

City of Maple Ridge

COMMITTEE OF THE WHOLE AGENDA

April 20, 2021

1:30 p.m.

Virtual Online Meeting including Council Chambers

Committee of the Whole is the initial venue for review of issues. No voting takes place on bylaws or resolutions. A decision is made to send an item to Council for debate and vote or to send an item back to staff for more information or clarification before proceeding to Council.
The meeting is live streamed and recorded by the City of Maple Ridge.

For virtual public participation during Public Question Period register by going to www.mapleridge.ca/640/Council-Meetings and clicking on the meeting date

1. CALL TO ORDER

2. ADOPTION OF MINUTES

2.1 Minutes of the Committee of the Whole Meetings of:

- March 23, 2021
- April 6, 2021

3. DELEGATIONS / STAFF PRESENTATIONS (10 minutes each)

4. PLANNING AND DEVELOPMENT SERVICES

Note:

- Owners and/or Agents of development applications on this agenda may be permitted to speak to their item with a time limit of 10 minutes.
- The following items have been numbered to correspond with the Council Agenda where further debate and voting will take place, upon Council decision to forward them to that venue.

1101 2018-041-RZ, 11621, 11607 and 11633 Burnett Street, RS-1 to RM-2

Staff report dated April 20, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7724-2021 to amend the conservation boundary be given first and second readings and be forwarded to Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7444-2018 to rezone from RS-1 (One Family Urban Residential) to RM-2 (Medium Density Apartment Residential) to permit an apartment building containing approximately 57 apartment units in a six storey building be given second reading and be forwarded to Public Hearing.

1102 2018-430-RZ, 23717 and 23689 Fern Crescent, RS-2 to RM-1

Staff report dated April 20, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7730-2021 to adjust land use designations to fit site conditions be given first and second reading and be forwarded to Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7520-2018 to rezone from RS-2 (Single Detached Suburban Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of a 35 unit townhouse development be given second reading as amended and be forwarded to Public Hearing.

1103 2020-228-RZ, 25629 Bosonworth Avenue, RS-2 to RS-3

Staff report dated April 20, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7733-2021 to re-designate a portion of the lot from Suburban Residential to Agricultural be given first and second reading and be forwarded to Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7672-2020 to rezone from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential) to permit a panhandle portion of the lot to be subdivided off and consolidated with adjacent land to the north be given second reading as amended and be forwarded to Public Hearing.

5. ENGINEERING SERVICES

1131 Award of Contract RFP-OP21-6: Municipal Replacement Single Cab, Dual Wheel Mechanics Truck with Crane

Staff report dated April 20, 2021 recommending that Contract RFP-OP21-6 for the supply and delivery of one single cab, dual wheel mechanics truck with crane be awarded to Metro Motors Ltd. and that the Corporate Officer be authorized to execute the contract.

6. CORPORATE SERVICES

1151 Maple Ridge Water Service Amending Bylaw

Staff report dated April 20, 2021 recommending that Maple Ridge Water Service Amending Bylaw No. 7726-2021 to include water rates for the next five years be given first, second and third reading.

1152 Maple Ridge 2021-2015 Financial Plan Amending Bylaw

Staff report dated April 20, 2021 recommending that Maple Ridge 2021-2025 Financial Plan Amending Bylaw No. 7727-2021 to update the financial plan to reflect information received since the plan's adoption in January 2021 be given first, second and third reading.

1153 Maple Ridge 2021 Property Tax Rates Bylaw

Staff report dated April 20, 2021 recommending the Maple Ridge 2021 Property Tax Bylaw No. 7728-2021 to establish property tax rates for Municipal and Regional District purposes for the year 2021 be given first, second and third reading.

1154 Albion and Maple Ridge Road 13 Dyking Districts 2021 Tax Rate Bylaws

Staff report dated April 20, 2021 recommending that Albion Dyking District Tax Rates Bylaw No. 7736-2021 and Maple Ridge Road 13 Dyking District Tax Rates Bylaw No. 7737-2021 to impose taxes upon lands in the aforementioned dyking districts be given first, second and third reading.

1155 Greenhouse Gas Reduction Targets, Official Community Plan Amending Bylaw No. 7688-2020

Staff report dated April 20, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7688-2020 to adjust the City's greenhouse gas emission targets to align with global climate change science endorsed by the Intergovernmental Panel on Climate Change be given second reading and be forwarded to Public Hearing.

7. PARKS, RECREATION & CULTURE

8. ADMINISTRATION

9. COMMUNITY FORUM

10. NOTICE OF CLOSED COUNCIL MEETING

11. ADJOURNMENT

COMMUNITY FORUM

The Community Forum provides the public with an opportunity to speak with Council on items that are of concern to them, with the exception of Public Hearing bylaws that have not yet reached conclusion.

There is a 2 minute time limit per speaker with a second opportunity provided if no one else is waiting to speak, and a total of 15 minutes is provided for the Community Forum. Respectful statements and/or questions must be directed through the Chair and not to individual members of Council.

During the COVID-19 health emergency it is important to ensure that our democratic processes continue to function and that the work of the City remains transparent for all citizens. We are doing business a bit differently during this time as we balance the health and safety of citizens and staff with our democratic processes. While City Hall is now open to the public, Council meetings are being held virtually and only necessary staff are present. In-person attendance by the public at Council meetings is not available and we encourage the public to watch the video recording of the meeting via live stream or any time after the meeting via <http://media.mapleridge.ca/Mediasite/Showcase>.

Using Zoom, input from the public during Community Forum is being facilitated via email to clerks@mapleridge.ca and/or via the *raised hand* function through the Zoom meeting. For virtual public participation during Community Forum please register in advance by clicking on the date of the meeting at <https://www.mapleridge.ca/640/Council-Meetings>. When the meeting reaches the Community Forum portion, please raise your virtual hand to indicate you would like to speak.

For detailed information on how to register for the meeting of interest, please refer to <https://www.mapleridge.ca/DocumentCenter/View/24663/Launch-Virtual-Meeting>

If you have a question or comment that you would normally ask as part of Community Forum, you can email clerks@mapleridge.ca before 1:00 p.m. on the day of the meeting and your questions or comments will be shared with Council. If you miss this deadline staff will respond to you in writing as soon as possible.

As noted, during the COVID-19 health emergency, we will be using new virtual tools to ensure that citizens' voices are being heard as part of our meetings. We thank citizens for their support as we try innovative approaches to keep us all connected even as we separate to stop the spread of COVID-19.

For more information contact:

Clerk's Department at 604-463-5221 or clerks@mapleridge.ca
Mayor and Council at mayorcouncilandcaol@mapleridge.ca

APPROVED BY:

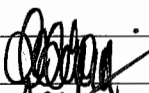
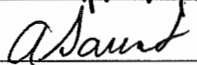
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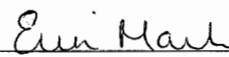
PREPARED BY:

DATE:

CHECKED BY:

DATE:


April 15, 2021

April 15, 2021


April 15/21

2.1 Adoption of Minutes

City of Maple Ridge

COMMITTEE OF THE WHOLE MEETING MINUTES

March 23, 2021

The Minutes of the Committee of the Whole Meeting held on March 23, 2021 at 1:31 p.m. virtually and in Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

PRESENT

Elected Officials

Mayor M. Morden
Councillor J. Dueck
Councillor K. Duncan
Councillor C. Meadus
Councillor G. Robson
Councillor R. Svendsen
Councillor A. Yousef

Appointed Staff

A. Horsman, Chief Administrative Officer
D. Boag, General Manager Parks, Recreation & Culture
C. Carter, General Manager Planning & Development Services
C. Crabtree, General Manager Corporate Services
D. Pollock, General Manager Engineering Services
S. Nichols, Corporate Officer

T. Thompson, Director of Finance/CFO

Other Staff as Required

B. Livingstone, Business Retention and Expansion Officer
R. MacNair, Senior Advisor, Bylaw and Licensing Services
M. McMullen, Manager of Development and Environmental Services
V. Richmond, Director of Parks & Facilities
R. Tardif, Planner 1

Note: These Minutes are posted on the City website at mapleridge.ca/AgendaCenter/
Video of the meeting is posted at media.mapleridge.ca/Mediasite/Showcase

Note: Due to the COVID-19 pandemic, Councillor Duncan and Councillor Yousef choose to participate electronically.

1. **CALL TO ORDER**

2. **ADOPTION AND RECEIPT OF MINUTES**

2.1 Minutes of the Committee of the Whole Meeting of March 2, 2021

It was moved and seconded

That the minutes of the March 2, 2021 Committee of the Whole Meeting be adopted.

CARRIED

3. **DELEGATIONS/STAFF PRESENTATIONS**

3.1 **How to Stop Human Sex Trafficking and Sexual Exploitation in BC**

- **Cathy Peters**

Ms. Peters spoke to the issue of sex trafficking and sexual exploitation in BC and advised on methods municipalities can utilize to discourage such activities. She advised that BC is behind other provinces in raising public awareness about the issue and that it is a growing crime here due to a robust undeterred sex industry in the Lower Mainland. Ms. Peters requested a letter of support for the issue.

4. **PLANNING AND DEVELOPMENT SERVICES**

1101 **2020-432-RZ, 12211 and 12229 228 Street, RS-1 to RM-1**

Staff report dated March 23, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7713-2021 to rezone from RS-1 (Single Detached Residential) to RM-1 (Low Density Townhouse Residential) to permit construction of 17 dwelling units be given first reading and that the applicant provide further information as described on Schedules C, D and E of the Development Procedures Bylaw No. 5879-1999, along with the information required for a subdivision.

M. McMullen, Manager of Development and Environmental Services, provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "First Reading, Zone Amending Bylaw No. 7713-2021, 12211 and 12229 228 Street" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1102 **2021-061-RZ, 21783 Lougheed Highway, C-2 to C-7**

Staff report dated March 23, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7719-2021 to rezone from C-2 (Community Commercial) to C-7 (Lougheed Transit Corridor High Density Mixed-Use) to permit construction of a six storey, purpose-built rental apartment building and that Maple Ridge Zone Amending Bylaw No. 7721-2021 to amend Zoning Bylaw No. 7500-2019 by adding a C-7 Lougheed Transit Corridor High Density Mixed-Use Zone be given first reading and that the applicant provide further information as described on Schedules C, D and E of the Development Procedures Bylaw No. 5879-1999.

R. Tardif, Planner provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "First Reading, Zone Amending Bylaw No. 7719-2021, Zone Amending Bylaw No. 7721-2021, 21783 Loughheed Highway" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1103 2021-062-RZ, 25927 and 25801 128 Avenue, Site Specific Text Amendments

Staff report dated March 23, 2021 recommending that site specific text amendments to Maple Ridge Official Community Plan Amending Bylaw No. 7715-2021 and Maple Ridge Zone Amending Bylaw No. 7716-2021 to permit an Outdoor Commercial Recreation Use for outdoor paintball be given first reading.

M. McMullen, Manager of Development and Environmental Services, provided a summary presentation and staff answered Council questions.

Seamus Fraser - Applicant

Mr. Fraser provided a summary presentation on the history of company, details of the proposed operation and addressed concerns raised by local residents.

It was moved and seconded

That the staff report dated March 23, 2021 titled "First Reading, OCP Amending Bylaw No. 7715-2021, Zone Amending Bylaw No. 7716-2021, 25927 and 25801128 Avenue" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1104 2018-097-RZ, 21571 121 Avenue, RS-1b to R-1

Staff report dated March 23, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7460-2018 to rezone from RS-1b (Single Detached [Medium Density] Residential) to R-1 (Single Detached [Low Density] Urban Residential) to permit a subdivision of two lots be given second reading and be forwarded to Public Hearing.

M. McMullen, Manager of Development and Environmental Services provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Second Reading, Zone Amending Bylaw No. 7460-2018, 21571121 Avenue" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1105 2019-353-RZ, 22058 119 Avenue, RS-1 to RT-2

Staff report dated March 23, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7583-2019 to rezone from RS-1 (Single Detached Residential) to RT-2 (Ground-Oriented Residential Infill) to permit development of a triplex residential building be given second reading and be forwarded to Public Hearing.

M. McMullen, Manager of Development and Environmental Services, provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Second Reading, Zone Amending Bylaw No. 7583-2019, 22058 119 Avenue" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1106 2020-242-RZ, Off-Street Parking and Loading Amending Bylaw; Subdivision and Development Servicing Amending Bylaw

Staff report dated March 23, 2021 recommending that Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7663-2020 and Maple Ridge Subdivision and Development Servicing Amending Bylaw No. 7671-2020 to incorporate text amendments resulting from the adoption of new Zoning Bylaw No. 7600-2019 be given first, second and third reading.

M. McMullen, Manager of Development and Environmental Services, spoke to the housekeeping amendments required to be in compliant with the new Zoning Bylaw.

It was moved and seconded

That the staff report dated March 23, 2021 titled "First, Second and Third Reading, Off-Street Parking and Loading Amending Bylaw No. 7663-2020, Subdivision and Development Servicing Amending Bylaw No. 7671-2020" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Note: The Acting Mayor called for recess at 3:15 p.m. and requested a motion to move into a Closed Council Meeting

It was moved and seconded

That the meeting be closed to the public pursuant to Section 90(1) and 90(2) of the *Community Charter* as the subject matter being considered relates to the following:

Section 90(2)(b) The consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government.

Any other matter may be brought before the Council that meets the requirements for a meeting closed to the public pursuant to Section 90(1) and 90(2) of the Community Charter or Freedom of Information and Protection of Privacy Act.

Note: The Committee of the Whole Meeting reconvened at 4:46 p.m. Mayor Morden was not in attendance when the meeting reconvened.

1107 2018-249-DVP, 25180 108 Avenue

Staff report dated March 23, 2021 recommending that the Corporate Officer be authorized to sign and seal 2018-249-DVP to waive requirement for road construction for 252 Street at the east perimeter and for 106 Avenue at the south perimeter, to reduce required road dedication along 108 Avenue and to vary the required lot width in the RS-2 (Suburban Residential) zone.

M. McMullen, Manager of Development and Environmental Services, provided a summary presentation and staff answered Council questions.

Note: Mayor Morden joined the meeting at 4:52 p.m.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Development Variance Permit, 25180 108 Avenue" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Councillor Duncan – OPPOSED

1108 2019-394-SD, 5% Money in Lieu of Parkland Dedication, 20857 Golf Lane

Staff report dated March 23, 2021 recommending that the owner of land proposed for subdivision at 20857 Golf Lane, under application 2019-394-SD, pay an amount that is not less than \$112,500.00.

M. McMullen, Manager of Development and Environmental Services, provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "5% Money In Lieu of Parkland Dedication, 20857 Golf Lane" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1109 Maple Ridge Ticket Information Utilization Amending Bylaw and Maple Ridge Bylaw Notice Enforcement Amending Bylaw

Staff report dated March 23, 2021 recommending that Maple Ridge Ticket Information Utilization Amending Bylaw No. 7680-2020 and Maple Ridge Bylaw Notice Enforcement Amending Bylaw No. 7681-2020 to include the recently adopted Zoning Bylaw, Boulevard Maintenance Bylaw and Sign Bylaw and other housekeeping changes be given first, second and third reading.

M. Orsetti, Director, Bylaw & Licensing Services spoke to the staff report and the fee proposals for each of the bylaws.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Maple Ridge Ticket Information Utilization Amending Bylaw No. 7680-2020 and Bylaw Notice Enforcement Amending Bylaw No. 7681-2020" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Councillor Duncan – OPPOSED

Note: Councillor Yousef left the meeting at 3:44 p.m. He was absent for the vote on Item 1109.

1110 Proposed New Cannabis Retail Store, 110 - 20110 Lougheed Highway

Staff report dated March 23, 2021 recommending that the application for a non medical cannabis retail store by Burb Cannabis Corp. located at 110 - 20110 Lougheed Highway, Maple Ridge be denied and that a copy of the resolution be forwarded to the Liquor and Cannabis Regulation Branch.

Steve Dowsley - Applicant

Mr. Dowsley gave a presentation on the business model of the proposed cannabis retail store. He provided documentation supporting the application and highlighted support to be provided by Burb to community initiatives.

Note: Councillor Yousef returned to the meeting at 3:54 p.m. during the applicant's presentation.

R. MacNair, Senior Advisor, Bylaw & Licensing Services answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Proposed New Cannabis Retail Store at 110 - 20110 Lougheed Highway" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Councillor Duncan – OPPOSED

5. ENGINEERING SERVICES

1131 Award of Contract ITT-EN21-5: Sanitary Sewer Replacement on 223 Street from Haney Bypass to Lougheed Highway

Staff report dated March 23, 2021 recommending that Contract ITT-EN21-5: Sanitary Sewer Replacement on 223 Street from Haney Bypass to Lougheed Highway be awarded to Sandpiper Contracting LLP, that a contract contingency to address potential variations in field conditions be approved and that the Corporate Officer be authorized to execute the contract.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Award of Contract ITT-EN21-5: Sanitary Sewer Replacement on 223 Street from Haney Bypass to Lougheed Highway" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

1132 Award of Contract ITT-EN21-24: 232 Street Road Improvements and 116 Avenue Multi-Use Path

Staff report dated March 23, 2021 recommending that Contract ITT-EN21-24: 232 Street Road Improvements and 116 Avenue Multi-Use Path be awarded to Eurovia British Columbia Inc., that a construction contingency be approved to address potential variations in field conditions, that the existing contract with R.F. Binnie & Associates Ltd. for Engineering Design Services for 232 Street Conceptual and Detailed Design (Dewdney Trunk Road to 116 Avenue) be increased and that the Corporate Officer be authorized to execute the contracts.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Award of Contract ITT-EN21-24: 232 Street Road Improvements and 116 Avenue Multi-Use Path" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Note: Councillor Yousef left the meeting at 4:06 p.m. He was absent for the vote on Item 1132.

6. CORPORATE SERVICES

1151 Community Development & Enterprise Services Committee Quarterly Update and Terms of Reference Amendment

Staff report dated March 23, 2021 recommending that the Terms of Reference for the Community Development & Enterprise Services Committee be approved.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Community Development & Enterprise Services Committee Quarterly Update and Terms of Reference Amendment" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Note: Councillor Yousef was absent for the vote on Item 1151

7. PARKS, RECREATION & CULTURE

1171 Festival Grant Program Recommendations – Intake One 2021

Staff report dated March 23, 2021 recommending that the Festival Grant Program – Intake One 2021 allocations for events taking place between May 1 and October 31, 2021 be approved.

V. Richmond, Director of Parks & Facilities responded to questions from Council.

Note: Councillor Yousef returned to the meeting at 5:48 p.m.

It was moved and seconded

That the staff report dated March 23, 2021 titled “Festival Grant Program Recommendations - Intake One 2021” be forwarded to the Council Meeting of March 30, 2021.

CARRIED

8. ADMINISTRATION

1191 Maple Ridge Council Procedure Bylaw

Staff report dated March 23, 2021 recommending that Maple Ridge Council Procedure Bylaw No. 7700-2021 be given first, second and third reading and that the legislated public notice be given.

S. Nichols, Corporate Officer provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated March 23, 2021 titled “Maple Ridge Council Procedure Bylaw No. 7700-2021” be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Councillor Duncan – OPPOSED

1192 Fraser River Waterfront Revitalization Initiative

Staff report dated March 23, 2021 providing further information as requested by Maple Ridge Council on the Fraser River Waterfront Revitalization Initiative proposed by the Surrey Board of Trade.

W. Dupley, Director of Economic Development, provided a summary presentation and staff responded to questions from Council.

It was moved and seconded

That the staff report dated March 23, 2021 titled "Fraser River Waterfront Revitalization Initiative" be forwarded to the Council Meeting of March 30, 2021.

CARRIED

Councillor Duncan – OPPOSED

9. ADJOURNMENT – 6:19 p.m.

Councillor G. Robson, Chair
Presiding Member of the Committee

City of Maple Ridge

COMMITTEE OF THE WHOLE MEETING MINUTES

April 6, 2021

The Minutes of the Committee of the Whole Meeting held on April 6, 2021 at 1:30 p.m. virtually and in Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

PRESENT

Elected Officials

Mayor M. Morden
Councillor J. Dueck
Councillor C. Meadus
Councillor G. Robson
Councillor R. Svendsen
Councillor A. Yousef

Absent

Councillor K. Duncan

Appointed Staff

A. Horsman, Chief Administrative Officer
C. Carter, General Manager Planning & Development Services
C. Crabtree, General Manager Corporate Services
S. Hartman, General Manager Parks, Recreation & Culture
S. Nichols, Corporate Officer
D. Pollock, General Manager Engineering Services
T. Thompson, Chief Financial Officer

Other Staff as Required

C. Goddard, Director of Planning
A. Grochowich, Planner 2
M. McMullen, Manager of Community Planning and Environmental Services
J. Mickleborough, Director of Engineering

Note: These Minutes are posted on the City website at mapleridge.ca/AgendaCenter/
Video of the meeting is posted at media.mapleridge.ca/Mediasite/Showcase

Note: Due to the COVID-19 pandemic, Councillor Meadus and Councillor Yousef choose to participate electronically.

1. **CALL TO ORDER**
2. **ADOPTION AND RECEIPT OF MINUTES – Nil**
3. **DELEGATIONS/STAFF PRESENTATIONS – Nil**

4. **PLANNING AND DEVELOPMENT SERVICES**

1101 2021-131-RZ, 23103 136 Avenue, A-2 to R-2

Staff report dated April 6, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7725-2021 to rezone from A-2 (Upland Agricultural) to R-2 (Single Detached [Medium Density] Urban Residential) to permit a future subdivision of approximately 20 lots be given first reading and that the applicant provide further information as described on Schedules A, B, E, F, G and J of the Development Procedures Bylaw No. 5879-1999, along with a Subdivision application.

C. Goddard, Director of Planning and Development Services, provided a summary presentation and staff answered Council questions.

The Chair invited the applicant, J. Lycan, to speak to the staff presentation. Mr. Lycan did not add comments to the presentation.

It was moved and seconded

That the staff report dated April 6, 2021 titled "First Reading, Zone Amending Bylaw No. 7725-2021, 23103 136 Avenue" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

1102 2017-231-RZ, Business Licencing and Regulation Bylaw Definitions and Licence Fee Update, Assisted Living Facilities and Transitional Housing

Staff report dated April 6, 2021 recommending that Maple Ridge Business Licencing and Regulation Amending Bylaw No. 7722-2021 to add new terms and fees resulting from the adoption of Zone Amending Bylaw No. 7651-2020 be given first, second and third reading.

A. Grochowich, Planner provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated April 6, 2021 titled "Business Licencing and Regulation Bylaw Definitions + Licence Fee Update for Assisted Living Facilities and Transitional Housing, First, Second and Third Reading, Business Licencing and Regulation Amending Bylaw No. 7722-2021" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

1103 2017-231-RZ, Assisted Living Residences in Residential Areas

Staff report dated April 6, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7723-2021 to permit all classes of assisted living residences in residential areas, namely for seniors, persons with disabilities and people receiving services associated with mental health be given first and second reading and be forwarded to Public Hearing.

A. Grochowich, Planner provided a summary presentation and staff answered Council questions.

It was moved and seconded

That the staff report dated April 6, 2021 titled "Assisted Living Residences in Residential Areas, First and Second Reading, Zone Amending Bylaw No. 7723-2021" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

5. ENGINEERING SERVICES

1131 12342 244 Street – Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

Staff report dated April 6, 2021 recommending that the request to provide a sanitary sewer service connection to 12342 244 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

J. Mickleborough, Director of Engineering spoke to the staff report and staff answered Council questions.

It was moved and seconded

That the staff report dated April 6, 2021 titled "12342 244 Street- Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

1132 12606 224 Street – Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

Staff report dated April 6, 2021 recommending that the request to provide a sanitary sewer service connection to 12606 224 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

J. Mickleborough, Director of Engineering spoke to the staff report and staff answered Council questions.

It was moved and seconded

That the staff report dated April 6, 2021 titled "12606 224 Street- Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

1133 12745 Laity Street - Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

Staff report dated April 6, 2021 recommending that the request to provide a sanitary sewer service connection to 12745 Laity Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

J. Mickleborough, Director of Engineering spoke to the staff report and staff answered Council questions.

It was moved and seconded

That the staff report dated April 6, 2021 titled "127 45 Laity Street - Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary" be forwarded to the Council Meeting of April 13, 2021, 2021

CARRIED

6. CORPORATE SERVICES – Nil
7. PARKS, RECREATION & CULTURE – Nil
8. ADMINISTRATION – Nil
9. ADJOURNMENT – 2:21 p.m.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: First and Second Reading
Official Community Plan Amending Bylaw No. 7724-2021;
Second Reading
Zone Amending Bylaw No. 7444-2018;
11621, 11607 and 11633 Burnett Street

MEETING DATE: April 20, 2021
FILE NO: 2018-041-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject properties (Appendices A and B) located at 11621, 11607 and 11633 Burnett Street from RS-1 (One Family Urban Residential) to RM-2 (Medium Density Apartment Residential). This will permit future construction of an apartment building containing approximately 57 apartment units, in a six (6) storey building, built to a certified Passive House Standard, with two levels of underground parking. The lower parking level is stepped in to avoid being visible from the future park area. Council granted first reading to Zone Amending Bylaw No. 7444-2018 (Appendix C) and considered the early consultation requirements for the Official Community Plan (OCP) amendment on May 22, 2018.

The subject development site is tightly constrained for two reasons. A large amount of park dedication is required in the western part of the site to accommodate geotechnical requirements and ravine/creek protection. Burnett Street is a significant road network element requiring upgrading and design coordination with the intersection of Lougheed Highway, a short distance to the north. Park and road dedication took considerable review to find the balance between these constraining factors, through setback, vehicle parking and road widening relaxations, as described in the report.

This application requires an amendment (Bylaw No. 7724-2021 Appendix D) to the boundary of the Conservation designation in Official Community Plan (OCP) to reflect ground truthing, to achieve a habitat balance and to accommodate the desired residential and underground parking building footprints.

Pursuant to Council policy, this application is subject to the Community Amenity Contribution Program at a rate of \$3,100.00 per apartment, for an estimated amount of \$176,700.00. A further contribution under the density bonus of the RM-2 of approximately \$127,292.48 based on \$162.46 per sq. m. is triggered by the desired density over the Floor Space Ratio of 1.8. A further \$152,000.00 will be taken as a parking payment in-lieu fee in accordance with Schedule C of the Off-Street Parking and Loading Bylaw No. 4350-1990.

RECOMMENDATIONS:

- 1) That, in accordance with Section 475 of the *Local Government Act*, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7724-2021 on the municipal website and requiring that the applicant host a Virtual

Development Information Meeting (DIM), and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;

- 2) That Official Community Plan Amending Bylaw No. 7724-2021 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
- 3) That it be confirmed that Official Community Plan Amending Bylaw No. 7724-2021 is consistent with the Capital Expenditure Plan and Waste Management Plan;
- 4) That Official Community Plan Amending Bylaw No. 7724-2021 be given first and second readings and be forwarded to Public Hearing;
- 5) That Zone Amending Bylaw No. 7444-2018 be given second reading, and be forwarded to Public Hearing;
- 6) That the following terms and conditions be met prior to final reading:
 - i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Approval from the Ministry of Transportation and Infrastructure;
 - iii) Amendment to Official Community Plan Schedules "B" and "C";
 - iv) Road dedication on Burnett Street to be determined based on a final cross section demonstrating all services, the sidewalk, lighting , etc. can be accommodated in a proposed narrower right of way;
 - v) Park dedication as required and removal of all debris and garbage from park land;
 - vi) Consolidation of the subject properties;
 - vii) Registration of a Restrictive Covenant for the Geotechnical Report which addresses the suitability of the subject properties for the proposed development;
 - viii) Registration of a Restrictive Covenant for stormwater management, including maintenance requirements;
 - ix) Registration of a Restrictive Covenant for protecting the Visitor Parking;
 - x) Registration of a Restrictive Covenant for four (4) Adaptive Housing units;
 - xi) Removal of existing building/s;
 - xii) Coordination of the proposed variances with final design plans as detailed in this report dated April 20, 2020;
 - xiii) In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject properties. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.

- xiv) That a voluntary contribution, in the amount of \$176,700.00 (\$3,100.00/unit) be provided in keeping with the Council Policy with regard to Community Amenity Contributions.
- xv) Cash Contribution for additional Density at a rate of \$161.46 per square metre (\$15.00 per square foot) of density over 1.8 FSR in the amount of approximately \$127,292.48, and
- xvi) A cash contribution of \$152,000.00 for parking in-lieu in accordance with Schedule C of the Off-Street Parking and Loading Bylaw No. 4350-1990.

DISCUSSION:

1) Background Context:

Applicant: Key Plan Development Mgmt.

Legal Description: Parcel "A" (Reference Plan 13279) Lot 1, Section 17, Township 12, New Westminster District Plan 12316;
 Lot 1 Except: Firstly: Parcel "B" (Explanatory Plan 12951), Secondly: Parcel "A" (Reference Plan 13279), Section 17, Township 12, New Westminster District Plan 12316; and
 Lot 2, Section 17, Township 12, New Westminster District Plan 12316

OCP:

Existing: Low-Rise Apartment
 Proposed: Low-Rise Apartment

Within Urban Area Boundary: Yes
 Area Plan: Town Centre Area Plan
 OCP Major Corridor: Yes

Zoning:

Existing: RS-1 (Single Detached Residential)
 Proposed: RM-2 (Medium Density Apartment Residential)

Surrounding Uses:

North:	Use:	Vacant
	Zone:	RS-1 (One Family Urban Residential), C-3 (Town Centre Commercial)
	Designation:	Low-Rise Apartment and Conservation
South:	Use:	Single-Family Residential
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Ground-Oriented Multi-Family and Conservation
East:	Use:	Single and Multi-Family Residential
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Urban Residential
West:	Use:	Single-Family Residential
	Zone:	RS-1 One Family Urban Residential
	Designation:	Ground-Oriented Multi-Family and Conservation

Existing Use of Property:	Residential
Proposed Use of Property:	Residential
Site Area:	0.73 HA; approximately 0.19 HA after park and road dedication
Access:	Burnett Street
Servicing:	Urban
Companion Applications:	2018-041-DP, 2018-041-VP and 2018-513-DP

2) Background:

The original proposal was for a five (5) storey apartment building containing 49 apartment units, with four (4) of the units being adaptive housing for “aging-in-place” living in accordance with Section 3.8.5 of the BC Building Code. The applicant’s revised proposal (Appendices E, F and G) is for 57 apartment units in a six (6) storey building, as permitted with the adoption of the new Zoning Bylaw. Accordingly, the new Floor Space Ratio (FSR) has increased from 1.77 to 2.3. A cash contribution is required for the additional density at a rate of \$161.46 per square metre (\$15.00 per square foot) of density over 1.8 FSR in the amount of approximately \$127,292.48.

Setback reductions are necessary to accommodate this building on a severely constrained site. The front setback is proposed to be 4.0 metres, with a corner down to approximately 2.0 metres where the lot narrows. These variances are a result of the new building being situated between park and a new widened road allowance. More information about the variances is provided later in this report.

The number of residential parking spaces proposed is 79. The visitor spaces are also reduced from 11 to 7 with some street parking in front of the building possible. In total, a parking shortfall of 19 stalls will be compensated for by the payment in-lieu option of \$8,000.00 per stall or \$152,000.00, as permitted in the Town Centre in Schedule C of the Off-Street Parking and Loading Bylaw No. 4350-1990.

3) Project Description:

The applicant is proposing to dedicate approximately 0.51 ha (1.26 acres) of land as park to protect Creek 33 and an unnamed tributary, as well as another 0.03 ha (0.074 acres) for road widening along Burnett Street. The net lot area for development is approximately 0.19 ha (0.47 acres), or about 1/3 of the original development site. Subject to a final survey plan, the environmental boundaries have been established as well as the habitat balance and remediation measures for the proposed site to accommodate the intended development project.

The development proposal is for a six (6) storey condominium building with approximately 5,510 m² (59,304 sf) of gross floor area, which is slightly more than for the original proposal of 4,334 m² (46,657 sf). The density has increased from 1.77 to 2.3 FSR with the density bonus noted above.

The mix of units, has more two and three bedroom than before to reflect market demand and is proposed as follows:

- 4 one bedroom units;
- 5 one bedroom and den units;
- 31 two bedroom units;
- 10 two bedroom and den units; and
- 7 three bedroom units.

The applicant is proposing that four units to be built as adaptable housing in accordance with Section 3.8.5 of the BC Building Code to allow greater accessibility and/or "aging-in-place" living. The applicant is also proposing to incorporate high energy efficiency building techniques to achieve a certified Passive House standard. This includes high performance air barriers, triple glazed windows, better insulation, heat-recovery ventilation units, and managing solar heat gain through shading systems. The attention to sustainability measures is greater than in other projects, making this a project potentially a trend setter.

4) Planning Analysis:

i) Official Community Plan:

The development site is located at the southeastern edge of the South of Lougheed (SOLO) precinct of the Town Centre Area Plan. The SOLO precinct supports higher density residential development within its boundaries. This project, a low-rise residential building, conforms to the intent of the SOLO precinct guidelines of the Town Centre Area Plan.

The proposed RM-2 (Medium Density Apartment Residential) zoning complies with the subject property's current designation of Low Rise Apartment. However, an OCP amendment application to adjust Conservation boundaries is required.

Town Centre Area Plan Policy 3-1 An increase in residential and commercial density is encouraged in the Town Centre [...] Land-use should include a mix of housing types catering to various demographics, including affordable and special needs housing, within walking distance to a broad mixture of uses, including shops, services, cultural facilities, and recreation.

This project increases the residential density by introducing approximately 57 units ranging from one to three bedrooms in size. They are located within walking distance to a range of shops, services, and transit in and around the Central Business District.

Town Centre Area Plan Policy 3-12 High density development that is four or more storeys in height may be required to include a shadow study in consideration of adjacent sites to address potential impacts on available daylight. Consideration should also be given to the privacy of residents in existing buildings.

Due to the presence of Creek 33 and an unnamed tributary to the west and north respectively, the building is not expected to have any shadow impacts on any buildings. A single family home, one on the subject site will be removed.

This project includes two below grade concealed parking levels. Any portion of the parking structure that projects above the grade will need to be mitigated by landscaping, plantings, public art elements or residential amenity space.

Town Centre Area Plan Policy 3-22 All Low-Rise Apartment developments should be a minimum of three (3) storeys and a maximum of five (5) storeys in height.

Changing the restriction from five (5) to six (6) storeys in the above OCP Policy would mean any site designated *Low-Rise Apartment*, would be entitled to the additional story. After further review, it was determined that such an increase could be permitted if an applicant demonstrates that adverse impacts due to shadowing, change in neighbourhood character, view obstruction and other negative impacts are sufficiently mitigated.

Therefore, the following text amendment (see underlined text) is proposed to Policy 3-22 in the Town Centre Area Plan:

Town Centre Area Plan Policy 3-22 *All Low-Rise Apartment development should be a minimum of three (3) storeys and a maximum of five (5) storeys. In instances where there it is demonstrated shadowing, neighbourhood character, view obstruction and other negative impacts are sufficiently mitigated, the height may be increase to six (6) storeys.*

The applicant has demonstrated through the plans submitted and reviewed by the Advisory Design Panel, compliance with the Policy 3-22 as proposed to be amended.

Official Community Plan Policy 3-33 *Maple Ridge will encourage housing that incorporates "age-in-place" concepts and senior housing designed to accommodate special needs.*

The four units built to as adaptable units also supports "aging-in-place". A restrictive covenant will be registered on title to secure this requirement.

ii) Zoning Bylaw:

The current application proposes to rezone the subject properties located at 11607, 11621 and 11633 Burnett Street from RS-1 (One Family Urban Residential) to RM-2 (Medium Density Apartment Residential) to permit the construction of a six (6) storey apartment building with a proposed floor space ratio (FSR) of 2.3.

The RM-2 zone allows a maximum floor space ratio (FSR) of 1.8, with up to 2.5 through payment of a density bonus. The portion of FSR desired by the applicant over the sum of the base density and parking bonus density (e.g. $1.8 + 0.5 = 2.3$) is 0.5. This is to be secured though the density bonus requirement under the RM-2 zone density regulations. The payment will be approximately \$127,292.48 based on \$161.46 per sq. m. being applied to this additional FSR.

iii) Proposed Variances:

A Development Variance Permit application has been received for this project and involves the following possible relaxations that will be confirmed at the Development Permit stage:

1. *Maple Ridge Zoning Bylaw No. 7600-2019*

The following setback variances are requested:

- Front lot line setback: to be reduced from 7.5 metres to 4.0 metres for the closest façade wall and 3.4 metres to the front face of the cantilevered balconies and frame/roof features. These may need to be adjusted at the final DP stage and will not affect the form and character of the project;
- Interior lot lines: from 7.5 metres to 5.14 meters for the closest façade to the south interior lot line and 4.0 metres for the closest façade north interior lot line. An additional variance will be required for any façade or balcony features as projections must be specified for yards being varied; and

- Rear lot line: from 7.5 to various reduced distances, with 1.7 metres at one building corner being the closest. An additional variance will be required for any façade or balcony features as projections must be specified for yards being varied.

Staff Comment: These are well integrated with the required setbacks for environmental protection and coordinated with shadow reduction with the top floor being partially recessed.

2. *Maple Ridge Maple Ridge Subdivision and Development Servicing By-law No. 4800 - 1993*

The current road allowance on Burnett Street is approximately 12 metres, significantly less than the standard 20 metre width of a collector road. The developer's engineer has demonstrated that the ultimate cross-section can be accommodated within an 18 metre road allowance so it is proposed that the required road dedication along Burnett Street be reduced from 4.0 metres to 3.0 metres

Two requested relaxations staff cannot support and that will be resolved at the DP approval stage are:

- The storage of the recycling and waste bins must be located on private property or in the in the underground parking garage and not on the Burnett Street road allowance, and
- All stairs, landings and railings from the first floor units need to be located completely on private property and not on the Burnett Street road allowance.

3. *Maple Ridge Off-Street Parking and Loading - Bylaw 4350-1990*

The site is within the Town Centre but outside of the Central Business District (CBD) where the lowest parking ratio of 1.2 space per unit applies. If the site was located within the CBD the project's proposed parking rations would be adequate and exceed the required parking numbers by seven (7) spaces.

The total number of parking spaces shown on the plan is 79. The number of residential parking spaces proposed is 72, which is 18.2% less than the bylaw requirement of 86 and the visitor spaces are reduced from 11 to 7 parking spaces. A total of 10 parking spaces are small car stalls, which exceeds the limit of 10% (7 spaces). The combined residential and visitor parking requirements is proposed to be 1.4 parking spaces per dwelling unit.

A parking variance is not required for the parking reduction of 19 stalls as this will be compensated for by the payment in-lieu option of \$8,000.00 per stall or \$152,000.00, as permitted in the Town Centre in Schedule C of the Off-Street Parking and Loading Bylaw NO. 4350-1990.

Improvements in alternatives to automobile use have taken place, most recently with the new B-Line rapid bus service, the majority of travel within Maple Ridge remains by car. The Northeast Sector includes the Tri-Cities, where more alternatives to local car travel may better support a lowering of parking requirements.

In conclusion, the subject site is very constrained and the best possible balance among the competing factors has been achieved by the developer to make this a viable and well-designed project. These factors are the environment, geotechnical safety, building

variances for the constrained lot, tailoring parking that achieves a marketing plan and the placement and design of services, sidewalk and road spaces that is fully functional.

As the project proceeds, road widening and setback variances will become clearer. Council will be provided with more information on these elements within the staff report on the Development Permit and Development Variance Permit to be provided at the time of final adoption of the rezoning. Staff is confident the good form and character of the project will not be affected if the variances become problematic and adjusted.

iv) Development Permits:

Pursuant to Section 8.7 of the OCP, a Multi-Family Development Permit will need to be issued for this project to ensure the current proposal enhances existing neighbourhoods with compatible housing styles that meet diverse needs, and minimize potential conflicts with neighbouring land uses. A staff report will be forwarded to Council in due course.

Pursuant to Sections 8.9 and 8.10 of the OCP, a combined Watercourse Protection Development Permit and Natural Features Development Permit required for this development to ensure the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions. The necessary supporting reports and plans have been submitted to allow the Director of Planning to issue the environmental-related development permit as part of the approval process for this project.

v) Advisory Design Panel:

The application was reviewed by the ADP at a meeting held on February 1, 2021. There were no architectural or design comments. The ADP Landscaping comments have been fully addressed as described in Appendix H. The exposed wall of the underground parking structure may need adjustment for the low landscaping concealing it along the front lot line needs to be entirely on the subject lot.

A detailed description of the project's form and character will be included in a future development permit report to Council.

vi) Development Information Meeting:

In place of the Development Information Meeting, there was a Public Consultation Period from February 16 to February 15, during which time, the surrounding neighbours could provide comments.

There were comments received from three (3) individuals. The questions and the response from the developer and a separated email to the City on how the developer responded are attached in Appendix I.

5) Traffic Impact:

This application does not trigger a Traffic Impact Assessment (TIA) under the City's current TIA guidelines. The Engineering Department has indicated that improvements are needed at the intersection of Loughheed Highway and Burnett Street. The improvements require the extension of the existing median further south to restrict movement at the intersection.

As the subject properties are located within 800 metres of the Haney Bypass / Lougheed Highway, a referral has been sent to the Ministry of Transportation and Infrastructure.

Ministry approval of the Zone Amending Bylaw will be required as a condition of final reading. At this time, the Ministry has granted preliminary approval of the development application.

6) **Interdepartmental Implications:**

i) **Engineering Department:**

1. The project is subject to entering into a Rezoning Servicing Agreement for required works such installation of services and service connections, the widening and construction of road, curb and sidewalk, and the planting of street trees, together with payment of necessary fees and submission of securities.
2. Engineering has done a review of Burnette Street and has indicated support for a reduction in the required dedication from 4.0m to 3.0 metres.
3. The preliminary Stormwater Management Plan as proposed is acceptable to Engineering. The final details are subject to review at the detailed civil design stage.

ii) **Environmental Comments:**

The environmental and geotechnical setbacks and the portion of land to be dedicated for conservation as parkland have been established. The habitat restoration plans and compensation for the proposed dedicated park space in addition to plans (approved by the engineer and QEP) for the proposed habitat compensation channel are subject to final review and approval. In addition, an invasive species management plan is to be prepared for the property. These are to be accompanied by the usual cost estimates and securities to be submitted to the City prior to completion and approval of the Natural Features / Watercourse Protection Development Permit prior to final reading.

iii) **Building Comments:**

A number of technical and Code-related comments were made. They have either been reflected in the plans by the developer or are matters part of future building permit applications.

iv) **Fire Department Comments:**

Matters to be addressed at the building permit stage related to exiting doors and pathways for fire fighter access were noted.

7) **Intergovernmental Issues:**

i) **Local Government Act:**

An amendment to the OCP requires the local government to consult with any affected parties and to adopt related bylaws in compliance with the procedures outlined in Section 477 of the *Local Government Act*. The amendment required for this application, adjustment of the Conservation boundary for ground truthing and an OCP text amendment, are considered to be minor in nature. It has been determined that no additional

consultation beyond existing procedures is required, including referrals to the Board of the Regional District, the Council of an adjacent municipality, First Nations, the School District or agencies of the Federal and Provincial Governments.

The amendment has been reviewed with the Financial Plan/Capital Plan and the Waste Management Plan of the Greater Vancouver Regional District and determined to have no impact.

CONCLUSION:

This project required a balance to be achieved between constraining conservatyion/park and road dedication requirements. Notwithstanding this, a detailed design for an attractive apartment building has been developed with the developer for the subject site.

If Council is comfortable with the road widening, setbacks and parking variances proposed by the developer for this tightly constrained site, it is recommended that first and second reading be given to OCP Amending Bylaw No. 7724-2021, that second reading be given to Zone Amending Bylaw No. 7444-2018 and that application 2018-041-RZ be forwarded to Public Hearing.

"Original signed by Adrian Kopystynski"

Prepared by: **Adrian Kopystynski MSc, MCIP, RPP, MCAHP
Planner**

"Original signed by Mark McMullen" for

Reviewed by: **Charles R. Goddard, BA, MA
Director of Planning**

"Original signed by Christine Carter"

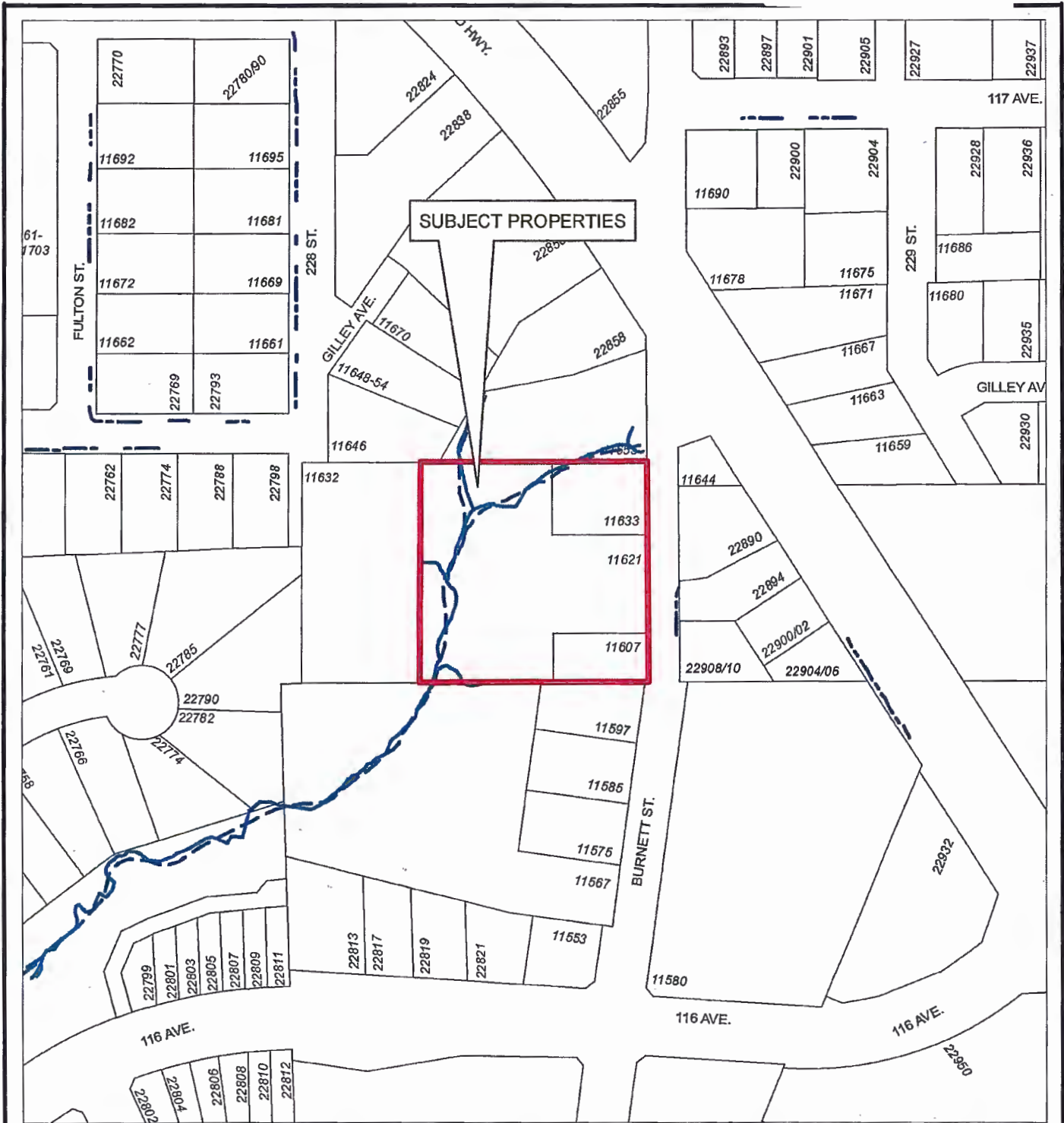
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

"Original signed by Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – OCP Amending Bylaw No. 7724-2021
Appendix D – Zone Amending Bylaw No. 7444-2018
Appendix E – Site Plan
Appendix F – Architectural Plans
Appendix G – Landscape Plan
Appendix H – ADP design comments
Appendix I – DIM Comments



Scale: 1:2,000

Legend

-  Stream
 Indefinite Creek
 River
 Major Rivers & Lakes

11607/11621/11633 Burnett St.



2018-041-RZ
DATE: Feb 7, 2018

BY: JV



Aerial Imagery from the Spring of 2016



Scale: 1:2,000

Legend

- Stream
- Indefinite Creek
- River
- Major Rivers & Lakes

11607/11621/11633 Burnett St

PLANNING DEPARTMENT



mapleridge.ca

2018-041-RZ
DATE: Mar 9, 2018

BY: PC

**CITY OF MAPLE RIDGE
BYLAW NO. 7724-2021**

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed expedient to amend Schedules "B" & "C" to the Official Community Plan;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7724-2021.

2. That Section 10.4 Town Centre Area Plan, 3.3 Land Use Designations, Low-Rise Apartment policies be amended by adding to the existing policy 3-22 the following sentence:

In instances where it is demonstrated that shadowing, neighbourhood character, view obstruction, and other negative impacts are sufficiently mitigated, the height may be increased to six (6) storeys.

3. Schedule "B" is hereby amended for that parcel or tract of land and premises known and described as:

Parcel "A" (Reference Plan 13279) Lot 1 Section 17 Township 12 New Westminster District Plan 12316;

Lot 1 Except: Firstly: Parcel "B" (Explanatory Plan 12951) Secondly: Parcel "A" (Reference Plan 13279) Section 17 Township 12 New Westminster District Plan 12316;

Lot 2 Section 17 Township 12 New Westminster District Plan 12316;

and outlined in heavy black line on Map No. 1032, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated/amended as shown.

4. Schedule "C" is hereby amended for that parcel or tract of land and premises known and described as:

Parcel "A" (Reference Plan 13279) Lot 1 Section 17 Township 12 New Westminster District Plan 12316;

Lot 1 Except: Firstly: Parcel "B" (Explanatory Plan 12951) Secondly: Parcel "A" (Reference Plan 13279) Section 17 Township 12 New Westminster District Plan 12316;

Lot 2 Section 17 Township 12 New Westminster District Plan 12316;

and outlined in heavy black line on Map No. 1033, a copy of which is attached hereto and forms part of this Bylaw, is hereby amended by adding and removing Conservation.

5. Maple Ridge Official Community Plan Bylaw No. 7060-2014 is hereby amended accordingly.

READ a first time the _____ day of _____, 20_____

READ a second time the _____ day of _____, 20_____

PUBLIC HEARING held the day of , 20

READ a third time the _____ day of _____, 20_____

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER

CITY OF MAPLE RIDGE
BYLAW NO. 7444-2018

A Bylaw to amend Map "A" forming part of Zoning Bylaw No. 7600 - 2019 as amended

WHEREAS, it is deemed expedient to amend Maple Ridge Zoning Bylaw No. 7600 - 2019 as amended;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7444-2018."

2. Those parcels or tracts of land and premises known and described as:

Parcel "A" (Reference Plan 13279) Lot 1 Section 17 Township 12 New Westminster District Plan 12316;

Lot 1 Except: Firstly: Parcel "B" (Explanatory Plan 12951) Secondly: Parcel "A" (Reference Plan 13279) Section 17 Township 12 New Westminster District Plan 12316;

Lot 2 Section 17 Township 12 New Westminster District Plan 12316;

and outlined in heavy black line on Map No. 1754 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-2 (Medium Density Apartment Residential).

3. Maple Ridge Zoning Bylaw No. 7600 - 2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 22nd day of May, 2018.

READ a second time the day of , 20

PUBLIC HEARING held the day of , 20

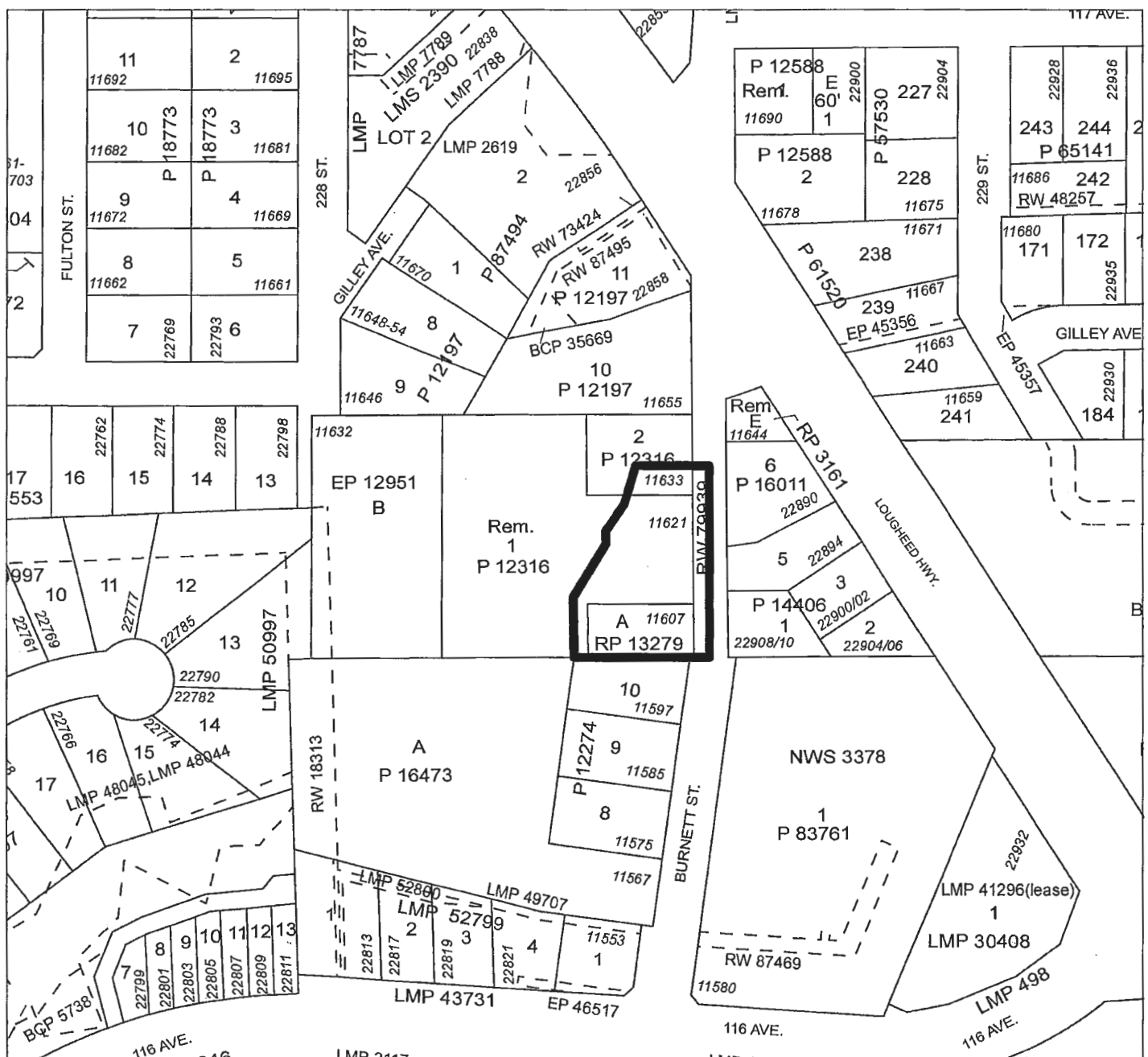
READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7444-2018

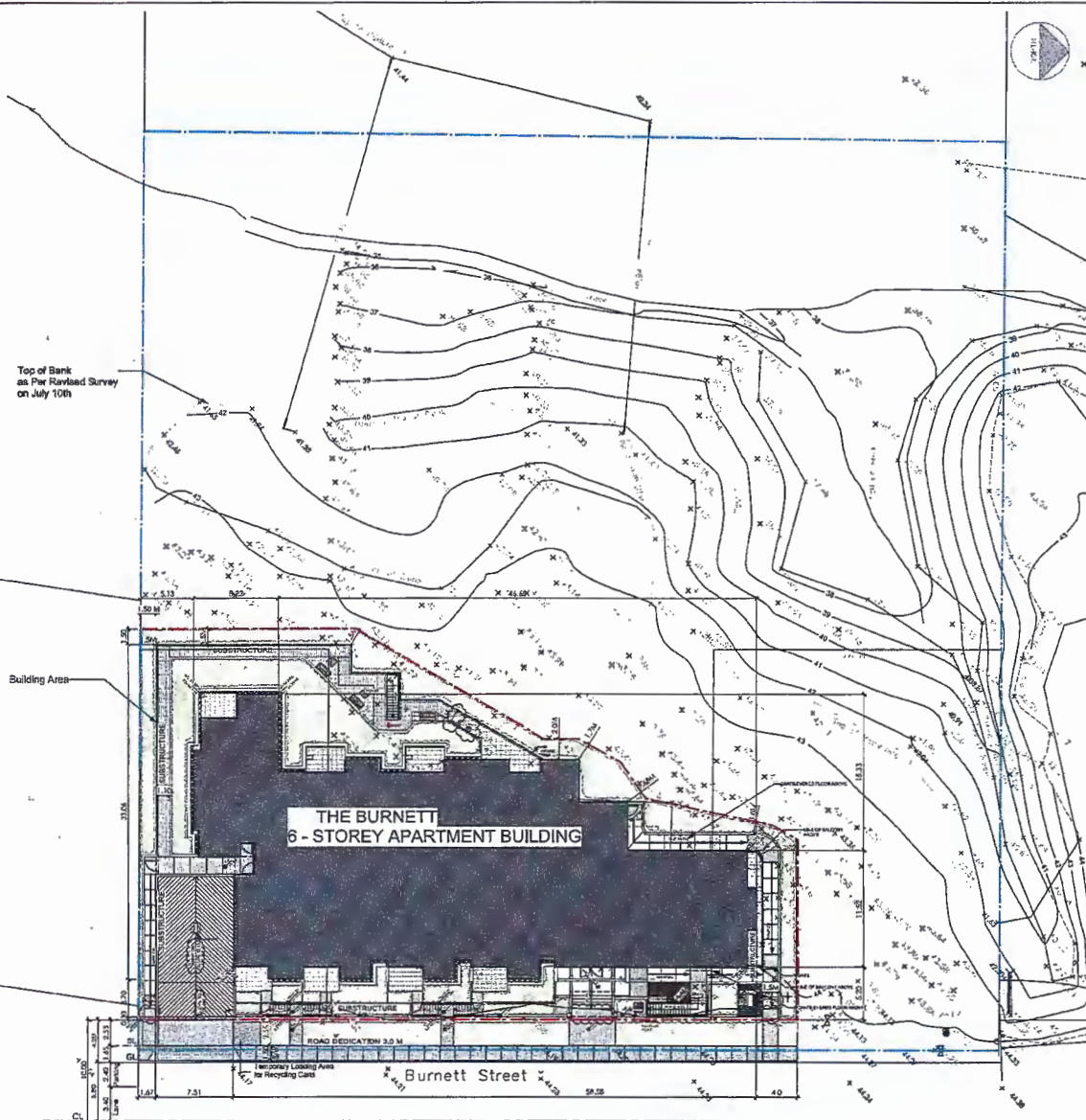
Map No. 1754

From: RS-1 (Single Detached Residential)

To: RM-2 (Medium Density Apartment Residential)



SCALE 1:2,000



STATISTICS			
Site Address:	11607, 11621 & 11633 BURNETT STREET, MAPLE RIDGE, BC		
Legal Address:	Lot 2, Plan 12632, Unit 100, Plan 12033 and Lot A, Ref Plan 12279		
ALLOWABLE			
Land Assembly Lot Area Group	7219 M ² = 78,781 sq.ft.		
Peak allocation	8007.41 M ² = 84,884 sq.ft.		
Peak allocation	251.79 M ² = 2,710 sq.ft.		
Net Lot Area	1078.04 M ² = 21,289 sq.ft.		
PROPOSED			
Zoning Classification	RB-1 RBM-2 Medium Density Apartments Zone		
Floor Space Ratio	1.8-1.5-A 2.3		
Net Area for FSR	4,543 M ² = 48,899 sq.ft.		
Common Area	986 M ² = 10,655 sq.ft.		
Gross Floor Area	5,529 M ² = 59,554 sq.ft.		
Substructure Footprint	1730.40 m ² = 18,625 sq.ft.		
Amenity Areas (Indoor)	14 M ² = 1518 sq.ft.		
Height	6 Storeys (22 m) 6 Storeys (20.82 m)		
Units	57 Units / 0.489 Acres = 110.80 UPA		
Apartment:	62 + 1094 / 25 = UPA		
PARKING COUNTS (based on 57 units, outside the CBD)			
	REQUIRED	PROPOSED	
Residents	1 Suite / 1.5 Unit	86	19
Visitors	0.2 Suite / Unit	11	7
Total		97	26
Checked (on P1) 2778 - 125 spaces	2778 - 125 spaces	2	1
Small Car	Maximum 10%	0	10
Bicycle (short term)	At least 20 units	15	21
Bicycle (Long term)	14 units	12	14

11621 - 407 granville street
vancouver, bc v6c 1g2
1.604.888.0100
1.604.331.8781
o: 610-338-0000
www.salikanarchitect.com

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This Drawing must not be scaled.
The contractor shall verify all dimensions, volumes, and levels prior to commencement of work. Any errors or omissions are to be reported immediately to the Architect.

Client:
11621 BURNETT STREET HOLDINGS INC.

Project Manager:
KEYPLAN DEVELOPMENT MANAGEMENT

Project Name:
THE BURNETT

11607, 11621 & 11633 BURNETT ST.
MAPLE RIDGE, B.C.

Drawing Title:
SITE PLAN

No.	Revisions	Date
1.	Issued for Internal Review	FEB. 23/20
2.	Issued for Review/DP	MAR. 11/20
3.		
4.		
5.		
6.		
7.		

Drawn By:	Drawn No.:
JYI	
Scale:	AS NOTED
Checked:	RAS
Date:	MAR. 11, 2020
Project No.:	198

A1.01

SITE PLAN
1:200



#225 - 407 granville street
vancouver, bc v6c 1t2
1. 604.688.2100
f. 604.331.5781
e. info@solikanarchitecture.ca
www.solikanarchitecture.ca

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Client:
11621 BURNETT STREET HOLDINGS INC.

Project Manager:
KEYPLAN DEVELOPMENT MANAGEMENT

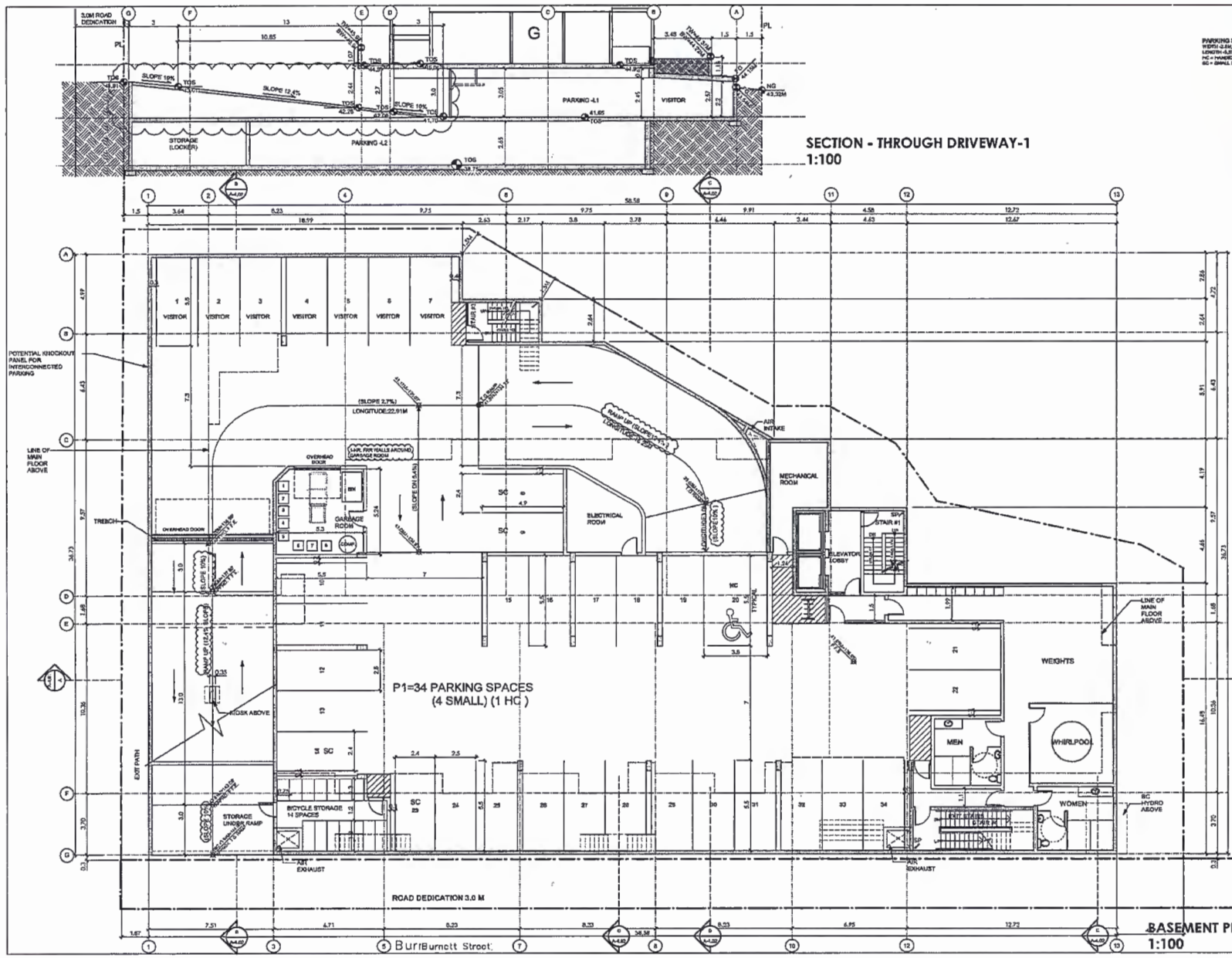
Project Name:
THE BURNETT

11607, 11621 & 11633 BURNETT ST.
MAPLE RIDGE, B.C.

Drawing Title:
BASEMENT PLAN - P-1

No.	Revisions	Date
1	Issued for Internal Review	FEB. 25/
2	Issued for External Review	MAR. 1
3		
4		
5		
6		
7		

Drawn by:	JIT	Drawing No.:	A-2.01
Scale:	AS NOTED		
Checked:	SAS		
Date:	MAR. 11, 2022	Project No.:	1908



SECTION - THROUGH DRIVEWAY-1
1:100

BASEMENT PLAN - P-1
1:100

PARKING SPACE DIMENSIONS
 WORN 2.2M, 2.0M, 2.0M, 2.0M
 LENGTH 5.5M, 5.5M, 5.5M
 SC = SMALL, 5.5M



#223 - 407 garnett street
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 f: 604.331.5781
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Client:
11421 BURNETT STREET HOLDINGS INC.

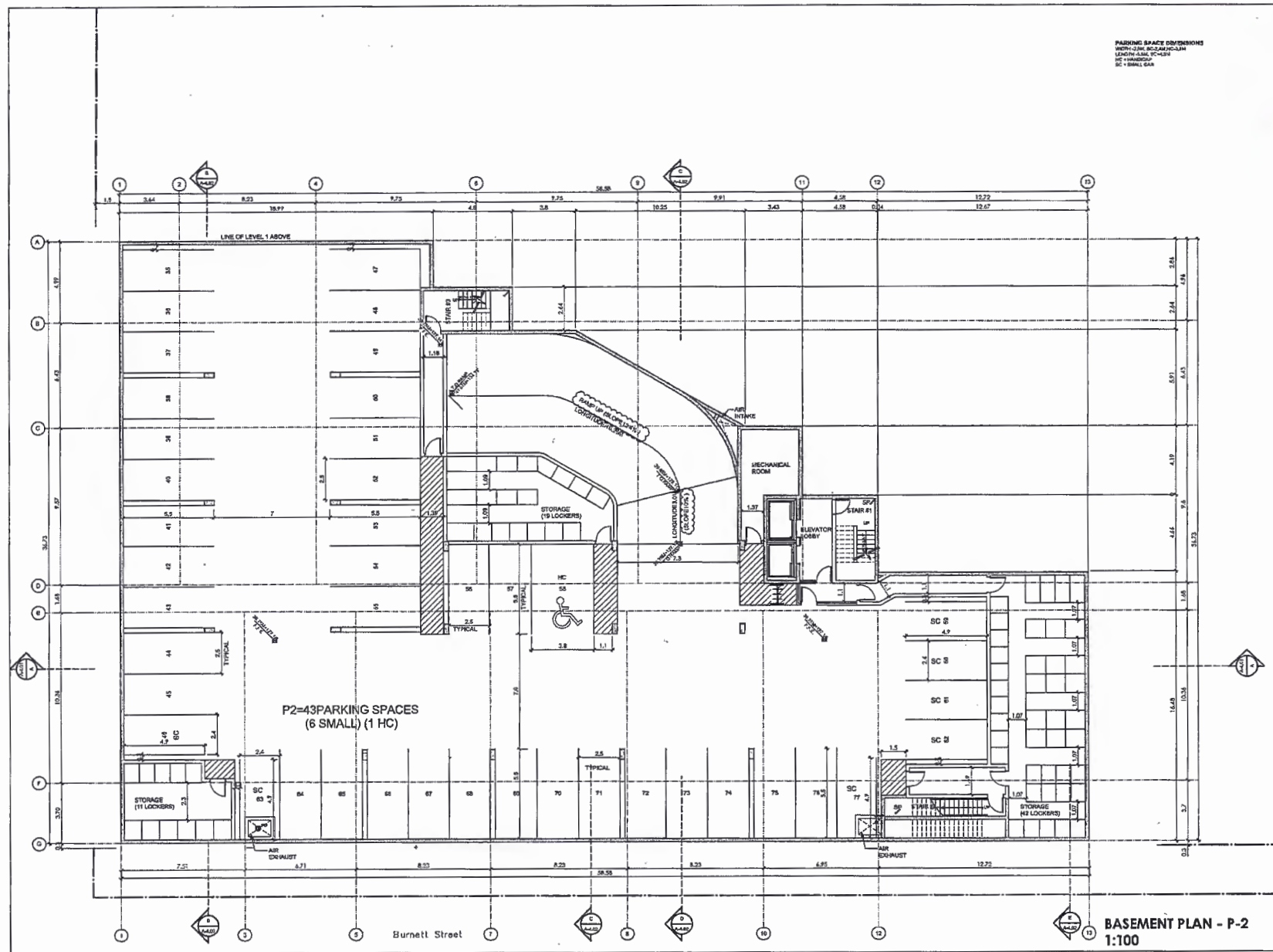
Project Manager:
 KEYPLAN DEVELOPMENT MANAGEMENT
 Project Name:
 THE BURNETT

11407, 11421 & 11433 BURNETT ST.
 MAPLE RIDGE, B.C.

Drawing
 Title:
BASEMENT PLAN - P-2

No.	Revision	Date
1.	Issued for Reference Review	FEB. 25/20
2.	Issued for Review/CP	MAR. 11/20
3.		
4.		
5.		
6.		
7.		

Drawn By:	JIT	Drawing No.:	A-2.02
Scale:	AS NOTED		
Checked:	RAS		
Date:	MAR. 11, 2020	Project No.:	1908



BASEMENT PLAN - P-2
1:100



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Client:
**11621 BURNETT STREET
 HOLDINGS INC.**

Project Manager:
**KEYPLAN DEVELOPMENT
 MANAGEMENT**

Project Name:
THE BURNETT

11621-11623 & 11633 BURNETT ST.
 MAPLE RIDGE, B.C.

Drawing
 Title:
**EAST ELEVATION (FRONT)
 WEST ELEVATION (REAR)**

No.	Revisions	Date
1.	Issued for Internal Review	FEB 25/20
2.	Issued for Review/CP	MAR 11/20
3.		
4.		
5.		
6.		

Drawn By:	JET	Drawing No.:	A-3.01
Scale:	AS NOTED		
Checked:	BA1		
Date:	MAR 11, 2020	Project No.:	1908

**EAST ELEVATION - FRONT
 1:100**

**WEST ELEVATION - REAR
 1:100**



4922 - 420 Grand Street
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Client:

11621 BURNETT STREET
HOLDINGS INC.

Project Manager:
KEYPLAN DEVELOPMENT
MANAGEMENT
Project Name:

THE BURNETT



11621 BURNETT & 11623 BURNETT ST.
MAPLE RIDGE, BC

Drawing
Title:

SOUTH & NORTH ELEVATIONS

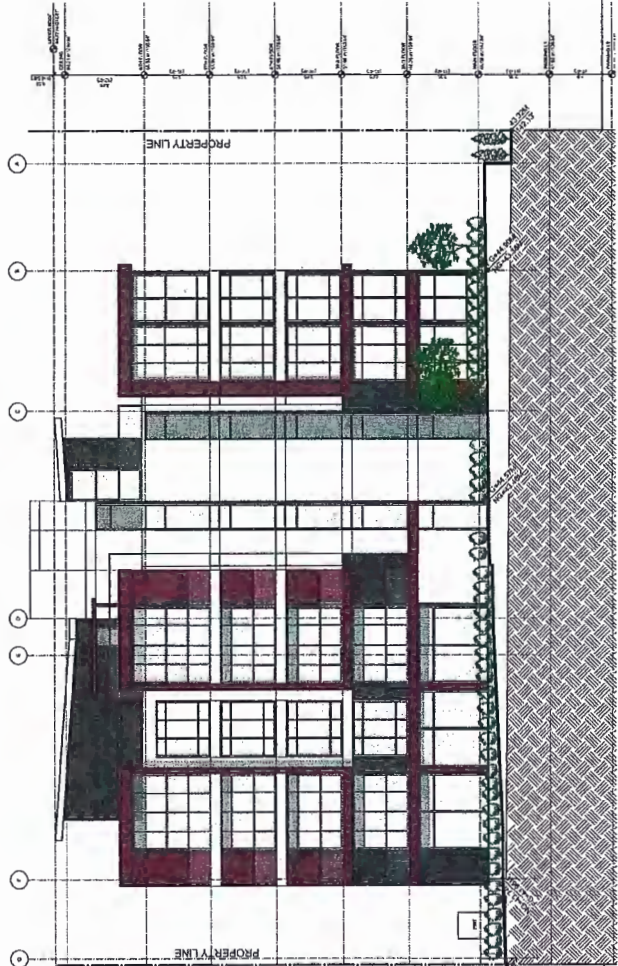
Rev.	Revision	Date
1	Issued for Internal Review	FEB. 22/20
2	Issued for Permit/CP	MAR. 11/20
3		
4		
5		
6		
7		

Drawn By:	PT	Checked:	SAS	Date:	MAR. 11, 2020	Project No.:	1903
Scale:	AS NOTED	Drawn By:					
Project No.:							

A-3.02



SOUTH ELEVATION
1:100



NORTH ELEVATION
1:100

Materials Legend

-  Bench and coffee table: Metal frame with synthetic slats
Modena by Wishbone Site Furnishings
-  Bicycle Rack: painted metal, 7 bike capacity
W5808 'Expo' black by Cora Bike Racks
-  Patio Pavers: hydropressed slab 18" x 18" tan colour
Amenity walkway: hydropressed slab 18" x 18" grey colour
-  Pedestrian walkway: standard paver 90° herringbone pattern
red/black blend
-  Entry paving: standard paver basket weave pattern
red/black blend with charcoal colour accent bands
-  Planter wall: Garden Wallscape with cap, Granite colour with Charcoal cap,
by Abbotsford Concrete Products, refer to detail
Gravel strip along edge of building

SWM Materials

- Planting Beds** - On rooftop - 450mm depth growing medium
Absorptive soils provide water retention and delayed discharge
Ecobloc/raingarden along west side - also see civil

All drawings remain the property of
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only by written consent.

#	DATE	REVISION
1	2022-08-10	DEVELOPMENT PLAN
2	2022-08-10	DEVELOPMENT PLAN
3	2022-08-10	DEVELOPMENT PLAN
4	2022-08-10	DEVELOPMENT PLAN



SCALE

Greenway

Landscape Architecture
2330 Park Crescent
Coquitlam BC V3J 6T4
T 604 481 8120
E paul@greenwayla.ca

Paul Whitelaw RDCLA
Registered Landscape Architect #216

CLIENT
11621 Burnett Street
Holdings Inc.

PROJECT
The Burnett
11607 11621 11633 Burnett St
Maple Ridge BC

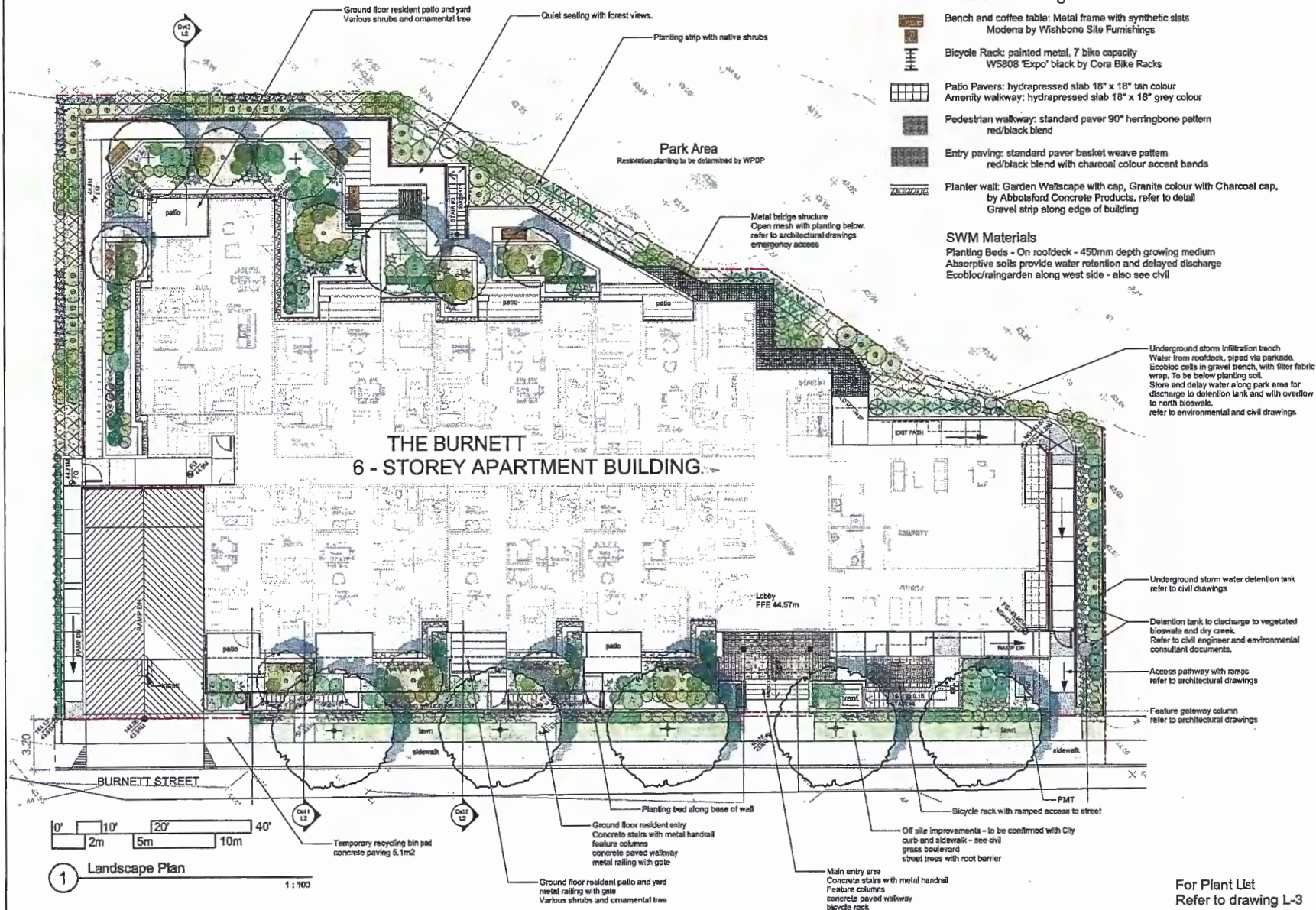
Planting Plan

DRAWING NUMBER
L-2

SCALE 1:100 PAPER

DRAWN NADW

PROJECT NUMBER 1805



For Plant List
Refer to drawing L-3

RESPONSE TO ADVISORY DESIGN PANEL COMMENTS
11607, 11621 & 11633 BURNETT STREET

ADP meeting of February 17, 2021
Development Permit 2018-041-DP
ADP Resolution R/2021-009

Provide direct access to the west side amenity from the west patios;
Achieved, refer to plans.

Confirm acceptable soil volumes for street trees installed;
Soil for street trees (10m³/tree), will be provided as a continuous trench, as will be determined with the off-site drawings to be submitted with the service agreement.

Evaluate the function of the north patio from indoor amenity space;
We had originally designed a small patio adjacent to the indoor area, but because of environmental requirements, had to remove that and replace it with a pathway only.

Consider extending the pathway to connect around the north side of the building;
Achieved, refer to plans.

Consider more opportunities for small group gatherings with varied programming;
Achieved; additional areas of social seating provided.
Bear in mind that we have capacity for such on the 680 sq.ft. 6th floor area, with moveable seating.

Consider reviewing ramp access from lobby and provide equal importance and visibility;
Achieved; a column has been added (which matches that of the main stairs), as well as pathway lights.

Consider narrow planting bed or sound attenuation screen at patio next to underground.
Achieved; a screen has been added.

Prepared by:
Kevin Key KeyPlan Development Planning & Mgmt
Robert Salikan Salikan Architecture
Paul Whitehead Greenway Landscape Architecture

From: Kevin Key <KeyPlan@shaw.ca>
Sent: Monday, March 1, 2021 2:24 PM
To: Adrian Kopystynski <akopystynski@mapleridge.ca>
Subject: 2018-041-RZ (Burnett) - Public comments

Hello Adrian, the comment period has concluded, and we submit the report. The two emails received were also copied to Planning.

In our response, we deem no revision to existing plans is necessary, including to those recently provided by the ADP.

From our own findings over the last few years, we provide our own comments to the City regarding on-street parking, particularly on the 116 Avenue collector and south of there, in the area of extensive townhouses – some of which were built in the early 1990s - which are creating overflow parking onto neighborhood streets. We do not know if they are design-deficient in on-site parking spaces, but because the townhouses are on larger, older sites, there are likely pockets of unused lawn which could be easily converted to outdoor parking. Unlike modern townhomes which have double garages, many of these units have only one garage and apparently many are being used for storage. Many of those garages also have very short driveways which are not long enough for an additional tandem space outside the garage.

We understand that 116 Avenue was once planned as a 4-lane arterial and has an excessively wide 25 right-of-way (see attached aerial). On the block between Loughheed & Burnett, 38 on-street parking spaces could be created to help absorb overflow parking for the townhouses, along their frontages.

Kevin Key

Public Comment Record
2018-041-RZ - 11607, 11621 & 11633 Burnett Street
March 1, 2021

Public Comment Opportunity period: February 16 - 25, 2021

We have received three (3) comments to date:

Freedom of Information Protection of Privacy Act
Section 22(1)
(Severed portions are shaded)

Feb. 10 Telephone call from [REDACTED] who did not provide an address. This was before the formal period, but in response to the first published newspaper notification. [REDACTED] enquired about the park dedication and expressed concerns of on-street parking in the neighborhood, including 116 Ave and south.

Feb. 18 email from [REDACTED] of [REDACTED]. We responded as follows:

- The minimum 98 space requirement is from the 1990 bylaw,
- which (when updated in 2008, with the Town Centre plan), excluded the site from the CBD,
- and had the site been included (as we have requested by variance), the minimum requirement would only be 69.
- There will be no extra charge for parking; the suites will have dedicated parking stalls.
- The project will provided twelve (12) on-street parking spaces.
- At ultimate build-out to collector standard, with on-street parking on both sides, this one block of Burnett Street will have an estimated fifty-three (53) on-street spaces.
- South of 116 Avenue there are one-hundred sixty (160) townhouse units (Burnett Common 11528 Burnett; Telosky Village 11502 Burnett; Bakerview Terrace 22950-116 Ave. and Windsong 22865 Telosky Ave). 116 Avenue has surplus land on an excessively wide 25 metre right-of-way. On the 160 metre block between Loughheed Highway and Burnett Street, there is potential to create approximately thirty-eight (38) on-street parking spaces to absorb townhouse overflow parking.

February 20 email from [REDACTED] of [REDACTED]. We responded as follows:

- *Park*: The land is mostly deep ravine, creek and a wetland so best suited as a natural park.
 - *Blind corner*: The City requires that the driveway access be placed to the south, most distant from the intersection.
 - *Loughheed/Burnett intersection*: During peak hour periods, the property will generate 30 (morning) and 35 (afternoon) two-way vehicles, an average of one vehicle every 2 minutes.
 - *On street parking*: There will be twelve (12) spaces created. No parking is being created in the park.
 - *Variances*: Listed in the mail-out sheet. There some setback variances, for portions of the building that stick out, not the whole face. For example, the southside standard is 7.5 metres; most of that face is 9.2m, but a portion is 5.25m.
- Storeys*: The recently revised RM-2 zoning regulations require that building height shall not exceed 22 metres nor 6 storeys. The proposed building is stepped back at the 6th storey and only 90% of the maximum allowed density is being used.
- *Sidewalk*: If approved, we will be required to build a sidewalk along the frontage of the site. Other properties require the same of their frontage, when they develop their sites.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: April 20, 2021
FILE NO: 2018-430-RZ
MEETING: C o W
SUBJECT: First and Second Reading
Official Community Plan Amending Bylaw No. 7730-2021;
Second Reading
Zone Amending Bylaw No. 7520-2018;
23717 and 23689 Fern Crescent

EXECUTIVE SUMMARY:

An application has been received to rezone the subject properties located at 23717 and 23689 Fern Crescent from RS-2 (Single Detached Suburban Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of a 35 unit townhouse development. Council granted first reading to Zone Amending Bylaw No. 7520-2018 and considered the early consultation requirements for the Official Community Plan (OCP) amendment on December 11, 2018.

Portions of the site are influenced by a watercourse and steep slopes that are environmentally sensitive and will be dedicated as park. As a result of detailed ground truthing of the site, an Official Community Plan (OCP) amendment is required to adjust the land use designations to fit the site conditions.

Pursuant to Council policy, this application is subject to the Community Amenity Contribution Program at a rate of \$4,100.00 per townhouse dwelling unit, for an estimated amount of \$143,500.00.

Zone Amending Bylaw No. 7520-2018 is proposed to be given Second Reading as amended and will include revisions that include wording and referencing to the new Zoning Bylaw 7600-2019.

RECOMMENDATIONS:

- 1) That, in accordance with Section 475 of the *Local Government Act*, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7730-2021 on the municipal website and requiring that the applicant host a Development Information Meeting (DIM), and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;
- 2) That Official Community Plan Amending Bylaw No. 7730-2021 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
- 3) That it be confirmed that Official Community Plan Amending Bylaw No. 7730-2021 is consistent with the Capital Expenditure Plan and Waste Management Plan;
- 4) That Official Community Plan Amending Bylaw No. 7730-2021 be given first and second readings and be forwarded to Public Hearing;

- 5) That Zone Amending Bylaw No. 7520-2018 as amended in the staff report dated April 20, 2021, be given second reading, and be forwarded to Public Hearing;
- 6) That the following terms and conditions be met prior to final reading:
- i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Amendment to Official Community Plan Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 2 - Land Use Plan, and Figure 4 - Trails / Open Space;
 - iii) Road dedication on Fern Crescent as required;
 - iv) Park dedication as required, including construction of a parkside trail and removal of all debris and garbage from park land and provision of security for this work;
 - v) Consolidation of the subject properties;
 - vi) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject properties for the proposed development;
 - vii) Registration of a Restrictive Covenant for the protection of the Environmentally Sensitive areas (wetlands) on the subject properties;
 - viii) Registration of a Statutory Right-of-Way plan and agreement for a Public Trail;
 - ix) Registration of a Restrictive Covenant for Tree Protection and Stormwater Management
 - x) Removal of existing buildings;
 - xi) A Professional Engineer's certification that adequate water quantity for domestic and fire protection purposes can be provided;
 - xii) In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject properties. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.
 - xiii) That a voluntary contribution, in the amount of \$143,500.00 (\$4,100/unit) be provided in keeping with the Council Policy with regard to Community Amenity Contributions.

DISCUSSION:

1) Background Context:

Applicant:	Aplin and Martin Consultants Ltd.
Legal Description:	The East Half of Lot 15 South East Quarter Section 28 Township 12 New Westminster District Plan 2637; West Half Lot 15 South East Quarter Section 28 Township 12 New Westminster District Plan 2637;
OCP:	
Existing:	Conservation, Eco Clusters, and Medium/High Density Residential
Proposed:	Conservation, Eco Clusters, and Medium/High Density Residential (with adjusted boundaries)
Within Urban Area Boundary:	Yes
Area Plan:	Silver Valley Area Plan
OCP Major Corridor:	Yes
Zoning:	
Existing:	RS-2 (Single Detached Suburban Residential)
Proposed:	RM-1 (Low Density Townhouse Residential)
Surrounding Uses:	
North:	Use: Suburban Residential Zone: RS-2 (Single Detached Suburban Residential) Designation: Conservation, Low Density Residential, Med/High Density Residential, Open Space
South:	Use: Park Zone: CS-3 (Recreation Commercial) Designation: Park
East:	Use: Suburban Residential Zone: RS-2 (Single Detached Suburban Residential) Designation: Conservation; Medium/High Density Residential; Neighbourhood Park; Low Density Urban; and Eco Clusters
West:	Use: Suburban Residential Zone: RS-2 (Single Detached Suburban Residential) Designation: Conservation and Eco Cluster
Existing Use of Property:	Suburban Residential
Proposed Use of Property:	Urban Residential
Site Area:	2.025 HA. (5.00 acres)
Access:	Fern Crescent
Servicing:	Urban
Companion Applications:	2020-189-DP; 2020-190-DP; and 2018-430-DVP

2) Project Description:

The subject properties are located within the Silver Valley Area Plan, and are located outside of the periphery of River Village and Horse Hamlet. The subject properties are influenced by steep slopes that run west and north/east. This portion of the site will be dedicated to conservation purposes, except for that portion of the site that will provide access to the north development area (see Appendix A and E).

3) Planning Analysis:

i) Official Community Plan:

The Silver Valley Area Plan designates the subject properties with the following designations and associated densities:

- Conservation;
- Eco Clusters – density 5-15 units per hectare; and
- Medium/High Density Residential – density 18-40 units per hectare.

The Silver Valley Area Plan has the benefit of being flexible with the ability to balance residential zones with environmental and physical features within the overall development. The mixture of the land use designations of *Conservation*, *Eco Cluster* and *Medium/High Density Residential* support the Plan's density limits and vision of protecting and enhancing the existing natural features. There will be adjustments of the land use designations to reflect ground truthing of the site.

ii) Zoning Bylaw:

The current application proposes to rezone the subject properties located at 23717 and 23689 Fern Crescent from RS-2 (Single Detached Suburban Residential to RM-1 (Low Density Townhouse Residential) to permit a 35 unit townhouse development (see Appendix C).

The maximum density or Floor Space Ratio (FSR) for the RM-1 (Low Density Townhouse Residential) Zone is 0.6. This project is proposed to be 0.47 FSR, which is less than the maximum permitted FSR. The Zone Amending Bylaw, as amended, is consistent with the proposed *Medium/High Density Residential* and *Eco Cluster* designation on the subject site.

iii) Off-Street Parking And Loading Bylaw:

The proposed design of the development includes the following parking:

Parking	Required	Proposed
Spaces per unit	35 units X 2 Spaces = 70 spaces	70 spaces
Visitor Spaces	35 X 0.2 = 7 spaces	11 spaces
Disable Parking Stalls	2 spaces	2 spaces

iv) Proposed Variances:

A Development Variance Permit application has been received for this project and involves relaxations to *Maple Ridge Zoning Bylaw No. 7600-2019*. For example, there are variances to reduce the front yard setback from 7.5m to 4.5m and the rear yard setback from 7.5m to 3.0m. Variances will be considered in a separate report to council.

Usable Open Space

The applicant is proposing a variance to reduce the Common Open Area requirement of the Zoning Bylaw from 1,575m² to 72m². The requested variance to the Common Open Area is compensated by the 736m² of Outdoor Amenity Area which is in excess of the minimum requirement of 247m².

Common Open Area is an outdoor area or areas available for use by all the residents, to provide for greenery, gardens, recreational space and other leisure activities normally carried on outdoors. Outdoor Amenity Areas are outdoor areas and/or roof deck areas specifically designed to provide a common amenity areas for use by all residents. Outdoor Amenity Areas includes, but are not limited to: playground area with equipment, outdoor barbeque site, group seating, gazebo, and walking paths.

The requested variances to the RM-1 (Low Density Townhouse Residential) zone will be the subject of a future Council report.

v) Development Permits:

Pursuant to Section 8.7 of the OCP, a Multi-Family Development Permit application is required to ensure the current proposal enhances existing neighbourhoods with compatible housing styles that meet diverse needs, and minimize potential conflicts with neighbouring land uses.

Pursuant to Section 8.10 of the OCP, a Natural Features Development Permit application is required for all development and subdivision activity or building permits for:

- All areas designated Conservation on Schedule "B" or all areas within 50 metres of an area designated Conservation on Schedule "B", or on Figures 2, 3 and 4 in the Silver Valley Area Plan;
- All lands with an average natural slope of greater than 15 percent;
- All floodplain areas and forest lands identified on Schedule "C"

to ensure the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions.

vi) Advisory Design Panel:

The application was reviewed by the ADP at a meeting held on November 18, 2020. The following is the highlights of the ADP comments and the response from the applicant.

"Architectural comments: Consider additional articulation on visible side elevations:

"More articulation has been proposed on the visible side elevations of Blocks 1,2,3, and 4. On blocks 1 and 2, the colour scheme has been revised to a beige and dark gray creating more interest

on the elevations facing the internal road at site entry. On blocks 3 and 4, culture stone has been added to the base of the building. Providing more contrast between finishes; and consequently, more articulation facing the internal road at site entry."

The full comments provided by ADP and the applicant's responses can be seen in Appendix H.

A detailed description of the projects form and character will be included in a future development permit report to Council.

vii) Development Information Meeting:

A Development Information Meeting was conducted via the Public Comment Opportunity process from January 4 to January 14, 2021.

During the comment date range, Atelier Pacific Architecture received comments from 24 people from the surrounding area. The following is a summary:

- 21 people are in full support of this project;
- 2 people do not support the development as it is proposed: and,
- 1 requested more information but did not provide an opinion either way.

The common concerns were:

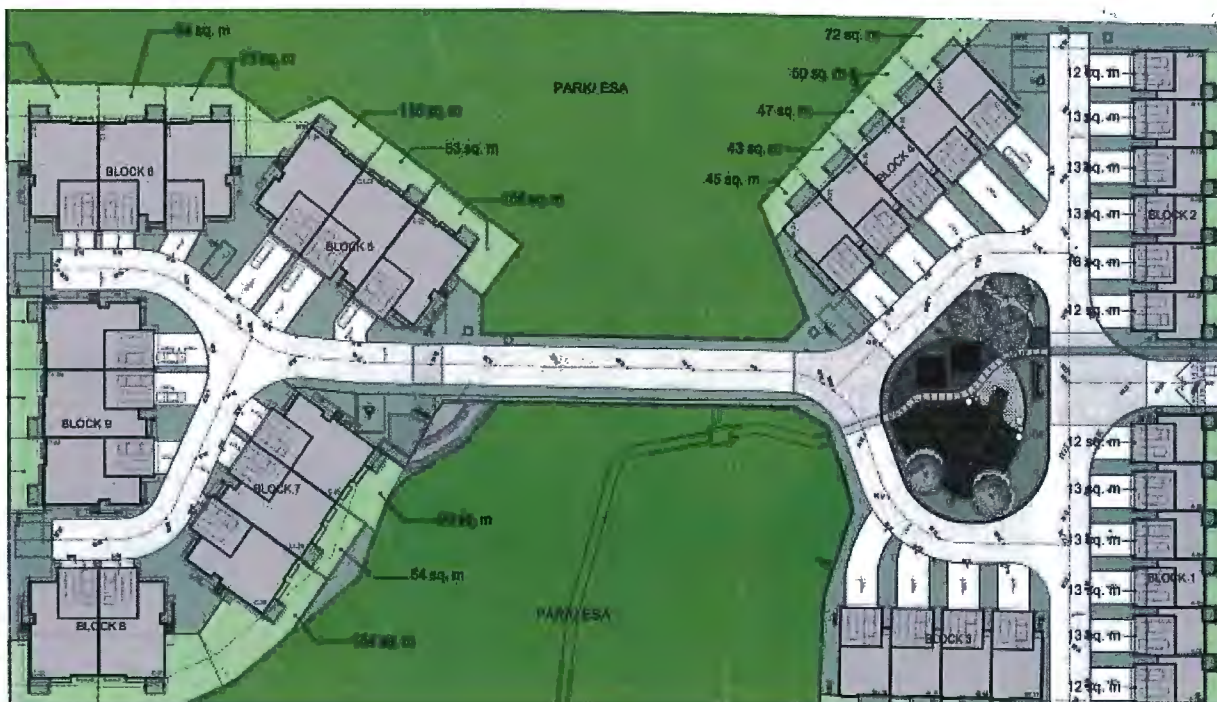
- Pedestrian/vehicular safety;
- Tree protection; and
- Traffic increase.

The applicant advised that they addressed the concerns by the following:

- **Pedestrian/vehicular safety.**
 - In addition to the existing side walk, a 3.00m road dedication is proposed at Fern Crescent that will widen the pedestrian sidewalk. We have also proposed to add a landscape buffer between the sidewalk and Fern Crescent. Additionally, we are removing, in strategy locations, trees along Fern Crescent which will improve visibility of pedestrians from the road.
- **Tree protection.**
 - The form of the development accommodates approximately 1.8 acres of existing green land, which will be protected and dedicated to City of Maple Ridge as Park/ESA area. As such, grove mature trees will be retained and integrated into the restoration and enhancement of the EAS area. As per the tree replacement summary more than 50% of significant trees on the parcel shall be retained where possible and there will a minimum of 40 Permit Trees per hectare (16 trees/ acre) retained.
- **Traffic increase.**
 - The proposed development is in line with the Official Community Plan strategy that increases density at infill sites, but also maintains and enhances large undeveloped sites. All the units were designed with double car garages, and most of the units, provide apron parking that can accommodate two additional cars, reducing the need of on street parking. The development also proposes 11 visitor parking spaces.

viii) Parkland Requirement:

Approximately 0.7 Ha (1.77 acres) of the subject properties will be dedicated to the City for park as shown in the image below. This land will be used for conservation of the natural environment and a multi-use trail, which is west of the driveway in the plan shown below. This trail will cross over the bridge then will travel behind Block 4 before connecting to Fern Crescent to provide a future off road multi-use trail route to Maple Ridge Park.



The developer will be required to provide security for the construction of this trail as a condition of Final Reading. To accommodate this 2.5m gravel pathway, the Conservation boundary has been moved 2.5m southward towards Block 4 in the OCP and Zoning Amending Bylaws. The plans will need to be adjusted in the Development Plans being brought forward in a future Council report.

Environmental Implications:

The subject properties contain steep slopes and a water course therefore; a Natural Features Development Permit has been submitted along with an Environmental Assessment Report and Arborist Report. Before the Final Reading of the bylaw a staff- issued Natural Features Development Permit will be required.

4) Interdepartmental Implications:

i) Engineering Department:

The Engineering Department has reviewed the development application and has provided comments that focus mainly on the need for the applicant's civil engineer to model the existing City's infrastructures capacity. This modeling will determine if the rezoning application triggers any upgrades to the infrastructures' capacity.

The project will require upgrades to Fern Crescent to an urban arterial standard as well as, a 3.0m multi-use pathway along the frontage of the property.

ii) Parks, Recreation and Culture Department:

The construction of a parkside trail is required through the land being dedicated to the City for park. Prior to the adoption of the zoning bylaw the applicant will be required to provide sufficient security for the construction of the trail.

5) School District No. 42 Comments:

Pursuant to Section 476 of the *Local Government Act*, consultation with School District No. 42 is required at the time of preparing or amending the OCP. A referral was sent to School District No. 42.

6) Intergovernmental Issues:

i) Local Government Act:

An amendment to the OCP requires the local government to consult with any affected parties and to adopt related bylaws in compliance with the procedures outlined in Section 477 of the *Local Government Act*. The amendment required for this application, to conservation boundaries, is considered to be minor in nature. It has been determined that no additional consultation beyond existing procedures is required, including referrals to the Board of the Regional District, the Council of an adjacent municipality, First Nations, the School District or agencies of the Federal and Provincial Governments.

The amendment has been reviewed with the Financial Plan/Capital Plan and the Waste Management Plan of the Greater Vancouver Regional District and determined to have no impact.

7) Citizen/Customer Implications:

A Development Information Meeting was held previously. An additional opportunity for public comment will be provided by the Public Hearing, which will be required prior to advancing this application.

CONCLUSION:

It is recommended that first and second reading be given to OCP Amending Bylaw No. 7730-2021 that second reading be given to Zone Amending Bylaw No. 7520-2018 and that application 2018-430-RZ be forwarded to Public Hearing.

"Original signed by Mark McMullen" for

Prepared by: **Wendy Cooper, M.Sc., MCIP, RPP
Planner**

"Original signed by Chuck Goddard"

Reviewed by: **Charles R. Goddard, BA, MA
Director of Planning**

"Original signed by Christine Carter"

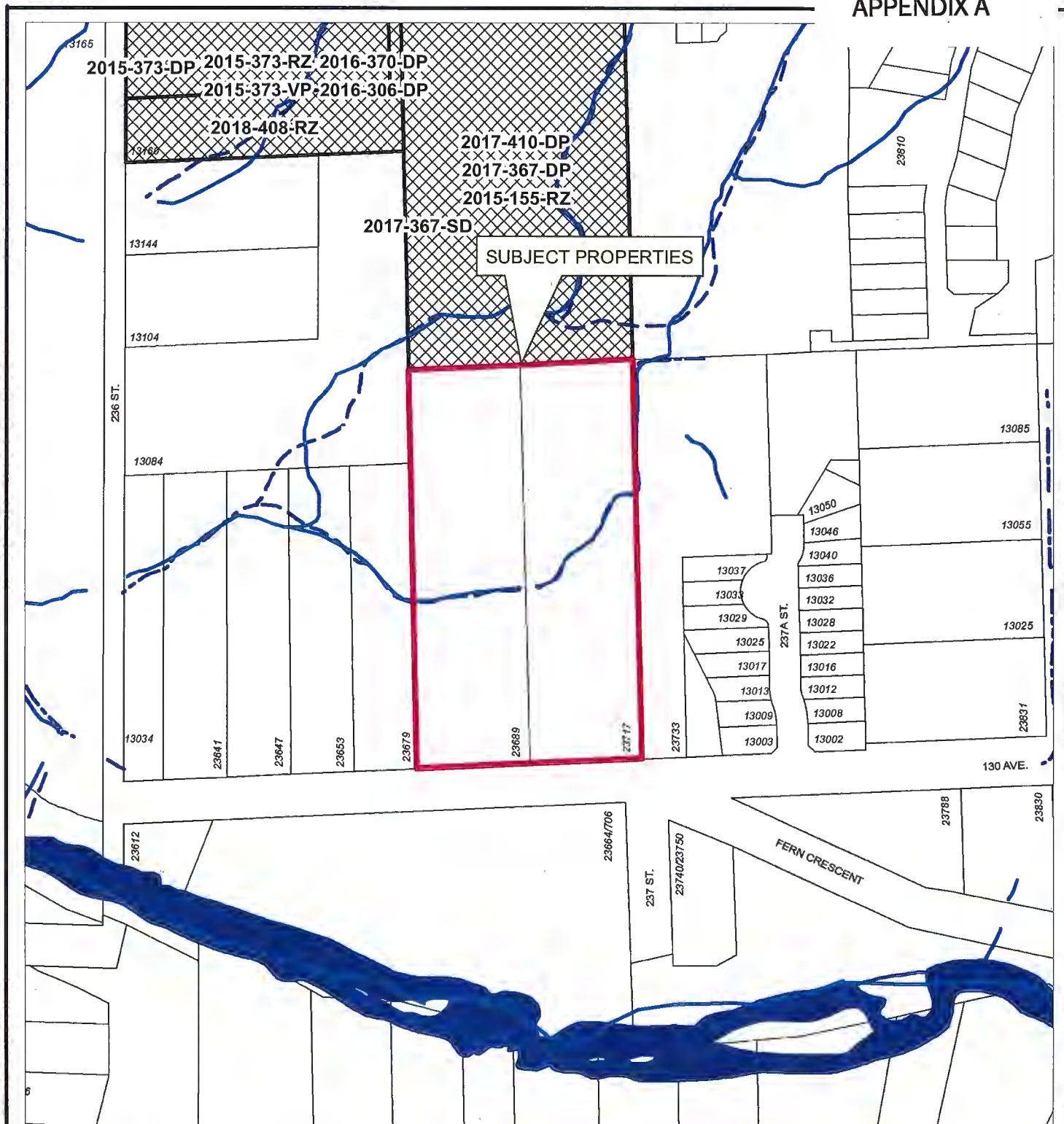
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

"Original signed by Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – OCP Amending Bylaw No. 7730-2021
Appendix D – Zone Amending Bylaw No. 7520-2018
Appendix E – Site Plan
Appendix F – Building Elevation Plans
Appendix G – Landscape Plan
Appendix H – ADP design comments



Scale: 1:2,500

Legend

- Stream
- Ditch Centreline
- Edge of River
- Indefinite Creek
- River Centreline
- River

23689 & 23717 FERN CRESCENT

PLANNING DEPARTMENT

**MAPLE RIDGE**

British Columbia

mapleridge.ca

FILE: 2018-430-RZ

DATE: Oct 22, 2018

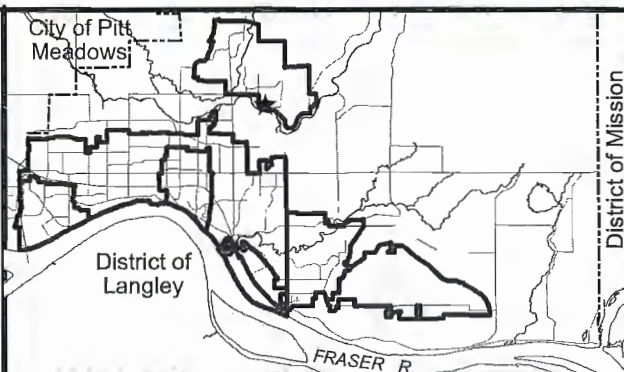
BY: RA



Aerial Imagery from the Spring of 2016



Scale: 1:2,500



23689 & 23717 FERN CRESCENT

PLANNING DEPARTMENT

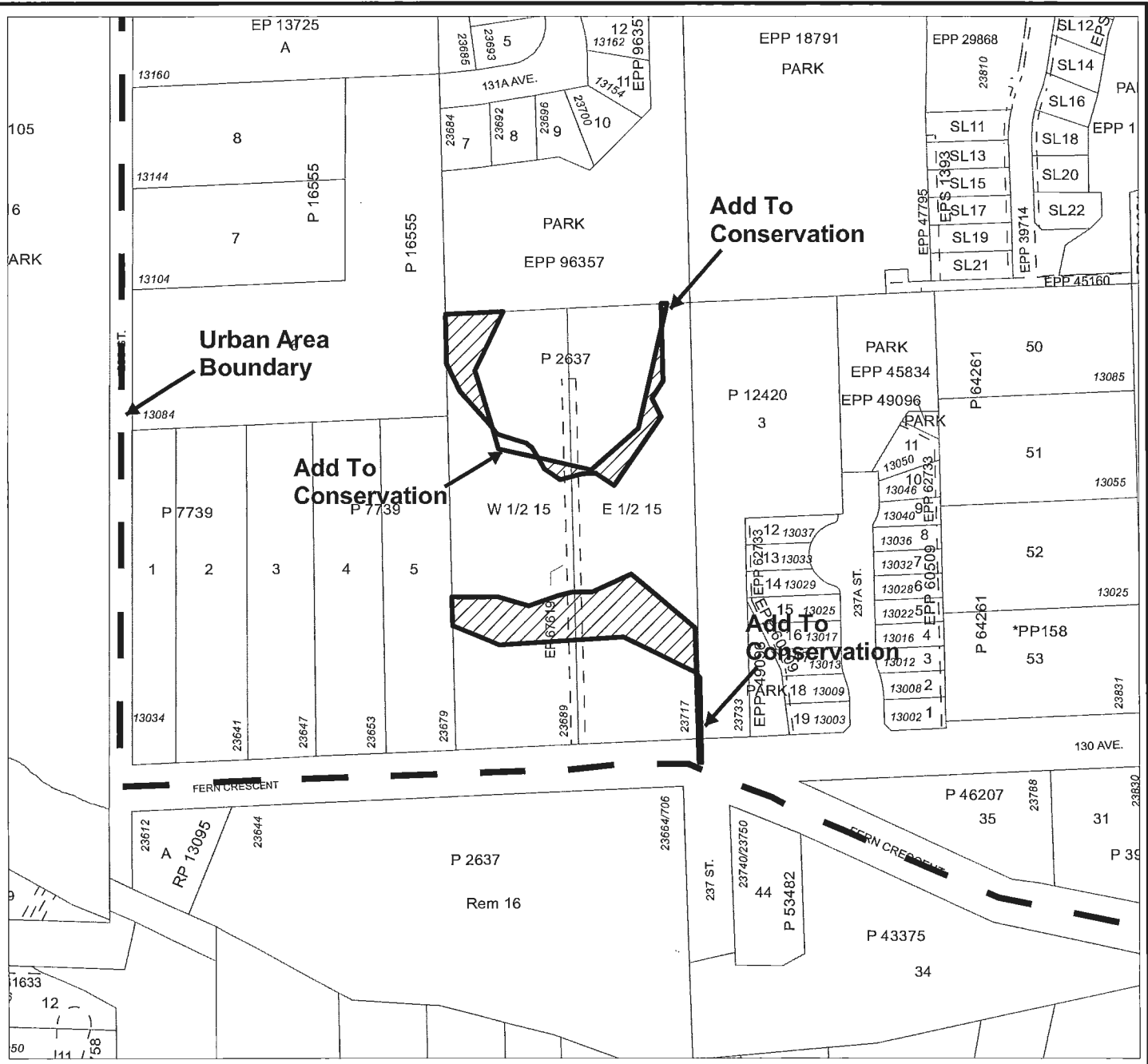


mapleridge.ca

FILE: 2018-430-RZ
DATE: Oct 22, 2018

BY: RA

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7730-2021

Map No. 1035

Purpose: To Amend Figure 4 - Trails/Open Spaces of the Silver Valley Area Plan as shown

 To Remove From Conservation
  To Add To Conservation



 Urban Area Boundary



WHEREAS, it is deemed expedient to amend Maple Ridge Zoning Bylaw No. 7600 - 2019 as amended;

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7520-2018."

2. Those parcels or tracts of land and premises known and described as:

The East Half Of Lot 15 South East Quarter Section 28 Township 12 New Westminster
District Plan 2637

West Half Of Lot 15 South East Quarter Section 28 Township 12 New Westminster District
Plan 2637

and outlined in heavy black line on Map No. 1786 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-1 (Low Density Townhouse Residential).

3. Maple Ridge Zoning Bylaw No. 3510 - 1985 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 11th day of December, 2018.

READ a second time the _____ day of _____, 20_____

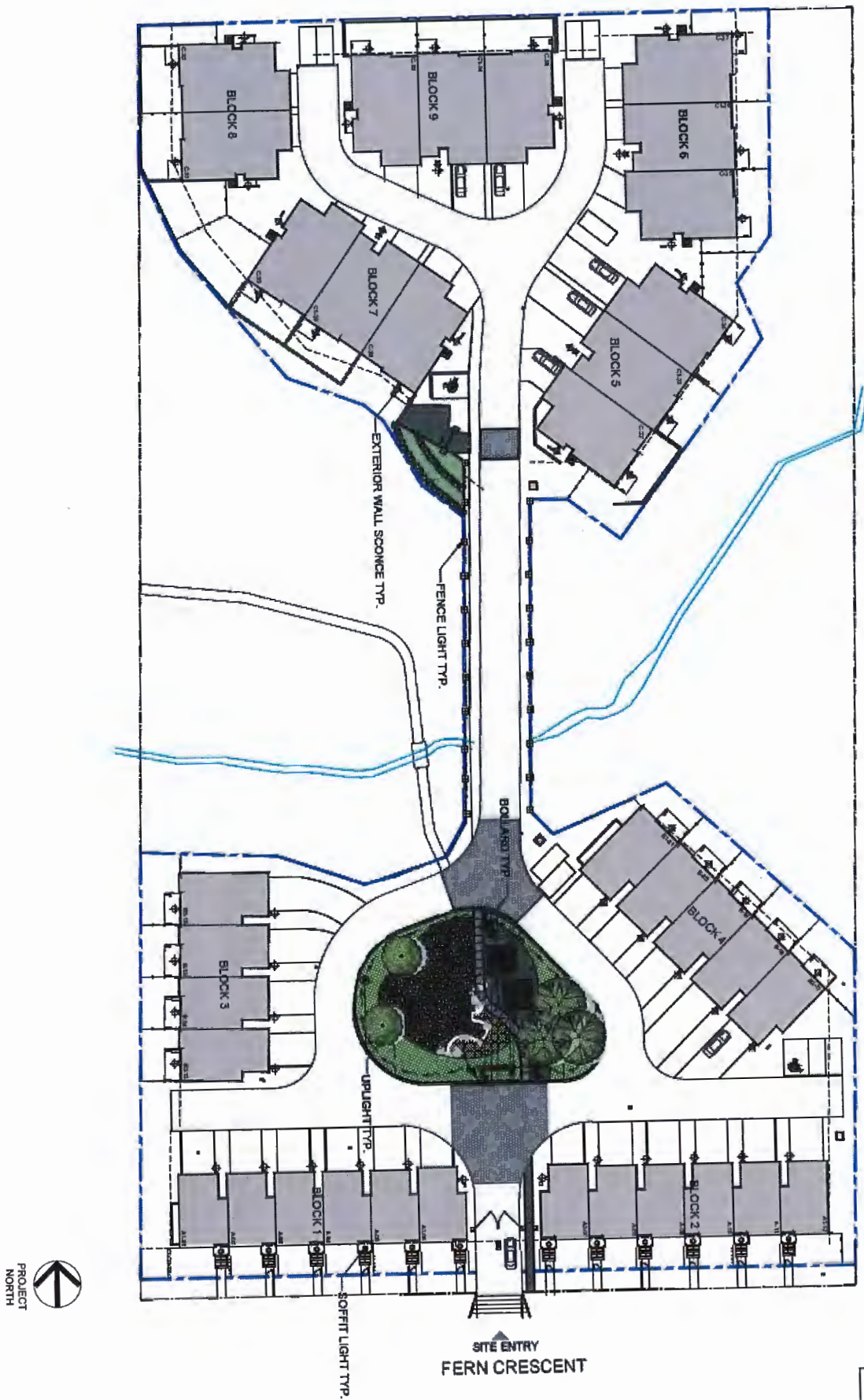
PUBLIC HEARING held the day of , 20

READ a third time the _____ day of _____, 20_____

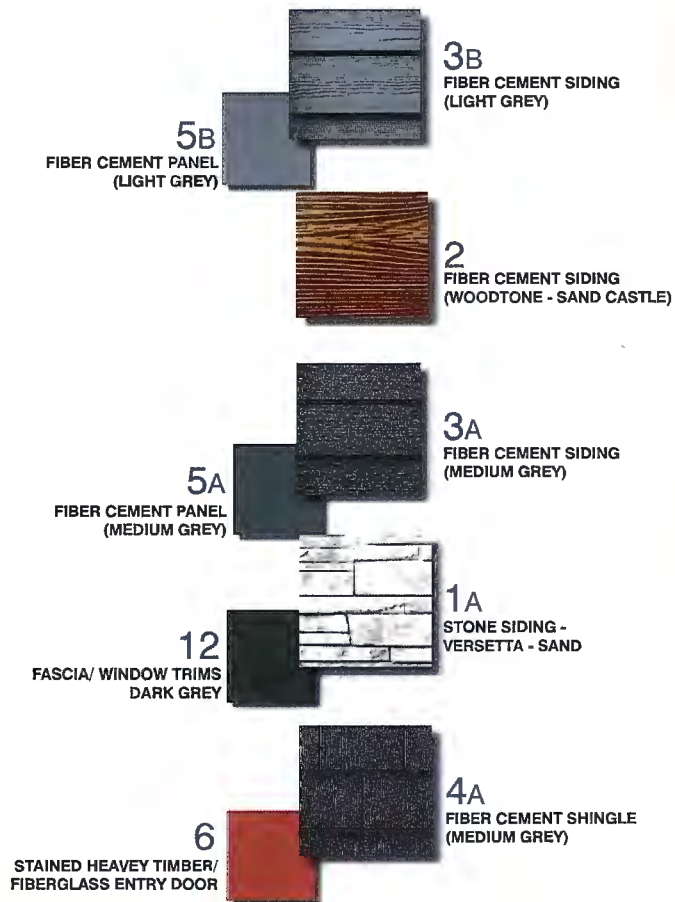
ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



COLOUR & MATERIALS



TYPE A FRONT ELEVATION



TYPE A SIDE ELEVATION

Proposed Residential Development

23689 23717 FERN CRESCENT, MAPLE RIDGE, B.C.

WOOD LOCK DEVELOPMENTS
ATELIER PACIFIC ARCHITECTURE INC.

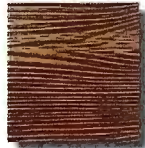
OCTOBER 26, 2020

APPENDIX F
DP 0.8a
ELEVATIONS-
COLOUR/ MATERIALS
TYPE A

COLOUR & MATERIALS



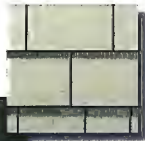
3C
FIBER CEMENT SIDING
(BEIGE)



2
FIBER CEMENT SIDING
(WOODTONE - SAND CASTLE)



1A
STONE SIDING -
VERSETTA - SAND



4B
FIBER CEMENT SHINGLES
(BEIGE)



12
FASCIA/ WINDOW TRIMS
DARK GREY



4A
FIBER CEMENT SHINGLE
(MEDIUM GREY)



6
STAINED HEAVEY TIMBER/
FIBERGLASS ENTRY DOOR



TYPE B FRONT ELEVATION



TYPE B SIDE ELEVATION

Proposed Residential Development

23689 23717 FERN CRESCENT, MAPLE RIDGE, B.C.

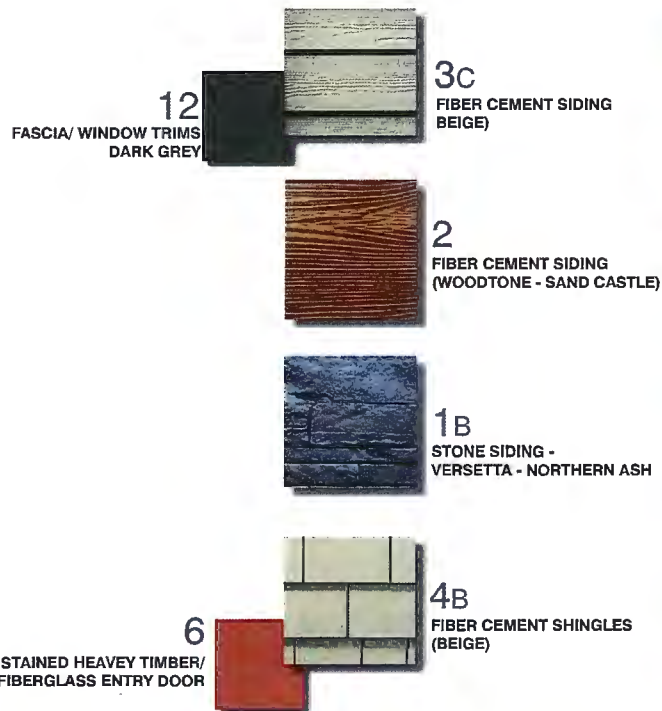
WOOD LOCK DEVELOPMENTS
ATELIER PACIFIC ARCHITECTURE INC.

OCTOBER 26, 2020

DP 0.8b

ELEVATIONS-
COLOUR/ MATERIALS
TYPE B

COLOUR & MATERIALS



TYPE C FRONT ELEVATION



TYPE C SIDE ELEVATION

Proposed Residential Development

23689 23717 FERN CRESCENT, MAPLE RIDGE, B.C.

WOOD LOCK DEVELOPMENTS
ATELIER PACIFIC ARCHITECTURE INC.

OCTOBER 26, 2020

DP 0.8c

ELEVATIONS-
COLOUR/ MATERIALS
TYPE C



1 LANDSCAPE SITE PLAN
Scale: 1:300

TREE SCHEDULE				
TREES	BOTANICAL / COMMON NAME	CONT.	SIZE	QTY
	Acer glabrum Douglas / Douglas Maple	640	6cm cal.	3
	Acer macrophyllum / Big Leaf Maple	640	6cm cal.	12
	Acer rubrum 'Eouhart' / Bowwood Maple	640	6cm cal.	13
	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	640	6cm cal.	6
	Pyrus calleryana 'Chantrelle' / Chantrelle Pear	640	6cm cal.	17

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1 LD-01	DECIDUOUS TREE QTY: 44
	2 LD-01	CONIFEROUS TREE QTY: 7
	3 LD-01	SHRUB PLANTING
	3.4 LD-01	RAIN GARDEN PLANING

HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	5.6 LD-01	CONCRETE
	7 LD-01	FEATURE PAVERS Color: Char Grey Type: Edgewood Slab Manufacturer: Beldoran
	8 LD-02	HYDRAPRESSED SLABS Type: Travertine Size: 60x60x20mm Color: Natural Manufacturer: Abolition Concrete
	1 LD-03	DRIP STRIP
	Refer to Civil for build up	VEHICULAR PAVERS Primary: Reddish Brown Color: Stone Grey Type: Bu 12 Size Manufacturer: Tache Stone Supplier: Beldoran
		Street bond curbing application to textured asphalt pavement

FENCING Refer to Fence Plan L-04

KEY	REF.	DESCRIPTION
	1 LD-02	3 RAIL FENCE W/ LIGHTING
	2 LD-02	BLACK CHAINLINK FENCE
	3 LD-02	WOOD SCREEN FENCE

LIGHTING

KEY	REF.	QTY.	DESCRIPTION
	2 LD-04	16	UPLIGHTS Model: Access L12 24V Manufacturer: Polite
	3 LD-04	26	WALL/FENCE LIGHTS Model: PCL301 Manufacturer: PCL Lighting
	4 LD-04	3	Solid Light Model: Modern LED Recessed Manufacturer: Vibia

AMENITY MATERIALS

KEY	REF.	DESCRIPTION
	1 LD-04	WOOD DECKING
	7 LD-01	ENGINEERED WOOD FIBRE
	1 LD-03	BENCH
	2 LD-03	TABLE
	4 LD-03	TRELLIS STRUCTURE

VDZ+A
LANDSCAPE ARCHITECTURE, ENGINEERING, DESIGN
FORT LANGLEY STUDIO, MOUNT PLEASANT STUDIO
100-1111, 100-1111, 100-1111, 100-1111
Fort Langley, BC Vancouver, BC
www.vdz.ca

No.	By:	Description	Date
2	LI	Revised DP Submission	04/23/2020
1	SH	Issued for Development Permit	June 9, 2020

REVISIONS TABLE FOR DRAWINGS

* Copyright reserved. This drawing and design is the property of V.D.Z. and shall not be reproduced or used in any project without permission.

REVISIONS TABLE FOR SHEET

Project: PROPOSED RESIDENTIAL DEVELOPMENT

Location: 23669, 23717 FERN CRESCENT MAPLE RIDGE, B.C.

Drawn: LJ Stamp:

Checked: SH

Approved: MVDZ Original Sheet Size: 24"x36"

Scale: 1:300

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCIES TO THE CONSULTANT AND FIELD OFFICE. ALL APPROVALS AND FIELD OFFICES ARE THE SOLE RESPONSIBILITY OF THE CONSULTANT. ANY CHANGES TO THE DRAWING OR ANY OTHER INFORMATION MUST BE PROVIDED TO THE CONSULTANT IN WRITING. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE DRAWING.

Drawing Title: SITE PLAN

VDZ Project #: DP2019-52

Drawing #: L-03

R/2020-033

It was moved and seconded

That the Advisory Design Panel has reviewed application No. 2018-430-DP and supports the project and recommends the following concerns be addressed as the design develops and submitted to Planning staff for follow-up:

Architectural Comments:

- Consider additional articulation on visible side elevations;

Landscape Comments:

- Consider Coordinating with civil engineer and architect to provide surface drainage to rain garden;
- Consider adding trees to Blocks 5-9;
- Review parking stall at visitor platform to ensure stall does not overlap on pedestrian sidewalk;
- Cross section 2/L08 review rock retaining walls with project arborist and environmental consultant for fill within tree protection area;
- Coordinate pedestrian crosswalks with landscape architect and civil engineer;
- Consider safety of intersection at large amenity area pedestrian walkway, parking stalls and entry to trail system;
- Review proposed tree species with project Arborist and environmental consultant in regarding invasive species.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: First and Second Reading
Official Community Plan Amending Bylaw No. 7733-2021;
Second Reading
Zone Amending Bylaw No. 7672-2020;
25629 Bosonworth Avenue

MEETING DATE: April 20, 2021
FILE NO: 2020-228-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the panhandle portion of the subject property, located at 25629 Bosonworth Avenue, from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential). This will permit the panhandle portion of the lot to be subdivided off and consolidated with the adjacent land to the north located at 25638 112 Avenue that is zoned RS-3 (Single Detached Rural Residential). This fulfills a requirement of the no-build restrictive covenant associated with the original rezoning of the subject property (2012-102-RZ) that the panhandle portion of the lot be consolidated with the lands to the north and the trees along the panhandle be maintained as a permanent natural buffer.

This application requires an amendment to the Official Community Plan (OCP) to re-designate a portion of the lot from "Suburban Residential" to "Agricultural".

No further information is necessary to process this application, except adjustment to the existing registered documents to align with minor changes in areas subject to covenants.

Pursuant to Council policy respecting the Community Amenity Contribution Program, the contributions were provided as part of the original rezoning approval conditions.

RECOMMENDATIONS:

- 1) That, in accordance with Section 475 of the *Local Government Act*, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7733-2021 on the municipal website, and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;
- 2) That Official Community Plan Amending Bylaw No. 7733-2021 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
- 3) That it be confirmed that Official Community Plan Amending Bylaw No. 7733-2021 is consistent with the Capital Expenditure Plan and Waste Management Plan;
- 4) That Official Community Plan Amending Bylaw No. 7733-2021 be given first and second readings and be forwarded to Public Hearing;

- 5) That Zone Amending Bylaw No. 7672-2020 be given second reading as amended and be forwarded to Public Hearing;
- 6) That the following terms and conditions be met prior to final reading:
 - i) Adjustment of existing registered legal documents, as may be necessary.

DISCUSSION:

1) Background Context:

Applicant:	Paul Hayes
Legal Description:	Lot 5 Section 13 Township 12 New Westminster District Plan EPP75231
OCP:	
Existing:	Suburban Residential
Proposed:	Suburban Residential
Zoning:	
Existing:	RS-2 (Single Detached Suburban Residential)
Proposed:	RS-3 (Single Detached Rural Residential)
Within Urban Area Boundary:	Yes
OCP Major Corridor:	No
Surrounding Uses:	
North:	Use: Vacant
	Zone: RS-3 (Single Detached Rural Residential)
	Designation: Agricultural (not in the ALR)
South:	Use: Single-family Residential
	Zone: A-2 (Upland Agricultural)
	Designation: Suburban Residential
East:	Use: Single-family Residential
	Zone: RS-3 (Single Detached Rural Residential)
	Designation: Agricultural (in the ALR)
West:	Use: Single-family Residential
	Zone: RS-2 (Single Detached Suburban Residential)
	Designation: Suburban Residential
Existing Use of Property:	Vacant
Proposed Use of Property:	Single-family Residential
Site Area:	0.58 ha (1.42 acre)
Remnant Lot Area	0.4 ha (1.0 acres)
Panhandle Portion Area:	0.18 ha (0.42 acre)
Access:	Bosonworth Avenue
Servicing requirement:	Urban Standard

2) Background:

This application fulfills a requirement of a restrictive covenant associated with the original rezoning (2012-102-RZ). The panhandle portion of the subject property is to be rezoned from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential) to match the zoning of the adjacent property at 25638 112 Avenue to the north. This would allow the panhandle to be subdivided off and consolidated with the property to the north. This northern property is intended to be subdivided in the future under a separate subdivision application into two lots under the RS-3 (Single Detached Rural Residential) zone.

Zone Amending Bylaw No. 7672-2020 is proposed to be given Second Reading as amended, to include revisions that include the revised names of the zones and referencing to the new Zoning Bylaw No. 7600-2019.

3) Project Description:

The proposal is to rezone the panhandle portion of 25629 Bosonworth Avenue from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential), to revert to the original zone and to permit consolidation and subdivision with lands to the north under a separate application (see Appendices A and B).

4) Planning Analysis:

i) Official Community Plan:

The subject property is currently designated *Suburban Residential*. Changes to the designation are not required to accommodate the current four lot subdivision facilitated by this rezoning. To facilitate future potential consolidation of the panhandle of Lot 2 with the adjacent land to the north, this panhandle area will need to be re-designated to *Agricultural* to match the designation of the land to the north (see Appendix E). OCP Amending Bylaw 7733-2021 will make this change.

ii) Zoning Bylaw:

The current application proposes to rezone the panhandle portion of the property located at 25629 Bosonworth Avenue, from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential) (see Appendix C). After the panhandle is subdivided off the subject lot, the resulting new RS-2 parcel will comply with the minimum lot area requirement of 0.40 ha (1 acre) (see Appendix D). Any variations from the requirements of the proposed zone will require a Development Variance Permit application.

iii) Proposed Variances:

No variances are being proposed. The construction of 263 Street, not intended to be built due to excessive slope, has already been varied by Council through 2012-102-VP.

iv) Development Permits:

Development Permit No. 2012-102-DP for Natural Features and Watercourse Protection has been issued in accordance with Council's Delegation Bylaw in conjunction with the original rezoning (2012-102-RZ). No further development permit application is required to accommodate this rezoning application.

v) **Advisory Design Panel:**

An application to the Advisory Design Panel (ADP) is not required for this proposal.

vi) **Development Information Meeting:**

A Development Information Meeting (DIM) is not required for this proposal.

5) Environmental Implications:

Development Permit No. 2012-102-DP for Natural Features and Watercourse Protection has been issued and governs this proposal. Changes are not required to accommodate this proposal.

6) Agricultural Impact:

The proposal complies with the necessary covenant for agricultural buffering that was registered with the original rezoning (2012-102-RZ).

7) Interdepartmental Implications:

No Departmental comments or requirements are necessary for this proposal as the Rezoning Servicing Agreement and other approvals were granted with the original rezoning.

CONCLUSION:

It is recommended that that second reading be given to Zone Amending Bylaw No. 7672-2020, and that application 2020-228-RZ be forwarded to Public Hearing.

"Original signed by Adrian Kopystynski"

Prepared by: **Adrian Kopystynski MSC, MCIP, RPP, MCAHP
Planner**

"Original signed by Chuck Goddard"

Reviewed by: **Charles R. 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 Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

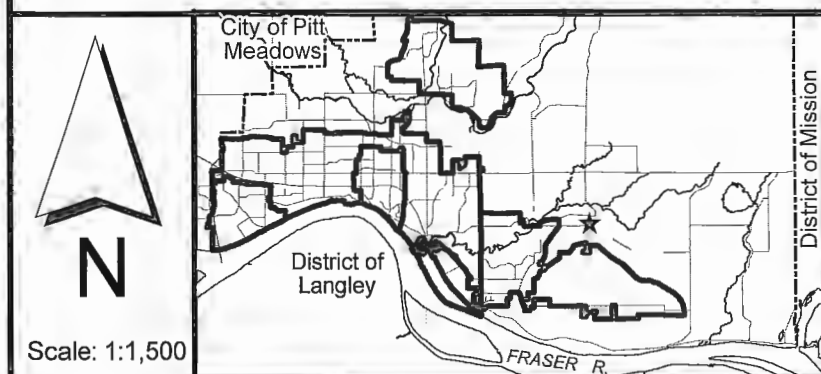
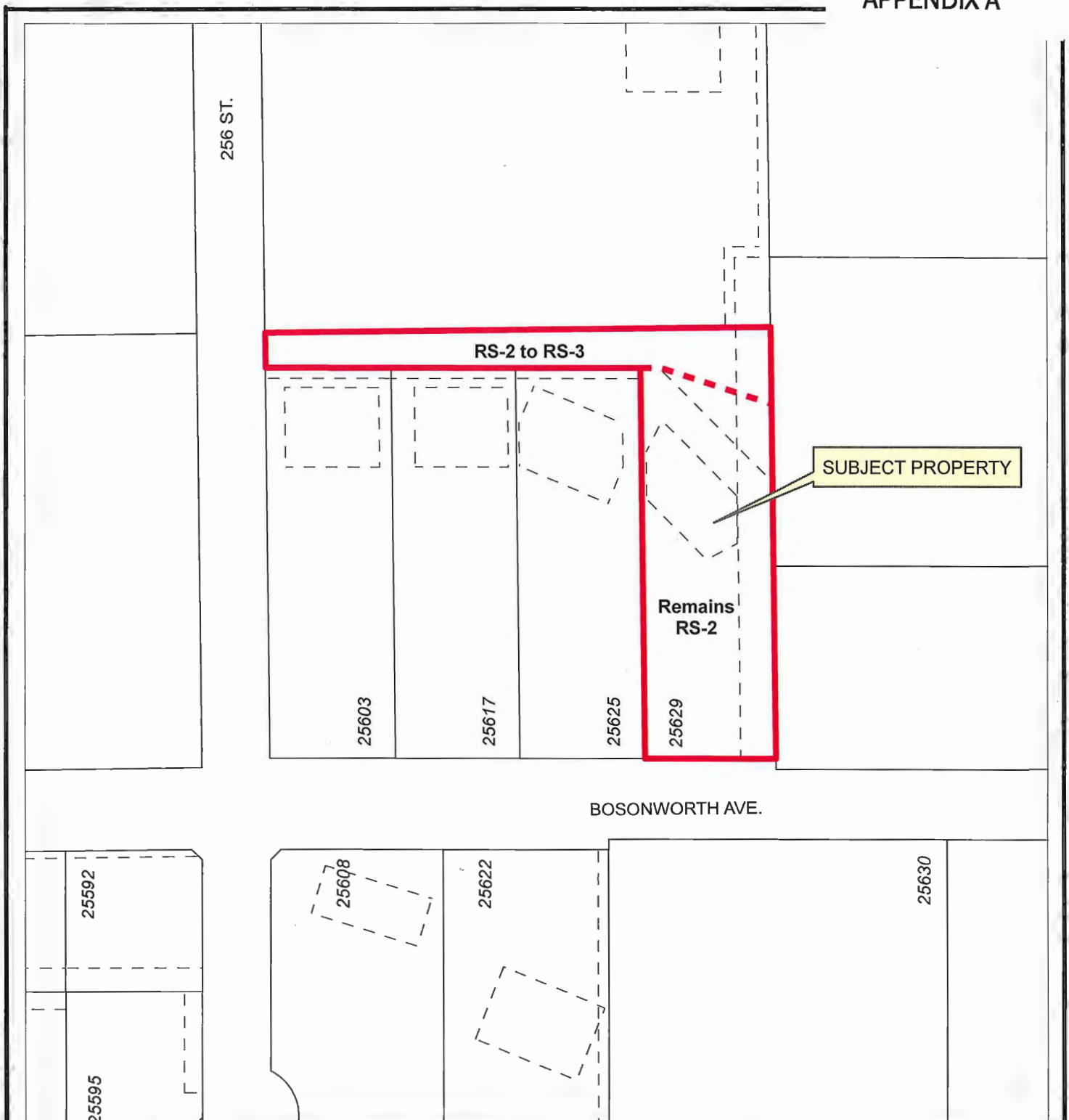
Appendix A – Subject Map

Appendix B – Ortho Map

Appendix C – OCP Amending Bylaw No. 7733-2021

Appendix D – Zone Amending Bylaw No. 7672-2020

Appendix E – Site and Subdivision Plan



25629 BOSONWORTH

PLANNING DEPARTMENT

MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: 2020-228-RZ
DATE: Nov 5, 2020

BY: DT



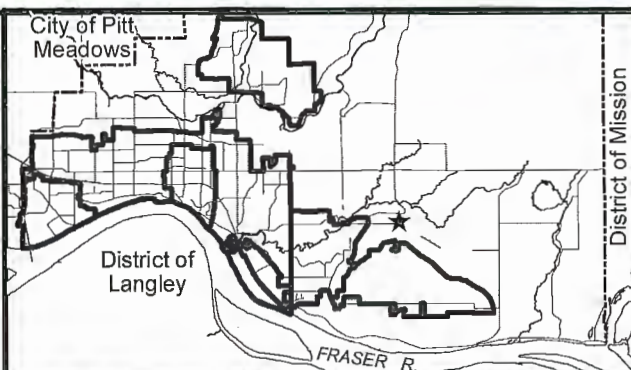
Scale: 1:1,500



Aerial Imagery from the Spring of 2018



Scale: 1:2,500



25629 BOSONWORTH AVENUE

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: 2020-228-RZ

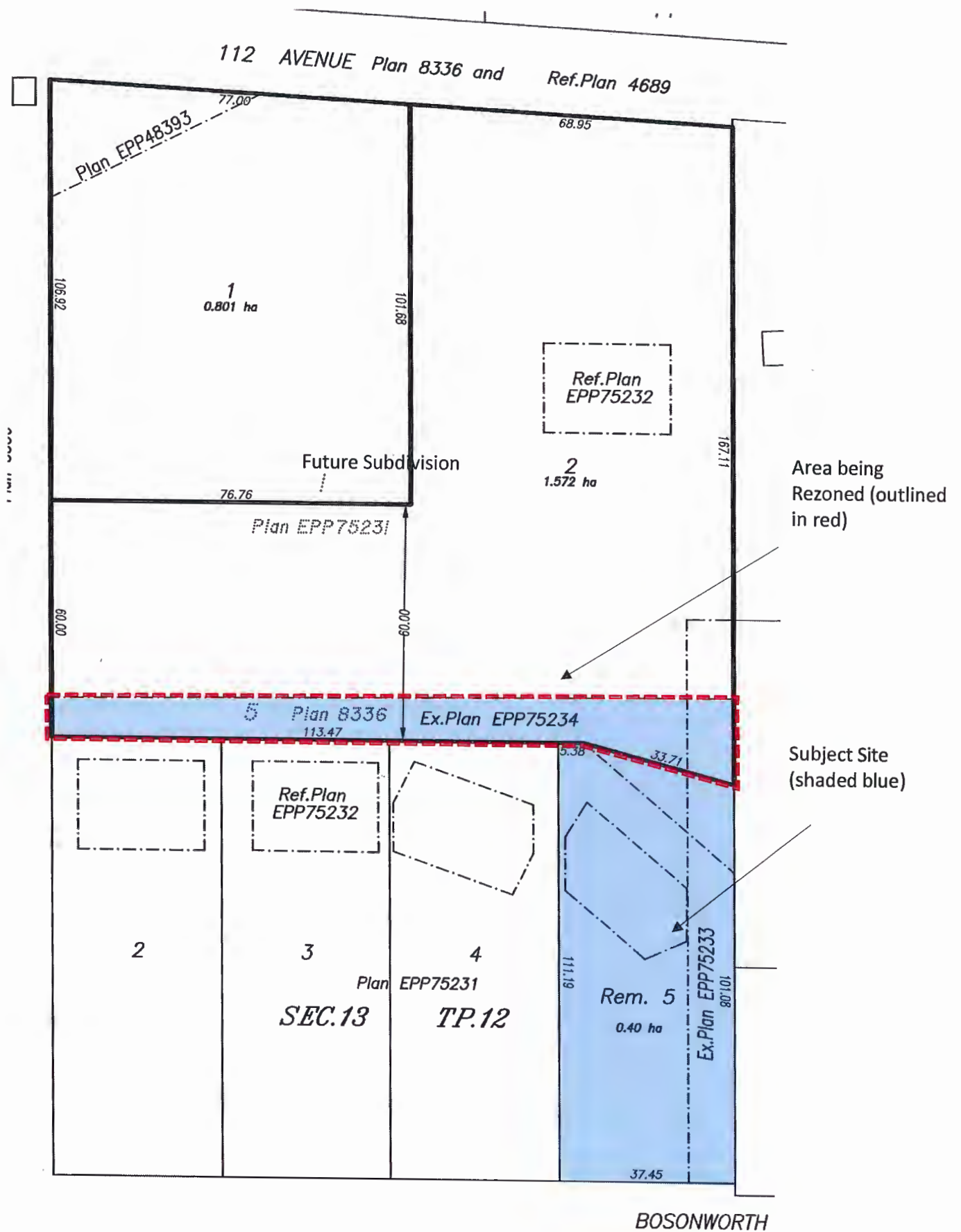
DATE: Oct 29, 2020

BY: PC

CORPORATE OFFICER

WHEREAS, it is deemed expedient to amend Maple Ridge Zoning Bylaw No. 7600-2019 as amended;

CORPORATE OFFICER



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: April 20, 2021
FILE NO: 11-5310-01-2021
MEETING: CoW

SUBJECT: Award of Contract RFP-OP21-6: Municipal Replacement Single Cab, Dual Wheel Mechanics Truck with Crane

EXECUTIVE SUMMARY:

The existing Mechanics Truck with Crane is due for replacement as its service life has already been extended by approximately three (3) years and has now exceeded its lifecycle. A replacement is necessary to maintain reliable service levels. In addition, enhancing the equipment's lifting capacity will accommodate the servicing of new pump stations which now house larger pumps that the current truck cannot lift.

The current Financial Plan includes funding for replacement of the existing truck. A public Request for Proposal to supply this replacement vehicle resulted in nine (9) proposal submissions from seven (7) vendors. The dual function of the Mechanics Truck with Crane is essential for the City to operate, maintain and support water, sewer and storm water utilities.

Following a detailed review and evaluation of the proposals received, it is recommended that a contract agreement be executed with Metro Motors Ltd. in the amount of \$179,054.00 (excluding taxes), for the supply and delivery of one (1) Mechanics Truck with Crane.

RECOMMENDATION:

That Contract RFP-OP21-6 for the Supply and Delivery of One (1) Single Cab, Dual Wheel Mechanics Truck with Crane be awarded to Metro Motors Ltd. in the amount of \$179,054.00 (excluding taxes); and

That the Corporate Officer be authorized to execute the contract.

DISCUSSION:

a) Background Context:

The lifecycle of the Mechanics Truck with Crane has been extended by approximately three (3) years and a replacement is necessary to maintain current service levels but also increase the equipment lifting capacity to accommodate the servicing of new pump stations now equipped with larger pumps. The new Mechanics Truck with Crane Truck will permit staff to perform a greater scope of work in-house and not require the coordinated effort and resources with external contractors.

b) Desired Outcome:

A larger, heavier capacity Mechanics Truck with Crane will provide an appropriate level of service as well as eliminate the need for contractors on emergency callouts.

c) Interdepartmental Implications:

The vehicle will become part of the City's Fleet to support all departments for daily and emergency response requirements.

d) Business Plan/Financial Implications:

The cost of the Mechanics Truck with Crane is included in the current financial plan and funded through the Equipment Replacement Reserve Fund. The purchase price for the unit is \$179,054.00 plus applicable taxes of \$21,486.48. The total price including all taxes is \$200,540.48, which is within the existing funding envelope.

e) RFP Process and Evaluation:

The public Request for Proposal (RFP) for the Supply and Delivery of One (1) Single Cab, Dual Wheel Mechanics Truck with Crane was issued January 18, 2021 and was posted to BC Bid, Civic Info and the CMR Website. Upon the closing date of February 8, 2021, nine (9) proposal submissions from seven (7) vendors were received ranging in value of \$159,166.00 to \$189,854.00 (excluding taxes) and were reviewed by an evaluation team. The proposals were evaluated based on quality and clarity of proposal submitted, proponent's references and qualifications, equipment offered and delivery time, fee proposal, service and warranty.

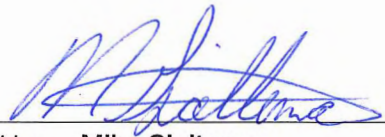
Proposals were received from the following firms:

- 1) Metro Motors;
- 2) Abbotsford Chrysler Dodge Jeep Ram;
- 3) Harbour Int. Trucks (Option 1);
- 4) Harbour Int. Trucks (Option 2);
- 5) Harbour Int. Trucks (Option3);
- 6) Brutus Truck Bodies;
- 7) Express Custom Trailer Mfg.;
- 8) Commercial Truck Equipment; and
- 9) Dams Ford Lincoln Sales.

After detailed analysis, the highest ranked proposal was received from Metro Motors with a proposal fee of \$179,054.00 (excluding taxes).

CONCLUSION:

This report recommends that Council approve an award of contract for the Supply and Delivery of One (1) Single Cab, Dual Wheel Mechanics Truck with Crane to Metro Motors Ltd. in the amount of \$179,054.00 (excluding taxes);



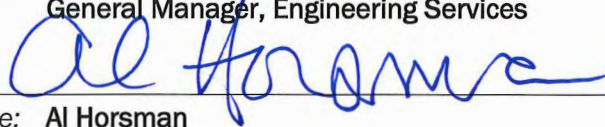
Prepared by: **Mike Gjaltema**
Superintendent Electrical Mechanical



Reviewed by: **Walter Oleschak**
Acting Director of Operations



Approved by: **W. David F. Pollock, P.Eng**
General Manager, Engineering Services



Concurrence: **Al Horsman**
Chief Administrative Officer

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Water Service Amending Bylaw

MEETING DATE: April 20, 2021
FILE NO: 05-1805-02
MEETING: CoW

EXECUTIVE SUMMARY:

The majority of the water costs are driven by Metro Vancouver as the region supplies the City of Maple Ridge's water. The City is responsible for its own infrastructure and associated capital and operating costs relating to management of the water supplied within the municipality's jurisdiction. This Bylaw includes rates for the next five years, reflecting the rates in the adopted 2021-2025 Financial Plan. The increased rates are revisited each year as part of the business planning process.

Water rate increases of 4.5% per year for the period of 2021 to 2025 were approved by Council at its meeting of January 12, 2021. A bylaw amendment is required, to effect these new rates as the previous five-year water rate schedule has expired.

RECOMMENDATION:

That Water Service Amending Bylaw No. 7726-2021 be given first, second and third readings.

DISCUSSION:

a) Background Context:

The 2021-2025 Financial Plan adopted by Council includes water rate increases of 4.5% per year. A bylaw amendment is required as the previous five-year rate schedule has expired.

The majority of the water costs are driven by the region as Metro Vancouver supplies water to the City. The City is responsible for its own infrastructure and associated capital and operating costs. The Bylaw includes rates for the next five years, reflecting the rates in the Council approved 2021-2025 Financial Plan. The increases are revisited each year as part of the business planning process.

b) Citizen/Customer Implications:

The increase in flat rate billing equates to approximately \$30 per household based on average consumption levels. The City adjusts rate increases from the region over time to smooth out the average yearly increase thus minimizing volatility to the ratepayers.

1151

CONCLUSION:


The amendment to the Water Service Amending Bylaw No, 7726- 2021 is required to levy water fees. The rates in the five-year schedule align with the business plans presented to Council and the 2021-2025 Financial Plan Bylaw.



Prepared by: **Trevor Thompson, BBA, CPA, CGA**
Director of Finance (CFO)



Approved by: **Christina Crabtree**
General Manager, Corporate Services



Concurrence: **Al Horsman**
Chief Administrative Officer

BYLAW NO. 7726 - 2021

Attachment: Schedules "A", "B" & "G"

City of Maple Ridge

Maple Ridge Water Service Bylaw No. 6002-2001

SCHEDULE "A"

Flat Rate Charges (Annual Rates)

<u>USE</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
A. Residential					
(1) Per Single Family Dwelling Unit in the General Water Supply Area	\$ 689.50	\$ 720.55	\$ 752.95	\$ 786.85	\$ 822.25
(2) Per Additional Dwelling Unit located within the structure of a Single Family Dwelling Unit	\$ 344.75	\$ 360.25	\$ 376.45	\$ 393.40	\$ 411.10
(3) Per Additional Dwelling Unit or Detached Garden Suite located on the same parcel as the Single Family Dwelling Unit	\$ 344.75	\$ 360.25	\$ 376.45	\$ 393.40	\$ 411.10
(4) Per Multiple Dwelling Unit	\$ 654.50	\$ 683.95	\$ 714.75	\$ 746.90	\$ 780.50
B. Industrial, Commercial and Institutional					
(1) Per Unit	\$ 689.50	\$ 720.55	\$ 752.95	\$ 786.85	\$ 822.25

City of Maple Ridge

Maple Ridge Water Service Bylaw No. 6002-2001

SCHEDULE "B"

Metered Charges (Quarter Year Rates)

<u>USE</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
A. All Uses					
(1) Water consumption charges for metered services per cubic meter (m ³)	\$ 1.1823	\$ 1.2355	\$ 1.2911	\$ 1.3492	\$ 1.4099
(2) Base rate levied per quarter year based on service connection size:					
<u>Connection Size</u>					
25 mm or less	\$ 53.05	\$ 55.45	\$ 57.95	\$ 60.55	\$ 63.25
40 mm	\$ 77.80	\$ 81.30	\$ 84.95	\$ 88.75	\$ 92.75
50 mm	\$ 125.00	\$ 130.65	\$ 136.55	\$ 142.70	\$ 149.10
75 mm	\$ 233.50	\$ 244.00	\$ 255.00	\$ 266.45	\$ 278.45
100 mm	\$ 327.15	\$ 341.85	\$ 357.25	\$ 373.35	\$ 390.15
150 mm	\$ 483.10	\$ 504.85	\$ 527.55	\$ 551.30	\$ 576.10
200 mm	\$ 654.50	\$ 683.95	\$ 714.75	\$ 746.90	\$ 780.50
250 mm	\$ 950.60	\$ 993.40	\$ 1,038.10	\$ 1,084.80	\$ 1,133.60

City of Maple Ridge

Maple Ridge Water Service Bylaw No. 6002-2001

SCHEDULE "G"

Parcel Tax Charges (Annual Rates)

<u>USE</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
A. All Uses					
(1) For each parcel of land that is not serviced with a municipal water service as defined in this bylaw and is fronting or partially fronting a municipal water main	\$ 153.80	\$ 160.70	\$ 167.95	\$ 175.50	\$ 183.40

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: 2021-2025 Financial Plan Amending Bylaw

MEETING DATE: April 20, 2021
FILE NO: 05-1825-02
MEETING: CoW

EXECUTIVE SUMMARY:

Prior to setting the 2021 property tax rates, it is desirable to update the 2021-2025 Financial Plan to reflect information received since the Plan's adoption this past January. The changes, as summarized in this report, have been incorporated into the amended Financial Plan Bylaw.

The five year financial plan is revised every year. The 2022-2026 Business Planning cycle will begin shortly and financial assumptions and business planning guidelines will be discussed with Council in the coming months.

RECOMMENDATION:

That 2021-2025 Financial Plan Amending Bylaw No. 7727-2021 be given first, second and third readings.

DISCUSSION:

a) Background Context

Prior to setting the property tax rates, it is desirable to update the Financial Plan to reflect information received since the Plan's adoption in January 2021, in particular, the rolls that impact individual property tax rates.

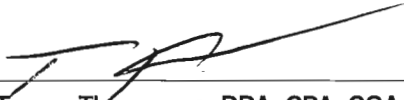
The following changes have been incorporated into this financial plan amendment:


1. Capital and Operating Projects that were approved in prior years and are still underway along with the associated funding sources.
2. Updated costs for Property Insurance, WCB Premiums and Actuarial Estimates for Sick and Service Severance have increased creating a shortfall between \$222,000 and \$280,000 in the first four years of the Financial Plan. Management has committed to cover the 2021 costs through savings from favourable 2021 operating results. The ongoing operating budgets will be adjusted to accommodate these costs while respecting Council's approved property tax increase when the 2022-2026 Business Plans are prepared.
3. Growth in property tax revenues has been updated to the actual growth realized. The actual growth fell short of the plan by approximately \$520,000. This shortfall was known early enough that we were able to set some funds aside to smooth the shortfall. It is expected that with the amount of development occurring, that future years' growth revenues may cover this shortfall, within a couple of years. One million dollars was set aside during the 2020 year end to smooth growth variability. This will also smooth temporary fluctuations and will provide some time to adjust to longer development cycles.
4. Financial Plan amendments approved through Council resolution. This includes the addition of three staff to assist in implementing the Community Social Safety Initiative (CSSI). These positions were funded for a few years through onetime money set aside to implement the CSSI.

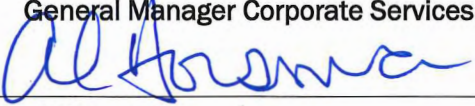
CONCLUSION:

With the COVID-19 pandemic, it is important that the municipality is positioned not only to provide ongoing essential services, but to also help the community recover as quickly as possible.

The 2021 budget amendments can be accommodated through 2020 and 2021 cost containment. While development and property values are increasing, development will be monitored to ensure that budgeted growth expectations are met or budgeted expectations are adjusted.


Prepared by: **Trevor Thompson, BBA, CPA, CGA**
Director of Finance (CFO)


Approved by: **Christina Crabtree**
General Manager Corporate Services


Concurrence: **Al Horsman**
Chief Administrative Officer

CITY OF MAPLE RIDGE

BYLAW NO. 7727-2021

A bylaw to amend Maple Ridge 2021-2025 Financial Plan Bylaw No. 7687-2020

WHEREAS, a process of public consultation was undertaken in adopting the previous financial plan;

AND WHEREAS, the public will have the opportunity to provide comments and questions with respect to the amendment to the financial plan;

AND WHEREAS, Council deems this to be a process of public consultation under Section 166 of the Community Charter;

NOW THEREFORE, the Council for the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Maple Ridge 2021-2025 Financial Plan Amending Bylaw No. 7727-2021".
2. The Maple Ridge 2021-2025 Financial Plan Bylaw No. 7687-2020 is hereby amended by replacing "Statement 1, Statement 2 and Statement 3" entirely with "Statement 1, Statement 2 and Statement 3" attached to and forming part of this bylaw.

READ a first time the day of .

READ a second time the day of .

READ a third time the day of .

PUBLIC CONSULTATION completed on the day of .

ADOPTED the day of .

PRESIDING MEMBER

CORPORATE OFFICER

Statement 1

Consolidated Financial Plan 2021-2025 (in \$ thousands)

	2021	2022	2023	2024	2025
REVENUES					
Development Fees					
Developer Contributed Assets	20,000	20,000	20,000	20,000	20,000
Developer Cost Charges	26,427	10,510	11,462	7,140	16,217
Developer Projects & Amenity Contributions	2,983	-	-	-	-
Parkland Acquisition	2,272	200	200	200	200
Contribution from Others	1,847	1,351	1,343	1,351	1,356
Development Fees Total	53,529	32,061	33,005	28,691	37,773
Property Taxes	95,636	100,982	106,380	112,127	118,016
Parcel Charges	3,495	3,606	3,721	3,840	3,964
Fees & Charges	49,956	52,711	55,542	58,588	61,884
Interest	2,428	2,443	2,458	2,473	2,488
Grants	13,874	4,964	5,730	6,048	12,518
Total Revenues	218,918	196,767	206,836	211,767	236,643
EXPENDITURES					
Operating Expenditures					
Debt Interest Payments	2,301	2,189	2,082	2,798	2,673
Amortization	24,037	24,037	24,037	24,037	24,037
Other Expenditures	137,642	131,612	138,376	144,039	150,603
Total Expenditures	163,980	157,838	164,495	170,874	177,313
ANNUAL SURPLUS	54,938	38,929	42,341	40,893	59,330
Add Back: Amortization Expense (Surplus)	24,037	24,037	24,037	24,037	24,037
Less: Capital Expenditures	190,005	33,591	35,655	34,140	48,892
Less: Developer Contributed Capital	20,000	20,000	20,000	20,000	20,000
CHANGE IN FINANCIAL POSITION	(131,030)	9,375	10,723	10,790	14,475
OTHER REVENUES					
Add: Borrowing Proceeds	56,600	-	-	-	-
OTHER EXPENDITURES					
Less: Principal Payments on Debt	3,304	3,994	4,083	4,767	4,866
TOTAL REVENUES LESS EXPENSES	(77,734)	5,381	6,640	6,023	9,609
INTERNAL TRANSFERS					
Transfer From Reserve Funds					
Capital Works Reserve	2,808	277	277	439	250
Equipment Replacement Reserve	10,147	2,126	3,307	3,236	1,407
Fire Department Capital Reserve	1,693	195	254	313	322
Sanitary Sewer Reserve	1,100	-	-	-	-
Total Transfer From Reserve Funds	15,902	2,598	3,838	3,988	1,979
Less :Transfer To Reserve Funds					
Capital Works Reserve	126	1,854	345	2,927	2,891
Equipment Replacement Reserve	3,358	3,504	3,641	3,843	4,060
Fire Department Capital Reserve	1,183	1,338	1,492	1,653	1,817
Land Reserve	5	5	5	5	5
Total Transfer To Reserve Funds	4,672	6,701	5,483	8,428	8,773
Transfer From (To) Own Reserves	60,616	(502)	(1,354)	(1,356)	641
Transfer From (To) Surplus	5,888	(776)	(3,641)	(227)	(3,456)
Transfer From (To) Surplus & Own Reserves	66,504	(1,278)	(4,995)	(1,583)	(2,815)
TOTAL INTERNAL TRANSFERS	77,734	(5,381)	(6,640)	(6,023)	(9,609)
BALANCED BUDGET	-	-	-	-	-

Statement 2

Revenue and Property Tax Policy Disclosure

REVENUE DISCLOSURE

Revenue Proportions	2021		2022		2023		2024		2025	
	\$ ('000s)	%	\$ ('000s)	%	\$ ('000s)	%	\$ ('000s)	%	\$ ('000s)	%
Revenues										
Property Taxes	95,636	34.8	100,982	51.3	106,380	51.4	112,127	52.9	118,016	49.8
Parcel Charges	3,495	1.3	3,606	1.8	3,721	1.8	3,840	1.8	3,964	1.7
Fees & Charges	49,956	18.1	52,711	26.8	55,542	26.9	58,588	27.7	61,884	26.2
Borrowing Proceeds	56,600	20.5	-	-	-	-	-	-	-	-
Other Sources	69,831	25.3	39,468	20.1	41,193	19.9	37,212	17.6	52,779	22.3
Total Revenues	275,518	100	196,767	100	206,836	100	211,767	100	236,643	100

Other Sources include:

Development Fees Total	53,529	19.4	32,061	16.4	33,005	15.9	28,691	13.5	37,773	15.9
Interest	2,428	0.9	2,443	1.2	2,458	1.2	2,473	1.2	2,488	1.1
Grants (Other Govts)	13,874	5.0	4,964	2.5	5,730	2.8	6,048	2.9	12,518	5.3
Property Sales	-	-	-	-	-	-	-	-	-	-
	69,831	25.3	39,468	20.1	41,193	19.9	37,212	17.6	52,779	22.3

OBJECTIVES & POLICIES

Property Tax Revenue

Property tax revenue is the City's primary revenue source, and one which is heavily reliant on the residential class. Diversification of the tax base and generation of non-tax revenue are ongoing objectives, outlined in Financial Sustainability Policy 5.52 section 6.

The Financial Plan includes property tax increases that are as listed below:

	2021	2022	2023	2024	2025
General Purpose	2.00%	2.00%	2.00%	2.00%	2.00%
Infrastructure Replacement	0.70%	0.90%	0.90%	1.00%	1.00%
Parks & Recreation	0.60%	0.60%	0.60%	0.60%	0.60%
Drainage	0.30%	0.10%	0.10%	0.00%	0.00%
Total Property Tax Increase	3.60%	3.60%	3.60%	3.60%	3.60%

Information on the tax increases and the cost drivers can be found in the most recent Financial Plan Overview Report. Specific policies discussing the tax increases are included in the Financial Sustainability Plan and related policies. Property tax revenue includes property taxes as well as grants in lieu of property taxes.

Parcel Charges

Parcel charges are comprised of a recycling charge, a sewer charge, and on some properties, a local area service or improvement charge. Parcel charges are a useful tool to charge all or a subset of properties for a fixed or variable amount to support services. Unlike property taxation the variable amount does not need to be related to the property assessment value, but can be something that more accurately reflects the cost of the service.

Statement 2

Revenue and Property Tax Policy Disclosure

Fees & Charges

Fees should be reviewed annually and updated if needed. Past fee amendments include recreation fees, development application fees, business license fees and cemetery fees. A major amendment to the Development Costs Charges (DCC) was approved in 2018. Fees are often used to offset the costs of providing specific services. The utility fees are reviewed annually with a view towards using rate stabilization practices to smooth out large fluctuations in rates, as set out in the Business Planning Guidelines.

Borrowing Proceeds

Debt is used when it makes sense, and with caution as it commits future cash flows to debt payments, restricting the ability to use these funds to provide other services. The source of the debt payments needs to be considered as does the justification for advancing the project. More information on previously approved borrowing can be found in the most recent Financial Plan Overview report and on our website for information on the new parks and recreation infrastructure.

Other Sources

This will vary greatly year to year as it includes:

- Development fees which fund capital projects from the DCC Reserve
- Contribution from others in relation to capital
- Grants which are sought from various agencies and may be leveraged with City funds

PROPERTY TAX DISCLOSURE

Property Tax Revenue Distribution

Property Class	Taxation Revenue		Assessed Value		Tax Rate	Multiple
	('000s)		('000s)		(\$/1000)	(Rate/Res.Rate)
Residential	73,729	78.9%	23,879,015	91.0%	3.0876	1.0
Utility	794	0.9%	19,858	0.1%	40.0001	13.0
Major Industry	-	0.0%	-	0.0%	16.1872	5.2
Light Industry	4,384	4.7%	541,668	2.1%	8.0936	2.6
Business/Other	14,389	15.4%	1,777,838	6.8%	8.0936	2.6
Rec./ Non-Profit	56	0.1%	5,028	0.0%	11.1597	3.6
Farm	87	0.1%	4,685	0.0%	18.4672	6.0
Total	93,439	100%	26,228,092	100%		

Statement 2

Revenue and Property Tax Policy Disclosure

Objectives & Policies

Property taxes are the City's largest source of revenue and are contained by efficient business practices. Annual Business Planning practices are the mechanism for resource allocation decisions.

The City's Financial Sustainability Policy section 6 discusses the necessity of diversifying the tax base. Development of employment-related properties is one method of diversification; therefore a key performance measurement in Strategic Economic Initiatives tracks the increased investment and development of non-residential properties.

A policy in the Financial Sustainability Plan that calls for stable tax increases and the adoption of the annual increase early in the prior year in the Business Planning Guidelines provides citizens with a more stable and predictable set of cost increases. In some cases, costs are phased in over multiple years to stay within the set tax increases.

Property Tax Rates

It is policy to adjust property tax rates annually to negate the impact of fluctuations in the market values of properties. Property tax increases are then applied at the same relative increase for all classes, unless legislation restricts the rates, as with Class 2, Utility.

The Business Class and Light Industry Class properties have the same tax rate and are treated as a composite class when setting the tax rates, as the types of businesses in each class are similar.

In reviewing tax rates to ensure competitiveness, absolute rates, tax multiples and the overall tax burden are considered. The impact that assessed values have when comparing to other geographical areas must be considered in a comparison of tax rates.

Permissive Tax Exemptions

Council has set policies around the use of permissive tax exemptions. These are Council Policies 5.19 through 5.24. These policies discuss Churches, Community Halls, Heritage Sites, Homes for the Care of Children and the Relief of the Aged, the Poor, the Disabled and the Infirm, Municipal Recreational Services, Private Hospitals and Daycares, Private School and Youth Recreation Groups.

Revitalization Tax Exemptions (no current programs)

In the past, Revitalization Tax Exemptions have been leveraged as a tool to provide incentives for the attainment of strategic goals related to land development and the attraction of high-value jobs. The Town Centre Investment Incentive Program was established to attract private investment in the fulfillment of the Town Centre Area Plan. Similarly, the Employment Land investment Incentive Program was designed to encourage job creation by supporting investment in buildings and infrastructure on identified "employment lands".

Statement 3

Capital Expenditure Disclosure

The sole purpose of this statement is to meet legislative requirements and highlight the value of the Development Cost Charges; no other conclusions should be drawn from the figures. This disclosure is required under the Local Government Act section 560 (2); capital costs attributable to projects to be partially funded by Development Cost Charges (DCC) must be included in the financial plan. The DCC program includes projects as far out as 2040 therefore the capital expenditures must be extended to match. Certain types of projects are not planned past the five year time horizon of the Financial Plan. Much less scrutiny is given to projects that are planned in years 2026 through 2040. Projects in these years may exceed annual funding available.

Capital Program for 2026 – 2040

(in \$ thousands)

Capital Works Program	338,751
Source of Funding	
Development Fees	
Development Cost Charges	157,020
Parkland Acquisition Reserve	-
Contribution from Others	1,244
	<hr/> 158,264
Borrowing Proceeds	-
Grants	28,355
Transfer from Reserve Funds	20,742
Revenue Funds	131,390
	<hr/> 180,487
	<hr/> <hr/> 338,751

TO:	His Worship Mayor Michael Morden and Members of Council	MEETING DATE:	April 20, 2021
FROM:	Chief Administrative Officer	FILE NO:	05-1825-02
SUBJECT:	2021 Property Tax Rates Bylaw	MEETING:	CoW

EXECUTIVE SUMMARY:

The Property Tax Rates Bylaw is required to be adopted prior to May 15 of each year. The property tax increases, totaling 3.60%, were included in the Financial Plan Bylaw adopted by Council earlier this year.

The updated assessment roll was received from BC Assessment at the end of March and the property tax rates can now be set. This bylaw will go to the next two regular Council meetings with anticipated adoption on May 11, 2021.

RECOMMENDATION:

That 2021 Property Tax Rates Bylaw No. 7728-2021 be given first, second and third readings.

DISCUSSION:

a) Background Context:

Property tax rates are adjusted for two key factors each year:

1. The average market value change for each property class; and
2. The increased revenue requirements, as outlined in the Financial Plan.

The Revised Roll is what the property tax rates are calculated against. The property tax rates are adjusted to negate the impact of market value changes. Property tax increases are then applied, at the same relative increase to all classes, unless otherwise directed by Council or restricted by legislation, as with Class 2, Utility.

The average market value increase, based on market value at July 1, for the Residential Class was 5%, though there is variation around this average. The actual increase or decrease in property taxes for each property will vary, depending on the relative change in assessed value for that property.

As part of the 2020 Business Planning process, Council approved the redistribution of \$40,000 of the property taxes from the Farm Class properties in 2020 and 2021. This effectively halved what was collected from Farm Class properties.

The average market value increase for the Light Industry and Business Classes was 5.2%. The tax rate for these classes is reduced to negate this market change.

There are no longer any major Industrial Class properties in Maple Ridge. A property tax rate is still included in the unlikely event that a supplementary reclassification occurs.


The property tax notice that we issue includes levies from others (Provincial Government, BC Assessment, TransLink, etc.) and we have no control over these levies.

b) Citizen/Customer Implications:

For illustrative purposes, the property tax levies estimated for a home valued at \$772,200 is shown in the attached appendix. This average value is a composite value for single family homes, townhouses and apartments. As noted earlier, the increase experienced by individual properties will vary, depending on the relative change in the assessed value of that property.

CONCLUSION:

This 2021 Property Tax Rates Bylaw sets the property tax rates which generates the majority of the City's revenue. A property tax rate bylaw must be adopted each year prior to May 15.


Prepared by: **Trevor Thompson, BBA, CPA, CGA**
Director of Finance (CFO)


Approved by: **Christina Crabtree**
General Manager Corporate Services


Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

(A) Appendix A - Illustrative Residential Property Tax Comparison

Appendix A – Illustrative Residential Property Tax Comparison

Property Taxes on Residence assessed at \$772,200

	2020	2021	Increase	
Assessed Value	\$ 735,398	\$ 772,200	\$ 36,802	5.0%
Municipal Property Taxes:				
General & Infrastructure	\$ 2,201.27	\$ 2,265.33	\$ 64.06	
Drainage Improvement	44.57	51.04	6.47	
Parks & Recreation Improvements	54.64	67.88	13.24	
Subtotal Property Taxes	\$ 2,300.48	\$ 2,384.25	\$ 83.77	3.6%
User Fees:				
Water	\$ 659.80	\$ 689.50	\$ 29.70	4.5%
Sewer	428.05	461.45	33.40	7.8%
Recycling	76.61	78.72	2.11	2.8%
Municipal Subtotal	\$ 3,464.94	\$ 3,613.92	\$ 148.98	4.3%

BYLAW NO. 7728-2021

WHEREAS pursuant to provisions in the Community Charter Council must, by bylaw, establish property tax rates;

NOW THEREFORE, the Council of the City of Maple Ridge, enacts as follows:

1. This Bylaw may be cited for all purposes as “Maple Ridge 2021 Property Tax Rates Bylaw No. 7728-2021”.
2. The following rates are hereby imposed and levied for the year 2021:
 - (a) For all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in Row “A” of Schedule “A” attached hereto and forming a part hereof.
 - (c) For the purposes of improving drainage services the assessed value of land and improvements taxable for general municipal purposes, rates appearing in Row “B” of Schedule “A” attached hereto and forming a part hereof.
 - (d) For the purposes of improving parks and recreation services the assessed value of land and improvements taxable for general municipal purposes, rates appearing in Row “C” of Schedule “A” attached hereto and forming a part hereof.
 - (e) For purposes of the Greater Vancouver Regional District on the assessed value of land and improvements taxable for regional hospital district purposes, rates appearing in Row “A” of Schedule “B” attached hereto and forming a part hereof.
3. The minimum taxation upon a parcel of real property shall be One Dollar (\$1.00).

READ a first time the _____ day of _____, 2021

READ a second time the _____ day of _____, 2021.

READ a third time the _____ day of _____, 2021.

ADOPTED the day of , 2021.

PRESIDING MEMBER

CORPORATE OFFICER

City of Maple Ridge
Schedule 'A' to Bylaw No. 7728-2021
Tax Rates (dollars of tax per \$1,000 taxable value)

	1	2	4	5	6	8	9
	Residential	Utility	Major Industry	Light Industry	Business/ Other	Rec/ Non-profit	Farm
A General Municipal	2.9336	38.0056	15.3800	7.6900	7.6900	10.6032	17.5464
B Drainage Improvements Levy	0.0661	0.8558	0.3464	0.1732	0.1732	0.2388	0.3951
C Park & Recreation Improvements Levy	0.0879	1.1386	0.4608	0.2304	0.2304	0.3177	0.5257
Total	3.0876	40.0000	16.1872	8.0936	8.0936	11.1597	18.4672

City of Maple Ridge
Schedule 'B' to Bylaw No. 7640 - 2020
Tax Rates (dollars of tax per \$1,000 taxable value)

	1	2	4	5	6	8	9
	Residential	Utility	Major Industry	Light Industry	Business/ Other	Rec/ Non-profit	Farm
A Metro Vancouver Regional District	0.0567	0.1985	0.1928	0.1928	0.1389	0.0567	0.0567



City of Maple Ridge

TO: His Worship Mayor Michael Morden **MEETING DATE:** April 20, 2021
and Members of Council **FILE NO:** 05-1970-10
FROM: Chief Administrative Officer **MEETING:** Committee of the Whole
SUBJECT: Albion and Maple Ridge Road 13 Dyking Districts 2021 Tax Rate Bylaws

EXECUTIVE SUMMARY:

The City must establish a tax rate bylaw for the Albion and Maple Ridge Road 13 Dyking Districts in order to impose rates for the payment of dyke improvements, maintenance and related costs.

RECOMMENDATIONS:

That Albion Dyking District Tax Rates Bylaw No. 7736-2021 be given first, second, and third readings; and


That Road 13 Dyking District Tax Rates Bylaw No. 7737-2021 be given first, second and third readings.

DISCUSSION:

The City of Maple Ridge acts as Receiver for the Albion Dyking District and on behalf of the Trustees for Maple Ridge Road 13 Dyking District. As such, the City establishes tax rate bylaws each year for both districts to impose rates for the payment of dyke improvements, maintenance, equipment repair and related costs. The proposed rates will levy \$300,470 and \$173,640 from the Albion and Road 13 districts respectively. Both are 3.6% increases from last year, which are in line with the 2021 general property tax increase.

CONCLUSION:


These bylaws set the 2021 rates to pay for dyke improvements and maintenance in the Albion Dyking District and the Maple Ridge Road 13 Dyking District.



Prepared by: C.K. Lee, CPA, CGA
Manager Revenue and Collections



Reviewed by: Trevor Thompson, BBA, CPA, CGA
Director of Finance



Reviewed by: David Pollock, PEng.
General Manager Engineering Services



Concurrence: Al Horsman
Chief Administrative Officer

CITY OF MAPLE RIDGE

BYLAW NO.7736-2021

A bylaw to impose rates for the payment of dyke maintenance costs in Albion Dyking District

WHEREAS, the Council of the City of Maple Ridge, acting as Receiver for the Albion Dyking District, must by bylaw establish a tax rate bylaw for the Albion Dyking District to impose rates for the payment of dyke maintenance, improvements, equipment repair and related costs;

NOW THEREFORE, the Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited for all purposes as Maple Ridge "Albion Dyking District Tax Rates Bylaw No. 7736-2021".
2. The following rates are hereby imposed and levied for those lands within the boundaries of Albion Dyking District:
 - (a) a rate of \$1.3854 per \$1,000 of assessment of land and improvements in all categories.
3. If any section, subsection, clause or other part of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

READ a first time the ____ day of ____, 2021.

READ a second time the ____ day of ____, 2021.

READ a third time the ____ day of ____, 2021.

ADOPTED, the ____ day of ____, 2021.

PRESIDING MEMBER

CORPORATE OFFICER

CITY OF MAPLE RIDGE

BYLAW NO. 7737-2021

A bylaw to impose rates for the payment of dyke maintenance costs in Maple Ridge Road 13 Dyking District

WHEREAS, the Council of the City of Maple Ridge, acting on behalf of the Trustees for Maple Ridge Road 13 Dyking District, must establish a tax rate bylaw for the Road 13 Dyking District, to impose rates for the payment of dyke maintenance, improvements, equipment repair and related costs;

NOW THEREFORE, the Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited for all purposes as Maple Ridge "Road 13 Dyking District Tax Rates Bylaw No. 7737-2021."
2. The following rates are hereby imposed and levied for those lands within the boundaries of Maple Ridge Road 13 Dyking District:

For purposes of dyke maintenance and improvements and equipment repair and maintenance:
 - (a) a rate of \$0.3205 per \$1,000 of assessment of land and improvements in all categories
 - (b) a rate of \$12.00 per acre of land with a minimum charge of \$5.00.
3. If any section, subsection, clause or other part of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

READ a first time the ____ day of ____, 2021.

READ a second time the ____ day of ____, 2021.

READ a third time the ____ day of ____, 2021.

ADOPTED, the ____ day of ____, 2021.

PRESIDING MEMBER

CORPORATE OFFICER

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: April 20, 2021
FILE NO: 01-0690-02
MEETING: CoW

SUBJECT: Second Reading
Greenhouse Gas Reduction Targets
Official Community Plan Amending Bylaw No. 7688-2020

EXECUTIVE SUMMARY:

Throughout 2020, Council received information highlighting a performance gap in achieving community greenhouse gas emissions reduction targets, and directed staff to bring forward regulations to enable actions presented in an October 20, 2020 staff report. On December 8, 2020, Council gave first reading to a proposed bylaw amendment to adjust the City's greenhouse gas emission targets to align with global climate change science endorsed by the Intergovernmental Panel on Climate Change. The amendment also aligns with the Metro Vancouver regional targets, which form the basis for the regional Climate 2050 Plan and the Clean Air Plan. Council endorsed the regional targets on January 14, 2020.

An open house was held on March 4, 2021 to inform the community of the proposed change to the City's emission targets, answer questions and invite feedback. This report provides the results of community feedback gathered to support amending the GHG reduction targets in Maple Ridge's Official Community Plan.

RECOMMENDATIONS:

1. That, in accordance with Section 475 of the Local Government Act, opportunity for early and ongoing consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7688-2020 and a community engagement hub on the municipal website; hosting an interactive public online webinar; delivering an online community survey; providing a platform to accept citizen-developed mini climate action plans; and sending information letters to School District No. 42, the Province of British Columbia, Katzie First Nation, Kwantlen First Nation and Metro Vancouver; and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;
2. That Official Community Plan Amending Bylaw No. 7688-2020 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
3. That it be confirmed that Official Community Plan Amending Bylaw No. 7688-2020 is consistent with the Capital Expenditure Plan and Waste Management Plan; and
4. That Official Community Plan Amending Bylaw No. 7688-2020 be given second reading and be forwarded to Public Hearing.

DISCUSSION:

a) Background Context:

At the Committee of the Whole meeting of July 7, 2020, Council received an update on corporate and community greenhouse gas emissions in relation to reduction targets in the Official Community Plan (OCP). The information showed that while corporate greenhouse gas emissions were generally on-target, community emissions were not.

At the Council meeting on July 14, 2020, Council directed:

That a Community Energy and Emissions Scoping Report be brought to Council in September recommending climate change mitigation and adaptation actions for implementation.

At the Council Workshop of October 20, 2020, further direction was provided:

That staff be directed to bring forward an Official Community Plan amending bylaw for public consultation to update Policy No. 5.45 for greenhouse gas emission targets to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the Intergovernmental Panel on Climate Change; and

That staff review Official Community Plan sections 5.5-Air Quality and 5.6-Planning for Climate for policy alignment and provide recommendations to Council; and further

That staff consider the options for reducing greenhouse gas emissions outlined in sections 3.2 and 3.3 of the October 20, 2020 report titled Community Energy and Emissions Scoping Report, and provide recommendations to Council.

At the Council meeting on December 8, 2020, Council gave first reading to OCP Amending Bylaw No. 7688-2020 to replace existing community greenhouse gas emissions reduction target wording to:

The City of Maple Ridge has a goal to reduce community greenhouse gas emissions to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the Intergovernmental Panel on Climate Change.

b) Public Consultation, Engagement Hub, Webinar and Survey:

Staff launched a public engagement hub at ghgtargets.mapleridge.ca to engage with the community on the proposed new target. An interactive “virtual open house” (public online) webinar was held on March 4, 2021. The session was advertised in the newspaper over two weeks in compliance with the *Community Charter* requirements for public notification. The session also held a feature spot on the City's website, and information was posted to social media channels.

Pre-registration numbers indicated 23 attendees, with 19 members of the public attending the full ninety-minute session. In addition, staff representatives from Corporate Planning and Consultation, Planning, Engineering and Building were on hand to answer questions. A presentation on greenhouse gas emissions was provided, followed by a demonstration of a Climate Action Planning Tool developed by the Community Energy Association.

Attendees and subsequent website visitors were encouraged to develop their own mini Climate Action Plan using the tool and to complete a survey. Both activities were open for two weeks beginning on March 4, 2021.

Survey Summary

The Official Community Plan Amending Bylaw proposes a change to the City's community greenhouse gas reduction targets, and the first question on the survey addressed this topic. The question asked citizens if they support the proposed targets. Of the 32 respondents to the survey, 87.5% agreed, and most citizens provided comments to support their responses. The remainder of the survey questions related to actions that would help to achieve the proposed targets.

Attachment A includes a full summary of all the survey questions and responses, and includes the reasoning for their agreement or disagreement on the proposed targets.

Mini Climate Action Plans

Following the webinar demonstration of the Climate Action Planner Tool created by the Community Energy Association, four individuals created and submitted their own plans. The "Big Moves" referenced in the mini Climate Action Plans are explained more fully at <https://bccclimateleaders.ca/playbook/the-big-moves/>.

Two plans were calculated according to the "Base Case" scenario which results in projected greenhouse gas reductions in an environment where current trends continue. Two plans selected the "Optimistic Scenario" using calculations that are based on an acceleration of trends in technology funding availability, Provincial and Federal action, and public interest and pressure. A more detailed summary is provided (**Attachment B**), along with the four plans submitted by citizens (**Attachment C**).

Written Submissions

Three letters were provided regarding greenhouse gas emission targets following first reading of the bylaw. They are provided in **Attachment D**.

c) Desired Outcome / Strategic Alignment:

The Official Community Plan amendments proposed to the greenhouse gas emission targets align with the global climate change science endorsed by the Intergovernmental Panel on Climate Change. They also align with Metro Vancouver's regional targets, which form the basis for the regional Climate 2050 Plan and the Clean Air Plan.

d) Citizen/Customer Implications:

Public consultation among citizens and community groups has taken place, and the results are contained within the attachments to this report. Information notices went out to other agencies, such as the school district, First Nations, and the regional and provincial governments, inviting comments.

A meeting with the Development Liaison Committee (DLC) was held on March 26, 2021 to obtain feedback from the development industry and builders, and while the targets were not the focus of the discussion, DLC members were generally supportive of the regulatory actions coming before Council within the next two weeks that will help to achieve the targets.

CONCLUSION:

The current Official Community Plan includes greenhouse gas emission reduction targets that were adopted in 2010. Since that time, global climate change science vetted by the Intergovernmental Panel for Climate Change has progressed, and the world's nations accept that targets need to limit global warming to about 1.5 degrees Celsius in order to avoid the most catastrophic impacts of climate change. The global measure to achieve this is to reduce worldwide human-caused greenhouse gas emissions by 45% by 2030, and to be carbon neutral by 2050.

On December 8, 2020, Council gave first reading to a proposed bylaw amendment to adjust the City's greenhouse gas emission targets in the Official Community Plan to align with these global targets. The amendment also aligns with the Metro Vancouver's regional targets, which form the basis for the regional Climate 2050 Plan and the Clean Air Plan.

The City of Maple Ridge, along with other municipalities in the region, will require bold and immediate action to achieve these targets.



Prepared by: **Laura Benson**
Senior Policy and Sustainability Analyst



Approved by: **Christina Crabtree**
GM Corporate Services



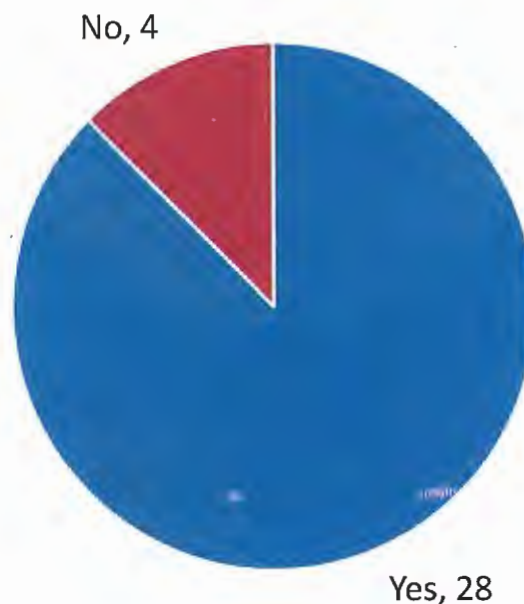
Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

- (A) Survey Results
- (B) Mini Climate Action Plans Summary
- (C) Mini Climate Action Plans submitted by citizens
- (D) Letters received following first reading of the bylaw
- (E) Official Community Plan Amending Bylaw No. 7688-2020

Following are the results of an online survey aimed at gaining feedback on proposed changes to community greenhouse gas reduction targets in the Official Community Plan, and policies and actions to help achieve them. The survey was open from March 4 to 18, 2021. Respondents were self-selected.

- 1. All municipal governments in BC are required to include GHG emission reduction targets in their city policies. The Intergovernmental Panel on Climate Change (IPCC) has adopted a greenhouse gas emission reduction target of net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030. Do you support the City of Maple Ridge aligning our community GHG emission reduction target with the global target?**



2. Please explain the reasons for your answer above.

1. Green house gasses need to be reduced for our planets well being. Anything we can do to make that happen is needed.
2. The city should publish actual GHG emissions as percentage of 2010 emissions every year is available going forward so residents can see our progress and the difficulty of the challenge. For example, "in 2019 Maple Ridge was 14% above 2010 levels."
3. Municipalities have a key role in making a swift transition to a low carbon future.
4. It is absolutely critical that we adopt the global targets – at a minimum – and create plans and strategies to ensure we meet them. The effects of climate change are being experienced across the globe and right here at home in increasing intensity. The City of Maple Ridge must continue to accelerate ambitious Big Moves to reduce community-wide emissions. Unfortunately the time for a slow and steady approach is gone.
5. To quick to soon un achievable
6. It's a baseline - it would be great if we could do better!

7. Government leadership is important in making sure society deals with the threat of climate change.
8. I would like to know what this target really means. We're pretty far off with our previous target of 33% reduction from 2007 levels by 2020. We're now hearing that the City is "doing a lot of the right things already to get us on track". But if those things didn't help us enough to move in the right direction, obviously we need to do a lot more. I think the City should be ""moving big"" on all the big moves.
9. We are in a climate change crisis and by reducing emissions we could aid in turning the corner on climate. Hangs. (correction: change)
10. I think it is important that the City be in alignment with the IPCC goals, which are used globally and also by other organizations within BC.
11. The world needs to start moving away from oil and gas and focus on renewable energy. This is a good step.
12. Because climate change is a natural process . Mankind is being awfully egotistic to think they are the cause of something that has been happening for billions of years . There are just as many world scientists who believe that no matter what people do , weather and climate will change . regardless . There are actual people issues that need to be dealt with than carbon emissions. Canada contributes less than 1% of worldwide carbon emissions per capita .
13. If we generously assume that the promised carbon cuts for 2030 are not only met, but sustained throughout the rest of the century, temperatures in 2100 would drop by 0.3 degrees-the equivalent of postponing warming by less than four years (using the UN's own climate prediction model). Do you think that this return on investment is worth it? The right solution to combat climate change will most likely be found through green-energy research and development.
14. It's necessary to get our local governments on board to deal with these issues and important for citizens to support them
15. I believe in science.
16. My issue with this policy is that it's too weak, with targets too far off. This is not nearly aggressive enough.
17. Maple Ridge can and should take aggressive action
18. YES! it's essential that we as a privileged intersectional community do our best to lower our green house gas emissions. We have the resources, and funds know we need is devotion and dedication.
19. Aligning our local emission reduction targets with the global target is a good policy decision. It reflects the best science and allows MR to remain a valued player in regional plans and networks (e.g. if we don't do this then we have the possibility of not being as influential at a regional level re: transit funding, climate adaptation funding etc.).

An interim goal of 45% reduction from 2010 targets by 2030 is very important because it provides us with concrete timelines to work around, key when sharing goals with the public and stakeholders. Additionally, this interim target will mean that the climate impacts felt by maple ridge residents (e.g. increased property taxes due to climate impacts on sewage infrastructure; health impacts of wild fire smoke) in the following decades will be less. By doing the work now, we will feel the benefits sooner.

I support net-zero by 2050 from 2010 levels is good. But net-zero definition needs to be outlined (not all carbon offsets are equal)

20. I have a BSc in Environmental Science, an MSc in Ecology, and am currently a PhD student in Biology, and it is extremely clear that it is of utmost importance to achieve net zero as soon as possible to avoid a catastrophic climate emergency. This is not something that we can avoid and we MUST act strongly to avoid very, very harmful consequences like floods, heat stress, droughts, water shortages, reduction in food production, diseases in plants and animals that humans rely on, massive biodiversity loss, and possibly tipping points that would result in a much warmer world that is impossible to reverse.

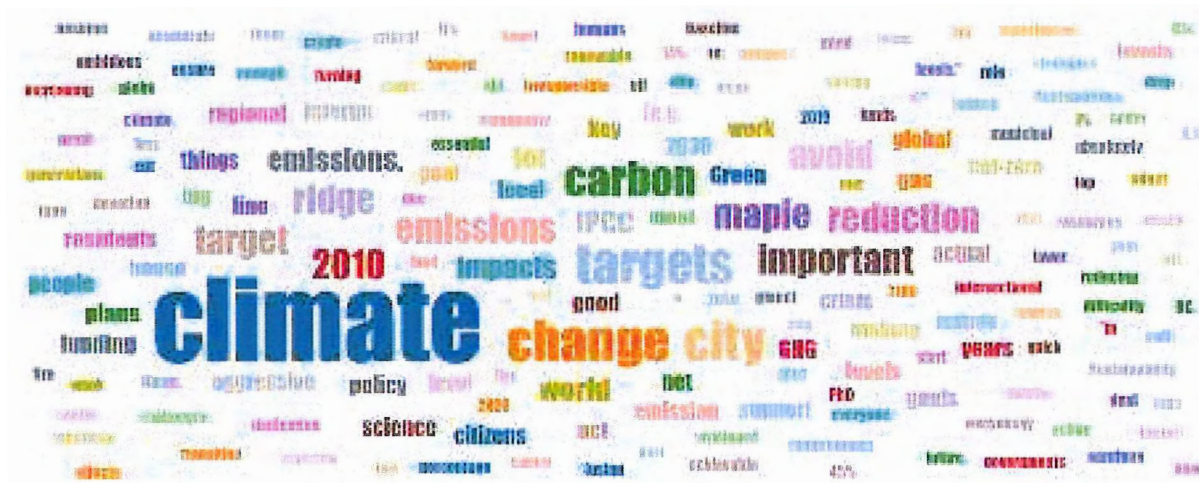
In addition to these, it is actually much more effective economically to act sooner rather than later, to prevent rather than trying to minimize the harm later.

The city must safeguard the well-being of its citizens by acting in line with the best knowledge about how to avoid climate catastrophe, which is the IPCC targets at a minimum.

21. As a young person very concerned about the current Climate Change crisis, I care a lot about taking initiatives to improve the situation. I am willing to give up convenience for sustainability.
22. Sustainability should be at the top of wveyonesy mind, especiai at the municipal level
23. We need to live together with our planet so we have one to enjoy for many generations to come. Our goal should be a net zero for everyone.
24. We need to do our part to meet the targets to cut our GHG emission in line with the IPCC requirements. To do otherwise is is irresponsible and unwise.

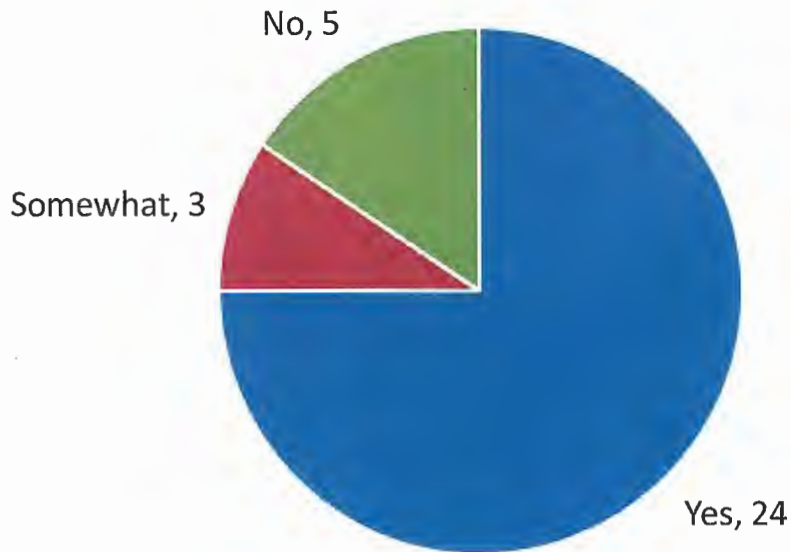
Word Cloud representing the above comments.

Explanation: A word cloud is a collection of different-sized words. The more often a word is mentioned in the comments above, the bigger and bolder the word is. (excludes common grammatical words)



Answered: 21 Skipped: 0

3. *The middle 'step' of the BC Energy Step Code translates to an approximate 2% or less increase in construction cost, for a home that is 20% more energy efficient. Would creating a policy to require this be important to you?*



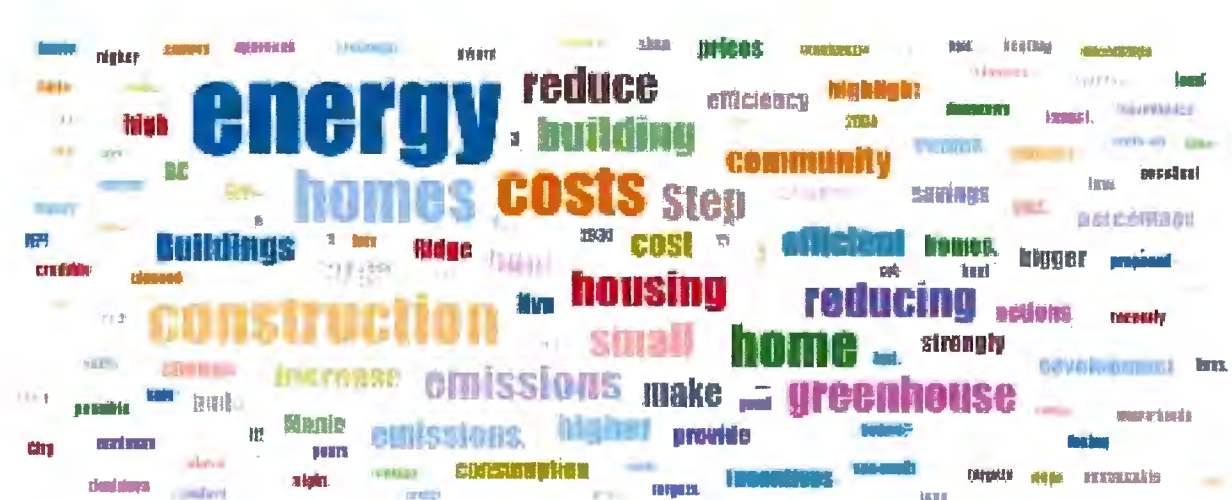
4. *Please explain the reasons for your answer above.*

1. Although costs may increase it is by a small percentage and it will make great change in reducing greenhouse gasses
2. We'll need to take multiple actions to have a credible chance of achieving the 2030 and 2050 targets. The incremental actions taken since the 2010 targets show that approach doesn't work.
3. Reducing energy consumption of buildings is necessary to reduce global GHG emissions. I believe Step 4 should be the minimum standard, with incentives to go higher.
4. Buildings are a major source of greenhouse gas emissions. Setting higher standards for construction – as many BC communities have done and are doing – will send the right signals to the development community and provide desirable "clean" housing options for future purchasers.
5. Slow down, this will not be done over night.
6. With so many new homes being built in Maple Ridge it is an excellent opportunity to make this change which will have a large impact. It will provide the new home owner with energy cost savings they may not otherwise be aware of.
7. We need to commit to getting to higher steps as soon as possible.
8. We need to do all we can to reduce the energy we use to heat buildings. Would there be a way to encourage the building of smaller homes? It seems new homes just seem to get

- bigger and bigger. You can build them more energy efficient, but if you build bigger you're losing some of those gains.
9. Housing prices are already ridiculously astronomical in the lower mainland and this will only drive up prices further and pushing more young adults out of the province
 10. I agree that it is a good idea, but the majority of our population do not live in energy efficient homes. So what about us?
 11. Buildings account for a large percentage of our community emissions so reducing emissions in this sector should be a priority for the City. With the already high housing costs in our area I believe the small increase in construction costs are worth the reduction in emissions. I would think that there would also be savings to home owners over the life of a home that was built to a higher energy efficiency standard.
 12. Municipal governments should be looking at ways to help people reduce costs not add costs to basic amenities like home building.
 13. Everything & anything that can be done in terms of greenhouse gas emissions is important
 14. Canada already wastes too much energy.
 15. With the number of proposed homes and units being planned, and the condos that have gone up in the downtown core recently, this target of 2032 is 15 years too late.
 16. We're late to this as it is. Let's get on it!
 17. If it's going to make the whole process more effective and better for the environment, then why not do it?! It seems pretty self-explanatory.
 18. I strongly support the implementation of Step Code. It was designed alongside the construction and development community, so it is a win-win. It will allow the younger generation of Maple Ridge construction workers and contractors to highlight and use the skillsets they are graduating with. The chance to highlight local talent and reduce energy costs for house owners makes this a win. The City should definitely start with at least Step 3 with timelines for when Step 4 and 5 should be adopted.
 19. While I want to strongly emphasize the need for much more supply of non-profit affordable housing, this small increase for a large efficiency gain seems like a small trade-off for reducing emissions
 20. People need incentives to take sustainable decisions in every aspect of our lives.
 21. You shouldn't be building new shittt homes. You should be building homes that are built to last.
 22. Our energy consumption from how we live contributes to some of the biggest greenhouse gases.
 23. GHG emission from homes in BC is high and creating homes that are energy efficient is the right thing to do. Also the increased construction cost associated with this new construction requirement can be off set with decreased energy cost for home heating and cooling.

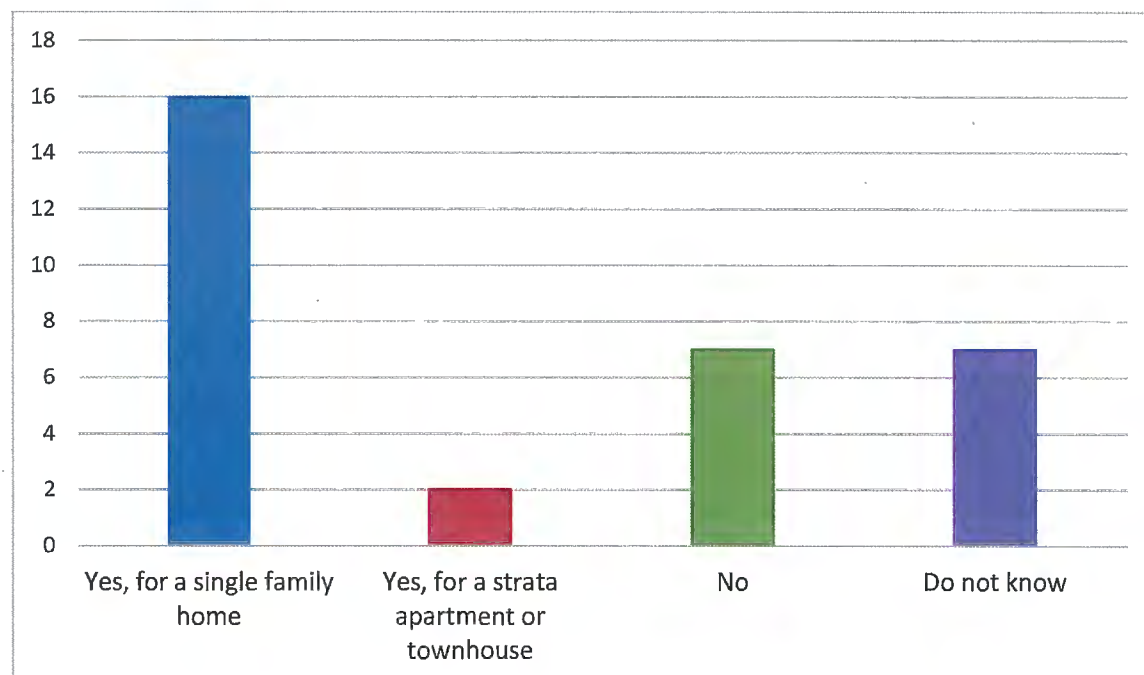
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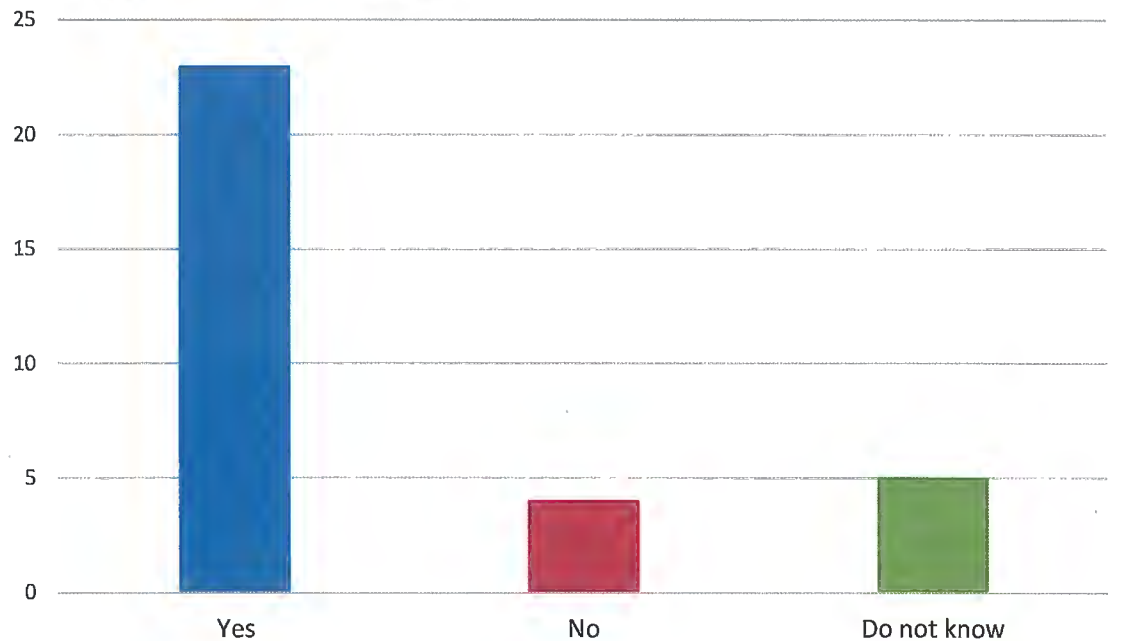
Answered: 23 Skipped: 9

- 5. In regards to energy efficiency retrofits for existing buildings, do you plan to upgrade your home in the next five years to make it more energy efficient?**

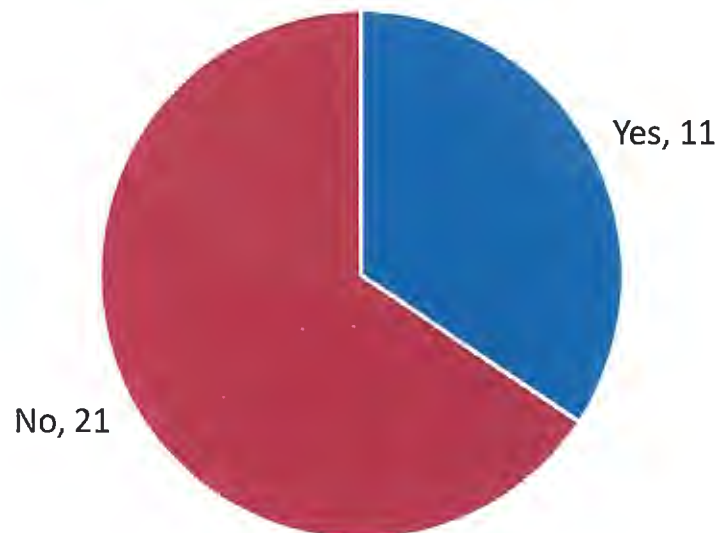


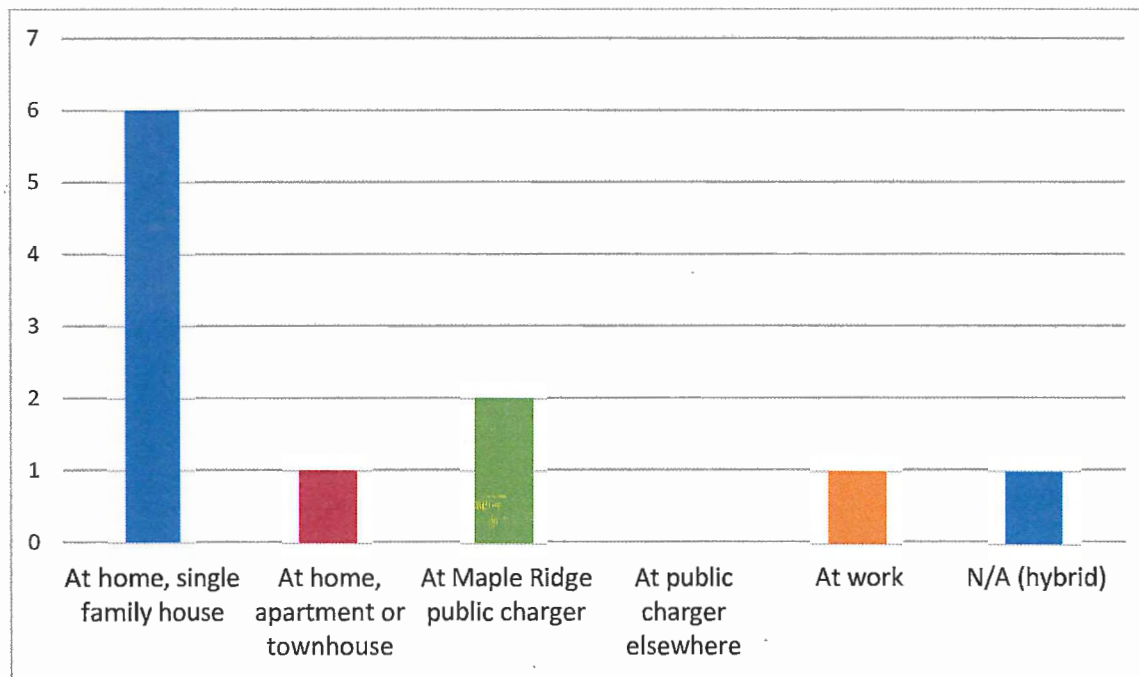
6. Do you think a cost premium of up to \$1,500 per new home and commercial parking space makes sense to ensure new buildings are ZEV-ready?

(ZEV = zero emission vehicle)



7. Do you or someone in your household drive an electric vehicle?

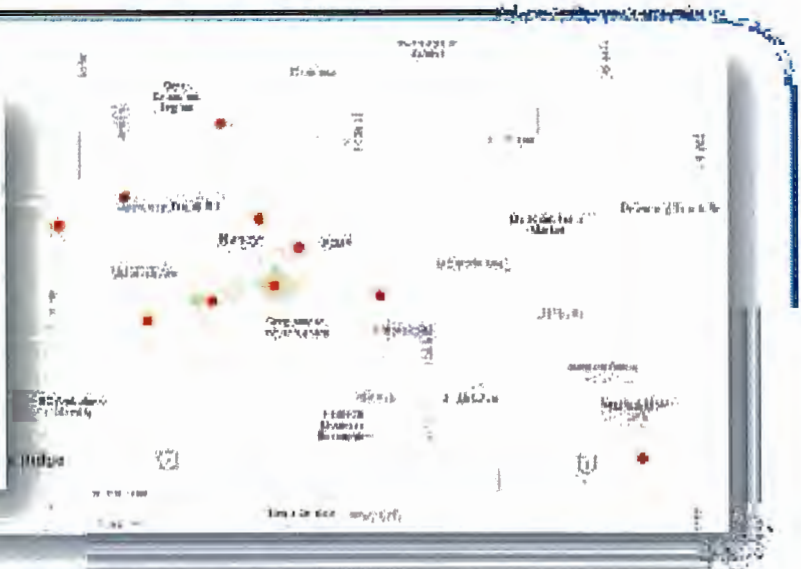


8. If yes, where do you primarily charge?

9. *The City of Maple Ridge will be installing a new public charger. Use this space to indicate a location that you would like to see a new charger installed.*

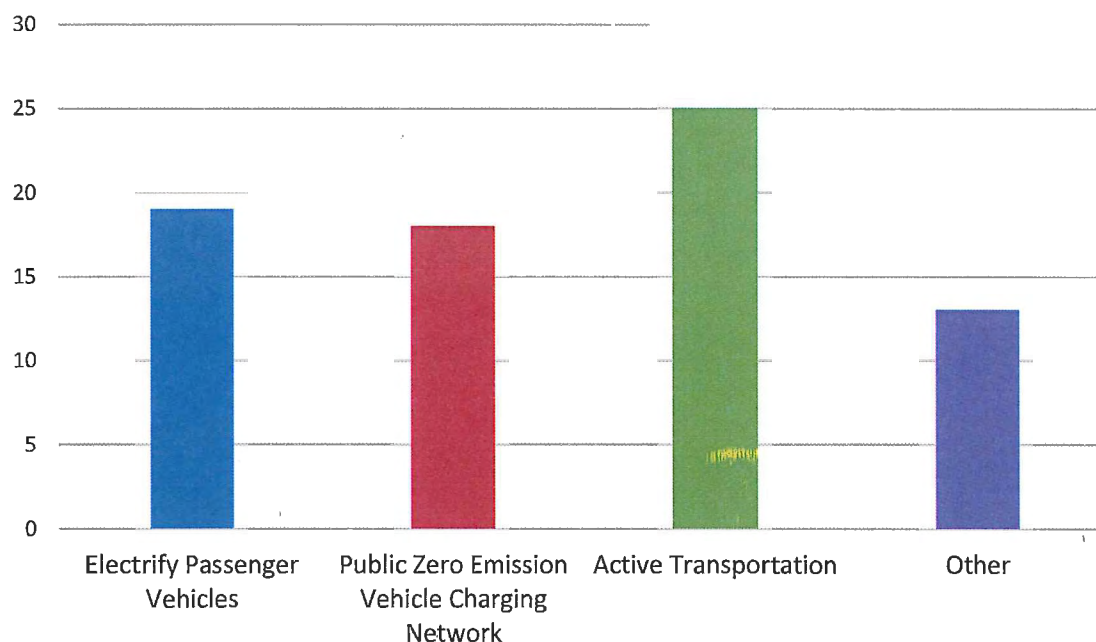


1 Inset: West Maple Ridge



10. In addition to the three action items, are there other Big Moves from the BC Climate Leaders Playbook that you feel are important for Maple Ridge Council to take action on?

(choose one or more)



For reference:

The Climate Leaders Playbook [Big Moves](#)

Demographics:

11. Please indicate which statement reflects you best:

Answers	Count	Percentage
Homeowner - single family home	18	56.25%
Renter - single family home (whole house or basement)	7	21.88%
Homeowner - townhouse	2	6.25%
Renter - townhouse	0	0%
Homeowner - apartment	3	9.38%
Renter - apartment, detached garden suite	2	6.25%
Prefer not to answer	0	0%
Other	0	0%

12. Regarding your main form of transportation, please indicate which statement reflects your household best:

Vehicle, gas or diesel powered	17	59.13%
Vehicle, hybrid or electric powered	9	28.13%
Taxi, Uber, Lyft	0	0%
Public Transportation (Bus, Skytrain, West Coast Express, or Handy Dart)	3	9.38%
Bicycle, Standard or Electric	3	9.38%
Scooter, Wheelchair, or other rolling mobility device	0	0%
Walking	0	0%
Other	0	0%

13. We are interested to know which household income category you fall within to understand the impact of income on housing and transportation choice. Note: Why do we collect this information? It is important that City policies are inclusive and prioritize equity for our citizens. Survey answers that vary among income groups need closer analysis.

Answers	Count	Percentage
Under \$34,999	4	12.5%
\$35,000 - \$74,999	8	25%
\$75,000 - \$124,999	10	31.25%
\$125,000 - \$174,999	3	9.38%
\$175,000 and over	2	6.25%
Prefer not to answer	5	15.63%

Summary of Mini Climate Action Plans:

For each of the “Big Moves,” citizens were challenged to develop a plan based on choosing a level of ambition they felt was achievable or necessary. The highest level of ambition was indicated by 100%. Lower levels of ambition were indicated by 75%, 50% and 25%. Zero was also a choice.

<p><i>Shift Beyond the Car</i></p> <p>Active Transportation</p> <p>For this Big Move, 100% implies a 4.5% VKT (vehicle km travelled) reduction over 10 years. Consult your OCP, transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for (or may be able to achieve with additional action).</p>	100% in all 4 plans
<p>Transit</p> <p>For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP or transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for or may be able to achieve.</p>	100% in 3 plans 75% in 1 plan, possibly indicating that one respondent doesn't see the target as being achievable.
<p>Land Use</p> <p>For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP, planning department, or recent trends to see what your community (or similar communities) may be able to achieve. Note, the impact of this suite of actions is highly dependent on the growth rate of the community (i.e. there would be limited impact in a community with low or very limited growth).</p>	100% in all 4 plans
<p><i>Vehicles</i></p> <p>Electrify Passenger Vehicles</p> <p>For this Big Move, 100% implies that for a community with high acceptance and viability of EVs that ZEV-ready building requirements will be adopted, a ZEV charging network will be built and continuously enhanced, and that zero-emission car sharing / ride-hailing will be incentivized. This will result in 50% of all Vehicle Kilometres Travelled light duty vehicles (LDV) by 2030 are zero emissions.</p>	100% in 3 plans 75% in 1 plan, possibly indicating that one respondent doesn't see the target as being achievable.
<p>Convert Commercial Vehicles</p> <p>For this Big Move, 100% implies a 10% conversion over 10 years to zero emissions, or similar, over Business As Usual. When adjusting the slider, consider the rate at which your community is converting its own fleet, its support for conversion of other fleets in the community (e.g. BC Transit), and how likely your community is to try to influence contracting arrangements for services (e.g. garbage pick-up, snow removal).</p>	100% in 3 plans 75% in 1 plan, possibly indicating that one respondent doesn't see the target as being achievable.

<p>Better New Buildings</p> <p>For this Big Move, 100% implies that all new buildings will be built to upper steps of the Energy Step Code using zero carbon energy sources for space and water heating.</p>	<p>100% in 2 plans 75% in 2 plans, possibly indicating that half of the respondents do not see the target as being achievable.</p>
<p>Better Existing Buildings</p> <p>Efficiency</p> <p>For this Big Move, 100% implies that existing buildings representing 50% of emissions will undergo a 50% retrofit in 10 years.</p>	<p>100% in 2 plans 75% in 1 plan 50% in 1 plan, indicating less belief in the achievement of this target than other Big Moves.</p>
<p>Fuel Switching</p> <p>For this Big Move, 100% implies that existing buildings representing 50% of emissions will fuel switch to a zero emissions fuel in 10 years. This essentially means that their replacement heating systems will be zero carbon, or that there is a permanent 50% shift to Renewable Natural Gas, or a combination of the two.</p>	<p>100% in 2 plans 75% in 1 plan 50% in 1 plan, indicating less belief in the achievement of this target than other Big Moves.</p>
<p>Waste</p> <p>Organics</p> <p>For this Big Move, 100% implies that the community will reach the Clean BC target of 95% of organics diverted from landfill by 2030, including from agricultural, industrial, and municipal sources. Consult your local government staff working on waste regarding feasibility.</p>	<p>100% in 3 plans 50% in 1 plan, possibly indicating that one respondent does not believe this target achievable.</p>
<p>Landfill Gas</p> <p>For this Big Move, 100% implies that 75% of landfill gas will be captured and either flared or used for energy purposes. Consult your local government staff working on waste regarding feasibility.</p>	<p>100% in 2 plans 0% in 2 plans, possibly indicating that half of the respondents do not see the target as being achievable; it may also indicate a knowledge that this Big Move is not as relevant for Maple Ridge.</p>

Climate Action Planner

Maple Ridge City

Community type: **Suburban.**

Selected scenario: **Base Case**

2030 Target Reduction (below 2020 levels) **45%**

Please use this scenario for what you expect is likely to occur if current trends continue.

Big Moves

Shift Beyond the Car

Active Transportation **100%**

For this Big Move, 100% implies a 4.5% VKT (vehicle km travelled) reduction over 10 years. Consult your OCP, transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for (or may be able to achieve with additional action).

Transit **100%**

For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP or transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for or may be able to achieve.

Land Use **100%**

For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP, planning department, or recent trends to see what your community (or similar communities) may be able to achieve. Note, the impact of this suite of actions is highly dependent on the growth rate of the community (i.e. there would be limited impact in a community with low or very limited growth).

Electrify Passenger vehicles

100%

For this Big Move, 100% implies that for a community with high acceptance and viability of EVs that ZEV-ready building requirements will be adopted, a ZEV charging network will be built and continuously enhanced, and that zero-emission car sharing / ride-hailing will be incentivized. This will result in 50% of all Vehicle Kilometres Travelled light duty vehicles (LDV) by 2030 are zero emissions.

Commercial Vehicles

75%

For this Big Move, 100% implies a 10% conversion over 10 years to zero emissions, or similar, over Business As Usual. When adjusting the slider, consider the rate at which your community is converting its own fleet, its support for conversion of other fleets in the community (e.g. BC Transit), and how likely your community is to try to influence contracting arrangements for services (e.g. garbage pick-up, snow removal).

Better New Buildings

75%

For this Big Move, 100% implies that all new buildings will be built to upper steps of the Energy Step Code using zero carbon energy sources for space and water heating.

Better Existing Buildings

Efficiency **75%**

For this Big Move, 100% implies that existing buildings representing 50% of emissions will undergo a 50% retrofit in 10 years.

Fuel Switching **75%**

For this Big Move, 100% implies that existing buildings representing 50% of emissions will fuel switch to a zero emissions fuel in 10 years. This essentially means that their replacement heating systems will be zero carbon, or that there is a permanent 50% shift to Renewable Natural Gas, or a combination of the two.

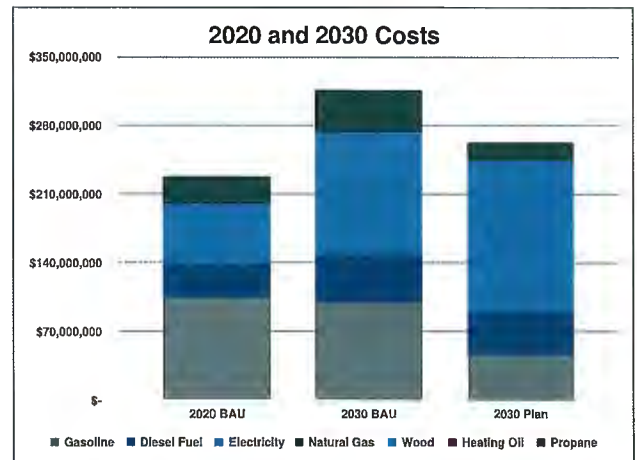
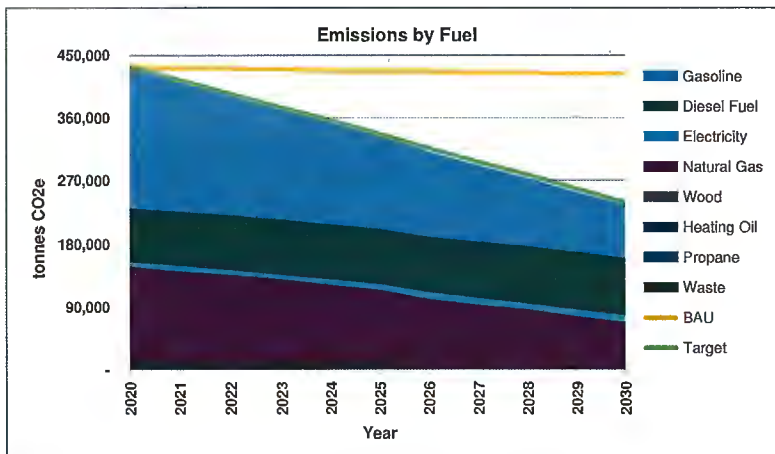
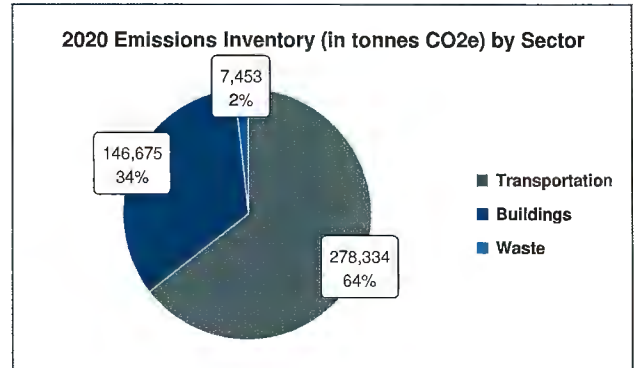
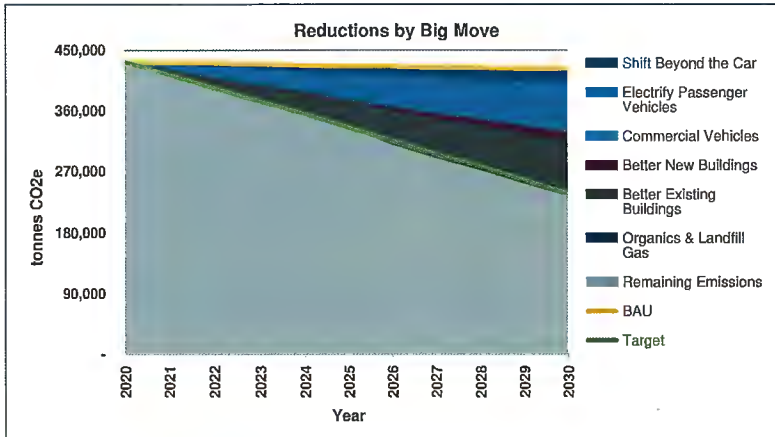
Waste

Organics **100%**

For this Big Move, 100% implies that the community will reach the Clean BC target of 95% of organics diverted from landfill by 2030, including from agricultural, industrial, and municipal sources. Consult your local government staff working on waste regarding feasibility.

Landfill Gas **100%**

For this Big Move, 100% implies that 75% of landfill gas will be captured and either flared or used for energy purposes. Consult your local government staff working on waste regarding feasibility.



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Climate Action Planner

Maple Ridge City

More Information

Purpose of the Tool

This interactive tool creates draft energy & emissions inventories for any local government or Islands Trust Area in BC, and allows you to conduct simplified modelling to see the effectiveness of implementing actions to meet GHG reduction targets.

Local government staff, elected officials and other stakeholders can use this tool to better understand what their community's emissions are, and which actions will be most effective in reducing emissions and meeting targets.

How it's Meant to be Used

Use this tool in conjunction with the Climate Leaders Playbook ("the Playbook") <https://bcclimaleaders.ca/>. The Playbook identifies the practical tools and levers that local-government leaders have available to help them meet emissions reduction targets and describes each of the Big Moves in more detail.

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When you have adjusted all the sliders, consider referring back to the Playbook for detailed information about the Big Moves and the actions that can be taken by local governments to drive down community energy and emissions.

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The modelled impacts of the Big Moves have been calculated using CEA's extensive experience estimating impacts of energy & emissions reduction initiatives in BC communities.

Limitations & caveats

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Despite it having a cost per unit of energy that can be on the upper end of sources of energy, note that electricity can often be more effective per unit of energy at delivering a service than other forms of energy. E.g. electricity is about 4 times more efficient than gasoline at moving a vehicle, and if used in a

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1EO

Climate Action Planner
Maple Ridge City

Community type: **Suburban.**

Selected scenario: **Optimistic**

Use this scenario if trends on technology, funding availability, Provincial and Federal action, and public interest and pressure accelerate.

2030 Target Reduction (below 2020 levels) **54%** :

Big Moves
Shift Beyond the Car

Active Transportation **100%**

For this Big Move, 100% implies a 4.5% VKT (vehicle km travelled) reduction over 10 years. Consult your OCP, transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for (or may be able to achieve with additional action).

Transit **100%**

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Land Use **100%**

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Electrify Passenger vehicles **100%**

For this Big Move, 100% implies that for a community with high acceptance and viability of EVs that ZEV-ready building requirements will be adopted, a ZEV charging network will be built and continuously enhanced, and that zero-emission car sharing / ride-hailing will be incentivized. This will result in 50% of all Vehicle Kilometres Travelled light duty vehicles (LDV) by 2030 are zero emissions.

Commercial Vehicles **100%**

For this Big Move, 100% implies a 10% conversion over 10 years to zero emissions, or similar, over Business As Usual. When adjusting the slider, consider the rate at which your community is converting its own fleet, its support for conversion of other fleets in the community (e.g. BC Transit), and how likely your community is to try to influence contracting arrangements for services (e.g. garbage pick-up, snow removal).

Better New Buildings **100%**

For this Big Move, 100% implies that all new buildings will be built to upper steps of the Energy Step Code using zero carbon energy sources for space and water heating.

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Efficiency **100%**

For this Big Move, 100% implies that existing buildings representing 50% of emissions will undergo a 50% retrofit in 10 years.

Fuel Switching **100%**

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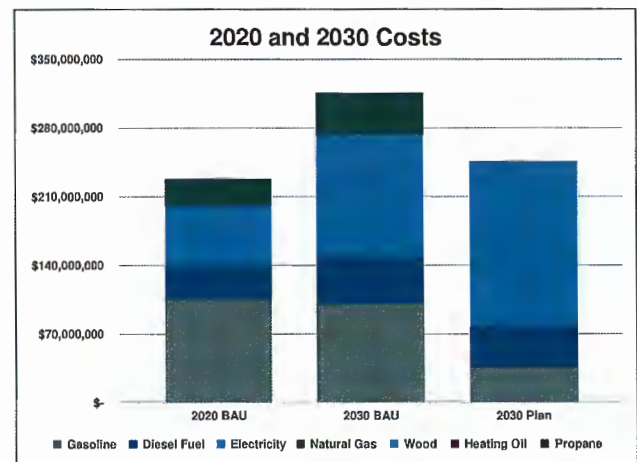
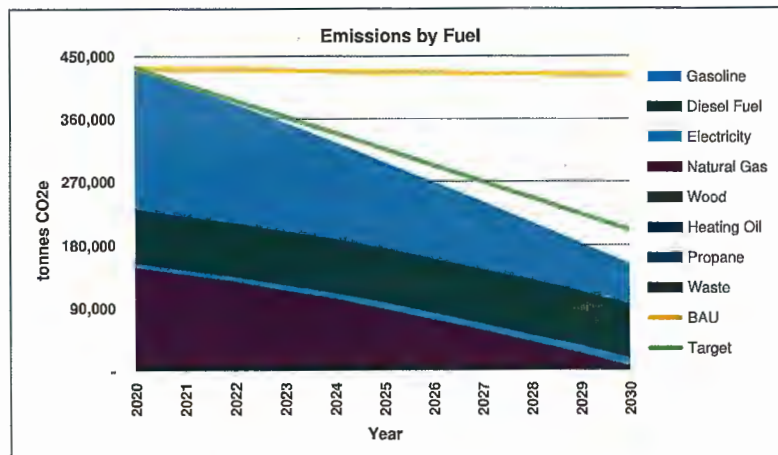
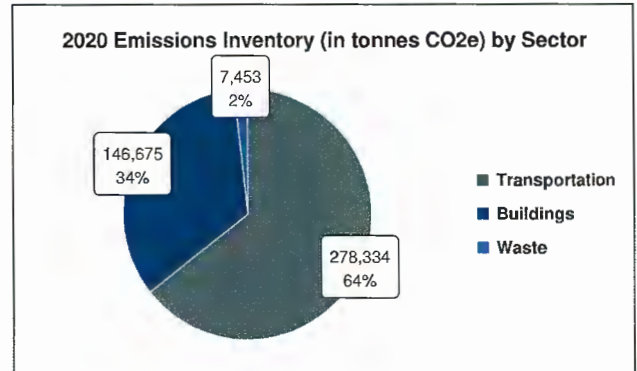
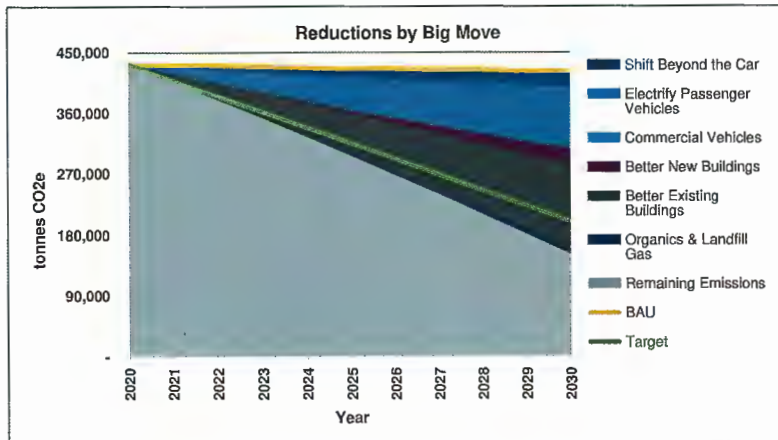
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Climate Action Planner
Maple Ridge City

Community type: **Suburban.**

Selected scenario: **Base Case**

Please use this scenario for what you expect to occur if current trends continue.

2030 Target Reduction (below 2020 levels) **54%** :

Big Moves
Shift Beyond the Car

Active Transportation **100%**

For this Big Move, 100% implies a 4.5% VKT (vehicle km travelled) reduction over 10 years. Consult your OCP, transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for (or may be able to achieve with additional action).

Transit **75%**

For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP or transportation planning documents, or recent trends to see what targets your community (or similar communities) are aiming for or may be able to achieve.

Land Use **100%**

For this Big Move, 100% implies a 5% VKT reduction over 10 years. Consult your OCP, planning department, or recent trends to see what your community (or similar communities) may be able to achieve. Note, the impact of this suite of actions is highly dependent on the growth rate of the community (i.e. there would be limited impact in a community with low or very limited growth).

Electrify Passenger vehicles **75%**

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Commercial Vehicles **100%**

For this Big Move, 100% implies a 10% conversion over 10 years to zero emissions, or similar, over Business As Usual. When adjusting the slider, consider the rate at which your community is converting its own fleet, its support for conversion of other fleets in the community (e.g. BC Transit), and how likely your community is to try to influence contracting arrangements for services (e.g. garbage pick-up, snow removal).

Better New Buildings **75%**

For this Big Move, 100% implies that all new buildings will be built to upper steps of the Energy Step Code using zero carbon energy sources for space and water heating.

Better Existing Buildings

Efficiency **50%**

For this Big Move, 100% implies that existing buildings representing 50% of emissions will undergo a 50% retrofit in 10 years.

Fuel Switching **50%**

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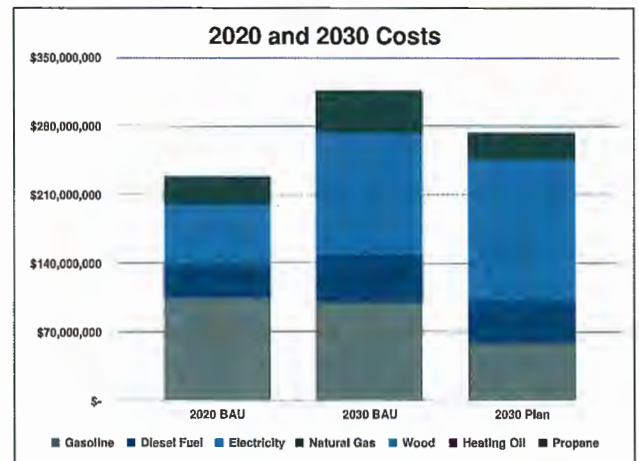
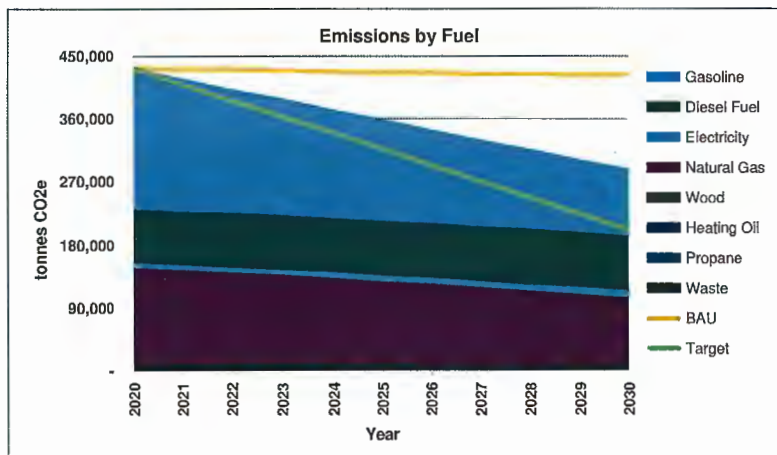
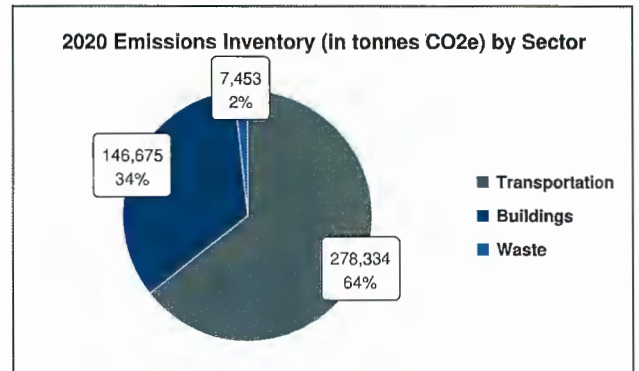
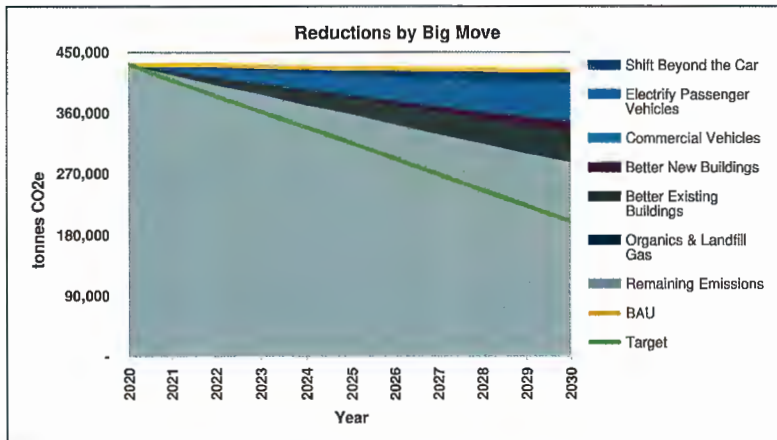
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Climate Action Planner
Maple Ridge City

Community type: **Urban.**

Selected scenario: **Optimistic**

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2030 Target Reduction (below 2020 levels) **45%** :

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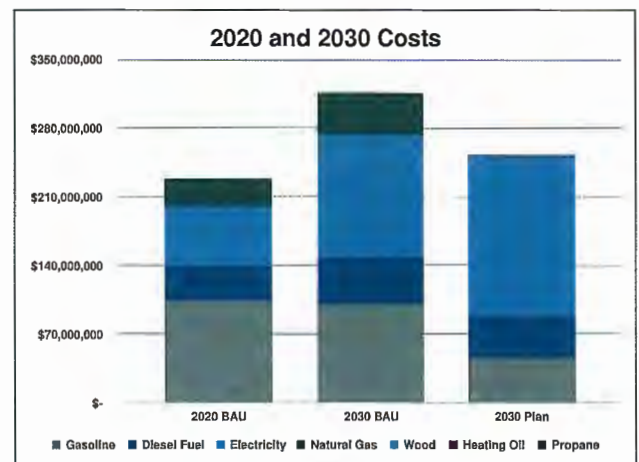
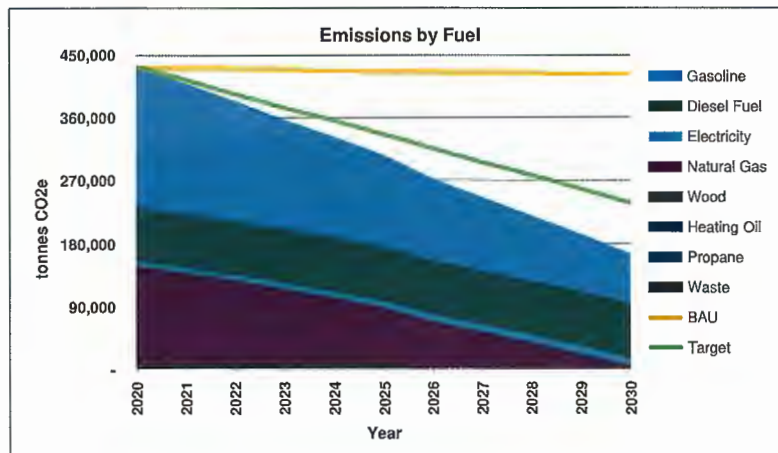
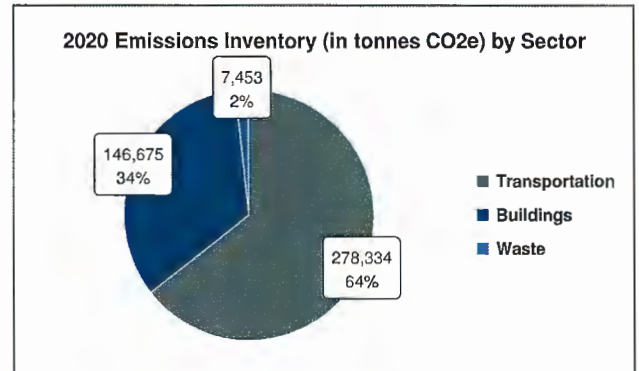
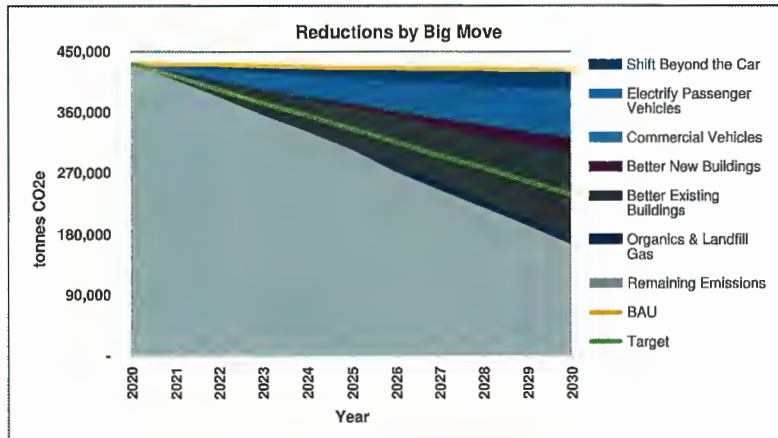
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This climate action planner tool, and the modelling, should be considered draft and high level and the results do not replace a full Community Energy and Emissions Plan. However, this tool is useful to get a sense of where a community may be able to make the biggest impacts to reducing its emissions, and what GHG emission reduction targets it may be able to achieve by 2030. The simplified modelling used here has been created by sharply editing a much larger community energy & emissions modelling tool that CEA has developed and refined since 2010 and has used in over 65 communities across BC.

Note that there are many things that can influence the effectiveness of emission reducing initiatives for a community (e.g. climate, economy, disposable income of residents, levels of environmental awareness in the community, fuel availability, technology changes). It is not possible to create a simple tool that would account for all of these and in fact this tool is useful because it offers a simple wide lense for community leaders to consider. When CEA completes a Community Energy & Emissions Plan/Climate Action Plan for a community, we take a much deeper look at the community-specific factors influencing emissions, and tailor the action planning and modelling to reflect the local context. A full plan includes detailed actions and other information to guide implementation.

The territorial inventories created here match how the Province created the Community Energy & Emissions Inventories (CEEI) for BC communities (including estimates for transportation in all cases), and would also meet the criteria for FCM-ICLEI's Partners for Climate Protection Community Milestone 1. Note that the inventories created by this tool do not contain the additional level of detail required by some other inventory methodologies (e.g. large industry, agriculture, forestry, other land use, air / marine / rail and non-road engines are all excluded), and neither do they include estimates for embodied carbon or consumption-based emissions.

Regarding the costs chart, a few things should be noted:

Best data is high-level, and in particular, there is uncertainty around future energy prices.

Electricity and wood are almost GHG neutral, while the other energy sources have higher GHG's and their GHG costs are externalized. Renewable versions of these fuels, such as renewable natural gas (RNG), or sustainably sourced ethanol or biodiesel, have higher prices than their fossil versions. E.g. in 2020 RNG costs about 50% more per unit than fossil natural gas. It is assumed in the chart above that the vast majority of natural gas delivered is fossil, or natural gas energy prices would be higher.

Despite it having a cost per unit of energy that can be on the upper end of sources of energy, note that electricity can often be more effective per unit of energy at delivering a service than other forms of energy. E.g. electricity is about 4 times more efficient than gasoline at moving a vehicle, and if used in a heat pump can be around 2-4 times (depending on climate & technology) more efficient than other forms of energy at heating a building.

For many scenarios a community's expenditures on electricity could increase. This is due in part to fuel-switching from other fuels to electricity for heating our buildings (e.g. with heat pumps) and electrifying passenger transportation, and notwithstanding some electricity conservation that is incorporated in to some of the actions.

Questions?

We are happy to answer questions about how to interpret the results of this tool and use it to guide further climate planning.

If you have any questions or are interested in expanding these preliminary results into more detailed inventory and modelling work, or a Community Energy & Emissions Plan / Climate Action Plan, please [contact CEA](#).

Implementing the Big Moves

If you are interested in implementing any of these "big moves" in your community, CEA has funding in place to support communities with a wide range of initiatives - please [get in touch](#). Further, please [connect with us](#) if you are interested in joining a peer-to-peer network for staff or elected officials.

The Climate Action Planner tool was designed and implemented by the Community Energy Association. We are grateful for partial funding contributed by BC Hydro.

March 5, 2021

Re: GHG Target Policy Update

Dear Maple Ridge Council & Staff,

As a concerned and engaged citizen of Maple Ridge, I have completed a review of all the documentation on the City of Maple Ridge website related to the greenhouse gas emission target policy update. I have also done a cursory review of climate change actions occurring in various Canadian & international municipalities and of those being promoted by organizations such as the Federation of Canadian Municipalities (FCM), Community Energy Association, and the BC Climate Action Toolkit. As such, I have the following recommendations to ensure a greener future for the City of Maple Ridge.

Demonstrate Commitment

1. Adopt the Metro Vancouver regional targets to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030.
2. If Maple Ridge has not already, become a member in the Partners for Climate Protection (PCP) program – operated by ICLEI Canada and the Federation of Canadian Municipalities and participate in the Municipalities for Climate Innovation Program.
3. Dedicate resources to develop and implement a comprehensive and progressive community energy and emissions plan that includes the following actions:

Take Action on Infrastructure

4. Mandate Step 4 of the BC Energy Step Code for all new construction (earlier than Provincial regulations) with incentives for achieving higher steps, like a building permit rebate program.
5. Mandate the LEED Gold standard or the Passive House Certification for all new civic construction, like the Surrey Clayton Community Centre.
6. Take advantage of the Clean Air Partnership (CAP) toolkit to develop and implement green development standards (GDS) for new residential buildings (available through FCM).
7. Subsidize/enable energy efficiency retrofits for all existing building stock, including eligible rental apartments (like the City of Victoria).
8. Require sub-metering for buildings with tenants, so their actual electricity usage for lighting and plug loads is tracked and visible.
9. Mandate district/community/neighborhood energy systems in all new development and retrofit existing areas to transition away from fossil fuels. According to the American Council for an Energy Efficient Economy (ACEEE), district energy systems are “flexible in scope, fuel sources, and technology.” <https://www.aceee.org/files/proceedings/2012/data/papers/0193-000354.pdf>

In 2020, Natural Resources Canada published a review of over 500 community-based bioenergy systems installed across Canada and found that the Prince George Downtown

Renewable Energy System was one of the largest examples that operated with 100% renewable energy, which came from sawmill residuals. Given that Maple Ridge also has sawmills and other forest product companies, perhaps a similar project could be installed here. Another successful B.C. example is the False Creek Neighbourhood Energy Utility that uses waste thermal energy captured from sewage.

Maple Ridge may also be able to tap into other potential sustainable energy sources including geothermal heating, aquifer thermal energy systems and waste heat from industrial processes.

Take Action on Low to Zero Emission Transportation Networks

10. Require energized connections for electric vehicle charging for all new residential and commercial construction.
11. Seek out additional EV charging capabilities within existing infrastructure.
12. Create a robust active transportation network throughout Maple Ridge.
13. Make all communities walkable/accessible and ensure they have local amenities to reduce the need to drive.
14. Increase density along bus lines.
15. Support e-bike/e-car share and ride hailing models.

Mandate Accountability

16. Require annual energy benchmarking and reporting for large residential, commercial, and industrial buildings.
17. Require all permanent business/industry to complete and act upon a GHG reduction plan. Businesses can partner with <https://climatesmartbusiness.com/> or other organizations to create these plans.

Facilitate Community Action

18. Facilitate/encourage participation in the Fortis Rental Apartment Efficiency Program.
19. Building on the success of the toilet rebate program and subsidized composters and solar cones, provide financial incentives for energy efficient technologies such as solar panels, heat pumps, energy efficient lighting & appliances.
20. Offer Local Improvement Charge (LIC) financing, also known as Property Assessed Clean Energy (PACE) financing to residents of Maple Ridge. These low interest loans for energy efficiency upgrades are repaid through property taxes and are an effective mechanism for reducing greenhouse gasses. According to the FCM website, “the upfront costs of a retrofit are distributed over many years, with loan repayments often approaching the utility bill savings the retrofits generate. In addition, the loan is tied to the property and transfers with homeownership.” There is a toolkit available through the FCM website.
21. Require transient businesses such as the film and construction industry to use electric generators, which happen to be produced right here in the lower mainland. These can also be

used for events (post COVID), as was demonstrated by the Township of Langley 2 years ago:
<https://www.tol.ca/news/clean-energy-events/>.

Enhance and Preserve the Natural Carbon Sequestration Capabilities in Maple Ridge

22. Make public the results of the tree canopy cover inventory undertaken in 2018 and renew the inventory on a regular basis.
23. Create an Urban Forest Strategy including policies to support urban naturalization to enhance and preserve land's carbon sequestration capabilities (among **many** other benefits).
<https://www.evergreen.ca/downloads/pdfs/Urban-Naturalization-in-Canada-1.pdf>
24. Establish an aggressive target for tree canopy preservation and make it publicly available. I saw reference to a minimum target created by Maple Ridge but was unable to find this information. The City of Vancouver has a target of "growing Vancouver's canopy back to 22% by 2050, consistent with goals established in many other North American cities."
25. Require high density neighborhoods to minimize development of green spaces and prime agricultural land.
26. Increase the number of municipal parks and aim to create green "corridors."
27. Strengthen triple bottom line accounting for new infrastructure projects to value the City's natural assets in relation to development. According to TD Economics:
 - Urban forests provide ecosystem services evaluated at \$330 million per year for Halifax, Montreal, Vancouver, and Toronto (Alexander & DePratto, 2014).
 - Urban forests add value of between \$1.88 and \$12.70 for every dollar spent on maintaining them, depending on the city (Alexander & McDonald, 2014).

<https://www.td.com/document/PDF/economics/special/UrbanForestsInCanadianCities.pdf>

I hope this consultation process inspires Maple Ridge to take progressive action on climate change and other environmental challenges facing humanity. In doing so, Maple Ridge will also be able to reap many of the ancillary benefits of these actions.

I appreciate that the City of Maple Ridge has a financial responsibility to its citizens, but you also have a social and environmental responsibility to Maple Ridge and beyond. As such, taking action (such as the use of incentives) cannot only be about the financial bottom line.

Taking strong action on all these "Big Moves" may cost money in the short term, but as stated on your website, there is a projected \$60 million reduction in annual spending on fossil fuels. In addition, you will increase property values and make Maple Ridge a more liveable and desirable place to live, which will of course increase property tax revenue. Some of this money, in conjunction with the CARIP reserve money, could be used to fund many of these recommended initiatives.

Thank you for the opportunity to have a voice and for your consideration of these recommendations.

Kind Regards,

Natalie Moreno (Seaba), M.N.R.M. Sustainability Advisor



mapleridgeclimatehub.ca

January 5, 2021

To: Maple Ridge Mayor & Council
 Cc: Al Horsman, Chief Administrative Officer
 Trevor Thompson, Chief Financial Officer
 Christine Carter, General Manager, Planning & Development Services
 Josh Mickleborough, Director of Engineering
 Laura Benson, Senior Policy and Sustainability Analyst
 Lisa Zosiak, Manager, Community Planning
 Mark Halpin, Transportation Manager
 Rod Stott, Environmental Planner
 Adam Rieu, Planner
 Bill Hardy, Chair, Environmental Advisory Committee and Agricultural Advisory Committee
 Vijay Soparkar, Chair, Transportation Advisory Committee

Re: 2021 Business Planning

Dear Mayor Morden, Council, Staff and Committee members:

As the municipal business planning cycle draws to a close, the Maple Ridge Climate Hub would like to comment on achievements related to climate change in 2020 and plans and opportunities for 2021.

We are pleased and proud that this Council, ably supported by City staff, have chosen to adopt ambitious targets to reduce greenhouse gas emissions in line with the IPCC report of 2018, in order to avoid the worst effects of climate change in the future.

Council has recognized the urgent need for action, and requested that staff provide recommendations for immediate steps, which they have done. We see these steps embedded in the 2021 work plan.

Highlights include:

- Targeting GHG emissions reductions to net zero by 2050
- Energy retrofits for existing housing stock
- Step codes for new buildings
- Strengthen development requirements for EV charging infrastructure
- the Green Infrastructure strategy
- Integrated Stormwater Management plans
- Municipal Ecological Network Management strategy
- Improved awareness and preparedness of the Maple Ridge agricultural community with regard to climate change.

These are all important strategies and plans that will have a positive impact on emissions throughout the city. However, what is missing is an **overarching strategy that defines the future vision** of a low carbon future in our community. Once the vision is defined, each department's work plans can be developed based on the contribution they will make to achieving the vision. Without a guiding vision, plans may be mis-aligned to the urgent need for climate action.

Across the province communities like ours are taking on this challenge. Just across the river the Township of Langley has done an outstanding job of setting ambitious targets based on four “Big Moves” designed to change the way ToL residents will live and move in the next 10, 20 and 30 years. The Township engaged their citizens to co-create a plan with 140 actions across [eight priority areas](#), from buildings and land use to transportation and mobility. This plan took 18 months to develop, with numerous opportunities for public engagement and check-ins with Council. Now they have a tangible roadmap for the future.

The City of Vancouver took a different approach. They too identified Big Moves, priority areas and action plans. But rather than waiting until all the analysis and public engagement were complete, they identified 81 activities they could quickly launch to get a jump-start on action. While the 81 activities were underway, the broader strategy was developed. Finally, on November 17, 2020, Vancouver City Council approved a comprehensive [Climate Emergency Action Plan](#) that focuses on cutting carbon pollution from their two biggest local sources: burning fossil fuels in vehicles and buildings.

These are just two of many examples of communities in BC and across the country that have created a strategic vision to guide their fight to combat climate change.

As this urgent issue requires a significant amount of work, and recognizing that staff have existing work plans and duties, we encourage Council to consider using CARIP funds to hire a temporary staff member or consultant who is qualified and able to lead this important project during 2021.

This can be a hopeful time for Maple Ridge residents, if they are able to see a vision of how we will meet the challenges ahead—a vision that will guide planning, development and transportation in our community as we move to a low-carbon future. We believe that an important part of defining that vision is to engage our citizens in learning about and better understanding climate change. Ultimately we will need to create a made-in-Maple-Ridge solution that fits our community. We encourage Council and staff to seek opportunities during the next year to share with the public how climate change is impacting the community and to gather feedback on priorities and ideas.

Reaching the necessary target of zero emissions by 2050 will require ongoing vision and commitment. We have seen that Council has the commitment. Now we are calling on you to create this strategic vision in the coming year.

Sustainably yours,

Kirk Grayson, Sunny Schiller, Steve Ranta
for the Maple Ridge Climate Hub

The Maple Ridge Climate Hub is a community organization dedicated to helping Maple Ridge move to a low-carbon economy through advocacy, communication, education and action.



March 15, 2021

To: Maple Ridge Mayor and Council;
sustainability@mapleridge.ca

Re: **Maple Ridge proposed updated Greenhouse Gas Emissions reduction targets**

Dear Mayor and Council,

Our Maple Ridge/Pitt Meadows local committee of HUB Cycling would like to provide the following feedback with regard to the efforts to reduce Greenhouse Gas (GHG) emissions in our community. As a cycling advocacy group, we will obviously focus our submission on the issue of transportation.

It appears very likely that our municipality will align its GHG emissions targets with those of the Intergovernmental Panel on Climate Change (IPCC) and Metro Vancouver, i.e. a 45% reduction from 2010 levels by 2030, and 100% by 2050. There is no doubt that this is a very ambitious target. It will require bold action with regard to further policy changes and implementation.

The previous targets, embedded in the OCP, of a 33% emissions reduction from 2007 by 2020, and 80% by 2050, were adopted over a decade ago. We understand that our emissions have increased since then.

Our emissions from transportation make up the biggest slice of the pie for our community. For comparison:

- Globally, emissions from transportation are 14% of total emissions.
- Regionally (Metro Vancouver wide), that percentage is about 36%.
- Locally (Maple Ridge) emissions from transportation make up about 64% of our emissions (this percentage was 57% only about ten years ago!).

Despite the absence of accurate, clear and comparable year-over-year data, it's clear that we need to do better.

We agree at this point with Mayor and Council's desire to move forward quickly with two "*big moves*" to reduce our community emissions. One of those *big moves* is to strengthen electric vehicle charging infrastructure requirements in new development.

As we have to acknowledge the reality that, over the past decades, our society, by design, has grown increasingly dependent on motor vehicles for personal transportation, we agree with the need to continue the transition to electric vehicles in order to reduce both our dependence on fossil fuels for transportation as well as our emissions as a result of it.

In view of the inadequate results with regard to community emissions so far, we feel that a much more comprehensive plan is needed. With regard to transportation, the wide spread adoption of private automobiles has already had and continues to have a dramatic and destructive impact on our urban/suburban environment, on the way we live and consequently on our energy consumption.

Changing the way we power our vehicles may help us reduce our GHG emissions, but it does not solve and may even exacerbate a host of other problems we also urgently need to face, such as:

- our ever increasing energy consumption;
- our continued over-reliance on, and prioritization of, energy inefficient cars for personal transportation (we consume a lot of energy to move multi-ton vehicles, often just to transport our bodies from point A to point B);
- our dependence on various metals needed for the production of electric vehicle batteries. (The mining of these minerals leads to serious environmental, social, human rights and geopolitical problems, mostly in other parts of the world);
- worsening congestion;
- the danger that cars continue to pose to vulnerable road users;
- the high proportion of valuable land dedicated in our community to moving and parked cars;
- our sedentary lifestyle, which leads to many health issues;
- worsening transportation inequality, exacerbated by the various ways electric vehicles (i.e. the more affluent among us) are being subsidized;
- while cycling is a super energy efficient, affordable, zero-emission, and space efficient mode of transportation, a safe and connective cycling network for all ages and abilities continues to be treated as optional (a complete network for cars is a given, whereas often much-needed infrastructure improvements for people cycling only **may** happen when land is re-developed, or if cycling grants are made available, resulting in a disconnected network);
- the unpreparedness and unawareness when it comes to planning for highly promising emerging micro-mobility options;
- the as yet untapped potential for multi-modal travel, i.e. combining active transportation with transit.
- the high number of children being driven to school in private automobiles. Active transportation is a lifestyle. Research has shown that when children are exposed to and encouraged to actively transport themselves at an early age, they can have a great influence on how future generations, as well as current friends and family choose to move about their community.

Solutions:

- a more efficient, sustainable urban environment
- less long distance commuting
- fewer cars and fewer trips made by car
- more mass transit
- prioritizing walking, cycling and micromobility for trips up to 10 km
- safe infrastructure around all schools (at least 0.5 km in every direction) that allows for children to cycle, walk and otherwise actively transport themselves to and from school

How are we doing with regard to sustainable transportation?

The regional goal has been 50% sustainable mode share (note that electric vehicles are not considered sustainable), throughout Metro Vancouver, since the 1990s. So how are we doing?

Regionally, we've gone from 24% sustainable mode share in 2011 to 27% in 2017 (all trips).¹

What about Maple Ridge? The data that we've been able to find is not complete:

- According to the 2014 Transportation Plan, 4% of **all** trips were made by transit.
- The 2016 Census provides only data on **commute** trips, not all trips: a total of 11.9% of commute trips in Maple Ridge were made by sustainable modes (7.7% by transit, 3.7% walk, 0.5% bike).

State of Cycling

So are we making any gains so far in Maple Ridge when it comes to cycling?

The [State of Cycling report](#) (2019), a joint effort by HUB and TransLink, offers an up-to-date picture of cycling rates, safety and quality of bike routes.

According to the report, we can only improve what we are able to measure. Below are some of its findings:

	Metro Vancouver		Maple Ridge	
	1996	2016	1996	2016
Cycling rates:	1.7%	2.3%	1.1%	0.5%
	Metro Vancouver		North-east subregion (including Maple Ridge)	
	2008	2017		
Collisions per million bike trips:	21	23		52
	Metro Vancouver		Maple Ridge	
	2019		2019	
Cycling network comfortable for most people:	46%		36%	
% Population within 400 metres of a bike route comfortable for most	65%		36%	

Cycling during COVID

How has COVID affected cycling in our community? Statistics are not yet available, but we do know that bike shops in our area are not able to keep up with the huge growth in demand for bikes. One bike shop in our area reported selling more than twice as many e-bikes in **January** this year alone than in all of 2019, and labour sales to repair and tune up bikes had increased in 2020 from 2019 by close to 80%. Some bike shops are now taking orders for delivery in 2022. It's a great opportunity for our City to seize on this growth in cycling in our community!

Action:

We can't just set ambitious targets without committing to truly ambitious action.

- It all starts with land use.

¹ Benchmarking the State of Cycling in Metro Vancouver 2019

Mayor and Council and staff are well aware that land use is of the utmost importance. Densification, especially in the Town Centre and along the Lougheed Transit Corridor, is already happening. Mixed use development is being encouraged. More commercial nodes are being planned and developed throughout the community, creating destinations closer to where people live. Maple Ridge is *growing up*.

- No more sprawl!
We absolutely need to stop *growing out*, and say **no!** to even more car dependent sprawling subdivisions! There are many more opportunities for densification and in-fill.
- Transit will be back!
We may be seeing a big dip right now in the use of transit due to COVID, but there is no doubt that transit will continue to have to be relied upon by a significant and growing part of the population for their daily transportation needs.
- Embrace and further encourage working from home as the new normal for more people.
- Transportation Demand Management
Explore a variety of ways to make "alternative", sustainable modes the preferred ways to travel more often and to discourage travel by private automobile.
- **Active transportation and micromobility need to be a big piece of the puzzle.**
Supportive policies and practices:
 - a strong, connective bicycle network plan that prioritizes sustainable modes over speedy travel by and free public storage of private automobiles;
 - a cycling strategy detailing goals and performance objectives, monitoring and performance evaluation, as well as education, promotion and enforcement;
 - a Complete Streets policy to support safe and convenient access, regardless of mode of transportation;
 - a Vision Zero strategy to achieve zero traffic related injuries or fatalities for vulnerable road users;
 - traffic calming measures and reduced maximum speed limits along designated bike routes where cars and bikes share the road;
 - careful consideration of the use of multi-use facilities, as studies have shown they more often lead to conflict and collisions (which will increase as we start seeing higher numbers of faster e-bikes);
 - very careful consideration of the use of bi-directional facilities (in situations where they are not recommended by the various design manuals), which have been shown to be significantly more dangerous at intersections and driveways when cycling in the direction opposite to expectation.

Thank you for considering our feedback on this very important issue.

Kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/DR/IC/JW/MN/BB/JL/NC

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.

CITY OF MAPLE RIDGE
BYLAW NO. 7688-2020

A Bylaw to amend Official Community Plan Bylaw No. 7060-2014 as amended

WHEREAS, Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan,

AND WHEREAS, it is deemed expedient to amend Policy 5-45 of Official Community Plan Bylaw No. 7060-2014 as amended;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Official Community Plan Bylaw No. 7688-2020."

2. Policy 5-45 is amended by replacing it in its entirety from:

The District of Maple Ridge has a goal to reduce community greenhouse gas emissions by 33% below 2007 levels by 2020 and 80% by 2050.

To the following:

The City of Maple Ridge has a goal to reduce community greenhouse gas emissions to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the International Panel on Climate Change.

3. Official Community Plan Bylaw No. 7060-2014 is amended accordingly.

READ a first time the 1st day of December, 2020.

READ a second time the day of , 2021.

PUBLIC HEARING held the day of , 2021.

READ a third time the day of , 2021.

RECONSIDERED AND ADOPTED, the day of , 2021.

PRESIDING MEMBER

CORPORATE OFFICER