

3. Regional Context Statement

The City of Pitt Meadows is located within the Lower Fraser Valley at the confluence of the Pitt River and the Fraser River. 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 area. Recent infrastructure improvements such as the construction of the brand new Golden Ears Bridge and the reconstruction of the Pitt River Bridge have vastly improved transportation routes to Pitt Meadows, and have repositioned 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 few years to include more commercial and industrial development, and therefore has become more of a complete community for its residents.

Under Section 866 of the Local Government Act, every Metro Vancouver member municipality is required to identify the relationship between its OCP and the Regional Growth Strategy by incorporating a Regional Context Statement into their OCPs. 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.

1.1.3 Adopt Regional Context Statements which:

RGS Policies	City of Pitt Meadows Official Community Plan
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations Map;	The Urban Containment Boundary is depicted on the OCP Map Schedule 3A, 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 the municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p>The 2041 RGS projections for the City of Pitt Meadows are:</p> <ul style="list-style-type: none"> ▪ Population = 24,000 ▪ Dwelling units = 9,400 ▪ Employment = 9,000 <p>The City’s 2022 projections are:</p> <ul style="list-style-type: none"> ▪ Population = 20,431 ▪ Dwelling Units = 8,201 ▪ Employment = 9,122

	<p>The City's 2032 projections are:</p> <ul style="list-style-type: none"> ▪ Population = 22,331 ▪ Dwelling Units = 9,355 ▪ Employment = 10,369 <p>The City's 2042 projections are:</p> <ul style="list-style-type: none"> ▪ Population = 23,867 ▪ Dwelling Units = 10,359 ▪ Employment = 11,363
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1.2.6 Adopt Regional Context Statements which:

<p>(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.</p>	<p>The City's 2022 projections for the Urban Centre are:</p> <ul style="list-style-type: none"> ▪ Dwelling Units = 2, 132 (26% of total dwelling units) ▪ Employment = 3,101 (34% of total employment) <p>The City's 2032 projections for the Urban Centre are:</p> <ul style="list-style-type: none"> ▪ Dwelling Units = 2,712 (29% of total dwelling units) ▪ Employment = 3,421 (33% of total employment) <p>The City's 2042 projections for the Urban Centre are:</p> <ul style="list-style-type: none"> ▪ Dwelling Units = 3,352 (32% of total dwelling units) ▪ Employment = 3,746 (33% of total employment)
<p>(b) include policies for Urban Centres which:</p> <ol style="list-style-type: none"> i. identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 and the Regional Land Use Designations Map. 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). iii. encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions. iv. in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in 	<ol style="list-style-type: none"> i. The location and boundary of the Municipal Town Centre is depicted on Regional Features Maps 1 and 2 and encompasses the areas which are designated for high and medium density multi-family residential, mixed use commercial / residential development and the Civic Centre serving the local population. This area embraces Harris Road, and builds upon an existing land use pattern that emerged in the 1970's and 1980's 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. ii. Existing policies support focused residential and mixed-use growth within the Urban Centre, such as permitting higher densities and

<p>Urban Centres, where appropriate.</p>	<p>mixed uses in a pedestrian friendly environment, designating a Civic Centre within the Urban Centre Area that will be the focus of public facilities in the Municipality, all within walking distance of the West Coast Express station and frequent transit (policies 4.6.1, 4.5.1, 4.7.2).</p> <p>iii. Office development is encouraged within the urban centre by protecting existing office / commercial uses; by encouraging office and professional uses to locate in the Town Centre, close to public transit; by requiring first floor commercial uses in the Town Centre. Pitt Meadows will work towards incorporating additional policies and/or incentives for office uses in the Town Centre (policies 4.7.1, 4.7.2).</p> <p>iv. The OCP contains policies regarding the consideration of reduced parking requirements in commercial and residential areas. These policies may be further supported by the Parking Strategy (to be completed by the end of 2013). The Parking Strategy will focus on street parking, but will touch upon off-street parking for residential, commercial and mixed-use developments.</p>
<p>c) include policies for Frequent Transit Development Areas which:</p> <p>i. identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) • TransLink’s Frequent Transit Network • Other applicable guidelines and policies of TransLink for the Frequent Transit Network. <p>ii. focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3;</p> <p>iii. in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate.</p>	<p>No FTDA is shown at this time.</p>
<p>d) include policies for General Urban areas which:</p> <p>i. identify the General Urban areas and their boundaries on an map</p>	<p>i. The location and boundary of the General Urban Area is depicted on Regional Features Maps 1 and 2.</p>

<p>generally consistent with the Regional Land Use Designations map;</p> <p>ii. Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development within Urban Centres and Frequent Transit Development Areas;</p> <p>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;</p> <p>iv. exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban Area outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v. encourage infill development by directing growth to established areas, where possible;</p>	<p>ii. OCP policies and land use designations generally ensure that development densities outside of the Urban Centre are lower. The land use designations for high density residential development and for mixed use development, for example are limited to the Urban Centre. Since areas outside of the Urban Containment Boundary are designated as “agricultural” or “rural”, development densities will be much lower still (5.0, Land Use Designations).</p> <p>iii. No local centres have been identified.</p> <p>iv. The OCP does support limited commercial development along the north side of the Lougheed Highway and east of Harris Road, outside of the Town 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>v. The OCP contains several policies encouraging infill development in the urban area. These include supporting smaller, infill residential lots, secondary suites, and garden suites (policy 4.6.2).</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 does 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> <p>i. support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</p> <p>ii. encourage safe and efficient transit, cycling and walking;</p> <p>iii. implement transit priority measures, where appropriate;</p>	<p>i. The OCP contains guidelines that require buffers between industrial uses and residential uses (policy 4.6.2, Schedule 1);</p> <p>ii. The OCP supports safe, linked and convenient pedestrian circulation, and considers the needs of cyclists in road design and upgrading (policy 4.9.3);</p> <p>iii. The City is undertaking a Master Transportation Plan (to be</p>

<p>iv. support district energy systems and renewable energy generation, where appropriate.</p>	<p>completed in 2013) that may include recommendations for transit priority measures. Any such policies will be included in the OCP.</p> <p>iv. The OCP contains policy encouraging the development of community energy systems (policy 4.1.7).</p>
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1.3.3 Adopt Regional Context Statements which:

<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 is 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 limited to one unit per net hectare.</p>
<p>c) include policies which:</p> <p>i. specify the allowable density and form consistent with Action 1.3.1 for land uses within the Rural land use designation;</p> <p>ii. Support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</p>	<p>i. The density permitted under the “Rural Residential” designation is compatible with on-site sewer servicing. Regional sewer service is not being sought for these areas (5.0, Land Use Designations, policy 4.6.6).</p> <p>ii. The OCP supports agricultural uses within the Agricultural Land Reserve through the following ways:</p> <ul style="list-style-type: none"> ▪ Supporting the retention of large land holdings and the consolidation of small parcels(policy 4.2.2); ▪ Application of a “no net loss” policy (policy 4.2.1); ▪ Consideration of restricting residential development within the Agricultural area (4.2.3); ▪ Buffering agricultural land from urban uses (4.2.4); ▪ Permitting agricultural uses in those areas outside of the Agricultural Land Reserve designated as “Rural Residential” (5.0, Land Use Designations).

2.1.4 Adopt Regional Context Statements which:

<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 which serve a regional population are encouraged to locate adjacent to Lougheed Highway and major arterial roads, retail and office uses are encouraged to locate in Town Centre Commercial areas (policies 4.7.1, 4.7.2, 4.7.3, 4.7.4).</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 Town Centre are not addressed in the OCP (policy 4.7.2).</p> <p>The Town Centre is envisioned as containing dense mixed residential / commercial development and civic spaces, primarily serving the local community. Given the scale or form of development contemplated for the Town Centre major trip generating uses, such large office buildings and shopping centres, do not fit the scale or form of development that is envisioned for the Town Centre.</p>
<p>c) include policies that discourage major commercial and institutional development outside Urban Centres or Frequent Transit Development Areas;</p>	<p>The OCP generally supports focussing 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.</p> <p>Generally, the 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 Town Centre for local commercial uses.</p>

	<p>Lands have been historically designated within the OCP for Highway Commercial Uses outside of the Municipal Town Centre, along the north side of the Lougheed Highway and east of Harris Road. This designation acknowledges the economic potential of the Lougheed Highway through the community (policies 4.7.2 and 4.7.3).</p> <p>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>
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use transportation policies.	Not applicable. No Special Employment Areas have been identified for Pitt Meadows, and there are no post secondary institutions or hospitals.

2.2.4 Adopt Regional Context Statements which:

a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map;	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"> i. support and protect industrial uses; ii. support appropriate accessory uses, including commercial space and caretaker units; iii. exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses and stand-alone office uses that are not supportive of industrial activities; iv. encourage better utilization and intensification of industrial areas for industrial activities. 	The Official Community Plan supports and protects industrial areas as follows: <ul style="list-style-type: none"> ▪ Designating areas as “Business Park” and “Industrial”, consistent with the Regional Growth Strategy; ▪ Defining “Business Park” as clean business industrial uses in office-like structures (5.0, Land Use Designations); ▪ Land-use designation definitions that support manufacturing, processing, storage, wholesale, and warehouse uses; ▪ By including policies that encourage higher employment and land use densities (policy 4.8.1); ▪ Office uses are permitted, but only as an accessory use.
c) identify the Mixed Employment areas and their boundaries on a	No Mixed Employment Areas have been identified for Pitt Meadows.

<p>map generally consistent with the Regional Land Use Designations map;</p>	
<p>d) include policies for Mixed Employment areas which:</p> <ul style="list-style-type: none"> 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 RGS; iii. support the regional objectives 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; 	<p>No Mixed Employment Areas have been identified for Pitt Meadows.</p>
<p>e) include policies which help reduce environmental impacts and promote energy efficiency.</p>	<p>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 (policies 4.1.5 and 4.8.1).</p>

2.3.6 Adopt Regional Context Statements which:

<p>a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map;</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"> i. assign appropriate and discourage non-farm uses that do not complement agriculture; ii. discourage subdivision of agricultural land leading to farm fragmentation; iii. where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities; 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); v. demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers’ markets and urban agriculture); vi. encourage the use of agricultural land, with an emphasis on food production; vii. support educational programs that provide information on agriculture and its importance for the regional economy and local food systems. 	<ul style="list-style-type: none"> i. The OCP designates areas as “Agricultural”, consistent with the Regional Growth Strategy; ii. 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 (policy 4.2.1); iii. 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 (policy 4.9.1.4). iv. Policies regarding buffering agricultural land from urban uses are included (policy 4.2.4); v. Agri-tourism and value added agricultural business initiatives are specifically supported in the OCP (policy 4.2.5); vi. Consideration of restricting residential development within the Agricultural area is included (policy 4.2.3); vii. Currently, the OCP does not contain policies regarding educational programs on agriculture, but the City will work towards including such policies in consultation with the farming community and the Economic Development Corporation.

3.1.4 Adopt Regional Context Statements which:

<p>a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map;</p>	<p>Conservation and Recreation areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.</p>
<p>b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p>	<p>Areas are designated as “Conservation Area”, “Wildlife Management Area” and “Open Space” on Schedules 3A and 3B, consistent with the</p>

<p>i. public service infrastructure, including the supply of high quality drinking water;</p> <p>ii. environmental conservation;</p> <p>iii. recreation, primarily outdoor;</p> <p>iv. education, research and training facilities and uses that serve conservation and / or recreation users;</p> <p>v. commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</p> <p>vi. limited agricultural use, primarily soil-based;</p>	<p>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 (5.0, Land Use Designations).</p> <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. These Development Permit Areas are:</p> <ul style="list-style-type: none"> ▪ Development Permit Area No. 1, Environment and Wildfire Protection Area; ▪ Development Permit Area No. 2, Pitt Meadows Marina; ▪ Development Permit Area No. 3, Outdoor Recreation. <p>The City will work towards amending the Development Permit Area boundaries to better align with the RGS’s Conservation and Recreation Area map designations.</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) but the City will work towards including these policies within an update to the Official Community Plan, where appropriate.</p>
<p>3.2.4 Adopt Regional Context Statements which include policies and / or maps that indicate how ecologically important areas and natural features will be managed.</p>	<p>Environmentally sensitive areas are identified on Schedule 9 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 cooperatively with such agencies to ensure effective management of these areas (policies 4.1.2 and 4.1.6).</p>

<p>3.2.5 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 on Schedules 5A and B of 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 (policy 4.9.3).</p>
<p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, and corridors and establish buffers along watercourses, coastlines, agricultural lands and other ecologically important features.</p>	<p>The Official Community Plan supports the protection and enhancement of ecologically important features such as the shorelines and wetlands. As an example, the OCP requires environmental impact assessments for development application outside of the Urban Containment Boundary. These types of development could include large-lot residential subdivisions or residential cluster subdivisions. The OCP also encourages Best Management Practices for all development within the Municipality (policy 4.1.5).</p> <p>The City will work towards amending the OCP to require environmental impact assessments to also include parcels within or adjacent to Conservation and Recreation Areas within the Urban Containment Boundary.</p>
<p>3.2.7 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 will be undertaking an Integrated Storm Water Management Plan for the City, which will be completed in 2013. The plan is do a review of the urban area which drains into the lowlands. As part of the update to our Subdivision and Development Servicing Bylaw the section on Storm water Management has stronger language in dealing with onsite water runoff to allow most hard surface runoff to percolate back into the ground along with other methods of groundwater recharge.</p>

3.3.4 Adopt Regional Context Statements which:

<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 OCP supports the implementation of the City of Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan which commits to a reduction of a minimum of 13% of 2007 emissions by 2017. For its part, the Official Community Plan contributes to the reduction of GHG emissions by:</p> <ul style="list-style-type: none"> ▪ crafting a land use plan that will accommodate the Metro Vancouver population projections for Pitt Meadows; ▪ delineating an Urban Containment Boundary that would contain most of the future population within it; ▪ locating commercial and industrial land uses within the Urban Containment Boundary; ▪ continuing to enhance and extend the trail / cycling network; <p>supporting regional and provincial transportation agencies to help provide transportation choice.</p> <p>Achievement of the emissions targets depends on other levels of government undertaking necessary GHG reduction improvements and providing the City with funds to achieve the targets (policies 4.17, 4.9.2, 4.9.3).</p>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions and improve air quality from land and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> • Existing 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; • Community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system). 	<p>The OCP supports the implementation of the City of Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan which commits to a reduction of 13% of 2007 emissions by 2017. 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 (policy 4.1.7).</p> <p>The OCP also supports the implementation of the Pedestrian & Cycling</p>

	Master Plan (adopted in 2012), 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.
c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	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.
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	As part of the Regional District's mandate the City will be undertaking an Integrated Stormwater Management Plan for the City, which will be completed in 2013. The plan is do a review of the urban area which drains into the lowlands. As part of the update to our Subdivision and Development Servicing Bylaw the section on Storm water Management has stronger language in dealing with onsite water runoff to allow most hard surface runoff to percolate back into the ground along with other methods of groundwater recharge.

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards.	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 (policies 4.1.1, 4.6.1).
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3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	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 practices (policy 4.1.1).
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4.1.7 Adopt Regional Context Statements which:

<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"> i. ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans; ii. increase the supply and diversity of the housing stock through infill development, more compact housing forms and increased density; 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; 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. 	<p>The OCP supports such actions, by:</p> <ul style="list-style-type: none"> i. Supporting a range of housing choices, including, apartment buildings, townhouses, infill housing such as duplexes, panhandle lots, garden suites, particularly within walking distance of transit, and through the legalization of secondary suites (policy 4.6.2); ii. Infill development is supported as outlined above, as well as higher density residential dwelling types, which are permitted primarily in the Town Centre; iii. The OCP supports collaboration with the federal government and the province in assisting in increasing the supply of affordable rental units (policy 4.6.7); iv. The OCP supports investigating using reduced parking requirements, density bonus provisions, and a community amenity fund to encourage and facilitate affordable housing development (policies 4.6.3, 4.6.4).
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4.1.8 Prepare and implement Housing Action Plans which:

<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"> ▪ 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; ▪ That there is a shortage of suitable rental housing for single people; ▪ There is a shortage of affordable ownership options for some moderate-income households; ▪ There is limited affordable seniors-oriented housing.
<p>b) identify housing priorities, based on the assessment of local</p>	<p>Housing priorities have been determined and identified in the OCP and</p>

<p>housing market conditions, and consideration changing household demographics, characteristics and needs;</p>	<p>the HAP and are as follows:</p> <ul style="list-style-type: none"> ▪ Create a broader mix of housing types; ▪ Increase the supply of rental housing; ▪ Continue to facilitate the development and legalization of secondary suites ; ▪ Maintain high standards of safety and maintenance for all rental housing; ▪ Support the development of new non-market housing; ▪ Support regional efforts to eliminate homelessness; ▪ Build housing capacity through information and outreach.
<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 (policies 4.6.3, 4.6.4):</p> <ul style="list-style-type: none"> ▪ Investigate using reduced parking requirements, density bonus provisions, waiving or reducing development permit fees, and a community amenity fund to encourage and facilitate affordable housing development; ▪ Supporting a range of housing sizes and types; ▪ Continuing support for secondary suite legalization and development; ▪ Prepare and provide information re. non-market / affordable housing, higher density developments, secondary suites, livable smaller homes, etc.
<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 these policies to increase the supply of rental housing and to help mitigate or limit the loss of existing rental stock (policies 4.6.3 and 4.6.4):</p> <ul style="list-style-type: none"> ▪ Consideration of waiving or reducing development and permit fees for purpose-built rental housing; ▪ Consideration of reducing parking requirements for purpose-built rental housing; ▪ Consideration of property tax exemptions for a period of time; ▪ Consideration of a “Standards of Maintenance” Bylaw for rental properties;

	<ul style="list-style-type: none"> ▪ Negotiation of additional density on a project by project basis for the development of new rental housing.
e) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet housing needs across the continuum;	<p>The OCP and the HAP identify opportunities to participate with other levels of government to secure additional housing units (policy 4.6.7), such as:</p> <ul style="list-style-type: none"> ▪ Participate in the Maple-Ridge –Pitt Meadows Housing Table and other such partnerships; ▪ Participate in Regional initiatives and committees; ▪ Support Metro Vancouver’s Regional Homelessness Plan and other efforts of the Regional Steering Committee on Homelessness.
f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	<p>Policies within the OCP and the HAP are supportive of the activities of the Metro Vancouver Housing Corporation (policy 4.6.7).</p>

4.2.4 Include policies within municipal plans or strategies that may be referenced in the Regional Context Statements which:

a) support compact, mixed use, transit, cycling and walking oriented communities;	<p>Many OCP policies support compact, mixed use, transit, cycling and walking-oriented community (policies 4.2.1, 4.6.1, 4.9.2, 4.9.3), for example:</p> <ul style="list-style-type: none"> ▪ Locating medium to high-density multi-family housing within the Urban Centre and within walking distance of the transit; ▪ Supporting alternative transportation initiatives and the use of public transit; ▪ Preserving agricultural land and maintaining the urban containment boundary ; ▪ Maintaining and enhancing the City’s multi-use trail network to provide connections ; ▪ Considering the needs of cyclists in road design and upgrading and requiring bicycle parking and end of trip facilities for new developments.
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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;	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 (policy 4.7.2).
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 (policies 4.3.1, 4.3.5, 4.5.1).
d) support active living through the provision of recreation facilities, park, 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 and bike paths and protected natural areas (policies 4.3.1, 4.3.3, 4.3.4, 4.3.5, 4.9.3).
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned land 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 ways, including limiting urban uses to the urban containment boundary (policy 4.2.1).
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;	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 requiring that 100% of all units in new apartment buildings be built to adaptable construction standards as outlined in the policy (policy 4.6.3).
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;	No Local Centres have been identified at this time.
i) recognize the Special Employment Areas as shown on the Local	Not applicable. Pitt Meadows does not have Special Employment

<p>Centres, Hospitals and Post Secondary 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.</p>	<p>Areas.</p>
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5.1.6 Adopt Regional Context Statements which:

<p>a) identify land use and transportation policies and action, and describe how they are coordinated, 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 implementation of the Pedestrian & Cycling Master Plan (adopted in 2012), 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 (policies 4.6.1, 4.7.2, 4.9.2, 4.9.3).</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 measure, transit priority measures, ridesharing, and car sharing programs;</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 (policies 4.9.1, 4.9.3).</p> <p>A Parking Strategy and a Master Transportation Plan are currently underway (completion is expected by the end of 2013), and could address parking pricing and supply, transit priority measures, and ridesharing. These will be incorporated into the OCP.</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 (policy 4.9.2). The OCP also supports the implementation of the Pedestrian & Cycling Master Plan (adopted in 2012), 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>

5.2.3 Adopt Regional Context Statements which:

<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 and Lougheed Intersection (policy 4.9.1.2).</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, coordinated traffic signalization, and lane management;</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 (policy 4.9.1.2).</p> <p>A Master Transportation Plan (completion is expected by the end of 2013) is currently underway, and may speak specifically to coordinated traffic signalization, the provision of information to drivers, lane management, etc.</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 reserve 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 Yard to ensure the movement of goods through the community while taking the community's needs into account (policy 4.9.5).</p> <p>The OCP limits uses and activities that would interrupt or limit the navigation and transportation functions of rivers within the municipality (policy 4.9.6).</p>

6.2.7 Providing for Appropriate Municipal Flexibility












<p>6.2.7 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 Official Community Plan designation)</p>	<p>The Official Community Plan hereby permits such amendments.</p>
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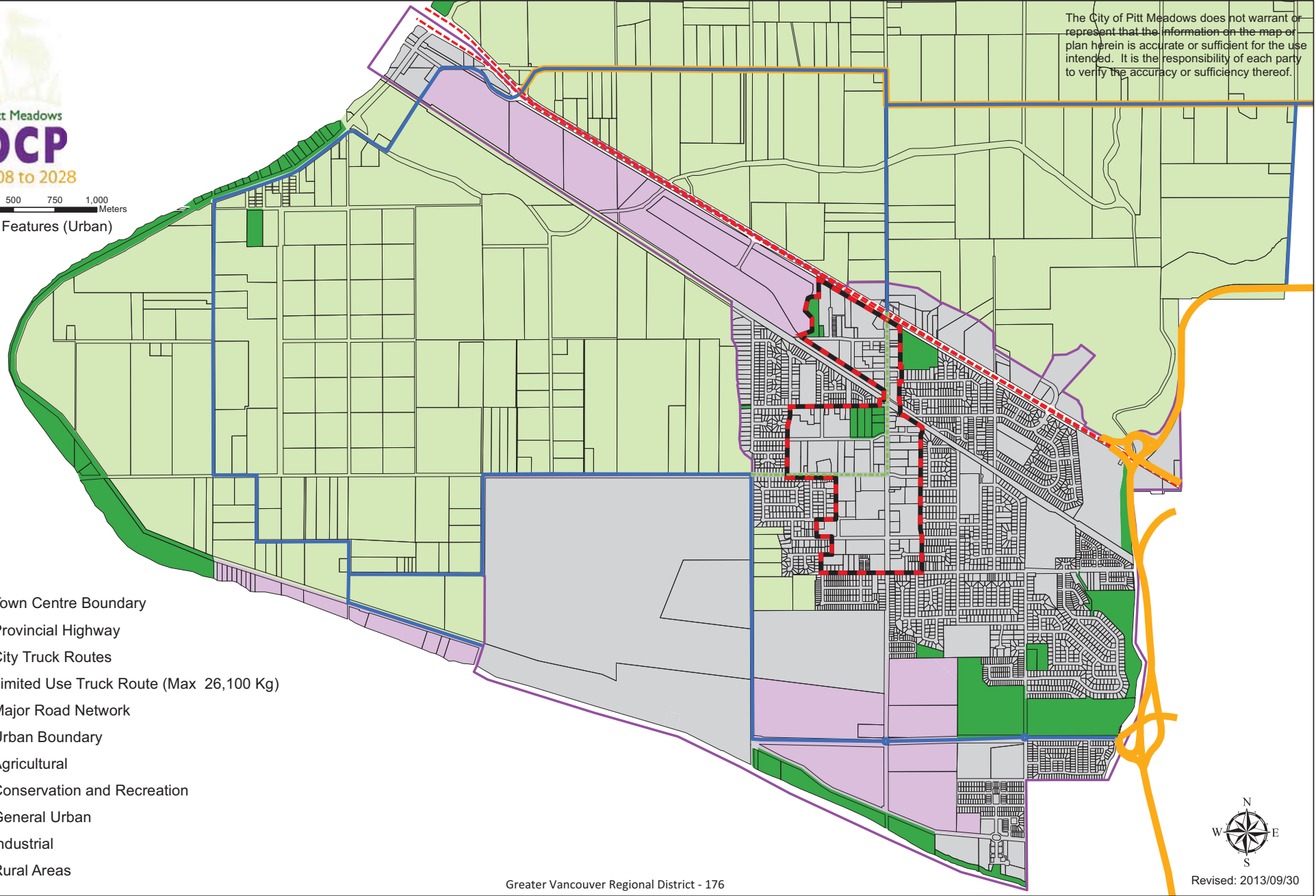
<p>within the Urban Containment Boundary, provided that:</p> <p>a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;</p>	
<p>b) notwithstanding section 6.2.7 (a) for sites that are three hectares or less, the municipality may re-designate land:</p> <ul style="list-style-type: none"> • From Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominately within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or • from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominately within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network ; provided that: <ul style="list-style-type: none"> – the redesignation does not impeded direct rail, waterway, road or highway access for industrial uses; and – the aggregate area of all proximate sites that are re-designated does not exceed three hectares; 	<p>Not applicable.</p>
<p>c) The aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.</p>	<p>The Official Community Plan hereby permits such amendments.</p>
<p>6.2.8 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 Official Community Plan hereby permits such amendments.</p>

<p>6.2.9 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 6.29.</p>
<p>6.2.10 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, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.</p>	<p>The Official Community Plan hereby permits such amendments.</p>

0 250 500 750 1,000 Meters
 Regional Features (Urban)

The City of Pitt Meadows does not warrant or represent that the information on the map or plan herein is accurate or sufficient for the use intended. It is the responsibility of each party to verify the accuracy or sufficiency thereof.

-  Town Centre Boundary
-  Provincial Highway
-  City Truck Routes
-  Limited Use Truck Route (Max 26,100 Kg)
-  Major Road Network
-  Urban Boundary
-  Agricultural
-  Conservation and Recreation
-  General Urban
-  Industrial
-  Rural Areas



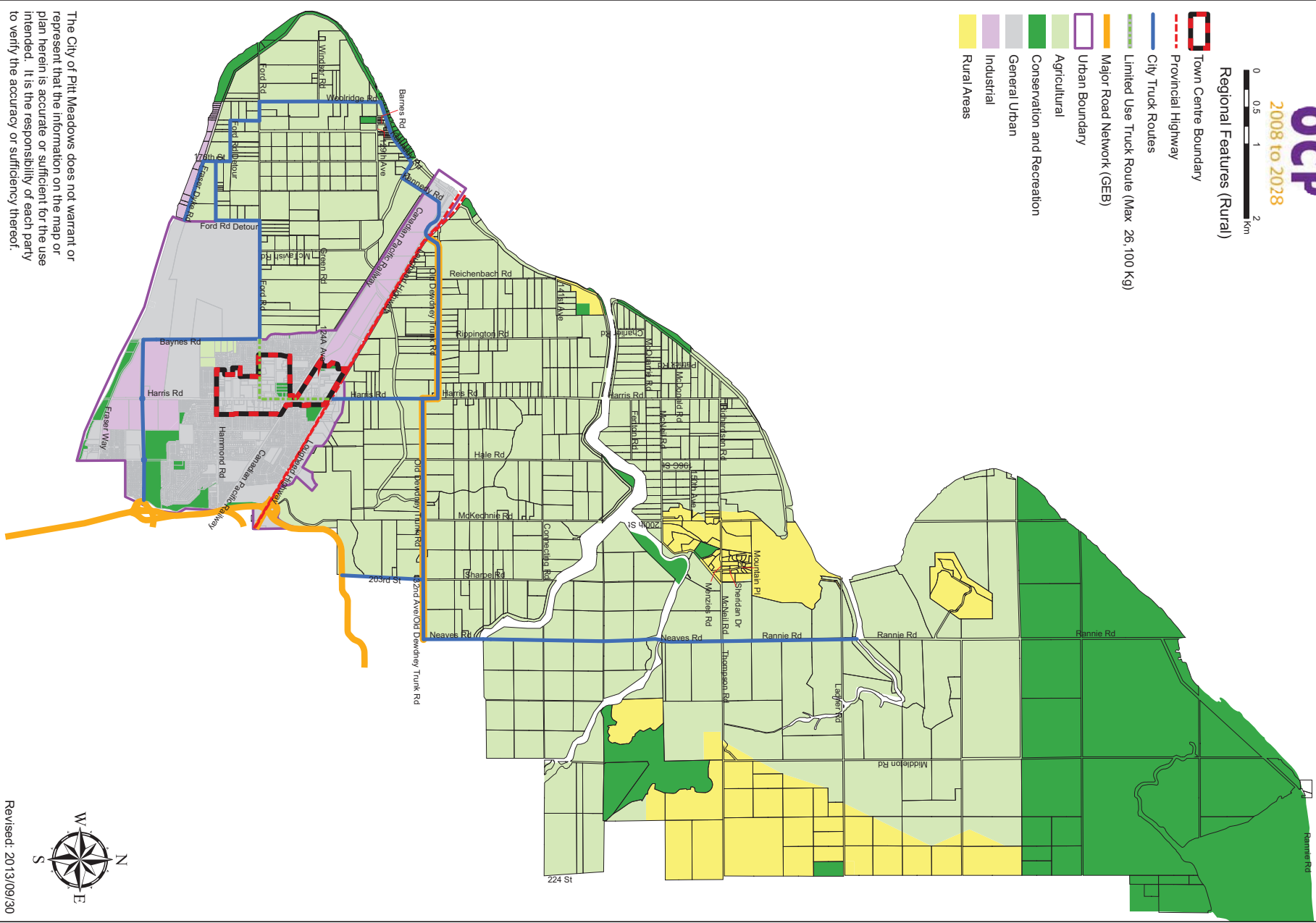


Pitt Meadows OCP 2008 to 2028



Regional Features (Rural)

- Provincial Highway
- Town Centre Boundary
- City Truck Routes
- Limited Use Truck Route (Max 26,100 Kg)
- Major Road Network (GEB)
- Urban Boundary
- Agricultural
- Conservation and Recreation
- General Urban
- Industrial
- Rural Areas



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