

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

October 8, 2019

**Immediately following the close of the Committee of the Whole
Meeting commencing at 1:30 p.m.
Blaney Room, 1st Floor, City Hall**

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification. The meeting is live streamed and recorded by the City of Maple Ridge.

1. APPROVAL OF THE AGENDA

2. ADOPTION OF MINUTES

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

4. UNFINISHED AND NEW BUSINESS

4.1 Maple Ridge-Pitt Meadows Area Transport Plan

Presentation by TransLink Representatives

Staff report dated October 8, 2019 recommending that the Maple Ridge-Pitt Meadows Area Transport Plan be endorsed.

4.2 Update on Maple Ridge Tree Bylaw Survey and Process

Staff report dated October 8, 2019 recommending that the Tree Bylaw Survey and Process be endorsed.

4.3 Department Update – Bylaws and Licencing

Presentation by the Manager of Bylaw and Licensing Services

4.4 Business, Industrial and Farm Property Tax Property Tax Comparisons

Staff report dated October 8, 2019 providing information and comparisons on Business, Industrial and Farm property tax rates.

5. **CORRESPONDENCE**

5.1 **Upcoming Events**

By Invitation to Mayor and Council

Tuesday, October 8 7:15 – 9:15 am	UDI Breakfast Seminar – TransLink CEO, Kevin Desmond Transportation, Technologies and Strategies, Crystal Pavilion Ballroom, Pan Pacific Vancouver Host: Urban Development Institute (UDI)
Wednesday, October 9 11:30 am – 2:00 pm	Life After School Transition (LAST) Committee- Annual Community Living Month Free Inclusion BBQ & Party, Greg Moore Youth Centre, Maple Ridge Host: School District No. 42 and partners LAST Committee
Tuesday, October 15 1:00 – 1:30 pm	Chesquenele Elementary Community Open House, 24093 104 Avenue, Maple Ridge Host: School District No. 42


General Community Events

Thursday, October 10 10:00 am – 2:00 pm	Classic Coffee Concert – Pianopoly, The ACT Arts Centre, Maple Ridge Host: The ACT Arts Centre
Thursday, October 10 1:00 – 3:00 pm	Transit Training for Seniors, Blaney Room – City Hall, Maple Ridge Host: TransLink & Seniors Network
Saturday, October 12 9:00 am – 2:00 pm	Haney Farmers Market, Memorial Peace Park, Maple Ridge Organizer: Haney Farmers Market
Sunday, October 13 3:00 – 5:00 pm	View from a Window, The ACT Arts Centre, Maple Ridge Host: Seniors Create Project in partnership with the South Granville Seniors Centre

6. **BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL**

7. **MATTERS DEEMED EXPEDIENT**

8. **ADJOURNMENT**

Approved: 
Date: 2019-10-08

Space below for Clerk's Department Use Only	
Checked by: <u>AS</u> Date: <u>Oct 2, 2019</u>	Checked by: <u>JM</u> Date: <u>Oct 4, 2019</u>

TO: His Worship Mayor Michael Morden MEETING DATE: October 8, 2019
and Members of Council FILE NO: 16-8330-20
FROM: Chief Administrative Officer MEETING: Workshop
SUBJECT: Maple Ridge-Pitt Meadows Area Transport Plan

EXECUTIVE SUMMARY:

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating the regional transportation system. Since Metro Vancouver is large with diverse needs, TransLink focuses on smaller sub-regions through Area Transport Plans (ATP) in order to ensure local context and concerns are understood and reflected in the planning. To plan for transit service and infrastructure, walking, cycling, driving and goods movement in Maple Ridge and Pitt Meadows, as well as important connections to nearby areas, TransLink worked with municipal partners including Maple Ridge staff, stakeholders, the BC Ministry of Transportation and Infrastructure (MoTI), and the public to formulate the Maple Ridge-Pitt Meadows ATP.

This report provides a brief overview of the Maple Ridge-Pitt Meadows ATP especially the Plan's process, the public and stakeholder engagement and key improvements for Maple Ridge.

RECOMMENDATION:

That the Maple Ridge-Pitt Meadows Area Transport Plan be endorsed.

DISCUSSION:

a) **Background Context:**

The Maple Ridge-Pitt Meadows Area Transport Plan (ATP), attached, establishes a "blueprint" for how resources can be allocated over the next 10 to 15 years to improve transit and transportation in Maple Ridge in a way that is responsive to local needs and consistent with Regional objectives as outlined in Metro Vancouver's Regional Growth Strategy.

The ATP identifies strategies and recommended actions for transit and transportation improvements within Maple Ridge and Pitt Meadows. Recommendations have been identified for the following areas: Transit service and infrastructure, Regionally-significant cycling, Regionally-significant walking, and Regional roads and goods movement.

The ATP planning process included two phases:

Phase 1: This phase involved a thorough review of the local transit service and the condition assessment of supporting infrastructure, as well as aspects of cycling and walking within the area. It included research into land use planning and anticipated future growth, current travel patterns and other local conditions. Stakeholder and public engagement during this phase focused on obtaining feedback on items that were important to the community and how improvements can be made to the transit and transportation network.

Phase 2: This phase included developing strategies and actions to address the issues identified in Phase 1. In this phase TransLink sought public and stakeholder input on more than 20 potential changes to bus routes throughout the sub-region, as well as walking, cycling, and road network strategies. Final recommendations resulting from the overall effort put into Phase 2 were based on technical analysis and input from local government partners, such as Maple Ridge staff.

The ATP process involved working with advisory committees and government partners, the details are as follows:

Public Advisory Committee: Membership was comprised of selected individuals who live in Maple Ridge or Pitt Meadows and who were currently serving on existing municipal advisory committees related to transportation. The Public Advisory Committee supported the public and stakeholder engagement process, helped to interpret input from the public, and reviewed engagement materials. The group met two times during the planning process.

Government Working Group: Membership included local government transportation staff. Roles included providing review and guidance on technical content and the planning process. This group met 10 times throughout the process.

Mayor and Council: The TransLink team presented to Maple Ridge Mayor and Council throughout the course of developing the plan. These meetings were to provide updates on the planning process, including feedback from public consultation events, and to receive strategic direction at critical stages in the development of the ATP. City Council meeting check-ins occurred six times.

Details regarding stakeholder and public engagements are shown in Attachment B.

As part of the ATP process some key improvements for Maple Ridge in the near-term include:

- Adding **Sunday service** so that all routes in Maple Ridge are 7 days a week (including service to Ridge Meadows Hospital)
- Increase **Saturday frequency** between Haney Place and Meadowtown (743/744) and between Haney Place and Albion (745/746)
- Extending **hours of operation** so that all routes in Maple Ridge meet TransLink Transit Service Guidelines
- Later service in the evening to Albion and East Maple Ridge

Medium and Long Term strategies proposed in the ATP will improve:

- Transit Service
- Regional Cycling Connections
- Pedestrian connections to transit
- Goods movement and regional roadways

b) Desired Outcome:

The Maple Ridge-Pitt Meadows ATP establishes a “blueprint” for how resources can be allocated over the next 10 to 15 years to improve transit and transportation in Maple Ridge in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver’s Regional Growth Strategy.

c) Strategic Alignment:

This aligns with Council’s priority focus on “Growth” by implementing strategic plans related to infrastructure, transportation corridors, transit and key amenities.

d) **Citizen/Customer Implications:**

Citizens will benefit from the implementation of the Maple Ridge-Pitt Meadows ATP which identifies recommendations to improve services related to transit, infrastructure, regionally significant walking and cycling, and the Major Road Network and goods movement.

e) **Interdepartmental Implications:**

The ATP will serve as a one of the reference documents for the City's Strategic Transportation Plan (STP) update starting next year. The STP provides guidance with regards to transportation related infrastructure for various City departments including Planning and Engineering.

f) **Business Plan/Financial Implications:**

Recommendations in this plan may be implemented in a number of different ways. Some programs may be funded directly by TransLink while others through cost-share funding programs offered by TransLink with local governments.

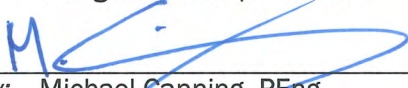
CONCLUSIONS:

Area Transport Plans support and inform key planning processes such as TransLink's Transport 2050 (currently under development) and the Mayors' Council 10-Year Vision, which work together to establish the region's long-term transportation vision, overall goals, targets, policy direction, and investment priorities.

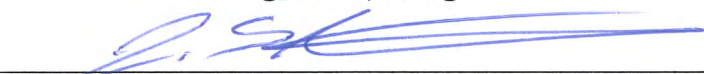
The Maple Ridge-Pitt Meadows ATP identifies recommendations related to transit service and infrastructure, regionally significant walking and cycling, and the Major Road Network and goods movement. The plan will ensure that the current and future transportation investment decisions in Maple Ridge are implemented in accordance with resident needs, municipal land use plans, and integrated with other modes of transportation, thereby providing more travel options for people in Maple Ridge and the region.



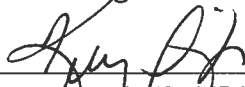
Prepared by: Purvez Irani, PEng., PTOE
Manger of Transportation



Reviewed by: Michael Canning, PEng.
Acting Municipal Engineer



Approved by: James Storey, ASCT.
Acting General Manager Engineering Services



Concurrence: Kelly Swift, MBA
Acting Chief Administrative Officer

Attachments:

- (A) Maple Ridge-Pitt Meadows Area Transport Plan
- (B) Public Engagement and Participation



September 24, 2019

TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

Dear Mayor Morden

RE: Maple Ridge-Pitt Meadows Area Transport Plan Endorsement

Attached is the final draft of the Maple Ridge-Pitt Meadows Area Transport Plan. We will be presenting this plan to Council on October 8th and are seeking endorsement from Mayor and Council.

Having presented to Council five times during the process and with more than 2,000 survey responses and 1,100 in-person interactions, the plan reflects the issues and opportunities identified by the community and will provide a strong blueprint for improving the transportation network over the next 10 to 15 years.

We are seeking endorsement at this time in order to align with our internal implementation process and deadlines relating to the quarterly service change schedule. Once we have a final plan, we will work to deliver near-term transit improvements within the funding allocated to Maple Ridge and Pitt Meadows as part of the Phase 2 Investment Plan.

Area Transport Plans are an important opportunity to ensure that local context and needs are understood and reflected in our planning, and so we'd like to thank you, Council, and City staff for all the support throughout the process. It has been an enjoyable collaboration and we look forward to implementing the plan over the coming years.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Ross", with a long horizontal flourish extending to the right.

Sarah Ross
Director, System Planning

Bay
2

T   Bus Stop #
57577

701 Haney Place
701 Mission City
Station
Limited service
722 Bonson
791 Haney Place

For Real Time Buses, text stop number & route number to 33333
or call 1-800-667-8282, visit translink.ca, or call 604-253-3000

Maple Ridge- Pitt Meadows Area Transport Plan

SEPTEMBER 2019 DRAFT



Maple Ridge-Pitt Meadows Area Transport Plan

SEPTEMBER 2019

Table of Contents

INTRODUCTION	2
DEVELOPING THE PLAN	4
ISSUES AND OPPORTUNITIES	6
PUBLIC ENGAGEMENT	10
EVALUATING RECOMMENDATIONS	14
RECOMMENDATIONS	16
Transit service and infrastructure	16
Regionally-significant walking	24
Regionally-significant cycling	27
Regional Roads and Goods Movement	30
NEXT STEPS	33

Appendices

1. TRANSIT ISSUES AND OPPORTUNITIES ASSESSMENT
2. WALK, BIKE, ROADS ISSUES AND OPPORTUNITIES ASSESSMENT
3. PHASE 1 CONSULTATION SUMMARY
4. PHASE 1 CONSULTATION HIGHLIGHTS HANDOUT
5. PHASE 2 CONSULTATION SUMMARY

Note: appendix documents are referenced throughout the document and can be reviewed online at www.translink.ca/mrpm

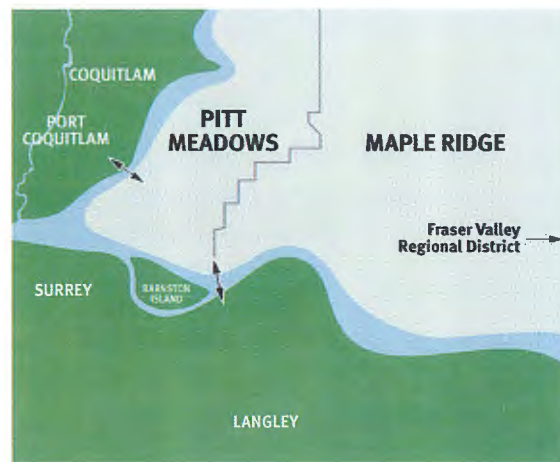
Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. Recognizing that Metro Vancouver is large and diverse, TransLink focuses on smaller sub-regions through Area Transport Plans in order to ensure local context and needs are understood and reflected in our planning. To plan for transit service and infrastructure, walking, cycling, driving and goods movement in Maple Ridge and Pitt Meadows as well as important connections to nearby areas, TransLink worked with municipal partners, stakeholders, the BC Ministry of Transportation and Infrastructure (MoTI), and the public.

The Maple Ridge-Pitt Meadows Area Transport Plan establishes a “blueprint” for how resources can be allocated over the next ten to fifteen years to improve transit and transportation in the sub-region in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver’s Regional Growth Strategy.

Area Transport Plans support and inform key planning processes like TransLink’s *Transport 2050* (currently under development) and the Mayors’ Council 10-Year Vision— which work together to establish the region’s long-term transportation vision, overall goals, targets, policy direction, and investment priorities. Area Transport Plans also consider municipal land use and transportation plans, to ensure that the local transit network supports existing and expected land use and travel patterns. The planning process considers customer experience, transportation and ridership data, and feedback from the public, stakeholders and local governments.

Plan recommendations will be considered for implementation alongside other regional priorities and as funding allows, with funding



levels being set in investment plans that balance TransLink expenditures and revenues. TransLink’s legislation requires investment plans to be updated every three years at a minimum.

The plan will help to ensure that current and future transportation investment decisions in Maple Ridge and Pitt Meadows are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and the transportation network to provide more travel options for people who travel in or through the sub-region.

Major Investments in Transit and Future Transit Planning

TRANSPORT 2050

The Maple Ridge-Pitt Meadows Area Transport Plan is focused on improving the local transportation network over the next 10 years. However, there are several larger projects that are beyond the scope of the Area Transport Plan that will be reviewed as part of TransLink's update to the Regional Transportation Strategy, *Transport 2050*.

- **Rapid transit expansion:** Regional priorities for rapid transit investment will be considered as part of the *Transport 2050* process. Planning for investments in rapid transit can take multiple years and is outside the scope of the Area Transport Plan, which focuses on improvements over the next 10-15 years.
- **Additional West Coast Express service:** Some West Coast Express upgrades were included as part of the Mayors' 10-Year Vision including expanded capacity and upgraded train vehicles. Additional opportunities for expansion including more trips, reverse commute direction service, and additional stations are outside the scope of the Area Transport Plan and may be addressed in *Transport 2050*.
- **Lougheed Corridor Long-Term Transit Study:** This study is happening concurrently with the Area Transport Plan in coordination with Metro Vancouver, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, and the BC Ministry of Transportation and Infrastructure. The purpose of this study is to gain a greater understanding of the potential for rapid transit on the Lougheed corridor between the cities of Coquitlam and Maple Ridge. It assesses the potential benefits of rapid transit and the relative performance of various rapid transit technologies and explores the linkages to regional and municipal growth and development.

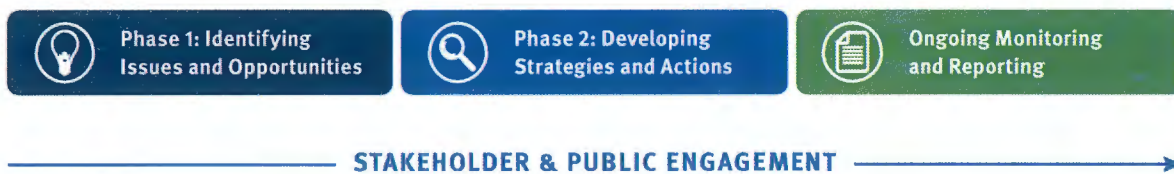
Visit the [Transport 2050](#) page to learn more.

RAPIDBUS

With the launch of R3 RapidBus (Lougheed Highway) in 2020, Maple Ridge and Pitt Meadows will have a fast and frequent connection to Coquitlam Central SkyTrain Station. Key features of RapidBus service include frequent all-day service, new articulated buses with hybrid engines, distinctive branding, and real-time information at bus stops.

Developing the plan

The Area Transport Plan planning process included analysis of current transportation challenges, an assessment of community values and expectations, and ultimately the identification and prioritization of various strategies and actions. These tasks took place in the following two phases and were guided by ongoing stakeholder and public consultation.



Phase 1: Identifying Issues and Opportunities

This phase involved a thorough review of local transit service and the condition of supporting infrastructure, as well as aspects of cycling and walking within the area. It included research into land use planning and anticipated future growth, current travel patterns and other local conditions. Stakeholder and public engagement during this phase focused on gathering feedback from the community on what's important and what we can do to improve the transit and transportation network.

Phase 2: Developing Strategies and Actions

Phase 2 focused on the development of transportation strategies and actions that make the most of the opportunities identified in Phase 1. In this phase we sought public and stakeholder input on more than 20 potential changes to bus routes throughout the sub-region, as well as other walking, cycling, and road network strategies. Our final recommendations were based on the feedback we received along with technical analysis and input from our local government partners.

Process for Developing Strategies and Actions in Phase 2

Step 1 - Idea Generation

Develop concepts, working ideas, and concepts

Step 2 - Collaborate

Share and refine ideas with internal experts and municipal partners

Step 3 - Consultation

Share ideas and consult with City Councils and public

Step 4 - Evaluate

Assess options using the evaluation framework

Step 5 - Review and Revise

Review and adjust based on feedback from public, staff, and City Council

Working with Advisory Committees and Government Partners

- **Public Advisory Committee:** Membership comprised of selected individuals who live in Maple Ridge or Pitt Meadows and who were currently serving on existing municipal advisory committees related to transportation. The Public Advisory Committee supported the public and stakeholder engagement process, helped to interpret input from the public, and reviewed engagement materials in advance of public distribution. This group met two times during the planning process.
- **Government Working Group:** Membership included local government transportation planning staff. Roles included providing review and guidance on technical content and the planning process. This group met ten times throughout the process.
- **Mayor and Council:** The TransLink team presented to the Mayor and Council of Maple Ridge and Pitt Meadows throughout the course of developing the plan. These check-ins were to provide updates on the planning process, including feedback from public consultation events, and to receive strategic direction at critical stages in the development of the Area Transport Plan. City Council meeting check-ins occurred six times for each municipality.

Issues and opportunities

Early in the planning process technical work was done to understand the local context, trends, and anticipated future developments that could influence transit and transportation demand in Maple Ridge and Pitt Meadows. Findings from this work, along with public and stakeholder feedback, informed the recommendations in this plan.

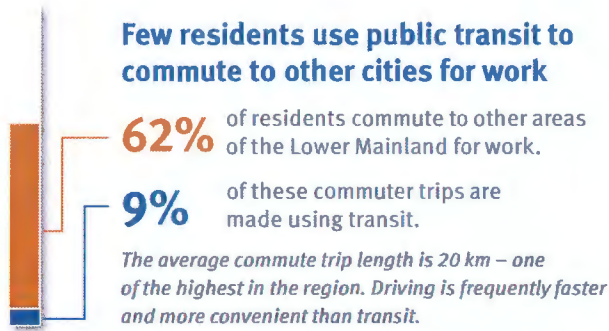
Technical work to analyze issues and opportunities included the following.

- 1. Land use analysis:** Reviewed municipal official community plans, local neighbourhood plans, and the Metro Vancouver *Regional Growth Strategy*. We looked at growth patterns and how they align with Transit Service Guidelines relating to transit-supportive land use and demand.
- 2. Travel market analysis:** Examined the *2011 Trip Diary* and other sources of data to better understand travel patterns to, from and within Maple Ridge and Pitt Meadows. This involved analyzing the origins and destinations for all trips, and whether those trips were made by transit, driving, walking, or cycling.
- 3. Transit analytics:** Analyzed the transit service metrics for each route using measures defined in the Transit Service Guidelines.
- 4. Transportation analysis:** Reviewed municipal transportation plans for walking, cycling, and regional roads. Identified issues and opportunities related to safety, gaps in the network, and missing connections to transit, among others.
- 5. Customer feedback and perceptions:** Reviewed customer feedback provided over the past several years related to transit service in the Maple Ridge and Pitt Meadows area, as well as in quarterly customer satisfaction and performance reviews, to better understand public perceptions and values related to transit and transportation.
- 6. Stakeholder and public engagement:** We asked the people who live, work or visit Maple Ridge and Pitt Meadows for input on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable.

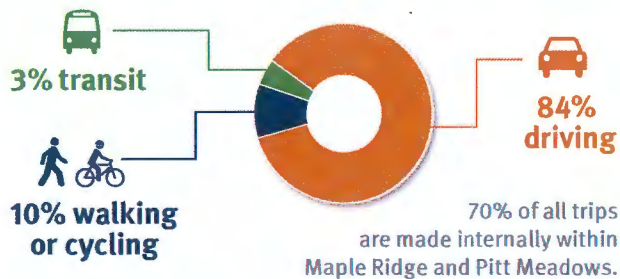


For more details on the issues and opportunities, refer to [Appendix 1](#) and [Appendix 2](#).

Current Context in Maple Ridge and Pitt Meadows



Transit is not well-used for local trips within Maple Ridge and Pitt Meadows



Transit options are typically not competitive with driving

- In order to provide transit to the less dense areas of the region, the existing transit network includes many circuitous, low frequency routes instead of direct, more frequent routes.
- Most parking is free throughout the area, making driving a more appealing option compared to transit.



Prior residential development outside the downtown core is mostly low-density and car-oriented

Rural areas of the region have limited east-west connections and poor connectivity that make it difficult to serve effectively and efficiently with transit.

Pedestrian safety is an issue outside of each community's Downtown

- There are gaps in the sidewalk network along the new R3 RapidBus corridor, as well as north-south connections to planned future RapidBus stops.
- There is a lack of safe pedestrian facilities along several corridors, including Haney Bypass.
- Safety issues include visibility, vehicle speed, safe crossing opportunities, and long distance between designated crosswalks.



Gaps and inconsistencies in the cycling network and supporting facilities

- Connections between Downtown Maple Ridge and Downtown Pitt Meadows need strengthening.
- Opportunity for high quality cycling support facilities at West Coast Express stations and in urban centres.



Some roadways have slower travel speeds and reliability issues

Slower and unreliable travel conditions near the Golden Ears and Pitt River Bridges may negatively impact the reliability of goods movement and efficient people movement by transit.

Road safety along Lougheed Highway may be improved

Between 2013 and 2017, the three locations in this sub-region with the greatest number of collisions leading to casualties were:

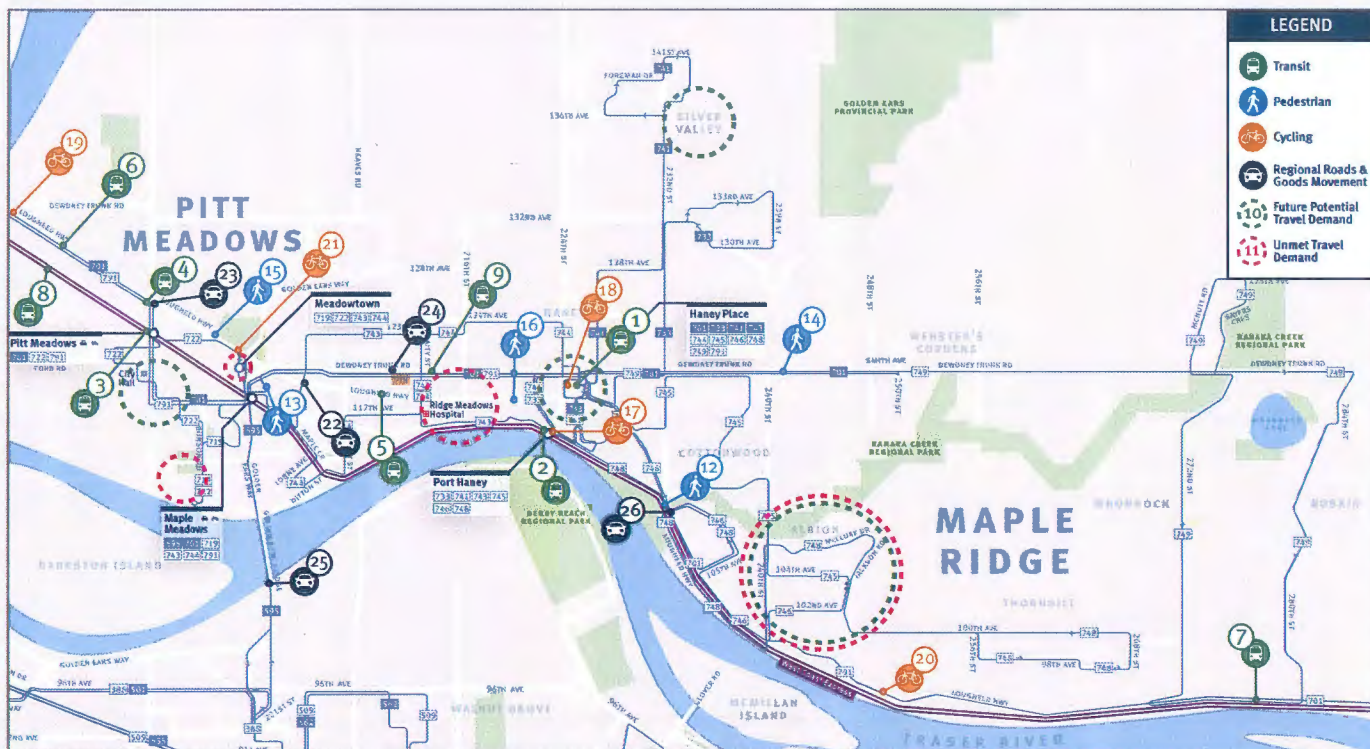
- Lougheed Highway at Harris Road
- Lougheed Highway at 203 Street
- Lougheed Highway at E Haney Bypass-Kanaka Way.



Issues & Opportunities

The issues and opportunities identified in the map below reflect feedback we received from the community during Phase 1 public engagement, input from municipal staff and each of their respective councils, as well as the technical analysis described earlier. This map is not intended to identify all of the transportation issues and opportunities in Maple Ridge-Pitt Meadows but rather illustrate selected “highlights” from each of the more detailed mode-specific maps contained in the appendices.

Figure 1: Issues & Opportunities map



Transit

- ① Transit exchanges, including Haney Place, and West Coast Express stations lack additional amenities such as washrooms. Implementation of the R3 RapidBus in 2020 will attract more riders to Haney Place.
- ② Buses that connect to the Port Haney West Coast Express are often full and pass-ups are common. The site is physically constrained and has limited operational flexibility.
- ③ Increasingly frequent rail traffic at Harris Road impacts transit speed, reliability and connections to the West Coast Express.
- ④ No transit connection at Harris and Lougheed from local transit service to the future RapidBus.
- ⑤ Lougheed Hwy may support additional transit priority measures.
- ⑥ 791 does not currently provide weekend service. No direct access on weekends to New West or the Expo Line.
- ⑦ Limited weekday-only service to Mission.
- ⑧ West Coast Express frequency and span of service is limited.
- ⑨ Regular congestion along Dewdney Trunk and Lougheed Hwy impacts transit speed and reliability.
- ⑩ Future Transit Demand: These are areas where population and job growth is likely to occur in the future, and that have limited or no transit service.
- ⑪ Unmet Transit Demand: These areas were identified during community engagement and identify locations where demand for transit exceeds current service levels.

Walking

- 12 Poor pedestrian infrastructure along Haney Bypass. High traffic speeds and limited opportunities to cross safely.
- 13 Opportunity to improve lighting and crossing safety along Hammond Road near Maple Meadows Station.
- 14 Limited sidewalks along Dewdney Trunk east of 240 St. High traffic speeds with limited opportunities to cross safely.
- 15 Opportunity to address gaps in the multi-use path along Lougheed Hwy.
- 16 Limited pedestrian crossing opportunities along Lougheed Hwy and Dewdney Trunk Road.

Cycling

- 17 Poor north-south cycling connectivity between Haney Place, Port Haney and 124 Avenue.
- 18 Opportunity for expanded bike parking at Haney Place Transit Exchange.
- 19 Improve cycling connections from Pitt Meadows through Mary Hill Bypass.
- 20 Potential future separated bike lane.
- 21 Opportunity to address gaps in the Major Bike Network along Lougheed Highway

Regional Roads & Goods Movement

- 22 Intersection of Lougheed Hwy and 203 St ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 23 Intersection of Harris and Lougheed Hwy ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 24 High traffic volume corridor that is regularly congested.
- 25 Following the toll removal, peak traffic volumes have increased by 20-35% resulting in constrained mobility conditions at the Golden Ears Bridge northside bridgehead — along the Lougheed Highway, Maple Meadows Way, and 113B Ave-203 St corridors.
- 26 Intersection of Lougheed Hwy, Kanaka Way and Haney Bypass ranks in the top 3 in the sub-region in terms of collisions that result in casualties.

Public engagement

Public and stakeholder engagement is a fundamental aspect of developing an Area Transport Plan. Whether engaging with residents who rely on public transit for their daily commute or hearing from those who only occasionally travel through an area, understanding the everyday issues and concerns allows TransLink to better understand the communities we serve.

What we did

The public consultation program was designed to engage a broad cross-section of the community and to allow for multiple opportunities to provide input. We used a variety of methods to reach out to the public and stakeholders to make sure they were aware of the planning process and opportunities to provide feedback. The Public Advisory Committee provided feedback on the consultation program, which included community public information sessions, meetings with specific stakeholder groups and an extensive public awareness campaign. Phase 1 consultation provided an early opportunity to engage those who live, work and play in the area

and begin the process of identifying opportunities to improve the local transportation network. This included a survey that utilized interactive web-map technology, in which respondents were able to note specific areas that were either challenging or provided positive transportation experiences. This feedback, along with our technical analysis, allowed us to identify issues and opportunities specific to transit, cycling and walking in Maple Ridge and Pitt Meadows.

A summary of public and stakeholder outreach and engagement activities is provided below.



Outreach

Phase 1 (April-June 2018)

3,700 posters and postcards distributed

- 3 unique media stories in print and online
- 2 newspaper advertisements
- 2 WCE station advertisements
- 20 bus pole advertisements
- 1,209 impressions on Facebook
- 644 video views on Facebook
- 2,174 project web page visits via personal computers
- 3,203 project web page visits via mobile devices

Phase 2 (April 2019)

5,200 postcards distributed

- 2 unique media stories in print and online
- 3 newspaper advertisements
- 4 WCE station advertisements
- 87 bus pole advertisements
- 3,522 clicks via social media (Facebook, Instagram, Google)
- 1,866 project web page visits via personal computers
- 4,407 project web page visits via mobile devices



Engagement summary



Engagement

Phase 1 (April-June 2018)

1 online survey
 6 public information sessions
 1 meeting with public advisory committee (PAC)
 2 city council workshops
 6 presentations to stakeholder groups
 1,160 online surveys completed
 872 in-person interactions



Phase 2 (April 2019)

1 online survey
 2 pop-ups at transit locations
 4 public information sessions
 1 information session for students
 1 information session for transit operators
 1 meeting with public advisory committee (PAC)
 2 city council workshops
 931 online surveys completed
 237 in-person interactions



Participation

Phase 1 (April – June 2018)

✓ **1,160** online surveys completed
 ✓ **872** in-person interactions

Phase 2 (April 2019)

✓ **931** online surveys completed
 ✓ **237** in-person interactions

What we heard

What we heard in Phase 1

In 2018, we asked people for their thoughts on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable. The following is a summary of the themes we heard. An interactive map-based online survey tool was used to collect location-specific feedback.



How would you improve **Transit Service?**

- More frequent service (701, WCE, Community Shuttle Routes)
- Faster service (701)
- Additional weekend service (WCE, Community Shuttle Routes, 791)
- Earlier and/or later service (WCE, Community Shuttle Routes)
- More reliable service (701, to/from WCE)



What improvements would make walking to transit **safer and more enjoyable?**

- Improve intersection crossings
- Better lighting
- Fix uneven sidewalks, remove obstacles
- Mid-block crosswalks



What improvements would make **cycling safer and more enjoyable?**

- Bike lanes with separation from traffic
- Bike lanes
- Intersection improvements
- Directional signage
- Bike parking

How we responded in Phase 1

Engagement with the public, elected officials, and stakeholders, along with technical analysis, informed our understanding of the overall issues and opportunities related to transit and transportation in Maple Ridge and Pitt Meadows. This information was then used to develop strategies and actions to improve the transportation network. It was these actions and strategies which were consulted on in Phase 2 of the planning process.

**For more details on Phase 1 public engagement and what we heard, refer to [Appendix 3](#) and [Appendix 4](#).*

What we heard in Phase 2

In 2019, following the conclusion of Phase 1, we shared proposals related to potential bus service changes. We also assessed support for various regional cycling and walking strategies, as well as emerging new mobility options.

How we responded in Phase 2

Feedback received during the engagement period was carefully considered, and ways were sought in which to respond to areas of concern. Most proposals received broad support and were advanced as originally proposed. Proposals that received low levels of support were either modified or abandoned completely. Where warranted, further refinements, based on feedback, were made to some proposals to create even stronger recommendations.

For more details on Phase 2 public engagement and what we heard, refer to [Appendix 5](#).

The following are some of the key themes related to transit, walking and cycling strategies:

Key Themes



- Improve frequency, hours and days of operation for bus service. Support was highest for introducing Sunday service to a number of routes, notably providing transit access to the hospital seven days a week. Concern was expressed about re-routing for the 749 and a potential route change to the 744, which would have removed service to Port Hammond.
- Improve walking infrastructure to transit, followed by support a safe pedestrian network.
- Support a safe regional cycling network, followed by connect the Major Bike Network within the community.
- Broad support was expressed for on-demand transit approaches to expand transit service or improve frequency in more rural areas, as well as establishing a bike share system in Maple Ridge and Pitt Meadows.

Evaluating recommendations

Recommendations made for transit, walking, cycling, and regional roads were evaluated using a Multiple Account Evaluation process.

Multiple Account Evaluation criteria

The Multiple Account Evaluation process considered seven different factors to identify the potential benefits and impacts for each recommended change to the transit network and improvement strategy. Each account is related to something we value as a region, with measurable criteria. All improvements and strategies were evaluated against a Business as Usual scenario, where the network remains the same as it is today. The evaluation helped prioritize investments relative to overall benefits, helping to set expectations regarding the order in which recommendations might be implemented.

Multiple Account Evaluation criteria

ACCOUNT	CRITERIA
 ECONOMY	<input type="checkbox"/> Access to jobs <input type="checkbox"/> Goods movement
 ENVIRONMENT	<input type="checkbox"/> Emissions reduction <input type="checkbox"/> VKT reduction
 FINANCIAL	<input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
 SOCIAL AND COMMUNITY	<input type="checkbox"/> Access to transit <input type="checkbox"/> Customer Experience <ul style="list-style-type: none"> • Convenience (i.e. frequency, transfers) • Service reliability • Passenger comfort (pass-ups and overcrowding) • Travel times
 HEALTH	<input type="checkbox"/> Access to transit for seniors, youth, low income <input type="checkbox"/> Impact on number of people being active <input type="checkbox"/> Facility and operational safety
 LAND USE	<input type="checkbox"/> Support for applicable plans, policies or initiatives <input type="checkbox"/> Mode choice in employment areas <input type="checkbox"/> Improved access to key destinations
 DELIVERABILITY	<input type="checkbox"/> Ease of implementation <input type="checkbox"/> Public and stakeholder support

Recommendations

Identifying recommendations for transit and transportation improvements within Maple Ridge and Pitt Meadows – as well as future regional investments beyond the scope of this plan – is important for ensuring expectations are aligned for TransLink, municipal partners, the public, and stakeholders.

Recommendations have been identified for the following areas:



Transit service and infrastructure



Regionally-significant cycling



Regionally-significant walking



Regional roads and goods movement



Transit service and infrastructure

This Area Transport Plan includes five strategies and related recommended actions for transit service and infrastructure. More than a third of the proposed network changes were revised and re-evaluated based on feedback received during the public and stakeholder engagement periods. The five strategies are based on findings from the issues and opportunities analysis as well as through public and stakeholder engagement.

Specific recommended actions are identified for each strategy.

Linking Land Use and Transit

TransLink coordinates with municipal and regional partners to align the transit network with existing and planned growth and development. This helps create services that meet demand and grow ridership. TransLink's Transit Service Guidelines (2018) outline land use and built environment elements that influence demand for transit. These elements, known as the 6 D's, include: destinations, distance, design, density, diversity, and demand management.



DESTINATIONS
Coordinate land use and transportation



DISTANCE
Create a well-connected street network



DENSITY
Concentrate and intensify activities near frequent transit



DIVERSITY
Encourage a mix of uses



DESIGN
Create places for people



DEMAND MANAGEMENT
Discourage unnecessary driving

Strategy T1—Expand and improve frequency, span, and days of operation

This strategy identifies increases to frequency, extensions to the span of service, and adding Saturday and Sunday service to selected local routes.

Recommended Actions

The Table below describes the recommended actions for expanding and improving frequency, span, and days of operation.

ROUTE	DESCRIPTION	Current Frequency Peak (weekday)	Current Frequency Off-peak (weekday)	Target Frequency Peak (weekday) [1]	Target Frequency Off-peak weekday, weekends	Improve Frequency	Extend hours of Operation [2]	Add Weekend Service [2]
719	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
722	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
743	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
744	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
745	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
746	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
748	Add Sunday service	120	120					✓
749	Add Sunday service	120	120					✓

[1] While frequency improvements are expected for the routes identified in the near-term, target frequency may be phased through longer implementation.

[2] Target minimum hours of operation and weekend service

Weekday	719, 722, 743, 744, 745, 746	6 am to 10 pm
Saturday	719, 722, 743, 744, 745, 746	8 am to 10 pm
	748, 749	8 am to 8 pm
Sunday	719, 722, 743, 744, 745, 746, 748, 749	9 am to 8 pm

Strategy T2—Make routes more direct and functional

The recommended routing changes will prioritize service to employment areas and dense residential areas, provide faster and more reliable service, and facilitate connections to the R3 RapidBus (Lougheed Highway).

Recommended Actions

The following packages of recommended routing changes are interrelated and are required to be implemented at the same time.

719/722/743/744 Routing Changes

- Extend existing routing to provide a connection from the 722 to the new R3 RapidBus service at Harris and Lougheed. Service along Park Road will be maintained by an extension of the 743 and/or 744 routes.
- The other recommended change is for the 722 to continue along Harris Road past Hammond Road and to introduce service to the Golden Ears Business Park. In order to maintain service along Bonson Road service between Fraser Way to Hammond Road, the 719 would no longer serve Wildwood Crescent.
- Considerations for implementation: new service to sections of Harris Road will require new bus stops.

745/746/748 Routing Changes

- Shift 745 service from 104 Avenue to McClure Drive, providing more frequent service to a denser residential area of Albion. At the same time the 748 (Haney Place/Thornhill) will be rerouted from McClure Drive to 104 Avenue.
- Remove the under-utilized diversion along Jim Robson Way and Lougheed Highway and have the 746 remain on 105 Avenue from Tamarak Lane to 104 Avenue.
- Considerations for implementation: new service areas along 104 Avenue, 105 Avenue and 240 Street will require new bus stops.

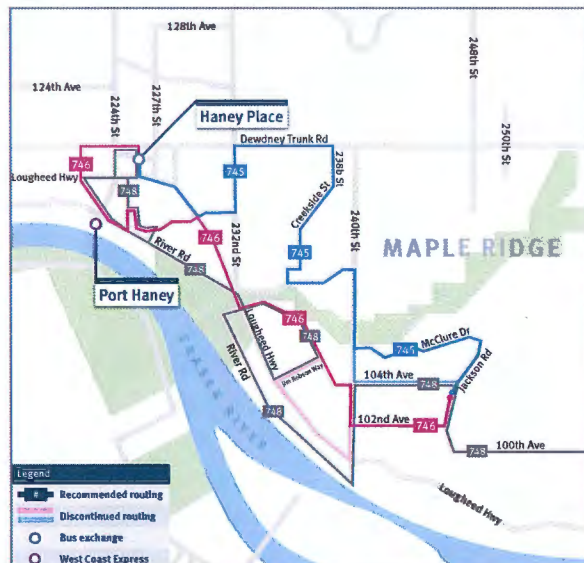
Transit Network Approach

Many of the local bus routes within Maple Ridge and Pitt Meadows are coverage-based. While providing service to the more rural areas of Maple Ridge and Pitt Meadows, these routes are often circuitous, resulting in longer travel times. The minor route changes recommended in this plan will help improve travel time, improve the legibility of the transit network, while continuing to connect transit users with their destinations.

Figure 2: 719/722/743/744 Routing changes



Figure 3: 745/746/748 Routing changes



Strategy T3—Improve speed and reliability

Frequent traffic congestion and high-volume rail crossings can impact transit speed and reliability. All routes within Maple Ridge and Pitt Meadows were analyzed and three locations were identified:

- **Harris Road:** The 701, 722, and 791 all cross the Harris Road rail crossing as part of their current routing. Between traffic congestion and increasingly frequent train traffic, these routes frequently experience delays which negatively impact reliability. *Note, potential rail grade separation would improve transit speed and reliability along Harris Road.*
- **Dewdney Trunk Road:** The 701 and 791 experience delay and reliability issues along Dewdney Trunk Road and especially at the intersection of Dewdney Trunk Road and Lougheed Highway. The 701, 741, 743, 744, and 791 buses all utilize segments of this corridor and are similarly impacted.
- **Lougheed Highway:** The R3 RapidBus may experience speed and reliability issues along the Lougheed Highway where bus priority measures have not been implemented. Continual expansion and improvement of transit priority measures along this corridor will enhance transit performance, improve the rider experience, and set the stage for potential future rapid transit.

Recommended actions:

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation and Infrastructure to develop, fund, and deliver **expanded bus priority lanes** along the Lougheed corridor.
- Work with Maple Ridge & Pitt Meadows to develop, fund and deliver **Transit Priority Measures** along priority corridors that improve bus speed and reliability. Priority corridors include:
 - Lougheed Hwy (for example, bus priority lanes between 200 St and 203 St)
 - Dewdney Trunk Road
 - Harris Road

Figure 4: Existing speed and reliability



Strategy T4—Connect to regional destinations



The introduction of the R3 RapidBus along Lougheed Highway between Coquitlam Central Station and Haney Place provides an important regional connection for residents of Maple Ridge and Pitt Meadows. Through the Area Transport Plan planning process other connections were identified that would improve regional connectivity between Maple Ridge and Pitt Meadows and other areas of the region, including Surrey, Langley, and Mission.

Recommended Actions

Suggested routes for implementation in future Investment Plans, include:

- **791 weekend service:** Provide weekend service on the 791 from Haney Place to Braid SkyTrain Station in New Westminster.
- **New direct route to Surrey:** A new direct connection between Maple Ridge and Pitt Meadows to Surrey Metro Centre.
- **New route to Langley Centre:** Identified as a future RapidBus route in the Mayors' 10-year Vision.
- **New, expanded route to Mission:** Service between Maple Ridge and Mission is currently provided Monday to Friday by the West Coast Express and four 701 trips each day, there is no weekend service. This new route is envisioned as a Basic service that will replace the existing four 701 trips, providing additional frequency, weekend service, and potentially additional local stops between Haney Place and Downtown Mission. Unlike service in Maple Ridge and Pitt Meadows, the current connection to Mission is provided via a partnership between TransLink and the District of Mission. Any potential changes to this connection, including increased frequency or additional days of operation, would require agreement from the District of Mission.

Strategy T5—Improve access to the system



Improving access to the transit network is an important component of this plan and includes the following elements: park and ride amenities, new mobility options, and education and awareness. Note that cycling and walking connections, which are key to improving access to the system, are addressed specifically later in the Recommendations section.

Recommended Actions

Park and Ride opportunities

- Work with municipalities to identify potential locations for surface park and ride or shared lots near RapidBus stops.

Amenities at stations, stops and exchanges

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation to identify high performing stops with below standard amenities.
- Work with TransLink Facilities to increase amenities at TransLink owned/operated facilities with below standard amenities, including updated shelters, secure bicycle parking, and real-time arrival signage, among others.

New Mobility options, including “Transit On-Demand”

- Work with TransLink’s New Mobility team to explore a Transit On-Demand pilot project for acceptability and proof of concept.
 - If higher quality of service is attainable with Transit On-Demand, consider replacing very low performing routes in low density areas.

Education and awareness

- Explore additional opportunities to use TransLink’s TravelSmart program for education and awareness

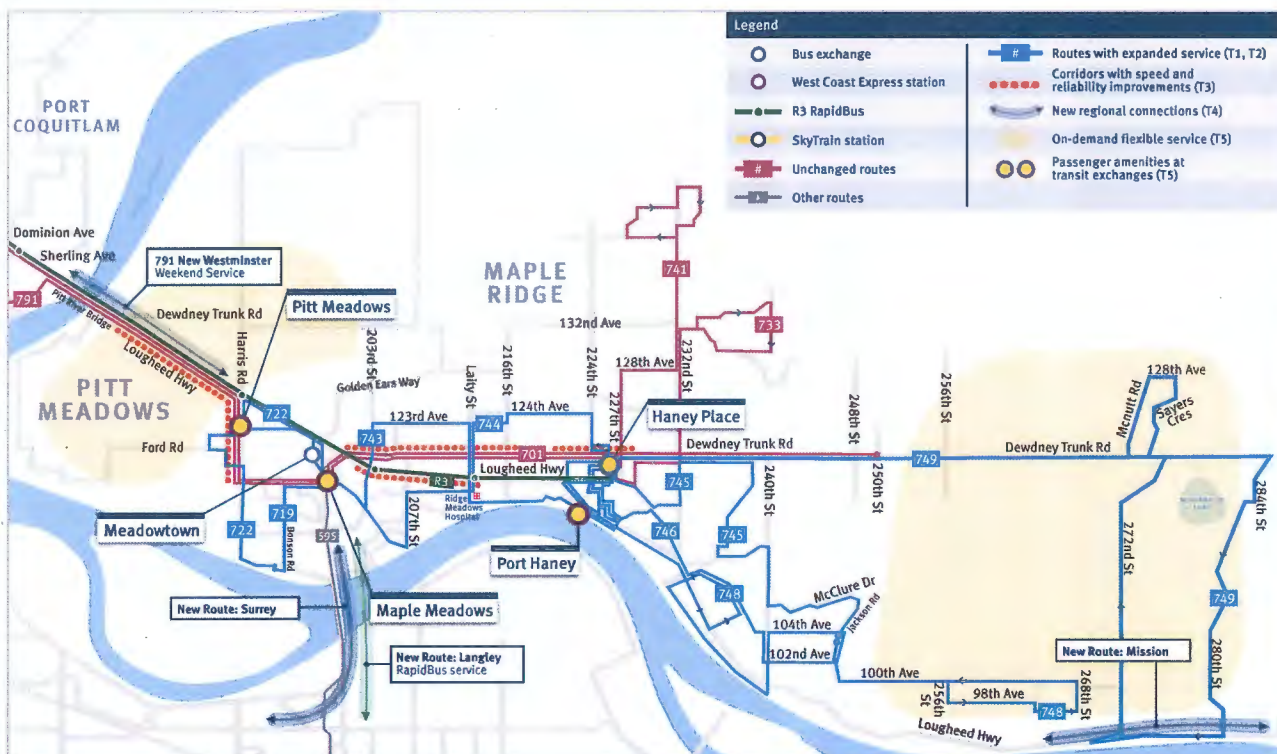
Implementation of transit recommended actions

Recommended actions are grouped into three different tiers to reflect the order in which they may be implemented over the next 10-15 years: near-term, medium-term, and long-term. Near-term actions will likely be advanced first as part of the current 2018 Investment Plan, Phase Two of the 10-Year Vision, which has allocated funding for additional bus service in Maple Ridge and Pitt Meadows. Medium-term and long-term actions will be considered based on future funding conditions or may be allocated through other funding mechanisms, including cost-sharing programs or future investment plans. However, the actions described may be implemented as opportunities arise (e.g. new development or changes to the road network); therefore, it is conceivable that some medium-term or long-term actions could be advanced before all near-term recommendations are implemented.

Potential Funding Sources

- **2018 Investment Plan, Phase Two of the 10-Year Vision:** The current investment plan includes funding for the RapidBus and investment in new routes, including the new service to Silver Valley. It also includes 10,000 new service hours for Maple Ridge and Pitt Meadows that can be used to implement near-term actions in this Area Transport Plan.
- **Capital Investment and Cost-Sharing programs:** TransLink provides funding through cost-sharing programs for bus speed and reliability, bus infrastructure, etc.
- **Future Investment Plans:** Not all actions will be implemented through the current investment plan and will require funding through a future investment plan.

Figure 5: Improving access to the system map



Service Improvements and Route(s)	Strategy	Project Lead
IMPLEMENTATION TARGET: NEAR-TERM		
Add Sunday Service: 719/722, 743/744, 748, 749	T1	TransLink
Increase Weekday Frequency: 719/722, 743/744, 745/746	T1	TransLink
Increase Weekend Frequency: 719/722, 743/744, 745/746	T1	TransLink
Extend Span: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
Route Changes: 719/722, 743/744, 745/746, 748	T2	TransLink
IMPLEMENTATION TARGET: MEDIUM-TERM AND MEDIUM-TERM ONGOING		
Speed and Reliability Improvements: ongoing	T3	Municipality, MoTI, TransLink
On-demand Flexible Service Pilot	T5	TransLink
Amenities at exchanges	T5	TransLink
Amenities at stops: ongoing	T5	Municipality, MoTI
IMPLEMENTATION TARGET: MEDIUM TO LONG-TERM		
New Regional Connections to Langley (identified in Mayors' 10-year Vision)	T4	TransLink
Park and Ride opportunities	T5	Municipality or TransLink
Further Increases to Frequency: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
IMPLEMENTATION TARGET: LONG-TERM		
Add Weekend Service to New Westminster: 791	T4	TransLink
Potential New Regional Connections to Surrey	T4	TransLink
Potential New Regional Connections to Mission	T4	TransLink



Regionally Significant Walking



The strategies and actions for regionally significant walking focus on improvements that broadly support Maple Ridge's and Pitt Meadows local active transportation plans, reflect community feedback received during public consultation, and which may be eligible for TransLink cost-sharing programs. It's important to note that in Metro Vancouver, municipalities are responsible for planning, constructing, and maintaining walking facilities. The following five strategies and potential actions support Maple Ridge's and Pitt Meadows' ability to improve regionally significant walking infrastructure.

What is Regionally Significant Walking?

What we define as regionally significant walking can apply within or between a range of different land use designations. This includes designated urban centres, such as downtown Maple Ridge and downtown Pitt Meadows, which support higher densities and a wider mix of land uses. Regionally significant walking also occurs along Frequent Transit corridors such as Harris Road, Hammond Road, and Dewdney Trunk Road, and along the future R3 RapidBus corridor along Lougheed Highway. Pedestrian approaches to these corridors as well as West Coast Express stations are also regarded as regionally significant.

Regionally significant walking facilities should be of high quality and consistent with local active transportation plans. When we say high quality, we mean safe, fully accessible, well-lit, and contiguous. Ideally, sidewalks should run on both sides of the street – especially along transit routes, arterial and collector roads.

Strategy W1—Improve Walking Infrastructure to Transit

Recommended Actions

- Improve connections to and from R3 RapidBus and frequent transit network corridors and stops, including:
 - Complete the sidewalk network along the Lougheed Highway RapidBus route.
 - Construct connector facilities connecting RapidBus stops to surrounding neighbourhoods.
 - Support safe, designated pedestrian crossings near RapidBus and Frequent Transit Network stops.
 - Improve walking connectivity to other standard transit stops.
- Improve pedestrian connections to the West Coast Express.
- Improve bus stop amenities, including improved wayfinding to and from stops.

Strategy W2—Improve Walking within Urban Centres

Recommended Actions

- Complete the pedestrian network within urban centres, Frequent Transit Development Areas, and major employment areas
- Support safe pedestrian crossing opportunities (per traffic engineering warrants)

Strategy W3—Support a Safe and Accessible Regional Pedestrian Network

Recommended Actions

- Address pedestrian safety issues at crossings along Major Road Network facilities or frequent transit routes
- Improve lighting at RapidBus and Frequent Transit Network stops and at West Coast Express stations, as well as along pedestrian approaches to stops/stations
- Improve lighting along Haney Bypass
- Identify and fix key wheelchair accessibility gaps in the regional pedestrian network

Strategy W4—Connect the Pedestrian Network to Regional Gateways

Recommended Actions

- Improve pedestrian connectivity to sub-regional gateways including Pitt River and Golden Ears Bridges
- Improve wayfinding to sub-regional gateways including Pitt River and Golden Ears Bridges

Strategy W5—Support Programs that Encourage Walking

Recommended Actions

- Safe routes to school programs
- Walking education and promotion
- Local walking maps

Figure 6: Regional Walking Strategies



TransLink Walking Investment Programs

The following programs are offered by TransLink and complement other local and provincial funding sources.

Walking Infrastructure to Transit (WITT)

WITT was created to advance regional goals to improve walking access to transit by providing local governments access to funding. Altogether \$22.5M has been funded for walking access to transit under Phase 1 and 2 of the Regional 10-Year Vision.

Transit Related Road Infrastructure Program (TRRIP)

TRRIP supports projects such as passenger loading pads, wheelchair loading pads, lighting (at individual bus stops), pedestrian railings (for channelization), and small-scale projects involving construction of a single pedestrian crossing at, or a short connecting sidewalk to the nearest intersection.

TravelSmart

TravelSmart is TransLink's Transportation Demand Management (TDM) Program that allows us to connect with customers on a personal level through a unique combination of face to face outreach, tools, resources, and strategic partnerships.



Regionally Significant Cycling



The strategies and recommended actions below focus on cycling infrastructure improvements that may be eligible for TransLink cost-sharing programs, broadly support Maple Ridge's and Pitt Meadows' local transportation master plans, and reflect community feedback received during public consultation. Like walking recommendations in the preceding section, the construction and maintenance of cycling facilities are the responsibility of the municipalities. The six strategies and recommended actions below support municipalities as they work towards improving regionally significant cycling.

What is Regionally Significant Cycling?

What we consider regionally significant cycling is generally related to the Major Bike Network, a cohesive and well-connected regional bikeway that will augment high-volume local bikeways. When completed, the Major Bike Network will parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways. This will require enhancing connections to the Major Bike Network, developing new infrastructure in areas of high cycling potential, and ensuring safe access to key destinations. Regional cycling facilities should be comfortable for all ages and abilities and may include either Class 1 or Class 2 facilities.

Facility Class	Required Infrastructure
Class 1: Comfortable for All Cyclists	<ul style="list-style-type: none"> Protected Bike Lane with separation from vehicles Off-Street Path Neighbourhood Street Bikeway (<500 Vehicles per day)
Class 2: Comfortable for Most Cyclists	<ul style="list-style-type: none"> Painted Bike Lane (≤ 50 km/hr, $\leq 4,000$-5,000 VPD) Neighbourhood Street Bikeway (<2500 Vehicles per day)

Strategy C1—Complete the Major Bike Network

The Major Bike Network through Maple Ridge and Pitt Meadows includes Lougheed Highway (Pitt River Bridge to Harris Road and Golden Ears Way to Mission), Golden Ears Way (Lougheed Highway to south of the Fraser River), Harris Road (Lougheed Highway to Airport Way), and Airport Way (Harris Road to Golden Ears Way).

Recommended Actions

- Adjust the Major Bike Network to include Lougheed highway between Harris Road and Golden Ears Way.
- Develop Class 1 or Class 2 facilities connecting:
 - Downtown Maple Ridge and Downtown Pitt Meadows
 - Downtown Maple Ridge and eastern neighbourhoods, such as Albion
 - Central Maple Ridge with the Mission gateway

Strategy C2—Connect the Major Bike Network spine to urban centres, public transit, major employment areas, and residential neighbourhoods

Recommended Actions

- Establish connector facilities that connect to the Major Bike Network, including from:
 - Local neighbourhoods
 - Major employment areas
- Connect the Major Bike Network to RapidBus stops and West Coast Express stations
- Improve cycling wayfinding between the Major Bike Network, urban centres, major employment areas, and public transit

Strategy C3—Develop a cycling grid in the urban cores

Recommended Actions

- Support the establishment of municipal bike network plans in Downtown Maple Ridge and Downtown Pitt Meadows
- Establish bike facilities along urban core grid desire lines

Strategy C4—Support a safe regional cycling network

Recommended Actions

- Address intersection safety:
 - Along the Major Bike Network
 - Along Major Bike Network connector facilities
 - Within designated Urban Centres

Strategy C5—Provide end-of-trip facilities near transit, within urban centres, and major employment areas

Recommended Actions

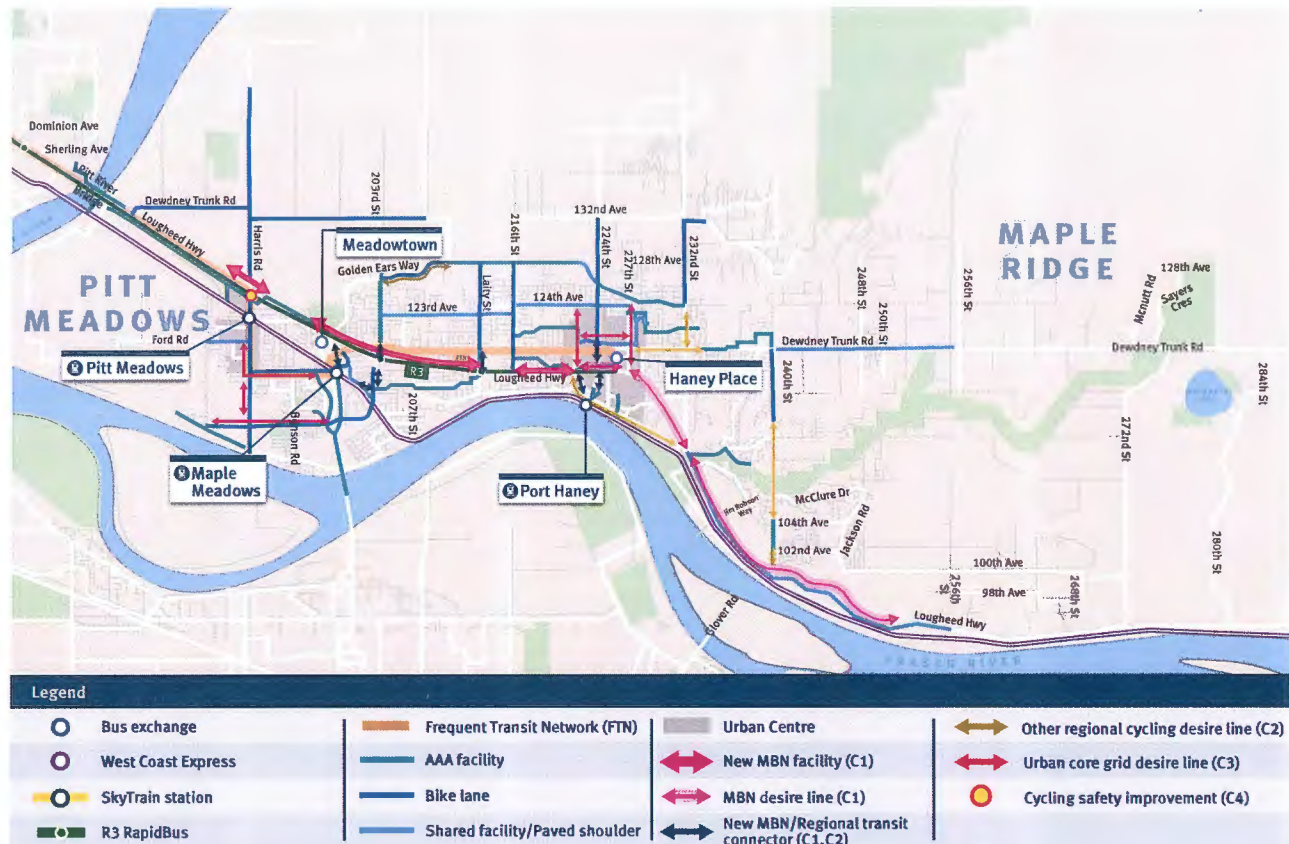
- Improve end-of-trip facilities:
 - Near Haney Place Exchange
 - Near West Coast Express stations
- Provide secure bicycle parking at RapidBus stops

Strategy C6—Support policies and programs that encourage cycling

Recommended Actions

- Safe routes to school programs
- Cycling education/promotion
- Local cycling maps
- Cycling clubs
- Establish a modern bike share, e-bike share or other micro-mobility share system

Figure 7: Regional Cycling Strategies



Regional Cycling Investment Programs

The Mayors' Council 10-Year Vision prioritizes early and significant investment in regionally significant cycling infrastructure. The following programs are offered by TransLink and complement other local and provincial funding programs for walking.

Major Road Network and Bike Program (MRNB)

The MRNB Program includes minor capital road projects and bike infrastructure associated with the Major Road Network (MRN). The objective is to improve safety, local and regional connectivity, and the efficiency of the Major Road Network. \$13.7 M in funding was provided in 2017.

Bicycle Infrastructure Capital Cost-Share (BICCS)

The BICCS Program includes funding for new or significantly improved bicycle facilities, including but not limited to on-street bicycle facilities, multi-use pathways, bicycle crossings, and other cycling safety improvements; wayfinding; bicycle parking; marketing and cycling promotion materials; and/or lighting. Altogether \$54M has been funded for regional cycling initiatives under Phase 1 and 2 of the Mayors' Council 10-Year Vision.



Regional Roads and Goods Movement



This plan identifies four strategies and recommended actions for improving regional roads and goods movement. Strategy R1 relates to potential future expansion of the Major Road Network. Strategies R2, R3, and R4 represent potential interventions that aim to increase people and goods movement capacity and reliability of the regional road network.

What are Regional Roads?

The Regional Road Network is the platform for regionally significant vehicle trips, regionally oriented bus trips (including RapidBus and the Frequent Transit Network), and goods movement. The Regional Road Network includes Provincial Highways, the Major Road Network, and many municipal arterial corridors. The network connects regionally significant destinations, gateways, and other highways and major road facilities.

Regional Goods Movement Strategy

TransLink's Regional Goods Movement Strategy (2017) notes the importance of balancing Metro Vancouver's twin roles as a large metropolitan region and a major multi-modal international trading hub. In support of a vision to maintain economic competitiveness through efficient goods and service delivery while protecting the environment, health, safety and livability of communities, the Regional Goods Movement Strategy advances three strategies:

1. **Invest strategically to maintain and expand the transportation system;**
2. **Manage the transportation system to be more efficient and user-focused;**
3. **Partner to make it happen.**

The Maple Ridge-Pitt Meadows sub-region is a major multi-modal international trading hub. There are several different international shipping/receiving activity centres along the Lougheed Highway corridor, including CP's intermodal terminal in Pitt Meadows and three empty container storage facilities, with one located near the Mary Hill Bypass and the other two on either side of the Pitt River Bridge.

Strategy R1—Strategically Expand the Major Road Network

A region-wide 10% expansion of the Major Road Network occurred in 2018 during which time several candidate corridors were evaluated for inclusion in the expanded Major Road Network. The 2018 expansion included Old Dewdney Trunk Road (203 Street to 210 Street), 210 Street (Abernethy Way to Old Dewdney Trunk Road), Dewdney Trunk Road (232 Street to 240 Street), and 240 Street (Dewdney Trunk Road to Lougheed Highway). Future consideration will be based on performance criteria against regional objectives, and likely reflect municipally-chosen candidate corridors that were unsuccessful in 2018, which in Maple Ridge and Pitt Meadows included:

- Harris Road (Lougheed Highway to Airport Way)
- Airport Way (Pitt Meadows Airport to Golden Ears Way)
- Dewdney Trunk Road (240 Street to 256 Street)
- 256 Street (Dewdney Trunk Road to Industrial Park)

Strategy R2—Manage Demands

Traffic demand is currently managed by investments in walking, cycling, and transit. Future actions include developing additional demand management initiatives and potentially implementing mobility pricing region-wide.

Recommended Actions

- Invest in:
 - Regional walking
 - Regional cycling
 - Improved transit service
 - Lougheed Highway transit priority improvements
- Consider the future of mobility pricing in the region to manage demands

Strategy R3—Manage Existing Facilities

Managing existing facilities consists of implementing localized operational and safety improvements as well as maintaining roadway assets in a state of good repair.

Recommended Actions

- Pursue safety reviews at identified collision prone intersections on the Major Road Network
- Pursue targeted intersection safety improvements at collision prone intersections, mainly along Lougheed Highway and Dewdney Trunk Road
- Develop and implement mobility related improvements near the Golden Ears Bridge / Lougheed Highway junction and near the Pitt River Bridge

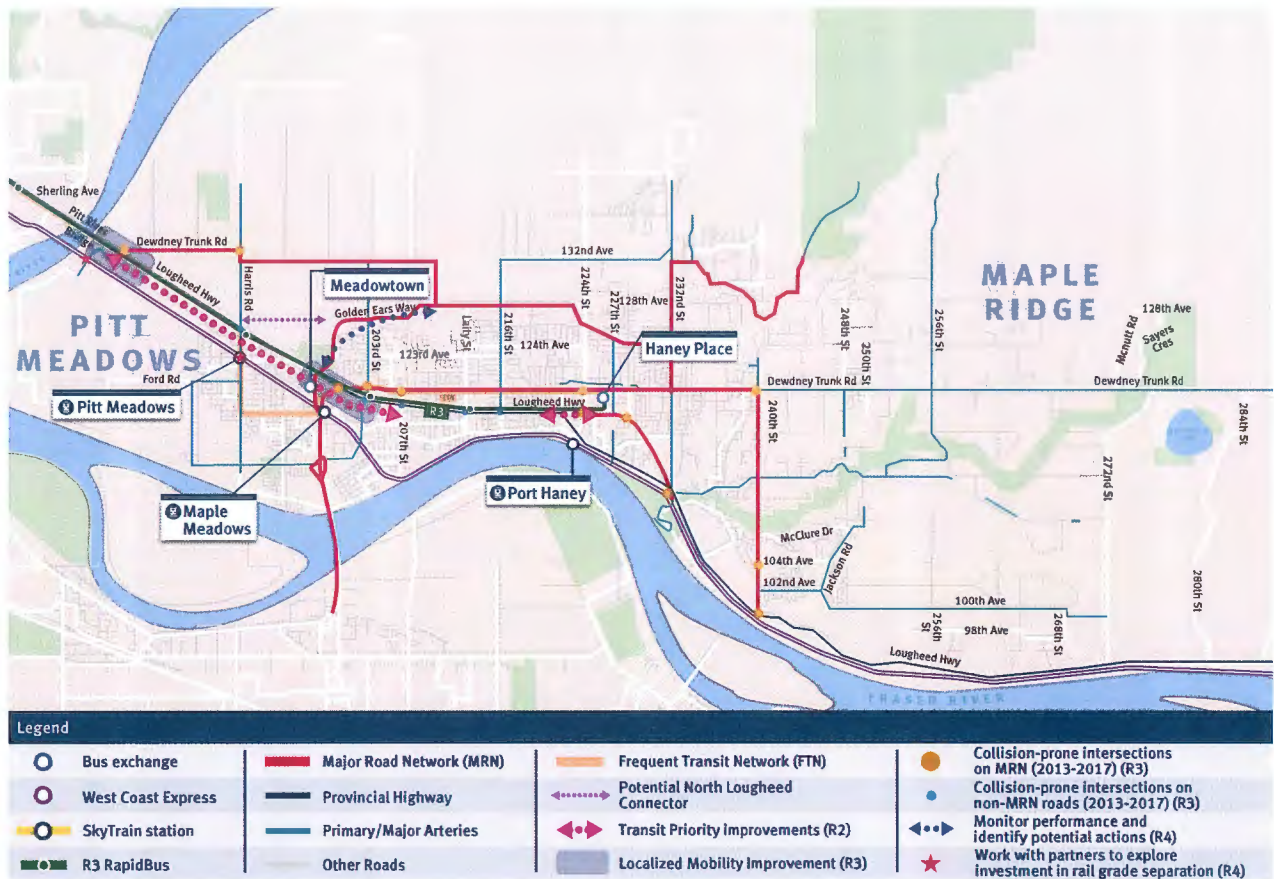
Strategy R4—Infrastructure Investments

Beyond managing demands and existing Major Road Network facilities, investments in major road infrastructure may still be required for Maple Ridge and Pitt Meadows.

Recommended Actions

- Work with partners to explore investment in rail grade separation
- Monitor performance along Golden Ears Way (210 St to Lougheed Hwy) to assess whether capacity improvements are necessary

Figure 8: Regional Roads and Goods Movement Strategies



Major Road Network Investment Programs

While TransLink provides funding for the operation, maintenance and rehabilitation of the Major Road Network, ownership and operational responsibilities remain with the respective municipalities. TransLink also shares in the cost of road, bike and pedestrian related projects on the Major Road Network with municipal partners and other stakeholders, such as the Ministry of Transportation.

Operation, Maintenance and Rehabilitation (OMR) Program

TransLink is responsible for providing funding to municipalities to operate, maintain, and rehabilitate the Major Road Network. The OMR Program distributes funds to municipalities based on the number of lane-kilometres of Major Road Network in each of their jurisdictions.

Major Road Network and Bike Program (MRNB)

The MRNB Program was designed to strategically distribute TransLink capital funds dedicated to managing and improving the capacity, efficiency, and safety of the Major Road Network. Additionally, it aims to encourage the construction of more bicycle routes and related facilities in order to remove barriers to cycling across the region.

Next steps

The Maple Ridge-Pitt Meadows Area Transport Plan identifies recommendations related to transit service and infrastructure, regionally significant walking and cycling, and the Major Road Network and goods movement. This plan is a living document and TransLink will continue to work collaboratively with local government partners to implement the actions outlined. We will also continue to engage with the public to determine if we are on track or need to adjust course to deliver the recommendations in this plan.

Implementation

Recommendations in this plan may be implemented in a number of different ways. For example, transit recommendations that can be implemented using allocated funding from the 2018 investment plan may be advanced through our quarterly transit service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions. Additionally, individual recommendations will likely be implemented incrementally over time (e.g. steadily improving service frequency until it reaches the level identified in this plan). Further public engagement may be necessary prior to implementation of recommendations that involve significant trade-offs or impacts for customers. Of the recommendations related to cycling, walking and regional roads and goods movement, some will likely be implemented through cost-share funding programs offered by TransLink, which local governments can apply to on an annual basis.

Additionally, roadway corridors identified by local governments as priorities for moving people and goods will be considered for any future expansion of the Major Road Network through a separate planning process unrelated to this plan.

Tracking progress

Following the completion of an Area Transport Plan, ongoing monitoring will take place to track the status of the plan and report back on progress. We will also work with our municipal partners to ensure that land use and transportation planning continue to be coordinated.

Thank you

Thank you to everyone who participated in the process by getting engaged and sharing their feedback to improve the future of transit and transportation in Maple Ridge and Pitt Meadows.

Public Engagement and Participation



Engagement

Phase 1 (April-June 2018)

- 1 online survey
- 6 public information sessions
- 1 meeting with public advisory committee (PAC)
- 2 city council workshops
- 6 presentations to stakeholder groups
- 1,160 online surveys completed
- 872 in-person interactions



Phase 2 (April 2019)

- 1 online survey
- 2 pop-ups at transit locations
- 4 public information sessions
- 1 information session for students
- 1 information session for transit operators
- 1 meeting with public advisory committee (PAC)
- 2 city council workshops
- 931 online surveys completed
- 237 in-person interactions



Participation

Phase 1 (April – June 2018)

- ✓ 1,160 online surveys completed
- ✓ 872 in-person interactions

Phase 2 (April 2019)

- ✓ 931 online surveys completed
- ✓ 237 in-person interactions



Outreach

Phase 1 (April-June 2018)

- 3,700 posters and postcards distributed
- 3 unique media stories in print and online
- 2 newspaper advertisements
- 2 WCE station advertisements
- 20 bus pole advertisements
- 1,209 impressions on Facebook
- 644 video views on Facebook
- 2,174 project web page visits via personal computers
- 3,203 project web page visits via mobile devices

Phase 2 (April 2019)

- 5,200 postcards distributed
- 2 unique media stories in print and online
- 3 newspaper advertisements
- 4 WCE station advertisements
- 87 bus pole advertisements
- 3,522 clicks via social media (Facebook, Instagram, Google)
- 1,866 project web page visits via personal computers
- 4,407 project web page visits via mobile devices



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Update on Maple Ridge Tree Bylaw Survey and Process

MEETING DATE: October 8, 2019
FILE NO:
MEETING: Workshop

EXECUTIVE SUMMARY:

At the April 2, 2019 Council Workshop, Council directed:

"That staff prepare a draft questionnaire for Council's review, followed by an email and mail-out survey to permit applicants;

That survey responses be provided to Council to determine whether changes to the Tree Bylaw are warranted; and,

That staff keep the costs relative to this process as low as possible."

This report provides Council with a draft survey on the Tree Protection and Management Bylaw. (Refer to Appendix A.) The Survey is intended to determine if there are potential concerns associated with the Tree Bylaw or permit process and whether further changes to the Tree Bylaw are warranted at this time.

RECOMMENDATION:

That the Tree Bylaw Survey and Process identified in the report titled "Update on Maple Ridge Tree Bylaw Survey and Process" dated October 8, 2019 be endorsed.

DISCUSSION:

1. BACKGROUND

a) Summary of previous consultation process

The Tree Protection and Management Bylaw was identified through the municipal Environmental Management Strategy Report as a high priority for the community back in 2014. This was identified as a high priority due to ongoing issues, costs, and risks to citizens and the City associated with irresponsible tree cutting practices, large scale clearing impacts, and cumulative losses of tree canopy cover over time from ongoing development impacts within the community.

The Tree Bylaw review process subsequently commenced in early 2015 using extensive consultation with both professional stakeholder groups, neighborhood associations, and with citizens. The Tree Bylaw was prepared with no less than six consultation events over a one and half year period. The revised Tree Protection and Management Bylaw (Tree Bylaw) was adopted on January 12, 2016.

The Tree Bylaw also included three more additional reviews and updates to Council after it was adopted in January 2016. This resulted in some additional amendments being made to the Tree Protection and Management Bylaw and adoption of these amendments by Council in November 2017.

On December 11, 2018 as a result of discussion regarding an appeal to Council to overturn a tree permit denial concerning a significant sized tree on an urban lot, Council *directed*:

“that staff report back to Council with further information, options, and costs of surveying past permit applicants”.

A follow up Tree Bylaw review and update report was provided by staff on April 2, 2019 to Council. Please refer to Appendix B. At the April 2, 2019 meeting Council directed that staff prepare a questionnaire. Council expressed some concerns about some of the retention or protection requirements for non- development related tree permit applicants especially in some urban areas where lot sizes were smaller than outlying urban areas. It was noted that there was some empathy from Council for land owners that were required to protect significant sized trees on site, particularly in areas zoned for higher densification with limited useable yard space.

Key Objectives of the Tree Protection and Management Bylaw

Based on feedback from the previous consultation processes, the current Tree Bylaw was intended to assist community stakeholders with the following issues, opportunities, and objectives:

- **Safe & standardized practices.** To reduce negative impacts both on site and off site from large scale clearing as well as irresponsible and unsupervised tree cutting practices;
- **Reduce risk, costs, and impacts associated with wide scale tree clearing.** Ensure appropriate tree management plans, supervision, and mitigation controls are in place for large scale development activity or large scale tree clearing to reduce negative impacts and costs that were being transferred to the City or neighboring property owners;
- **Form and function of significant sized or mature healthy trees.** Promote retention of a portion of the significant and permit size trees on sites where possible especially on new developments to retain form and character of neighborhoods; to decrease the risk of impacts such as drainage concerns, blowdown, and impacts to property values; and to continue to provide economic, social, and ecological benefits to the community.
- **Tree canopy retention balance.** retain a minimum tree canopy cover ratio through replanting requirements to help offset costs to the larger community and taxpayers;
- **Create a level playing field for tree experts** To help encourage responsible, consistent standard of care for tree management and cutting practices.
- **Flexible exemptions and appropriate options for tree permit applicants.** No two sites are the same and landowners struggle with different challenges. Develop and promote a cost effective, progressive, and fair or reasonable Bylaw for land owners.

With the assistance of the questionnaire, Council noted that they would like to hear back from the permit applicants to determine whether additional changes are warranted to the Tree Bylaw.

2. HISTORICAL TRENDS

Previous to the 2016 Tree Protection and Management Bylaw, there was no requirement for developers, builders, residents in rural areas, or homeowners in urban areas with smaller properties to go through any kind of tree permit process with the City. Less than a dozen tree permit applications were received over a five year period up to 2016.

This however resulted in numerous complaints to the City concerning poor tree cutting practices, impacts on public lands, civil law suits between neighbours, and requests for municipal interventions and enforcement activity. Based on Tree Bylaw stats gathered over the past several years, over 1500 applicants have applied for tree permits since 2016.

This has significantly reduced the ongoing impacts, complaints, and costs for the municipality associated with a lack of regulations and permit requirements. It has also helped the City to replant or replace approximately 35% of the trees that have been cut or removed on both private and public lands. There has been an average of 2.7% of tree permits that have been denied during the past three years and only two tree permit denial appeals have been brought forward before Council.

3. TREE SURVEY AND PROCESS

Pursuant to Council direction, staff were asked to prepare a survey for tree permit stakeholders to determine if there are any components to the Tree Bylaw or Tree Permit process that may require amendments.

The objective of the survey is to help determine whether or not any additional amendments may be required to the Tree Bylaw. If so, what types of updates or modifications are appropriate?

The attached survey includes consideration for possible distinctions between large scale clearing vs. smaller scale cutting requirements, large scale development applicants vs. single family tree permit applicants, urban vs. rural lots and size/density considerations, as well as appropriate protection and/or replacement options for larger development sites versus smaller size urban lots.

Tree permit applicants, tree experts directly involved with the tree permit applications or cutting of trees, and neighbors that were identified as complainants in the tree permit application process will be invited to participate in the survey. In total, the survey will be mailed out to approximately 1500 people.

Once the survey has been endorsed by Council, staff will mail and email out the survey. The results of the survey and comments would then be brought to Council for consideration. The survey feedback along with Council's direction would then determine whether additional Tree Bylaw amendments are required.

The survey is expected to go out in November with results to be provided to Council in the New Year.

4. IMPLICATIONS

This work is estimated to be approximately \$2000.00 and will be accommodated within the Planning Department's current budget.

Based on the results of the survey this will help determine whether or not additional amendments may be required to the Tree Bylaw.

5. CONCLUSIONS

Pursuant to Council direction, this report has been prepared to provide Council with a survey that can help determine whether any additional amendments may be required to the Tree Protection and Management Bylaw.

"Original signed by Rod Stott"

Prepared by: **Rodney Stott, B.A.(Hons.), M.Dipl.
Environmental Planner 2**

"Original signed by Chuck Goddard"

Reviewed by: **Chuck Goddard, BA, MA
Director of Planning**

"Original signed by Christine Carter"

Approved by: **Christine Carter, M.PL., MCIP, RPP
GM Planning & Development Services**

"Original signed by Kelly Swift"

Concurrence: **Kelly Swift, MBA
Acting Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A – Community Questionnaire on Tree Bylaw

Appendix B – April 2, 2019 Report with Update on Tree Bylaw

TREE BYLAW SURVEY

With the assistance of the following tree bylaw survey, the City would like to hear back from the permit applicants to determine whether additional changes are warranted to the Tree Protection and Management Bylaw.

Based on feedback from the previous consultation processes, the current Tree Bylaw was intended to assist community stakeholders with the following issues, opportunities, and objectives:

- **Safe & Standardized Practices:** To reduce negative impacts both on site and off site from large scale clearing as well as irresponsible and unsupervised tree cutting practices;
- **Reduce risk, costs, and impacts associated with wide scale tree clearing:** Ensure appropriate tree management plans, supervision, and mitigation controls are in place for large scale development activity or large scale tree clearing to reduce negative impacts and costs that were being transferred to the City or neighboring property owners;
- **Form and function of significant sized or mature healthy trees:** Promote retention of a portion of the significant and permit size trees on sites where possible especially on new developments to retain form and character of neighborhoods.
- **Tree canopy retention balance:** retain a minimum tree canopy cover ratio through replanting requirements to help offset costs to the larger community and taxpayers;
- **Create a level playing field for tree experts:** To help encourage responsible, consistent standard of care for tree management and cutting practices.
- **Flexible exemptions and appropriate options for tree permit applicants:** No two sites are the same and landowners struggle with different challenges. Develop and promote a cost effective, progressive, and fair or reasonable Bylaw for land owners.

Tree Permit Types

Development including subdivisions, town houses, large scale buildings, or clearcutting or removal of more than 20 trees

Non Development includes residential lots with no development permits or building permits

The survey should take approximately 10 minutes to complete. With your feedback, the information gathered through this survey will inform future discussion put forward to Council for their consideration. Please take the time to provide your responses and comments so that we can take your opinions into consideration.

The survey can be completed online here: mapleridge.ca/1874 or a hardcopy can be submitted/mailed to City Hall (11995 Haney Place, Maple Ridge V2X 6A9). The survey will be available until DAY/MONTH/YEAR. A copy of the staff report that was presented at Council Workshop on this topic can be viewed here: INSERT WEBLINK HERE.

We thank you for your cooperation. If you have any questions about the survey, please contact the City of Maple Ridge Planning Department at planning@mapleridge.ca or by phone 604-467-7341.



TREE BYLAW SURVEY

1. Tell us about yourself. Please select all that apply:

- ☐ Development Industry Representative (Developer, Consultant, etc.)
☐ Tree Expert/ Professional (Forester, Arborist, Feller/Contractor)
☐ Resident
☐ Other: _____

2. How have you been involved with the Tree Bylaw permitting process? Please select all that apply:

- ☐ Development Tree Permit Application
☐ Non Development Tree Permit Application
☐ Concerned Resident
☐ Other: _____

3. Is the Tree Bylaw permitting process important for the community?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A

4. Is the Tree Bylaw permitting process efficient?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A

5. Is it important to protect a minimum number of trees onsite?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Development Tree Permit						
Non Development Tree Permit						

6. Is it important to replace trees to meet the minimum requirements for trees canopy cover?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Development Tree Permit						
Non Development Tree Permit						



TREE BYLAW SURVEY

Please answer the questions below pertaining to Non Development Urban Sites

Non Development Urban Sites: includes residential lots with no development permits or building permits on urban sites.

7. Should there be requirements to retain significant sized trees onsite where possible?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Urban Sites						

8. A permit may be denied if the tree is significant and there are no other significant sized trees onsite.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Urban Sites						

9. A significant tree is a healthy tree that is 50 cm in diameter.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Urban Sites						

10. Overall, what are your thoughts on the Tree Bylaw permitting process in Urban Areas? Do you think that the Tree Bylaw encourages responsible tree protection and management within the City?



TREE BYLAW SURVEY

Please answer the questions below pertaining to Non Development Rural Sites

Non Development Rural Sites: includes residential lots greater than 0.5 hectares with no development permits or building permits in rural areas.

11. Should there be requirements to retain significant sized trees onsite where possible?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Rural Sites						

12. A permit may be denied if the tree is significant and there are no other significant sized trees onsite.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Rural Sites						

13. Up to ten trees can be removed per year without a permit.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Rural Sites						

14. A significant tree is a healthy tree that is 70 cm in diameter.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	N/A
Non Development Rural Sites						

15. Overall, what are your thoughts on the Tree Bylaw permitting process in Rural Areas? Do you think that the Tree Bylaw encourages responsible tree protection and management within the City?



TREE BYLAW SURVEY

16. Please provide any other comments on the Tree Bylaw permitting process:

Thank You!

We appreciate your feedback, if you have any questions about the survey, please contact the City of Maple Ridge Planning Department at planning@mapleridge.ca or by phone 604-467-7341.

The information provided on this survey is being collected in accordance with Section 26(e) of the *Freedom of Information and Protection of Privacy Act* for the purpose of planning and evaluating the Tree Bylaw permitting process within the City of Maple Ridge. If you have any questions about the collection, use or disclosure of this information, please contact Freedom of Information and Protection of Privacy staff, at 604-467-7482 or foi@mapleridge.ca.



MAPLE RIDGE
BRITISH COLUMBIA



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Mike Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Update on Maple Ridge Tree Protection and Management Bylaw

MEETING DATE: April 2, 2019
FILE NO:
MEETING: Council Workshop

EXECUTIVE SUMMARY:

At the December 11, 2018 Council Workshop, Council *directed:*

“that staff report back to Council with further information, options, and costs of surveying past permit applicants”.

The current Tree Protection and Management Bylaw (Tree Bylaw) was adopted on January 12, 2016. The Tree Bylaw was prepared following a lengthy consultation process. Appended to this report are some of the background reports and feedback provided on the Tree Bylaw before and after its implementation:

This report also includes a breakdown of statistics over the past several years with respect to tree cutting permits, numbers of trees, permit denials, and potential cost estimates for surveying applicants.

RECOMMENDATION:

For Information.

DISCUSSION:

1. BACKGROUND

a) Summary of previous consultation process for the adoption and implementation of the Tree Protection & Management Bylaw 2016/2017

The Tree Bylaw review process commenced in early 2015 through ongoing consultation with both professional stakeholder groups and with citizens. The request for a Tree Bylaw review came from a two year municipal Environmental Management Strategy consultation process. It was identified through the independent consultant report and the community feedback that a review and update to the Tree Bylaw was a high priority for the community.

PREVIOUS CONSULTATION PROCESS

The following consultation process was endorsed by Council on February 2, 2015 as part of the previous Tree Management Bylaw review to encourage community input, transparency, and provide citizens with opportunities for feedback:

Table 1. Tree Management Bylaw Process & Timelines

Step I – Council Endorse Review Process & Amendments to current Bylaw No. 5896-2000 <ul style="list-style-type: none"> Council to endorse the Tree Protection and Management Bylaw review/consultation process; 	Feb.2,2015 ✓
Step II – Focus Group Feedback – proposed “draft” Tree Management Bylaw to be circulated to local professional tree experts including arborists, foresters, woodlot managers, developers and development consultants, environmental professionals, and environmental stewardship groups.	Late Feb. March ✓
Step III –Open House – consultation with general public & neighbourhood groups On Line Questionnaire with almost 300 responses from community including written comments that were provided to Council with reports	April 2015 ✓
Step IV – Consultation Update to Council – provide Council with opportunity to hear about stakeholder feedback with reports and presentation including possible revisions to Tree Protection and Management Bylaw. <ul style="list-style-type: none"> ➤ Additional consultation step added Sept. 15- Oct 5, 2015. ➤ Final update to Council at Workshop Nov. 16, 2015 	June to Sept. 2015 ✓
Step V - Final Consideration of Tree Protection and Management Bylaw No. 7133-2015 for 1 st , 2 nd , and 3 rd Reading	Dec 8, 2015
Step VI - Final Adoption	Jan 2016

At least a full year of ongoing consultation was carried out as part of the previous Tree Bylaw review process prior to adoption with on line questionnaires, community workshops, open house events, and professional stakeholder workshops. Council were updated during each phase of the Tree Bylaw review. (Appendix B, C, and D)

An additional one year update follow up review of the Tree Bylaw and update report / presentation was also provided to Council in November 2017. (Appendix E)

b) Key Tree Permit stakeholders related to Tree Protection & Management Bylaw development

The Tree Bylaw was developed and amended with input from the following groups.

1. Development industry (UDI developers, local developers, professional development consultants/environmental consultants).
2. Tree experts including professional foresters, arborists, and tree fellers/contractors
3. Urban Forestry professionals (UBC Research Forest/BCIT Woodlot & Blue Mountain Woodlot)
4. Tree Permit applicants – small scale removal and large scale clearing applicants, ALR applicants, and hazard tree removal applicants
5. Tree permit and tree removal complainants
6. Municipal Advisory Committees – Env. EAC members, Agriculture AAC, Heritage HAC, Economic and Tourism Advisory Committee.
7. Tree Professionals from other local governments
8. Representatives from other municipal departments (Parks, Operations, Engineering, Building Dept., Economic Development, Emergency Services)

c) Overview of the Tree Bylaw

Appendix A provides an overview of the differences between the previous Tree Bylaw and the current Tree Bylaw. Essentially, the current Tree Bylaw was intended to assist community stakeholders with the following objectives based on feedback and concerns provided to the City through the previous consultation process:

- Ensure safe, responsible tree cutting regulations and practices for both urban and rural lands to protect citizens and public/private property both on site and off site from negative impacts and risks associated with large scale clearing as well as irresponsible and unsupervised tree cutting practices;
- Promote retention of a portion of the significant healthy size trees on site where possible on new developments to retain form and character of neighborhoods; to decrease the risk of impacts such as drainage concerns, blowdown, and impacts to property values; and to continue to provide economic, social, and ecological benefits to the community.
- Provide appropriate tree management mitigation measures on site and supervision during construction activity or clearing activity to avoid unnecessary damage to protected areas, features, and adjacent properties.
- Assist citizens, property owners, and tax payers by retaining a minimum tree canopy cover ratio on site where possible to help offset costs to the larger community and taxpayers or else provide replanting opportunities elsewhere in the community
- Create a level playing field for tree experts – foresters, arborists, and tree felling contractors to help encourage responsible tree management and cutting practices.
- Develop appropriate exemptions and options for tree permit applicants through the tree permit process to promote a cost effective, efficient, and reasonable Bylaw.

In the past, public feedback has stressed the importance of staff continuing to carry out site visits to assist with citizen concerns, risk management issues, timing, and to help deal with tree management technical questions that arise. This outreach initiative by the municipal arborist has also helped to decrease the number of complaints about irresponsible tree cutting practices on private lots from concerned neighbours and citizens. It has also cut down the amount of time and costs spent in the field by Staff with follow up compliance, restoration, and enforcement visits.

2. GENERAL TRENDS AND STATISTICS

The statistics provide an overall picture and summary of recent trends over the past three years.

Tree Permit Stats	2016	2017	2018
Total # of Permit Applications	485	385	320
Total # of Permit Trees Cut	1800	3051	2231
Total # of Permit Trees Replaced	978	1357 (44%)	694 (31%)
Total # Significant Trees Cut	157	442	337
Permit Trees Denied on Record	96	12 (3%)	8 (2.5%)
Total # of Appeals	1	0	1

Comparison of Tree Permit Fees

2015/2016	2016	2017	2018
\$26,512 Tree Permit fees	\$95,000 Tree Permit fees	\$108,000	\$70,625
\$0 – No tree replacement fund	\$65,000 City Green Fund	\$145,000	\$6,750

Previous to the 2016 Tree Protection and Management Bylaw, there was no requirement for developers, builders, residents in rural areas, or homeowners in urban areas with smaller properties to go through any kind of tree permit process with the City. Less than a dozen applications were received over a two year period. Based on Tree Bylaw stats gathered over the past several years, over 1000 applicants have applied for tree permits since 2016.

3. COSTS OF SURVEYING

Pursuant to Council direction, staff were asked to include information on the cost of surveying past permit applicants. Cost estimates are provided as follows:

Staff led survey: This would include staff preparing a draft questionnaire for Council's review, followed by a mail-out to permit applicants. The survey responses would be made available to Council, with the results being used to inform whether changes to the Tree Bylaw are warranted. The estimate for this approach is \$1500, excluding staff time.

Consultant Led Survey: This would include the preparation of a questionnaire and mail-out prepared by a third party professional, and a report to Council. The survey responses and consultant recommendation would be presented to Council, with the results being used to inform whether changes to the Tree Bylaw are warranted. It is estimated that the costs would range from approximately \$10,000 to \$15,000. Funding for this project is not available in the Planning Department budget.

4. RECOMMENDATIONS

Pursuant to Council direction, this report has been prepared to provide additional information of the Tree Protection and Management Bylaw, including an overview of the options and costs associated with survey of current and past tree permit applicants.

"Original signed by Rod Stott"

Prepared by: **Rodney Stott,
Environmental Planner**

"Original signed by Christine Carter"

Reviewed by: **Christine Carter, M.PL., MCIP, RPP
Director of Planning**

"Original signed by Frank Quinn"

Approved by: **Frank Quinn, MBA, P.Eng
GM: Public Works & Development Services**

"Original signed by Kelly Swift"

Concurrence: **Kelly Swift, MBA
Acting Chief Administrative Officer**

The following appendices are attached hereto:

- Appendix A – comparison table of previous and current Tree Protection & Mgmt. Bylaw
- Appendix B – June 1, 2015 Consultation Update Report - Community Questionnaire on Tree Bylaw
- Appendix C – Nov. 16 2015 Community Stakeholder Group and Public Consultation Feedback Report
- Appendix D – Dec. 7 2015 Overview of the Tree Bylaw Consultation Process and Draft Bylaw Framework
- Appendix E – Nov. 2017 Tree Bylaw One Year Update report with amendment recommendations

TABLE 2. Summary of Key Tree Protection and Management Bylaw Changes

Bylaw Section	Previous Bylaw Application	Tree Protection & Mgmt Bylaw
Application	Urban Area only on lots larger than > 1 acre in size; Watercourse areas up to 15m; Steep slopes over 30%.	Trees > 20 cm dbh; Both urban and rural lands; Both development and non-development lands except where exemptions apply
Exemptions	First 3 tree removals on urban lots require no tree permit; Exemptions urban lots < 1 acre; Exemptions for rural lots; Exemptions for development;	All tree removals require a permit except where exemptions apply: <ul style="list-style-type: none"> ➤ trees < 20cm dbh width; ➤ hazard, dead or dying trees; ➤ trees within 2 m of structures; ➤ hedges, alders & cottonwoods with some parameters ➤ up to 10 permit trees/yr on rural lots if > 0.5ha, trees < 70cm, and lot must meet 30% canopy cover.
Permit Requirements	No criteria to refuse permit; No qualifications required for safety and knowledge of work	Circumstances listed under which tree cutting permit will be issued or denied; Qualifications for work to be performed
Replacements	Only required if violation i.e. removals in a watercourse setback or on steep slopes or unpermitted removals	Replacements required on all sites, if less than 16 trees per acre (or equivalent) remain on parcel; Cash in lieu option if unable to accommodate replacements; Security Deposits for large scale cutting;
Tree Protection	No requirements to protect or retain trees on development sites or non-development sites; Heritage protection for trees on Shady Lane road ROW;	<ul style="list-style-type: none"> ➤ Protection criteria for Significant Trees > 70 cm DBH where possible; ➤ Heritage Trees on Shady Lane ROW; ➤ Retention Plans for trees along the perimeter of lots and low impact development requirements; ➤ Protection requirements to ensure temporary protection of trees from damage during construction period; ➤ Protection areas required for developers with re-planting zones.
Hazardous Trees	No requirements to manage for hazard trees on development sites or consider impacts to adjacent property.	<ul style="list-style-type: none"> ➤ Requirement for professional hazard tree assessments to be completed before and after development activity completed; ➤ Requirements to consider impacts including wind firm edges.
Tree Management Plan	No requirements	Requirement for developers, builders and large scale clearing applicants to consider how to mitigate the impacts of tree cutting both on site & off site; Tree retention plan and Tree Replacement plans are required; Requirements for site supervisor, coordination by Forester or Arborist.

TO: His Worship Mayor Mike Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: October 8, 2019
MEETING: Workshop
SUBJECT: Business, Industrial and Farm Property Tax Comparisons

EXECUTIVE SUMMARY

It has been the practice of the City to review our property tax rates for the Business and Industrial Classes to ensure they are competitive with other lower mainland municipalities. This year the comparison has been extended to include the Farm Class.

In years past, adjustments have occurred in the business, light industrial and heavy industrial class property tax rates. Adjustments can either be redistribution of property taxes between classes or reduction in anticipated property tax revenue. Reductions in revenue would ideally be considered at business planning deliberations when considering all cost pressures and service level considerations.

RECOMMENDATION

For information purposes, no resolution required.

DISCUSSION

Properties in Maple Ridge fall into seven classes. The table below shows the 2019 relative assessed values and property taxes.

Property Class	Assessed Value	Property Taxes
01 – Residential	92.4%	78.4%
02 – Utilities	0.1%	0.9%
04 - Major Industry	0.1%	0.8%
05 - Light Industry	1.5%	3.9%
06 - Business and Other	5.9%	15.8%
08 - Recreational/Non-Profit	0.0%	0.1%
09 - Farm Land	0.0%	0.2%

A report on the 2019 assessments was provided at the February 26, 2019 Council Workshop which included detail on residential and business properties in different areas of the community, including market appreciation and new construction.

Property tax rates are set by taking the previous year's rate, adjusting for that class of property's market changes (negating the impact of market changes) and then increasing the rate based on the approved property tax increase.

It is important to keep in mind how property taxes are calculated when comparing the following two indicators:

1. Property Tax Rates

This is simply the municipal tax rate set by Council. We compare this to our own historic rates and to that of other municipalities. This type of analysis is straightforward, however, it does not account for the differences in assessed property values from jurisdiction to jurisdiction.

2. Property Class Multiples

The multiple is calculated by taking the municipal property tax rate and dividing it by the residential rate. While this method looks at the relative tax burden among the property classes, it does not account for the variability in assessed property value changes. The multiple for Farm Class is further complicated by assessments that are calculated using a very different methodology (not market value).

Business & Light Industry Class Comparison

Maple Ridge treats Light Industry (05) and Business and Other (06) as one composite class, resulting in identical property tax rates. This alignment was achieved over a long period of time with small incremental adjustments. Not all municipalities follow this practice.

Figure 1: Business Class Municipal Tax Rates – sorted by highest 2019 rates

Municipalities	2017 Business	2018 Business	2019 Business
Mission	13.5633	12.9026	12.4819
New Westminster	11.3385	10.4278	9.4584
Abbotsford	10.7331	10.0512	9.2476
Maple Ridge	10.9322	9.8429	8.9367
Pitt Meadows	10.2544	9.3294	8.6028
Port Coquitlam	10.5447	9.1630	7.9027
Langley, Township	9.0524	8.1502	7.6388
Coquitlam	10.9355	8.8663	7.2747
Langley, City	8.4724	7.6775	7.1450
Delta	8.9849	7.7991	7.1283
Chilliwack	8.7096	7.8122	7.1077
Port Moody	8.0874	6.9255	5.7004
Surrey	6.3214	5.9532	5.4636
Burnaby	7.4900	6.3109	5.3525
North Van., City	7.3857	6.4785	5.2827
North Van., District	7.0703	5.5992	4.6277
Vancouver	5.7974	5.0302	4.2712
Richmond	5.6064	4.8344	4.2702
West Vancouver	3.7962	3.4299	2.9479

Generally speaking, municipal tax rates increase as we move west to east, which is to be expected given the decreasing assessed values. This is confirmed with West Vancouver with the lowest rates and Mission with the highest rates. There are some anomalies which indicate different approaches to tax burden distribution.

Figure 2: Light Industrial Rates– sorted by highest 2019 rates

Municipalities	2017 Light Industry Rate	2018 Light Industry Rate	2019 Light Industry Rate
Pitt Meadows	14.0200	12.8026	13.0369
Port Moody	15.4020	14.1856	12.7401
New Westminster	15.4207	13.5274	11.4122
Mission	12.6143	10.9236	9.4923
Maple Ridge	10.9322	9.8429	8.9367
Port Coquitlam	12.1871	10.6173	8.7298
Coquitlam	11.5975	9.9203	8.3080
North Van., District	10.4512	7.7211	7.0942
Langley, City	9.0532	7.9285	6.9708
Delta	8.6873	7.5475	6.9333
Abbotsford	9.1699	8.3080	6.8641
Langley, Township	8.1841	7.1930	6.3779
Chilliwack	8.3032	7.2477	5.5454
Burnaby	7.4900	6.3109	5.3525
North Van., City	7.3857	6.4785	5.2827
Surrey	5.7864	5.0777	4.6278
Vancouver	5.7974	5.0302	4.2712
Richmond	5.6064	4.8344	4.2702

In both the Business and Light Industrial property tax rates there is a reduction across most municipalities over time. This reduction is a direct result of the market value of properties increasing in the region at a rate far in excess of property tax revenues increasing. West Vancouver is excluded from this listing as they do not have any Light Industrial properties.

Property Tax Multiples

As noted earlier, the multiple is calculated by looking at the rate relative to the residential rate. Any item which impacts either property tax rate differently will impact the multiple. There are two key variables in the changes to property tax rates over time, the rate of market appreciation and the rate of property tax revenue increase. In Maple Ridge, the property tax increase is typically applied to all property classes equally leaving just the market value change impact on multiples.

The multiples shown in Figure 3, below, indicates a change in multiple for Maple Ridge from 3.29 in 2018 to 3.15 in 2019. This is entirely due to market change as both classes experienced the same property tax increase. The business community may perceive this as an improvement in property tax burden distribution when there was no redistribution between classes.

When looking at the multiples in the following two tables, Maple Ridge compares relatively favorably on both the Business and Light Industrial Class properties.

Figure 3: Property Tax Multiples, Business Class – sorted by highest 2019

Municipalities	2017 Business Multiple	2018 Business Multiple	2019 Business Multiple
Mission	3.65	4.00	4.19
New Westminster	4.14	4.16	3.86
Coquitlam	5.05	4.38	3.67
Langley, Township	3.64	3.75	3.65
Burnaby	4.72	4.19	3.54
Port Coquitlam	3.93	3.76	3.35
Pitt Meadows	3.39	3.40	3.27
Vancouver	4.60	4.04	3.20
Maple Ridge	3.27	3.29	3.15
North Vancouver	4.08	3.85	3.12
Surrey	3.34	3.30	3.11
Langley, City	2.99	3.09	3.07
Delta	3.85	3.37	3.04
Abbotsford	2.78	2.99	2.99
North Vancouver	4.40	3.52	2.79
Richmond	3.57	3.19	2.76
Port Moody	3.14	2.80	2.38
Chilliwack	2.29	2.40	2.36
West Vancouver	3.11	2.74	2.06

Figure 4: Property Tax Multiples, Light Industrial Class – sorted by highest 2019

Municipalities	2017 Light Industry Multiple	2018 Light Industry Multiple	2019 Light Industry Multiple
Port Moody	5.98	5.74	5.31
Pitt Meadows	4.63	4.66	4.96
New Westminster	5.62	5.40	4.66
North Vancouver	6.51	4.85	4.27
Coquitlam	5.36	4.91	4.19
Port Coquitlam	4.54	4.35	3.70
Burnaby	4.72	4.19	3.54
Vancouver	4.60	4.04	3.20
Mission	3.39	3.39	3.18
Maple Ridge	3.27	3.29	3.15
North Vancouver	4.08	3.85	3.12
Langley, Township	3.29	3.31	3.05
Langley, City	3.19	3.19	3.00
Delta	3.72	3.26	2.96
Richmond	3.57	3.19	2.76
Surrey	3.05	2.81	2.63
Abbotsford	2.38	2.48	2.22
Chilliwack	2.18	2.23	1.84

Major Industrial Class

The property taxes levied on this property class have been adjusted in years past to reduce the property tax burden. In 2009 and 2010, the property taxes were reduced by 5% each year. In 2014 and 2015, Council authorized a reduction in the tax burden for this class by \$70,000 per year. Since 2016, the same property tax increase has been applied to Major Industrial as the Residential Class.

Figure 5: Major Industrial Property Tax Comparison – sorted by highest 2019 property tax rate

Municipalities	2017 Major Industry	2018 Major Industry	2019 Major Industry	% Taxes	2019 Multiple
Port Moody	78.0150	70.6532	48.5609	23	20.25
Vancouver	34.5135	34.2533	30.3951	1	22.76
Coquitlam	28.9270	28.9196	28.9455	nil	14.59
North Van., City	27.5000	27.5000	27.5000	10	16.25
Delta	29.4003	28.1936	25.7807	9	11.00
Burnaby	38.5939	31.9027	24.6537	3	16.31
New Westminster	29.4223	26.1923	24.1762	2	9.87
Pitt Meadows	34.9387	29.4587	23.1830	1	8.81
North Van., District	28.4083	23.4464	22.3655	13	13.46
Maple Ridge	26.1634	23.6677	20.6674	1	7.30
West Vancouver	17.6735	18.6468	19.5141	0	13.61
Richmond	12.5729	11.8002	9.8848	1	6.38
Surrey	11.1989	10.4931	9.4081	0	5.36
Port Coquitlam	12.1871	10.6173	8.7298	nil	3.70
Langley, Township	8.1332	6.9187	5.8871	0	2.81

The closure of the Hammond Cedar Sawmill, the only property in the Major Industrial Class, will have an impact on property taxes in the short term at the property goes through a transition. There is still significant value and potential for the property. The property tax implications will be monitored and Council will be updated as more information becomes available.

Farm Class


This class has not received the same scrutiny of annual review as commercial properties. Farms are a very small segment of the property taxes collected in Maple Ridge, about 0.2% or about \$164,000. The assessed values on Farm Class Properties are not based on market value and the amount of property taxes paid by acre or by property are relatively low. The rates in Maple Ridge are high relative to the majority of municipalities in Vancouver and Fraser Valley regions.

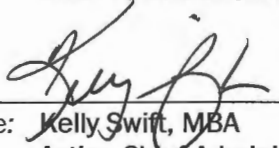
Figure 6: Farm Class Comparison – sorted by highest 2019 property tax rates

Municipalities	20217 Farm	2018 Farm	2019 Farm	Assessed Value Millions	Tax Class Multiples	Municipal Taxes
Maple Ridge	34.0412	34.0106	35.2285	5	12.44	164,062
Pitt Meadows	31.2508	32.1723	33.0597	18	12.57	590,819
Port Coquitlam	24.6682	24.9030	25.5984	1	10.84	22,424
Chilliwack	22.1493	22.4777	23.4771	80	7.78	1,884,294
Mission	21.0742	21.7854	22.4523	3	7.53	68,414
Kent	19.0004	19.5788	20.5689	15	7.46	299,588
Abbotsford	19.1582	19.6441	20.1703	141	6.52	2,835,053
Delta	19.1420	19.3866	19.7746	45	8.44	884,533
Coquitlam	15.3114	15.1885	15.5160	1	7.82	21,189
Richmond	13.0983	13.4710	13.9020	26	8.97	363,762
Langley, District	10.8451	11.0064	11.3345	66	5.41	753,046
Surrey	2.9812	3.1368	3.2275	35	1.84	113,228

CONCLUSIONS:

Maple Ridge will continue to review our rates against others to ensure that they remain competitive. The Farm Class rates are relatively high from both a rate and a multiple perspective. If Council would like to adjust the relative property tax burden options could be considered as part of updating the Financial Plan during the Business Planning deliberations.

Prepared by: 
Trevor Thompson, CPA, CGA
Chief Financial Officer

Concurrence: 
Kelly Swift, MBA
Acting Chief Administrative Officer