



**6.10 DEVELOPMENT PERMIT AREA NO. 10  
NORTH LOUGHEED COMMERCIAL**

Pursuant to Sections 919.1 the *Local Government Act*, the land is hereby designated as an area for establishment of objectives and the provision of guidelines for the form and character for Service Commercial development.

This part creates Development Permit No. 10 for the purpose of Section 919.1 of the Local Government Act and designates the lot(s) legally described at:

Parcel Identifier: 002-210-304

Lot 5 Except: Firstly; Parts Subdivided By Plan 22943, Secondly; That part on Srw Plan 4607, Section 25 Block 6 North Range 1 East New Westminster District Plan 3391

Parcel Identifier: 004-912-691

Lot 1 (Z155236) Section 25 Block 6 North Range 1 East New Westminster District Plan 9689

Parcel Identifier: 011-433-001

Lot 1 (J8546) Section 25 Block 6 North Range 1 East New Westminster District Plan 9689

Parcel Identifier: 011-354-836

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

Parcel Identifier: 008-583-994

Lot "A" Section 25 Block 6 North Range 1 East New Westminster District Plan 9689

Parcel Identifier: 002-379-325

Lot 58 District Lot 261 Group 1 New Westminster District Plan 54814

Parcel Identifier: 010-315-292

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

Parcel Identifier: 011-375-361

Lot "C" District Lot 261 And 286 Group 1 New Westminster District Plan 8621

Parcel Identifier: 024-296-899

Strata Lot 1 District Lots 261 And 286 Group 1 New Westminster District Strata Plan LMS 3700

Parcel Identifier: 002-316-277

Lot "F" District Lot 261 Group 1 New Westminster District Plan 8621



Parcel Identifier: 011-203-153

Parcel "A" (Reference Plan 8653) Lot 1 District Lot 261 Group 1 New Westminster District Plan 6401

Parcel Identifier: 011-375-396

Lot "G" District Lot 261 Group 1 New Westminster District Plan 8621

Parcel Identifier: 011-203-986

Lot 4 District Lot 261 Group 1 New Westminster District Plan 6401

Parcel Identifier: 007-561-229

Lot 1 Except: Firstly: Part Shown On Explanatory Plan 1076; Secondly: Part Shown On Reference Plan 5563; Thirdly: Part Subdivided By Plan 10039; Fourthly: Parcel "F" (Reference Plan 4225); Fifthly: Part On SRW Plan 4607 District Lots 261 And 286 Group 1, New Westminster District Plan 1792

Parcel Identifier: 002-405-296

Lot 3 District Lots 224, 261 And 286 Group 1 New Westminster District Plan 12040

Parcel Identifier: 002-157-292

Lot 9 District Lot 224 Group 1 New Westminster District Plan 57594

Parcel Identifier: 002-155-915

Lot 8 District Lot 224 Group 1 New Westminster District Plan 57594

Parcel Identifier: 006-983-413

Lot 2 District Lot 224 Group 1 New Westminster District Plan 6457

Parcel Identifier: 009-914-552

Lot A Except: Part Subdivided By Plan Lmp2337, District Lot 224 Group 1 New Westminster District Plan 14017

Parcel Identifier: 004-653-173

Lot 1 District Lot 223 and 224 Group 1 New Westminster District Plan 72329

Which is shown numbered Development Permit Area No. 10 on Schedule 12 A of this plan.



### Objectives

- To facilitate the orderly development of the area for Service Commercial uses, including large and medium size retail establishment format, and highway and tourist-oriented commercial uses;
- To provide for the construction of service commercial uses that is of a form and character that facilitates good traffic flow, accommodates pedestrian activity, and promotes good urban design and attractive streetscapes;
- To provide an appropriate buffer to agricultural uses adjacent to the development area;
- To promote a coordinated and coherent visual appearance between all developments within the Development Permit area.

### General Requirements

- All development applications must include a comprehensive design package and a letter of intent that demonstrates 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 District, a landscape plan and a concept plan for signage design.

### Guidelines

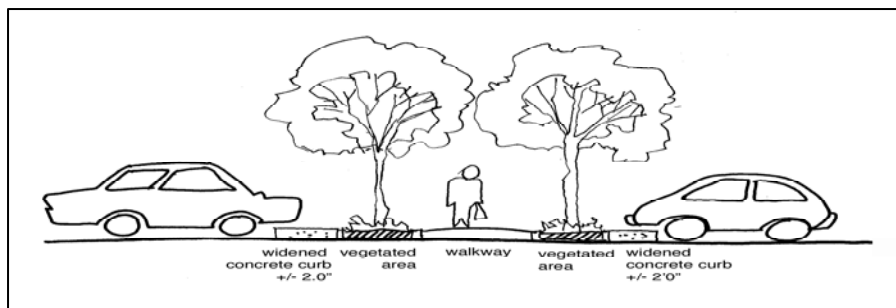
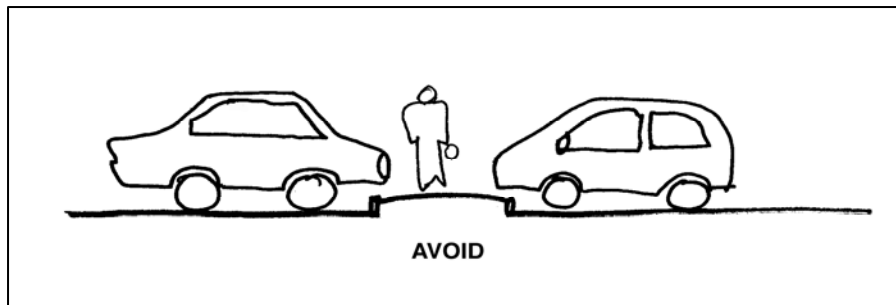
- The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

### Access and Circulation

- Vehicular access to all development shall be from a public road or a paved easement access located either:
  - a) parallel to the Lougheed Highway along the north property line between the commercial area and the agricultural lands to the north, or
  - b) Parallel to the Lougheed Highway with a centre line at minimum distance of 40 metres (131 ft) from the Lougheed Highway right of way.
- The public road and/or paved easement access shall be a minimum two-lane access route constructed to engineering standards established by the City of Pitt Meadows;
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- The public access way shall provide vehicular and pedestrian connections to all development parcels between Meadow Gardens Way and Harris Road;
- An additional connection and access point between Lougheed Highway and the new public access road shall be provided midway between Meadow Garden Way and Harris Road, through a full-access movement intersection located at, or west of, Bonson Road at Lougheed Highway;
- The new intersection should include left turn movements to and from the site for eastbound traffic on Lougheed Highway in addition to the standard right-in, right-out movements. Signalization for the intersection may be required, subject to Ministry of Transportation approval, and should be synchronized with the Harris Road and Meadow Gardens Way lights to minimize impacts on Lougheed Highway;
- 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 shall obstruct a line of vision within the triangular area;
- Provide for future transit stops on Lougheed Highway or interior roads that accommodates access to all storefronts within 250 m (820 ft.) from the new public access way;
- Provide continuous and unified pedestrian circulation along the entire length of the site, with links between buildings and in front of buildings;





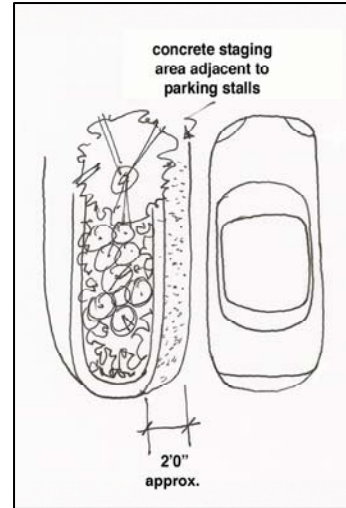
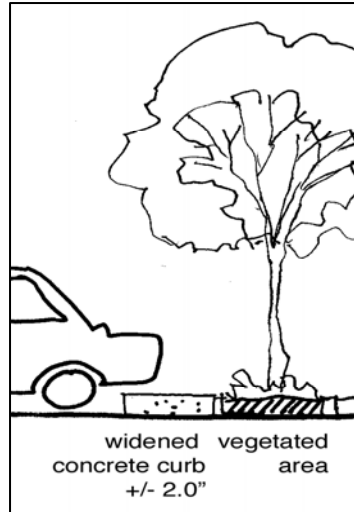
- Pedestrian walkways should be clearly identifiable and designed to facilitate pedestrian circulation. Incorporate landscaped areas and wide concrete curbs adjacent to walkways to avoid intrusion into pedestrian circulation areas by parked vehicles;
- Provide sufficient access for emergency response vehicles to all buildings on a site;
- Consider joint or shared access between adjoining developments to minimize disruption of pedestrian sidewalks, to maximize landscaping and permeable surfaces, and to promote efficient traffic flow. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged;

### Parking

- Provide off street parking in accordance with the City of Pitt Meadows bylaws;
- Locate parking away from Lougheed Highway and to the rear of the site. No parking shall be permitted at the front of the site within or adjacent to the front yard setback abutting the Lougheed Highway right-of-way. Provide a low level landscaped buffer between the Lougheed Highway right-of-way and any parking areas visible from the public realm along Lougheed Highway;
- Divide parking areas into small sections to avoid large areas of paved asphalt. Incorporate landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance the visual appearance of parking areas;
- Landscaping should be provided in parking lots between and at the end of parking rows, within and at the perimeters of parking areas, and adjacent to pedestrian pathways. Provide curbed landscaped strips a minimum of 1.5 metres (5 feet) in width and 3.6 metres (12 feet) in length:
  - a) at end of each parking row;
  - b) between every 6 spaces in a single row or between a group of 6 paired spaces (i.e. 12 spaces configured in front to front adjoining rows);
  - c) planted with shrubs, ground cover planting and at least one 7.6 cm (3.0 in.) caliper "shade" tree.



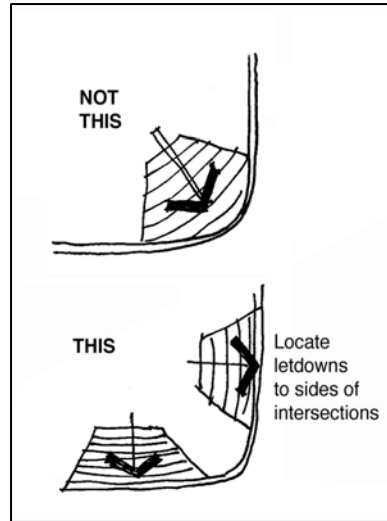
- To prevent damage to landscaped areas, provide a concrete staging area approximately 2'0" in width adjacent to planted areas parallel to parking stalls and concrete wheelstops set back approximately 2'0" from planted areas at the heads of parking stalls;



- Trees should be of a type and height so that the crown extends above the height of a standard passenger or sport utility vehicle (e.g. 6.5 feet);
- Where pedestrian pathways intersect service or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals;
- Where a major pedestrian pathway intersects a driving aisle within a lot, consider ramping up the drive aisle surface to meet the grade of the pedestrian pathway to clearly demarcate the pedestrian realm and to promote pedestrian safety;
- All pedestrian routes shall be fully accessible to people with disabilities. Pedestrian pathways should be wide enough for wheelchair / scooters and should include a tactile strip for the visually impaired;
- Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities. Locate curb cuts and letdowns to the sides of intersections to steer pedestrians to the sides of roads;
- Locate parking spaces allocated for people with disabilities as close as possible to the main entrance of a building;



Site Design



- Site design should ensure that pedestrian use is given priority over vehicular use;
- Design and site all development(s) to mitigate the impact of traffic, noise, lighting, and other environmental conditions on the adjacent residential area to the north east;

- Provide at least one major pedestrian circulation route that links all developments and all sites from Harris Road to Meadow Garden Way. Pedestrian routes should include a minimum 2 metre wide hard surface pathway throughout, with a wider area on each development parcel for pedestrian respite and visual node opportunities. Incorporate landscaping, seating, and opportunities for formal and informal gathering spaces where possible;
- Well defined pedestrian access should be provided from public sidewalks. Pedestrian paths and/or sidewalks should be provided along all building façades with public entrances;
- A landscaped buffer, between 2 metres and 5 metres in width (6.5 feet to 16 feet) should be provided within the front yard setback between the Lougheed Highway right-of-way and the front façades of buildings. The buffer should be intensively landscaped, with integrated pedestrian connections to provide links between the public sidewalk and building entrances;
- Provide on-site retention / detention of drainage in the form of storm sewers that flow into open ditches located at the rear of the site. Integrate the ditches with the agricultural ditch system that connects to the closest pump station in the area;



- Install oil-water separators and sediment controls for each development to promote effluent and ground water quality control objectives. Installation and maintenance will be the responsibility of individual lot purchasers;
- Provide a buffer between all development and adjacent agricultural lands:
  - a) in the form of a public access road abutting agricultural lands;

*OR*

  - b) in the form of a continuous landscaped buffer a minimum of 15 metres (49 feet) wide adjacent to the edge of the agricultural land.
- Surface parking or roads abutting agricultural lands require a minimum 7.5 metre (24.6 ft.) wide landscaped buffer between the paved surface and the agricultural area;

#### Building Form and Character

- Locate major buildings a minimum of 30 metres (98.5 feet) from the boundary of any agricultural land;
- All buildings facing Lougheed Highway shall be sited with the street elevation on the front yard setback line. All other buildings on the site shall front secondary streets or pedestrian pathways;
- Corner sites should be designed to bring visual prominence to the corner and to provide an edge to the intersection. Consider orienting building components such as main lobbies, principal entrances, entrance plazas, active interior spaces, and windows towards the corner. Also consider including architectural elements that create a landmark or reference point for motorists and pedestrians;
- Buildings within a development should be designed around an architectural “theme” to ensure a high quality and coordinated development;
- To achieve design consistency and visual coherence throughout the area, new developments should complement the design of developments on adjacent sites. Consider designs that incorporate major architectural elements, reflect similar building massing, match building heights and/or cornice lines, and employ high quality exterior finishes;
- Buildings located along the front yard setback should orient building entrances and windows to Lougheed Highway. Throughout the development, provide entrances and windows facing streets and pedestrian pathways wherever possible;





- Main entrances should open directly onto sidewalks and/or public open space areas. Entries set back from the sidewalk should be highly visible, clear glazed, and easily recognizable and accessible from the street;
- Provide weather protection over building entrances as part of the overall design of a development. Consider providing continuous pedestrian weather protection along all major pedestrian pathways and public places, i.e. transit stops, display windows, and outdoor seating / dining areas;
- Large façades should be articulated or broken down by including architectural elements that create the appearance of smaller buildings. Buildings with over 15 metres of street frontage should break the horizontal mass of the building with vertical elements in a rhythmic pattern;
- Avoid blank walls and substantial areas of concrete, particularly on the façades fronting Lougheed Highway. Where solid walls are unavoidable, use building mass, variation of the façade, textured surfaces, architectural detailing, or graphics and colours to reduce the impact of any solid wall. Consider incorporating “green screens” (i.e. hedges, vines, climbing plants on wire mesh or trellis structures) on large wall surfaces;
- Use materials that enhance visual connections between the interior of the building and the street;
- Sidewalls which are created for construction / development phasing should be designed to complement the overall appearance of the development, and should not appear temporary or unfinished;
- Orient mechanical equipment, drive-through uses, service or car wash bays, shipping and loading areas, utility areas, refuse / recycling areas, restrooms, vending machines, unenclosed storage, and public telephones to face away from adjacent public streets and residential zones. Whenever possible, these uses should not be visible from an adjacent residential property;
- Garbage and recycling bins must be easily accessible, contained with roofed / walled enclosures, and screened from public view. Where possible service areas should be internalized;
- Enclose or screen all exterior mechanical units or equipment, including roof top units, mechanical equipment, outdoor vents, transformers, and satellite dishes within upper floors, roof forms, or structures that form part of the overall design of a development;
- Building ventilation systems shall be located to minimize noise and to avoid exhaust to pedestrian areas and outdoor spaces. Air intakes should not be located on the sides of buildings that face agricultural land;



- Developments are encouraged to incorporate energy efficient and environmental sustainability principles in the design of buildings, such as the “LEED” (Leadership in Energy and Environmental Design) rating system;

### Landscaping

- Landscaping should be designed around a “theme” or “concept” to promote a unified / coordinated appearance for each development. Landscape designs on new developments should complement the landscaping on existing adjacent developments to ensure a consistent design vocabulary and visual coherency for the entire area;
- Street trees will be a required component of all development. Incorporate street trees into streetfront landscaping to define site boundaries and to enhance public space. Select robust and “shade” style tree species and avoid columnar species;
- Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances;
- Include continuous and substantial landscaped areas in all side yard and rear yard setbacks along property lines, particularly adjacent to residential development. Landscape treatment should include natural drainage swales with rock, gravel, and plantings where possible. Select robust plant species for planted areas;
- Landscaped buffers between development and agricultural lands must include trees, dense trespass inhibiting vegetation, and transparent fencing combined with evergreen fence. Trees should be the major component of the landscaping, with double rows of trees planting wherever possible. Any existing mature trees within the buffer area must be preserved;
- The majority of plant material selected for buffers between developments and agricultural lands should include low maintenance, indigenous vegetation, and should be able to survive with little or no fertilizers, require minimal watering, and do not provide habitat for pests or disease. Consider the guidelines contained in the B.C. Agricultural Land Commission report “Landscaped Buffer Specifications”;



- Where possible, include a linear textured band of roughened surface on pedestrian pathways for the visually impaired. Use textured surfaces to inform the visually impaired of important locations and natural connections. The band should be appropriately located towards the centre of the path and should be designed to avoid potential conflicts with seating areas or landscaping at the walkway edges;
- Minimize the amount of asphalt surfaces in parking areas by integrating a variety of paving materials such as concrete, decorative pavers, etc. or by using alternate surface treatments;
- Consider the use of permeable parking paving techniques or shallow concrete swales with rolled edges as an alternative treatment for surface drainage;
- Developments are encouraged to incorporate Low Impact Development (LID) elements into the design of sites to manage rainfall at the source. Design site elements to achieve a target of retaining the first inch of rainfall on site where feasible;

### Signage and Lighting

- All signs shall conform to the Pitt Meadows Sign Bylaw;
- Major signage, such as pylon signs, should be located in close proximity to the new intersection connecting to the Lougheed Highway;
- Pedestrian level lighting should be provided along all pedestrian routes and pedestrian plazas;
- Provide lighting for parking areas, located and designed to ensure that all areas are well lit;
- High intensity lighting and signage should be avoided where possible, particularly adjacent to residential areas to the northeast;
- Lighting and signage shall be designed to have no direct source of light visible from the public right-of-way or adjacent residential land;
- Direct high intensity illumination away from adjoining properties;
- Where appropriate, incorporate decorative lighting and floodlighting features on buildings to accent recessed or articulated surfaces, to enhance architectural and site design elements, and to illuminate building entrances and/or dramatic interior spaces;
- Select vandal proof lense styles for exterior lighting fixtures to deter vandalism and for maintenance purposes.



## DEVELOPMENT PERMIT AREA EXEMPTIONS

Development Permits shall not be required in the following instances:

- for construction that is undertaken within the exterior walls of a principal building or structure;
- Minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole façade and development permit guidelines fully apply to them);
- 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;
- Placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- Construction, building improvements or site improvements associated with approved temporary use permits;
- Replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- A proposed development is limited to subdivision;
- Site improvements such as addition of landscaping, walkways, bikeways, and permeable paving;
- Exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998.