HISTORICAL STAFF REPORT - FOR REFERENCE ONLY

Staff Report to Council

Planning and Development

FILE: 3360-20-2023-06

REPORT DATE:	February 26, 2024	**MEETING DATE:**	March 05, 2024
TO:	Mayor and Council		
FROM:	Patrick Ward, Director of Planning and Development		
SUBJECT:	Zoning Amendment Bylaw for the Pitt Meadows Airport		

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S):

THAT Council:

A. Grant first and second readings to Zoning Text Amendment Bylaw No. 2971, 2024, to permit expanded uses at the Pitt Meadows Regional Airport; AND

B. Direct staff to schedule a public hearing for an upcoming meeting of Council; OR

C. Other.

PURPOSE

For Council to consider incorporation of some additional, non-aviation uses at the Pitt Meadows Regional Airport (PID's: 025-907-450, 025-907-468).

☐ Information Report ☒ Decision Report ☐ Direction Report

DISCUSSION

Background:

The airport lands consist of 5 legal parcels, owned and operated by the Pitt Meadows Airport Society.

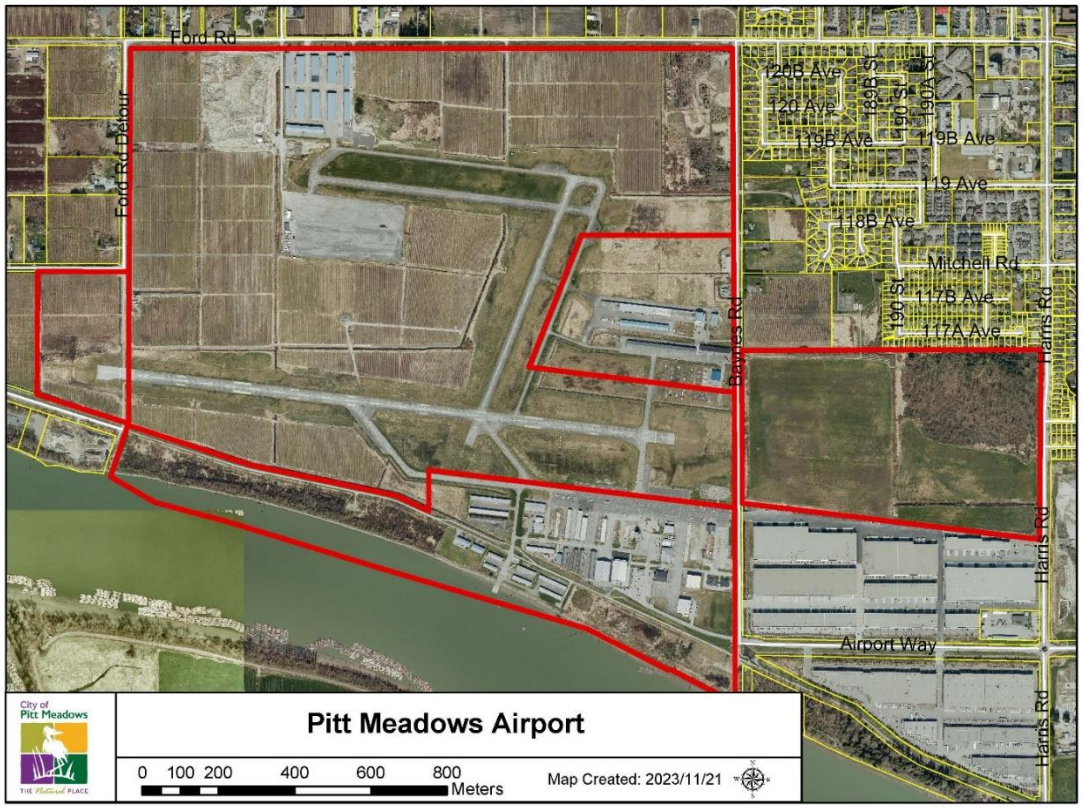


Figure 1: Pitt Meadows airport lands

Subject Civic Addresses: 11807, 11751, 11731, 11715, 11705 Baynes Rd and 18799 Airport Way
Property Size: 257 ha (636 acres)
OCP Designation: Airport
Zoning: I-5 (Airport)

Recently, the Airport has undergone several significant developments. This includes investments in airport infrastructure and safety features, construction of a new terminal building, approval of numerous new hangars and a helipark, and Sky Helicopters was granted a Temporary Use Permit to hold non-aviation events on the premises.

Proposal

This proposal involves three main revisions as part of the rezoning, in order to initiate the airport's goals and objectives for economic development (see Figure 2):

1. Add light industrial as a permitted principal use to parcel PID: 025-907-450
2. Add office, retail, and personal service as permitted accessory uses to the terminal building
3. Add banquet facility as a permitted accessory use to the Sky Helicopters building

These changes are intended to facilitate economic development at the airport and address operational needs.

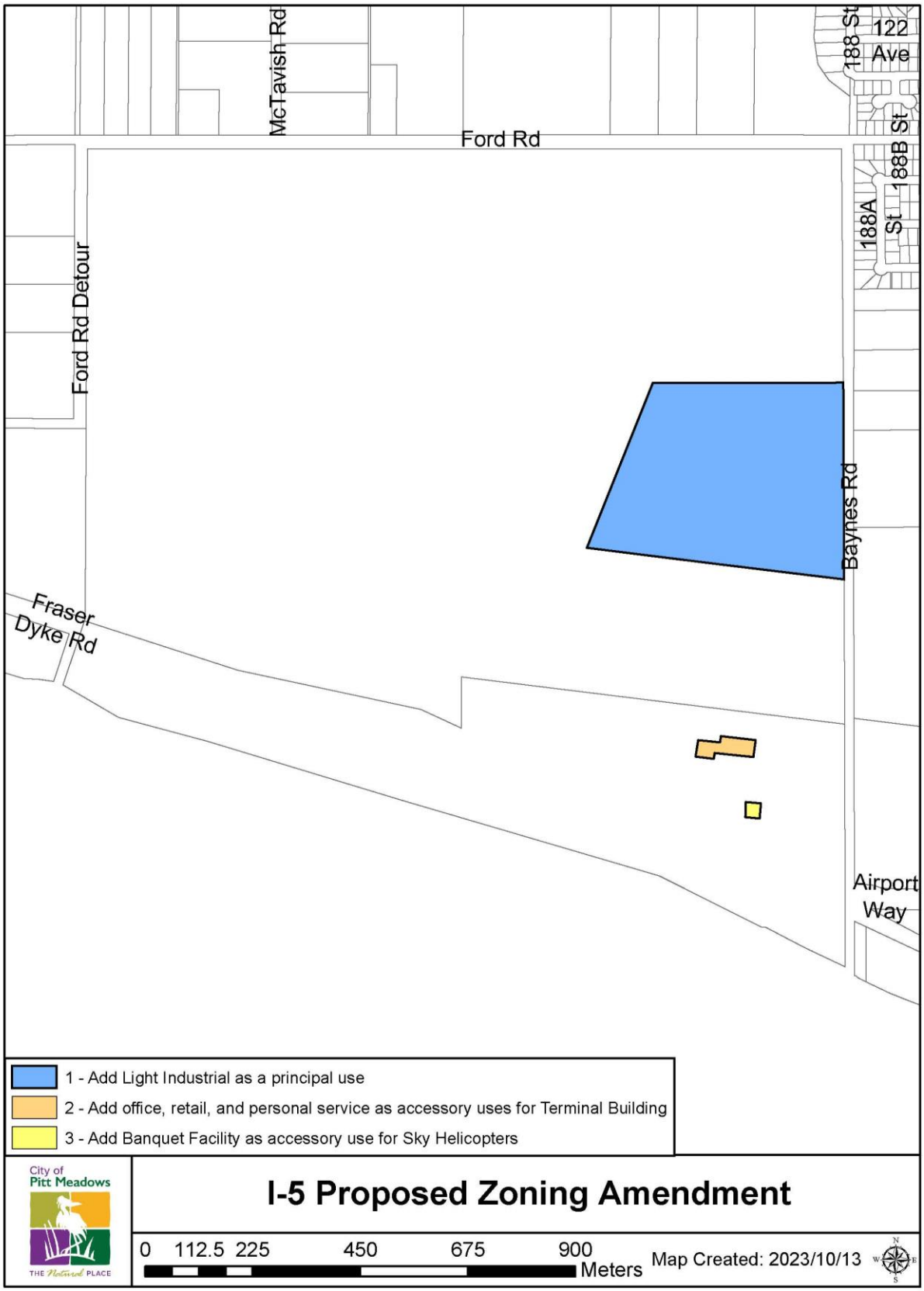


Figure 2: Map of proposed amendments to I-5 zone

Relevant Policy, Bylaw or Legislation:

Official Community Plan

The Official Community Plan (OCP) designates the vast majority of the airport lands as Airport, which accommodates aviation and related uses.

The OCP supports economic development of the airport, specifically for industry and commerce that is complementary to the aviation uses, while ensuring that that surrounding farmland in the ALR is protected, and impacts on the community are mitigated.

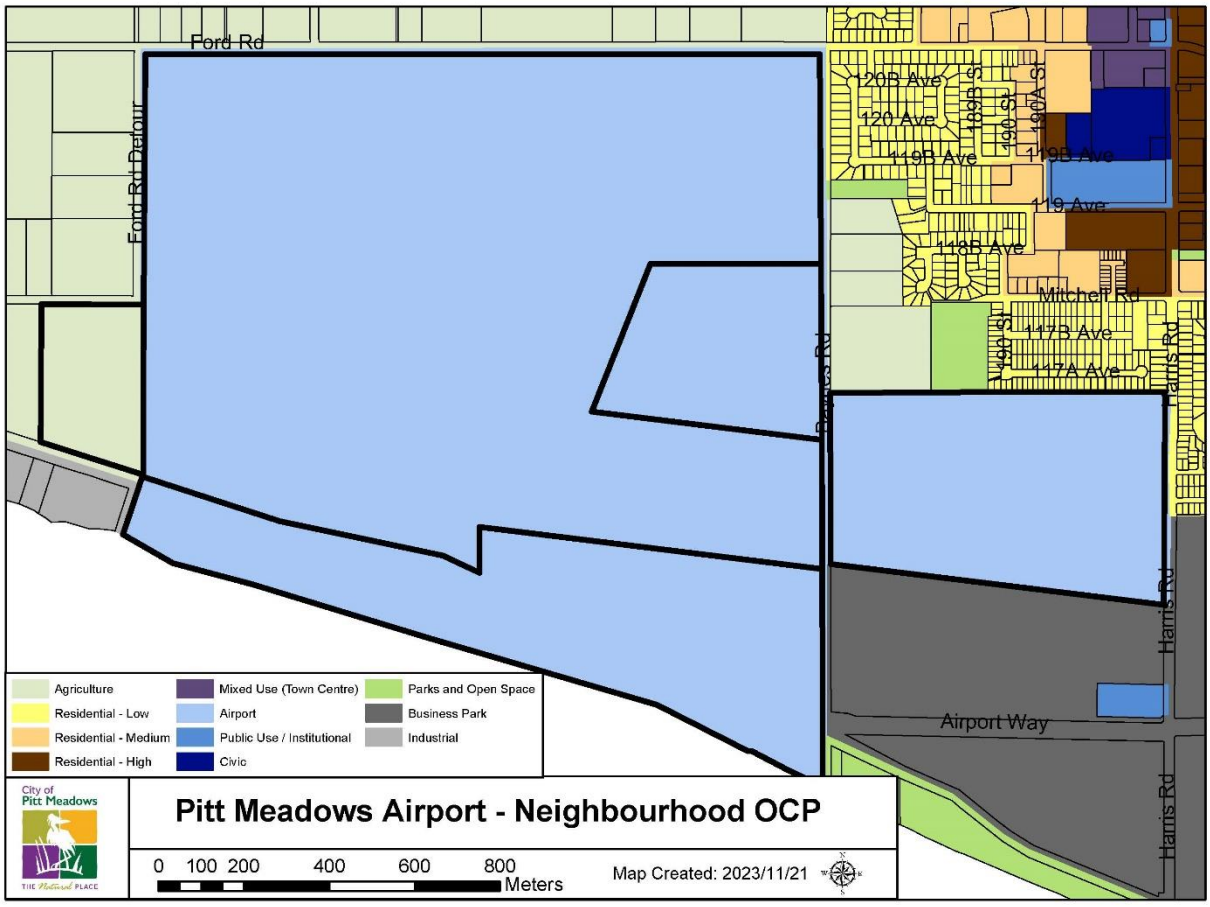


Figure 3: OCP Designations

Zoning Bylaw No. 2505, 2011

Currently, the majority of airport land is zoned I-5 Airport – a zone that is exclusive to the airport and accommodates a range of uses related to its operation, primarily aviation-related. The intent of the I-5 zone is to ensure that the function and business operation of the airport is viable. Agriculture is also a principal use in this zone, reflecting the fact that the majority of the airport is located within the ALR and is being farmed.

A smaller parcel on the western edge of the airport lands (see area dashed in red) is currently zoned A-1 Agricultural, and restricted to agricultural uses.

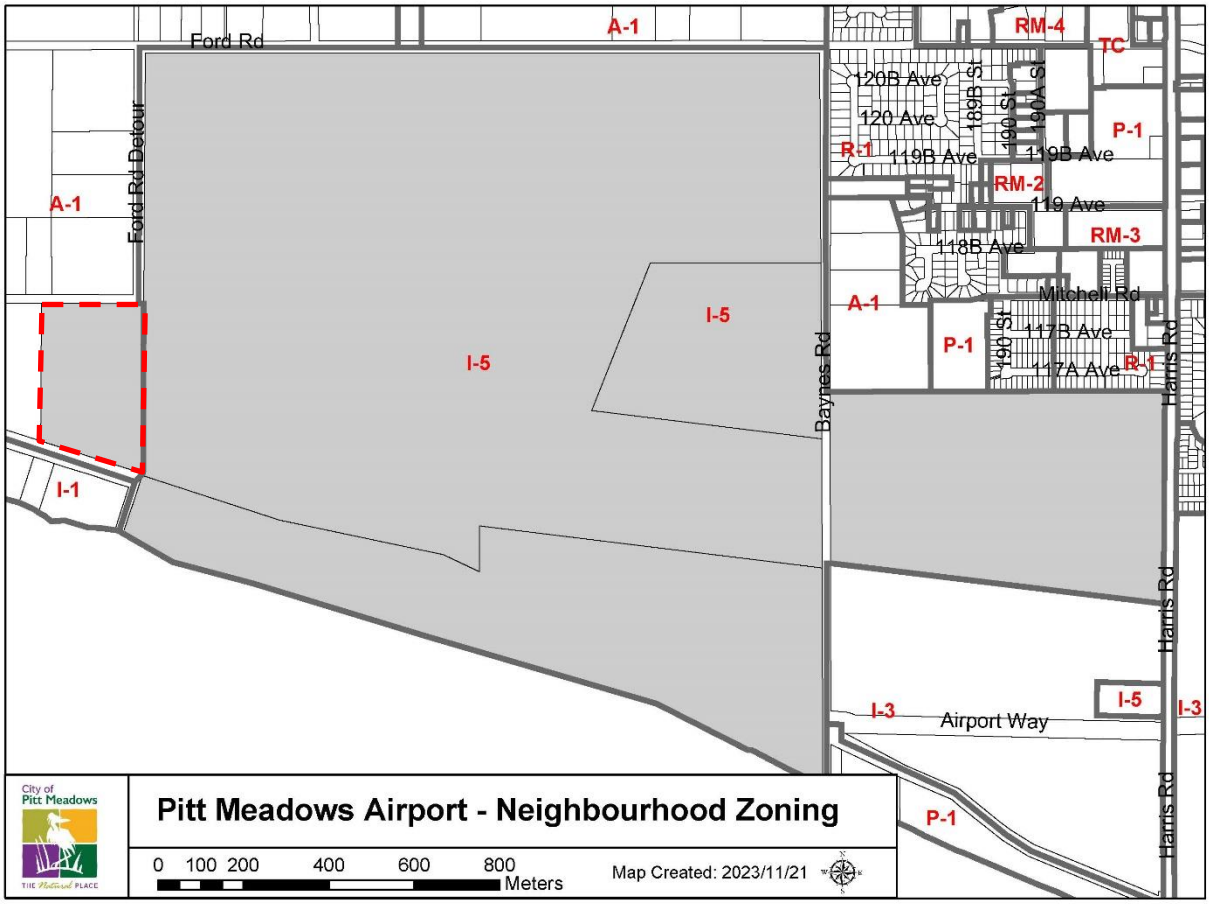


Figure 4: Zoning (airport lands in grey)

Economic Development Strategic Plan

The City's Economic Development Strategic Plan supports development at the airport, including the expansion of complementary industries and amenities.

Analysis:

Land and Development Considerations

- Agricultural Land Reserve

The majority of the airport lands are within the ALR (see Figure 5) and land use within the ALR is limited to agriculture, or uses permitted under ALC regulations. Any development or proposal on land within the ALR that does not meet these guidelines is subject to approval by the ALC for a non-farm use or exclusion. Aviation and supporting uses that fall under federal jurisdiction,

however, are exempt from ALR regulations. All three areas where changes are proposed by this rezoning are located outside of the ALR.

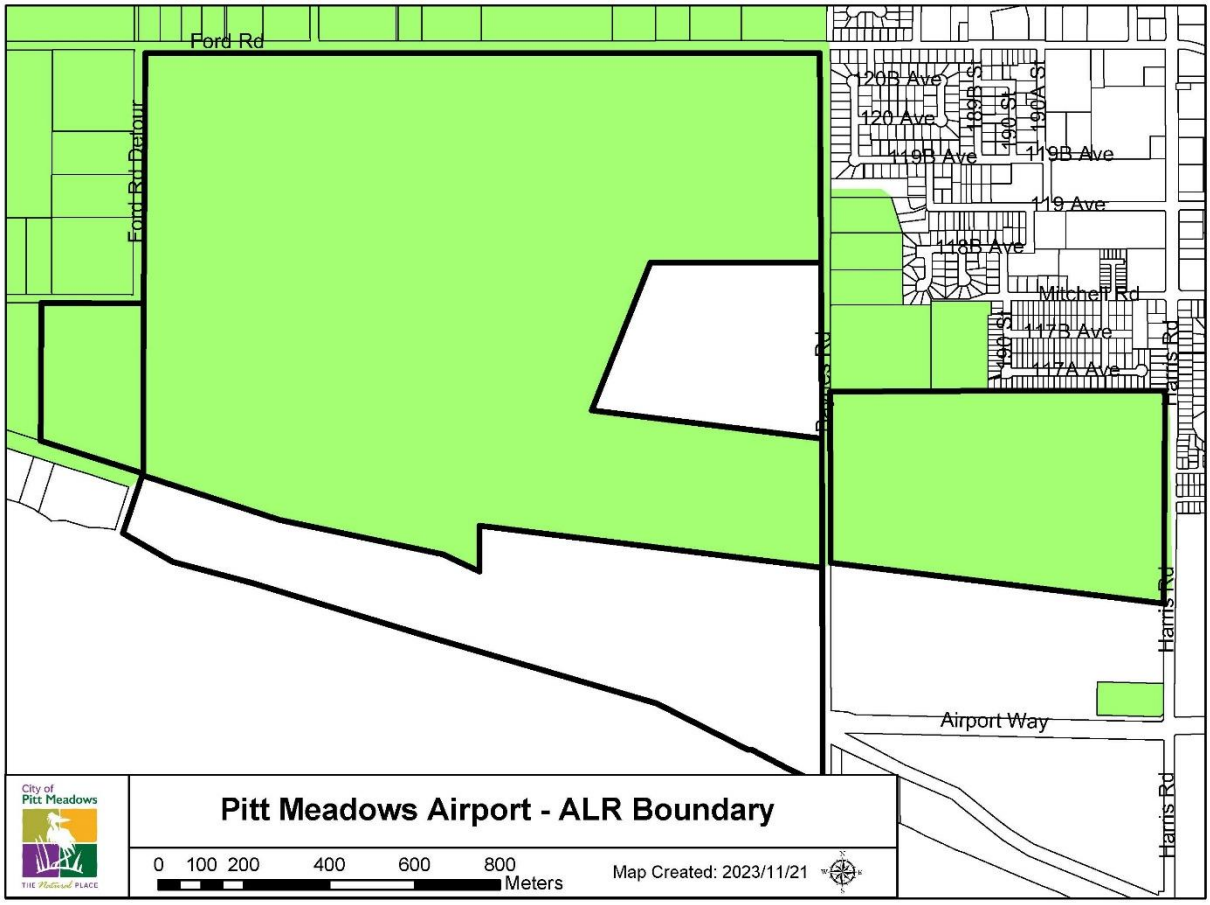


Figure 5: ALR Boundary

- Floodplain

The entirety of the airport lands is located within the floodplain. There is a covenant on title requiring that all buildings other than airport hangars be constructed to meet a minimum flood construction level of 5.33 m, or the City's bylaw requirement of 5.75 m, depending on the proposed use.

- Height restrictions

Under the *Aeronautics Act*, height restrictions apply to much of the airport lands, ranging from a maximum of 9 m (30 ft) above airport elevation to 45 m (150 ft) above airport elevation. Any new development must remain compliant with these height limits; this regulation is overseen by the airport itself on its lands.

Analysis of each proposed zoning amendment is provided below, in turn.

1. Light industrial added as a permitted principal use

Generally, light industrial is viewed as a compatible use to airport operations. This area is located within a high noise exposure forecast area, meaning that any development in this area will be subject to significant and recurring noise from air traffic. However, light industrial uses are restricted to occurring inside a building. Unlike residential uses, occupants of a light industrial use, especially one at an airport, will not be expecting a level of quiet that residents would.

Light industrial uses are similar to aviation-related uses, such as hangars. For this reason, it is not expected that residents living nearby will be materially affected by this change, unless there is a noticeable uptick in truck traffic, depending on the specific businesses that locate here. Baynes Road and Airport Way are part of the City's designated truck route network, designed to handle truck traffic.

As there are currently no setback regulations in the I-5 zone, a 7.5 m setback from the front property line and a 3 m setback from the side and rear property lines are recommended for these light industrial uses. This is consistent with the current I-3 Light Industrial Business Park zoning setbacks for a property adjacent to other parcels with similar land uses. Setbacks will ensure space for landscaping, on-site access, and compliance with Fire and Building Codes so as not to restrict any development on adjacent parcels.

There are no development permit area guidelines for form and character on airport lands. If this rezoning is approved, this means that any new buildings constructed for light industrial uses will not require a development permit, which is in keeping with the current approach for aviation-related buildings on the subject parcel. The Zoning Bylaw does currently contain some provisions relating to site design, including the requirements that all loading must be accommodated on the lot, and all loading areas are required to be screened from view of adjoining streets.

Introducing light industrial uses to this parcel is expected to offer greater flexibility for the airport, and generate employment opportunities. It will support policies in the OCP and Economic Development Strategic Plan for increased development and economic activity at the airport. Also, the impacts to nearby residents are expected to be minimal as light industrial uses are restricted to inside buildings and no outdoor storage is permitted.

2. Add office, retail, and personal services as accessory uses to the terminal building

A new terminal building was constructed at the airport in 2021.

Presently, only aviation-related office uses and a restaurant are permitted in the terminal building. If approved, this rezoning will also allow for general office, retail, and personal services uses. These could include a lawyer, insurance agent, gift shop, salon, etc. This zoning change is only proposed for the terminal building.

The City's OCP supports the development of new office, local shopping and services in the Harris Rd corridor, to help create a "central business district", and in areas near higher residential

densities and closer to transit. As such, the office, retail, and personal service uses are only being considered as accessory uses, meaning that the primary use of the terminal building is still aviation. Having some non-aviation uses will provide the airport with more flexibility in leasing space at the terminal building, and is not expected to significantly pull office and commercial investment away from other parts of the City.

Of note, even though the terminal building was constructed a few years ago, significant vacancies for leaseable spaces persist, potentially attributable to the restricted uses that currently exist.

3. Add banquet facility as an accessory use to the Sky Helicopters building

A temporary use permit (TUP) was issued for Sky Helicopters in 2021, and expires on October 29, 2024. This TUP permits the hosting of special events, such as weddings, trade shows, corporate retreats, etc. A TUP provides an opportunity to "test" a new use in a zone where it would otherwise not be permitted. It is now proposed that these uses be permitted permanently through zoning, by adding banquet facility as a permitted accessory use. A banquet facility provides for the gathering of persons for social purposes.

Since the TUP was issued, the City has not received any complaints regarding the use and therefore staff have no concerns with permanently approving this use through this rezoning application. The primary use of the building will remain as airport and aviation.

Next Steps

As the proposed zoning changes support several OCP policies and Economic Development Strategy recommendations, it is recommended that 1st and 2nd readings to the bylaw amendment be granted, and a public hearing scheduled. As per the City's Development Procedures Bylaw, notices for a public hearing will be sent to property owners and occupiers within 122 m of the subject application (see Figure 6):

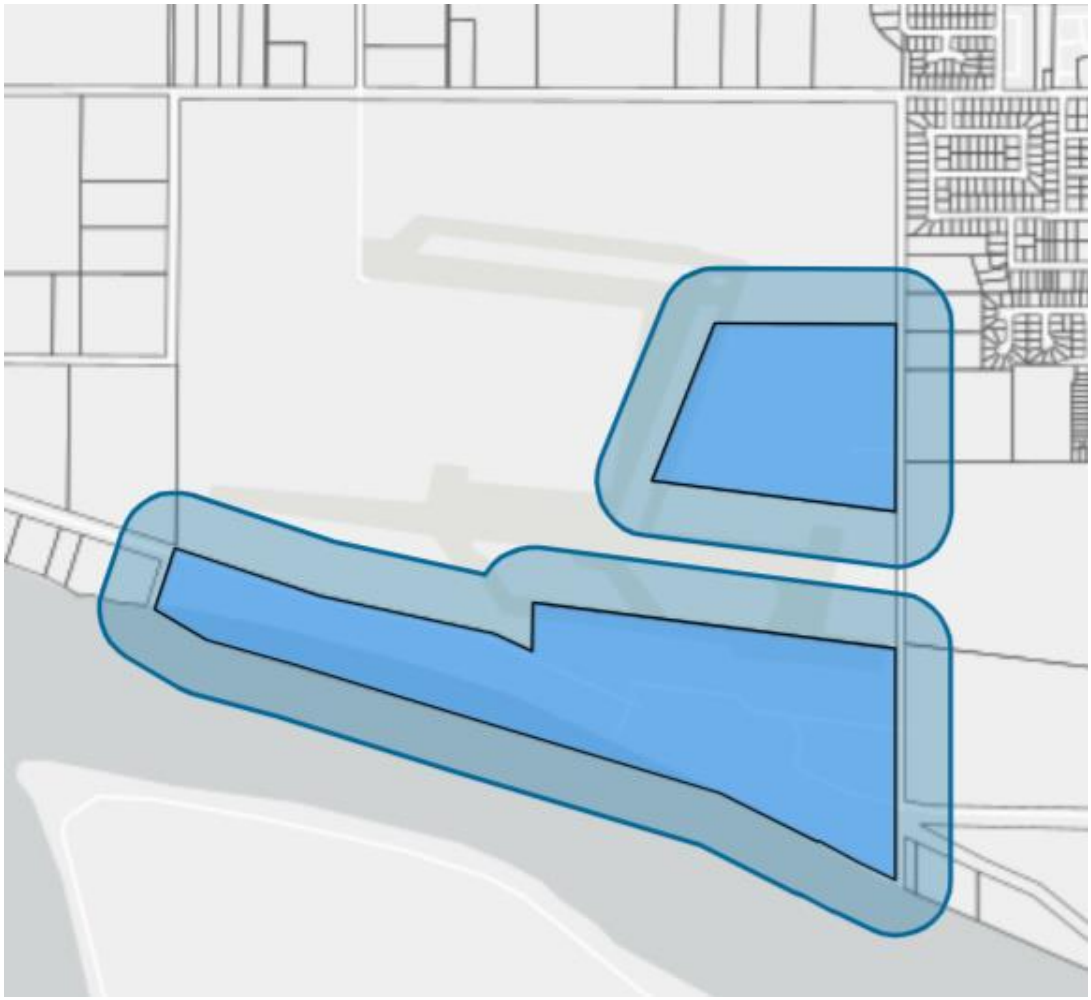


Figure 6: Required public hearing notification radius

COUNCIL STRATEGIC PLAN ALIGNMENT

☐ Principled Governance ☒ Balanced Economic Prosperity ☐ Infrastructure

☐ Community Spirit & Wellbeing ☐ Corporate Pride ☐ Public Safety

☐ Not Applicable

Airport. Encourage economic development initiatives for the Pitt Meadows Regional Airport. Recognizing the partnership with the City of Maple Ridge and strengthen sustainability and interface with the City and region.

WORKPLAN IMPLICATIONS

☒ Already accounted for in department workplan / no adjustments required

☐ Emergent issue / will require deferral of other priority(ies)

☐ Other

FINANCIAL IMPLICATIONS

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

PUBLIC PARTICIPATION

☒ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

Comment(s):

A development sign has been posed on the site since February 5, 2024. It is recommended that a public hearing be scheduled.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No ☐ Other

SIGN-OFFS

Written by:	**Reviewed by:**
Allison Dominelli, Senior Development Services Technician	Colin O'Byrne, Manager of Planning Patrick Ward, Director of Planning and Development

ATTACHMENT(S):

A. Zoning Amendment Bylaw No. 2971, 2024