

Notice of Public Hearing

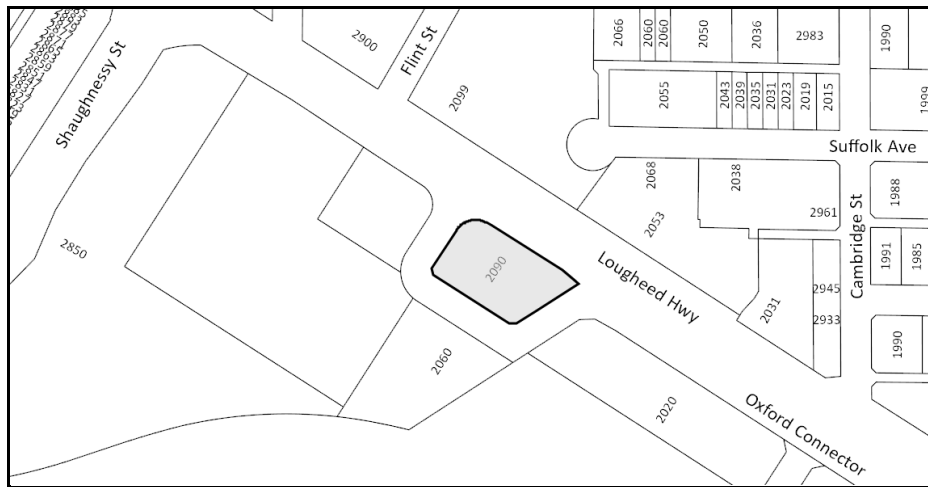
Zoning Amendment Bylaw No. 4428 for 2090 Lougheed Highway

Notice (s. 466 of the *Local Government Act*) is given the City of Port Coquitlam will be holding a Public Hearing on **Tuesday, October 6, 2026, at 2:00 p.m.** in the **Council Chambers at Port Coquitlam City Hall** (2580 Shaughnessy Street) to receive input from all persons and interested parties who wish to address Council regarding the proposed bylaw.

Purpose of the Proposed Bylaw

The intent of **Bylaw No. 4428**, is to amend Zoning Bylaw, 2008, No. 3630, to allow for the redevelopment of the existing service station with an expanded convenience store.

The subject property is outlined in the map below.



If approved, the application will permit a site-specific zoning provision to permit construction for a 279m² (~3,000 ft²) convenience store at 2090 Lougheed Highway.

The Council meeting is open to the public and anyone wishing to attend may do so in-person by attending Council Chambers. The meeting will also be broadcast live on the City's website and can be viewed by going to portcoquitlam.ca/council.

A copy of the proposed bylaw and other relevant documents, may be inspected online at portcoquitlam.ca/publicnotices or in-person from **September 25, 2026, to October 5, 2026**, between 8:30 a.m. to 4:30 p.m., Monday to Friday at Port Coquitlam City Hall, 2nd floor, 2580 Shaughnessy Street, Port Coquitlam, BC, except holidays. You may also request a copy of the Bylaw by emailing legislativeservices@portcoquitlam.ca.

How to Provide Input

Any persons or interested parties who believe their interests may be affected by the proposed bylaw will have an opportunity to make representations to Council at the Public Hearing, or by providing a written submission in advance of the Public Hearing.

Submit Written Comments:



In order to afford Council the opportunity to review your comments in advance of the Public Hearing please forward your submission prior to noon on the day of the Public Hearing by:

Email: publichearings@portcoquitlam.ca

Mail or Drop Off*: Corporate Office, City of Port Coquitlam
2580 Shaughnessy Street, Port Coquitlam, BC V3C 2A8

**Written submissions, including names and addresses (Street and City only) will become part of the public record and will be published on the City's website and available at the Corporate Office for public inspection.*

Speak at the Public Hearing:



Participate in person at the Public Hearing on the date, time, and location noted above.

**Video recordings of Public Hearings are streamed live and archived on the City's website at portcoquitlam.ca/council*

Please note that Council may not receive further submissions from the public or interested parties after the conclusion of the Public Hearing.

For further information on the Public Hearing process please visit portcoquitlam.ca/publichearings or email legislativeservices@portcoquitlam.ca.

Immediately following adjournment of the Public Hearing, the Regular Council Meeting will reconvene and Council may give consideration to the bylaw.

C. Deakin, Corporate Officer
Legislative Services
604-927-5212

Rezoning Application for 2090 Lougheed Highway (Further Information)

RECOMMENDATIONS:

That Committee of Council recommend to Council that:

- 1. The Zoning Bylaw be amended to permit a convenience retail sales use in the Service Station Commercial (SSC) zone at 2090 Lougheed Highway to occupy up to 279m² of floor area; and*
- 2. Prior to adoption of the zoning amendment bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a. Completion of design and submission of fees and securities for off-site works and services; and*
 - b. Provision of a legal agreement to require adherence to Crime Prevention Through Environmental Design (CPTED) elements and operational measures.*

PREVIOUS COUNCIL/COMMITTEE ACTION

December 16, 2025 – In its consideration of an application to rezone 2090 Lougheed Highway, Committee of Council resolved that the application be referred to staff for additional information including a traffic impact assessment and how the safety concerns raised by Committee of Council will be addressed by the property owner.

REPORT SUMMARY

This report responds to Committee's request for additional information on transportation impacts and community safety measures related to a proposed expansion of the gas station convenience store at 2090 Lougheed Highway. The report notes that review of a Transportation Impact Assessment (TIA) provided by the applicant confirms the surrounding road network can accommodate the proposed convenience store expansion and the site can be accessed and exited safely. The report also confirms the applicant has provided a draft legal agreement (restrictive covenant) which will require adherence to Crime Prevention Through Environmental Design (CPTED) elements and operational measures proposed by the applicant. The proposed redevelopment would intensify use of the site and provide an opportunity to address existing nuisance issues through implementation of superior building and site design and by operational measures to be undertaken by the property owner. Staff recommend Committee forward the rezoning application to Council with a recommendation of support.

BACKGROUND

At the Committee of Council meeting of December 16, 2025, Committee considered a report (Attachment 1) describing a rezoning application to enable redevelopment of the existing service station at 2090 Lougheed Highway with an expanded 7- Eleven convenience store. At this meeting, Committee resolved that the application be referred back to staff for additional review, including

Rezoning Application for 2090 Lougheed Highway (Further Information)

review of a traffic impact assessment and confirmation as to how safety concerns raised by Committee of Council would be addressed by the property owner.

FURTHER INFORMATION

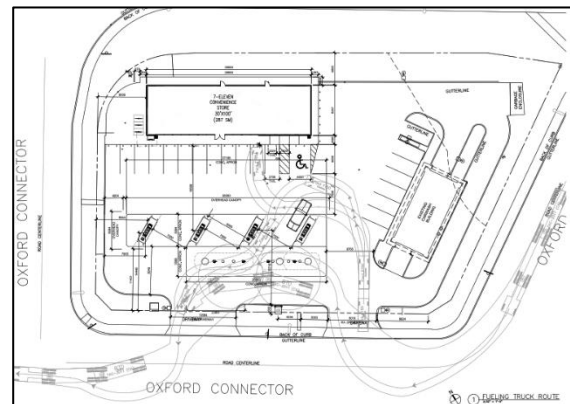
Transportation Impact Assessment: The applicant provided a Transportation Impact Assessment (TIA) report prepared by EXP Services Inc. assessing traffic along Oxford Connector, trip generation associated with the proposed development, site access and circulation (Attachment 2). The TIA estimates there will be an increase in vehicles entering the site generated by the larger convenience store of 78 trips during the weekday peak and 42 vehicles during the Saturday peak. When coupled with the gas bar and car wash, the report estimates a total of 132 vehicles will access the site during the weekday peak and 82 during the Saturday peak. The TIA further states “impacts on the community are expected to be negligible and the existing infrastructure will be able to manage the nominally increased traffic volumes”.

The TIA assessed the driveway locations and confirms the driveways function well but reinforced staff’s initial recommendation that vehicle sightlines should be improved by reducing the height of the landscaping adjacent to the southeast corner of the site. To resolve this issue, staff would recommend the shrubs in this landscape area be replaced with sod.



Landscaping at southeast corner of site

The report also assessed the proposed on-site circulation (as shown on the inset drawing), noting the site has been designed to safely accommodate on-site passenger vehicle circulation and parking and fuel trucks. The report further notes that the duel driveways are necessary for fuel transport trucks to enter and exit the site in a forward movement, which ensures they do not back up onto a public road.



Vehicle access and circulation

Restrictive Covenant: To address Committee comments related to implementation of CPTED principles and operational safety measures, the applicant has provided a draft s.219 restrictive covenant (Attachment 3), which provide the City authority to legally enforce obligations made by landowner regarding the use of land or buildings. The attached draft restrictive covenant specifically enables the City to withhold a building permit for a convenience store at the site if the building design does not implement the prescribed CPTED principles. The restrictive covenant also requires ongoing compliance with operational safety measures.

Rezoning Application for 2090 Lougheed Highway (Further Information)

Staff note that, over the last 6 months, 7-Eleven regional management have reviewed and acted on issues noted by Committee at other 7-Eleven locations in Port Coquitlam. Staff also note the Mary Hill Road location property owner has installed CCTV to help better monitor the site. Bylaw staff note calls for service have generally declined for the site.

It is staff's opinion that the proposed larger convenience store at 2090 Lougheed Highway is well suited to the service station site, noting that the owners have committed to improving the safety and security of the site through application of CPTED principles in the proposed site design, as well as legal assurances to implement and maintain enhanced operational safety measures. Accordingly, staff recommend Committee forward the rezoning application to Council with a recommendation of support.

PUBLIC CONSULTATION

A development sign has been posted on the site along Oxford Connector. Planning staff have not received any public comments associated with the rezoning application. If the application proceeds to Public Hearing, the City would provide notification by mail to property owners/residents located within 120m of the site and advertise the Public Hearing.

Staff conducted a site visit on August 27, 2026, and confirm the development sign remains in good condition on the subject property.



Development sign

FINANCIAL IMPLICATIONS

There are no immediate financial implications of this report, however, the redevelopment of the site with new and expanded buildings will result in increased property tax revenue. The additional commercial floor space will also be subject to development cost charges (DCCs) at the building permit stage. The application of CPTED principles and operational safety protocols are expected to reduce calls for service.

OPTIONS (✓ = Staff Recommendation)

	#	Description
✓	1	Recommend to Council the Zoning Bylaw be amended to permit a convenience retail sales use in the Service Station Commercial (SSC) zone at 2090 Lougheed Highway to occupy up to 279m ² of floor area and that the specified conditions be met prior to bylaw adoption.
	2	Request additional information or amendments to the application or recommended conditions to address specified issues prior to deciding on the application.
	3	Recommend to Council that the rezoning application be refused.

Rezoning Application for 2090 Lougheed Highway (Further Information)

ATTACHMENTS

Attachment 1 - December 16, 2025, Committee of Council Report

Attachment 2 - Transportation Impact Assessment

Attachment 3 - Draft s.219 Restrictive Covenant

Lead author(s): Bryan Sherrell

Rezoning Application for 2090 Lougheed Highway

RECOMMENDATIONS:

That Committee of Council recommend to Council that:

1. *The Zoning Bylaw be amended to permit a convenience retail sales use in the Service Station Commercial (SSC) zone at 2090 Lougheed Highway to occupy up to 279m² of floor area.*
2. *Prior to adoption of the amendment bylaw, the following conditions be met to the satisfaction of the Director of Development Services;*
 - a. *completion of design and submission of fees and securities for off-site works and services; and*
 - b. *provision of a legal agreement to require ongoing adherence to Crime Prevention Through Environmental Design (CPTED) and operational measures proposed by the applicant to mitigate nuisance at the site.*

REPORT SUMMARY

This report provides for Committee consideration of an application to amend the zoning bylaw to support the redevelopment of the existing service station at 2090 Lougheed Highway with an expanded 7- Eleven convenience store and new Esso gas bar. The Zoning Bylaw limits the floor area for convenience retail sales in the Service Station Commercial zone to a maximum of 60m² and the application has requested a site-specific zoning provision to permit construction of a 279m² (~3,000 ft²) store. In staff's opinion, the larger convenience store intensifies the use of the site and improves 24-hour access to convenience retail and food items in the community. The proposed redevelopment would also provide an opportunity to address nuisance issues through implementation of Crime Prevention Through Environmental Design (CPTED) provisions in the design of the development and by securing appropriate operational measures to be undertaken by the property owner. Staff recommend Committee forward the rezoning application to Council with a recommendation of support.

BACKGROUND

Proposal: The applicant, OTG Developments on behalf of 7-Eleven Canada, are proposing to redevelop a portion of an existing Esso service station at 2090 Lougheed Highway with a new gas bar, larger 7-Eleven convenience store and improved site landscaping. The existing car wash would be retained in place.



Rendering of new gas bar and convenience store

Rezoning Application for 2090 Lougheed Highway

Site Context: The 3,603m² site is relatively flat and located on the south side of Lougheed Highway surrounded by commercial development including the Shaughnessy Station Mall, Tri-City Mitsubishi Auto Dealership and the Oxford Market Mall. The property was developed with an Esso service station, small convenience store and car wash in the 1990's.



Location Map

Policy and Regulations: Policies of the Official Community Plan (OCP) encourage a variety of commercial uses and provides a land use designation for the property of Downtown which is intended to allow for a higher density of development appropriate to the Downtown.

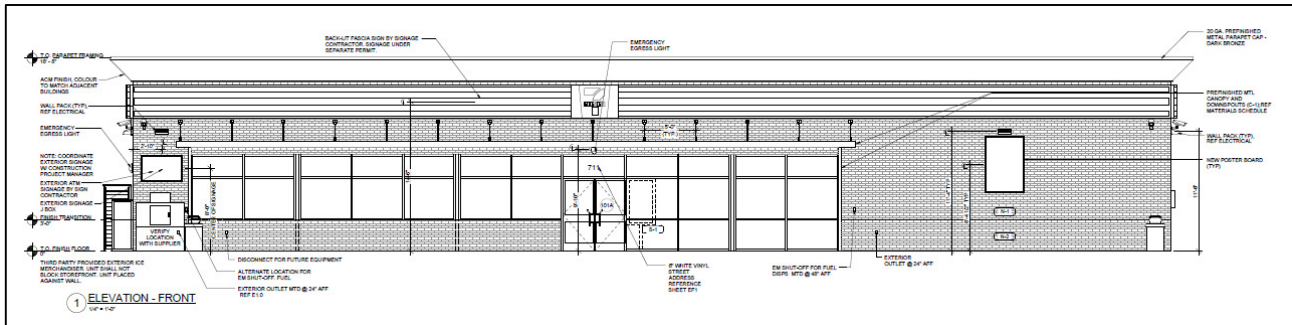
The property is zoned Service Station Commercial (SSC), which permit automobile service stations and associated uses including convenience retail sales. Convenience retail sales, however, are limited in the SSC zone to a maximum floor area of 60m² (645 ft²) except for a site-specific allowance for a 185m² (1,991 ft²) store associated with the Chevron service station at the corner of Kingsway Avenue and Mary Hill Bypass (1320 Kingsway Avenue).

The proposed redevelopment would be subject to the objectives and guidelines of the downtown and environmental conservation development permit areas. If the proposed rezoning is approved by Council, a report describing the development permit application would be forwarded to Committee for its consideration.

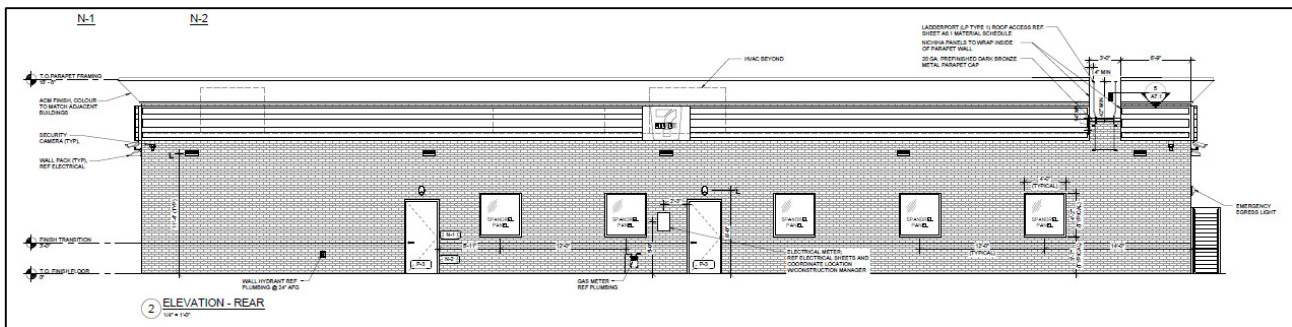
The site is also subject to the Provincial Environmental Management Act to ensure site investigation and any necessary remediation occurs prior to site redevelopment. The applicant has received a Release Notice allowing the City to proceed with consideration of rezoning and development permits.

Proposed development: The proposal includes redeveloping an older Esso service station at 2090 Lougheed Highway with a new 8 stall gas bar and 279m² (~3,000ft²) convenience store, and improving site landscaping while retaining the existing carwash facility in place. As the size of the

Rezoning Application for 2090 Lougheed Highway



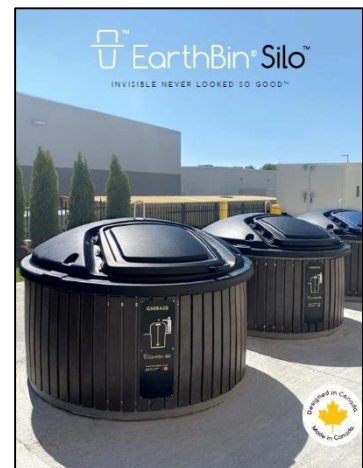
Proposed building front (south) elevation



Proposed building rear (north) elevation

The intended site layout maintains the existing driveway locations and will include a total of 21 parking stalls, including 1 dedicated accessible parking stall. The proposed landscape plan retains all existing trees, and includes additional new trees, shrubs, grasses and perennials. The existing garbage and recycling enclosure would be replaced with a new secure Earth Bin garbage and recycling storage system (a partial inground system).

If the rezoning is successful, further information on the building design and landscaping would be provided for Committee consideration at the development permit stage.



Garbage/recycling storage

CPTED and Operational Improvements: In order to address existing and potential nuisance and safety issues, the applicant has worked to ensure the site design implements principles of Crime Prevention Through Environmental Design (CPTED) which include carefully designed building entrances and exits for safety, provision of clear sightlines and a CCTV surveillance system to enable staff to monitor activities on the site, and modifying site landscaping to improve surveillance and limit opportunities for unwanted activities.

Staff note that 7-Eleven's Asset Management representatives conducted a site visit and identified a number of operational improvements that will be immediately implemented and maintained once

Rezoning Application for 2090 Lougheed Highway

redevelopment occurs, including: capping exterior water taps and electrical outlets, ensuring WIFI is not provided, posting signage restricting trespass and other unwanted activities, amending and maintaining current landscaping (e.g. trimmed/reduced) to meet CPTED principles and adding security protocols including on-call security to ensure staff are supported in maintaining public safety at the site.

Off-site infrastructure and services: This project requires off-site upgrades along Oxford Connector which include roadworks, street lighting, street trees, and service upgrades as necessary to meet the current standards of the subdivision servicing bylaw.

Transportation: Considering the general use and overall form of the site (e.g. site circulation and access) is unchanged, a detailed Traffic Impact Assessment (TIA) has not been requested of the applicant. Staff anticipate that there will be an increase in traffic generated by the larger convenience store of approximately 75 trips during the AM peak hour and 100 vehicles during the PM peak hour. With the gas bar and car wash, it is anticipated the site will generate a total of 120 AM peak hour trips and 160 PM peak hour trips. Oxford Connector is designed to a commercial road standard and can accommodate significant traffic volume (approx. 1,200 vehicles per peak hour). The site is also well located to provide quick access to Lougheed Highway, Shaughnessy and Oxford Streets.

Preliminary offsite work design provides for a slightly wider east driveway crossings and the landscape plans provide for trimming of the existing laurel shrubs along the east edge of the site to be no taller than 18 inches to improve sightlines between the east driveway and vehicles traveling westbound along Oxford Connector. These changes will improve safety for vehicles entering and exiting the site and traveling along Oxford Connector.

DISCUSSION

The OCP policies for economic development encourage a mix of retail, commercial and service uses to support the community and the sites downtown commercial land use designation encourages intensification of land use. The current gas bar and convenience store buildings are 30 years old and outdated; the proposal intent is to redevelop in keeping with an updated model of a dual brand experience of coupling Esso and a full size 7-Eleven as a single stop to meet both fuel and convenience store needs of the community.

The applicant has worked to improve the safety and security of the site through their application of CPTED principles in the proposed site design, as well as their commitment to implement and maintain enhanced operational safety measures. In staff's opinion, these changes would combine to significantly enhance safety and security on the site. In order to ensure both these CPTED and operational measures continue to be adhered to over time, staff recommend they be secured through a legal agreement as a condition of the rezoning should the application proceed.

The proposed development presents an opportunity to positively impact the surrounding area by redeveloping an older automobile service station; intensifying use of the site by expanding a

Rezoning Application for 2090 Lougheed Highway

convenience retail store in a busy area of the city and reducing the potential for nuisance and security issues on the site. Staff recommend Committee forward the rezoning application to Council with a recommendation of support.

PUBLIC CONSULTATION

A development sign has been posted on the site along Oxford Connector. Planning staff have not received any comments in association with the rezoning application. If the application proceeds to Public Hearing, the City would provide notification by mail to property owners/residents located within 120m of the site and advertise the Public Hearing.

Staff conducted a site visit on November 25, 2025 to ensure that the development sign is in good condition on the subject property.



Development sign

FINANCIAL IMPLICATIONS

There are no immediate financial implications of this report, however, the redevelopment of the site with new and expanded buildings will result in increased property tax revenue. The additional commercial floor space will also be subject to development cost charges (DCCs) at the building permit stage. The application of CPTED principles and operations safety protocols is expected to reduce calls for service.

OPTIONS (✓)= Staff Recommendation)

	#	Description
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	2	Request additional information or amendments to the application or recommended conditions to address specified issues prior to deciding on the application.
	3	Recommend to Council that the rezoning application be refused.

ATTACHMENTS

Attachment 1: Development Concept Drawings

Lead author: Bryan Sherrell

Contributing author: Ben Ricketts

Attachment 1 – Development Concept Drawings



Rendering - looking north from Oxford Connector

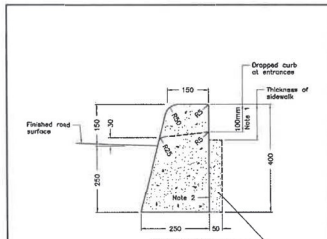


Rendering - looking south from Lougheed Highway

PROJECT DESCRIPTION
CONSTRUCTION OF CONVENIENCE STORE AND GAS-MAR.
LAND USE ZONING
COMMERCIAL (CSC)
SITE AREA
3,343.18 SQ.M (8886.47 SQ.FT.)
MUNICIPAL ADDRESS
2980 LOUGHMEADWAY, PORT COULTRAM, S.C.
LEGAL ADDRESS
LEGAL DESCRIPTION: PARCELS A DISTRICT LOT 484, 0304.

[illegible]

- EX. LIGHT POLE
- ◇ EX. YARD LIGHT
- EX. JUNCTION BOX
- EX. STORM MH
- ◇ EX. SANITARY MH
- EX. STORM CB
- EX. WATER METER
- EX. HYDRO POLE
- EX. CUP WIRE AND ANCHOR
- EX. TRAFFIC SIGNAL
- EX. GAS VALVE
- EX. SIGN
- WV EX. WINDING WELL
- EX. IRON PIN
- EX. FOUND LEAD PIN
- EX. CONTROL MONUMENT
- PROPERTY LINE
- EX. FENCE LINE
- EX. CONC. LULB
- NEW CONC. CURB
- CONC. CURB REMOVAL
- NEW ASPHALT AREA, AS PER 2'-ELEVATION STANDARDS
- EXTEND OR SHORTEN REMAINING

[illegible]

NOTES:

- 1 When sidewalk is continuously adjacent, the dropped curb at entrances shall be reduced to 75mm.
- 2 For slopforming procedure a 5X rebate is acceptable.

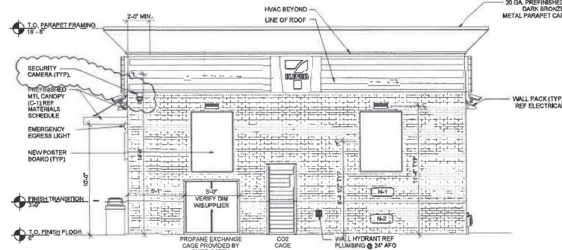
A Treatment of entrances shall be according to OPSD 3510.10.
B Rustic treatment shall be according to the OPSD 610 Series.
C The transition from one curb type to another shall be a minimum length of 3.0m, except in conjunction with guide rail where it shall be according to the OPSD 900 Series.
D All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING		Nov 2012	Rev 2	10/11/12
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CONCRETE BARRIER CURB		
	OPSD 600.110	

[illegible]

NOTE: REFER TO BRICK BOOK FOR
BRICK PLACEMENT AND
DIRECTION.



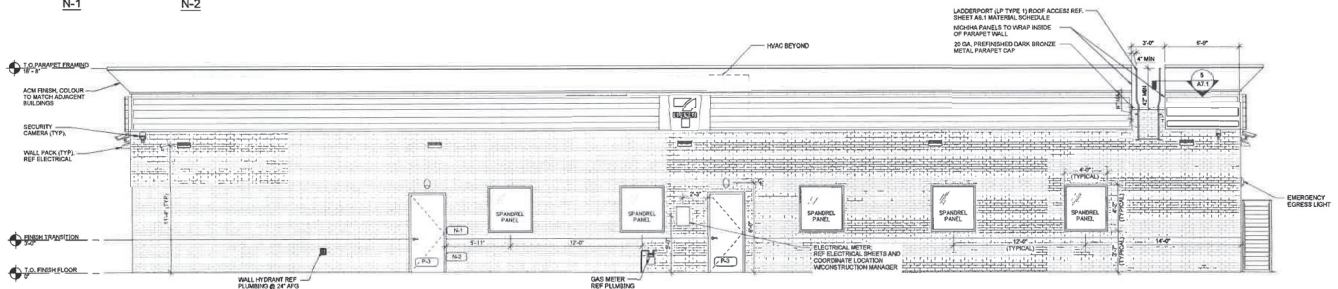
① ELEVATION - RIGHT SIDE
1/8" = 1'-0"



N-1



N-2



② ELEVATION - REAR
1/8" = 1'-0"

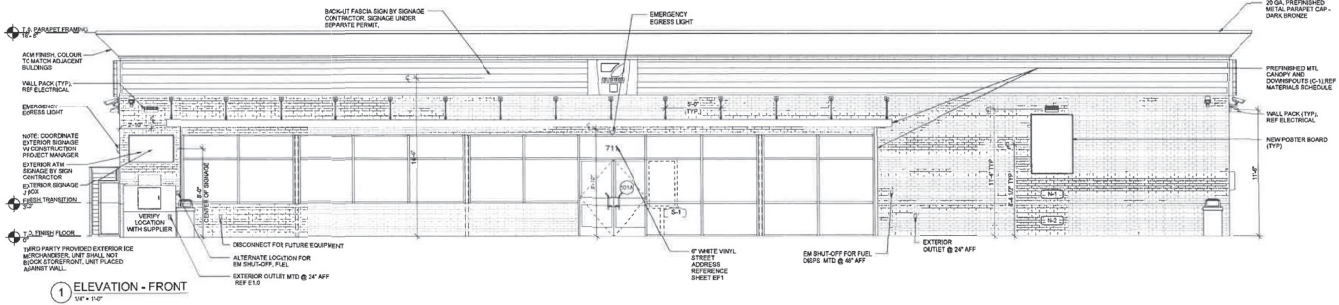
NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	ISSUED FOR INFORMATION	10/1/2020	J.C.	J.C.
2	ISSUED FOR INFORMATION	10/1/2020	J.C.	J.C.
3	ISSUED FOR INFORMATION	10/1/2020	J.C.	J.C.
4	ISSUED FOR INFORMATION	10/1/2020	J.C.	J.C.

SCALE:	
CHECKED BY:	J.C.
DRAWN BY:	J.C.
PROJECT #:	BRW00000000
DATE:	10/1/2020
NO:	22598-002-01-00

EXTERIOR
ELEVATIONS

SHEET
A3.1

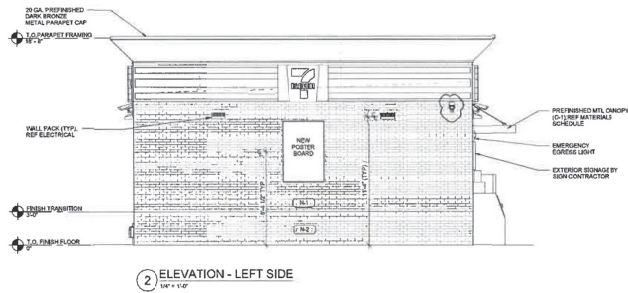
NOTE REFER TO BRAND BOOK FOR
BRAND PLACEMENT AND
DIRECTION.



N-1



N-2



2 ELEVATION - LEFT SIDE
1/4\"/>



7-ELEVEN
2390 LOUGHREED HWY
PORT COCUTLAM, B.C.
JOB NUMBER: 31906

NO.	REVISION	DATE	BY	CHKD	APP'D
1	ISSUED FOR INFORMATION	10/1/2023	J.C.	J.C.	J.C.
2	ISSUED FOR INFORMATION	10/1/2023	J.C.	J.C.	J.C.
3	ISSUED FOR INFORMATION	10/1/2023	J.C.	J.C.	J.C.

SCALE:
CHECKED BY: S.M.
DRAWN BY: J.C.
PROJECT #: BRW060603-03
BASE:
DWG: 31906L3-03_1-02

EXTERIOR
ELEVATIONS

SHEET
A3.0

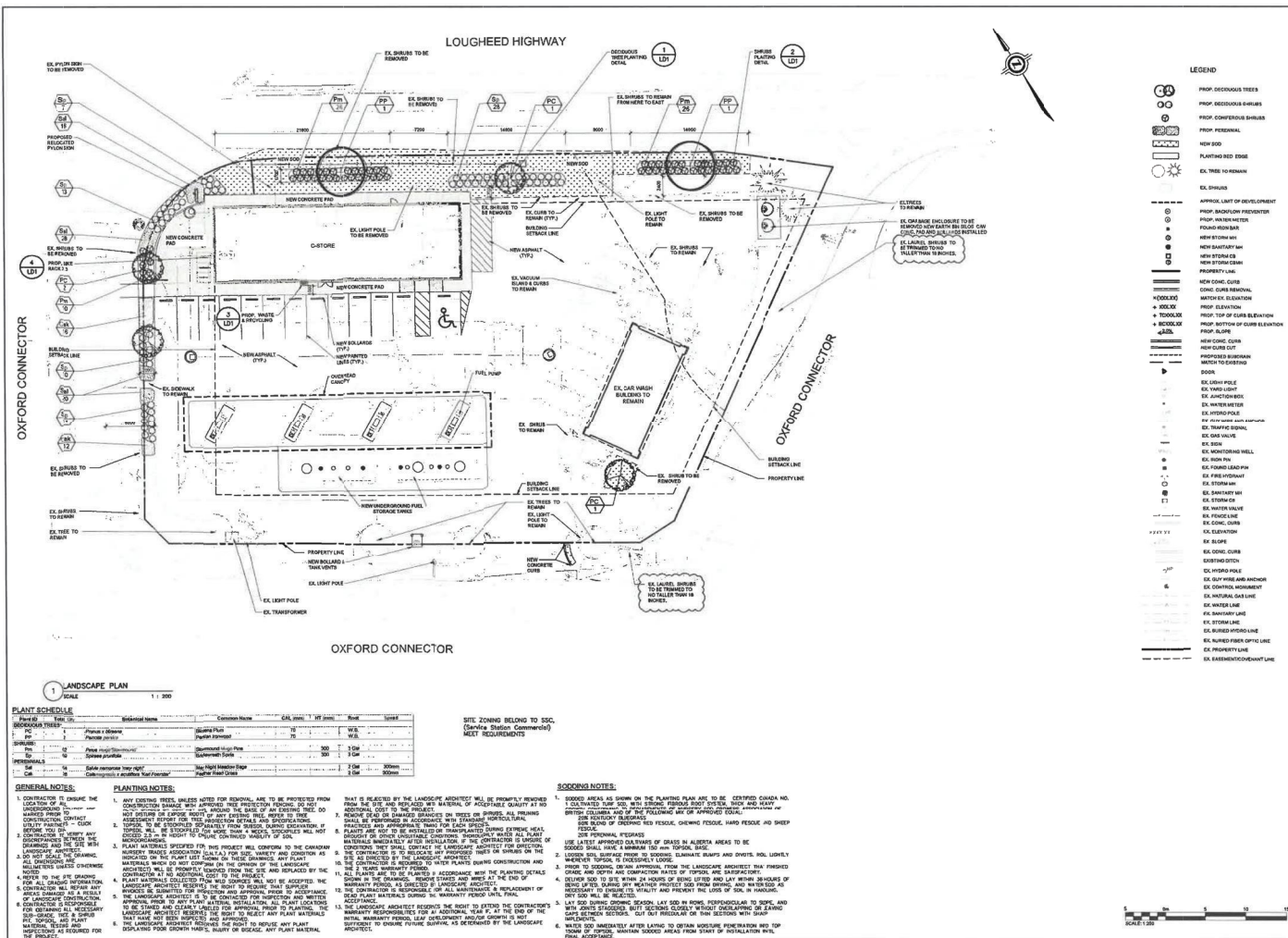


- GENERAL NOTES

- ## KEY NOTES

- [illegible]







Transportation Impact Assessment

2090 LOUGHEED HIGHWAY (DRAFT 2)

PROJECT NUMBER
EXP: BRM-00606303-B0

DATE SUBMITTED:
2026-March-13

Submitted by
EXP Services Inc.
3001 Wayburne Dr., Suite 275
Burnaby, British Columbia V5G 4W3
www.exp.com

The information and opinions expressed in the 2090 Lougheed Highway Transportation Impact Assessment ('Report') or any other work deliverables associated with this 'Report', including any documents forming the 'Report', are for the sole benefit of 7-Eleven. Any use which a third party makes of the 'Report', or any portion of the 'Report', is the sole responsibility of any such third party. EXP accepts no responsibility for any direct or consequential loss or damages suffered by any such third party resulting from such unauthorized use of the 'Report'.

Prepared by: Jonah Schwab, P.Eng.

Reviewed by: Stephen Power, P.Eng., RPP, MCIP

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1. Introduction

EXP Services Inc. (“EXP”) has completed a Transportation Impact Assessment (“TIA”) for the proposed new 7-Eleven convenience store and gas bar at the above-noted site. The work was completed in accordance with the Port Coquitlam Traffic Impact Assessment Guidelines dated May 2021.

This report presents the results of our desktop and field data collection efforts and provides the results of our analysis. This report is intended to support the rezoning application for the subject project. It is focused on studying the impact of the proposed development on the existing and future traffic operations and safety within and adjacent to the project site and provides associated recommended mitigation measures.

2. Existing Conditions

The subject site is located at 2090 Lougheed Highway in Port Coquitlam, BC and is bound by Lougheed Highway to the northeast, and Oxford Connector to the southeast, southwest and northwest. It is currently occupied by an existing Esso Gas Station and a single-storey 7-eleven convenience store along with an automated carwash.

The existing convenience store is on the northwest side of the property, with a floor area of approximately 105 square metres (15 metres x 7 metres). The site also includes a covered gas bar with 8 fueling stations to the southeast of the convenience store and an automated car wash building in the southeast portion of the property.

Vehicular and pedestrian access to the existing gas station/convenience store development is provided from Oxford Connector via two driveways on the southwest side of the property. A total of 7 pull-in vehicle parking spots are provided adjacent to the existing car wash building. Unmarked curb parking is also available onsite along the northeast boundary.

2.1. Study Scope

The study area, as shown on Figure 1, includes the intersection immediately west of the site, the two driveway entrances to the site, and the portion of Oxford Connector fronting the site to the southwest.

Figure 1: Study Area



The horizon years for this study are Present Day and 5-years Post Construction, which is 2032 based on a 2027 construction completion date. Note that since the opening day is in the relatively near future, the Opening Day traffic volumes are assumed to be equal to the existing, present day traffic volumes. The analysis periods are weekday afternoon peak and Saturday peak.

2.2. Road Network and Traffic Operations

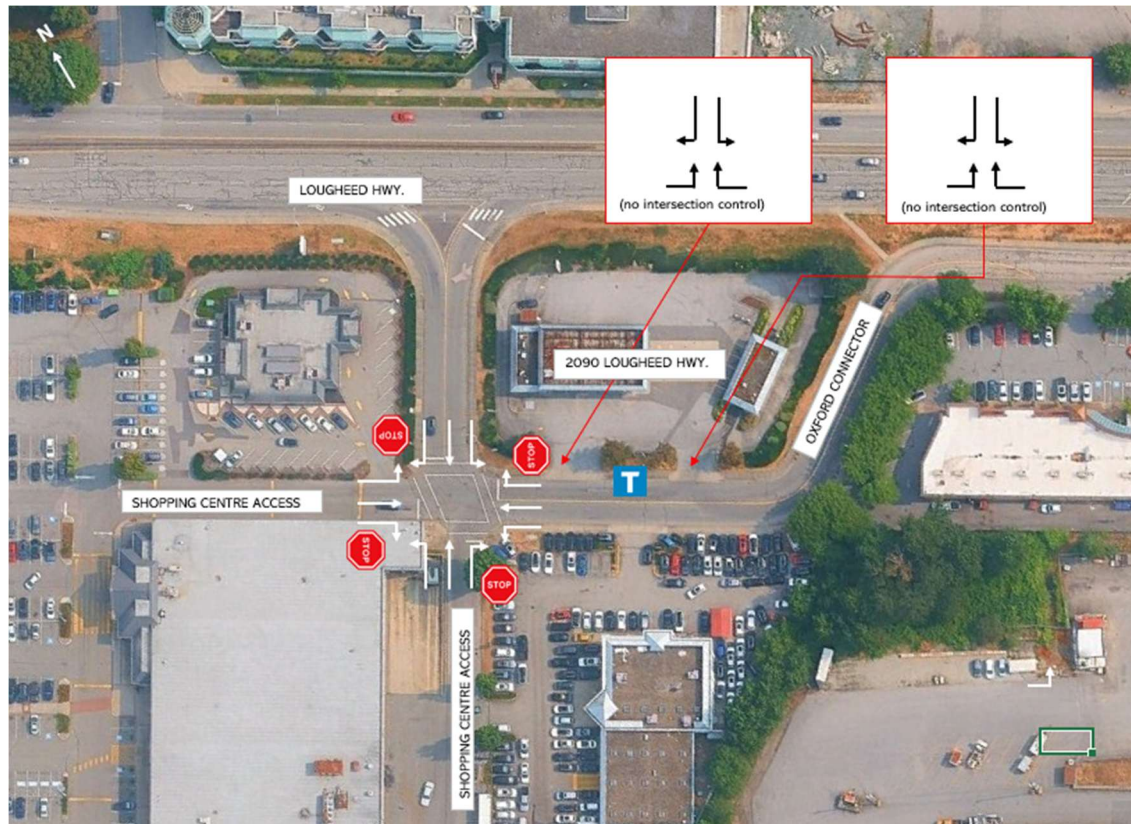
The only local street in the study area is Oxford Connector, which is present along three sides of the site. This 50 km/h speed limit road has a 2-lane right of way and is classified as a Local Road.

The 4-leg intersection at the southwest corner of the property (the “Oxford Connector Intersection”) is unsignalized and is controlled by a 4-way stop. The names of the roads approaching the intersection are somewhat irregular since Oxford Connector changes alignment at the intersection – the northeast and southeast approaches are Oxford Connector while the northwest and southwest approaches are accesses to adjacent shopping centres. All approaches are single lane with shared right/left/through movements and pedestrian crosswalks are present on all four legs.

Access to 2090 Lougheed Highway is provided by two driveways along the southwest frontage of the property (from Oxford Connector). Neither of these accesses are controlled and allow both left and right movements in and out of the site. There is an access to a car dealership on the opposite side of Oxford Connector, also with right and left turn access.

The laning and traffic control as described above are graphically shown in Figure 2.

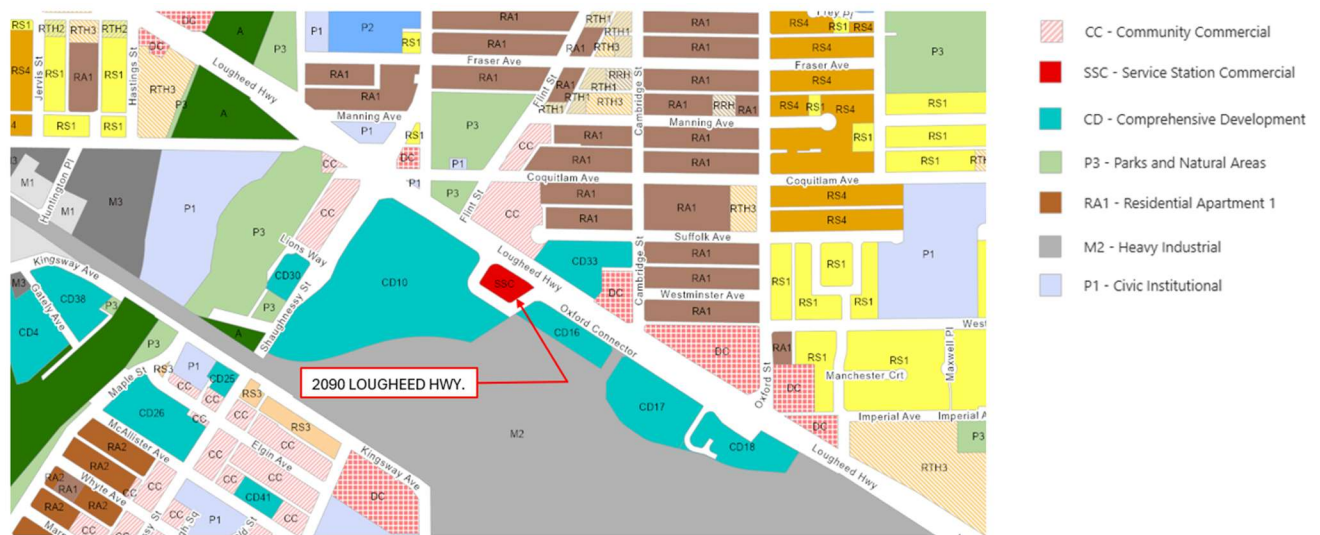
Figure 2: Road Network & Traffic Control



2.3. Existing Land Use

The existing zoning in the vicinity of the subject site is shown on Figure 3. The site is surrounded primarily by heavy industrial land to the south (a CPKC yard) as well as shopping centres to the southeast and northwest and a car dealership to the south (which are considered 'Comprehensive Developments' on Figure 3). All properties in the vicinity of the site are fully developed.

Figure 3: Existing Land Use Zones (Source: Port Coquitlam GIS)



2.4. Transit Network

Bus route 173 travels along Oxford Connector directly adjacent to the subject site, as shown in Figure 4, at a 10 to 15 minute headways during peak afternoon weekday hours. There is a westbound bus stop on Oxford Connector between the two existing driveway accesses to 2090 Lougheed (as indicated on Figure 2).

Figure 4: Transit Network (Source: Translink Interactive System GIS Map)



2.5. Cycling and Pedestrian Use

No cycling infrastructure is located in the vicinity of the subject site. There are sidewalks on both sides of Oxford Connector (Figure 5).

Figure 5: Sidewalks on both sides of Oxford Connector (Source: Google Street View, 2024)



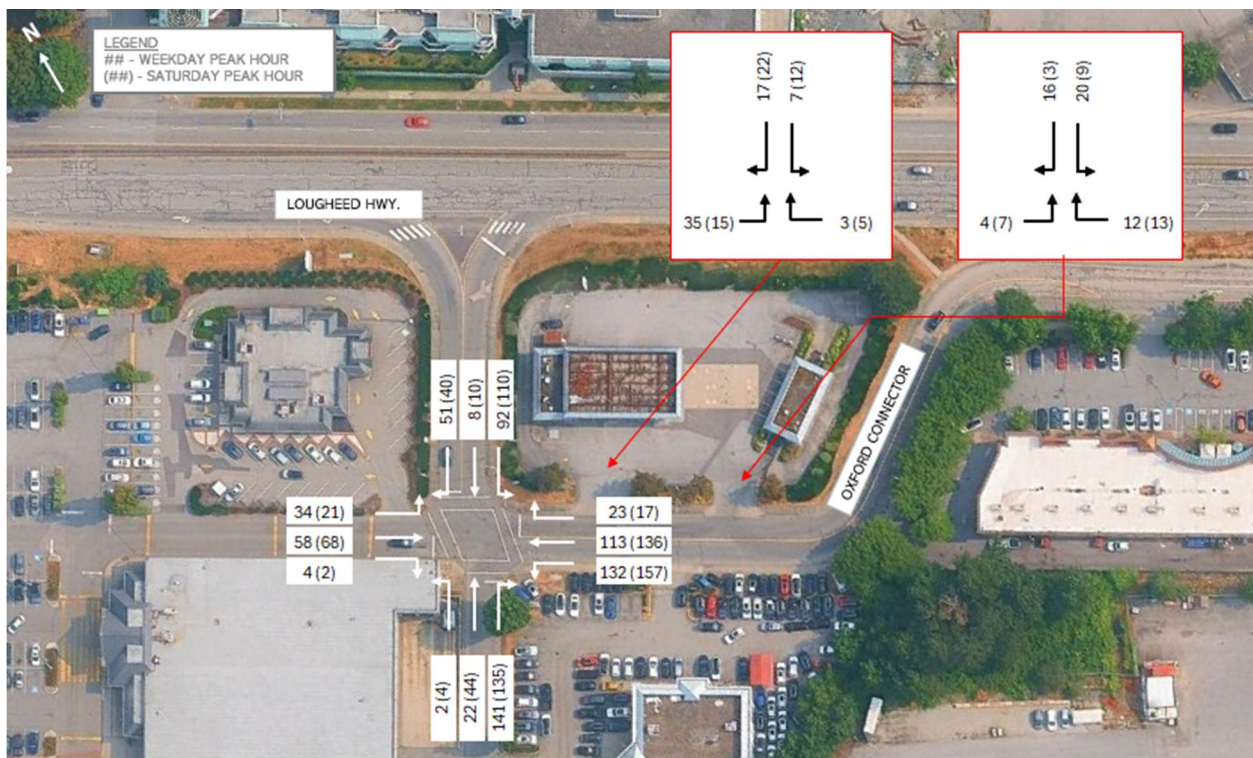
2.6. Traffic Volumes

Turning movement counts were undertaken at the intersection and both driveway accesses on:

- February 4th, 2026 between 3:30PM and 5:30PM for the afternoon peak, and
- February 7th, 2026 between 2:00PM and 4:00PM for the Saturday peak.

Vehicles movements were counted for 15-minute intervals during the two-hour data collection periods. The weekday PM peak and Saturday peak hourly volumes were calculated by taking the maximum four consecutive 15-minute count values. The existing traffic volumes for the weekday PM peak and Saturday peak are indicated in Figure 6. The weekday peak hour was found to be 3:30pm – 4:30pm and the Saturday peak hour was 2:00pm to 3:00pm.

Figure 6: Traffic Volumes, Existing Condition (Vehicles per Hour)



Following the data collection, analysis of the traffic operations was carried out using Synchro version 12. Synchro is a traffic modelling software that provides analysis of traffic conditions based on the evaluation methodology of the Highway Capacity Manual (7th edition). Synchro expresses the traffic conditions using certain key metrics:

- **Level of Service (LOS):** A letter grade which rates the amount of delay per vehicle for each movement at an intersection, which ranges from A (representing best conditions) to F

(significant delays and unreliable operations). LOS is calculated based on delay times and control type. LOS C represents a good balance between an acceptable level of delay and the traffic control infrastructure. LOS D or better is generally considered acceptable, and lower volume movements operating at LOS E or F can also be acceptable if higher demand movements are operating well.

- **Volume to Capacity Ratio (v/c ratio):** The ratio of traffic demand (volume) to the capacity of the road segment. V/c values above 1.0 represent conditions where the capacity of the roadway is exceeded, which generally results in large queues and significant delays (traffic jams). In an urban environment, v/c ratios less than 0.9 are usually desirable.
- **95th Percentile Queue:** The length of a traffic queue that would only be exceeded 5% of the time. That this represents the near-worst-case scenario, as opposed to the average or absolute worst case. Queuing is of most interest where it affects adjacent intersections or the storage length of turn lanes.

The Synchro model for this analysis reflects the laning and intersection controls shown in Figure 2, and the counts conducted in February. The analysis results for the Oxford Connector intersection are summarized in Table 1.

Table 1: 4-Way Stop Traffic Operations, Existing Condition

Movement	Existing			
	LOS	V/C ratio	Delay (sec/veh)	95 th Percentile Queue (veh)
NB R/L/T	B(B)	0.31(0.32)	10.4(10.8)	2(1)
SB R/L/T	B(B)	0.36(0.34)	11.6(11.6)	2(2)
EB R/L/T	B(B)	0.23(0.21)	10.5(10.3)	1(1)
WB R/L/T	B(B)	0.50(0.55)	13.8(15.0)	3(3)

Note: ## (##) = Weekday Peak (Saturday Peak)

Under existing conditions, the Oxford Connector intersection operates at LOS B for all approaches with the highest delays being 13.8 seconds/vehicle on the westbound approach in the PM peak hour.

3. Future Conditions

This section describes the anticipated future conditions around 2090 Lougheed Highway without considering the proposed redevelopment at the site. An understanding of these ‘future background’ conditions is a prerequisite to understanding the potential impacts of the proposed development.

3.1. Adjacent Future Land Use

Most of the properties in the immediate vicinity of the site are fully developed with no indication that they will be redeveloped in the short to medium term. A new Port Coquitlam OCP is currently being developed, but the focus of the OCP updates are noted to be on policies that support small-scale multi-unit housing and transit-oriented areas and will not be of significance to the area surrounding the

subject property. Therefore, the surrounding land use is not expected to significantly contribute to traffic growth in the area.

3.2. Future Transportation network

A review of Port Coquitlam's 2024 Transportation Master Plan (TMP) does not indicate any future transportation projects (e.g. sidewalks, MUPs, cycle tracks, crossings, streetscape upgrades, etc.) in or adjacent to the study area to the 2050 horizon of the TMP. For the purpose of this analysis, no change in the existing transportation network has been assumed.

3.3. Future Background Traffic Volumes

It is unlikely that there will be significant growth as a result of land use change, as described above; however, some traffic volume growth should be expected due to general population growth. For the purposes of this transportation impact assessment, background traffic growth for the study area was conservatively forecasted by applying a +1.0% annual linear growth rate applied to the existing vehicle and pedestrian crossing volumes at the study 4-way stop, up to the 5-years post-construction horizon year (2032, based on construction completion in 2027). This is a rate is a high estimate and is intended to identify any possible traffic impacts associated with population growth.

Figure 7: Traffic Volumes, Future Background (2032) (VPH)



Table 2: 4-Way Stop Traffic Operations, Future Background (2032)

Movement	Future Background (2032)			
	LOS	V/C ratio	Delay (sec/veh)	Queue (veh)
NB R/L/T	B(B)	0.34(0.35)	11.0(11.3)	2(2)
SB R/L/T	B(B)	0.39(0.37)	12.2(12.3)	2(2)
EB R/L/T	B(B)	0.25(0.23)	10.9(10.7)	1(1)
WB R/L/T	B(C)	0.54(0.60)	15.0(16.5)	3 (4)

Note: ## (##) = Weekday Peak (Saturday Peak)

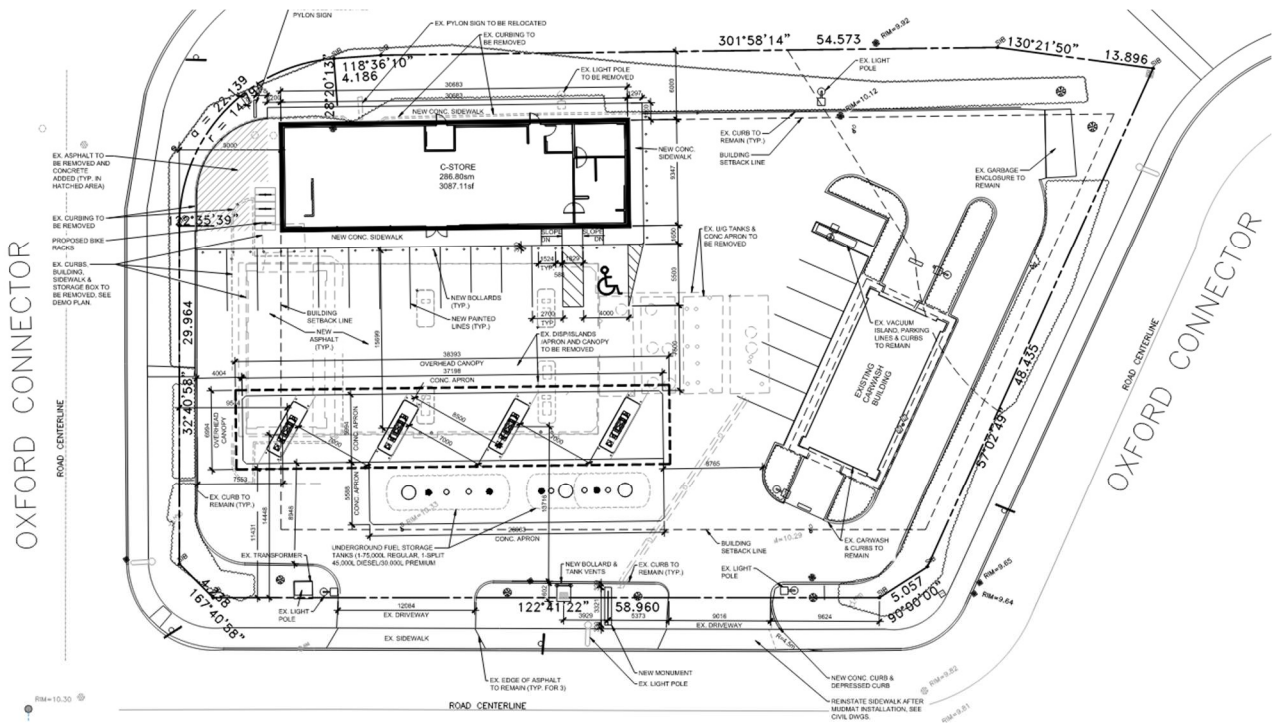
Generally, changes will be minor to the operation of the Oxford Connector intersection by 2032. Delays at all approaches increase by small amounts (ranging from 0.4 to 1.5 seconds) and mostly remain at LOS B, with the exception of the westbound approach, which becomes LOS C during the Saturday peak.

4. Proposed Development

4.1. Project Description

A new, single-storey, at-grade convenience store along with 8 new covered vehicle fueling stations is proposed to be constructed at the site. The proposed store will be a slab-on-grade structure having an approximate area of 273 square meters (2,940 square feet). It is understood that this structure will be constructed on the northeast side of the site. The existing convenience store building, fueling stations, and canopy will be demolished to facilitate construction of the new facilities. The existing automated car wash is also being retained on site and will not be removed or replaced as part of the development.

Figure 8: Proposed Development Site Plan



The existing curbside parking along the northeast edge of the site will be mostly replaced by the new building; however, 13 new regular pull-in parking spots will be added as part of the development. Although no changes to the driveway accesses are proposed as part of the development, design drawings indicate that new landscaping around the perimeter of the site may be installed.

Construction will be carried out in a single phase and completion is anticipated by 2027.

4.2. Trip Generation and Assignment

As discussed in Section 2.6, the turning movement field counts included counting the inbound and outbound trips to the 2090 Lougheed site – these values can be found on Figure 6.

Since the number of fueling positions will not change and automated car wash will be retained on site, the only variable with regards to trip generation will be the size of the convenience store building. Specifically, the store will increase by a factor of 3, from about 1000 square feet to about 3000 square feet. As such, our process for forecasting trips for the new development consists of:

1. Calculating the trip ends for the 1200 square foot automated car wash using the ITE 12th Edition Trip Generation Manual (15 enter & 15 exit during the weekday peak hour, 19 enter & 20 exit during the weekend peak hour),
2. Subtracting the automated car wash trip ends from the actual peak hour trips counted on site (Figure 6) to estimate the existing convenience store trips,
3. Multiplying the existing convenience store trips by a factor of 3 to estimate the post-development convenience store trips,

4. Add the automated car wash trips (from step 1) to the post-development convenience store trips for the total post-development site trips.

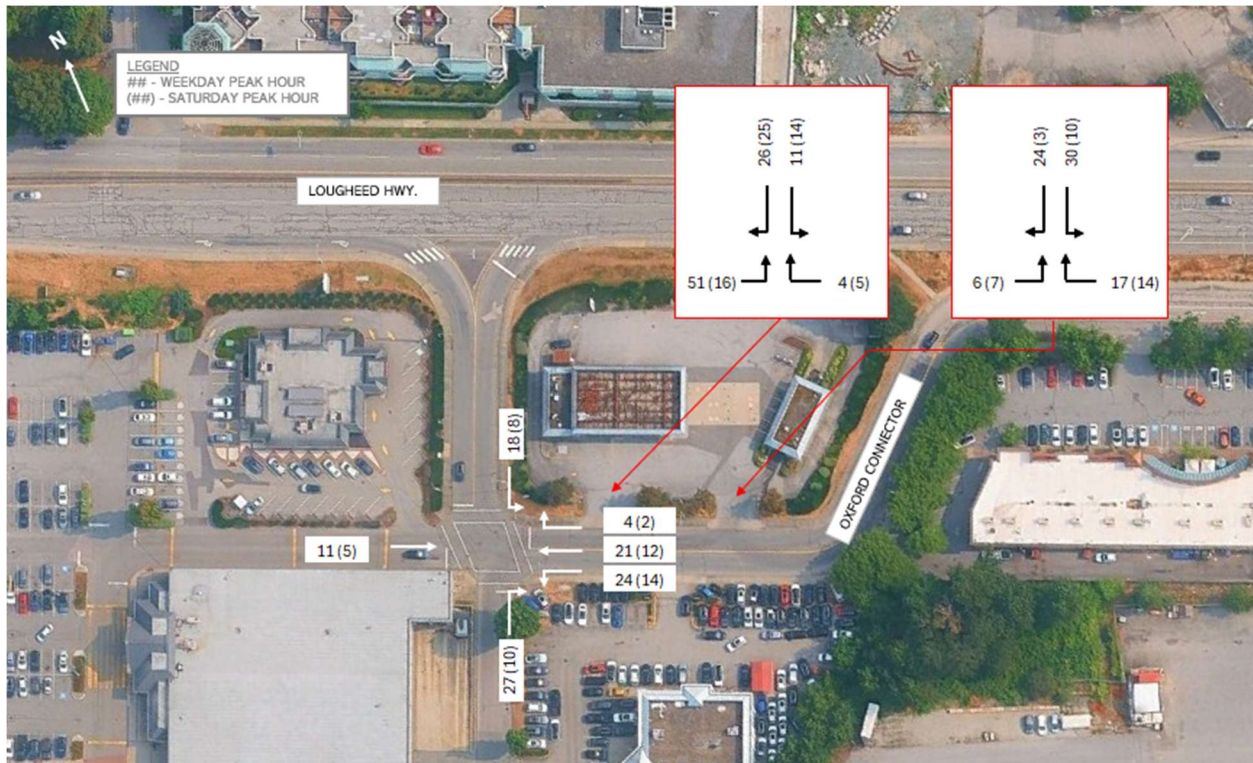
Table 3: Trip Generation

	Existing Trips (1000 ft ² store and automated car wash) – counted on site	Automated Car Wash (per ITE 12 th Ed.)	Existing Convenience Store Trips	Estimated Trips for Proposed Convenience Store (3000 ft ² store)	Post Development Trips (3000 ft ² store and automated car wash)	Incremental Trips (additional off-site trips resulting from the development)
Enter	54 (40)	15 (19)	39 (21)	117 (63)	132 (82)	78 (42)
Exit	60 (46)	15 (20)	45 (26)	135 (78)	150 (98)	90 (52)

Note: ## (###) = Weekday Peak (Saturday Peak)

Trips generated are assumed to be distributed and assigned to the network in the same proportions as existing traffic (i.e. split between southbound left or right out of a driveway, eastbound left or westbound right into a driveway). Ultimately, the incremental new vehicle trips calculated for the proposed development are shown in Figure 9: Incremental Site Generated Trips for each movement.

Figure 9: Incremental Site Generated Trips (VPH)



It is noted that the new vehicle trips summarized in Figure 9 do not include a pass-by trip reduction. Pass-by trips are included in the analysis because these types of trips (i.e. passersby from Lougheed Highway) are accounted for once vehicles leave Lougheed Highway and in the context of the study area are treated as primary trips.

4.3. Post Development Traffic Volumes

Finally, to obtain the Opening Day post-development traffic volumes, the new vehicle trip values summarized in Figure 9 are added to the Existing Condition traffic volume values (Figure 6). To estimate the post development traffic volumes at the 5-Year horizon, the new vehicle trip values are added to the Future Background traffic volumes (Figure 7).

Table 4: 4-Way Stop Traffic Operations, Post Development

Movement	Post-Development			
	LOS	V/C ratio	Delay (s/veh)	Queue (veh)
<u>Opening Day (2027)</u>				
NB R/L/T	B(B)	0.39(0.35)	12.1(11.4)	2(2)
SB R/L/T	B(B)	0.43(0.37)	13.6(12.3)	2(2)
EB R/L/T	B(B)	0.28(0.22)	11.6(10.7)	1(1)
WB R/L/T	C(C)	0.62(0.61)	17.9(17.0)	4(4)
<u>5-year Post Construction Horizon (2033)</u>				
NB R/L/T	B(B)	0.42(0.43)	12.9(13.0)	2(2)
SB R/L/T	B(B)	0.47(0.43)	14.6(13.7)	3(2)
EB R/L/T	B(B)	0.30(0.25)	12.2(11.6)	1(1)
WB R/L/T	C(C)	0.68(0.68)	20.8(20.8)	5(5)

Note: ## (###) = Weekday Peak (Saturday Peak)

The addition of development traffic on Opening Day has minimal impacts to traffic operations, with all movements continuing to operate at LOS C or better.

Under the opening day plus 5-year horizon (2032) conditions:

- **Without development traffic (future background conditions):** All approaches operate at LOS B except for Westbound during the Saturday peak, which is LOS C.
- **With development traffic:** the westbound approach experiences LOS C during the weekday peak as well as the Saturday peak (all other approaches remain at LOS B).

Figure 10: Traffic Volumes, Opening Day (2027) (VPH)

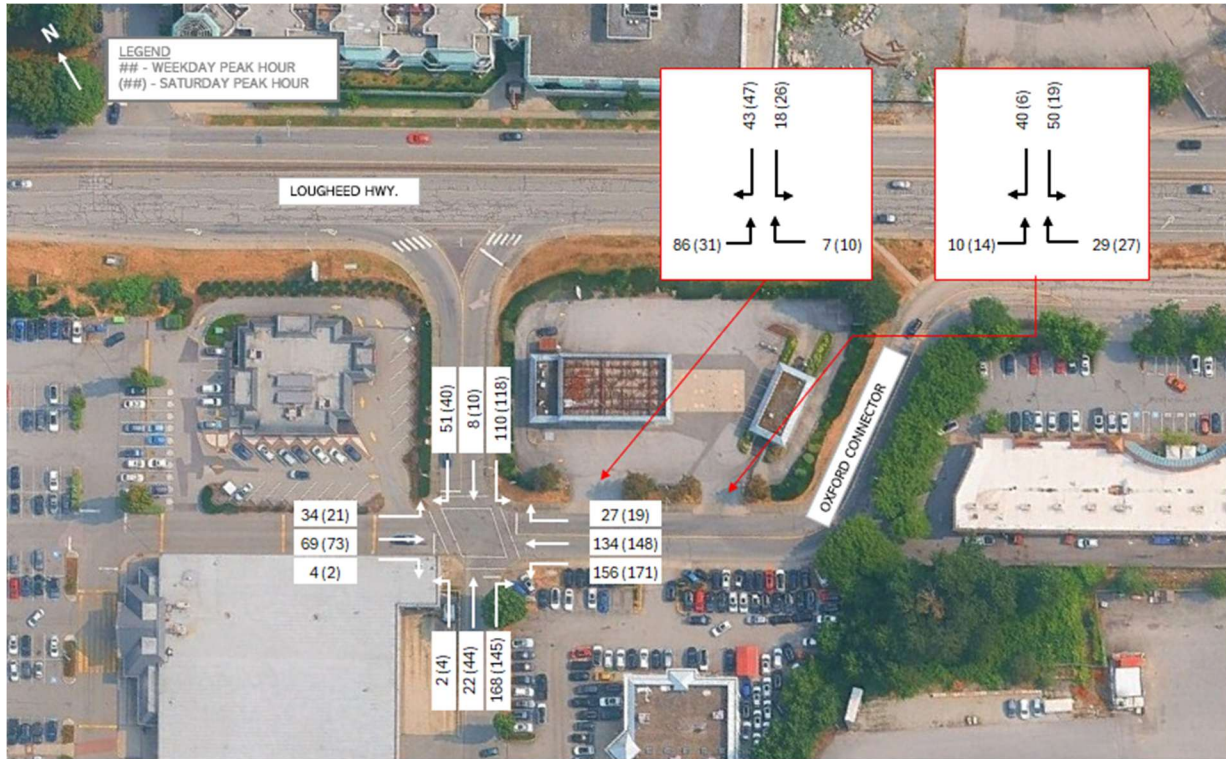
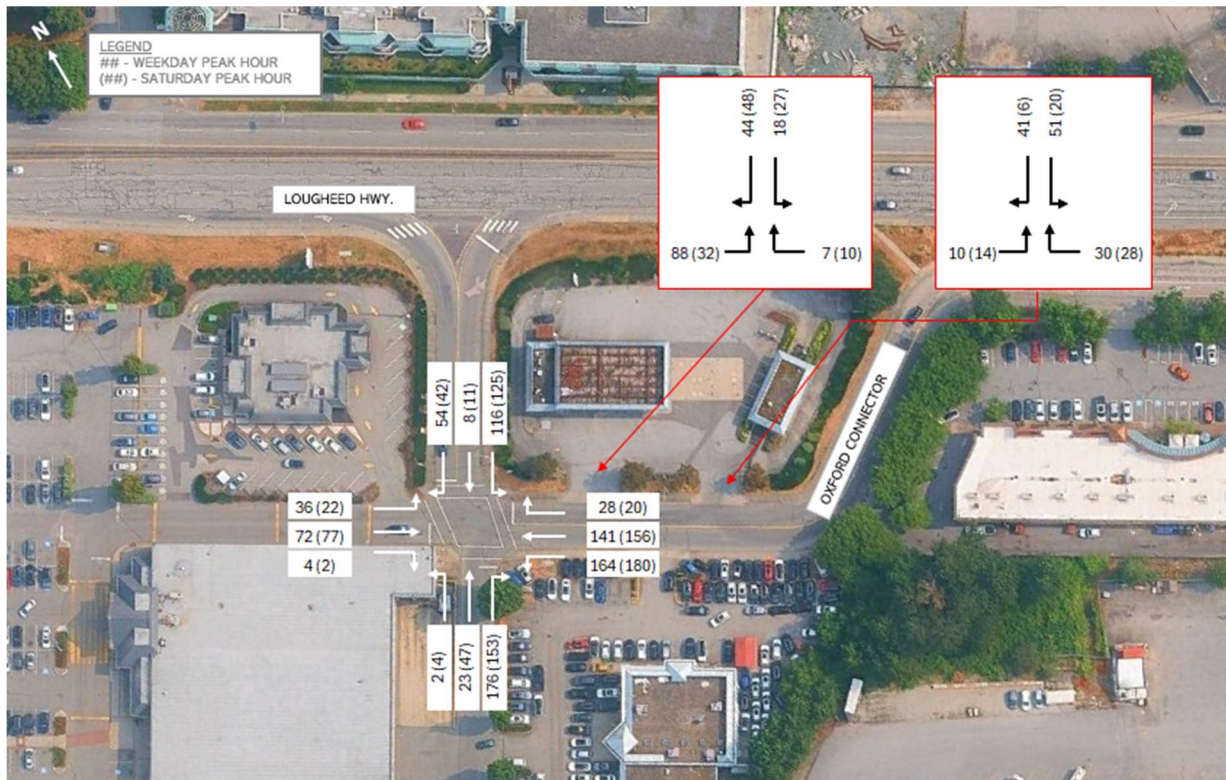


Figure 11: Traffic Volumes, 5-Year Horizon (2032) (VPH)



5. Site Access and Circulation Review

5.1. Circulation

On-site turning movements for trucks (using design vehicles Ford F150 and BTD per TAC-2017) have been analyzed during the detailed design of the project. Turning diagrams can be found in Appendix A. No changes to the driveway configurations are proposed, including the inbound/outbound movements. The on-site turning diagrams indicate that all expected movements are feasible for the design vehicles, the BTD may temporarily block the western driveway during refueling operations; however, the east access would remain open to all users during this operation and drivers will still be able to get to the proposed convenience store.

5.2. Site Access, Egress, and Sightlines

Based on a visual review during our site visits and the results of the Synchro analysis, no issues were noted with the existing driveway configuration. However, one opportunity for safety improvement was identified during our site visits. The eastern driveway access is located relatively close to a sharp horizontal curve in Oxford Connector. In the existing condition, landscaping shrubs are present on the southern corner of the site (Figure 12) which impact the intersection sightline for southbound left movements out of the site. It is recommended that these bushes be removed and replaced with low-growing landscaping.

Figure 12: Shrubs impacting intersection sightline (Google Street View, 2023 image)



6. Impact Assessment

6.1. Traffic Operations

Overall, the effect of additional traffic due to the site redevelopment is minor with the change level of service being on the westbound approach in the PM peak hour with the change in LOS from B to C, but remains well within the range of acceptable operations. Moreover, impacts on the community are expected to be negligible and the existing infrastructure will be able to manage the nominally increased traffic volumes.

6.2. Traffic Signal Warrant

A traffic signal warrant was carried out using the Traffic & Pedestrian Signal Head Warrant methodology from TAC. This methodology uses average hourly volumes over the 6-hour peak period as input values. For this analysis, the forecasted peak Saturday afternoon hour volumes for the 5-year horizon (2032) were used instead of the 6-hour average for conservatism. Even under these traffic conditions, a traffic signal is not warranted for the study intersection.

6.3. Queuing

The critical approach with regards to queuing is the westbound leg of the study 4-way intersection, since there is potential for queues to conflict with the driveway accesses to the site. In the existing conditions, the 95th percentile queue is calculated to be 3 vehicles in the PM peak hour, which is consistent with observed conditions. This means queues to extend to the western site access but will rarely extend far enough to completely block it, vehicles turning left into the site will be able to use the western access. However, with background growth only (i.e., no site redevelopment), it is expected that the 95th percentile queue will increase by one vehicle, which will fully block the western access, but will not affect the eastern access. While there is potential for a vehicle to wait until the queue clears before making a left turn into the site, it is more likely that drivers will use the eastern access. In the post-development condition, the 95th percentile theoretically extends to five vehicles. In reality, the longer queue is caused by drivers leaving the site. If leaving from the west access, they will need to wait on-site for a gap and will not be contributing to the queue. The east access will be not be affected by a five-vehicle queue and the net effect is the same as background conditions. Overall, the queuing effects may be inconvenient for visitors to 2090 Lougheed Highway but will have little effect on off-site operations.

6.4. Parking

Port Coquitlam Bylaw No. 4078, Section 8 states that the required number of on-site parking spots for a gasoline service station is 1 per service bay plus 1 space per 2 employees. Since the proposed number of parking spots will be at least 13, the development is compliant with this bylaw. Since sufficient parking is provided on the proposed development site, and because there is permitted on-street parking nearby there will be no effect to on-street parking.

6.5. Active Transportation

The existing sidewalks along Oxford Connector are not heavily utilized based on our observations on-site, which included pedestrian counts crossing each leg of the study 4-way intersection. The existing sidewalks in the study area are sufficient to manage the volumes of pedestrian traffic observed and have room to accommodate significant growth in pedestrian utilization.

7. Conclusions

No traffic management mitigation measures are recommended for the study area as the impacts to the transportation network as a result of the proposed development are expected to be minor and relate only to the Oxford Connector 4-way stop.

It is recommended that landscaping fronting the site near the driveway accesses, particularly in the south corner of the site adjacent to the horizontal curve in Oxford Connector, be replaced with low-height plant species or other short landscaping elements to improve intersection sight distances.

Appendix A

Turning Movement Drawing



EXP
275 - 3001 Wayburne Dr.
Burnaby, British Columbia V5G 4W3 | Canada
t: +(604) 874-1245 | exp • com

TERMS OF INSTRUMENT- PART 2

SECTION 219 COVENANT

THIS AGREEMENT dated for reference the ____ day of _____, 2026

BETWEEN:

7-ELEVEN CANADA, INC.

3200 Hackberry Road
Irving, Texas 75063 USA

(the “**Owner**”)

AND:

THE CORPORATION OF THE CITY OF PORT COQUITLAM

2580 Shaughnessy Street
Port Coquitlam, BC V3C 2A8

(the “**City**”)

GIVEN THAT:

- A. The Owner owns certain land and improvements in Port Coquitlam, British Columbia, legally described as follows:

PID: 023-183-985, Parcel A District Lot 464 Group 1 New Westminster District Plan LMP24669

(the “**Land**”);
- B. The Owner wishes to redevelop the Land as a commercial development that includes a convenience store;
- C. The City has public safety concerns associated with the operation of a convenience store on the Land which may impact the use and enjoyment of nearby residences and businesses and the Owner has agreed to implement certain measures with respect to the design of the convenience store and the balance of the Land and with respect to the operation of the convenience store, all as more particularly set out herein, in an effort to address such concerns; and
- D. Section 219 of the *Land Title Act* permits the registration of a covenant of a negative or positive nature in favour of the City that may include provisions in respect of the use of land or a building on or to be erected on land, or that land is or is not to be built on or is not to be subdivided except in accordance with the covenant.

THIS AGREEMENT is evidence that in consideration of \$1.00 paid by the City to the Owner and other good and valuable consideration (the receipt and sufficiency of which the Owner acknowledges), the Owner grants to and covenants and agrees with the City as follows:

1. **Use of Land** - The Land, and any structures or buildings on or to be constructed or placed on the Land, may only be subdivided, used or built upon in accordance with this Agreement.
2. **Safety Measures** - The Owner covenants and agrees not to occupy or use or permit any other person to occupy or use the Land or any part of the Land as a convenience store unless the Owner, in an effort to address potential public safety concerns on the Land:
 - (a) installs and maintains building entrances and exits for the building on the Land substantially as shown in the plans attached as Schedule A hereto or in such other locations first approved in writing by the City; **[NTD: Include DP drawings that show entrances and exits for the building.]**
 - (b) installs and maintains on the Land a CCTV surveillance system with clear sightlines to enable convenience store staff to monitor activities on the Land;
 - (c) installs and maintains on the Land landscaping substantially as shown in the landscape plans attached as Schedule B hereto or in accordance with such plans as may otherwise be approved in writing by the City for the purpose of enabling improved surveillance and limiting opportunities for unwanted activities on the Land; **[NTD: Include DP drawings that show landscaping for the site.]**
 - (d) installs and maintains capping on any exterior water taps and electrical outlets on the Land;
 - (e) ensures that, when reasonably required, on-site or on-call security services are available to convenience store staff to support them in maintaining public safety on the Land;
 - (f) does not provide public WIFI access on the Land; and
 - (g) installs and maintains signage restricting trespass and loitering on the Land substantially similar to the signage contemplated in Schedule C hereto or as may otherwise be approved in writing by the City. **[NTD: Include applicable signage drawings if available. If not available by the relevant time revise this provision to read “installs and maintains signage restricting trespass and loitering on the Land approved in writing by the City.” and remove Schedule C.]**
3. **Indemnity** - The Owner hereby releases the City, and indemnifies and will save the City harmless, from and against any and all actions, causes of actions, suits, claims (including claims for injurious affection), costs (including legal fees and disbursements), expenses, debts, demands, losses (including economic loss) and liabilities of whatsoever kind arising out of or in any way due or relating to the granting or existence of this Agreement, the restrictions or obligations contained in this Agreement, the use of the Land in a manner

that contravenes this Agreement, or the performance or non-performance by the Owner of this Agreement that the City is or may become liable for, incur or suffer, including any steps taken by the City to enforce this Agreement.

4. **Specific Relief** – The parties agree that because of the public interest in ensuring compliance with the terms of this Agreement, the public interest strongly favours the award of a prohibitory or mandatory injunction, or an order for specific performance or other equitable relief (without posting a bond or other security), by the Supreme Court of British Columbia at the instance of the City, in the event of an actual or threatened breach of this Agreement in addition to all other rights and remedies available at law or in equity to the City, including the right to claim monetary damages for breach of any provision of this Agreement.
5. **No Effect on Powers** - This Agreement does not:
 - (a) affect or limit the discretion, rights or powers of the City under any enactment;
 - (b) affect or limit the application of any enactment to the Land; or
 - (c) relieve the Owner from complying with any enactment, including in relation to the use of the Land.
6. **Runs With Land** - Every obligation and covenant of the Owner in this Agreement constitutes both a contractual obligation and a covenant granted under section 219 of the *Land Title Act* in respect of the Land.

This Agreement burdens and runs with, and binds the successors in title to, the Land and each and every part into which the Land may be subdivided or consolidated by any means, except that:

 - (a) in the event the Land is subdivided by means of an air space plan or strata plan pursuant to the *Strata Property Act*; and
 - (b) used exclusively for residential purposes,

then, upon written request of the Owner, the City shall execute a registrable release of this Agreement from title, with such release to be prepared by the Owner to the satisfaction of the City and registered at the Land Title Office at the expense of the Owner.
7. **No Tort Liability** - This Agreement creates only contractual obligations and obligations arising out of the nature of this document as a covenant under seal. No tort obligations or liabilities of any kind exist between the parties in connection with the performance of, or any default under or in respect of, this Agreement. The intent of this section is to exclude tort liability of any kind and to limit the parties to their rights and remedies under the law of contract and under the law pertaining to covenants under seal.
8. **No Obligation To Enforce** - The rights given to the City by this Agreement are permissive only and nothing in this Agreement imposes any legal duty of any kind on the City to any

one, or obliges the City to enforce this Agreement, to perform any act or to incur any expense in respect of this Agreement.

9. **No Public Law Duty** - Where the City is required or permitted by this Agreement to form an opinion, exercise its discretion, express satisfaction, make a determination or give its consent, the City is under no public law duty of fairness or natural justice in that regard and the City may do any of those things in the same manner as if it were a private party and not a public body.
10. **Waiver** - An alleged waiver of any breach of this Agreement is effective only if it is an express waiver in writing of the breach in respect of which the waiver is asserted. A waiver of a breach of this Agreement does not operate as a waiver of any other breach or continuing breach of this Agreement.
11. **Priority** - The Owner will, at the Owner's expense, do or cause to be done all acts reasonably necessary to register this Agreement against title to the Land with priority over all financial charges, liens and encumbrances registered or pending registration at the time of application for registration of this Agreement against title to the Land.
12. **Interpretation** - In this Agreement:
 - (a) reference to the singular includes a reference to the plural, and vice versa, unless the context requires otherwise;
 - (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
 - (c) the term "enactment" has the meaning given to it under the *Interpretation Act* (British Columbia) on the reference date of this Agreement;
 - (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
 - (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
 - (f) reference to a particular numbered section or article, or to a particular lettered Schedule, is a reference to the correspondingly numbered or lettered article, section or Schedule of this and any Schedules to this Agreement form Part of this Agreement;
 - (g) reference to a "party" is a reference to a party to this Agreement and to their respective heirs, executors, administrators, successors, assigns, trustees, receivers, agents, officials, employees and invitees, where the context requires or allows;
 - (h) time is of the essence;

- (i) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.
- 13. **Further Assurances** - The Owner must do and cause to be done all things and execute all documents necessary to give effect to the intention of this Agreement.
- 14. **Severance** - If any part of this Agreement is for any reason held to be invalid by a decision of a court with the jurisdiction to do so, the invalid portion is to be considered severed from the rest of this Agreement and the decision that it is invalid does not affect the validity of the remainder of this Agreement.
- 15. **Governing Law** - This Agreement shall be governed by and construed in accordance with the laws of the Province of British Columbia.
- 16. **Enurement** - This Agreement and each and every provision hereof will enure to the benefit of and be binding upon the parties and their respective heirs, executors, administrators, successors and assigns, as the case may be.
- 17. **Entire Agreement** - This Agreement is the entire agreement between the parties regarding its subject.
- 18. **Contract and Deed** - By executing and delivering this Agreement, each of the parties intends to create both a contract and a deed executed and delivered under seal.

As evidence of their agreement to be bound by the terms of this instrument, the parties each have executed and delivered this Agreement under seal by executing Part 1 of the *Land Title Act* Form C to which this Agreement is attached and which forms part of this Agreement.

SCHEDULE A

PLAN – BUILDING ENTRANCES AND EXITS

[insert excerpt of DP plans showing building entrances and exits]

SCHEDULE B

PLAN – LANDSCAPING

[insert excerpt of DP plans showing landscaping]

SCHEDULE C

PLAN – SIGNAGE

[insert plans showing “no trespassing or loitering” signage]

END OF DOCUMENT