehicle for each residential unit is strongly encouraged.
- f. Parking is encouraged to be located at the rear or side of the property.

### 9.7.3 Building Construction

- a. Design the roof to minimise the overall building mass and include articulation and architectural interest such as gables, dormers or deep soffits.
- b. Buildings should be constructed out of high-quality, durable materials. Use of horizontal wood siding, glazing, brick and stone is encouraged.
  - c. Garage doors with glazing and materials complementary to the overall design are encouraged.
  - d. Front porches or verandas are encouraged and the area under the front porches should be concealed with wood, lattice, stone or other complementary material.
  - e. The palette of materials should be simple and complementary of existing dwellings in the neighbourhood. Vibrant colour should be used with discretion and in small amounts.
  - f. For flush-mounted windows, trim pieces or sashes should be used.
  - g. Entry features and front doors should be the dominant elements facing the street. Avoid a large number of steps leading to the front entry.
  - h. Exterior walls should be articulated through a combination of material and colour composition and architectural details, including projections, recesses, reveals, trim, porches, verandas, balconies, terraces and bay windows that incorporate three-dimensional depth and composition.
  - i. Building sidewalls should be designed to be attractive and interesting when viewed from the streets, sidewalks, and public open spaces through the use of a combination of materials, colours, textures, articulation, fenestration, and/ or plant material.
  - j. Privacy should be carefully considered. Landscaping, windows, decks and balcony placement should respect the privacy of adjacent properties and units by means of careful orientation, offset of placement between units and the use of privacy screening to prevent unnecessary visual intrusion.



- k. Noise should be carefully considered when planning unit layouts. Placement of noise-sensitive rooms, such as bedrooms, and the use of building elements such as stairs and closets to act as noise buffers against shared walls should be considered as a way to reduce the impact of noise between units.
  - l. Daylight for interior and exterior spaces for all housing types should be maximized. All habitable rooms (not including bathrooms and kitchens) should have at least one window on an exterior wall.
  - m. Natural ventilation is encouraged through the size, type and placement of windows.
  - n. Buildings with a third storey are encouraged to be designed so that the third storey is integrated into the roof form.
  - o. For lots with frontages on two parallel streets, a front-to-back unit configuration is encouraged, with entrances to the units from each street.
  - p. On a corner or double-fronting site, all sides facing a street should be fully designed and detailed.
  - q. Differentiation between units, particularly ground-oriented units, should be accomplished through the use of different colours, location of windows, and appropriate uses and combinations of materials for exterior treatments.
- #### 9.7.4 Landscaping
- a. Mature trees should be preserved and incorporated into the overall landscape design. Any mature tree that is removed should be replaced. An arborist's report and tree-replacement plan, complete with security for replanting, may be required prior to approval of a development permit. If there are no existing mature trees on the site that can be preserved, a minimum of one tree in the front yard and one in the back yard shall be planted.
  - b. Natural hedge landscaping between houses is encouraged instead of standard fencing within the front yards.
  - c. Incorporate plantings integrated with entryways, patios, and pathways to create a green interface between buildings and streets. Planting should incorporate a mix of trees, shrubs and other plants.
  - d. Landscaping should be used to help make a visual transition between the street and the front of the building. Consider incorporating low fences, terraces and low retaining walls with floral displays, compact trees, shrubs, groundcovers and use of stone or brick masonry walls.
  - e. Landscape areas are encouraged to include a mixture of tree sizes and types.
  - f. Integrate landscaping features and plantings to soften hardscape areas associated with vehicle circulation and parking. Driveway access and surface parking areas should incorporate a minimum 1 m landscaped buffer along edges while maintaining site lines and enabling casual surveillance.
  - g. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches).
  - h. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive summer water restrictions and dry conditions.
  - i. Creative use of landscaping or other screening should be incorporated to reduce the perceived scale of development without compromising surveillance of public areas.
  - j. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spillover for adjacent residential units and prevent light pollution (e.g. caused by up-lighting or unshielded lights) are strongly encouraged.

- k. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a combination of private and semi-private spaces such as a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.
- l. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.
- m. Consider integrating opportunities for play in both soft and hardscaped design. This can include designing driveways and parking areas as play courts for children when not in use by vehicles.
- n. Consider using low fencing to delineate private space and add interest to landscaping.

#### 9.7.5 Bicycle Storage

- a. A dedicated, secure, and easy-to-access space for at least one adult-sized bicycle should be provided for each dwelling unit.

#### 9.7.6 Garbage and Recycling

- a. Provide adequate space for garbage, recycling and compost bins for each unit.
- b. The location and design of the space should allow for ease of access so that residents are able to move the bins out on collection days.
- c. The design of the exterior space for garbage, recycling and compost bins should be integrated with the exterior architectural treatment of the building and screened from nearby streets and sidewalks with high-quality, durable finishes compatible with building design.

#### 9.7.7 Mechanical Equipment & Storage

- a. Mechanical equipment, such as the outdoor components of heat pumps and air conditioners, vents and service areas should be located to minimize noise impacts to residents in adjacent residential units by avoiding proximity to the windows, doors and usable outdoor spaces of the neighbouring residential buildings.
- b. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.
- c. Consideration should be given to the need for

storage of garden tools, lawnmowers, etc. Storage sheds should be an integral part of the design.

### 9.7 GUIDELINES

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit;
  - ii. in the case of a development permit for developments resulting in fewer than four units, the amount will be \$5,000 per unit; or
  - iii. the City.



## PERMIT AREA 10: MULTI-FAMILY RESIDENTIAL

### 10.1 PURPOSE

The Multi-family Residential Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of intensive and multi-family residential development for densities greater than 30 units per gross hectare with fee simple or strata lots pursuant to the *Local Government Act*.

### 10.2 OBJECTIVES

- » To facilitate the orderly development of the area and encourage co-ordination of siting, form and volume of intensive residential and multi-family residential buildings and their areas for parking, storage and landscaping;
- » To provide for the construction of intensive and multi-family residential development that is of a form and character that are compatible and complementary to those of adjacent development including multi-family and other residential and mixed-use development; and
- » To encourage attractive residential streetscapes and landscapes, including through appropriate road design and landscape treatments of boulevards so as to minimize the impact of roadways, to the extent possible on the neighbourhood.

### 10.3 DESIGNATED AREA

Pursuant to section 488 (1) (e) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legends are collectively designated as the multi-family residential development permit area (the "Multi-family Residential DPA").

**10.3.1** Development Permits for Small-Scale Multi-Unit Housing

- a. The guidelines of DPA 9, Ground-Oriented Residential, will apply to development applications seeking six residential units or less.

### 10.3.2 Development Permits in Transit-Oriented Areas

- a. The guidelines of DPA 8, Town Centre Mixed Residential / Commercial, will apply to development applications seeking seven or more units, and located within a Transit-Oriented Area as identified by the Transit-Oriented Area Designation Bylaw.

### 10.4 EXEMPTIONS

Development permits shall not be required in the following instances:

- a. construction undertaken within the exterior walls of a principal building;
- b. minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$100,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them.);
- c. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
- d. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- e. construction, building improvements or site improvements associated with approved temporary use permits;

- f. a proposed development is limited to subdivision;
- g. site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- h. construction or addition of not more than one building or structure with a floor area less than 20 m<sup>2</sup> that is not visible from any road, public recreation area or path; or
- i. exterior building envelope repairs.

### 10.5 APPLICATION REQUIREMENTS

- a. All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines.
- b. The design package should include, in addition to the standard development application, drawings required by the City and a landscape plan.

### 10.6 GUIDELINES

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

#### 10.6.1 Character of Buildings

- a. All buildings, structures and additions should be architecturally co-ordinated and should be planned in a comprehensive manner, giving consideration to efficiency of circulation, relationship between buildings, visual impact and design compatibility with surrounding development.
- b. Planning of all buildings subject to this DPA should be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character in relation to surrounding properties, streets and other features.
- c. Buildings should be designed with wall, roof and ground-plane materials that are durable, authentic and of high quality.
- d. Buildings of two or more storeys in height should express the individuality of units through vertical expression of facades.
- e. Main entrances to multi-family residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, landscaping, lighting or special paving, or entry walkways.

- f. Where the development faces the street, regardless of form or density, ground-floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided.
- g. Ground-floor units located at or near grade on streets and public pathways should be raised a minimum of 0.6 m to aid in the provision of privacy of the dwelling units.
- h. The presence of garage doors along roadways should be minimized. Where the siting of garage doors along a roadway cannot be avoided, the garage door should be recessed a minimum of 0.6 m behind the main building facade. Garage entries should be considered as part of the overall design program and should include some glazing.

#### 10.6.2 Siting and Access

- a. Buildings should not back onto public roads. Any fencing along public roads should provide for direct pedestrian access to the residential units.
- b. Articulation of the building facades through the use of variable setbacks is encouraged for all front elevations regardless of the form, and all rear and side elevations for attached multi-family development.
- c. Roadways should provide efficient circulation and encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design.
- d. Parking is to be accommodated with garages/ carports and driveways or discrete parking areas. Where visitor parking or common parking areas are required pursuant to *Zoning Bylaw No. 2505, 2011*, several small sites rather than a few large sites should be used wherever possible.
- e. Buildings may require articulation to reduce opportunities for households to overlook each other's private areas.
- f. Variation in unit size, design and siting within groupings of units should be provided.
- g. Public spaces should be designed to receive sunlight all year.
- h. In order to ensure that a maximum number of units have been provided with good sun exposure, all three- and four-storey proposals will be required to provide an analysis of the effects of solar orientation at the following times:

- » summer solstice: 8 a.m., noon and 4 p.m.
  - » equinoxes: 8 a.m., noon and 4 p.m.
  - » winter solstice: 8 a.m., noon and 4 p.m.
- i. Two-storey proposals may be requested to provide this analysis if overshadowing on adjacent land uses is anticipated.
  - j. Shared driveways (i.e., driveways that serve more than one residential unit) are encouraged along arterial roads such as Harris and Hammond roads.

### 10.6.3 Landscaping and Recreation Spaces

- a. Parking areas visible from the streets and adjacent to residential buildings should be screened by substantial landscaping. Inter-planting of parking areas with trees is required at a minimum spacing of one tree per five parking stalls.
- b. Landscaping beds located next to parking stalls should be designed to avoid impacts on plant material from the door swing or foot traffic associated with exiting or entering a vehicle, providing a hard-surfaced "staging area" of not less than 0.8 m within the landscape bed and adjacent to the parking stall.
- c. Retention of mature trees for integration into the overall landscaping theme is encouraged.
- d. Native trees and plants should be used for landscaping, wherever possible.
- e. Exterior illumination should be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination should be designed to avoid light spill on adjacent properties.
- f. Neighbourhood parks should be available within a 10-minute walking distance, or approximately 0.6 km, of a development. Development proposals outside of this 10-minute walking distance should provide recreation space for pre-school aged children.
- g. The recreation space should:
  - i. be located in areas that can be overlooked by dwelling units or communal adult activity areas;
  - ii. be located next to pedestrian routes to facilitate casual supervision;
  - iii. be at or near the same level as the home unit;
  - iv. include seating for adults;
  - v. be protected from vehicle access; and

- vi. include at least one play structure.
- h. For attached multi-family development, the minimum distance between any area of blacktop or other hard surface meant for vehicle parking or circulation and any project property line where shared parking is not planned should be 1.5 m to provide for plant screening on property lines. Only road or driveway crossings will be permitted to interrupt this setback.
  - i. Front property line fencing along Harris Road is discouraged.
  - j. Individual residential unit driveway access will not be permitted off Harris Road; only common driveway access to projects comprised of at least 12 units will be permitted.
  - k. Direct vehicle access should be encouraged to one side of the residential unit only. Where additional vehicle access is provided to the rear side of any townhouse unit, such access should be no closer than 6 m to any building face or no closer than 3 m to any privacy area or patio.
  - l. All applications should include an inventory of existing trees on the site that includes type, location, approximate caliper (or diameter) and heights.
  - m. A tree/landscape screen is strongly encouraged along the railway.

### 10.7 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

## PERMIT AREA 11: LOUGHEED COMMERCIAL



The Lougheed Highway Commercial Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of commercial development pursuant to the *Local Government Act*.

### 11.1 OBJECTIVES

- » To facilitate the orderly development of the area for commercial uses, including large- and medium-size retail establishment format, and highway and tourist-oriented commercial uses;
- » To provide for the construction of commercial uses that are of a form and character that facilitate good traffic flow, accommodate pedestrian activity and promote good urban design and attractive streetscapes;
- » To provide an appropriate buffer to agricultural uses adjacent to the development area; and
- » To promote a co-ordinated and coherent visual appearance between all developments within the Development Permit Area (DPA).

### 11.2 DESIGNATED AREA

Pursuant to section 488 (1) (f) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A* and *10B's* legends are collectively designated as the Lougheed Highway

commercial development permit area (the "Lougheed Highway Commercial DPA").

### 11.3 EXEMPTIONS

Development permits shall not be required in the following instances:

- a. construction undertaken within the exterior walls of a principal building;
- b. minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$100,000 (major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them);
- c. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
- d. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;

- e. construction, building improvements or site improvements associated with approved temporary use permits;
- f. replacement or alteration of existing signs and erection of new ones provided they are in full compliance with the Sign Bylaw or an existing development permit;
- g. a proposed development that is limited to subdivision;
- h. site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- i. exterior building envelope repairs.

#### 11.4 APPLICATION REQUIREMENTS

All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage design.

#### 11.5 GUIDELINES

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

##### 11.5.1 Access and Circulation – North Side of Lougheed Highway

- a. Vehicular access to all development should be from a public road or a paved easement access located either:
  - » parallel to the Lougheed Highway along the north property line between the commercial area and the agricultural lands to the north; or
  - » parallel to the Lougheed Highway, with a centre line at minimum distance of 40 m from the Lougheed Highway right-of-way.
- b. The public road and/or paved easement access should be a minimum two-lane access route constructed to engineering standards established by the City of Pitt Meadows.
- c. The public access way should provide vehicular and pedestrian connections to all development parcels between Meadow Gardens Way and Harris Road.
- d. An additional connection and access point between Lougheed Highway and the new public access road should be provided midway between Meadow Gardens Way and Harris Road, through a full-access

movement intersection located at, or west of, Bonson Road at Lougheed Highway.

- e. The new intersection should include left-turn movements to and from the site for eastbound traffic on Lougheed Highway in addition to the standard right-in, right-out movements. Signalization for the intersection may be required, subject to approval from B.C.'s Ministry of Transportation and Infrastructure, and should be synchronized with the Harris Road and Meadow Gardens Way lights to minimize impacts on Lougheed Highway traffic flow.
- f. At each corner of all street intersections, ensure an unobstructed view for motorists within a triangular area abutting the intersection, in accordance with the City of Pitt Meadows engineering standards. No structures, signs, finished lot grade or vegetation should obstruct a line of vision within the triangular area.
- g. Provide for future transit stops on Lougheed Highway or interior roads that accommodate access to all storefronts within 250 m of the new public access way.
- h. Provide continuous and unified pedestrian circulation along the entire length of the site, with links between buildings and in front of buildings.
- i. Pedestrian walkways should be clearly identifiable and designed to facilitate pedestrian circulation. Incorporate landscaped areas and wide concrete curbs adjacent to walkways to avoid intrusion into pedestrian circulation areas by parked vehicles.
- j. Provide sufficient access for emergency response vehicles to all buildings on a site.
- k. Consider joint or shared access between adjoining developments to minimize disruption of pedestrian sidewalks, to maximize landscaping and permeable surfaces, and to promote efficient traffic flow. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.

##### 11.5.2 Parking

- a. Provide off-street parking in accordance with the City of Pitt Meadows bylaws.
- b. Locate parking away from Lougheed Highway and to the rear of the site. No parking shall be permitted at the front of the site within or adjacent to the front-yard setback abutting the Lougheed Highway right-of-way. Provide a low-level landscaped buffer between the Lougheed Highway right-of-way and any parking areas visible from the public realm along Lougheed Highway.
- c. Divide parking areas into small sections to avoid large areas of paved asphalt. Incorporate

- landscaping strips, trees, building edges, pedestrian pathways and pavement treatment to enhance the visual appearance of parking areas.
- d. Landscaping should be provided in parking lots between and at the end of parking rows, within and at the perimeters of parking areas, and adjacent to pedestrian pathways.
  - e. Provide curbed landscaped strips a minimum of 1.5 m in width and 3.6 m in length:
    - » at end of each parking row;
    - » between every six spaces in a single row or between a group of six paired spaces (i.e., 12 spaces configured in front-to-front adjoining rows); and
    - » planted with shrubs, ground-cover planting and at least one 7.6 cm caliper “shade” tree.
  - f. To prevent damage to landscaped areas, provide a concrete staging area approximately 0.6 m in width adjacent to planted areas parallel to parking stalls and concrete wheelstops set back approximately 0.6 m from planted areas at the heads of parking stalls.
  - g. Trees should be of a type and height so that the crown extends above the height of a standard passenger or sport utility vehicle (approximately 2 m).
  - h. Where pedestrian pathways intersect service or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals.
  - i. Where a major pedestrian pathway intersects a driving aisle within a lot, consider ramping up the driving aisle surface to meet the grade of the pedestrian pathway to clearly demarcate the pedestrian realm and to promote pedestrian safety.
  - j. All pedestrian routes shall be fully accessible to people with disabilities. Pedestrian pathways should be wide enough for wheelchairs/mobility scooters and should include a tactile strip for the visually impaired.
  - k. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient and direct access from parking spaces to buildings for people with disabilities. Locate curb cuts and letdowns to the sides of intersections to steer pedestrians to the sides of roads.
  - l. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance of a building.

### 11.5.3 Site Design

- a. Site design should ensure that pedestrian use is given priority over vehicular use.
- b. Design and site all development(s) to mitigate the impact of traffic, noise, lighting and other environmental conditions on the adjacent residential area to the northeast.
- c. Provide at least one major pedestrian circulation route that links all developments and all sites from Harris Road to Meadow Gardens Way. Pedestrian routes should include a minimum 2 m wide hard surface pathway throughout, with a wider area on each development parcel for pedestrian respite and visual node opportunities. Incorporate landscaping and seating as well as opportunities for formal and informal gathering spaces where possible.
- d. Well-defined pedestrian access should be provided from public sidewalks. Pedestrian paths and/or sidewalks should be provided along all building facades with public entrances.
- e. A landscaped buffer, between 2 and 5 m in width (6.5 to 16 ft.) should be provided within the front-yard setback between the Lougheed Highway right-of-way and the front facades of buildings. The buffer should be intensively landscaped, with integrated pedestrian connections to provide links between the public sidewalk and building entrances.
- f. Provide on-site retention/detention of drainage in the form of storm sewers that flow into open ditches located at the rear of the site. Integrate the ditches with the agricultural ditch system that connects to the closest pump station in the area.
- g. Install oil-water separators and sediment controls for each development to promote effluent and groundwater quality-control objectives. Installation and maintenance will be the responsibility of individual lot purchasers.
- h. Provide a buffer between all development and adjacent agricultural lands: a) in the form of a public access road abutting agricultural lands; or b) in the form of a continuous landscaped buffer a minimum of 15 m wide adjacent to the edge of the agricultural land.
- i. Surface parking or roads abutting agricultural lands require a minimum 7.5 m wide landscaped buffer between the paved surface and the agricultural area.

### 11.5.4 Building Form and Character

- a. Locate major buildings a minimum of 30 m from the boundary of any agricultural land.

- b. All buildings facing Lougheed Highway should be sited with the street elevation on the front-yard setback line. All other buildings on the site should front secondary streets or pedestrian pathways.
  - c. Corner sites should be designed to bring visual prominence to the corner and to provide an edge to the intersection. Consider orienting building components such as main lobbies, principal entrances, entrance plazas, active interior spaces and windows towards the corner. Also consider including architectural elements that create a landmark or reference point for motorists and pedestrians.
  - d. Buildings within a development should be designed around an architectural “theme” to ensure a high-quality and co-ordinated development.
  - e. To achieve design consistency and visual coherence throughout the area, new developments should complement the design of developments on adjacent sites. Consider designs that incorporate major architectural elements, reflect similar building massing, match building heights and/or cornice lines, and employ high-quality exterior finishes.
  - f. Buildings located along the front-yard setback should orient building entrances and windows to Lougheed Highway.
  - g. Throughout the development, provide entrances and windows facing streets and pedestrian pathways wherever possible.
  - h. Main entrances should open directly onto sidewalks and/or public open space areas. Entries set back from the sidewalk should be highly visible, clear glazed, and easily recognizable and accessible from the street.
  - i. Provide weather protection over building entrances as part of the overall design of a development. Consider providing continuous pedestrian weather protection along all major pedestrian pathways and public places (i.e., transit stops, display windows and outdoor seating/dining areas).
  - j. Large facades should be articulated or broken down by including architectural elements that create the appearance of smaller buildings. Buildings with more than 15 m of street frontage should break the horizontal mass of the building with vertical elements in a rhythmic pattern.
  - k. Avoid blank walls and substantial areas of concrete, particularly on the facades fronting Lougheed Highway. Where solid walls are unavoidable, use building mass, variation of the facade, textured surfaces, architectural detailing or graphics and colours to reduce the impact of any solid wall. Consider incorporating “green screens” (i.e., hedges, vines, climbing plants on wire mesh or trellis structures) on large wall surfaces.
  - l. Use materials that enhance visual connections between the interior of the building and the street.
  - m. Sidewalls that are created for construction/development phasing should be designed to complement the overall appearance of the development and should not appear temporary or unfinished.
  - n. Orient mechanical equipment, drive-through uses, service or car wash bays, shipping and loading areas, utility areas, refuse/recycling areas, restrooms, vending machines, unenclosed storage and public telephones to face away from adjacent public streets and residential zones. Whenever possible, these uses should not be visible from an adjacent residential property.
  - o. Garbage and recycling bins should be easily accessible, contained within roofed/walled enclosures and screened from public view. Where possible, service areas should be internalized.
  - p. Enclose or screen all exterior mechanical units or equipment — including rooftop units, mechanical equipment, outdoor vents, transformers and satellite dishes — within upper floors, roof forms or structures that form part of the overall design of a development.
  - q. Building ventilation systems shall be located to minimize noise and to avoid exhaust to pedestrian areas and outdoor spaces. Air intakes should not be located on the sides of buildings that face agricultural land.
  - r. Developments are encouraged to incorporate energy efficiency and environmental sustainability principles in the design of buildings, such as the LEED (Leadership in Energy and Environmental Design) rating system.
- 11.5.5 Landscaping**
- a. Landscaping should be designed around a theme or concept to promote a unified/co-ordinated appearance for each development. Landscape designs on new developments should complement the landscaping on existing adjacent developments to ensure a consistent design vocabulary and visual coherency for the entire area.
  - b. Street trees are a required component of all development. Incorporate street trees into street-

front landscaping to define site boundaries and to enhance public space. Select robust and “shade”-style tree species and avoid columnar species.

- c. Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances.
- d. Include continuous and substantial landscaped areas in all side- and rear-yard setbacks along property lines, particularly adjacent to residential development. Landscape treatment should include natural drainage swales, with rock, gravel and plantings where possible. Select robust plant species for planted areas.
- e. Landscaped buffers between development and agricultural lands must include trees; dense, trespass-inhibiting vegetation; and transparent fencing combined with evergreen fence. Trees should be the major component of the landscaping, with double rows of trees planted wherever possible. Any existing mature trees within the buffer area must be preserved.
- f. The majority of plant material selected for buffers between developments and agricultural lands should include low-maintenance, Indigenous vegetation, and should be able to survive with little or no fertilizing and require minimal watering while not providing habitat for pests or disease. Consider the guidelines contained in the B.C. Agricultural Land Commission report “Landscaped Buffer Specifications.”
- g. Where possible, include a linear, textured band of roughened surface on pedestrian pathways for the visually impaired. Use textured surfaces to inform the visually impaired of important locations and natural connections. The band should be appropriately located towards the centre of the path and should be designed to avoid potential conflicts with seating areas or landscaping at the walkway edges.
- h. Minimize the amount of asphalt surfaces in parking areas by integrating a variety of paving materials, such as concrete, decorative pavers, etc., or by using alternate surface treatments.
- i. Consider the use of permeable parking paving techniques or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.
- j. Developments are encouraged to incorporate Low Impact Development (LID) elements into the design of sites to manage rainfall at the source. Design site elements to achieve a target of retaining the first inch of rainfall on site where feasible.

#### 11.5.6 Signage and Lighting

- a. All signs shall conform to the Pitt Meadows Sign Bylaw.
- b. Major signage should be located close to prominent intersections.
- c. Pedestrian-level lighting should be provided along all pedestrian routes and pedestrian plazas.
- d. Provide lighting for parking areas that is located and designed to ensure that all areas are well lit.
- e. High-intensity lighting and signage should be avoided where possible, particularly adjacent to residential areas to the northeast.
- f. Lighting and signage should be designed to have no direct source of light visible from the public right-of-way or adjacent residential land.
- g. Direct high-intensity illumination away from adjoining properties.
- h. Where appropriate, incorporate decorative lighting and floodlighting features on buildings to accent recessed or articulated surfaces, to enhance architectural and site design elements, and to illuminate building entrances and/or dramatic interior spaces.
- i. Select vandal-proof lens styles for exterior lighting fixtures to deter vandalism and for maintenance purposes.

#### 10.6 Security

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.



## PERMIT AREA 12: VILLAGE MIXED-USE

### 12.1 PURPOSE

The Village Mixed-use Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of commercial and residential mixed-use developments pursuant to the *Local Government Act*.

### 12.2 OBJECTIVES

- » To reinforce the role of Barnston View Road as a community commercial centre in the south of Pitt Meadows through the creation of a distinctive, pedestrian-friendly area that combines stores and services with public gathering and outdoor spaces;
- » To ensure consistency in form, massing and siting of new development; and
- » To control the interface between residential and commercial use by requiring consideration of the potential impacts of mixing land uses and regulating the proportion of structures.

### 12.3 DESIGNATED AREA

Pursuant to section 488 (1) (f) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the *Map Schedule 10A and 10B's* legend are collectively designated as the Village Mixed-Use Development Permit Area (the "Village Mixed-use DPA").

### 12.4 EXEMPTIONS

A development permit shall not be required for:

- a. construction undertaken within the exterior walls of a principal building or structure;
- b. minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$100,000. Major renovations to the exterior of the

- building involve the restoration or reconfiguration of a building's whole facade and development permit area guidelines apply fully to them;
- c. construction of a temporary sales centre less than 250 m<sup>2</sup> gross floor area incidental to a development for which a development permit has been granted;
  - d. placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
  - e. construction, building improvements or site improvements associated with approved temporary use permits;
  - f. replacement or alteration of existing signs and the erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing development permit;
  - g. a proposed development that is limited to subdivision; and
  - h. site improvements such as the addition of landscaping, walkways, bikeways and permeable paving.

## 12.5 APPLICATION REQUIREMENTS

All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines.

The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage design.

## 12.6 GUIDELINES

The guidelines respecting the manner by which the objectives of the form and character designation shall be addressed are as follows:

### 12.6.1 Building Form and Siting

- a. All buildings, structures and expansions or additions thereto shall be architecturally co-ordinated and shall be planned in a comprehensive manner, giving consideration to the relation between buildings, open areas and other features, building height, site coverage, yard setback, efficiency of circulation systems, visual impact and design compatibility with the surrounding development.
- b. All buildings shall be located near the front property line. Only if the building features a public seating area and/or other amenity along its frontage will a larger building setback be accepted.
- c. Buildings on corner sites shall front both street edges and shall be massed towards the intersection. Building elevations visible from streets shall be finished in materials and style consistent with the front elevation.

### 12.6.2 Exterior Design and Finish

- a. The main entrances of the buildings shall be clearly identified by canopies, gateways, landscaping, lighting, special paving or entry walkways.
- b. Building faces shall provide visual interest by means of articulation using variable setbacks, fenestration, vertical elements and changes in materials/colours.
- c. Exterior finish of buildings shall be of high quality to ensure integrity of the building envelope and to present an attractive appearance.
- d. Mechanical equipment shall be screened or integrated within roof forms in a manner consistent with the overall architecture of the building.
- e. Garbage/recycling containers, utility boxes, fans, vents and open storage areas shall be screened from public views.

### 12.6.3 Pedestrian Environment and Building Frontages

- a. Building and frontage design shall create an attractive pedestrian environment. The pedestrian experience will be enhanced through easily identifiable building entrances, narrow commercial storefronts, shop fronts with clear, untinted glazing, concentration of signage at pedestrian eye level, attractive landscaping and street furniture, and well-defined pedestrian corridors and crossings.
- b. Where stores have bigger frontages, visual monotony along the building faces will be avoided by means of variations in the design, colour and texture of the facade as well as the provision of numerous entrances in large-frontage buildings.
- c. Window boxes, bay windows and robust window trims are encouraged to give depth to the facade. Enhanced window detailing may be appropriate.
- d. Flashings and gutters, etc. should be integrated into the design by colour or other methods.

#### 12.6.4 Landscaping

- a. Landscape planting should:
  - » provide definition for pedestrian corridors;
  - » delineate private and semi-private space from public space;
  - » present a pleasing street image;
  - » soften the transition of adjacent land uses;
  - » create interesting views and focal points into and out of the site for pedestrians, drivers, tenants and adjacent sites; and
  - » be planned so that driving sightlines are maintained from adjacent roads, manoeuvring aisles and parking lots.
- b. Native trees and plants should be used where possible.
- c. All vegetation used for landscaping shall be mature and of a quality acceptable to the City. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Nursery Trades Association and which are specified in the British Columbia Landscape Standard (1984) or as it may be amended.
- d. All landscaping materials, other than vegetation, shall be "non-skid" type and of durable quality.

#### 12.6.5 Green Building Design Principles

- a. Use permeable materials for parking areas, roads and sidewalks wherever possible.
- b. Limit the use of potable water for landscaping irrigation. Consider using captured rainwater, recycled water and other non-potable water.
- c. Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to infiltration chambers or bio-filtration strips.
- d. New developments are encouraged to apply for LEED Certification (Leadership in Energy and Environmental Design), a green building rating system to assess the environmental sustainability of building design.

#### 12.6.6 Signage and Lighting

- a. Signage shall be integrated with the design of the building and shall be at ground level only, and its size and design shall complement the scale and architectural detail of the building.

- b. The location and design of the signage shall be incorporated into the development permit application.
- c. Applications for individual tenant signage submitted later shall demonstrate how the proposal is compatible with the building architecture and the surrounding area.
- d. Exterior illumination shall be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination shall be designed to avoid light spill on adjacent properties.

#### 12.6.7 Safety and Security

All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention through Environmental Design (CPTED), particularly with respect to access control, surveillance, territoriality and maintenance.

### 12.7 SECURITY

- a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.
- b. The amount of security shall be determined by:
  - i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
  - ii. the City.

# HISTORY & HERITAGE

## ǪÍĆƏǪ (KATZIE) FIRST NATION

The three following sections on the history and heritage of ǪÍĆƏǪ (Katzie) First Nation were written by the ǪÍĆƏǪ (Katzie) First Nation in partnership with the City of Pitt Meadows.



The City of Pitt Meadows is located in the heart of the traditional territory of ḡíćǎý (Katzie) First Nation. Since time immemorial, ḡíćǎý (Katzie) people have inhabited their territory. This vast, beautiful and resource-rich territory extends south from the headwaters of the Pitt River to encompass Pitt Lake and River, Alouette Lake and River, Rolley Lake, portions of the Fraser River, and the area surrounding Boundary Bay. “Katzie” is the Anglicization of ḡíćǎý, which translates to “people of the moss” in the hə́nǰǎmínǎm language.

ḡíćǎý (Katzie) First Nation had many family groups living in the ḡíćǎý (Katzie) territory prior to the arrival of European settlers. The main village sites were located at what is now known as Munro Creek, Sturgeon Slough, Port Hammond and various other sites along the Alouette River as well as throughout the Pitt Polder. During the spring, summer and fall months, ḡíćǎý (Katzie) people would travel throughout the territory in search of resources, including salmon, sturgeon, eulachon, elk, mountain goat, bog cranberry and wapato. In the winter, they would settle at three main villages made of cedar-plank longhouses.

Coast Salish people have a long history of reconstructing their environment, including the cultivation of wapato garden beds, clam beds and fish traps, and the creation of built landforms (e.g., midden terraces, slough channels). Situated in an upland estuary, the ancestral Coast Salish-Katzie had access to plentiful marshlands filled with a variety of food resources, such as cranberry, blueberry and wapato — all of which would have been known and maintained. An excellent

example of manipulation of the landscape combined with maintenance of a staple resource can be found in the archaeological excavations conducted during the Golden Ears Bridge construction in 2006-2009. This work revealed the presence of an ancient constructed wapato garden in the heart of ḡíćǎý (Katzie) lands that dated to approximately 3,800 years ago.



Fur trade records suggest that as late as the 1830s, hundreds of neighbouring Indigenous peoples would travel to the territory to harvest and trade wapato with ḡíćǎý (Katzie) people. Wapato was a key source of dietary starch that grew throughout the Pitt Polder. It was a valuable trade commodity and played a significant role in ḡíćǎý (Katzie) First Nation socio-economics.

## A TIME OF SIGNIFICANT CHANGE

It is believed that first contact with Europeans occurred with Simon Fraser's exploration of the Fraser River in 1809. By 1827, the Hudson's Bay Company had established Fort Langley and was engaged in trade with Indigenous people from all parts of the Fraser River. **ǰǰǰǰ** (Katzie) people were among the first to trade at Fort Langley. As the fur trade and the associated settlements became more established, **ǰǰǰǰ** (Katzie) people were impacted by disease and land appropriation. Efforts to take lands for settlers and assimilate Indigenous people led to the Indian Act of 1876, which dictated where Indigenous peoples could live. By 1880, **ǰǰǰǰ** (Katzie) people had been forced into five small reserves along the Fraser and Pitt rivers. Those were significantly reduced in size to eventually comprise an area less than 1% the size of the **ǰǰǰǰ** (Katzie) territory. The once vast and unique wetlands and complex slough system were used to transport goods and trade throughout the territory in the Pitt Polder. Many of these wetlands and sloughs were diked and drained starting in the 1890s to create land for agriculture, forever changing the landscape in what is now Pitt Meadows.

The dramatic changes in land use and the landscape were accompanied by significant changes in **ǰǰǰǰ** (Katzie) society and collective heritage. Prior to

## ǰǰǰǰ (KATZIE) FIRST NATION TODAY

The **ǰǰǰǰ** (Katzie) First Nation community has more than 600 registered members, with over half living on reserve on Katzie 1 in Pitt Meadows, Katzie 2 in Langley and Katzie 3 on Barnston Island (Surrey). Katzie 1 is the most populous reserve and hosts most community facilities and administrative services. Katzie 4 is uninhabited and located on the lower end of Pitt Lake while Katzie 5, situated in Maple Ridge, serves as the **ǰǰǰǰ** (Katzie) cemetery. The majority of members who live on reserve are employed off reserve. **ǰǰǰǰ** (Katzie) First Nation also owns several fee simple properties in Pitt Meadows, Surrey and Maple Ridge to support economic and community development.

As a signatory to the *Framework Agreement on First Nations Land Management*, **ǰǰǰǰ** (Katzie) First Nation has reclaimed responsibility for land and environmental management on reserve lands. The **ǰǰǰǰ** (Katzie) First Nation Land Use and Environmental Management Plans, as well as several land use laws and associated



European settlement, **ǰǰǰǰ** (Katzie) First Nation was a self-governing society grounded in the customs of reciprocity and stewardship of the land and resources in their territory. By the end of the 19th century, however, virtually all aspects of the lives of **ǰǰǰǰ** (Katzie) people were controlled by colonial policy and federal law, with increasing levels of economic and social marginalization. Land-altering developments have destroyed many **ǰǰǰǰ** (Katzie) archaeological and cultural heritage sites in the territory and in what is known today as Pitt Meadows. They have also significantly impacted ecological resources that were once present and important to **ǰǰǰǰ** (Katzie) lifeways and culture. In spite of this, and as a testament to their resilience, **ǰǰǰǰ** (Katzie) people have maintained strong ties to the land and waters in their territory, and continue to honour the stewardship principles grounded in **ǰǰǰǰ** (Katzie) customary law. **ǰǰǰǰ** (Katzie) identity has always been closely tied to the land and resources in the territory, and this remains true today.

permitting processes, were implemented between 2018 and 2019 to guide development and activities on reserve lands. **ǰǰǰǰ** (Katzie) First Nation is currently involved in advanced Treaty negotiations with the federal and provincial governments that are focused on a new, incremental approach to self-government.

The community continues to pursue opportunities to honour its cultural and environmental stewardship responsibilities throughout the territory, including Pitt Meadows. These efforts have included partnerships for restoration and enhancement projects focused on wetlands, the return of spawning salmon to the Alouette River and Lake, and repatriation of elk to the Upper Pitt River valley. The Katzie Referrals, Incremental Self Government, and Lands and Economic Development Departments are also active in engagement associated with development and planning activities in the territory in support of meaningful engagement and consideration of the interests and rights of **ǰǰǰǰ** (Katzie) First Nation.

## POST-EUROPEAN SETTLEMENT

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

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

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

Pitt Meadows was unincorporated territory until 1874, when it became part of Maple Ridge. It reverted to unincorporated territory in 1896 after its landowners petitioned for removal from Maple Ridge due to disputes over diking. Pitt Meadows became

incorporated as a municipality on April 24, 1914. The community received its first post office in 1908, its first school in 1909, electrical service in 1928 and a water line in 1948.

In the early part of the 1900s, Japanese-Canadian settlers arrived in the area and formed a significant community in Pitt Meadows, so much so that they built a community hall. This community had little time to enjoy the facility, however, as Japanese-Canadians were stripped of homes and businesses, then sent to farms and internment camps in B.C.'s Interior during the Second World War. The Japanese-Canadian community of Pitt Meadows never fully recovered. In 2021, the City adopted a Heritage Designation Bylaw that will protect this important building for future generations.

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

The City is home to diverse communities, including the South Asian community, which has been an important part of the farming economy in British Columbia, nearly since the municipality's incorporation.

THE JAPANESE CANADIAN FARMERS' ASSOCIATION AND FAMILIES  
OUTSIDE THE JAPANESE CANADIAN HALL ON ADVENT ROAD, 1938C.  
PHOTOGRAPH COURTESY OF PITT MEADOWS MUSEUM AND ARCHIVES.



## LOCAL MILESTONES

**1809**  
Local Indigenous peoples first contact with Europeans



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



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



**1929**  
New municipal hall (now known as the Heritage Hall) constructed to replace the original building



**1942**  
Beginning in 1942, Japanese Canadians in BC were forcibly relocated and interned in the name of national security



**1957**  
A highway bridge is built over the Pitt River



**1990**  
Cenotaph constructed



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



**q̓ic̓áy (Katzie) First Nation**  
settlement since time immemorial

**1876**  
Indian Act dictated where Indigenous people could live and established reserves



**1893**  
The first diking district is organized



**1914**  
Pitt Meadows is incorporated as a District Municipality



**1938**  
First Pitt Meadows Strawberry Festival (precursor to Pitt Meadows Day)



**1948**  
Pitt Meadows joins the Greater Vancouver Water District



**1963**  
Pitt Meadows Regional Airport opens



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



**2014**  
Pitt Meadows marks 100 years since incorporation with community centennial celebrations





The image features a teal-tinted aerial photograph of a city, showing a network of roads and buildings. Overlaid on this background are several white geometric shapes: a large circle on the left, a large triangle on the right, and a large rectangle at the bottom. The text is centered in the upper portion of the image.

# CITY OF PITT MEADOWS REGIONAL CONTEXT STATEMENT



The City of Pitt Meadows is located within the Lower Fraser Valley at the confluence of the Pitt and Fraser rivers. Its landscape has been shaped and nourished by the force of the rivers, giving rise to one of Metro Vancouver's most important agricultural areas. Although centrally located within the Lower Mainland, Pitt Meadows had, in the past, limited access to other parts of the region. Recent infrastructure improvements, including the construction of the Golden Ears Bridge and the reconstruction of the Pitt River Bridge, have vastly improved transportation routes to Pitt Meadows, repositioning the municipality within the area in terms of economic development. The municipality that once served as a bedroom community in the region has shifted course over the last decade to include more commercial

and industrial development, and therefore has become more of a complete community for its residents.

According to the *Local Government Act*, each Metro Vancouver member municipality is required to identify the relationship between its Official Community Plan and the Regional Growth Strategy (RGS) by incorporating a regional context statement into its OCP. If necessary, the regional context statement must identify the inconsistencies between the OCP and the RGS, and how the OCP will be made consistent over time. This regional context statement maintains the City's authority to make local planning decisions while ensuring that Council and the Metro Vancouver board of directors agree upon matters of legitimate regional interest.

## GOAL 1: CREATE A COMPACT URBAN AREA

### STRATEGY 1.1

#### CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>1.1.3 Adopt Regional Context Statements which:</b>	
a. depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2); and	The Urban Containment Boundary is depicted on the OCP Map 1, Urban Land Use and Regional Features Maps 1 and 2. It is generally consistent with the Regional Land Use Designations Map. Virtually all growth would be accommodated within the Urban Containment Boundary.
b. provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p><b>The 2042 RGS projections for the City of Pitt Meadows are:</b></p> <ul style="list-style-type: none"> <li>» Population = 24,000</li> <li>» Dwelling units = 9,400</li> <li>» Employment = 11,200</li> </ul> <p><b>The City's 2042 projections are as follows:</b></p> <ul style="list-style-type: none"> <li>» Population = 23,800</li> <li>» Dwelling Units = 9,520</li> <li>» Employment = 11,300</li> </ul>

### STRATEGY 1.2

#### FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>1.2.6 Adopt Regional Context Statements which:</b>	
a. provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);	<p><b>The City's 2042 projections for the Urban Centre are:</b></p> <ul style="list-style-type: none"> <li>» Dwelling Units = 3046 (32% of total dwelling units)</li> <li>» Employment = 3,749 (33% of total employment)</li> </ul>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>b. include policies for Urban Centres which:</p> <ul style="list-style-type: none"> <li>i. identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</li> <li>ii. focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>iii. encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</li> <li>iv. in co-ordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</li> </ul>	<p>The location and boundary of the Municipal Urban Centre are depicted on Regional Features Maps 1 and 2 and encompasses the areas that are designated for high- and medium-density multi-family residential, mixed-use commercial/residential development and the Civic Centre serving the local population. This area embraces Harris Road and builds upon an existing land use pattern that emerged in the 1970s and 1980s with the development of several farms in a linear pattern. It is intended that this Urban Centre will become the heart of the local community. Existing policies support focused residential and mixed-use growth within the Urban Centre, such as permitting higher densities and mixed uses in a pedestrian-friendly environment, designating a Civic Centre within the Urban Centre Area that will be the focus of public facilities in the Municipality, all within walking distance of the West Coast Express station and frequent transit. Office development is encouraged within the urban centre by protecting existing office/commercial uses; by encouraging office and professional uses to locate in the Urban Centre, close to public transit; and by requiring first-floor commercial uses in the Urban Centre. Pitt Meadows will work towards incorporating additional policies and/or incentives for office uses in the Urban Centre. The OCP contains policies regarding the consideration of reduced parking requirements in commercial and residential areas.</p>
<p>c. include policies for Frequent Transit Development Areas which:</p> <ul style="list-style-type: none"> <li>i. identify on a map, together with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: <ul style="list-style-type: none"> <li>+ Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>+ TransLink’s Frequent Transit Network, which may be updated over time;</li> <li>+ other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul> </li> <li>ii. focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>iii. in co-ordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</li> </ul>	<p>No Frequent Transit Development Areas are proposed in the OCP.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>d. include policies for General Urban areas which:</p> <ul style="list-style-type: none"> <li>i. identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</li> <li>ii. ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</li> <li>iii. where appropriate, identify small-scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</li> <li>iv. exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</li> <li>v. encourage infill development by directing growth to established areas, where possible;</li> </ul>	<p>The location and boundary of the General Urban Area are depicted on Regional Features Maps 1 and 2. OCP policies and land use designations generally ensure that development densities outside of the Urban Centre are lower. The land use designations for high-density residential development and for mixed-use development, for example, are limited to the Urban Centre. Since areas outside of the Urban Containment Boundary are designated as “Agricultural” or “Rural”, development densities will be much lower still. No local centres have been identified.</p> <p>The OCP supports limited commercial development along the north side of Lougheed Highway and east of Harris Road, outside of the Urban Centre. This is a historical designation, and it acknowledges the economic potential of the Lougheed Highway through the community. While no decision has been made at this point, the City may, in the future, choose to propose amending the regional land use designations and Urban Containment Boundary encompassed by the Special Study Area shown on Map 12 of the RGS. Otherwise, the OCP does not anticipate any additional regionally significant, non-residential, major-trip generating uses within Pitt Meadows.</p>
<p>e. include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>	<p>The Urban Centre and the Frequent Transit Development Area do not overlay Industrial, Mixed Employment or Conservation and Recreation areas. No Mixed Employment areas have been identified for Pitt Meadows.</p>
<p>f. for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <ul style="list-style-type: none"> <li>i. support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</li> <li>ii. encourage safe and efficient transit, cycling and walking;</li> <li>iii. implement transit priority measures, where appropriate; and</li> <li>iv. support district energy systems and renewable energy generation, where appropriate.</li> </ul>	<p>The OCP contains guidelines that require buffers between industrial uses and residential uses. The OCP supports safe, linked and convenient pedestrian circulation, and considers the needs of cyclists in road design and upgrading. The OCP contains policy encouraging the development of community energy systems and renewable energy generation.</p>

## STRATEGY 1.3

### PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>1.3.3 Adopt Regional Context Statements which:</b>	
<p>a. identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The location and boundary of the Rural areas are depicted on Regional Features Maps 1 and 2.</p>
<p>b. limit development to a scale, form and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;</p>	<p>The OCP designates rural areas as "Rural Residential". Development in those areas designated "Rural Residential" is generally not supported.</p>
<p>c. include policies which:</p> <ul style="list-style-type: none"> <li>i. specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</li> <li>ii. support agricultural uses within the Agricultural Land Reserve and, where appropriate, outside of the Agricultural Land Reserve.</li> </ul>	<p>Further subdivision of lands within the Rural land use designation is generally not supported. Regional sewer service is not being sought for these areas. The OCP supports agricultural uses within the Agricultural Land Reserve through the following ways:</p> <ul style="list-style-type: none"> <li>» supporting the retention of large land holdings and the consolidation of small parcels;</li> <li>» application of a "no net loss" policy;</li> <li>» consideration of restricting residential development within the Agricultural area;</li> <li>» including a new development permit area that would buffer and protect agricultural land from urban development; and</li> <li>» permitting agricultural uses in those areas outside of the Agricultural Land Reserve designated as "Rural Residential".</li> </ul>

## GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

### STRATEGY 2.1

#### PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>2.1.4 Adopt Regional Context Statements which:</b>	
<p>a. include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;</p>	<p>The OCP supports a wide range of economic development while maintaining a distinction between the types of businesses that are permitted in certain areas of the City. For example, those commercial uses that serve a regional population are encouraged to locate adjacent to Lougheed Highway and major arterial roads while retail and office uses are encouraged to locate in Urban Centre.</p>
<p>b. support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges and/or other financial incentives;</p>	<p>The OCP supports the development of office space in Urban Centres through land use designations, such as Town Centre Commercial, which permits high-density mixed commercial and residential uses. The OCP also supports the preservation of existing commercial areas rather than allowing them to be converted to other uses. Using incentives to increase office development in the Urban Centre is not addressed in the OCP. The Urban Centre is envisioned as containing dense mixed residential/ commercial development and civic spaces, primarily serving the local community. Major trip-generating uses, such as large office buildings and shopping centres, do not fit the scale or form of development that is envisioned for the Urban Centre.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>c. include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p>The OCP generally supports focusing local development within the Urban Centre through its land use designations, which include Town Centre Commercial. The Town Centre Commercial designation permits high-density mixed-commercial and residential uses appropriate to the community's central area. Generally, the floor area ration (FAR) for commercial uses outside of the urban centre is of a lower density than the FAR within the centre. The OCP encourages the redevelopment of lands within the Municipal Urban Centre for local commercial uses. Lands have historically been designated within the OCP for Highway Commercial Uses outside of the Municipal Urban Centre, along the north side of the Lougheed Highway and east of Harris Road. This designation acknowledges the economic potential of the Lougheed Highway through the community. While no decision has been made at this point, the City may, in the future, choose to amend the land use designations and Urban Containment Boundary encompassed by the Special Study Area as shown on Map 12 of the RGS. Any further commercial and institutional growth is limited by the Urban Containment Boundary and the Agricultural Land Reserve. The OCP does not anticipate any additional regionally significant, non-residential, major trip-generating uses within Pitt Meadows at this time.</p>
<p>d. show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals is supported through land use and transportation policies.</p>	<p>Not applicable. No Special Employment Areas have been identified for Pitt Meadows, and there are no post-secondary institutions or hospitals.</p>

**STRATEGY 2.2**  
**PROTECT THE SUPPLY OF INDUSTRIAL LAND**

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>2.2.4 Adopt Regional Context Statements which:</b>	
a. identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Industrial areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
b. include policies for Industrial areas which: <ul style="list-style-type: none"> <li>i. support and protect industrial uses;</li> <li>ii. support appropriate accessory uses, including commercial space and caretaker units;</li> <li>iii. exclude uses which are inconsistent with the intent of industrial areas, such as medium- and large-format retail, residential uses (other than industrial caretaker units where necessary) and stand-alone office uses that are not supportive of industrial activities;</li> <li>iv. encourage better utilization and intensification of industrial areas for industrial activities;</li> </ul>	<p>The Official Community Plan supports and protects industrial areas as follows:</p> <ul style="list-style-type: none"> <li>» designating areas as “Business Park” and “Industrial”, consistent with the Regional Growth Strategy;</li> <li>» defining “Business Park” as clean business industrial uses in office-like structures;</li> <li>» designating land-use definitions that support manufacturing, processing, storage, wholesale and warehouse uses;</li> <li>» including policies that encourage higher employment and land use densities; and</li> <li>» permitting office uses as an accessory use only.</li> </ul>
c. identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	No Mixed Employment Areas have been identified for Pitt Meadows.

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- d. include policies for Mixed Employment areas which:
  - i. support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;
  - ii. allow large- and medium-format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;
  - iii. support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;
  - iv. where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;
  - v. allow low-density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;
  - vi. exclude residential uses, except for an accessory caretaker unit;

No Mixed Employment Areas have been identified for Pitt Meadows.

- e. include policies which help reduce environmental impacts and promote energy efficiency.

The OCP contains several policies that help to reduce the environmental impacts and promote energy efficiency, such as encouraging higher employment and land use densities, and permitting clean, high-quality industrial/business park uses.

**STRATEGY 2.3**

**PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION**

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>2.3.6 Adopt Regional Context Statements which:</b>	
<p>a. specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>Agricultural areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.</p>
<p>b. include policies to support agricultural viability including those which:</p> <ul style="list-style-type: none"> <li>i. assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</li> <li>ii. discourage subdivision of agricultural land, leading to farm fragmentation;</li> <li>iii. where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</li> <li>iv. manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning);</li> <li>v. demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</li> <li>vi. encourage the use of agricultural land, with an emphasis on food production;</li> <li>vii. support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.</li> </ul>	<p>The Official Community Plan designates areas as "Agricultural", consistent with the Regional Growth Strategy;</p> <p>The retention of large land holdings and the consolidation of small parcels and the application of a "no net loss" policy is supported in the OCP;</p> <p>The OCP includes policies on infrastructure and transportation that supports agricultural activities, including supporting changes to the road network that would address traffic volumes on Old Dewdney Trunk Road;</p> <p>Policies regarding buffering agricultural land from urban uses are included, as is a new development area that is intended address agricultural and urban land use conflicts. Agri-tourism and value-added agricultural business initiatives are specifically supported in the OCP. Consideration of restricting residential development within the Agricultural area is included; the OCP contains policies that support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.</p>

## GOAL 3: PROTECT THE ENVIRONMENTAL AND RESPOND TO CLIMATE CHANGE IMPACTS

### STRATEGY 3.1

#### PROTECT CONSERVATION AND RECREATION LANDS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<p><b>3.1.4 Adopt Regional Context Statements which:</b></p>	<p>Conservation and Recreation areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.</p>
<p>a. identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>Areas are designated as “Conservation Area”, “Wildlife Management Area” and “Open Space” on Schedules 2A and 2B, consistent with the Regional Growth Strategy. The OCP includes definitions of “Conservation Area”, “Wildlife Management Area” and “Open Space” that limit the uses of those lands to passive recreation, and in the case of conservation area, as nature preserves where facilities for passive recreation are discouraged.</p>
<p>b. include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p> <ul style="list-style-type: none"> <li>i. public service infrastructure, including the supply of high-quality drinking water;</li> <li>ii. environmental conservation;</li> <li>iii. recreation, primarily outdoor;</li> <li>iv. education, research and training facilities and uses that serve conservation and/or recreation users;</li> <li>v. commercial uses, tourism activities and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</li> <li>vi. limited agricultural use, primarily soil-based; and</li> </ul>	<p>Several areas in Pitt Meadows are designated as Development Permit Areas for the purposes of mitigating the impact of development on the natural environment.</p>
<p>c. include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>The OCP does not contain policies regarding buffering Conservation and Recreation areas from adjacent areas (which are primarily agricultural) since these are located within agricultural areas.</p>

**STRATEGY 3.2**

**PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY**

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>3.2.4 Adopt Regional Context Statements which:</b>	
<p>include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p>	<p>Environmentally sensitive areas are identified on Map 8 of the Official Community Plan. Most of the land identified as environmentally sensitive within the OCP is within the authority of a variety of agencies, including, but not limited to, the Regional, Provincial and Federal Governments. The OCP supports working co-operatively with such agencies to ensure effective management of environmentally sensitive areas.</p>
<p><b>3.2.5</b> In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>The municipality's trail network is identified in the OCP. The trails shown on these schedules overlap with the Regional Greenway Network as shown on Map 9: Regional Recreation Greenway Network of the Regional Growth Strategy. The Official Community Plan supports the connection of the community trail network with the Regional Greenway Network.</p>
<p><b>3.2.6</b> Identify, where appropriate, measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and eco-gifting).</p>	<p>The Official Community Plan supports the protection and enhancement of ecologically important features such as the shorelines and wetlands; for example, the OCP requires environmental impact assessments for development applications outside of the Urban Containment Boundary.</p>
<p><b>3.2.7</b> Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>As part of the Regional District's mandate, the City adopted an Integrated Storm Water Management Plan in 2014. The OCP contains additional supportive policies regarding integrated stormwater management as well as policies encouraging green infrastructure.</p>

### STRATEGY 3.3

## ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>3.3.4 Adopt Regional Context Statements which:</b>	
<p>a. identify how municipalities will use their land-development and transportation strategies to meet their greenhouse gas-reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>The Official Community Plan supports the reduction of GHG emissions by:</p> <ul style="list-style-type: none"> <li>» crafting a land use plan that will accommodate Metro Vancouver population projections for Pitt Meadows;</li> <li>» delineating an Urban Containment Boundary that would contain most of the future population within it;</li> <li>» locating commercial and industrial land uses within the Urban Containment Boundary;</li> <li>» continuing to enhance and extend the trail/cycling network; and</li> <li>» supporting regional and provincial transportation agencies to help provide transportation choice</li> </ul>
<p>b. identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>» building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure;</li> <li>» community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system);</li> </ul>	<p>The OCP supports the Region’s goals with regards to the reduction of GHG emissions and commits to carbon neutrality by 2050. According to the Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan (adopted in 2011), the majority of achievable reduction initiatives that are the responsibility of the municipality are found in the community buildings sector. These initiatives include encouraging energy retrofits for existing building stock, ensuring that new buildings are built to high standards of energy efficiency and encouraging the development of community energy systems. Emissions from transportation can also be reduced through maintaining the Urban Containment Boundary and transportation planning and investment. The OCP also supports the implementation of the Pedestrian and Cycling Master Plan, which in turn supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.</p>
<p>c. focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network; and</p>	<p>Infrastructure and amenity investments are concentrated in the Urban Centre where most of the population is intended to reside and denser commercial development is intended to take place.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>d. implement land use policies and development-control strategies which support integrated stormwater management and water conservation objectives.</p>	<p>The City adopted an ISMP in November 2016. In doing so, it fulfilled its obligation to Metro Vancouver as laid out in the regional Liquid Waste Management Plan.</p> <p>The OCP contains policies that support the conservation of water, integrated stormwater management and green infrastructure (most of these policies can be found in the Local Systems chapter).</p>

### STRATEGY 3.4

#### ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<p><b>3.4.4 Adopt Regional Context Statements which:</b></p>	
<p>include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquakes, flooding, erosion, subsidence, mudslides, interface fires); and</p>	<p>Most of Pitt Meadows is covered by floodplain and protected by dikes. However, most urban development, and particularly high-density urban residential development, is located in the highland area, out of the floodplain. The OCP supports continued development and densification in the highland area, which is located within the urban containment boundary. Moreover, the Urban Centre as delineated in Regional Features Maps 1 and 2 is located entirely within the highland area.</p>
<p><b>3.4.5</b> Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</p>	<p>The City supports such actions, for example, through the implementation of the Floodplain Designation and Construction Control Bylaw (first adopted in 2008 and amended in 2012), supporting improvements to the diking system, and encouraging developers and others to utilize flood management best.</p>

## GOAL 4: DEVELOP COMPLETE COMMUNITIES

### STRATEGY 4.1

#### PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>4.1.7 Adopt Regional Context Statements which:</b>	
<p>a. include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <ul style="list-style-type: none"> <li>i. ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</li> <li>ii. increase the supply and diversity of housing stock through infill developments, more compact housing forms and increased density;</li> <li>iii. in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit; and</li> <li>iv. encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below-market leases of publicly owned property and fiscal measures.</li> </ul>	<p>The OCP supports such actions, for example, by:</p> <ul style="list-style-type: none"> <li>» supporting a range of housing choices, including apartments, townhouses, infill housing such as duplexes, garden suites, particularly within walking distance of transit, and through the legalization of secondary suites;</li> <li>» considering higher density residential dwelling types, which are contemplated within the Urban Centre;</li> <li>» collaborating with the federal and provincial governments to increase the supply of affordable rental units; and</li> <li>» investigating using reduced parking requirements, density bonus provisions and a community amenity fund to encourage and facilitate affordable housing development.</li> </ul>
<b>4.1.8 Prepare and implement Housing Action Plans which:</b>	
<p>a. assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</p>	<p>The HAP includes an assessment of local housing conditions, by tenure, including housing supply, demand and affordability. The HAP concludes that Pitt Meadows has:</p> <ul style="list-style-type: none"> <li>» a continued demand for single-detached homes but that given the short supply of land, a broader, more diverse mix of housing forms will be needed;</li> <li>» a shortage of suitable rental housing for single people;</li> <li>» a shortage of affordable ownership options for some moderate-income households; and</li> <li>» limited affordable seniors-oriented housing.</li> </ul>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>b. identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</p>	<p>Housing priorities have been determined and identified in the OCP and the HAP as follows:</p> <ul style="list-style-type: none"> <li>» create a broader mix of housing types;</li> <li>» increase the supply of rental housing;</li> <li>» continue to facilitate the development and legalization of secondary suites;</li> <li>» maintain high standards of safety and maintenance for all rental housing;</li> <li>» support the development of new non-market housing;</li> <li>» support regional efforts to eliminate homelessness; and</li> <li>» build housing capacity through information and outreach.</li> </ul>
<p>c. identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</p>	<p>The following implementation measures within the jurisdiction and financial capabilities of the municipality have been identified in the OCP and the HAP:</p> <ul style="list-style-type: none"> <li>» investigating the use of reduced parking requirements, density bonus provisions, waiving or reducing development permit fees, and a community amenity fund to encourage and facilitate affordable housing development;</li> <li>» supporting a range of housing sizes and types;</li> <li>» continuing support for secondary suite legalization and development; and</li> <li>» preparing and providing information re: non-market/affordable housing, higher density developments, secondary suites, livable smaller homes, etc.</li> </ul>
<p>d. encourage the supply of new rental housing and where appropriate, mitigate or limit the loss of existing rental housing stock;</p>	<p>The OCP and the HAP contain policies to increase the supply of rental housing and to help mitigate or limit the loss of existing rental stock:</p> <ul style="list-style-type: none"> <li>» consideration of waiving or reducing development and permit fees for purpose-built rental housing;</li> <li>» consideration of reducing parking requirements for purpose-built rental housing;</li> <li>» consideration of property tax exemptions for a period of time; and</li> <li>» negotiation of additional density on a project-by-project basis for the development of new rental housing.</li> </ul>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>e. identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum; and</p>	<p>The OCP and the HAP identify opportunities to participate with other levels of government to secure additional housing units, such as:</p> <ul style="list-style-type: none"> <li>» participating in the Maple Ridge-Pitt Meadows Housing Table and other such partnerships;</li> <li>» participating in regional initiatives and committees; and</li> <li>» supporting Metro Vancouver’s Regional Homelessness Plan and other efforts of the Regional Steering Committee on Homelessness.</li> </ul>
<p>f. co-operate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</p>	<p>Policies within the OCP and the HAP are supportive of the activities of the Metro Vancouver Housing Corporation.</p>

## STRATEGY 4.2

### PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<p><b>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</b></p>	
<p>a. support compact, mixed-use, transit, cycling- and walking-oriented communities;</p>	<p>Many OCP policies support a compact, mixed-use, transit, cycling- and walking-oriented community. For example:</p> <ul style="list-style-type: none"> <li>» locating medium- to high-density multi-family housing within the Urban Centre and within walking distance of the transit;</li> <li>» supporting alternative transportation initiatives and the use of public transit;</li> <li>» preserving agricultural land and maintaining the Urban Containment Boundary;</li> <li>» maintaining and enhancing the City’s multi-use trail network to provide connections; and</li> <li>» considering the needs of cyclists in road design, and upgrading and requiring bicycle parking and end-of-trip facilities for new developments.</li> </ul>
<p>b. locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;</p>	<p>The OCP encourages the Urban Centre to be the central focus of activity by permitting higher densities and mixed uses; by designating a Civic Centre within the Urban Centre that will be a focus of public facilities in the municipality.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
c. provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP supports the establishment of a variety of different public spaces and other amenities, such as the designation of a Civic Centre, the construction of a community centre and public space in Osprey Village, and having parks and open spaces for both passive and active recreation.
d. support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	The OCP meets the recreational needs of the community through a combination of approaches, including providing parks for active and passive uses, public sports facilities, open spaces, trails, bike paths and protected natural areas.
e. support food production and distribution throughout the region, including in urban areas, rooftop gardens, green roofs and community gardens on private and municipal lands, and healthy food retailers, such as grocery stores and farmers' markets, near housing and transit services;	The OCP expresses a commitment to the preservation of farmland and encourages active farming through a variety of measures, including limiting urban uses to the Urban Containment Boundary.
f. assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	No "new communities" are planned.
g. support universally accessible community design;	Policies in the OCP support accessible and inclusive public parks, streetscapes and facilities. The City has adopted and is implementing "Plan and Design for Choice", universal design guidelines for outdoor spaces (completed in 2010). The City also adopted an adaptable housing policy in 2011 that requires 100% of all units in new apartment buildings be built to adaptable construction standards as outlined in the policy.
h. where appropriate, identify small-scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas; and	No Local Centres have been identified at this time.
i. recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Postsecondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student or passenger trips.	Not applicable. Pitt Meadows does not have Special Employment Areas .

## GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

### STRATEGY 5.1

#### COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>5.1.6 Adopt Regional Context Statements which:</b>	
<p>a. identify land use and transportation policies and actions, and describe how they are co-ordinated to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;</p>	<p>The OCP encourages the location of higher density housing and commercial uses within walking distance of public transit. The OCP also supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.</p>
<p>b. identify policies and actions that support the development and implementation of municipal and regional transportation system and demand-management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing and car-sharing programs; and</p>	<p>The OCP contains policies supporting the collaboration with the Province and TransLink to implement integrated transportation systems and the development of traffic-management plans, including traffic-calming measures.</p>
<p>c. identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.</p>	<p>The OCP promotes working with TransLink to provide transportation choice. The OCP also supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.</p>

## STRATEGY 5.2

### COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

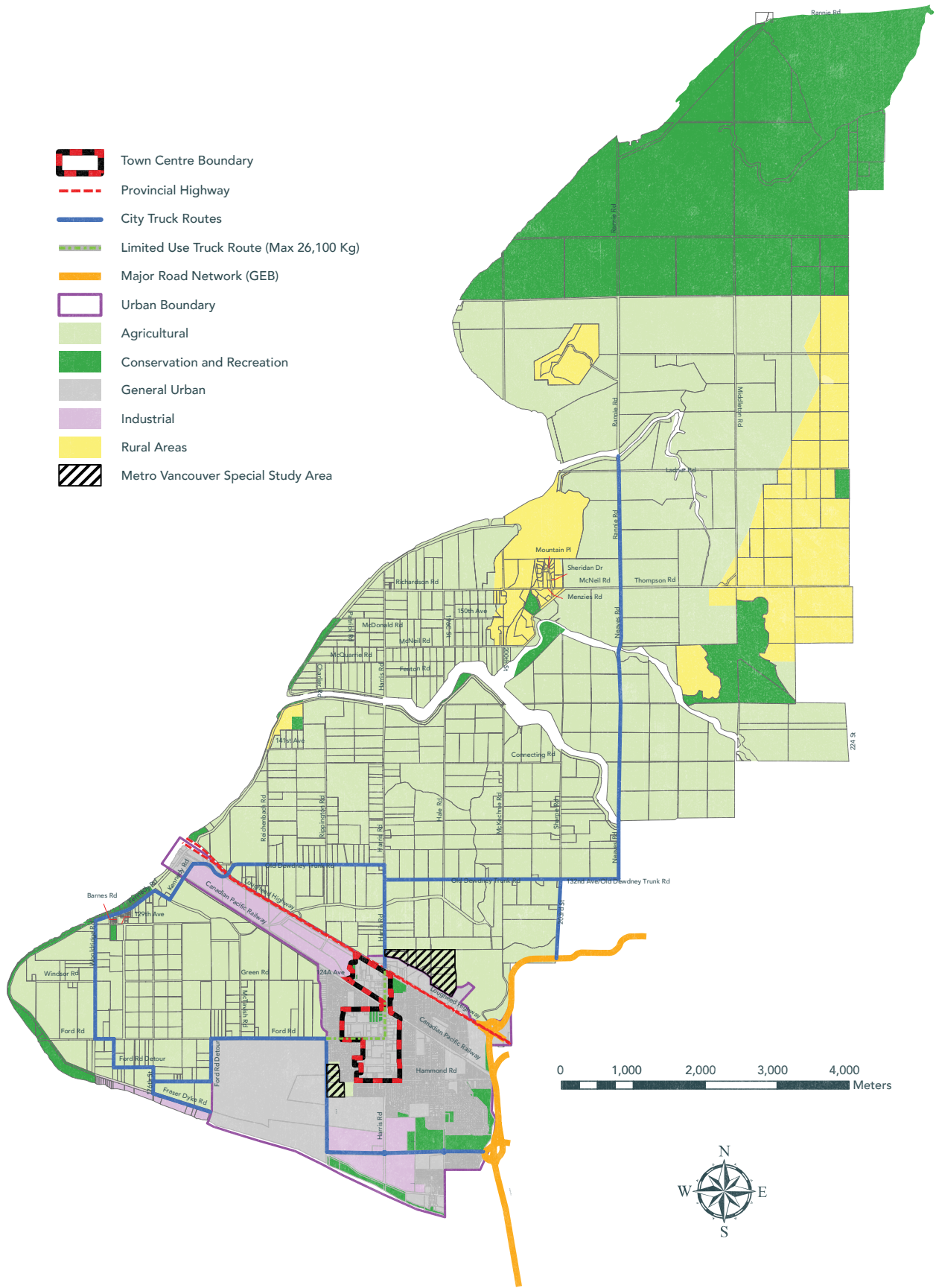
Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
<b>5.2.3 Adopt Regional Context Statements which:</b>	
<p>a. identify routes on a map for the safe and efficient movement of goods and service vehicles to, from and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports and international border crossings;</p>	<p>Routes for the safe and efficient movements of goods and services to and from the Urban Area, Industrial Areas, Agricultural Area and the airport are depicted on Regional Features Maps 1 and 2.</p>
<p>b. identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways and federal transportation facilities;</p>	<p>The OCP supports working with the Province and TransLink to implement integrated transportation, in particular addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the Harris Road and Lougheed Highway intersection.</p>
<p>c. support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, co-ordinated traffic signalization and lane management; and</p>	<p>The OCP encourages working with provincial and regional transportation authorities to ensure the movement of traffic through the community while taking the community's needs into consideration.</p>
<p>d. identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p>	<p>The OCP encourages liaising with CP Rail regarding operations and planning for the Vancouver Intermodal Terminal to ensure the movement of goods through the community while taking the community's needs into account. The OCP limits uses and activities that would interrupt or limit the navigation and transportation functions of rivers within the municipality.</p>

## 6.1: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

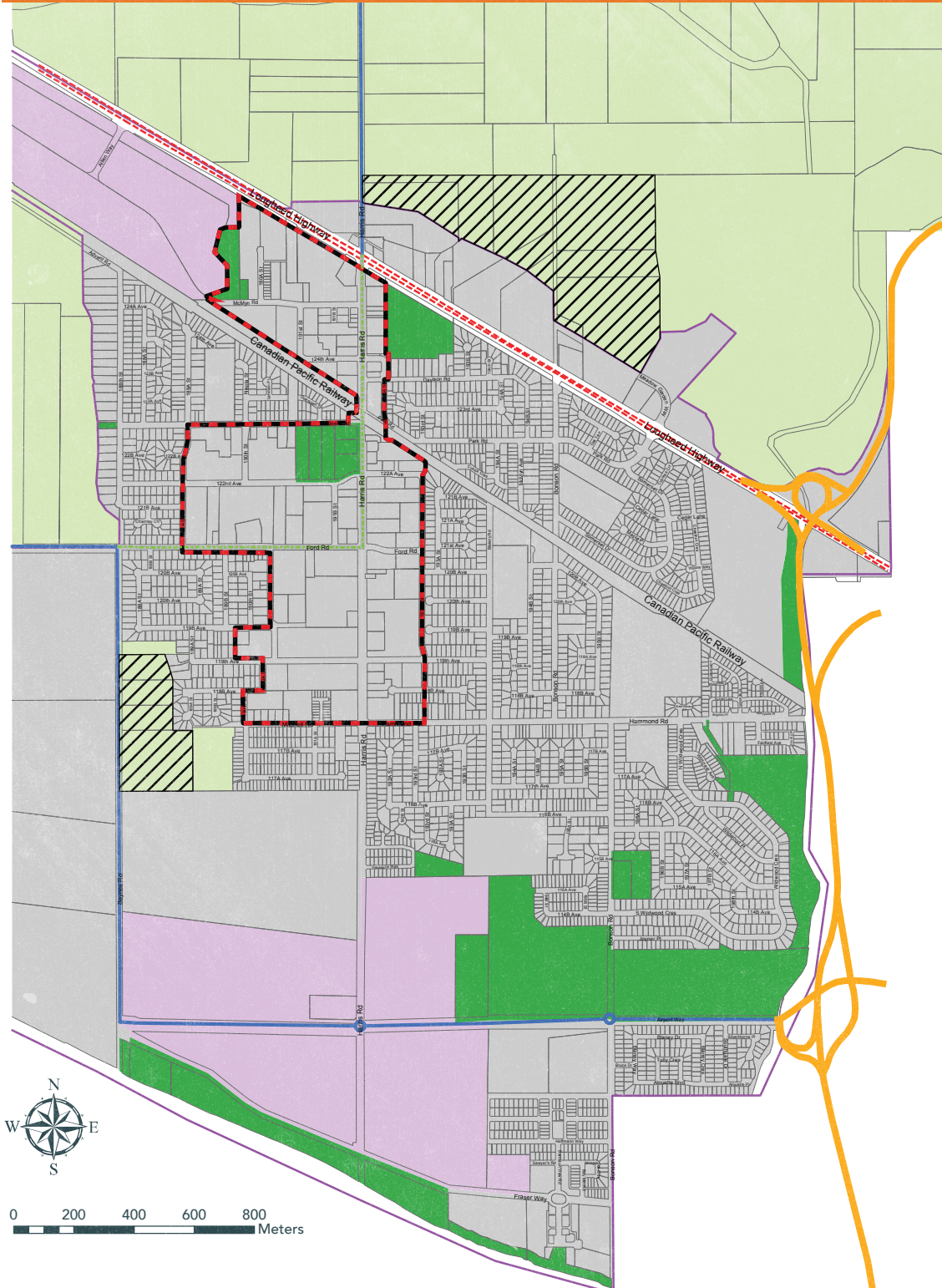
### Providing for Appropriate Municipal Flexibility

Metro 2040 Policies	City of Pitt Meadows Response
<p><b>6.2.7</b> A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent OCP designation) within the Urban Containment Boundary.</p>	<p>The OCP hereby permits such amendments.</p>
<p><b>6.2.8</b> A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<p>The OCP hereby permits such amendments.</p>
<p><b>6.2.9</b> Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.</p>	<p>The City will implement RGS policy 6.2.9.</p>
<p><b>6.2.10</b> If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the <i>Local Government Act</i>.</p>	<p>The OCP hereby permits such amendments.</p>

# REGIONAL FEATURES MAP 1 – RURAL AREA OF PITT MEADOWS

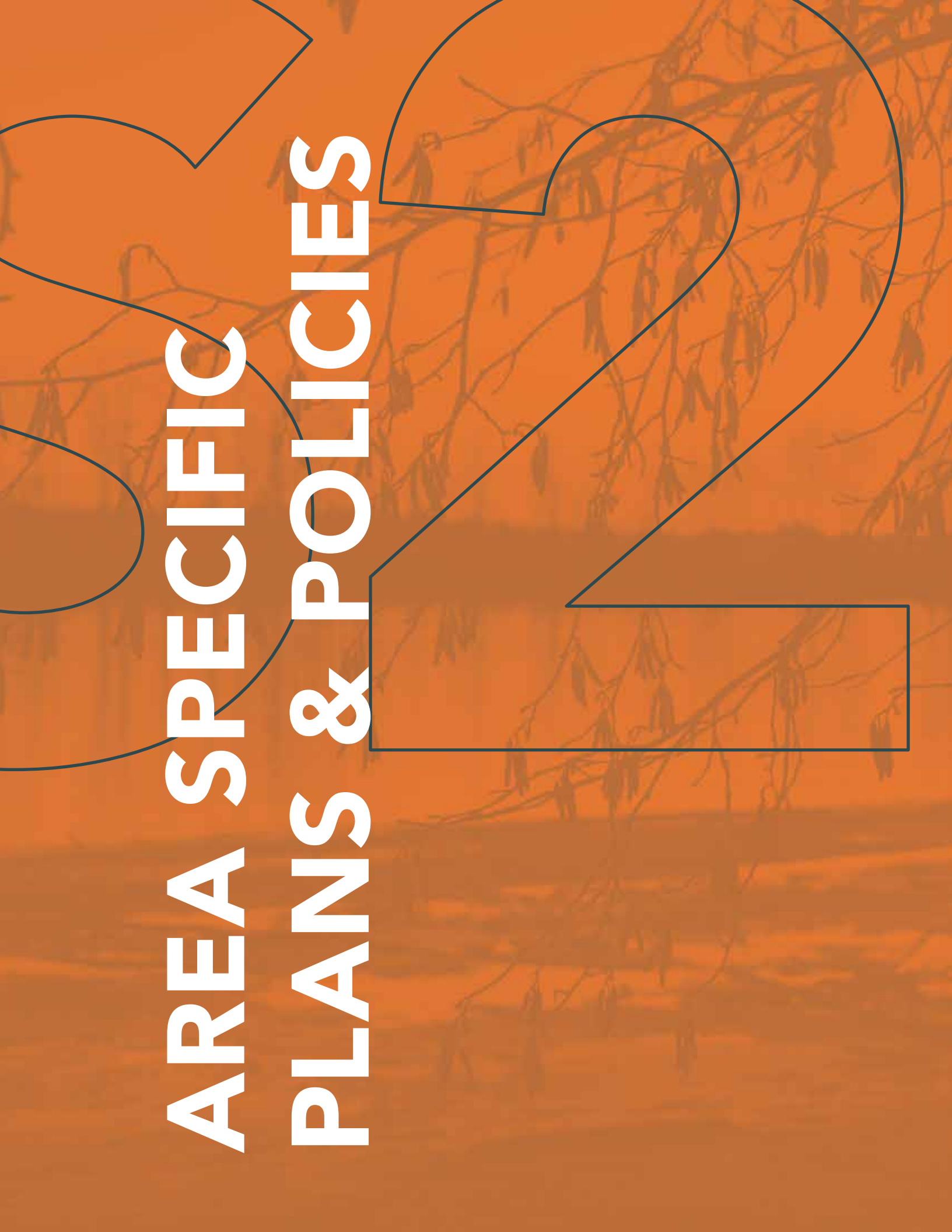


# REGIONAL FEATURES MAP 2 – URBAN AREA OF PITT MEADOWS



- Agricultural
- General Urban
- Industrial
- Rural Areas
- Conservation and Recreation
- Urban Boundary
- Town Centre Boundary
- Metro Vancouver Special Study Area
- Provincial Highway
- City Truck Routes
- Limited Use Truck Route (Max 26,100 Kg)
- Major Road Network

# AREA SPECIFIC PLANS & POLICIES





# South Harris Business Park Design Guidelines

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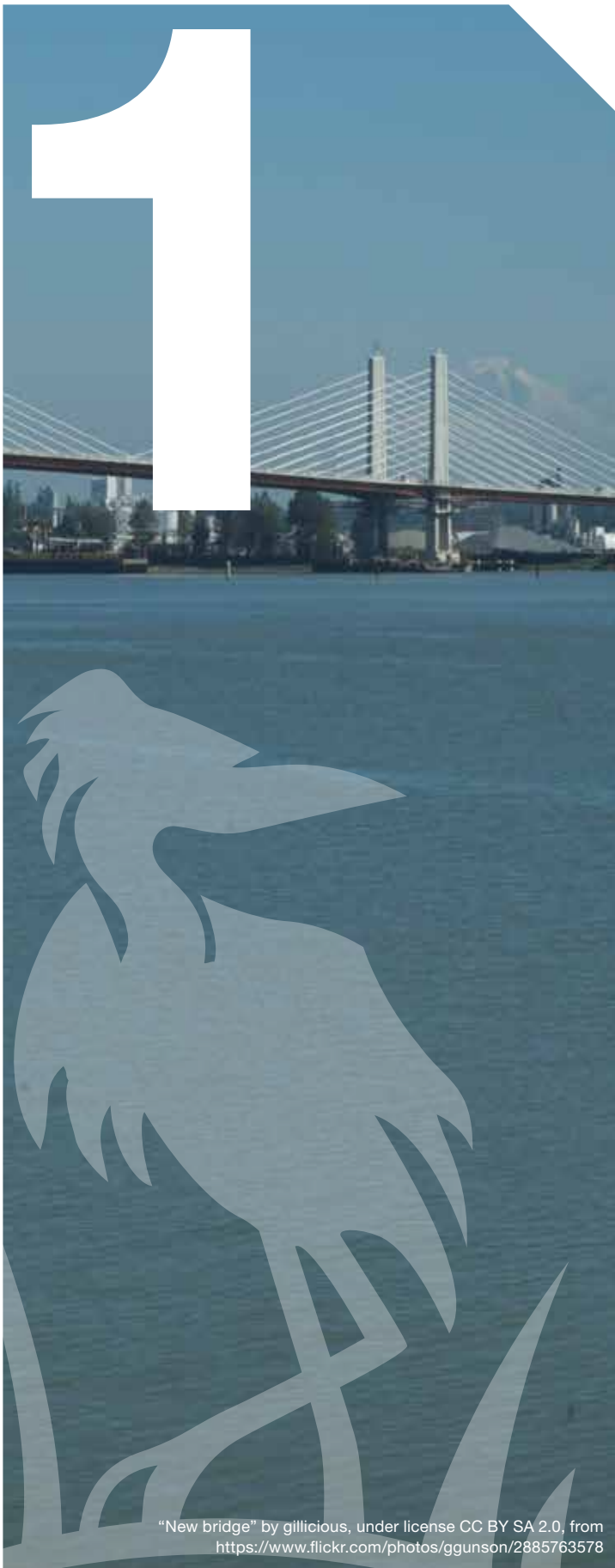
Prepared for the City of Pitt Meadows  
by IBI Group  
May 2017



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# 1 Introduction

The following guidelines are intended to supplement the policy directions in the City of Pitt Meadows Official Community Plan (OCP) and the guidelines of Development Permit Area No. 4 – Business Park. These guidelines provide specific guidance for future phases of the Golden Ears Business Park as indicated on the Location Map on page 3. The principles in this document can also be applied to the future development of lands elsewhere in the City with the Business Park designation.

## Context

The undeveloped portions of the business park lands are located in the South Harris/South Bonson community of Pitt Meadows. The area is bounded by Harris Road to the west, Fraser Way to the south and is bisected by Airport Way, a municipal truck route that provides access to the Golden Ears Bridge. West of Harris Road are the Pitt Meadows Airport lands, the City's Public Works Yard and phases 1 and 2 of the Golden Ears Business Park. Residential neighbourhoods frame the site on the north and southeast edge, while the Pitt Meadows Athletic Parks frames the northeast edge. South of the site, residential development and a linear park with access to the Trans Canada Trail hug the Fraser River.

With this combination of adjacent uses and transportation routes, the site becomes a transitional area with a range of conditions, connectivity opportunities, and the need to create appropriate interfaces on all sides.

"New bridge" by gillicious, under license CC BY SA 2.0, from <https://www.flickr.com/photos/ggunson/2885763578>

# SOUTH HARRIS BUSINESS PARK Location Map



FORD RD

HAMMOND RD

LOUGHEED HWY

GOLDEN EARS WAY

BAYNES RD

HARRIS RD

BONSON RD

AIRPORT WAY

FUTURE  
BUSINESS  
PARK

FRASER WAY

FRASER RIVER

## 2 Design Intent & Objectives

The purpose of these design guidelines is to articulate a sense of design continuity for the future development of the business park. As such, these guidelines provide recommendations for the form and character of the business park in terms of:

- Streetscape
- Greenway
- Buildings
- Landscape
- Employee & Community Amenity
- Lighting
- Signage
- Parking, Loading & Storage

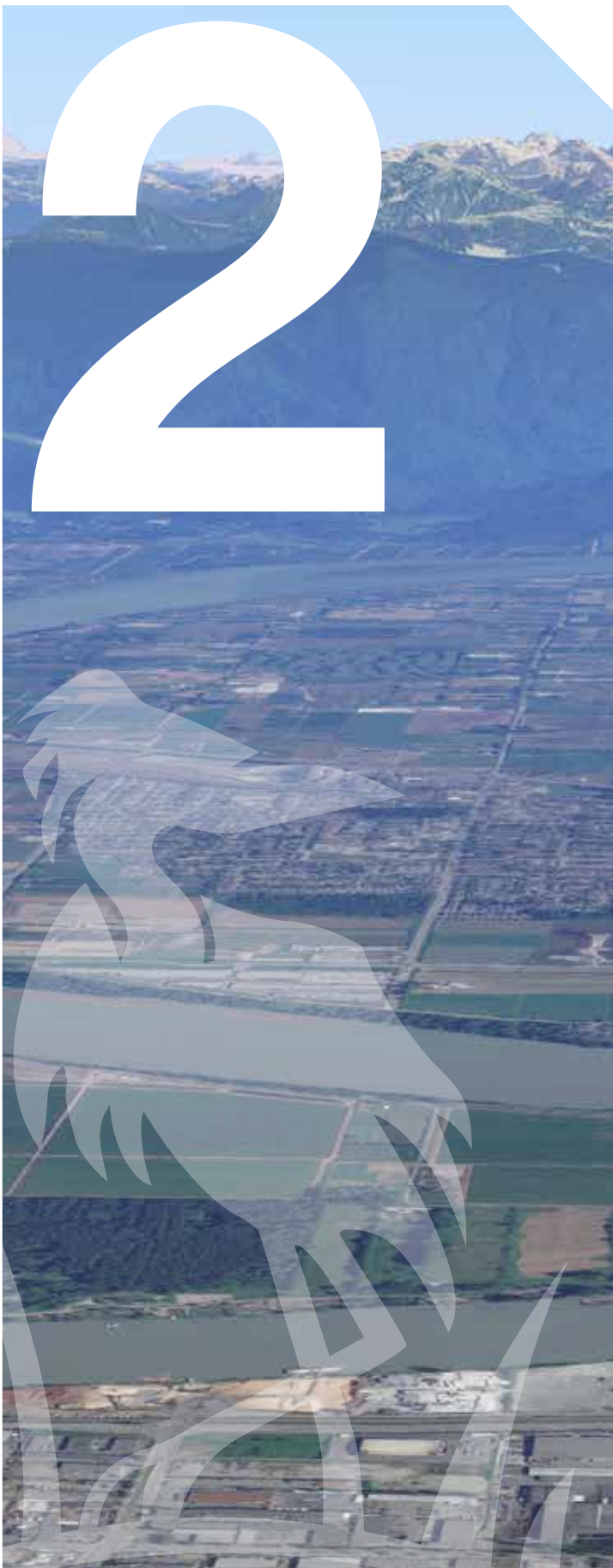
Together, these elements are intended to ensure a high quality industrial/business park development that has a distinct identity and is well integrated into the surrounding community context. The landscape and buildings express and reinforce a cohesive character that reflects the nature of the building uses, responds to the regional context and climate, and contributes to a safe and attractive environment.

The Comprehensive Development Plan (Comprehensive Plan) on Page 5 notes the surrounding land use context and highlights key design principles described in the guidelines.

A developer will be required to provide plans and other supporting information to demonstrate that the layout, landscape and architecture of the buildings are aligned with these guidelines, as well as Development Permit Area No. 4, applicable zoning requirements, and other relevant policies and bylaws.

### Design Objectives

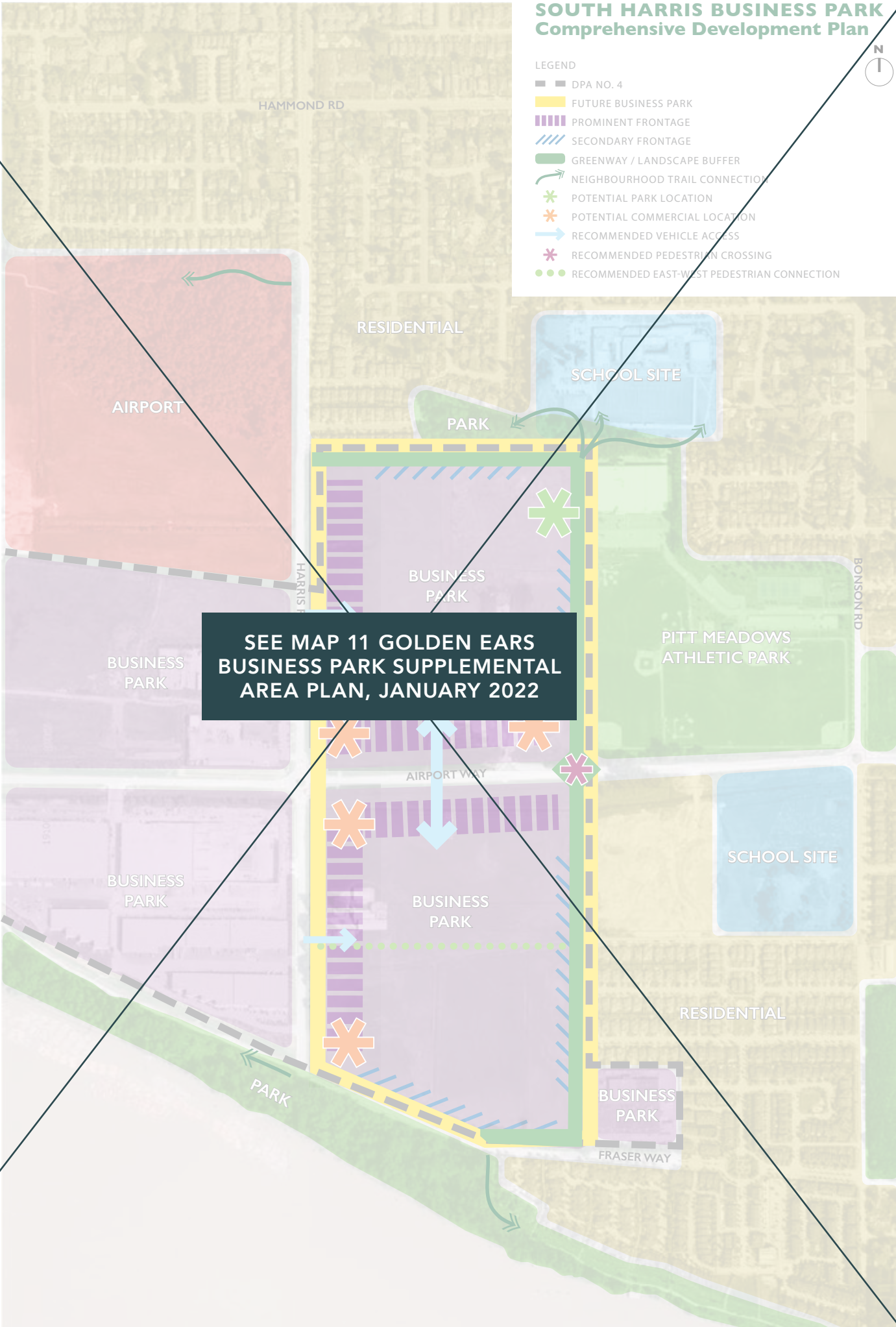
- To create an aesthetically pleasing development, that is well-integrated into the surrounding community context;
- To establish a strong visual identity that contributes to a 'sense of place' through high quality landscape and building design;
- To provide a safe and comfortable pedestrian experience; and
- To emphasize sustainability in building and landscape design.



# SOUTH HARRIS BUSINESS PARK Comprehensive Development Plan



- LEGEND
- DPA NO. 4
  - FUTURE BUSINESS PARK
  - PROMINENT FRONTAGE
  - /// SECONDARY FRONTAGE
  - GREENWAY / LANDSCAPE BUFFER
  - ↔ NEIGHBOURHOOD TRAIL CONNECTION
  - \* POTENTIAL PARK LOCATION
  - \* POTENTIAL COMMERCIAL LOCATION
  - ↔ RECOMMENDED VEHICLE ACCESS
  - \* RECOMMENDED PEDESTRIAN CROSSING
  - RECOMMENDED EAST-WEST PEDESTRIAN CONNECTION



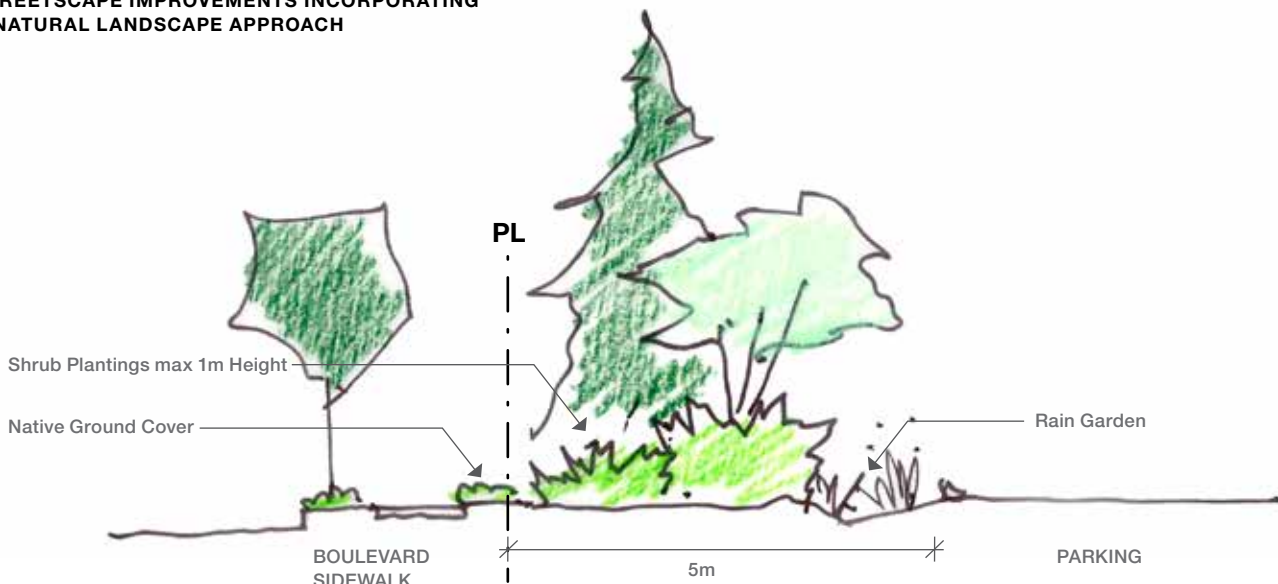
**SEE MAP 11 GOLDEN EARS  
BUSINESS PARK SUPPLEMENTAL  
AREA PLAN, JANUARY 2022**



## 3 Streetscape

- To create a lush landscaped edge around the business park, streetscape improvements should be provided within a minimum five metre setback along public streets. Within the setback a rural or natural landscape approach may be used, incorporating trees that provide a full canopy with a well-articulated supporting understory.
- Along Harris Road and Airport way, more formal urban streetscape elements and planting patterns may be incorporated on corners and at entry points.
- Careful attention should be given to the interface between the business park and Katzie Slough, which runs along Airport Way, to ensure the landscape and drainage plans for the site contribute to the enhancement of this sensitive riparian area. A landscaped buffer with appropriate plantings to intercept and filter surface run off should be a defining feature of the Airport Way frontage on the south side.
- Pedestrian and cyclist connections into the business park should be compatible with the external streetscape and provide a seamless transition to the internal circulation network. Well-defined walkways should link with sidewalks to ensure pedestrians can safely travel from sidewalks to internal destinations, and where entrances are located on a bike route, adequate space should be provided to allow for vehicles and cyclists to enter and exit the business park at the same time.
- Where the greenway meets adjacent streets (refer to the Comprehensive Plan on page 5), a transitional area should be provided between the end of the greenway and the streetscape. Bollards (formal or natural, e.g. boulders or wooden fencing) should mark the transition between the greenway and the upcoming street to encourage cyclists to slow down or dismount. The transition from the greenway to the street should be fully accessible, and integrated with sidewalks and bike lanes.
- Streets and walkways should be appropriately lit to ensure the safety of vehicles, cyclists and pedestrians and landscape elements should comply with CPTED provisions for natural surveillance.

**STREETSCAPE IMPROVEMENTS INCORPORATING A NATURAL LANDSCAPE APPROACH**

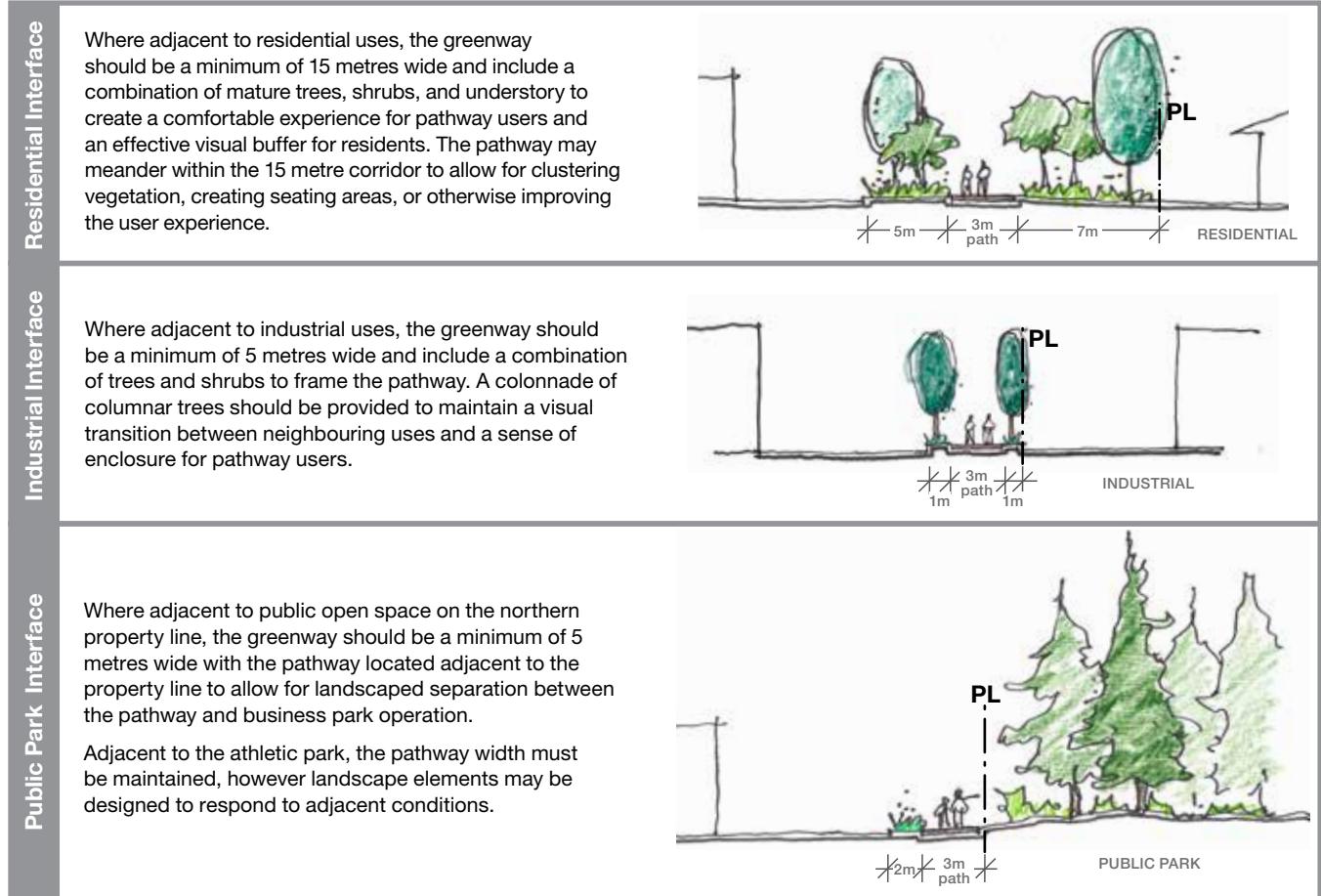


# 4

## 4 Greenway



- The greenway is intended to provide a landscape buffer between the business park and adjacent uses and establish an off-street connection to/from the Central Business District, Fraser River, Athletic Park, and the South Harris/Bonson community.
- The greenway corridor should incorporate: a three metre wide, multiuse pathway accessible by cyclists and pedestrians, consistent with the standards of the Pedestrian and Cycling Master Plan; mature landscaping; wayfinding signage; site furniture; pedestrian scale lighting designed to allow safe use at night; and special attention to safety considerations where the greenway meets adjacent streets.
- Where possible, consider integrating storm water management features such as bioswales and permeable surfaces into the greenway corridor.
- The width and treatment of the greenway corridor may vary but must maintain a continuous public pathway and landscaped buffer incorporating the elements below:
- The greenway corridor should be accessible from all sides in order to encourage use by both the public and business park users. Where conditions such as swales or grade changes exist, footbridges or steps should be provided where connections between the internal network of the business park and community emerge.
- Unless necessary for safety, avoid the use of fences to limit hard edge interfaces between the business park and the greenway corridor.
- The greenway planting design should carefully balance the need for passive surveillance and screening with creation of a meaningful separation. Consider the use of lower level native planting as an understory to deciduous and evergreen trees that can be standardized in accordance with CPTED principles to allow for natural surveillance.
- Seating opportunities should be located to provide resting places along the greenway at key points of interest, while minimizing opportunities for unobserved loitering.





# 5 Buildings

- A coordinating architect shall be engaged to administer and monitor implementation of the design guidelines.
- Strong architectural expression is required along Harris Road and Airport Way frontages, as indicated on the Comprehensive Plan. Signature buildings and/or significant architectural features should be focused at the intersection of Harris Road and Airport Way, and at main entrances to the business park. On corners, architectural details should wrap around to address abutting streets and all sides of a building should be visually appealing.
- Architectural expression may vary between buildings, but should incorporate complimentary palette of colours, materials, composition and massing.
- Buildings should be oriented to address public streets and main internal circulation streets, with primary public functions such as offices, showrooms, restaurants or other on-site services located at the front of buildings.
- Office and public entrances should be highlighted with higher quality finishes, lighting, weather protection, and significant glazing. Ground floor glazing should be provided for a minimum of 50% of the façade length where facing a public street.
- Loading bays should be architecturally expressed through simple recessing and reveals, and with glazing, lighting, or focal elements to enhance visual appearance.
- Along secondary frontages and where not facing a public street or punctuated by loading bays, walls should be of a high quality material that provides a pattern as part of the finish, or changes in colour, secondary material, or glazing; or a focal element should be added to provide a change in composition. Other strategies may be used to modulate the massing of the façades at the discretion of the approving authority.
- In order to modulate the visual impact of long façades, a combination of the following strategies should be employed:
  - Create articulated steps in plan of approximately 60cm or more;
  - Vary heights at the roof line;
  - Add focal elements by way of changes in form, materials or colour.



Architecturally distinct corner feature



Office function expressed with ample glazing and modulated massing

- In order to modulate the visual impact of building heights, a combination of the following strategies should be employed:
  - Create articulated bays extended or recessed approximately 60cm or more from the façade;
  - Incorporate cornice and/or base features;
  - Introduce changes in materiality along horizontal planes, such as clerestory glazing; and
  - Set back or cantilever out upper portions of the building, where internal function permits.
- Buildings should use high quality, durable materials such as composite metal panel, architectural insulated metal panel, glass (vision or translucent), or precast concrete. Corrugated metal, wood, natural stone, brick or masonry elements, and other high quality materials may be used for design accents. Stucco and vinyl are not permitted. Other high quality materials may also be permitted at the discretion of the approving authority. Primary materials should be graffiti resistant.
- Building design should reflect the City’s sustainability checklist requirement to achieve a recognized industry standard such as LEED®, Canada Green Building Council sustainable building standards, or energy efficiency performance 25% better than the National Energy Code for Buildings.
- Incorporation of sustainable building technologies to improve the environmental performance and employee comfort of buildings is encouraged and may include:
  - green roofs to enhance stormwater interception;
  - reflective white roofing to reduce the heat island effect;
  - smart sustainable building materials and systems, passive heating/cooling, opening windows, and natural daylighting to reduce energy consumption and improve employee comfort;
  - use of alternative energy sources;
  - water conservation and re-use.
- Where sustainability elements such as green roofs, solar panels or similar technology are visible, they should be incorporated into the building design and not detract from the building’s appearance.



Using materiality and glazing to modulate wall forms



Loading bay defined by a recessed wall plane and glazing



Sustainability element integrated into building design



## 6 Landscape

- A coordinating landscape architect shall be engaged to oversee all landscape elements, including the greenway and streetscape design, site layout, parking, loading, pedestrian routes, lighting and signage.
- The landscape design should create an attractive, human-scaled environment for visitors and employees. The character of the landscape should combine a well-defined lush edge comprised of a healthy community of native plants punctuated with formal planting arrangements at each site entry. The on-site landscape should be more formal in character and provide ample shading of hard surfaces and buildings in the summer.
- To establish the intended landscape character, trees at entries, in parking areas, and adjacent to buildings should meet minimum city street tree size requirements and be relatively mature at the time of planting. Wherever possible, existing mature vegetation should be retained.
- Landscape elements should reinforce the character of the site, which ranges along a continuum from “urban” at high traffic intersections to “rural” or “natural” along the site edges and rear yards. Urban areas should incorporate a more formal and geometric arrangement of soft and hard materials; rural treatments should use agricultural patterns of hedge rows and wind breaks; while natural areas should use more organically shaped arrangements and materials referencing the Fraser River, Katzie Slough and regional environments.
- Site and building entries should be reinforced with signage and formal landscape elements. This could include incorporating cultural landscape tree planting patterns such as allées or groves of trees to create a tie to the agricultural history of Pitt Meadows, contribute to a meaningful sense of place, and provide a comfortable human environment.



Naturalized swale enhancing infiltration



Landscaping referencing a rural windbreak and softening a building edge

- East-west pedestrian routes should be established to allow for comfortable internal circulation and provide connections between the business park and community at logical points (e.g. at Sutton Ave and the Athletic Park). Trees and landscaped boulevards should be used to define these routes, separate walkways from vehicles, and provide shade.
- Where building facades are adjacent to parking areas, landscape elements should be incorporated into the site design to break up the building mass, soften the transition, and provide a human scale condition.
- Landscape design should enhance the natural landscape and promote the use of native, drought tolerant and low maintenance plant materials. All planting and plant material conform to the latest edition of BCSLA (BC Society of Landscape Architects) and BCNLA (BC Nursery and Landscape Association) Standards.
- To ensure the long-term health and viability of trees, a minimum of 15 cubic meters of growing medium should be provided for each tree. Additionally, all landscape materials should be irrigated. Once plants are fully established, irrigation systems should be automated to respond to conditions and conserve water.
- Landscape treatments and plantings should encourage water harvesting and include water conserving practices and techniques.
- A complimentary family of site furnishings and appointments such as benches, tables, bicycle racks, refuse/recycling/organic containers, paving material, lighting, plant materials, and signage should be selected to reinforce a unifying site character.
- Site furnishings and appointments should be selected for durability, maintainability and appearance. They should incorporate recycled and 'green' material standards, while maintaining a high visual quality.
- Landscape elements should support CPTED principles by maintaining sight lines and allowing for natural surveillance, particularly for parking areas, the greenway, and amenity spaces.



Landscape elements and architectural details defining a building entrance



Landscaping separating parking and pathways



Provide a unified family of site furnishings



## 7 Employee & Community Amenity

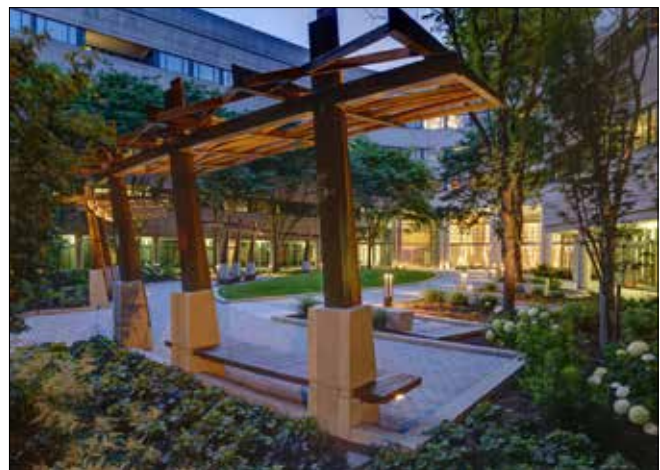
- Indoor and outdoor amenity spaces should be provided within the business park and should be designed and located to enhance the experience of employees and visitors to the site and individual buildings.
- The amount of outdoor amenity space provided should accommodate the number of employees generated on-site as well as potential use by the public. As a general metric, 20-30% of employees should be able to utilize outdoor spaces at any one time, and each user should be provided with 20-30 square feet of space. The distribution of amenity space may vary across the site but an amenity space should be located within a five minute walk of each building.
- Where adjacent to features such as the Trans-Canada trail along the Fraser River, Pitt Meadows Athletic Park, bike routes and trail connections, amenity spaces should be designed to enhance visual and physical access to and from these locations for business park users and the general public.
- Amenity spaces intended primarily for employees should be located throughout the business park in locations that are easy to access quickly: directly outside main entrances and office spaces; in close proximity to secondary/staff entrances; or on upper floors where balconies or rooftop patios can take advantage of views and sunlight exposure.
- The design of outdoor amenity spaces should seek to:
  - achieve a diversity of shaded and sunny spaces through all seasons;
  - provide a variety of seating arrangements for groups and individuals;
  - incorporate high quality landscape materials and site furnishings;
  - offer weather protection; and
  - accommodate a range of activities, from passive to active.
- As suggested in the OCP, a significant amenity such as a park or sports field may be located in the northeast corner adjacent to the Athletic Park, as generally indicated on the Comprehensive Plan.



Outdoor seating areas



On-site amenity accessible to the community



Well-defined gathering place



# 8 Lighting

- A comprehensive lighting plan with a unified family of lighting fixtures should be established for streets, buildings, pedestrian walkways, building entries and parking areas.
- As much as possible, lighting should be designed to provide safe and functional levels of light in the business park, while minimizing sky glow, light trespass, and glare that may impact surrounding residents.
- Lighting fixtures, including those in parking and loading areas, should be dark-sky certified or equivalent to shield the light source, minimize glare and light trespass, and provide better vision at night.
- Entrances to buildings should be illuminated to enhance their prominence.
- Where mounted lighting is proposed on the exterior of a building, it should be integrated with the architectural design of the building.
- Any exterior building lighting should be oriented downwards to illuminate intended areas and limit glare.
- In parking areas, freestanding light poles should be located within landscaped islands.
- Along the greenway, bollard lighting should be provided to enhance visibility and safety at night.
- Low height and bollard lighting in public areas should be tamper-proof to prevent vandalism, particularly along the greenway.
- LED lighting should be used wherever possible.



Unified family of lighting fixtures



Unobtrusive bollard lighting



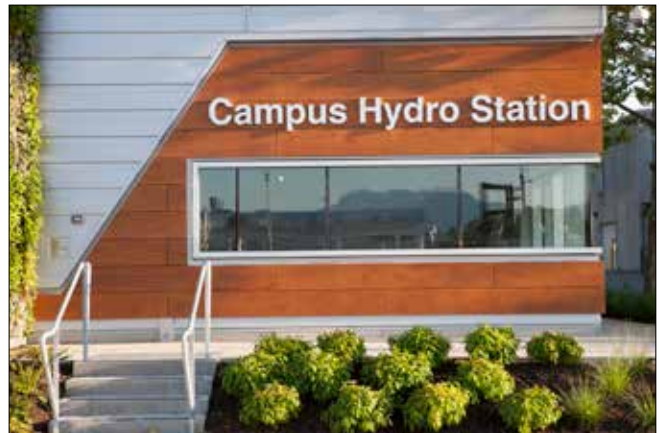
## 9 Signage

"National Theatre / signage" by George Rex, under license CC BY SA 2.0, from <https://www.flickr.com/photos/rogersg/17811443470>

- A comprehensive signage plan with a unified design that reflects the building and landscape character of the site and sets out a consistent hierarchy should be established for all site, building, and wayfinding signage.
- A significant gateway feature/monument sign at the corner of Harris Road and Airport Way should incorporate elements consistent with the building and landscape character of the business park.
- Corporate signage should be of a high quality, and should be architecturally integrated with the building design.
- Signage adjacent to streets should be less than 3 metres in height.



Example – site signage



Example – building signage



# 10 Parking, Loading & Storage

"Parking Lot" by Rene Schwietzke, under license CC BY SA 2.0, from <https://www.flickr.com/photos/rene-germany/2150921541>

- Site design should seek to separate vehicle parking from loading areas.
- All parking areas located along the outer edges of the business park should be well landscaped to provide visual screening in combination with streetscape improvements.
- Parking areas should be broken into small sections, with landscape strips approximately every 6 stalls at least three metres in width, planted with shade trees, shrubs and ground covers.
- Best practices in stormwater management techniques should be incorporated, including: directing surface water into planted areas to facilitate natural infiltration and reduce pollutants through bioswales or raingardens; and using permeable surfaces to allow for groundwater recharge. Impervious surfaces should be limited to 65%, where possible.
- Concrete wheel stops are discouraged in favour of parking stalls designed to allow for vehicles to overhang landscaped areas or sidewalks by 0.6 metres. The required length of the stall may include the overhang.
- Pedestrian routes to building entrances or other key destinations through parking lots should be clearly marked and preferably separated from vehicle traffic with landscaping.
- Loading areas should be located in the rear of buildings and oriented to the interior of the site. Loading bays are not permitted along prominent or secondary frontages.
- Refuse, recycling, organic containers and utility kiosks should be located in rear yards and screened from view with a combination of architectural elements, landscape, and fencing. Containers should be secure and not attract wildlife, pests, or generate odour.
- Fencing should be avoided unless required for specific screening, security or safety reasons. Any fencing should be transparent and of high quality (e.g. lattice or wrought iron).
- Doors and windows should provide natural surveillance of parking and loading areas and lighting at a variety of scales should illuminate areas that will be accessed at night.



Planted island allowing surface water infiltration



Landscaped pedestrian circulation through parking lot



Incorporating architectural elements to screen refuse area



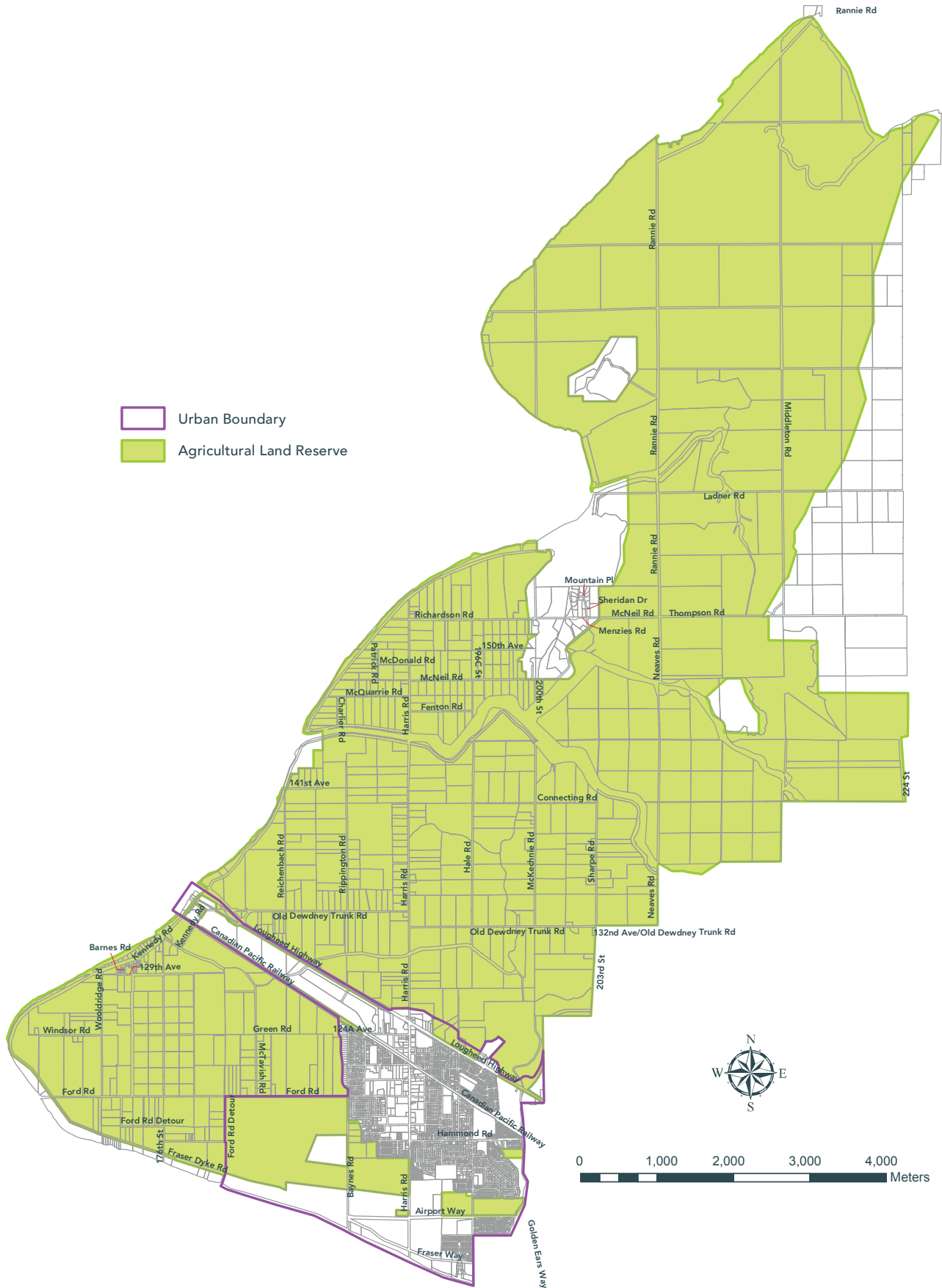
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Prepared for the City of Pitt Meadows  
by IBI Group  
May 2017

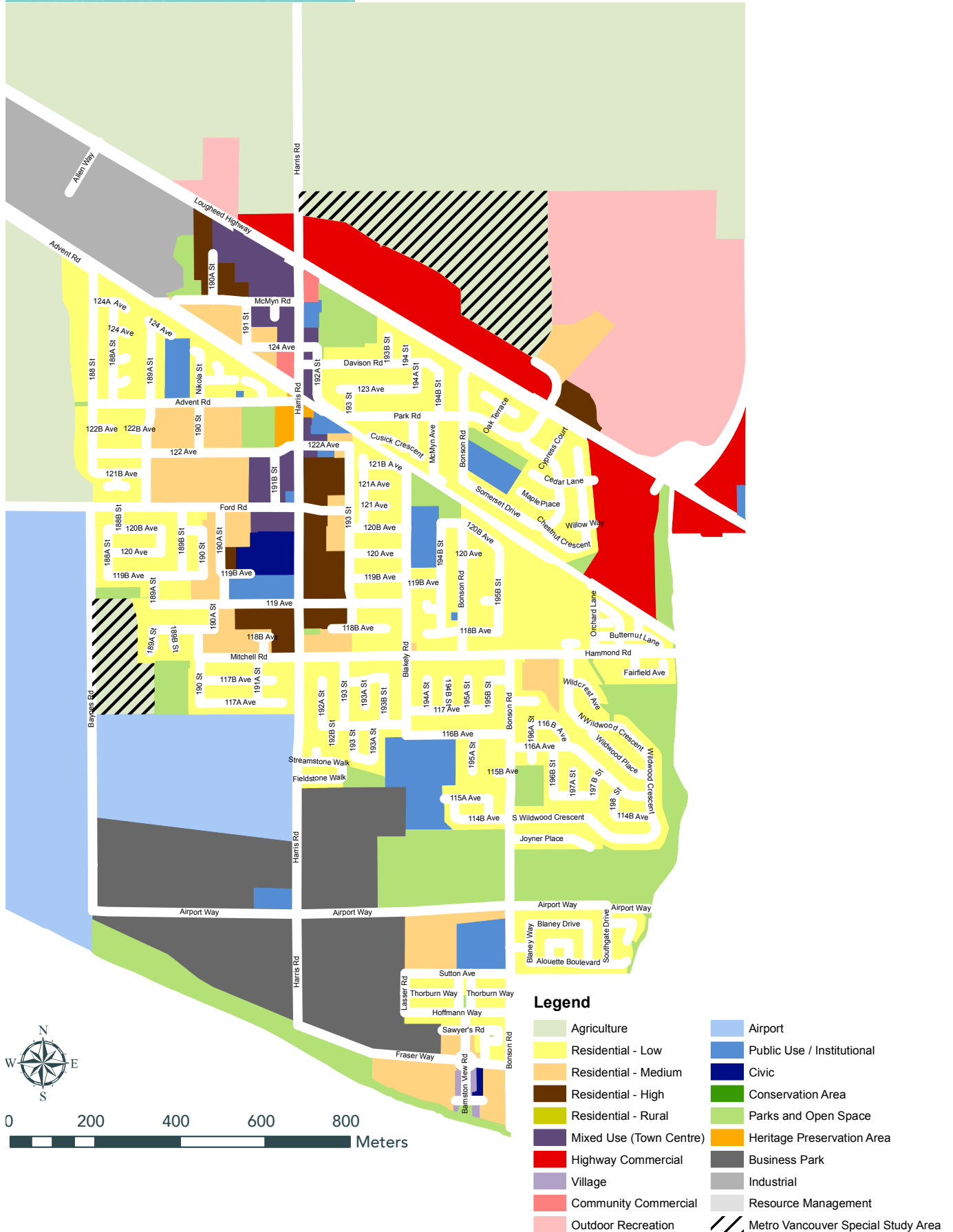


# OFFICIAL COMMUNITY PLAN MAPS

# MAP 1: URBAN CONTAINMENT BOUNDARY & AGRICULTURAL LAND RESERVE

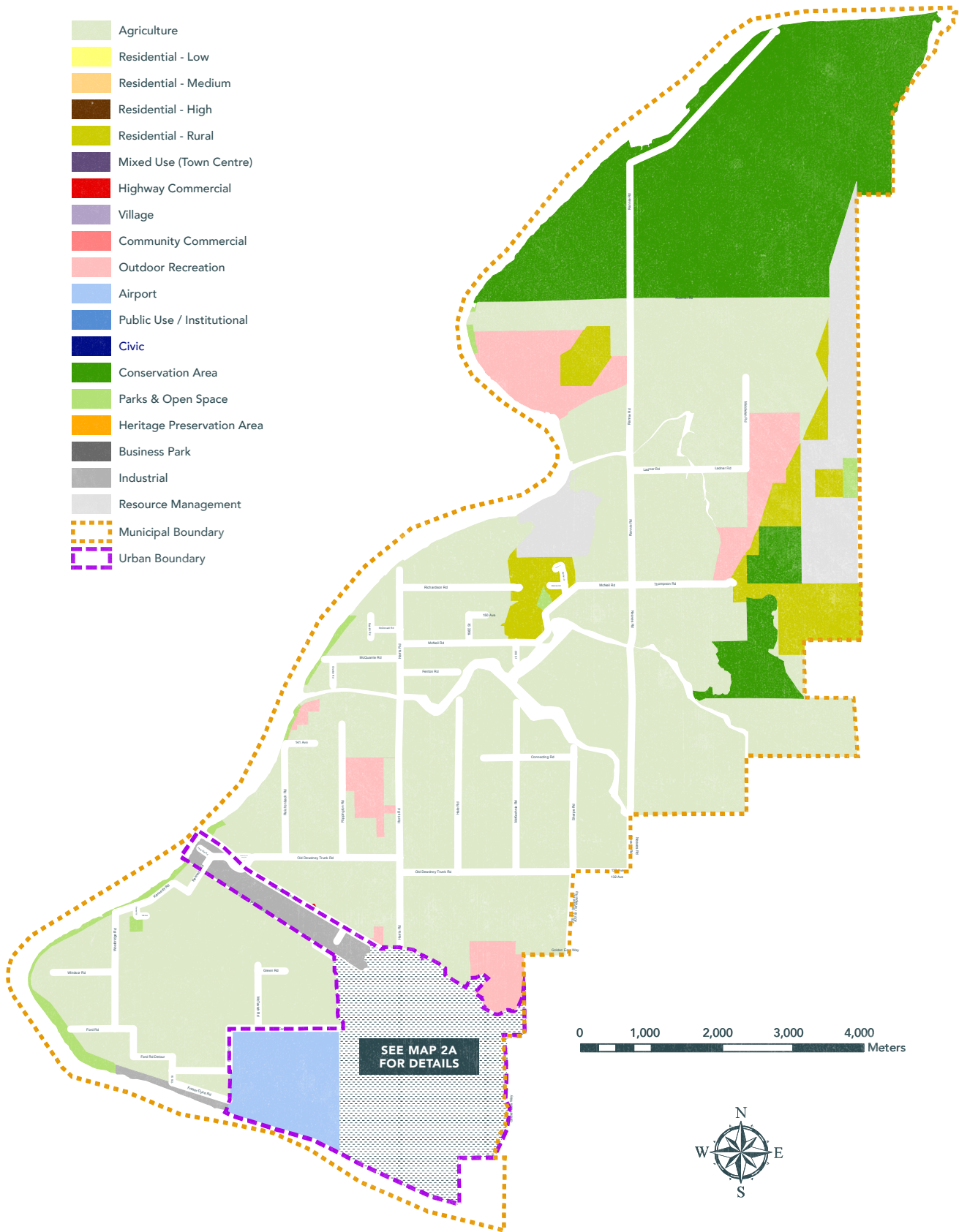


# MAP 2A: URBAN LAND USE

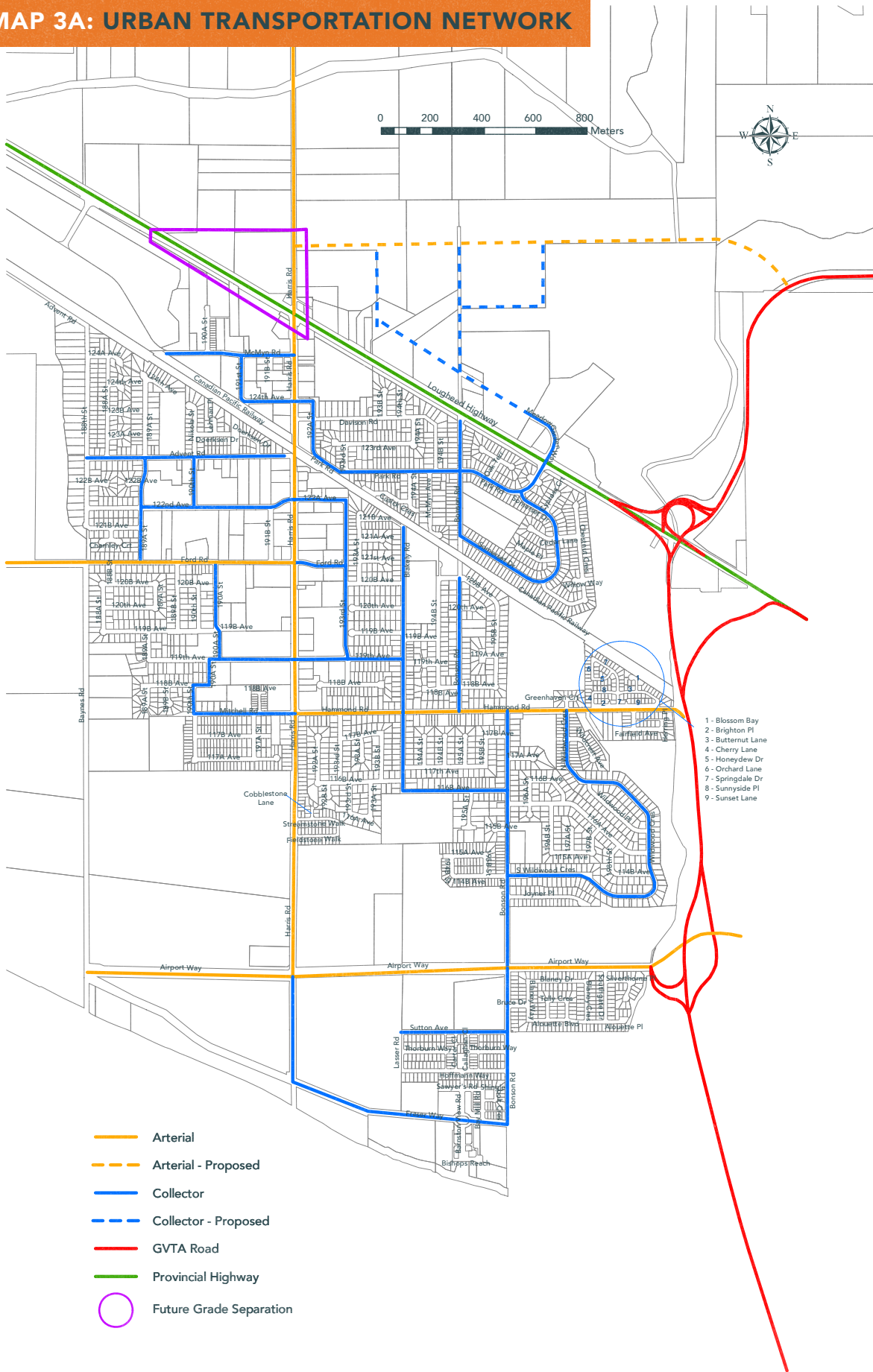


# MAP 2B: RURAL LAND USE

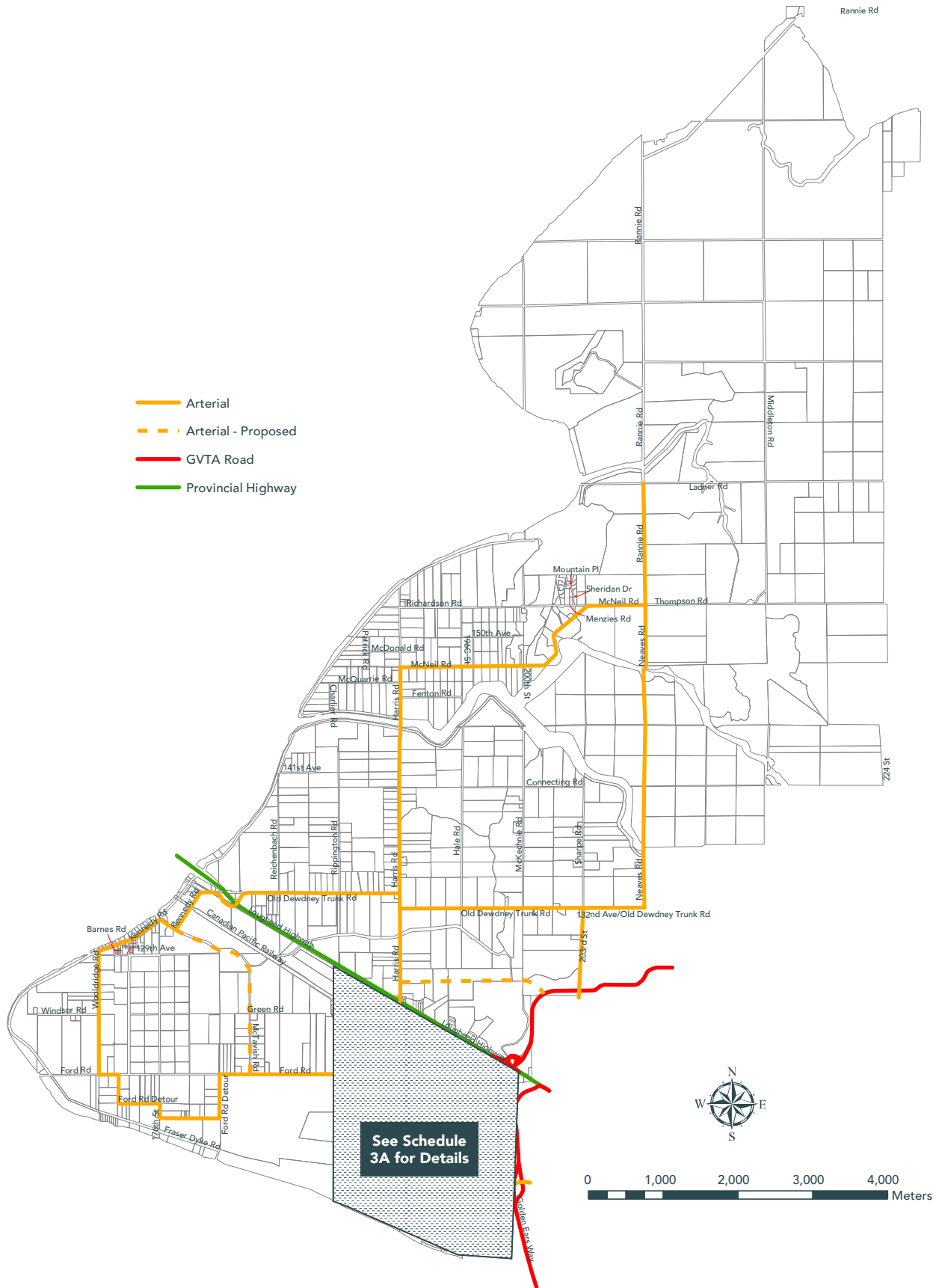
- Agriculture
- Residential - Low
- Residential - Medium
- Residential - High
- Residential - Rural
- Mixed Use (Town Centre)
- Highway Commercial
- Village
- Community Commercial
- Outdoor Recreation
- Airport
- Public Use / Institutional
- Civic
- Conservation Area
- Parks & Open Space
- Heritage Preservation Area
- Business Park
- Industrial
- Resource Management
- Municipal Boundary
- Urban Boundary



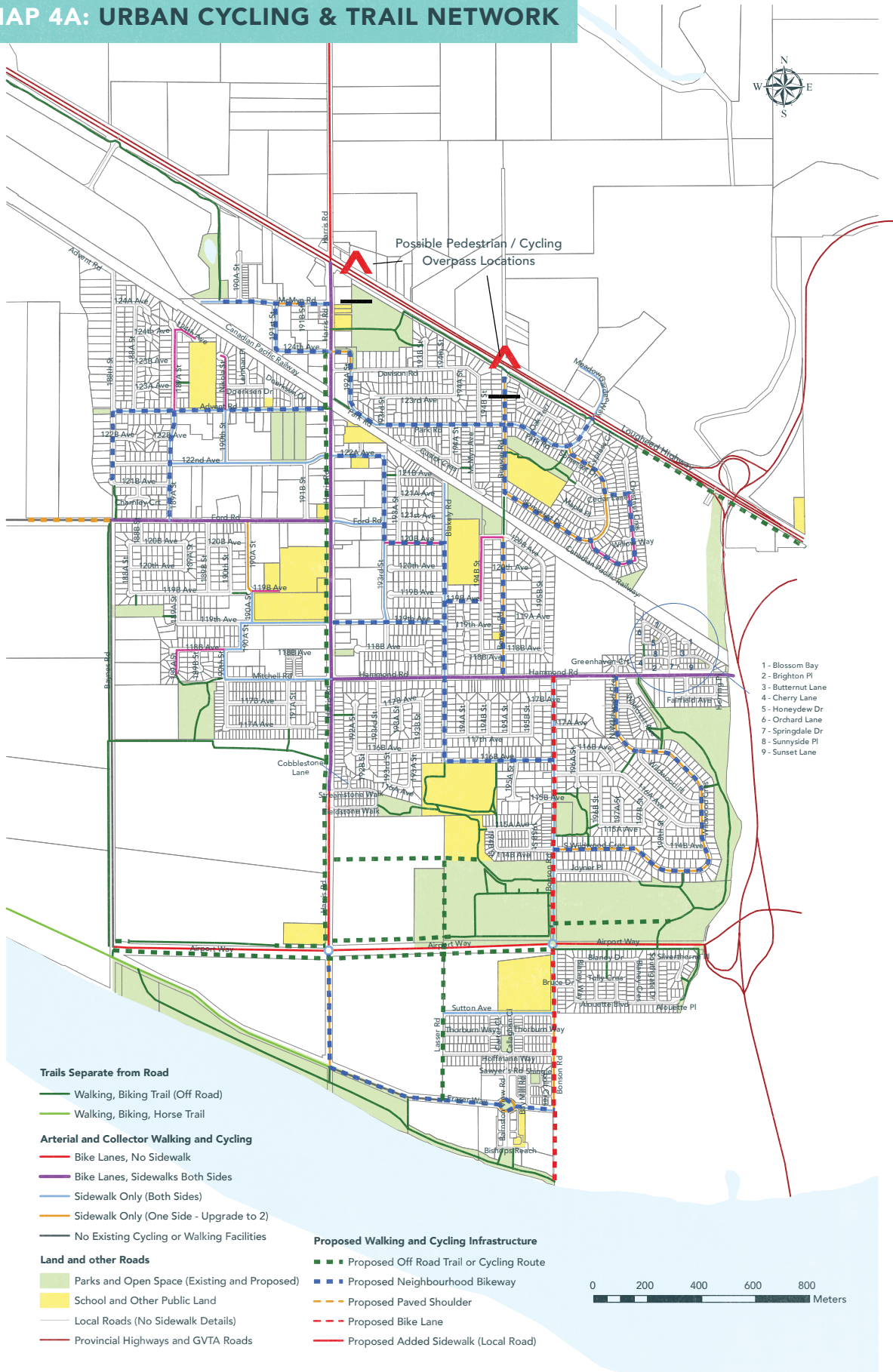
# MAP 3A: URBAN TRANSPORTATION NETWORK



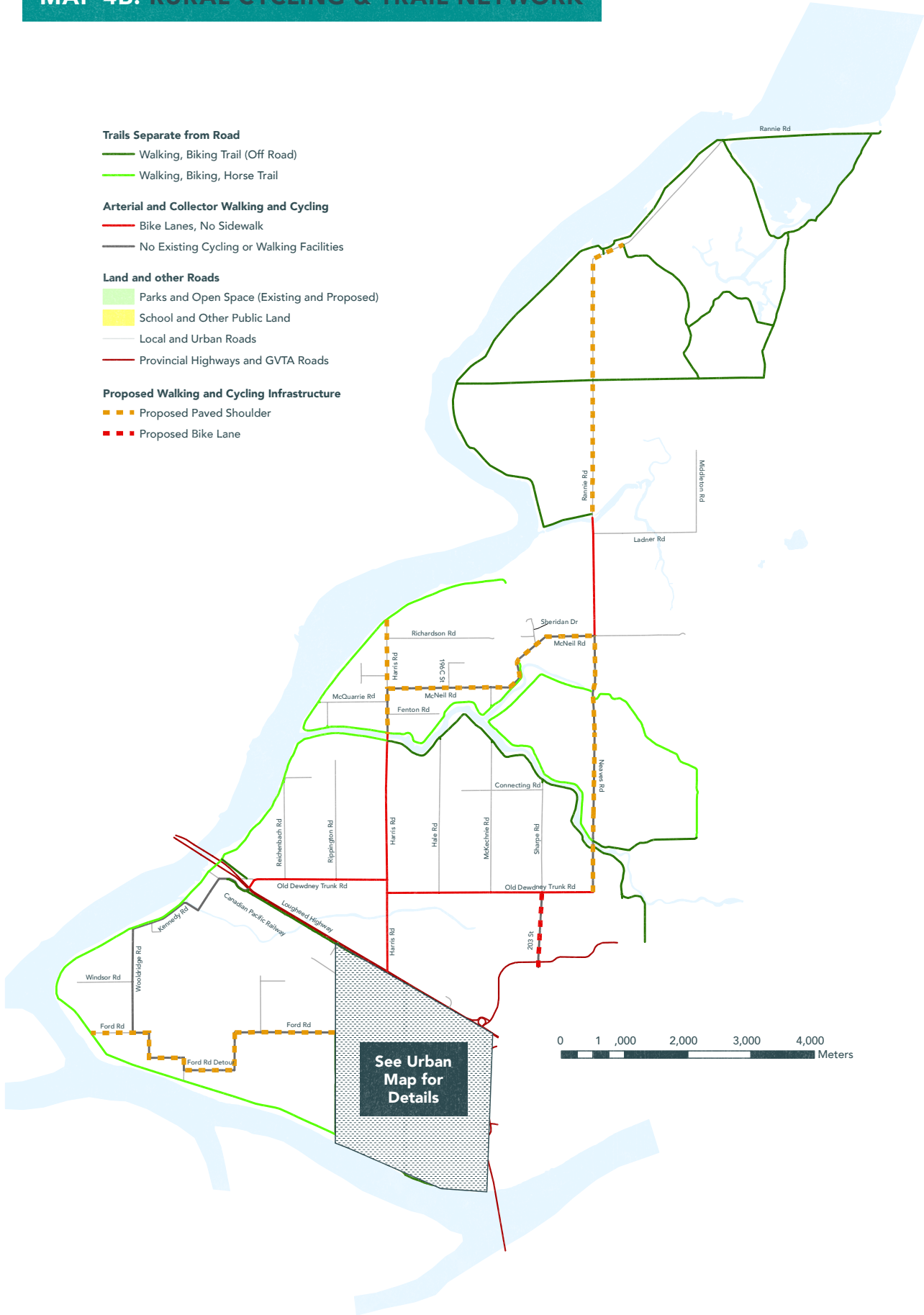
# MAP 3B: RURAL TRANSPORTATION NETWORK



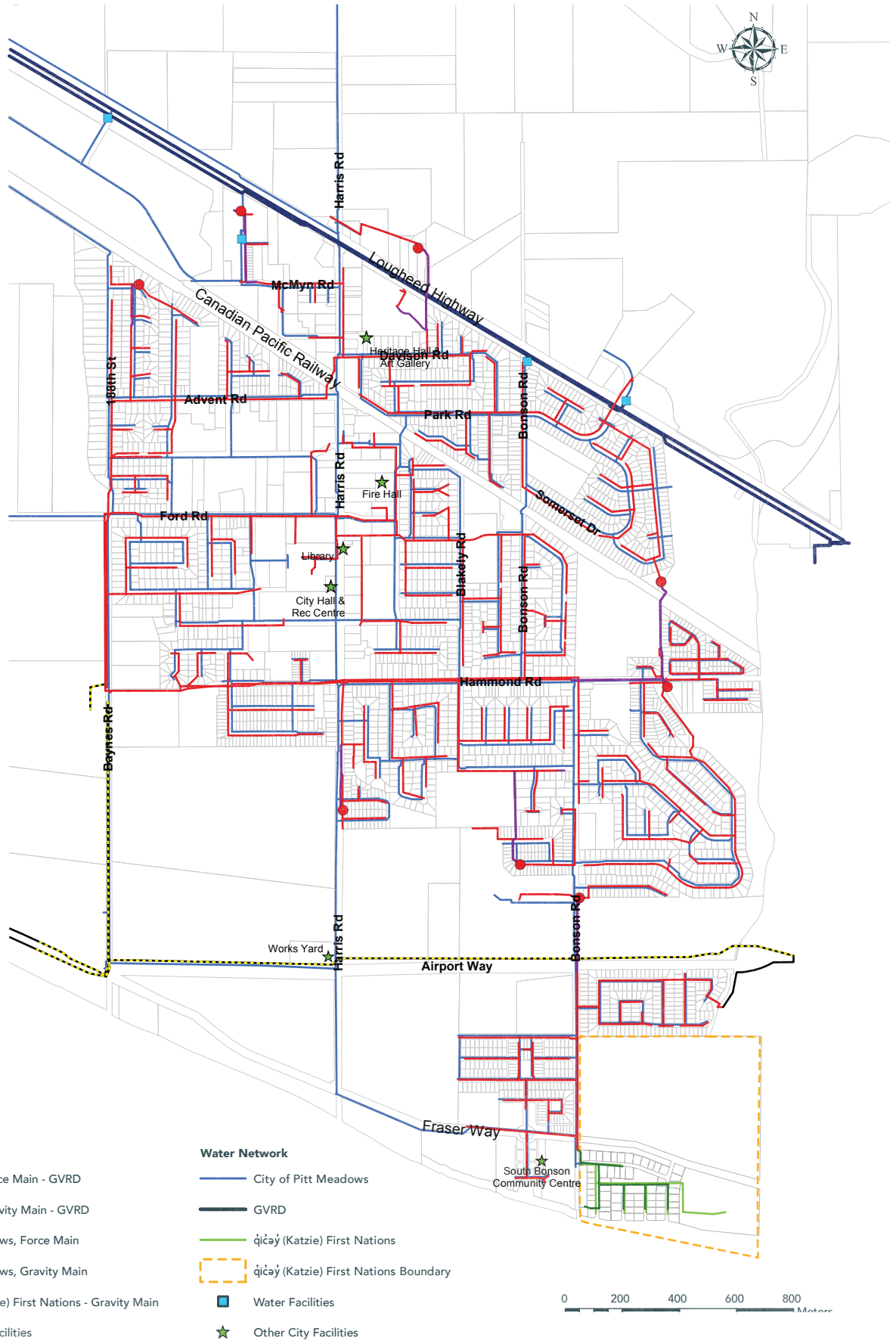
# MAP 4A: URBAN CYCLING & TRAIL NETWORK



# MAP 4B: RURAL CYCLING & TRAIL NETWORK



# MAP 5: URBAN INFRASTRUCTURE



**Sanitary Sewer**

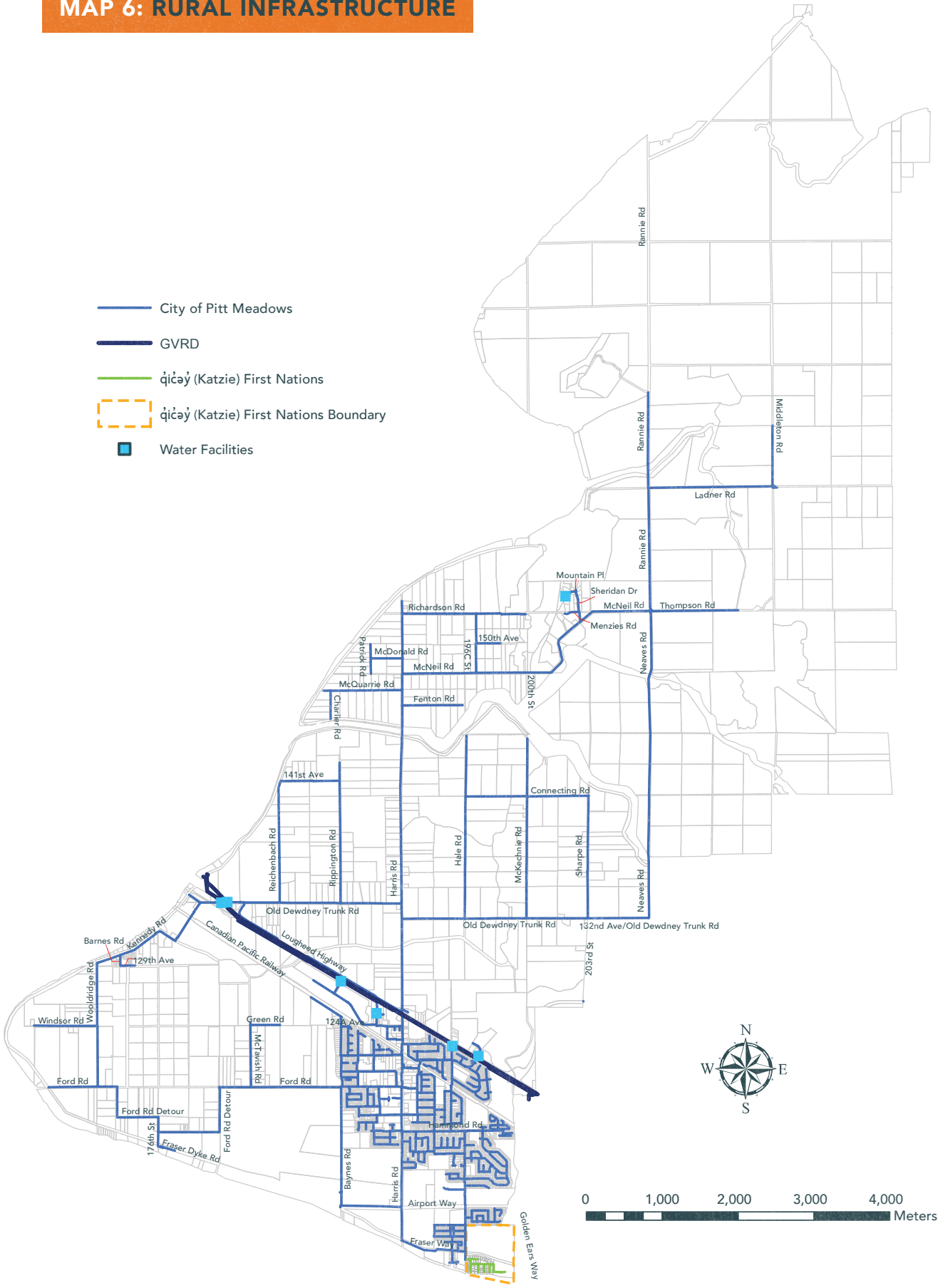
- GVRD, Force Main - GVRD
- GVRD, Gravity Main - GVRD
- Pitt Meadows, Force Main
- Pitt Meadows, Gravity Main
- Kwantlen First Nations - Gravity Main
- Sanitary Facilities

**Water Network**

- City of Pitt Meadows
- GVRD
- Kwantlen First Nations
- Kwantlen First Nations Boundary
- Water Facilities
- ★ Other City Facilities

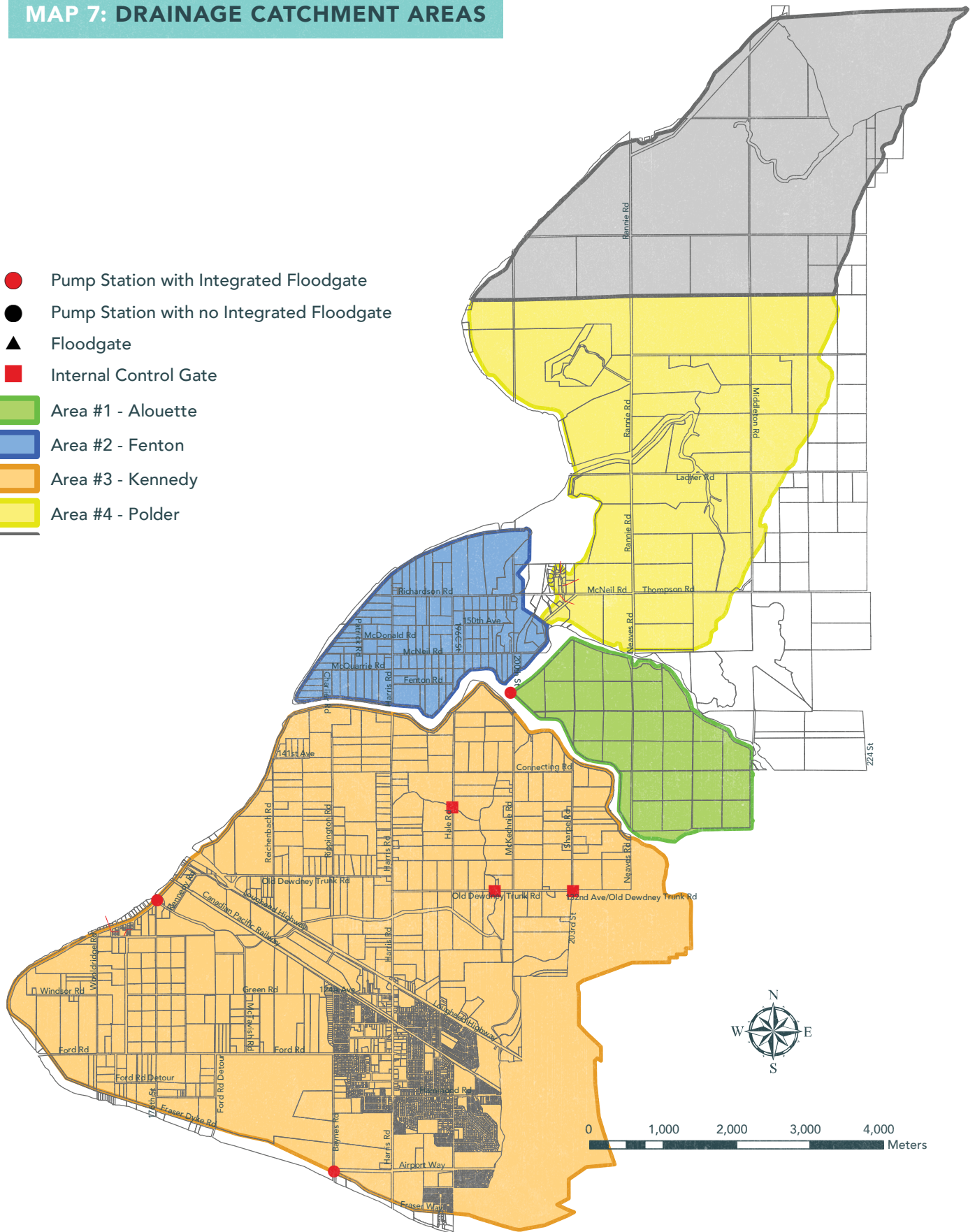
# MAP 6: RURAL INFRASTRUCTURE

- City of Pitt Meadows
- GVRD
- q̓ic̓ay (Katzie) First Nations
- q̓ic̓ay (Katzie) First Nations Boundary
- Water Facilities

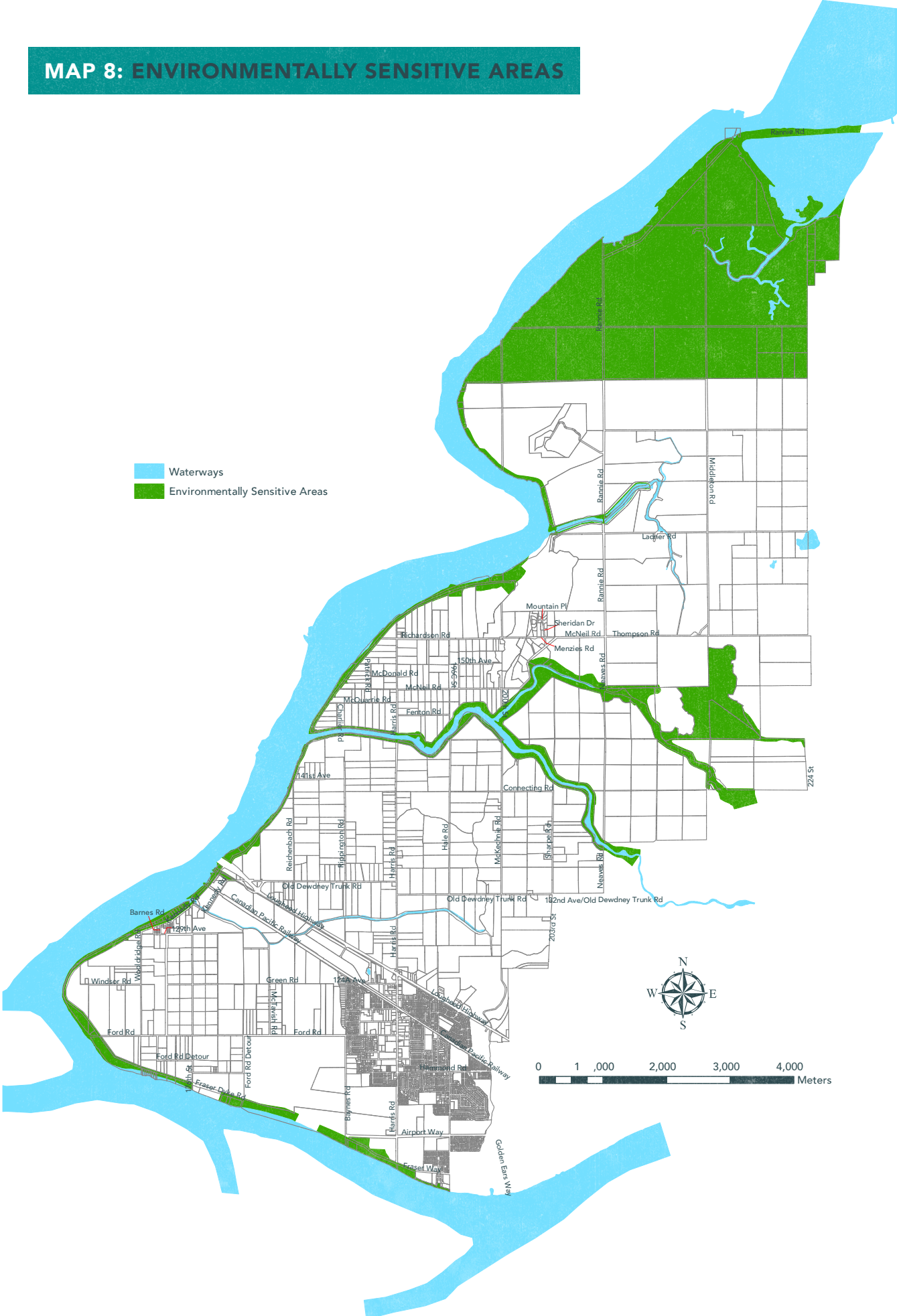


# MAP 7: DRAINAGE CATCHMENT AREAS

- Pump Station with Integrated Floodgate
- Pump Station with no Integrated Floodgate
- ▲ Floodgate
- Internal Control Gate
- Area #1 - Alouette
- Area #2 - Fenton
- Area #3 - Kennedy
- Area #4 - Polder

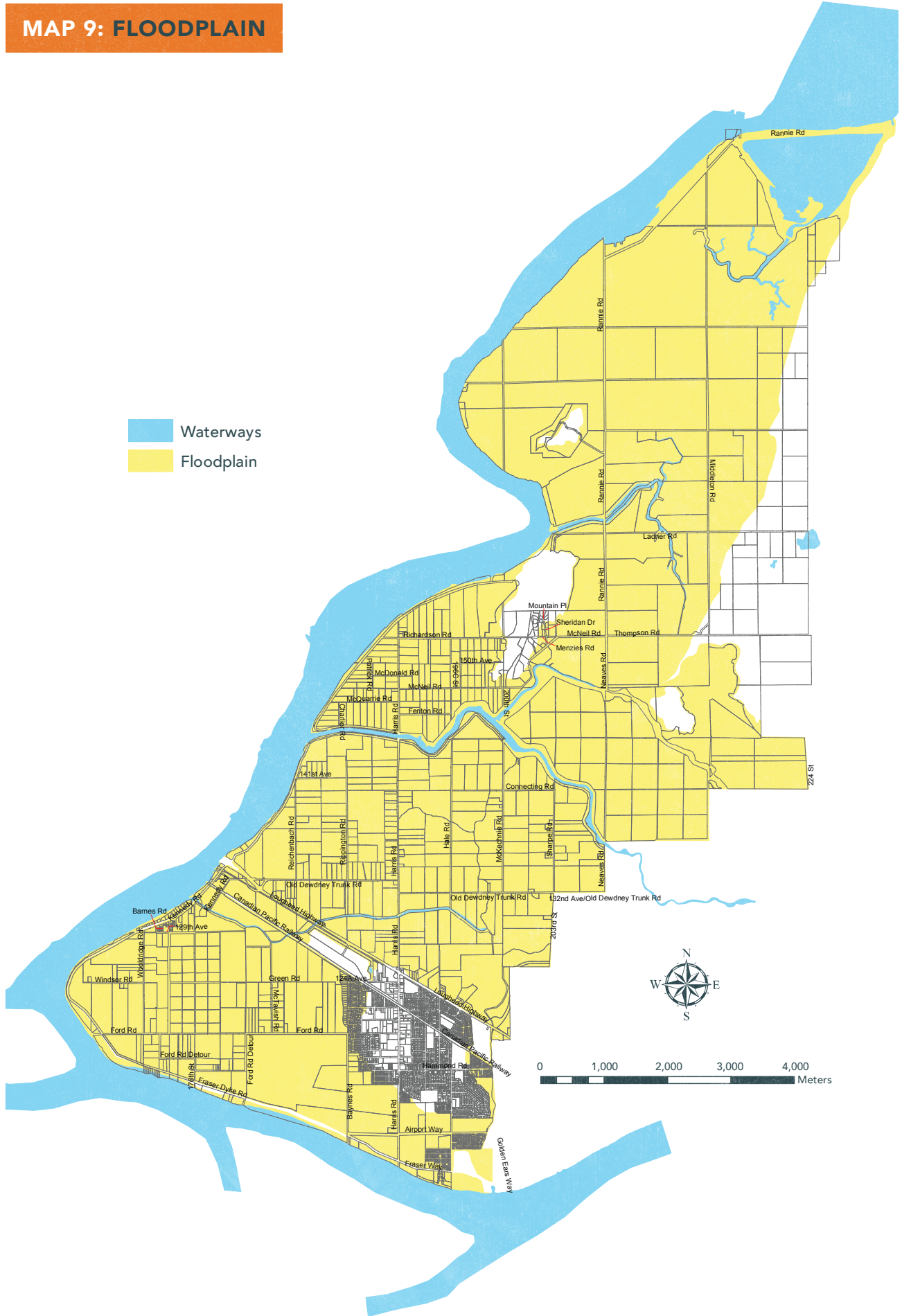


# MAP 8: ENVIRONMENTALLY SENSITIVE AREAS

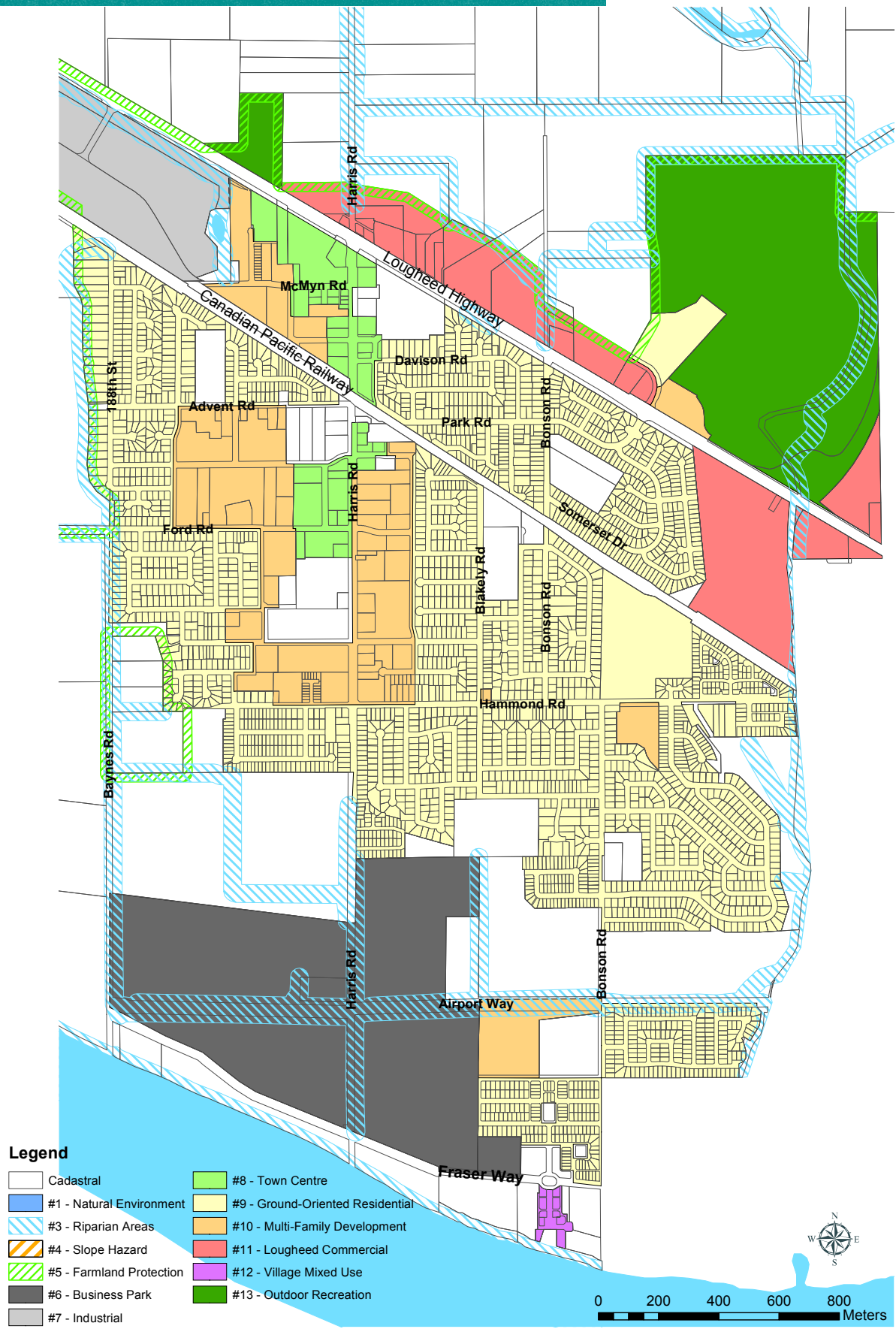


# MAP 9: FLOODPLAIN

-  Waterways
-  Floodplain

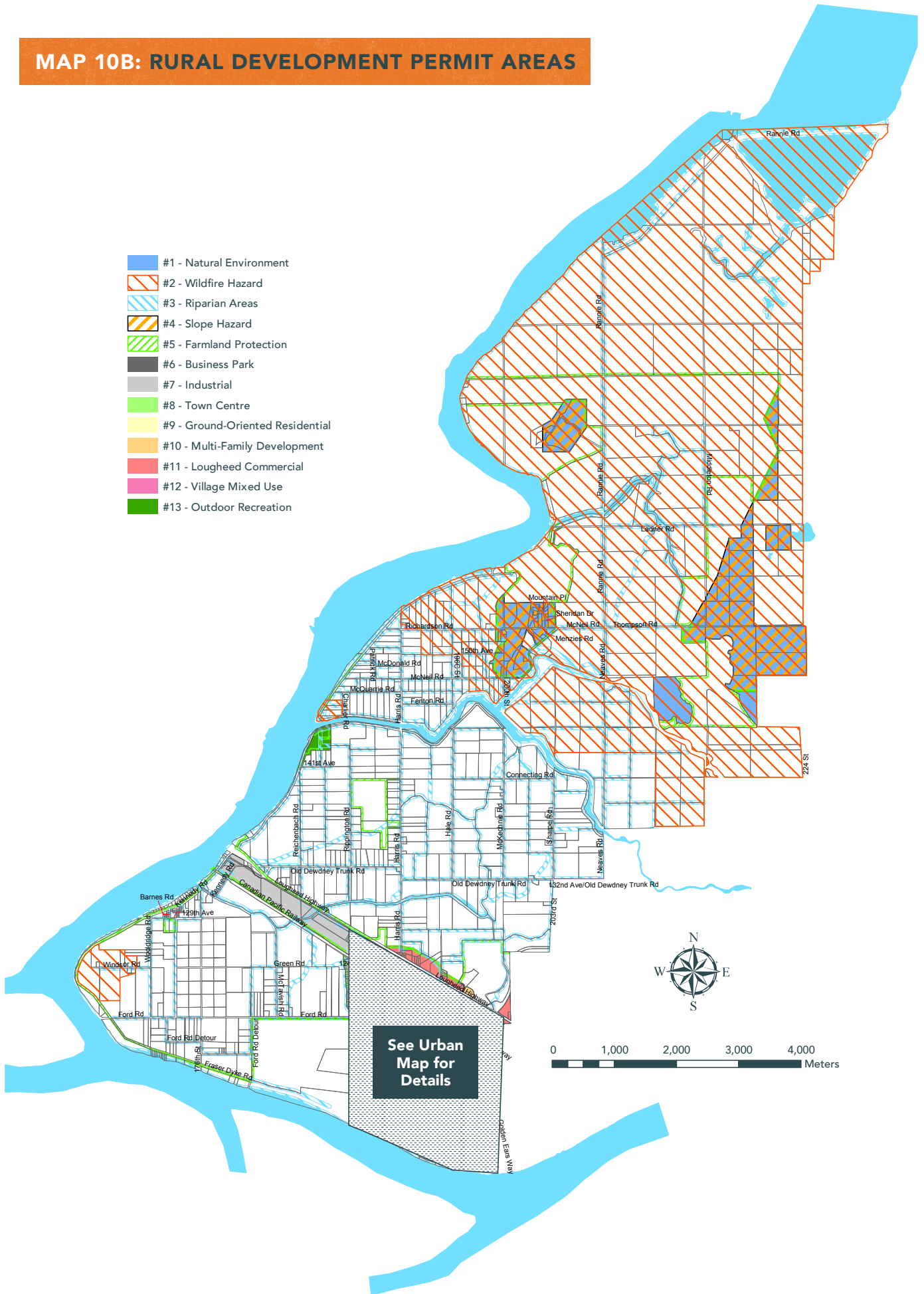


# MAP 10A: URBAN DEVELOPMENT PERMIT AREAS

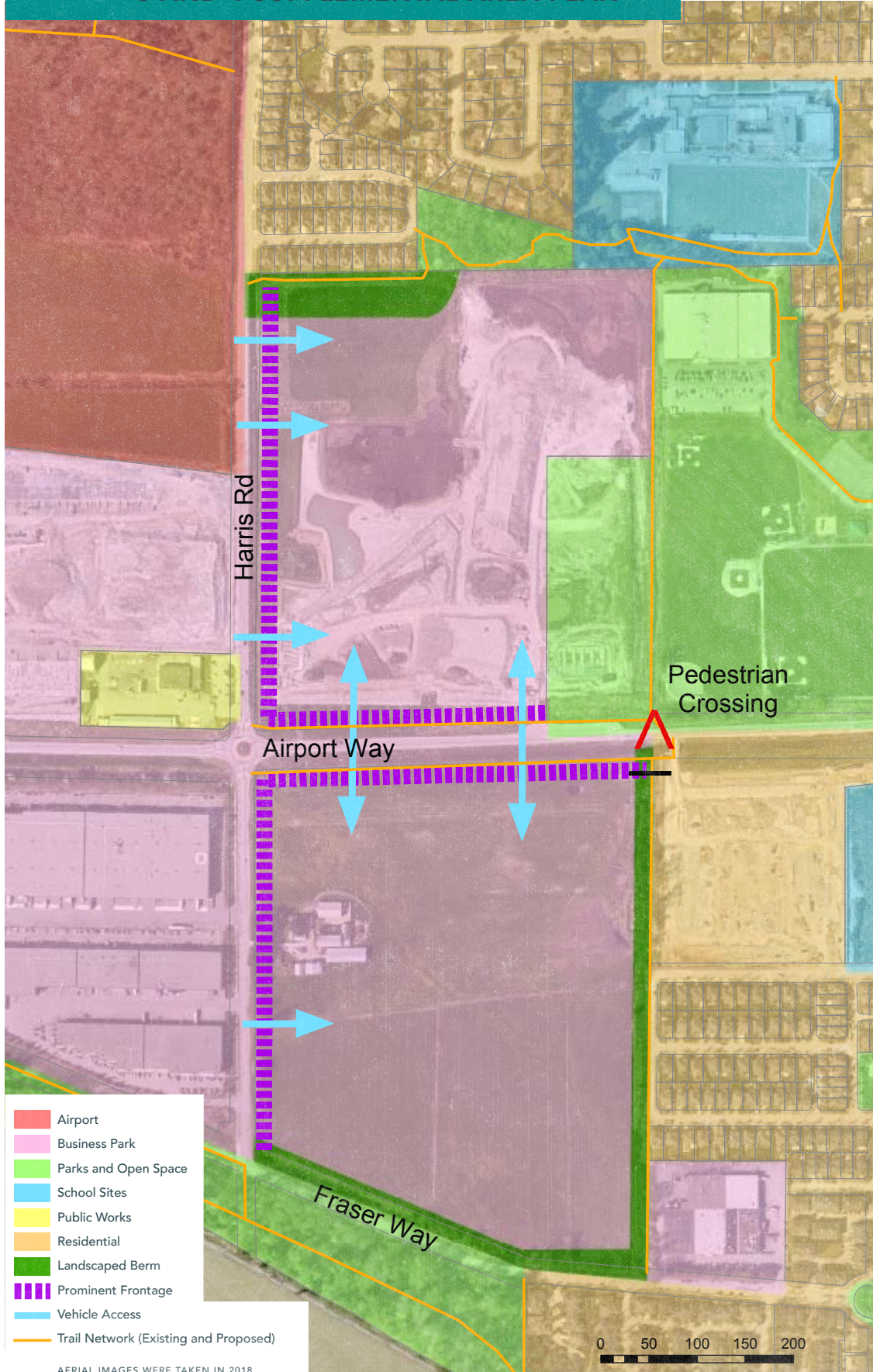



# MAP 10B: RURAL DEVELOPMENT PERMIT AREAS

- #1 - Natural Environment
- #2 - Wildfire Hazard
- #3 - Riparian Areas
- #4 - Slope Hazard
- #5 - Farmland Protection
- #6 - Business Park
- #7 - Industrial
- #8 - Town Centre
- #9 - Ground-Oriented Residential
- #10 - Multi-Family Development
- #11 - Lougheed Commercial
- #12 - Village Mixed Use
- #13 - Outdoor Recreation



# MAP 11: GOLDEN EARS BUSINESS PARK PHASES 3 AND 4 SUPPLEMENTAL AREA PLAN





From breath taking dikes, world-class golf courses,  
local farms, small businesses, an inspiring art  
gallery and many parks and recreation facilities,  
we have so much to be proud of!

•PITT MEADOWS.

PROUD



City of  
**Pitt Meadows**  
THE *Natural* PLACE

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