

City of Maple Ridge

PUBLIC HEARING

May 18, 2021

CITY OF MAPLE RIDGE

PUBLIC HEARING AGENDA

May 18, 2021

7:00 pm

Virtual Online Meeting including Council Chambers

The purpose of the Public Hearing is to allow all persons who deem themselves affected by any of these bylaws a reasonable opportunity to be heard before Council on the matters contained in the bylaws. Persons wishing to speak for or against a bylaw will be given opportunities. You will be asked to give your name and address. Please note that all written submissions provided in response to this consultation including names and addresses will become part of the public record which includes the submissions being made available for public inspection. Further consideration of bylaws on this agenda will be at the next regular Council meeting. The meeting is recorded by the City of Maple Ridge.

For virtual public participation register by going to <https://www.mapleridge.ca/640/Council-Meetings> and clicking on the meeting date.

Note: This Agenda is also posted on the City's Website at: www.mapleridge.ca/AgendaCenter (see: Public Hearing)

1) Greenhouse Gas Reduction Targets

Maple Ridge Official Community Plan Amending Bylaw No. 7688-2020

The current application is to adjust the City's community greenhouse gas emission targets to align with the world-wide reductions needed to limit global warming to 1.5 degrees Celsius.

2a) 2020-228-RZ

25629 Bosonworth Avenue

A portion of Lot 5 Section 13 Township 12 New Westminster District Plan EPP75231

Maple Ridge Official Community Plan Amending Bylaw No. 7733-2021

To re-designate the panhandle portion of the lot from Suburban Residential to Agricultural.

2b) 2020-228-RZ

25629 Bosonworth Avenue

Maple Ridge Zone Amending Bylaw No. 7672-2020

To rezone the panhandle portion of the lot, from RS-2 (Single Detached Suburban Residential) to RS-3 (Single Detached Rural Residential).

The current application is to allow the panhandle lot to be subdivided off and consolidated with adjacent lands to the north.

- 3a) **2018-041-RZ**
11621, 11607 and 11633 Burnett Street
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.

Maple Ridge Official Community Plan Amending Bylaw No. 7724-2021

To amend the Town Centre Area Plan Schedule 1 from Low-Rise Apartment and Conservation to Conservation and Low-Rise Apartment, and to Amend Schedule C to add to Conservation and to remove from Conservation, to reflect ground truthing and to achieve a habitat balance and accommodate a six (6) storey apartment building with underground parking.

- 3b) **2018-041-RZ**
11621, 11607 and 11633 Burnett Street

Maple Ridge Zone Amending Bylaw No. 7444-2018

To rezone from RS-1 (Single Detached Residential) to RM-2 (Medium Density Apartment Residential).

The current application is to permit the future construction of an apartment building containing approximately 57 units, in a six (6) storey building.

- 4a) **2018-430-RZ**
23717 and 23689 Fern Crescent
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.

Maple Ridge Official Community Plan Amending Bylaw No. 7730-2021

To amend Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 2; from Conservation, Medium/High Density Residential and Eco-Cluster to Medium/High Density Residential and Conservation and to Amend Figure 4 – Trails/Open Spaces of the Silver Valley Area Plan to Remove from Conservation and to add to Conservation, adjusting land use designations to fit site conditions.

- 4b) **2018-430-RZ**
23717 and 23689 Fern Crescent

Maple Ridge Zone Amending Bylaw No. 7520-2018

To rezone from RS-2 (Single Detached Suburban Residential) to RM-1 (Low Density Townhouse Residential).

The current application is to permit the future construction of a 35 unit townhouse development.

5a) 2018-335-RZ

12010 232 Street and 23223 Dewdney Trunk Road

Lot 1 Section 21 Township 12 New Westminster District Plan 59958;

Lot "A" Except: Parcel "One" (Explanatory Plan 10920) Section 21 Township 12 New Westminster District Plan 6345.

Maple Ridge Official Community Plan Amending Bylaw No. 7638-2020

To amend Section 6.3.5, Commercial Node, to re-designate a portion of the subject properties (23223 Dewdney Trunk Road) from Urban Residential to Commercial.

5b) 2018-335-RZ

12010 232 Street and 23223 Dewdney Trunk Road

Maple Ridge Zone Amending Bylaw No. 7501-2018

To rezone from C-1 (Neighbourhood Commercial) and RS-1 (Single Detached Residential) to C-2 (Community Commercial).

The current application is to permit the future construction of a two storey mixed use commercial development.

6) 2017-231-RZ

Assisted Living Residences in Residential Areas

Maple Ridge Zone Amending Bylaw No. 7723-2021

The current application is to permit and regulate all classes of Assisted Living Residence as a use in the RS-1, RS-1a, RS-1c, RS-1d, RS-2 and RS-3 zones, with a base density of 3 residents per building, and to provide a Density Bonus allowing a maximum of up to 10 residents per building for all classes of Assisted Living Residence on certain conditions, including that the owner enter into a housing agreement with the City.

CITY OF MAPLE RIDGE

NOTICE OF VIRTUAL ONLINE PUBLIC HEARING

TAKE NOTICE THAT A PUBLIC HEARING is scheduled for Tuesday, May 18, 2021 at 7:00 pm.

This meeting is an online virtual meeting only, to be hosted in Council Chambers at City Hall, 11995 Haney Place, Maple Ridge.

For virtual online participation, access the link at: www.mapleridge.ca/640/Council-Meetings and click on the meeting date to register.

For viewing only, access the link at <http://media.mapleridge.ca/Mediasite/Showcase> and click on the May 18, 2021 Public Hearing presentation video;

The Public Hearing Agenda and full reports are posted on the City's Website at www.mapleridge.ca/AgendaCenter (see: Public Hearing).

This Public Hearing is held in order to consider the following bylaws:

1) Greenhouse Gas Reduction Targets

Maple Ridge Official Community Plan Amending Bylaw No. 7688-2020

The current application is to adjust the City's community greenhouse gas emission targets to align with the world-wide reductions needed to limit global warming to 1.5 degrees Celsius.

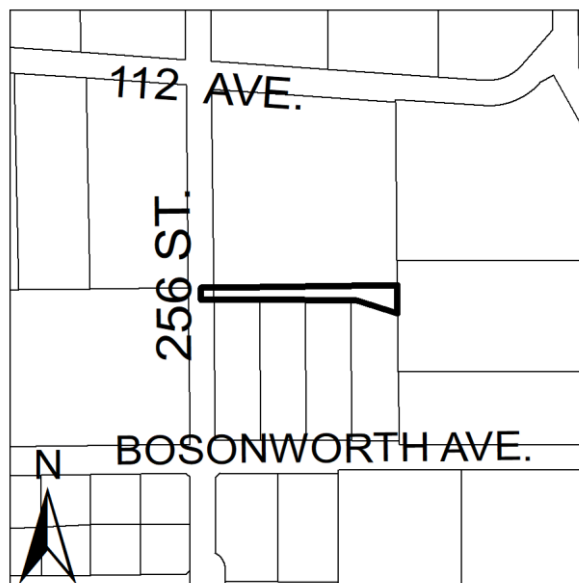
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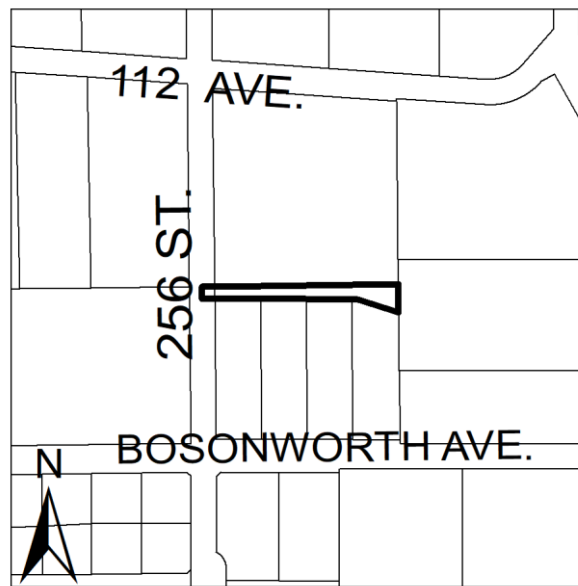


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


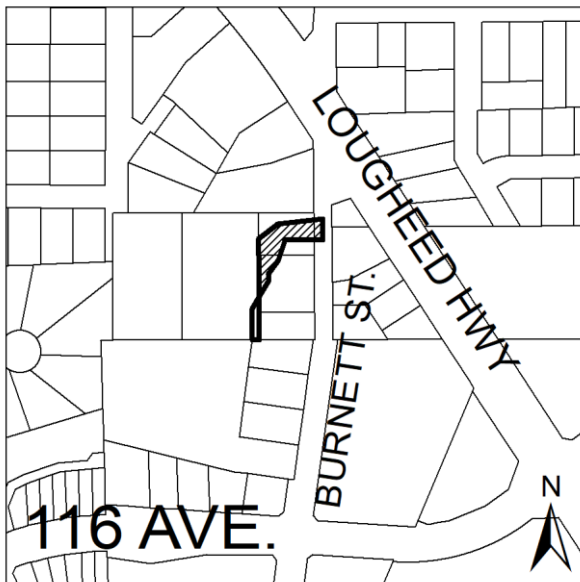
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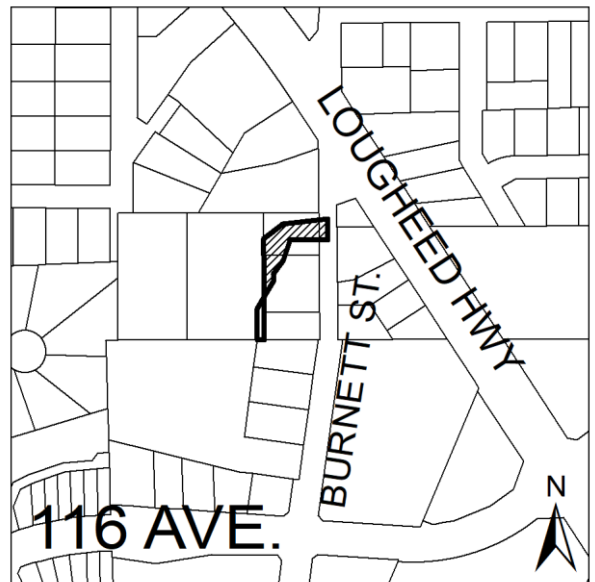
Conservation to Conservation  and Low-Rise Apartment  (Map. No. 1032),

and to Amend Schedule C to add to Conservation  and to remove from

Conservation  (Map No. 1033) to reflect ground truthing and to achieve a habitat balance and accommodate a six (6) storey apartment building with underground parking.



Map No. 1032



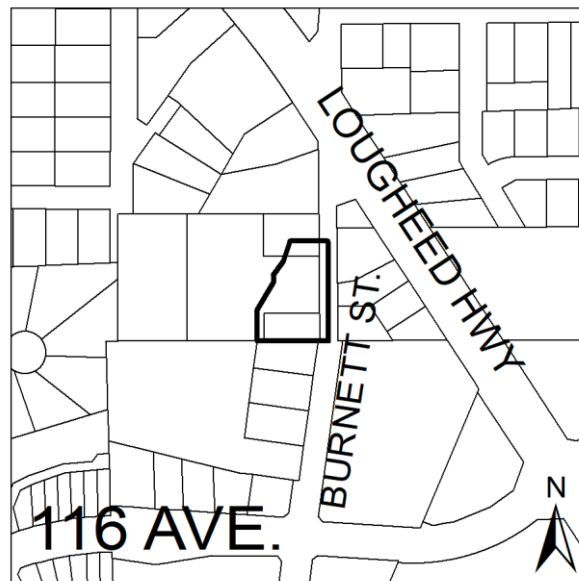
Map No. 1033

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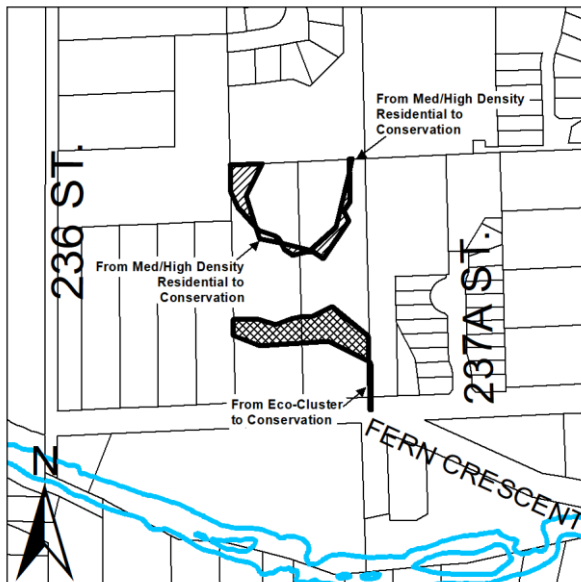
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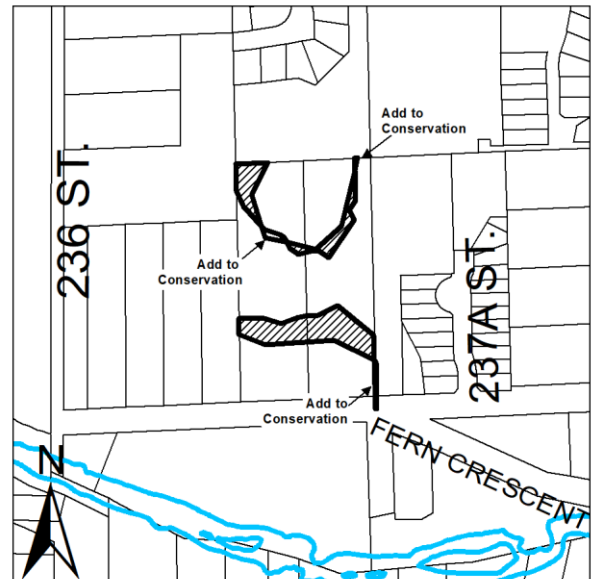
Residential  and Conservation  (Map No. 1034) and to Amend Figure 4 –

Trails/Open Spaces of the Silver Valley Area Plan to Remove from Conservation 

and to add to Conservation  (Map No. 1035), adjusting land use designations to fit site conditions.



Map No. 1034



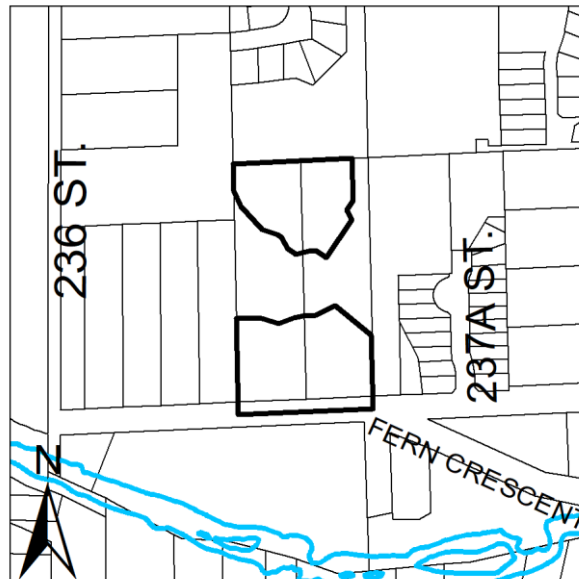
Map No. 1035

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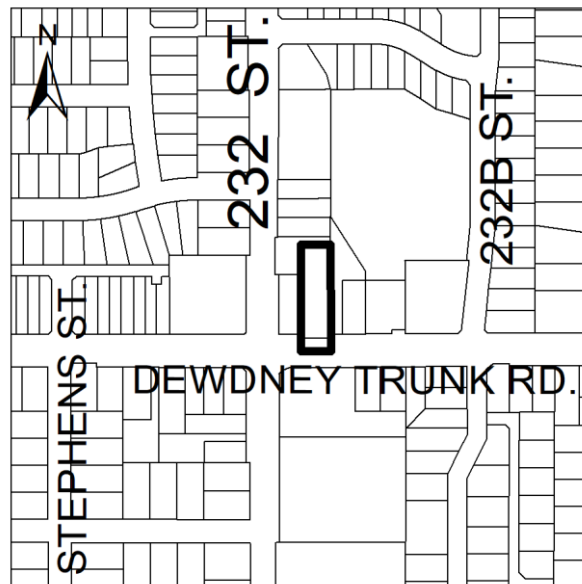
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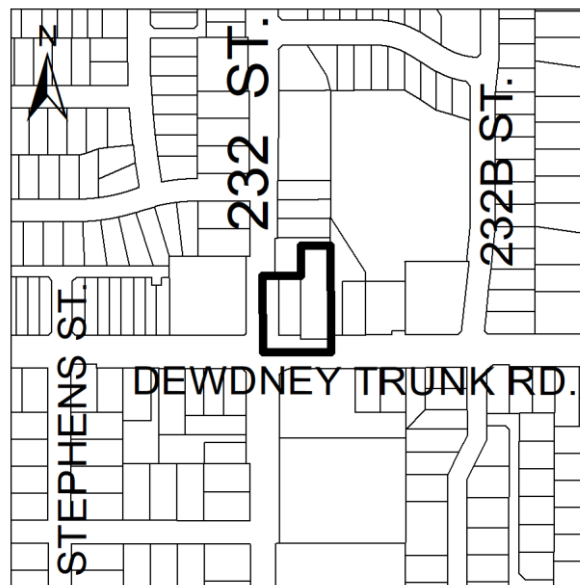


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AND FURTHER TAKE NOTICE that a copy of the aforesaid bylaws and copies of staff reports and other information considered by Council to be relevant to the matters contained in the bylaws are available for viewing on the City's Land Development Viewer site at:

<https://gis.mapleridge.ca/LandDevelopmentViewer/LandDevelopmentViewer.html>

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. As authorized by the current health order, the Public Hearing pertaining to the aforesaid bylaws will be conducted virtually using the links set out below.

ALL PERSONS who believe themselves affected by the above-mentioned bylaws shall be afforded a reasonable opportunity to be heard at the Public Hearing before Council on the matters contained in the bylaws. Please note that all written submissions provided in response to this notice will become part of the public record which includes the submissions being made available for public inspection.

- **For virtual online participation, access the link at:** www.mapleridge.ca/640/Council-Meetings **and click on the meeting date to register.** When registering you will be asked to give your name and address, to give Council your proximity to the land that is the subject of the application. We ask that you have your camera on during the Public Hearing;
- **For viewing only,** access the link at <http://media.mapleridge.ca/Mediasite/Showcase> and click on the May 18, 2021 Public Hearing presentation video;
- **To submit correspondence** prior to the Public Hearing, provide written submissions to the Corporate Officer **by 12:00 Noon, Tuesday, May 18, 2021 (quoting file number)** via drop-box at City Hall or by mail to 11995 Haney Place, Maple Ridge, V2X 6A9; or,
- **To email correspondence,** forward written submissions to clerks@mapleridge.ca to the attention of the Corporate Officer, **by 12:00 Noon, Tuesday, May 18, 2021 (quoting file number).**

Dated this 5th day of May, 2021.

Stephanie Nichols
Corporate Officer



City of Maple Ridge

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.

"original signed by Christina Crabtree for Laura Benson"

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

"original signed by Christina Crabtree"

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

"original signed by Al Horsman"

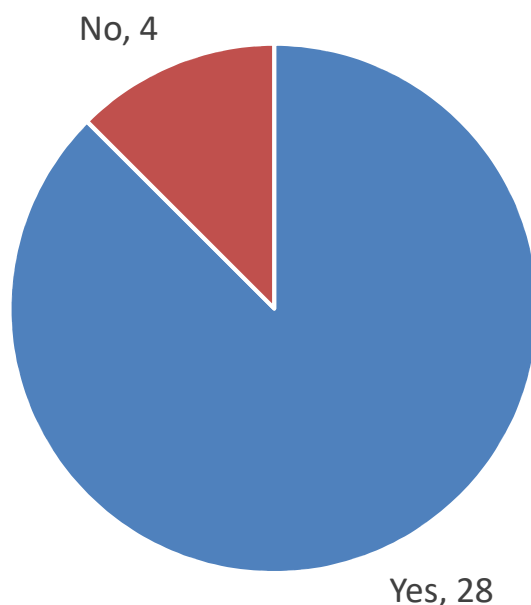
Concurrence: **Al Horsman**
Chief Administrative Officer

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.

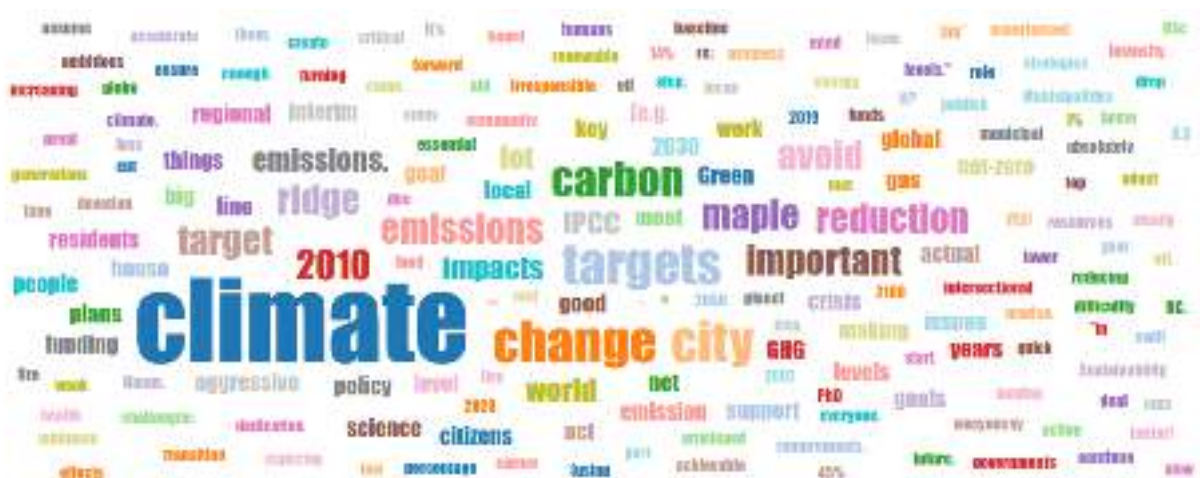
22. Sustainability should be at the top of wveyonesy mind, especiaay at the municipal level

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 irresponsible and unwise.

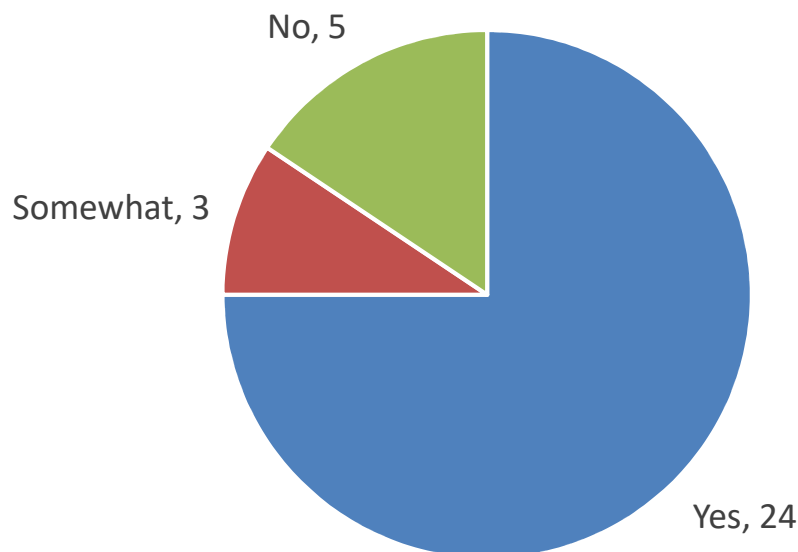
Word Cloud representing the above comments.

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: 24 Skipped: 8

- 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

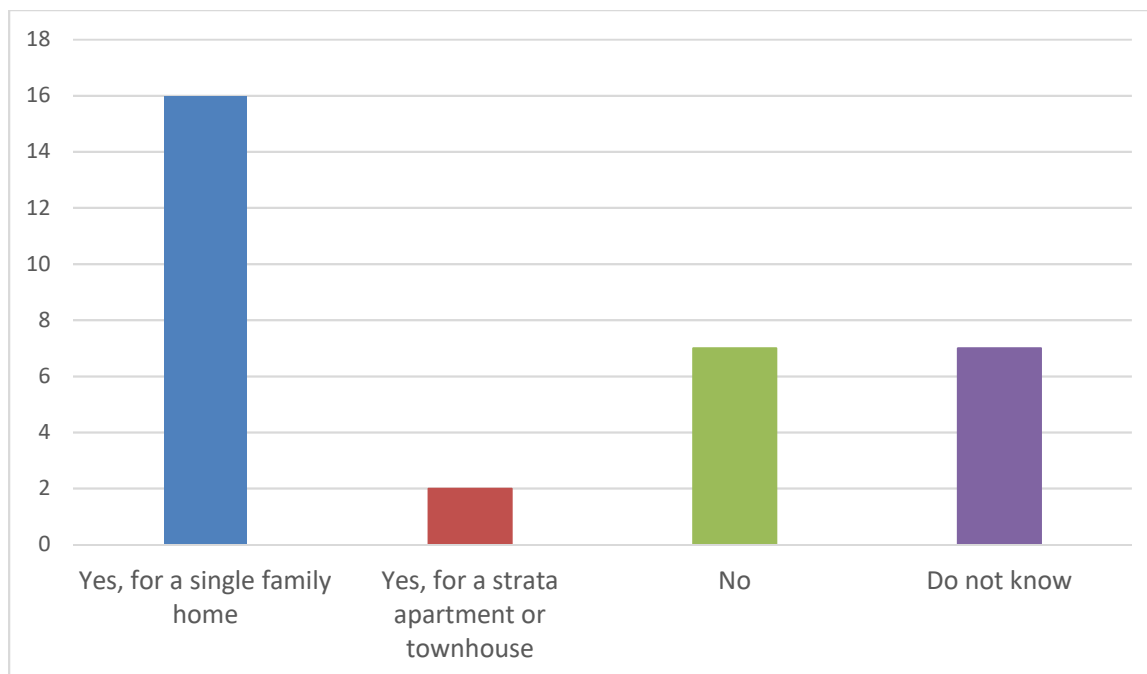
- bigger and bigger. You can build them more energy efficient, but if you build bigger you're losing some of those gains.
9. Housing prices are already ridiculously astronomical in the lower mainland and this will only drive up prices further and pushing more young adults out of the province
 10. I agree 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.

Word Cloud representing the above comments.

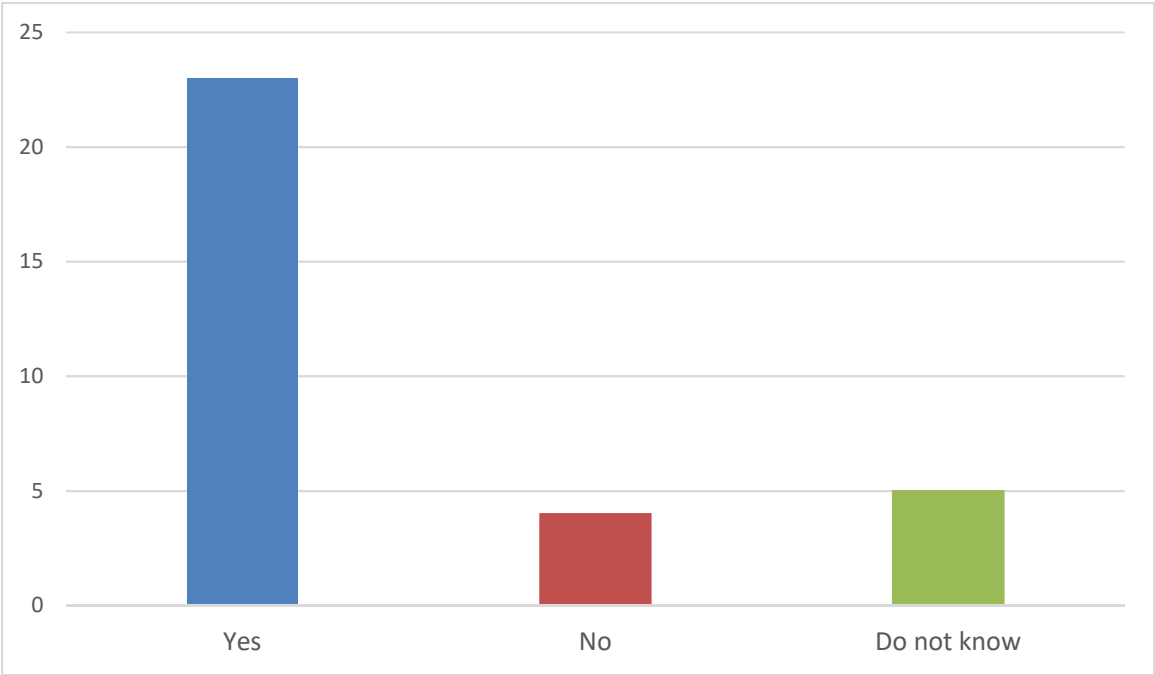
Explanation: A word cloud is a collection of different-sized words. The more often a word is mentioned in the comments above, the bigger and bolder the word is. (excludes common grammatical words)



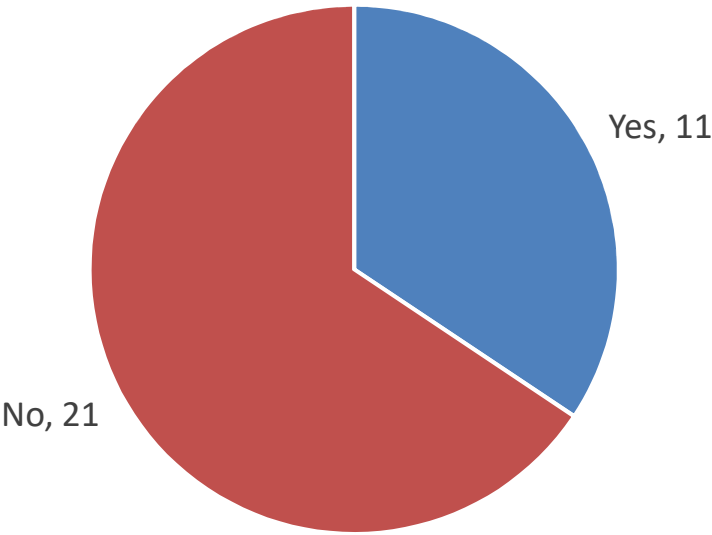
- 5. In regards to energy efficiency retrofits for existing buildings, do you plan to upgrade your home in the next five years to make it more energy efficient?**



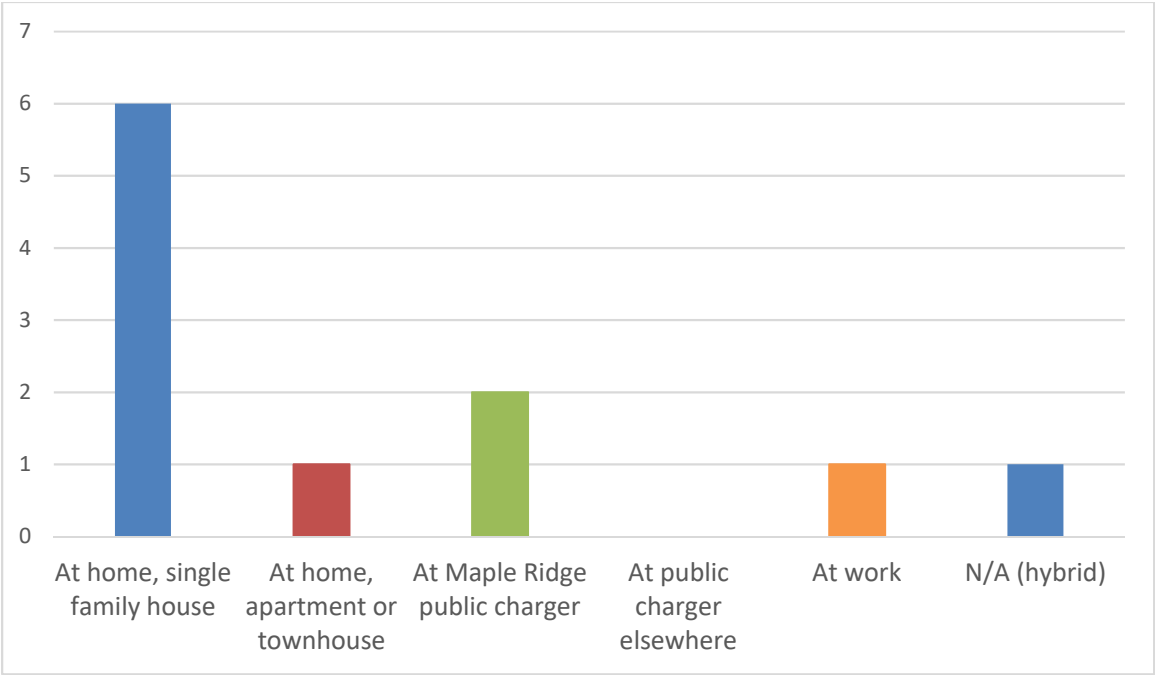
6. Do you think a cost premium of up to \$1,500 per new home and commercial parking space makes sense to ensure new buildings are ZEV-ready?
(ZEV = zero emission vehicle)



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



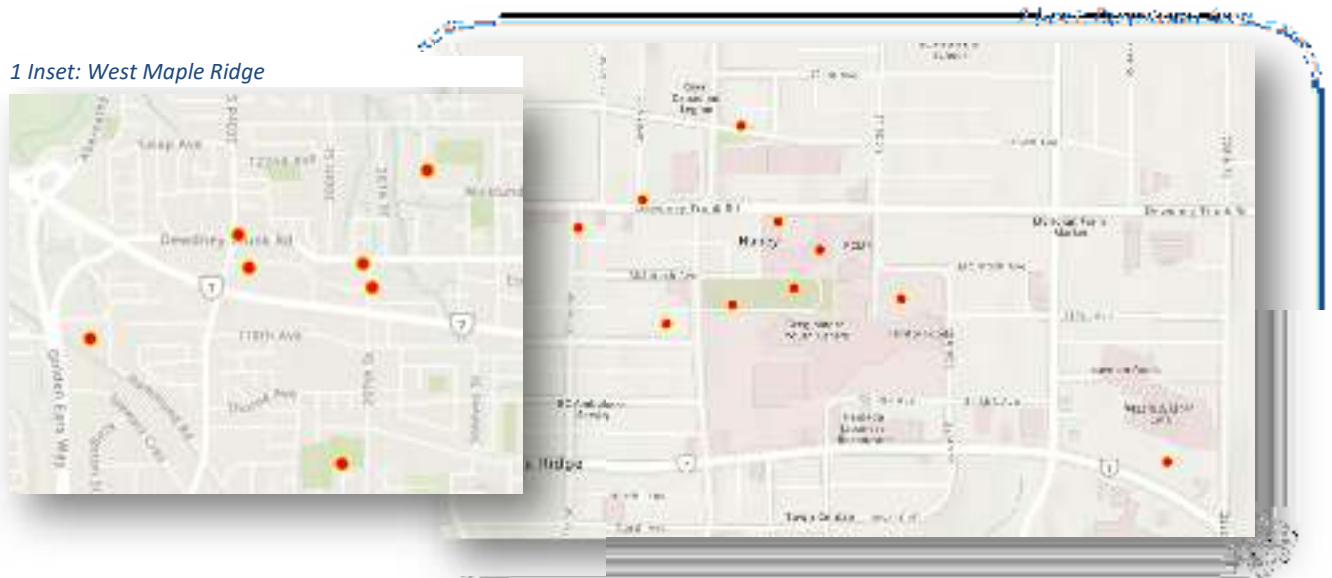
8. If yes, where do you primarily charge?



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.*

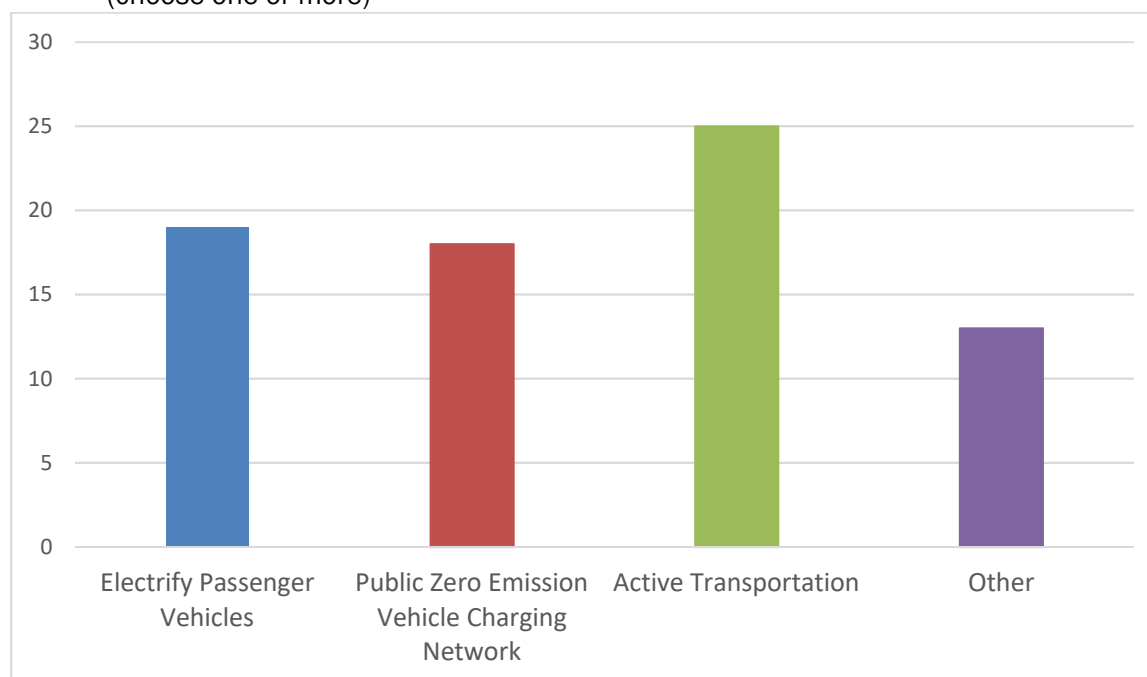


1 Inset: West Maple Ridge



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	53.13%
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**

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

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

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.

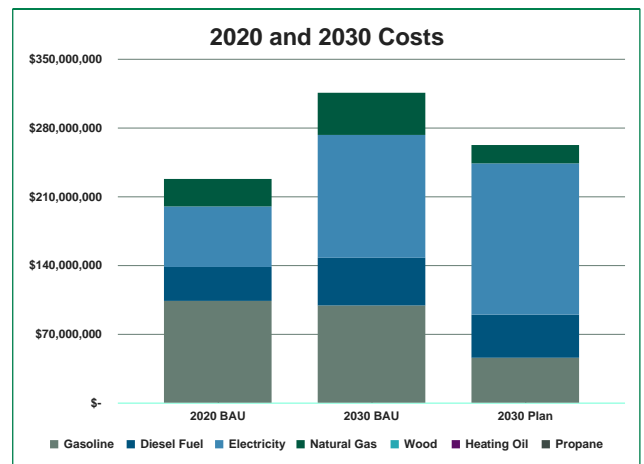
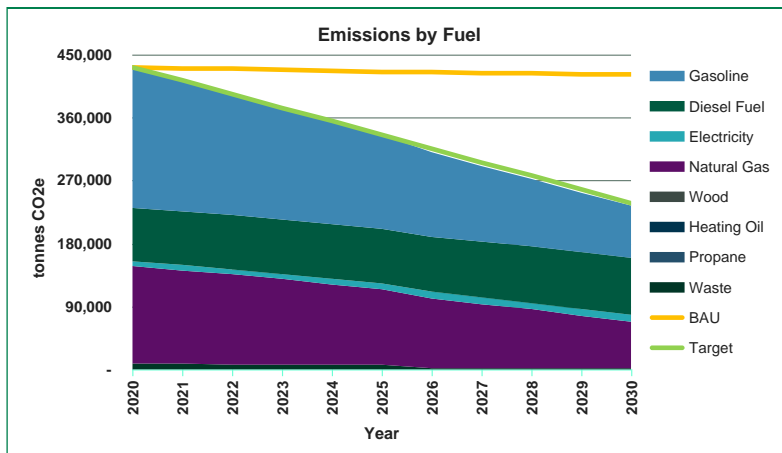
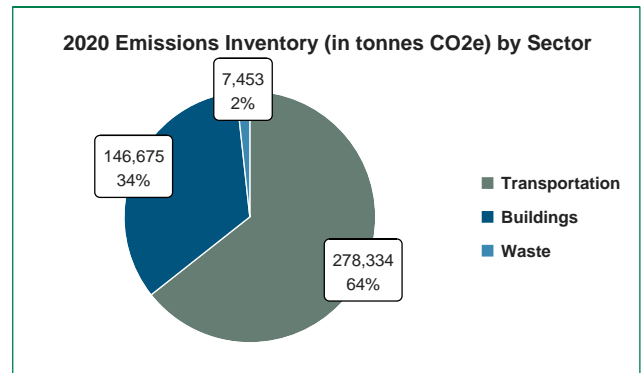
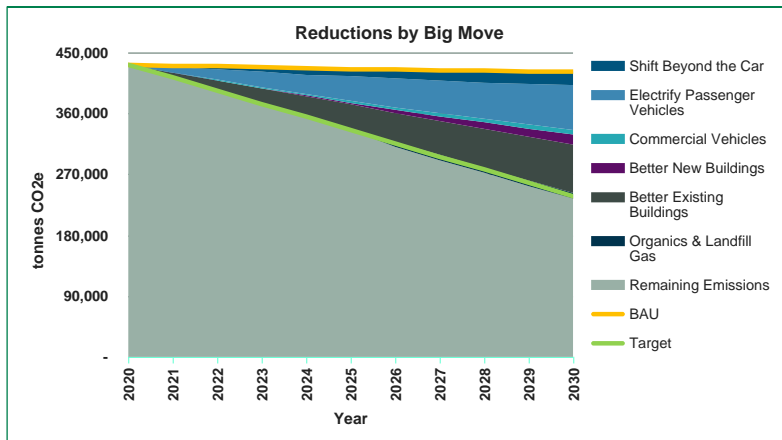
Waste

Organics 100%

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Landfill Gas 100%

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These overview inventories are based on data from the Province of BC. Cost assumptions are based on current prices, utility projections, and CEA expertise. GHG emission reductions are based on academic literature and BC / global experience.

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://bccclimateleaders.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.

After identifying the community-of-interest, the tool will automatically populate baseline data specific to that community. You then move through each Big Move section and adjust the sliders from 0-4 to change the "level of ambition", from first steps to full deployment. In real-time this adjusts the graphs to show how effective that level of ambition is in meeting targets and its impact on community emissions.

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.

What's driving the back end content & data?

The energy & emissions data is sourced from the Province of BC, from the releases of the community level buildings energy consumption and landfill emissions data, and from older releases of the Community Energy & Emissions Inventory data.

The default population growth data has been calculated from recent census years for each community, from BC Stats.

Energy prices and energy price projections are estimated from CEA's experience and expertise.

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

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:

• Cost 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 building (e.g. with heat pumps) and electrifying passenger transportation, and notwithstanding some electricity conservation that is incorporated in to some of the actions.

Questions?

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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%

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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%

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100%

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Commercial Vehicles

100%

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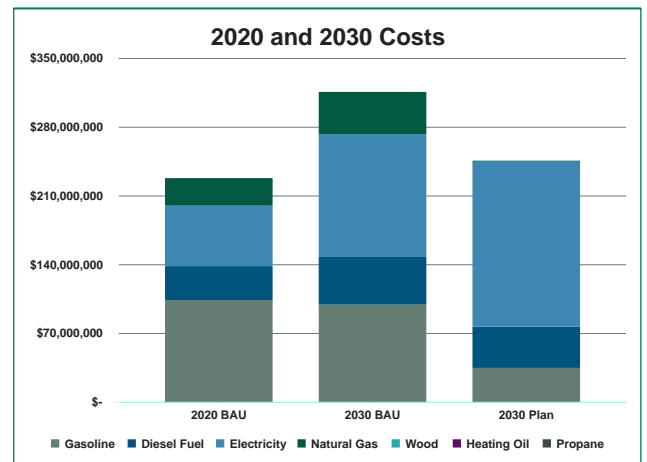
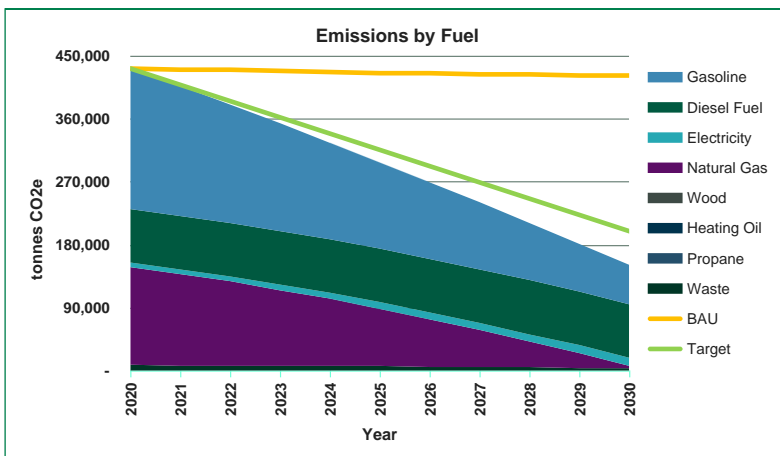
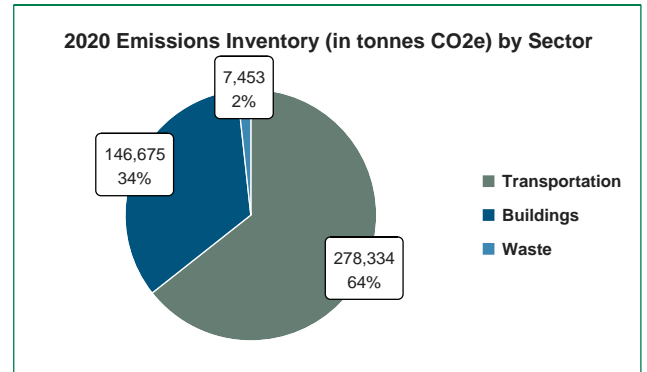
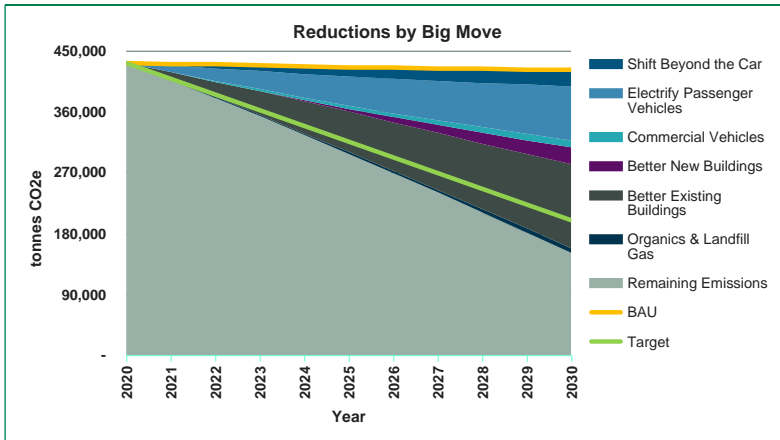
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These overview inventories are based on data from the Province of BC. Cost assumptions are based on current prices, utility projections, and CEA expertise. GHG emission reductions are based on academic literature and BC / global experience.

Climate Action Planner

Maple Ridge City

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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 default population growth data has been calculated from recent census years for each community, from BC Stats.

Energy prices and energy price projections are estimated from CEA's experience and expertise.

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

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 lens 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.

• In 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.

Climate Action Planner

Maple Ridge City

Community type: **Suburban.**

Selected scenario: **Base Case**

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

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 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%

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 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%

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.

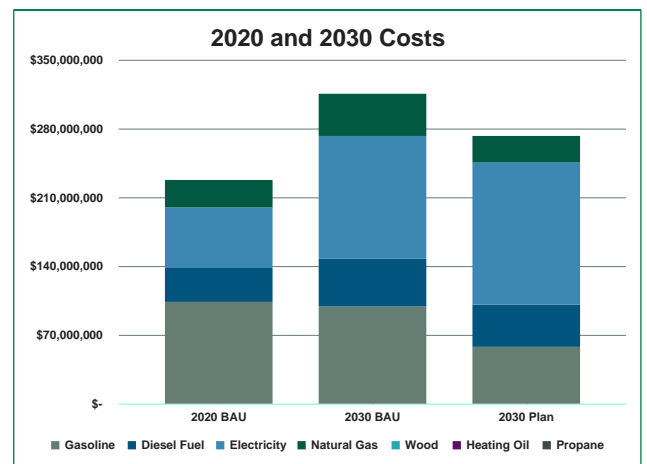
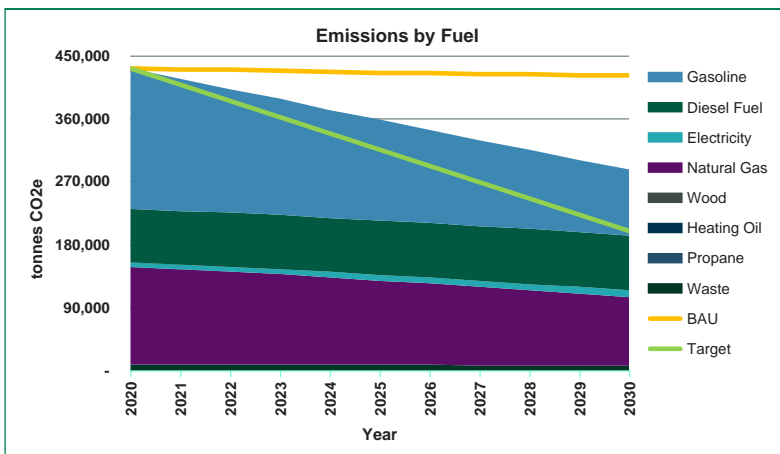
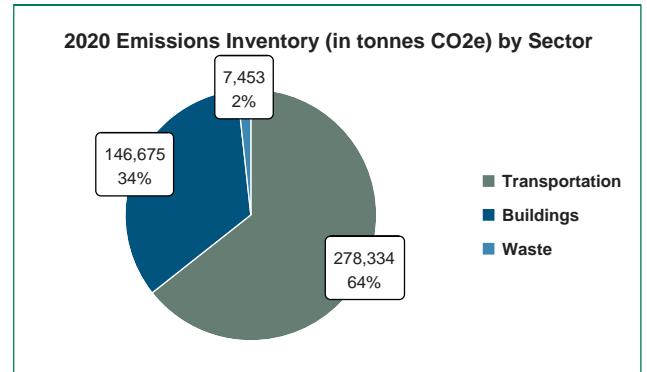
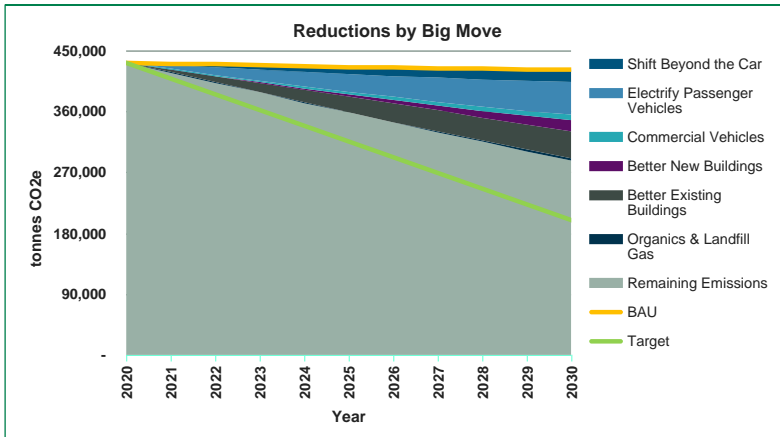
Waste

Organics 50%

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 0%

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.



These overview inventories are based on data from the Province of BC. Cost assumptions are based on current prices, utility projections, and CEA expertise. GHG emission reductions are based on academic literature and BC / global experience.

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://bcclimateteleaders.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.

After identifying the community-of-interest, the tool will automatically populate baseline data specific to that community. You then move through each Big Move section and adjust the sliders from 0-4 to change the "level of ambition", from first steps to full deployment. In real-time this adjusts the graphs to show how effective that level of ambition is in meeting targets and its impact on community emissions.

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.

What's driving the back end content & data?

The energy & emissions data is sourced from the Province of BC, from the releases of the community level buildings energy consumption and landfill emissions data, and from older releases of the Community Energy & Emissions Inventory data.

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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 lens 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.

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

• Cost 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.

• In 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.

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Climate Action Planner

Maple Ridge City

Community type: **Urban.**

Selected scenario: **Optimistic**

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

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

Big Moves

Shift Beyond the Car

Active Transportation 100%

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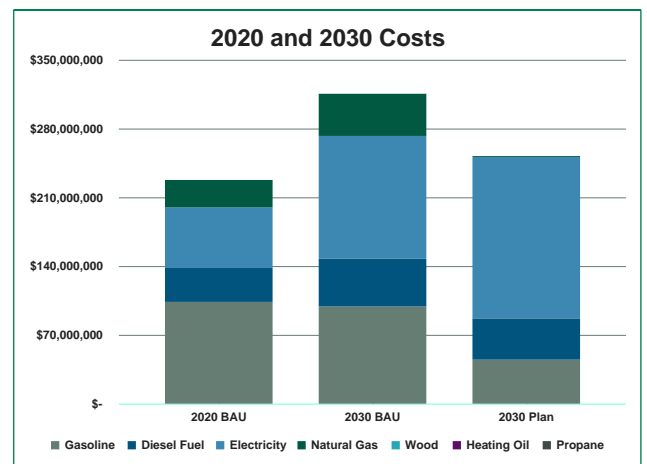
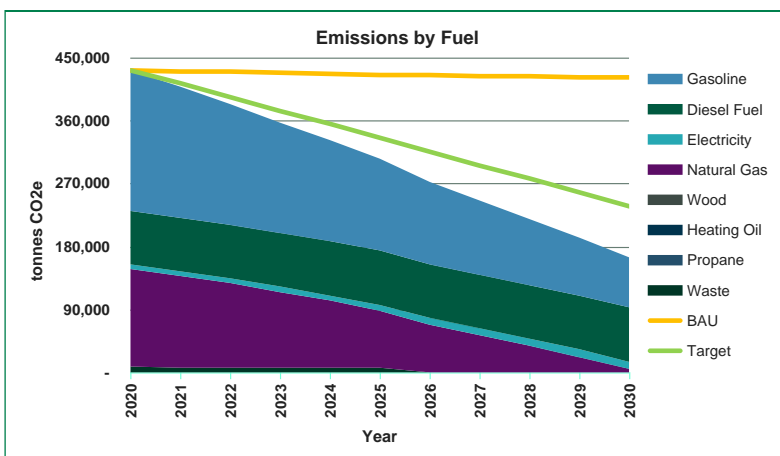
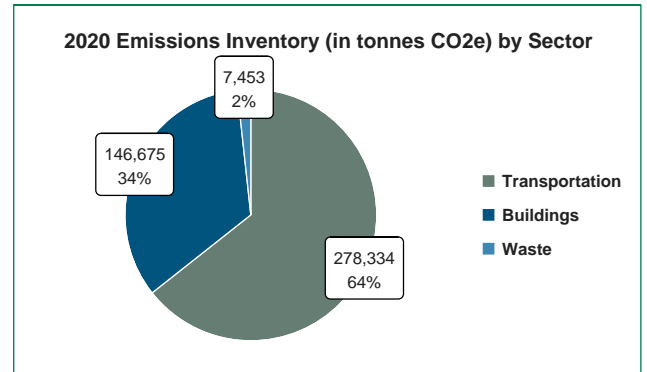
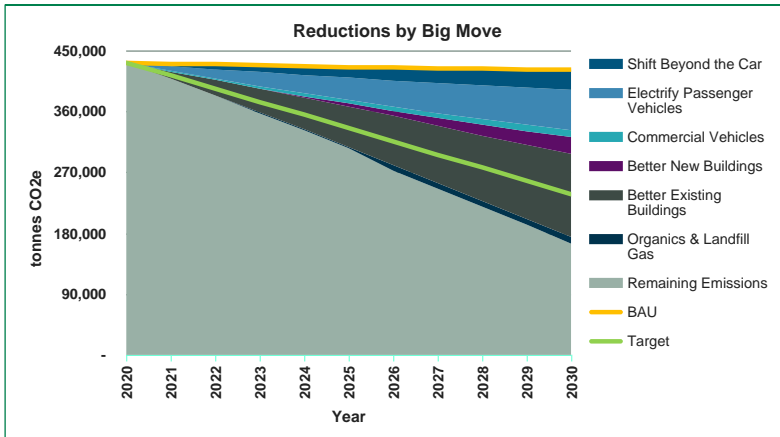
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March 5, 2021

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 Schedule "A" 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. 7688-2020."
2. Schedule "A", Chapter 5, Natural Features, Section 5.6 Preparing for Climate Change, 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 Intergovernmental Panel on Climate Change.

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

READ a first time the 8th day of December, 2020.

READ a second time the 27th day of April, 2021.

PUBLIC HEARING held 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
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:

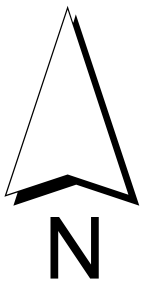
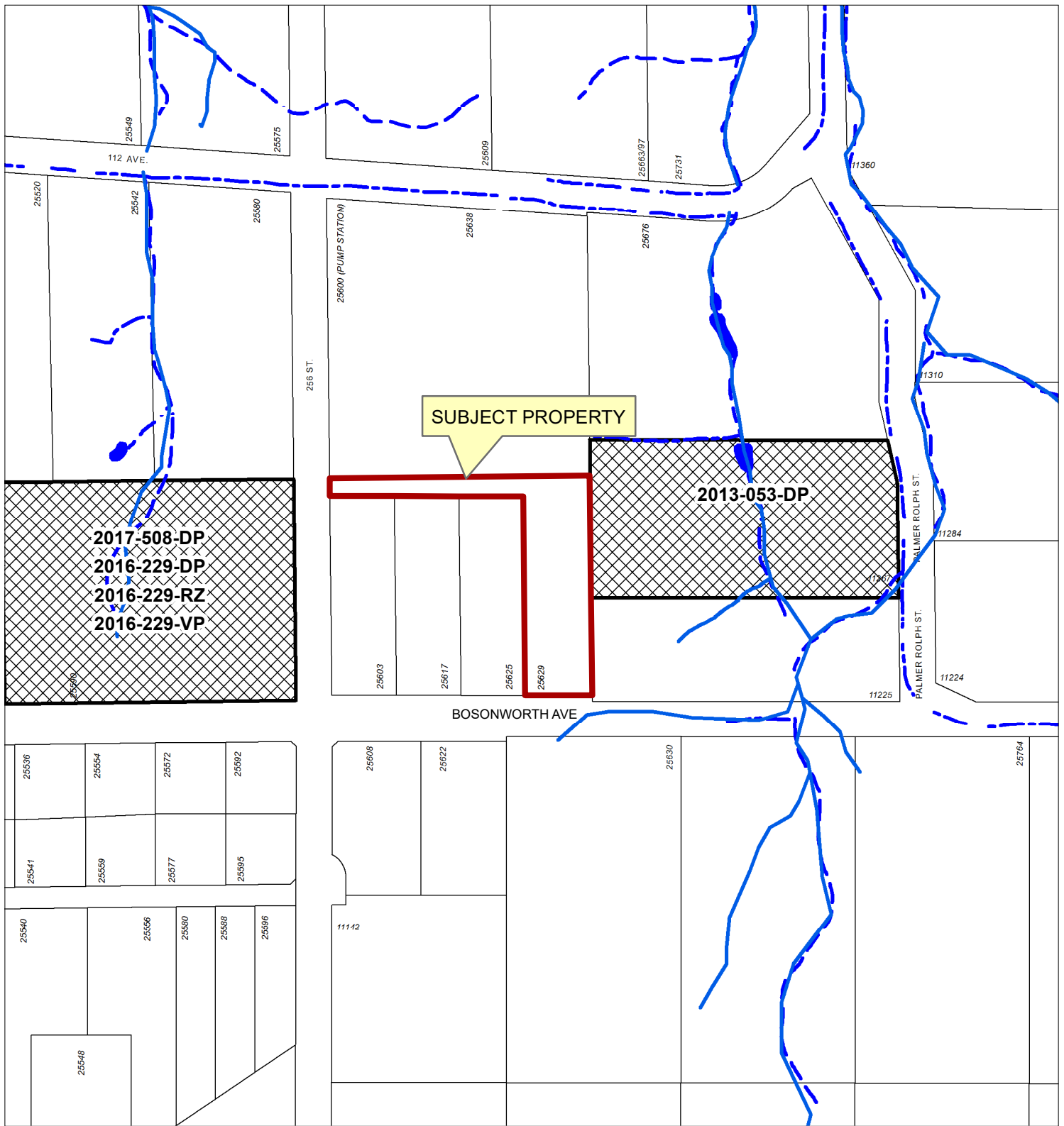
Appendix A – Subject Map

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



Scale: 1:3,000

Legend

- Stream
- Ditch Centreline
- Indefinite Creek
- Lake or Reservoir
- Active Applications (RZ/SD/DP/VP)

25629 BOSONWORTH AVENUE

PLANNING DEPARTMENT



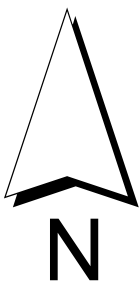
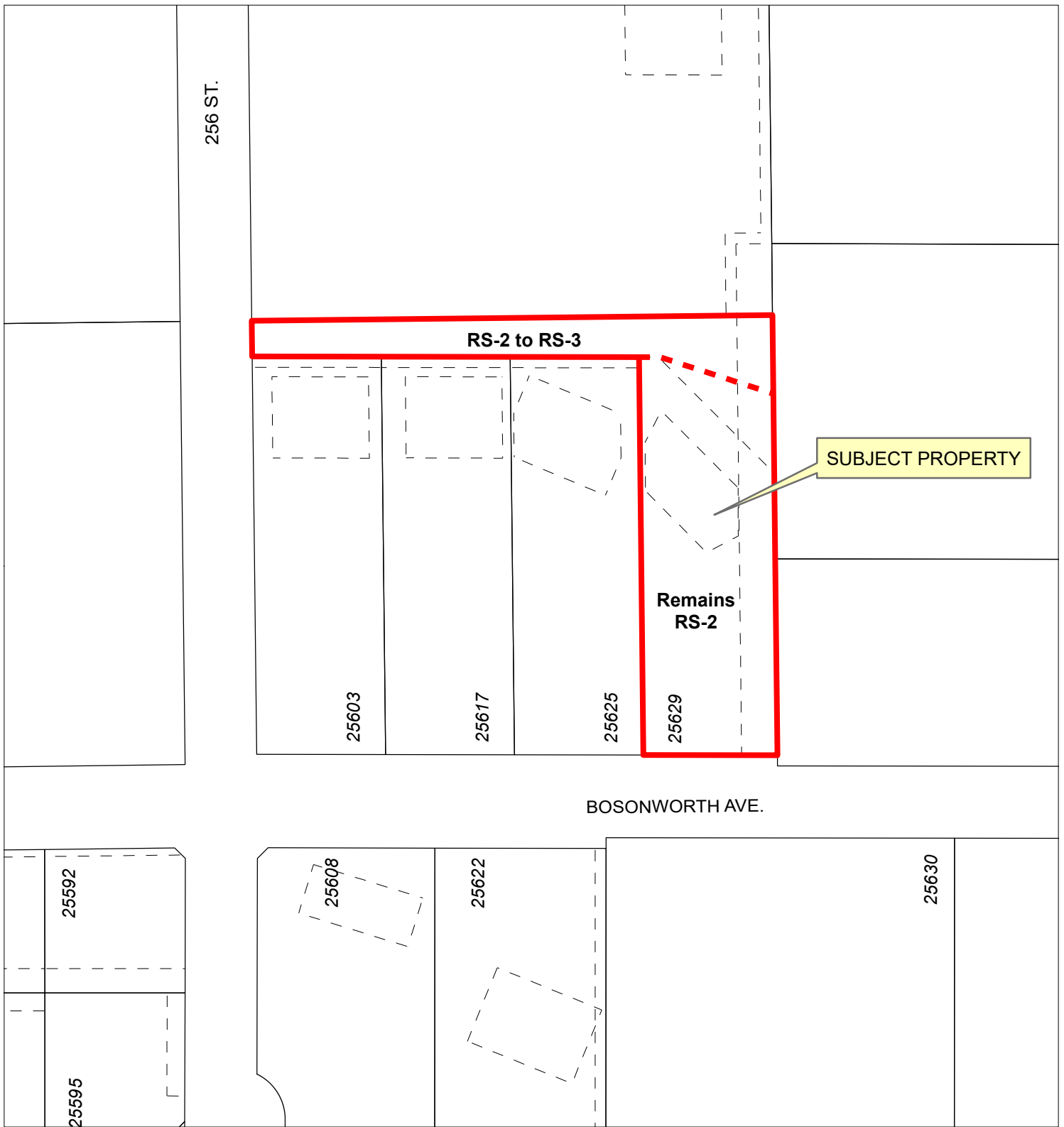
MAPLE RIDGE

British Columbia

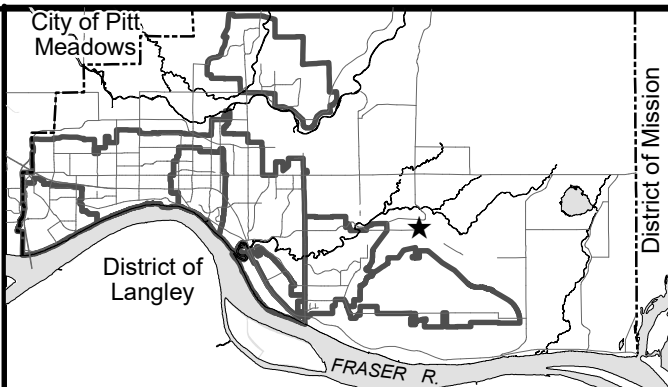
mapleridge.ca

FILE: 2020-228-RZ
DATE: Jul 29, 2020

BY: PC



Scale: 1:1,500

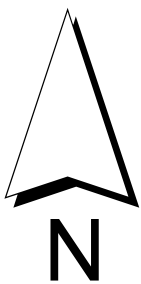


25629 BOSONWORTH

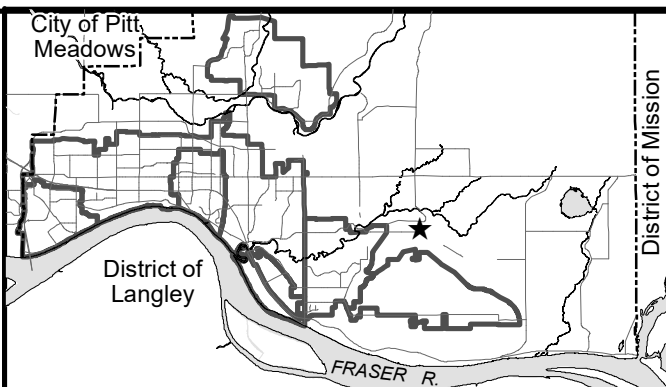


FILE: 2020-228-RZ
DATE: Nov 5, 2020

BY: DT



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

**CITY OF MAPLE RIDGE
BYLAW NO. 7733-2021**

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 Schedule "B" 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. 7733-2021."
2. Schedule "B" is hereby amended for that parcel or tract of land and premises known and described as:

A portion of Lot 5 Section 13 Township 12 New Westminster District Plan EPP75231

and outlined in heavy black line on Map No. 1036, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated/amended as shown.

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

READ a first time the 27th day of April, 2021.

READ a second time the 27th day of April, 2021.

PUBLIC HEARING held the day of , 20

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

ADOPTED, the day of , 20 .

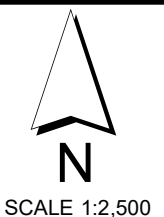
PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7733-2021
 Map No. 1036
 From: Suburban Residential
 To: Agricultural



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

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

- ADOPTED,** the day of , 20

CORPORATE OFFICER



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7672-2020

Map No. 1848

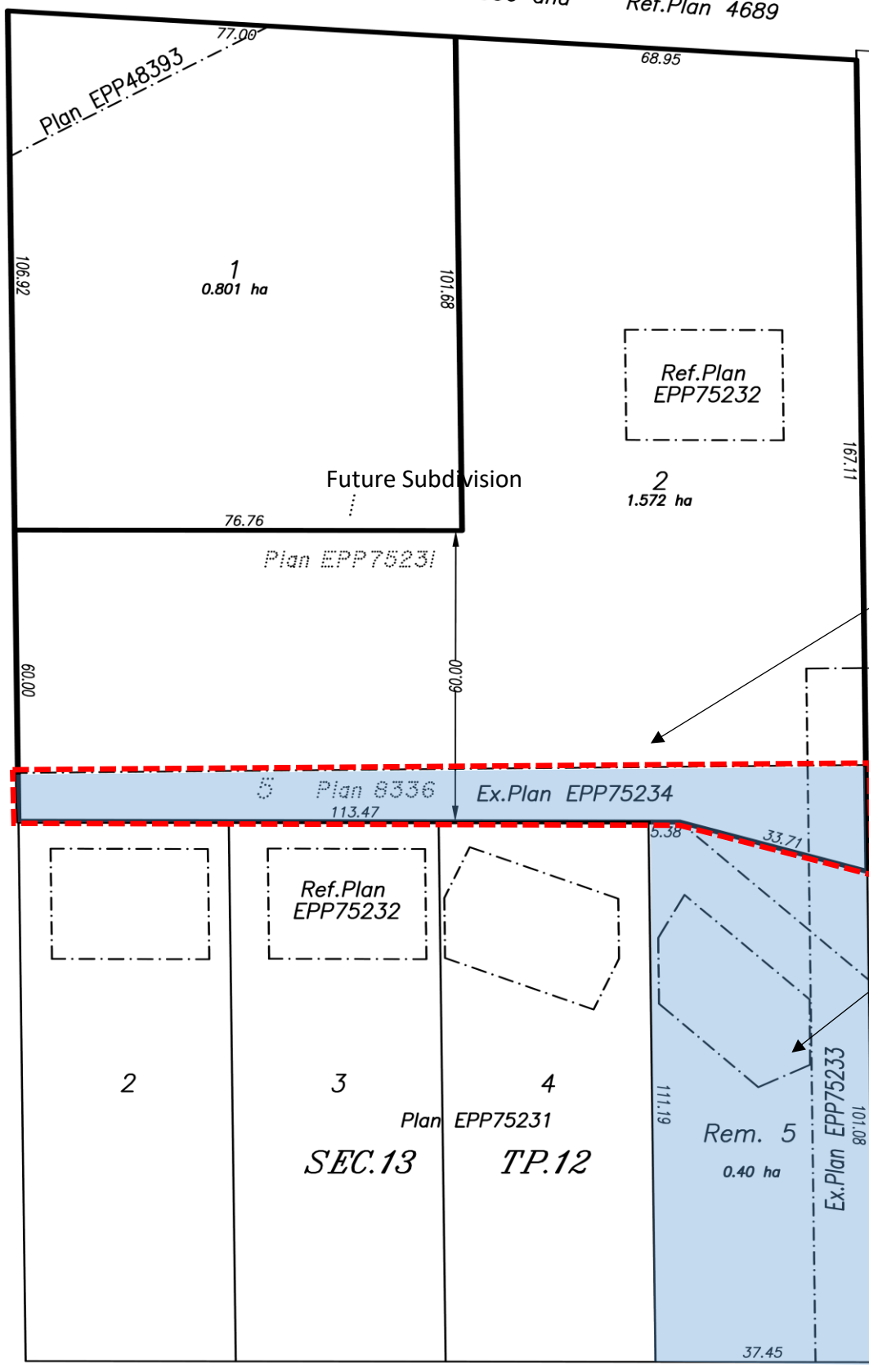
From: RS-2 (Single Detached Suburban Residential)

To: RS-3 (Single Detached Rural Residential)



SCALE 1:2,500

112 AVENUE Plan 8336 and Ref. Plan 4689



Area being
Rezoned (outlined
in red)

Subject Site
(shaded blue)

BOSONWORTH

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 ratios 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”

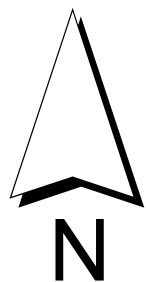
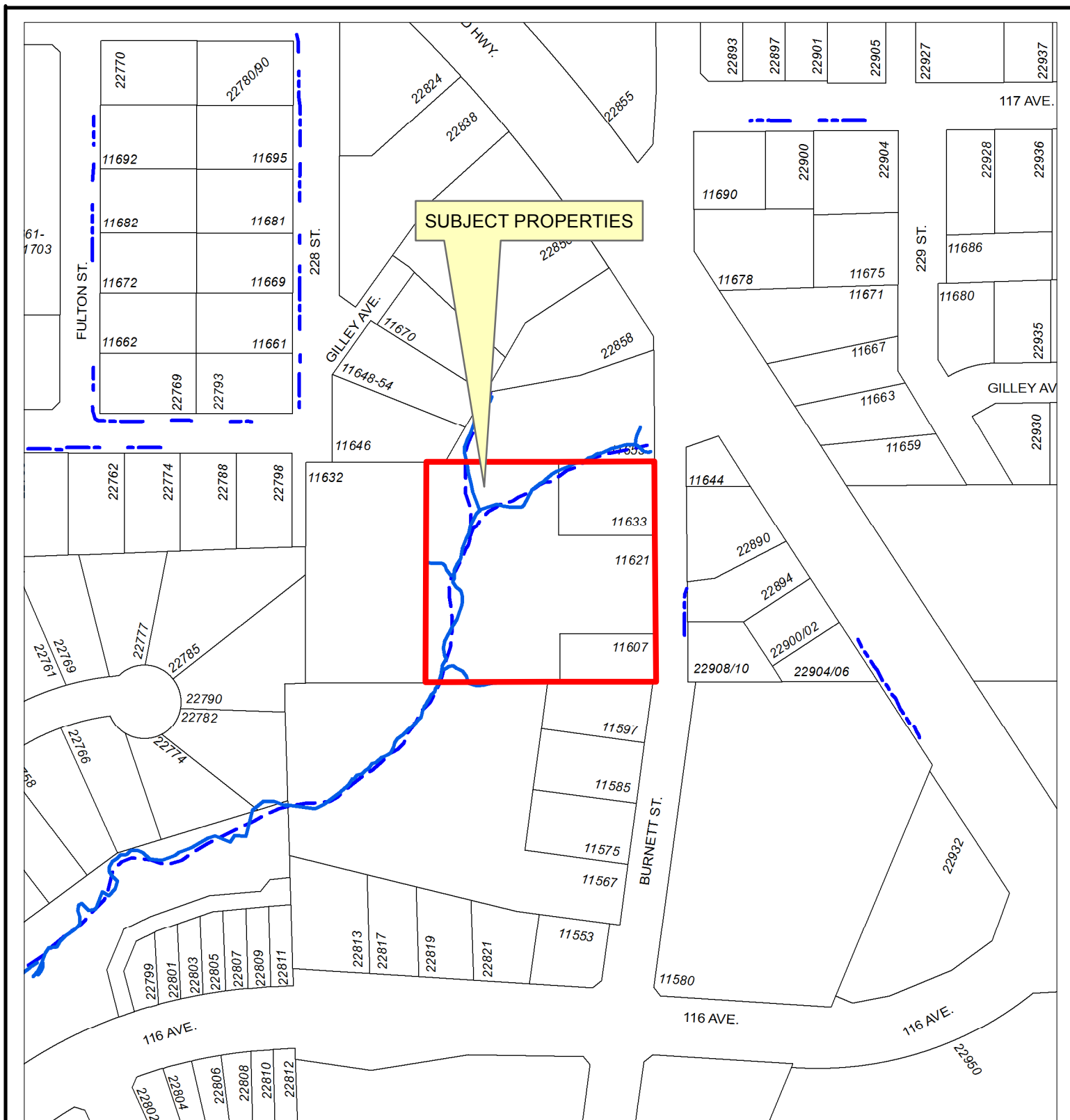
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

“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.

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

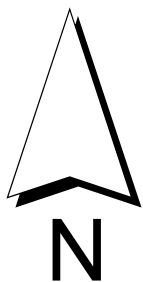
2018-041-RZ

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



MAPLE RIDGE

British Columbia

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 27th day of April, 2021

READ a second time 27th day of April, 2021

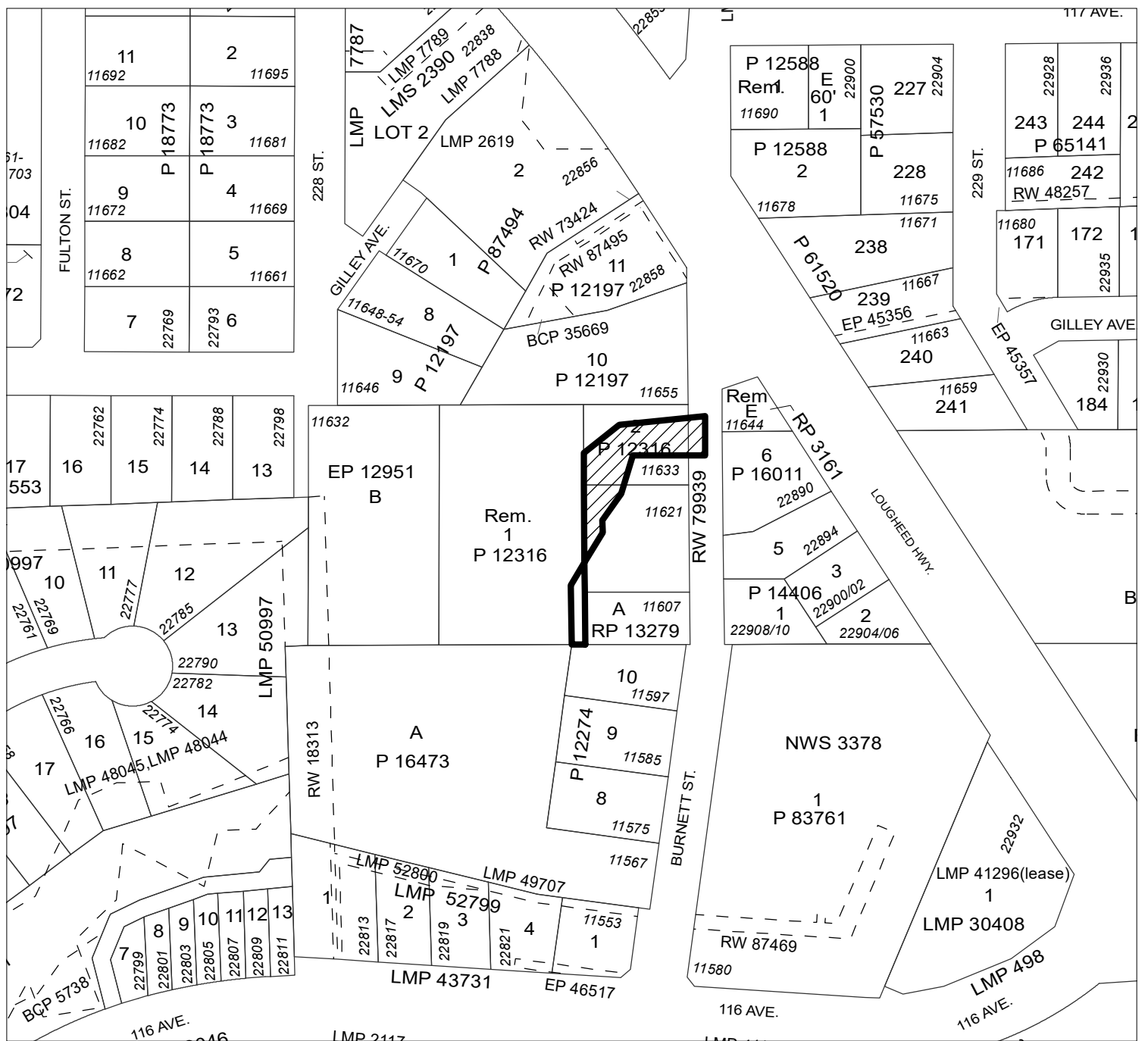
PUBLIC HEARING held the day of , 20

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

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7724-2021

Map No. 1033

Purpose: To Amend Schedule C as shown

 To Add to Conservation

 To Remove from Conservation



SCALE 1:2,000

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

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

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

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

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 27th day of April, 2021

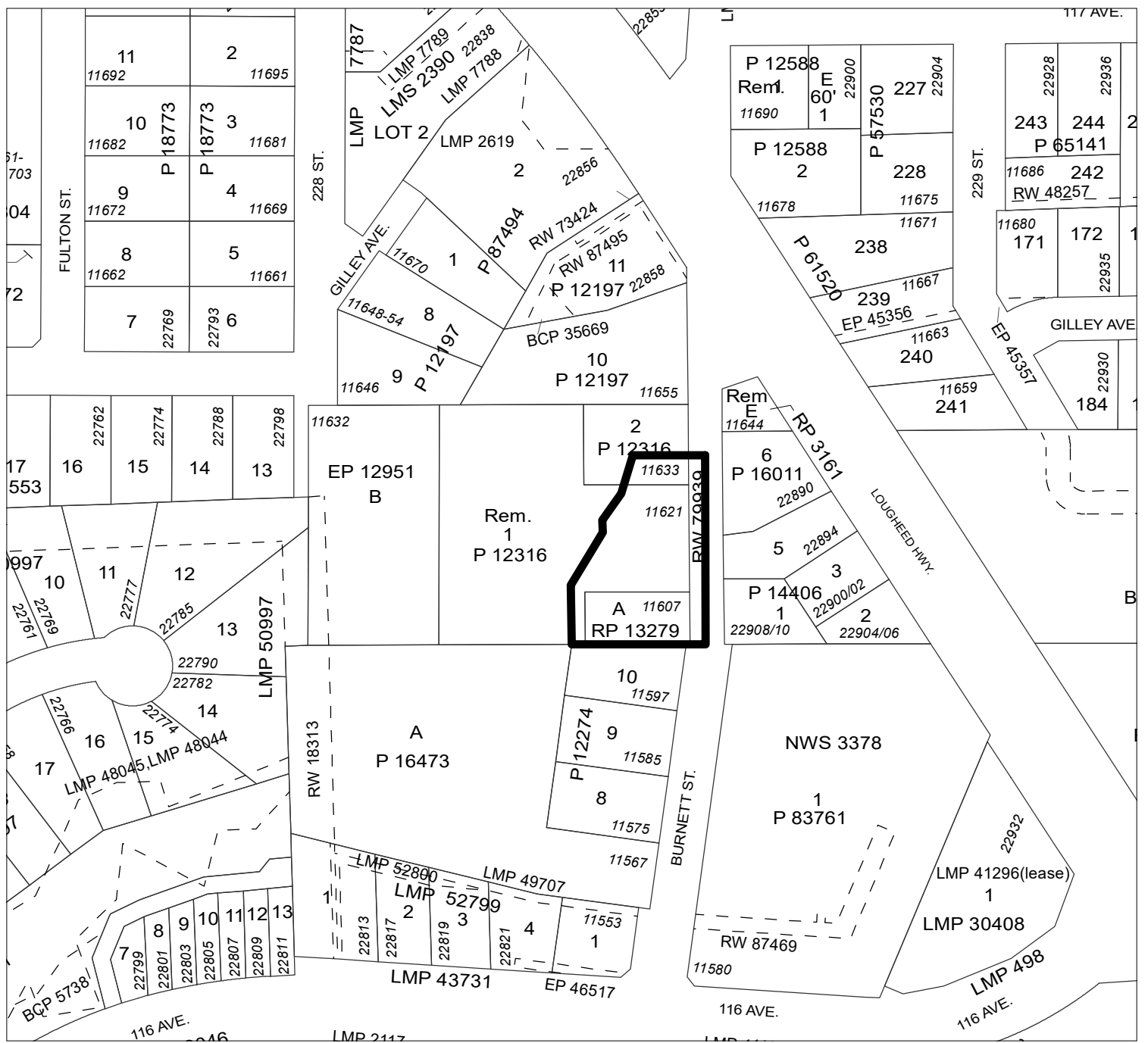
PUBLIC HEARING held the day of , 20

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

CORPORATE OFFICER



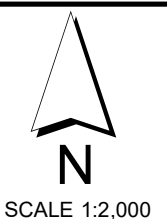
MAPLE RIDGE ZONE AMENDING

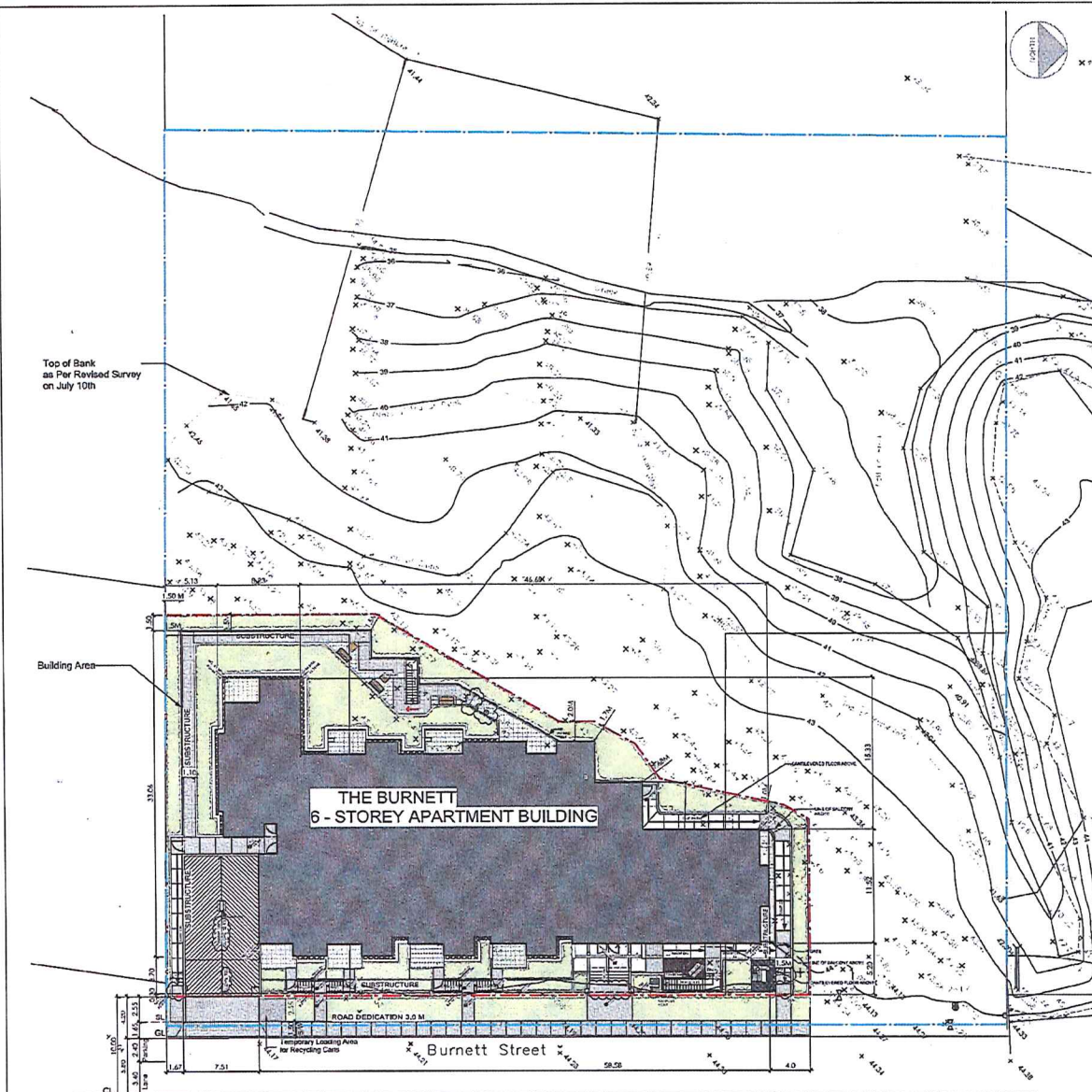
Bylaw No. 7444-2018

Map No. 1754

From: RS-1 (Single Detached Residential)

To: RM-2 (Medium Density Apartment Residential)





STATISTICS		
Site address: 11607, 11621 & 11633 BURNETT STREET, MAPLE RIDGE, BC		
Legal Address: Lot 2, Plan 12633, Left Rem, Plan 12633 and Lot A, Ref Plan 12279		
ALLOWABLE	PROPOSED	
Land Assembly Lot Area Gross	7319 M2 = 79,781 sq.ft.	
Park dedication	1097.61 M2 = 54,868 sq.ft.	
Final dedication	291.75 M2 = 2,710 sq.ft.	
Net Lot Area	1976.64 M2 = 21,259 sq.ft.	
Zoning Classification	RM-2 Medium Density Apartment Zone	
Floor Space Ratio	2.3	
Net Area for FSR	4,543 M2 = 48,896 sq.ft.	
Common Area	066 M2 = 10,406 sq.ft.	
Gross Floor Area	5,510 M2 = 59,304 sq.ft.	
Substructure Footprint	1730.49 M2 = 18,626 sq.ft.	
Amenity Areas (Indoor)	141 M2 = 1,518 sq.ft.	
Height	15 storeys (22 m) 6 storeys (20.85 m)	
Units	MR Town Centre DP Area 57 units / 6,488 Areas = 116.83 UPA	
Aspirations: 62 UPA / 25 UPA		
PARKING COUNTS (based on 57 units, outside the CBD)		
	REQUIRED	PROPOSED
Residents	1 Stall / 1.5 Unit	86 70
Visitors	0.2 Stall / Unit	11 7
Taxi		97 77
Disabled (on P1) 2700 + 12% spaces	2700 + 12% spaces	2 1
Small Car	maximum 100%	8 10
Bicycle (short term)	6/every 20 units	16 21
Bicycle (Long term)	1/4 units	12 14

salikan
architecture inc.
architect | aibc | mraic

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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:

SITE PLAN

No.	Revision	Date
1.	Issued for Internal Review	MAR, 25/20
2.	Issued for Preliminary/DP	MAR, 11/20
3.		
4.		
5.		
6.		
7.		
Drawn By: JYT		
Scale: AS NOTED		
Checked: EAS		
Date: MAR, 11, 2020		
Project No.: 1938		

SITE PLAN
1:200

A1.01



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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.

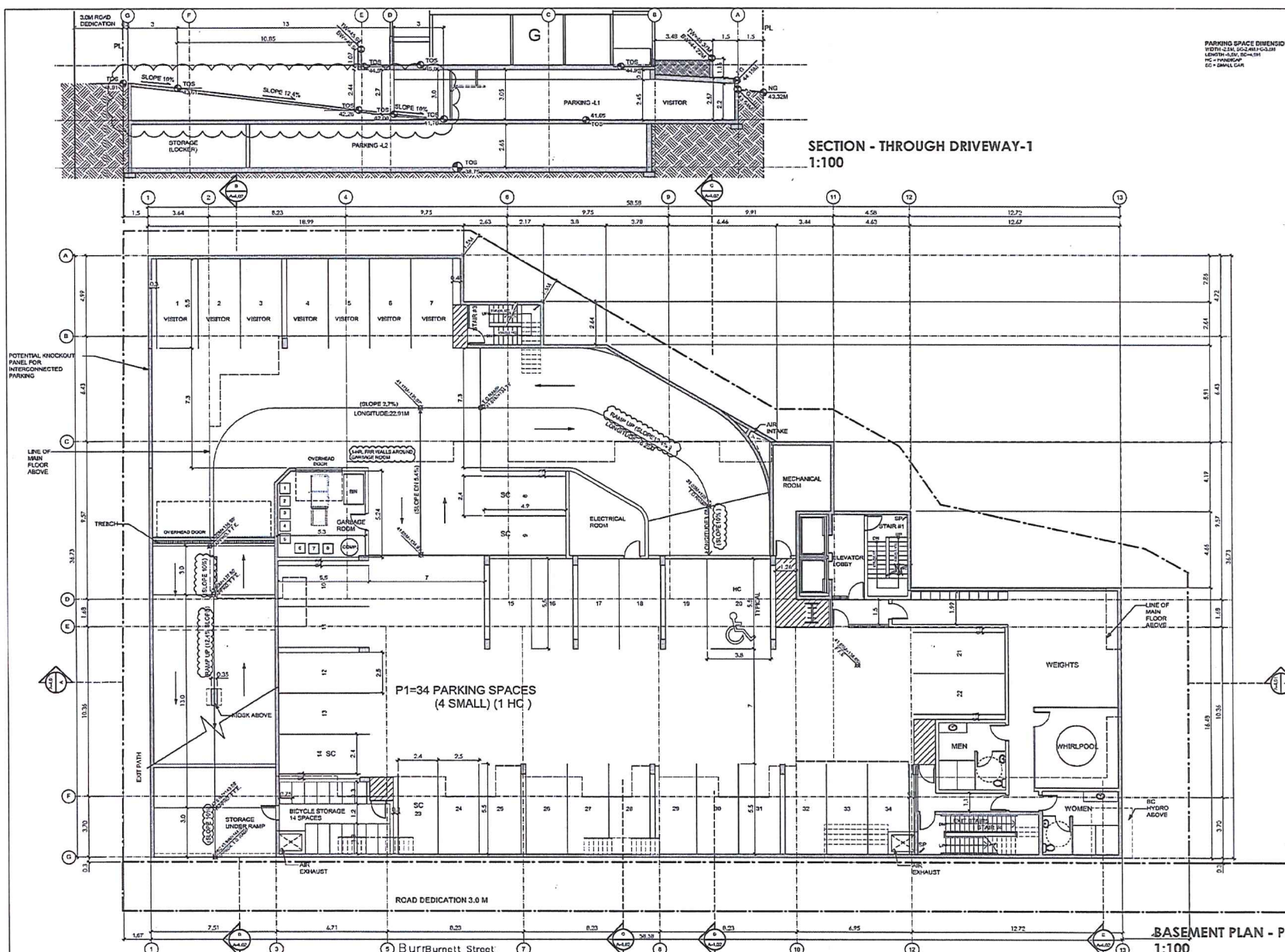
Drawing
Title:

BASEMENT PLAN -
P-1

No.	Revisions:	Date:
1:	Issued for Internal Review	FEB. 25/20
2:	Issued for Response/DP	MAR. 11/20
3:		
4:		
5:		
6:		
7:		

Drawn by:	JFT	Drawing No.:	A-2.01
Scale:	AS NOTED		
Checked:	RAS		
Date:	MAR. 11, 2020	Project No.:	1908

SECTION - THROUGH DRIVEWAY-1
1:100



PARKING SPACE DIMENSIONS
WITH 2.3M (7'6") CLEARANCE
LENGTH 5.5M (18'4")
HC - HANDICAP
SC - SMALL CAR



#725 - 407 clareville street
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Client:
11621 BURNETT STREET HOLDINGS INC.

Project Manager:
KEYPLAN DEVELOPMENT
MANAGEMENT
Project Name:

THE BURNETT

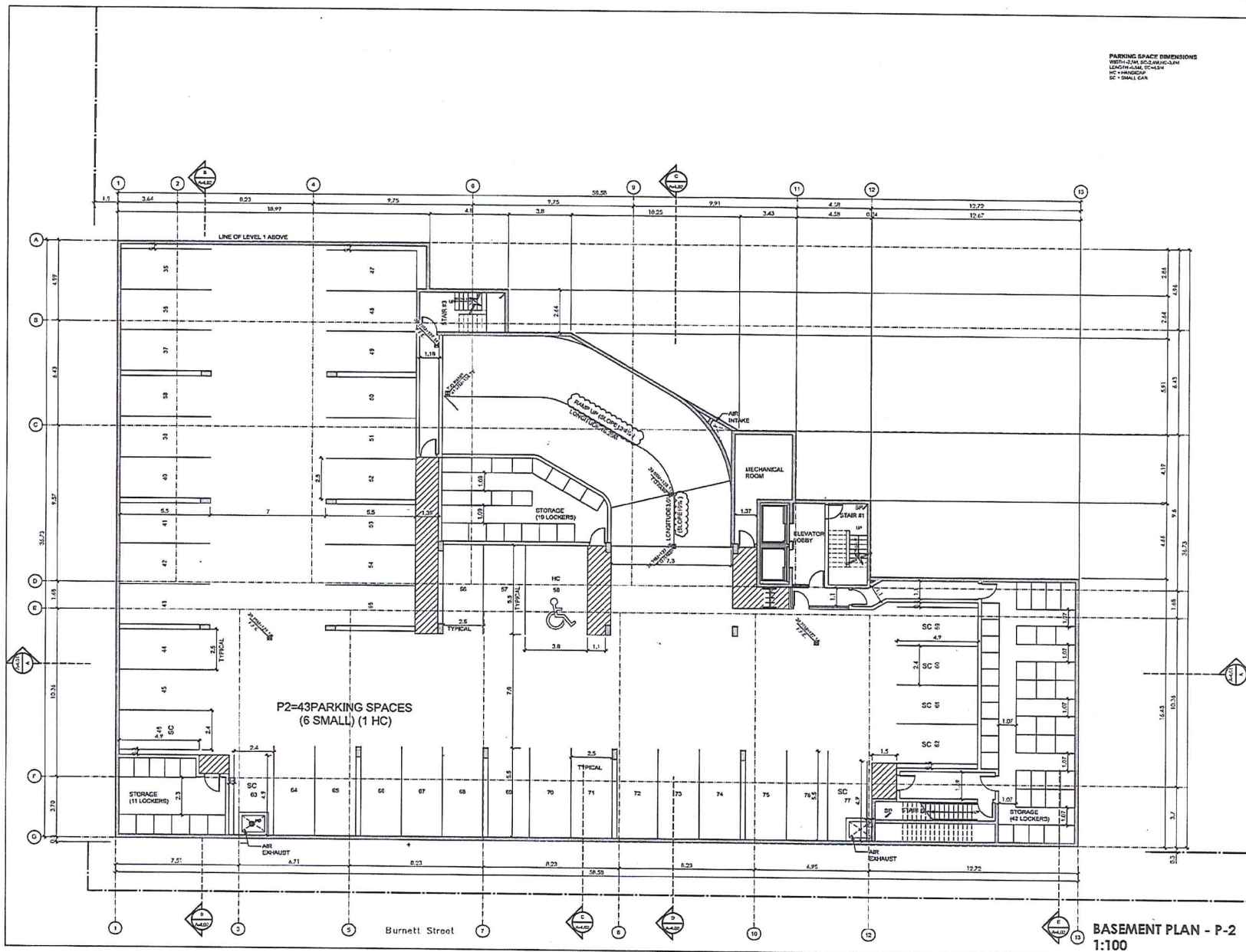
11607, 11621 & 11635 BURNETT ST.
MAPLE RIDGE, B.C.

Drawing

Title:
BASEMENT PLAN - P-2

No.	Revisions	Date
1.	Issued for preliminary review	FEB. 29/20
2.	Issued for Executive/DP	MAY. 11/20
3.		
4.		
5.		
6.		
7.		

Drawn by:	JYI	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

11627, 11621 & 11633 BURNETT ST.
MAPLE RIDGE, B.C.

Drawing Title:

EAST ELEVATION (FRONT)
WEST ELEVATION (REAR)

No.	Revision	Date
1	Issued for External Review	FEB. 28/20
2	Issued for Reopen/CP	MAR. 11/20
3		
4		
5		
6		
7		

Drawn By:	JIT	Drawing No.:	A-3.01
Scale:	AS NOTED		
Checked:	RAI		
Date:	MAR. 11, 2020	Project No.:	1708

EAST ELEVATION - FRONT
1:100

WEST ELEVATION - REAR
1:100



SOUTH ELEVATION
1:100



NORTH ELEVATION
1:100



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

Project Manager:
**KEYPLAN DEVELOPMENT
MANAGEMENT**
Project Name:

THE BURNETT



11627, 11631 & 11633 BURNETT ST.
MAPLE RIDGE, B.C.

Drawing
Title:

SOUTH & NORTH ELEVATIONS

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

Drawn By:	JT	Drawing No.:	A-3.02
Scale:	AS NOTED		
Checked:	RAS		
Date:	MAR. 11, 2020	Project No.:	1909

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
Greenway Landscape Architecture.
Use for any purpose and reproduction
only by written consent.

#	DATE	DESCRIPTION
1	2020.09	DEVELOPMENT PERMIT
2	2020.09	DEVELOPMENT PERMIT
3	2020.09	DEVELOPMENT PERMIT
4	2020.09	DEVELOPMENT PERMIT



Greenway

Landscape Architecture
2240 Park Crescent
Coquitlam BC V3K 6T4
T 604 461 9120
P paul@greenwayla.ca

Paul Whitehead RBCSLA
Registered Landscape Architect #246

CLIENT
11621 Burnett Street
Holdings Inc.

PROJECT
The Burnett
11607 11621 11633 Burnett St
Maple Ridge BC

Planting Plan

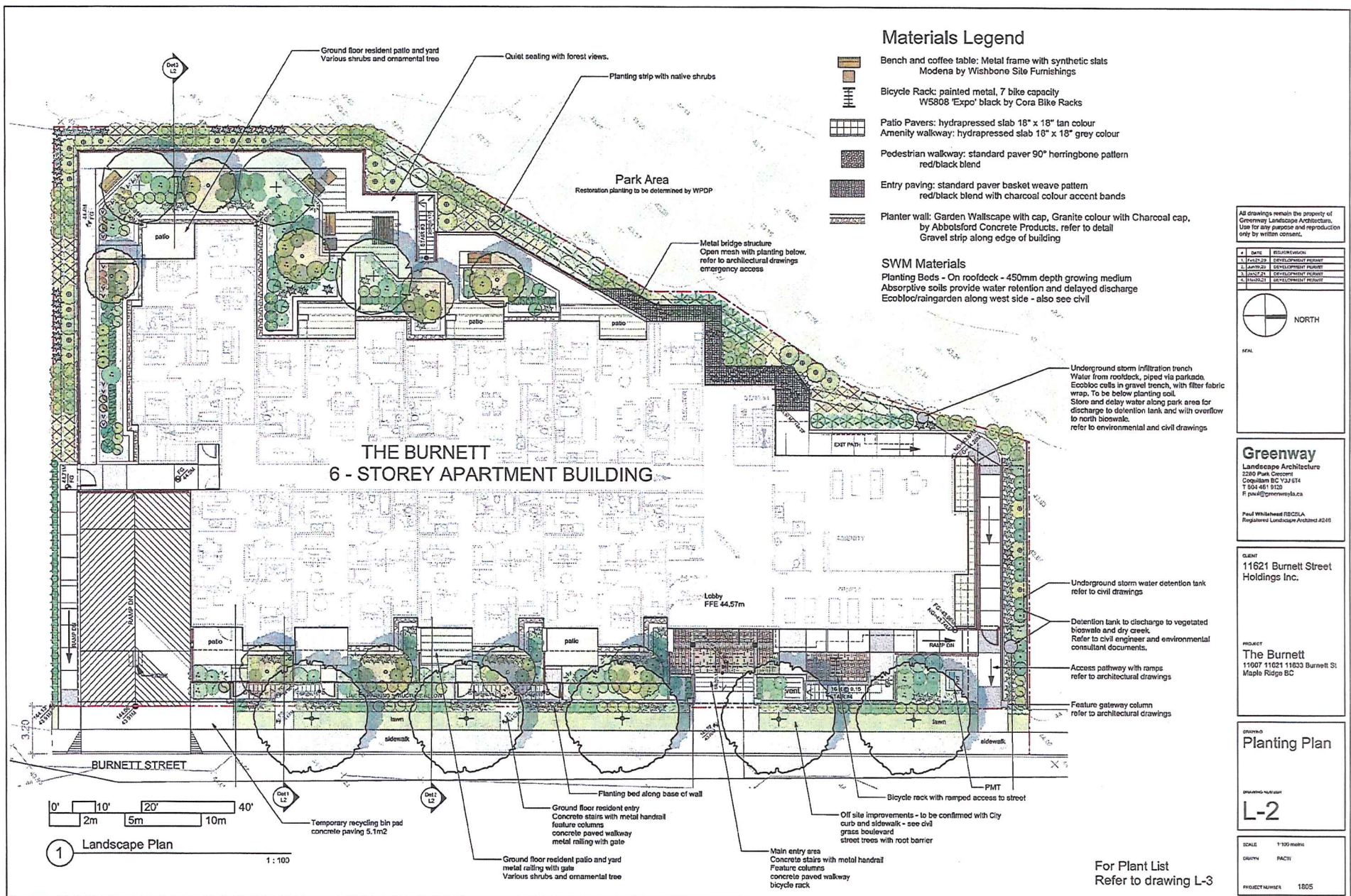
DRAWING NUMBER
L-2

SCALE 1"=30' HORIZ

DATE REV

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 Lougheed & 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 Lougheed 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.
- *Lougheed/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
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

MEETING DATE: April 20, 2021
FILE NO: 2018-430-RZ
MEETING: C o W

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 Westminister District Plan 2637; West Half Lot 15 South East Quarter Section 28 Townhsip 12 New Westminister 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 Suburan Residential)		
Proposed:	RM-1 (Low Density Townhouse Residential)		
Surrounding Uses:			
North:	Use:	Suburban Residential	
	Zone:	RS-2 (Single Detached Suburan 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 Suburan Residential)	
	Designation:	Conservation; Medium/High Density Residential; Neighbourhood Park; Low Density Urban; and Eco Clusters	
West:	Use:	Suburban Residential	
	Zone:	RS-2 (Single Detached Suburan 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"

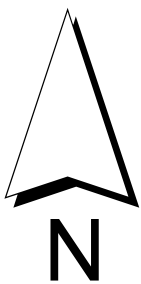
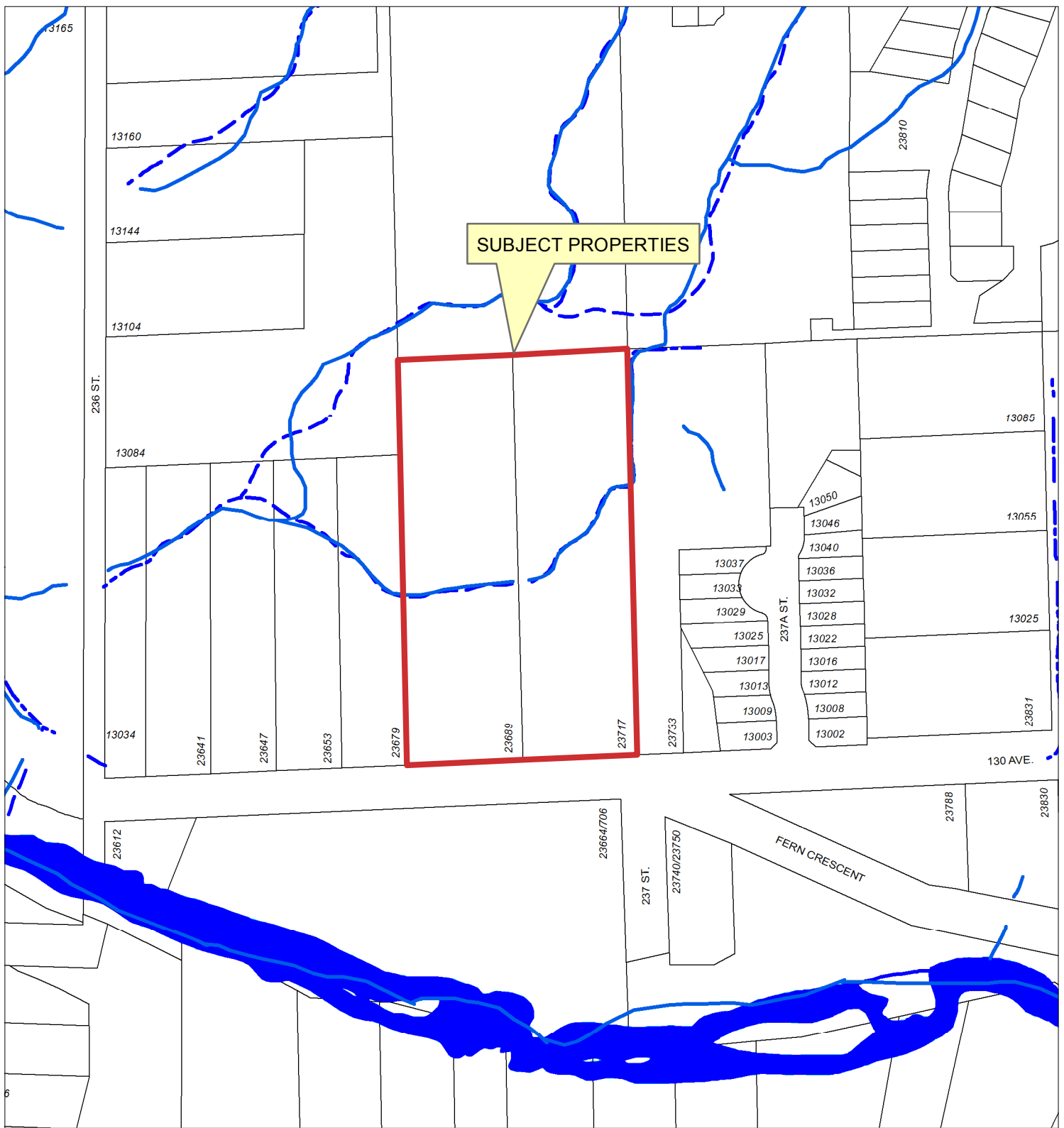
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

"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



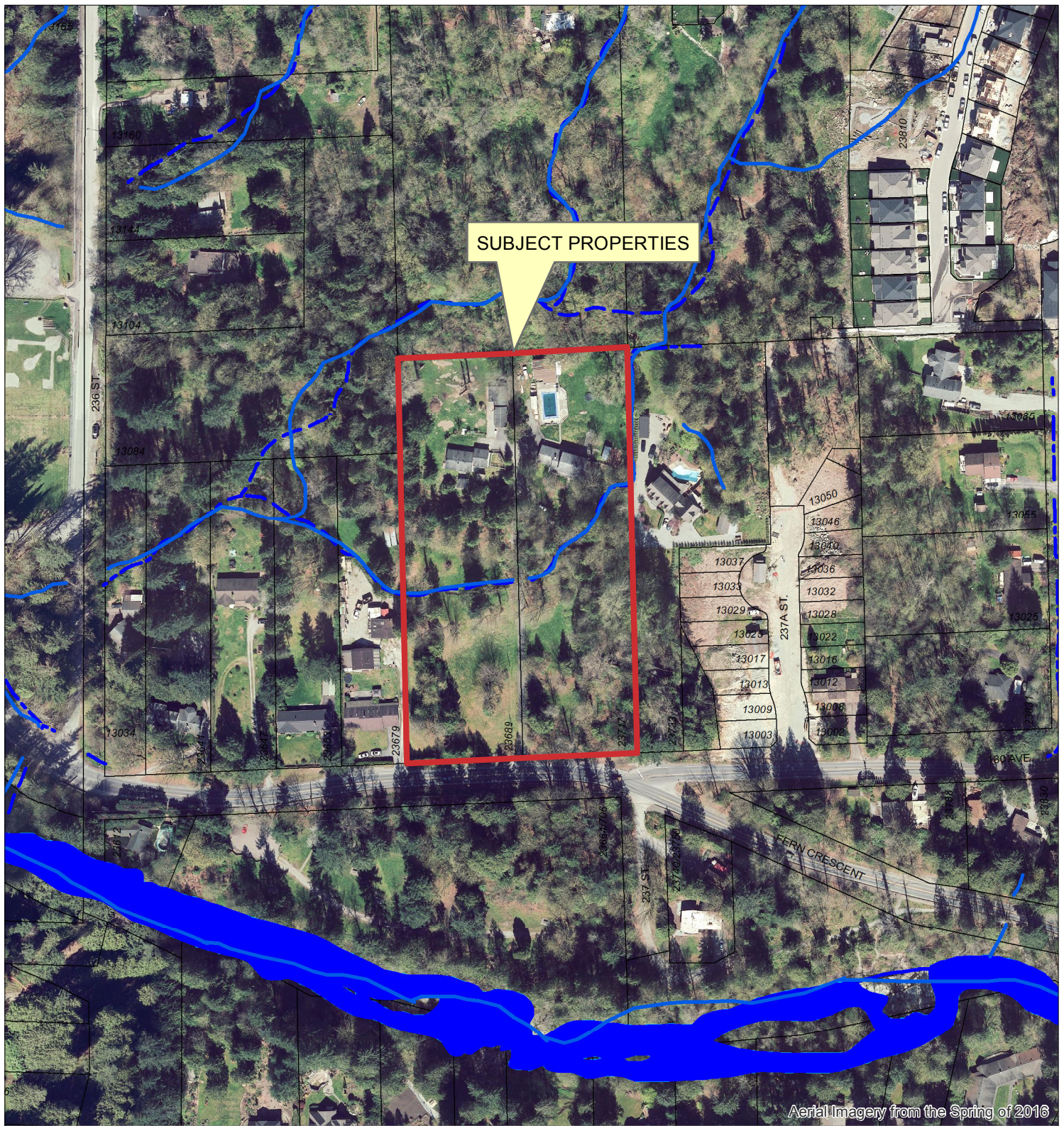
MAPLE RIDGE

British Columbia

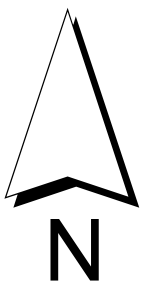
mapleridge.ca

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

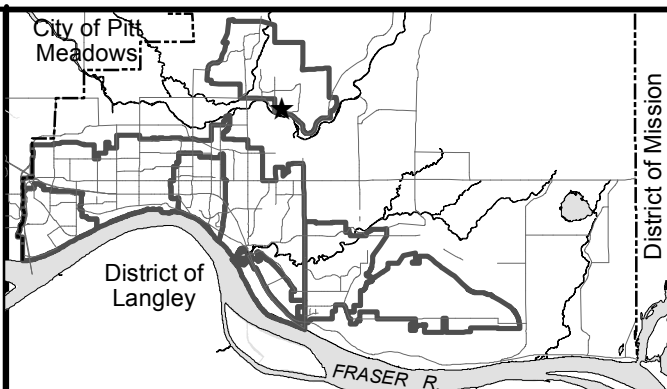
BY: RA



Aerial Imagery from the Spring of 2016



Scale: 1:2,500



23689 & 23717 FERN CRESCENT

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

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

BY: RA

**CITY OF MAPLE RIDGE
BYLAW NO. 7730-2021**

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 Schedule "A" 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. 7730-2021."
2. Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 2 - Land Use Plan,

Is hereby amended for the parcel or tract 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 Lot 15 South East Quarter Section 28 Township 12 New Westminster District Plan 2637.

and outlined in heavy black line on Map No. 1034, a copy of which is attached hereto and forms part of this bylaw, is hereby designated as shown.

3. Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 4 – Trails / Open Space is hereby amended for the parcel or tract 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 Lot 15 South East Quarter Section 28 Township 12 New Westminster District Plan 2637.

and outlined in heavy black line on Map No. 1035, a copy of which is attached hereto and forms part of this bylaw, is hereby designated as shown.

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

READ a first time the 27th day of April, 2021

READ a second time the 27th day of April, 2021

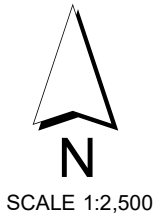
PUBLIC HEARING held the day of , 20

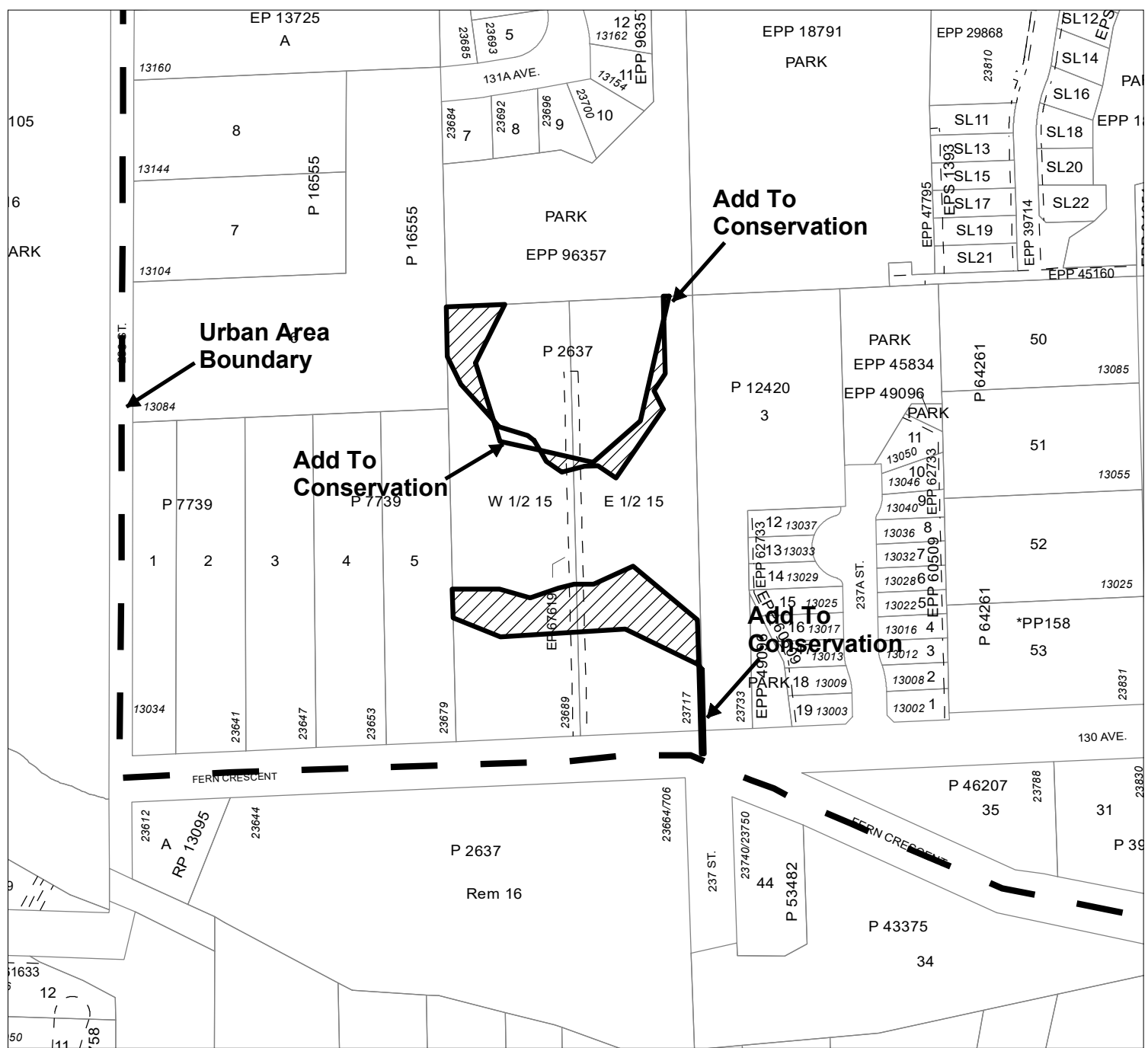
READ a third time the _____ day of _____, 20_____

ADOPTED, the day of , 20 .

PRESIDING MEMBER

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



SCALE 1:2,500

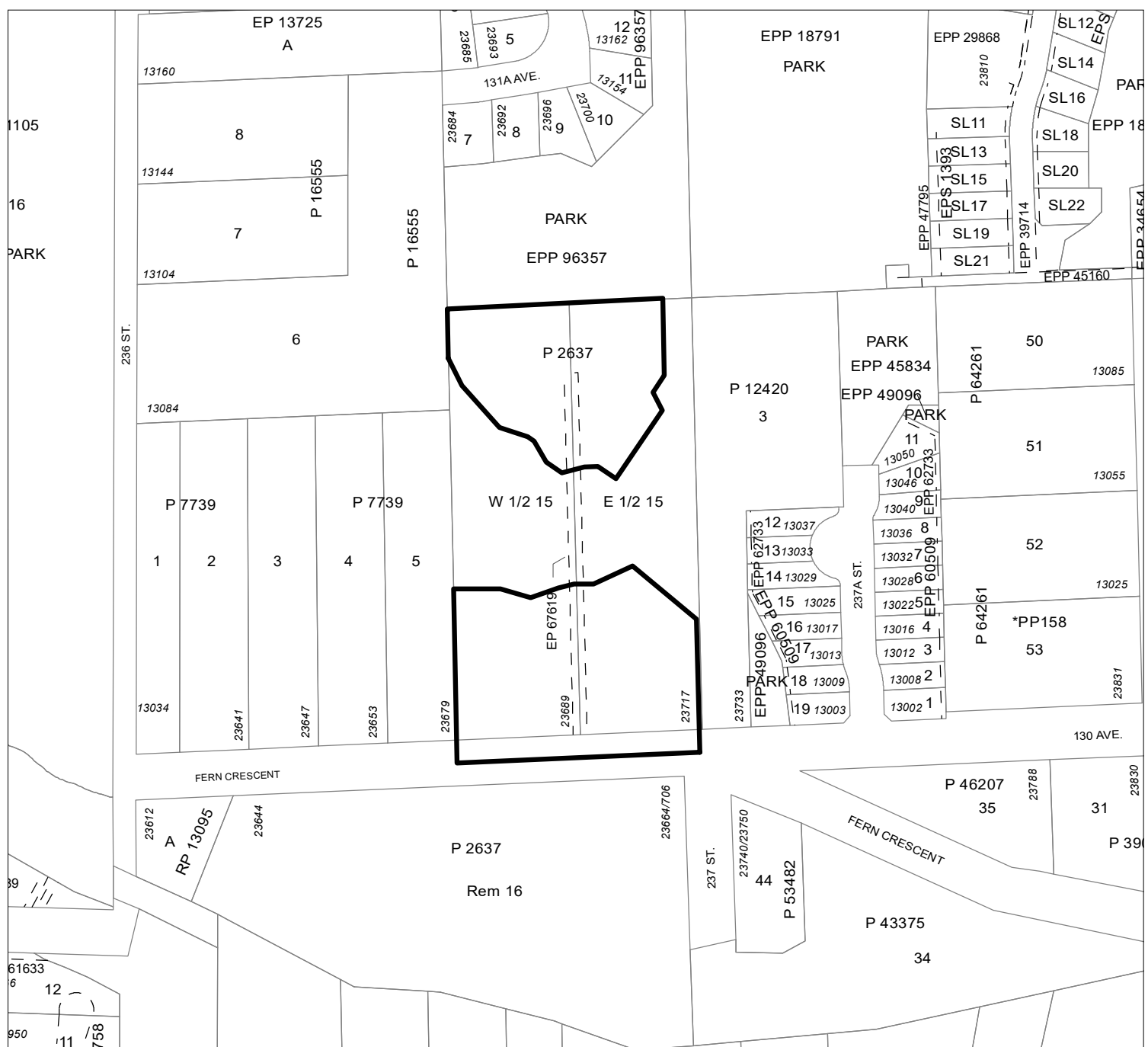
A Bylaw to amend Map "A" forming part of Zoning Bylaw No. 7600 - 2019 as amended

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

- 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).

- ADOPTED,** the day of , 20

CORPORATE OFFICER



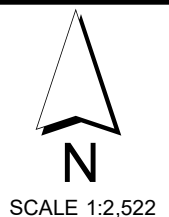
MAPLE RIDGE ZONE AMENDING

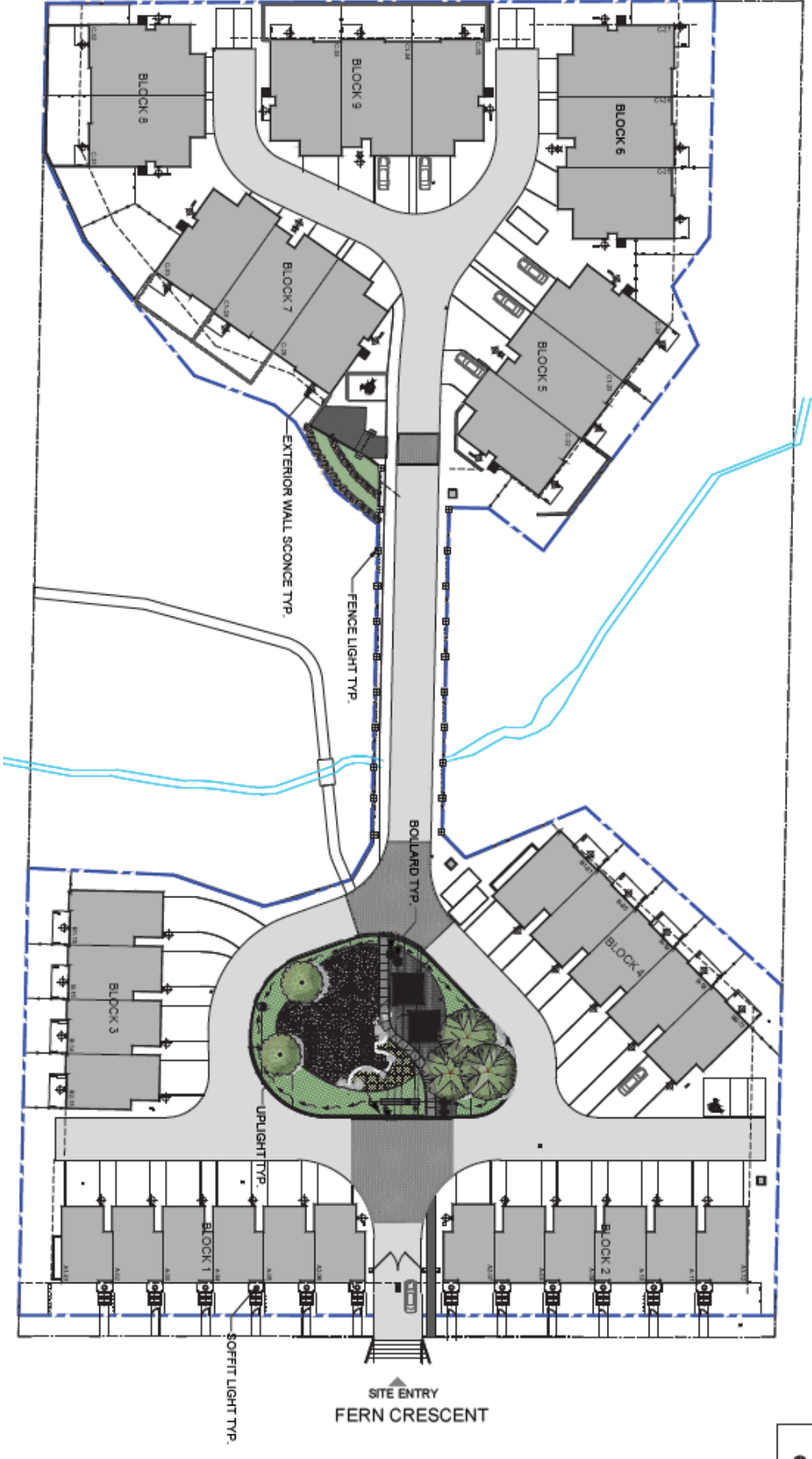
Bylaw No. 7520-2018

Map No. 1786

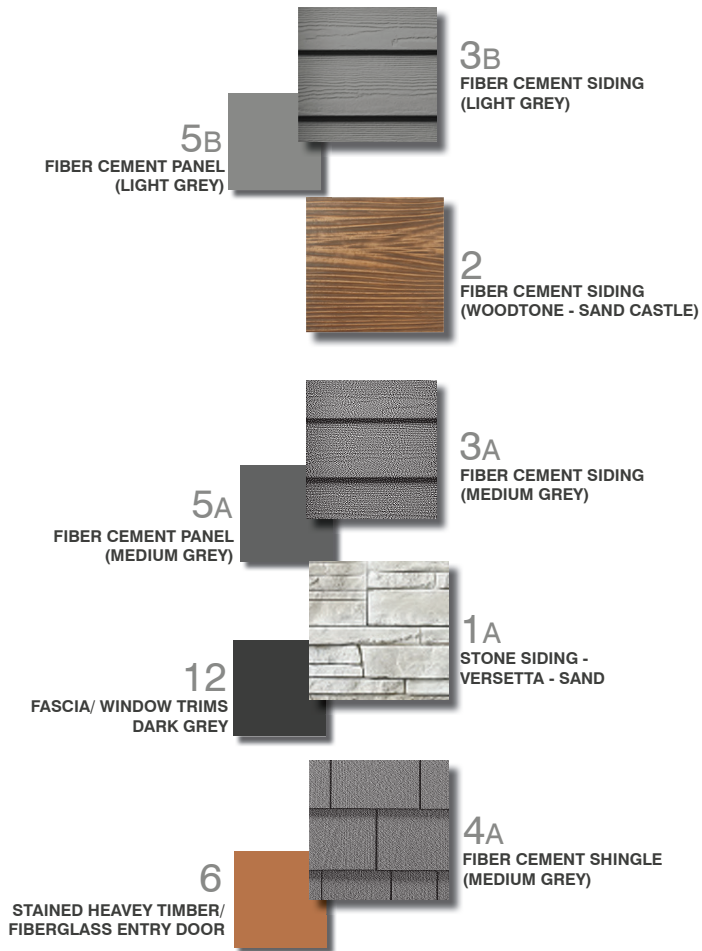
From: RS-2 (Single Detached Suburban Residential)

To: RM-1 (Low Density Townhouse Residential)





COLOUR & MATERIALS



TYPE A FRONT ELEVATION



TYPE A SIDE ELEVATION

Proposed Residential Development

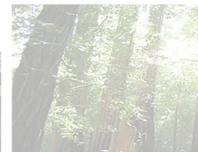
23689 23717 FERN CRESCENT, MAPLE RIDGE, B.C.

WOOD LOCK DEVELOPMENTS
ATELIER PACIFIC ARCHITECTURE INC.

OCTOBER 26, 2020

DP 0.8a

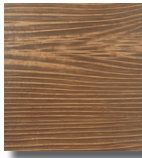
ELEVATIONS-
COLOUR/ MATERIALS
TYPE A



COLOUR & MATERIALS



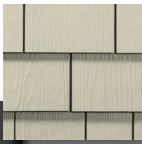
3C
FIBER CEMENT SIDING
(BEIGE)



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

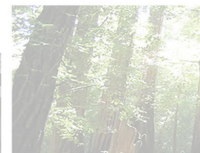
23689 23717 FERN CRESCENT, MAPLE RIDGE, B.C.

WOOD LOCK DEVELOPMENTS
ATELIER PACIFIC ARCHITECTURE INC.

OCTOBER 26, 2020

DP 0.8b

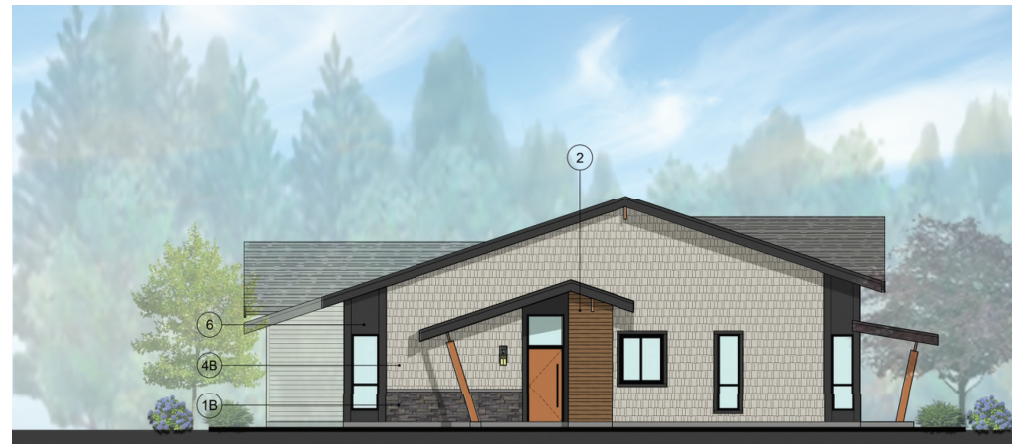
ELEVATIONS-
COLOUR/ MATERIALS
TYPE B



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 douglasii / Douglas Maple	B&B	60m cal.	3
	Acer macrophyllum / Big Leaf Maple	B&B	60m cal.	12
	Acer rubrum 'Bowhall' / Bowhall Maple	B&B	60m cal.	13
	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	B&B	60m cal.	6
	Pyrus calleryana 'Chantideer' / Chantideer Pear	B&B	60m cal.	17

SOFTSCAPE MATERIALS

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

HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	5.6 LD-01	CONCRETE
	7 LD-01	FEATURE PAVERS Colour: Cedar Brown Type: Bridgewood Slab Manufacturer: Barkman
	5 LD-02	HYDRAPRESSED SLABS Type: Teakslab Size: 600x600x50mm Colour: Natural Manufacturer: Abbotford Concrete
	1 LD-03	DRILL STRIP
	Refer to Civil for build up	VEENEER PAVERS Pattern: Modular Pattern Colour: Slate Gray Type: Bu 10 Slab Manufacturer: Techno Rec Supplier: Bormco
		Street Bond COATING 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: Accent L-L 24W Manufacturer: KIPOR
	3 LD-04	26	WALL/FENCE LIGHTS Model: FCB-201 Manufacturer: FC Lighting
	4 LD-04	3	Bollard Light Model: Modern LED Bollard Manufacturer: Wellstone

AMENITY MATERIALS

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

No.	By	Description	Date
2	LJ	Revised DP Submission	Oct 23, 2020
1	SH	Issued for Development Permit	June 9, 2020
No.	By	Description	Date

REVISIONS TABLE FOR DRAWINGS
 © Copyright reserved. This drawing and design is the property of VDZ+A and may not be reproduced or used for other projects without permission.

No.	By	Description	Date
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REVISIONS TABLE FOR SHEET

Project:
 PROPOSED
 RESIDENTIAL DEVELOPMENT

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

Drawn: LJ
 Checked: SH
 Approved: MVDZ
 Stamp: Original Sheet Size: 24"x36"

Scale: 1:300
 CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCIES TO THE CONSULTANT FOR CORRECTION. ALL DIMENSIONS AND SPECIFICATIONS ARE THE SOLE PROPERTY OF THE OWNER AND NOT TO BE RETURNED AT THE COMPLETION OF THE WORK. ALL DIMENSIONS AND SPECIFICATIONS MUST BE REPRODUCED FOR CONSTRUCTION (PLEASE LABELLED USED FOR TENDER/CONSTRUCTION).

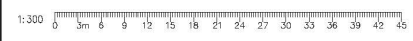
Drawing Title:
SITE PLAN



VDZ Project #:
DP2019-52

Drawing #:
L-03

Z:\PROJECTS\2019\DP2019-52\23689-23717 FERN CRESCENT\DWG\DP2019-52 SITE PLAN.DWG



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. 7638-2020;
Second Reading
Zone Amending Bylaw No. 7501-2018;
12010 232 Street and 23223 Dewdney Trunk Road

MEETING DATE: May 5, 2020
FILE NO: 2018-335-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject properties located at 12010 232 Street and 23223 Dewdney Trunk Road from C-1 (Neighbourhood Commercial) and RS-1 (One Family Urban Residential) to C-2 (Community Commercial) zone, to permit the future construction of a two storey mixed use commercial development of approximately 990m² (10,656.27 ft.²) in size. (Appendix A) Council granted first reading to Zone Amending Bylaw No. 7501-2018 and considered the early consultation requirements for the Official Community Plan (OCP) amendment on January 29, 2019.

The applicant is proposing to increase the second storey of the building from 50 percent of the first storey to 52 percent of the first storey. The application will be utilizing the Density Bonus provisions of the C-2 (Community Commercial) zone to increase the second storey from 325.5m² to 339m² which is an increase of 13.5m². This Density Bonus is in the form of a cash contribution at a rate of \$161.46 per square metre (\$15.00 per square foot) over the 50 percent. The Density Bonus cash contribution will be approximately \$2,179.71 (13.5m² x \$161.46m²).

The proposed rezoning of the subject properties requires an amendment to the Official Community Plan to re-designate portions of the subject properties from *Urban Residential* to *Commercial*. The intersection of 232 Street and Dewdney Trunk Road is identified as a Community Commercial Node by the OCP; therefore, some limited expansion of the retail node is permitted 100 metres from the intersection. Application 7501-2018 adheres to this criteria and is consistent with OCP policies.

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. 7638-2020 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. 7638-2020 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. 7638-2020 is consistent with the Capital Expenditure Plan and Waste Management Plan;

- 4) That Official Community Plan Amending Bylaw No. 7638-2020 be given first and second readings and be forwarded to Public Hearing;
- 5) That Zone Amending Bylaw No. 7501-2018 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) Amendment to Official Community Plan Schedule "B" under Official Community Plan Amending Bylaw No 7638-2020;
 - iii) Road dedication on Dewdney Trunk Road as required;
 - iv) Consolidation of the subject properties;
 - v) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject properties for the proposed development;
 - vi) Submission of a Traffic Impact Assessment to the satisfaction of the Engineering Department.
 - vii) Removal of existing buildings;
 - viii) 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.

DISCUSSION:

1) Background Context:

Applicant:	Geoff Lawlor Architect AIBC
Legal Description:	Lot 1 Section 21 Township 12 NWD Plan 59958; and Lot "A" Except: Parcel "One" (Explanatory Plan 10920), Section 21 Township 12 NWD Plan 6345.
OCP:	
Existing:	Commercial and Urban Residential
Proposed:	Commercial
Zoning:	
Existing:	C-1 (Neighbourhood Commercial) and RS-1 (One Family Urban Residential)
Proposed:	C-2 (Community Commercial)

Surrounding Uses:

North:	Use	Older single family house
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Urban Residential
South:	Use:	Gas Station
	Zone:	CS-1 (Service Commercial)
	Designation:	Commercial
East:	Use:	Older single family house
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Urban Residential
West:	Use:	Gas Station
	Zone:	CS-2 (Service Station Commercial) and CS-1 (Service Commercial)
	Designation:	Commercial

Existing Use of Property:	Single Family Residential and Commercial Building
Proposed Use of Property:	Mixed Use Commercial Development
Site Area:	0.26 ha (0.63 acres)
Access:	232 Street
Servicing requirement:	Urban Standard

2) Project Description:

The applicant, Geoff Lawlor, Architect AIBC, has applied to rezone the subject properties from RS-1 (One Family Urban Residential) and C-1 (Neighbourhood Commercial) to C-2 (Community Commercial), to permit the future construction of a two storey mixed use commercial development approximately 990m² (10,656.27 ft.²) in size. The proposed development will include the following elements:

Building Height	2 Storeys
Building First Floor/Footprint	651 m ² (7,007.31 ft. ²)
Building Second Storey size	339 m ² (3,649 ft ²) or 52% of First Floor
Lot Coverage Provided	29.89 %
Parking	Surface

The proposed building will face both Dewdney Trunk Road and 232 Street with the access from the site being obtained from 232 Street.

The proposal is subject to Chapter 8 of the OCP, Development Permit Area, Section 8.5, Commercial, Development Permit Guidelines. Details of how the proposed developments design complies with the Development Permit Guidelines will be presented in a subsequent report to Council at the Development Permit Stage.

Council directed the applicant to review the proposal when Council considered the initial land use question for the First Reading of Zone Amending Bylaw No. 7501-2018 on January 29, 2019. The applicant has addressed those concerns with increasing the size of the building with the incorporation of a second storey to the building to increase the commercial space.

3) Planning Analysis:

i) Official Community Plan:

The application is consistent with OCP (Community Commercial Node Category) policies but requires an OCP amendment to re-designate that portion of the subject properties which is designated *Urban Residential* to the *Commercial* designation. For the proposed development an OCP amendment will be required to re-designate a portion of the subject properties (23223 Dewdney Trunk Road) from Urban Residential to Commercial to allow the proposed C-2 (Community Commercial) zoning. The proposed OCP amendment can be supported through the OCP Community Commercial Node policies found in Section 6.3.5. The proposed expansion of the Commercial designation is supported several OCP Policies.

6-26 – *“Maple Ridge will promote the development of Community Commercial Nodes to serve the commercial needs of emerging neighbourhoods.”*

6-28 – *“Total commercial space within each Community Commercial Node is typically less than 7,000 sq. m. (75,000 sq. ft.) although it is recognized that over time they may expand to 9290 sq. m. (100,000 sq. ft.).”*

6-29 – *“Commercial and Mixed Use Developments within an identified Community Node must be designed to be compatible with the surrounding area and will be evaluated against the following:*

- a) adherence to additional design criteria;*
- b) required commercial or mixed use component along the street frontage, within 100 metres from the intersection;*
- c) continuity of commercial or mixed use from the intersection; and*
- d) the ability of the existing infrastructure to support the new development.”*

The current proposal and design fulfills all of the above policy criteria. It will provide more shopping opportunities in a commercial node characterized presently by two gas stations. The future uses of smaller stores, local merchants and possible office space are supported because they are central to achieving a more balanced community in this area. Further, the proposed expansion of the *Commercial* designation at this location is not significant in size. The additional commercial floor area of 990m² (10,656.27 ft²) will almost triple the available commercial square floor area available in this node. There is approximately 224.54m² (2,417ft²) of commercial space on the northwest corner of the intersection of 232 Street and Dewdney Trunk Road.

ii) **Zoning Bylaw:**

The zoning application for the C-2 (Community Commercial) zone supports the proposed 990m² (10,656.27ft²) of mixed use commercial development with surface parking. (Appendix E, F and G). The proposed development has increased the building to include a second storey to address the comments from Council. The application will be utilizing the Density Bonus provisions of the C-2 (Community Commercial) zone to increase the second storey from a permitted 50 percent of the first storey which is 325.5m² to 52 percent or 339m² which is an increase of 13.5m². This Density Bonus is in the form of a cash contribution at a rate of \$161.46 per square metre (\$15.00 per square foot) over the 50 percent. On this basis, the Density Bonus cash contribution will be approximately \$2,179.71.

iii) **Off-Street Parking And Loading Bylaw:**

The parking and loading is as follows:

Parking Type	Required	Provided
Disabled Stalls	1	1
Commercial Uses as proposed based on 1 per 30m ²	33	33 including disabled stall and 3 small stalls

iv) **Development Permits:**

Pursuant to Section 8.5 of the OCP, a Commercial Development Permit application is required to address the current proposal's compatibility with adjacent development, and to enhance the unique character of the community.

v) **Advisory Design Panel:**

The application was reviewed by the ADP at a meeting held on July 17, 2019 and their comments and the applicants responses can be seen in Appendix H. The recommendations and suggestions provided by the ADP to the Architect have been incorporated into the design which includes the following:

- Change to the roof:
- Refined the entrance elements at the corner of Dewdney Trunk Road and 232 Street to create a sense of focus and space to the building:
- Elimination of pylon sign; and
- Changes to the landscaping with respect to species type.

With the incorporation of the recommendations and suggestions by the Architect into the design of the building it has satisfied the motion of the ADP of July 17, 2019.

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

vi) **Development Information Meeting:**

A Development Information Meeting was held at Golden Ears Elementary School located at 23124 118 Ave, on February 27, 2020. Eight (8) people attended the meeting. A summary of the main comments and discussions with the attendees was provided by the applicant and include the following main points:

<u>Concerns</u>	<u>Applicant's Response to concerns</u>
<i>Property owners (or representatives) to the east and west of the development were in attendance and expressed concern over security and light pollution. A 6' fence was requested as a means of preventing physical access from the parking areas directly into their property also as a means of screening them from the vehicle headlights. A request was also made to reduce the height of the parking area lighting to resolve the same light pollution issue.</i>	<i>To satisfy these concerns, we propose adding a 6' fence to the east and west edges of the parking areas and replacing the high pole lights with bollard lights.</i>
<i>I am in favour of the development but I do have some concerns about the traffic at such a busy intersection. Both for in and out traffic from the building.</i>	<i>Addressing your point about safety, the City Engineers are currently examining traffic around this corner and we hope to hear of their conclusions in the near future.</i> N.B. Engineering has requested upgrades to DTR and 232 Street.

4) **Environmental Implications:**

The Environmental Section has confirmed that the subject properties are not subject to Environmental Development Permits.

5) **Implications:**

i) **Engineering Department:**

The development will require new services to the property in addition the following items will need to be addressed by the applicant.

Road

- The City is reviewing the right turn movement fronting this development; additional road widening may be required on Dewdney Trunk Road and 232 Street. The applicant's civil consultant is required to contact the Engineering Department prior to detailed road design. Dewdney Trunk Road is showing ruts, longitudinal and alligator cracks. The road structure is to be assessed by a certified geotech engineer to confirm if it meets current bylaw standard and has an expected minimum road life of 20 years.

- Approximately 2.25m of road dedication fronting Dewdney Trunk Road (DTR) is required to meet the 26.0m road ROW Arterial standard. Note that additional road dedication fronting DTR and 232 Street may be required pending final intersection design. There is a 7.5m wide road dedication required for the construction of a back lane off 232 Street. Corner-cut dedication is required at DTR and 232 Street; based on the corner design and the bylaw requirement.

Street Lighting

- Decorative streetlights with LED light fixtures are required on DTR, the intersection, and 232 Street.

Street Trees

- Street trees are required on DTR and 232 Street with street tree design to be separate from on-site landscape plan.

ii) Fire Department

The Fire Department has provided comments that will be addressed through the Building Permit Process.

6) **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 and comments have not been received.

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, to redesignate 23223 Dewdney Trunk Road from *Urban Residential* to *Commercial*, 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.

CONCLUSION:

It is recommended that first and second reading be given to OCP Amending Bylaw No 7638-2020, that second reading be given to Zone Amending Bylaw No. 7501-2018, and that application 2018-335-RZ be forwarded to Public Hearing.

“Original signed by Wendy Cooper”

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”

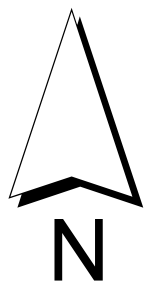
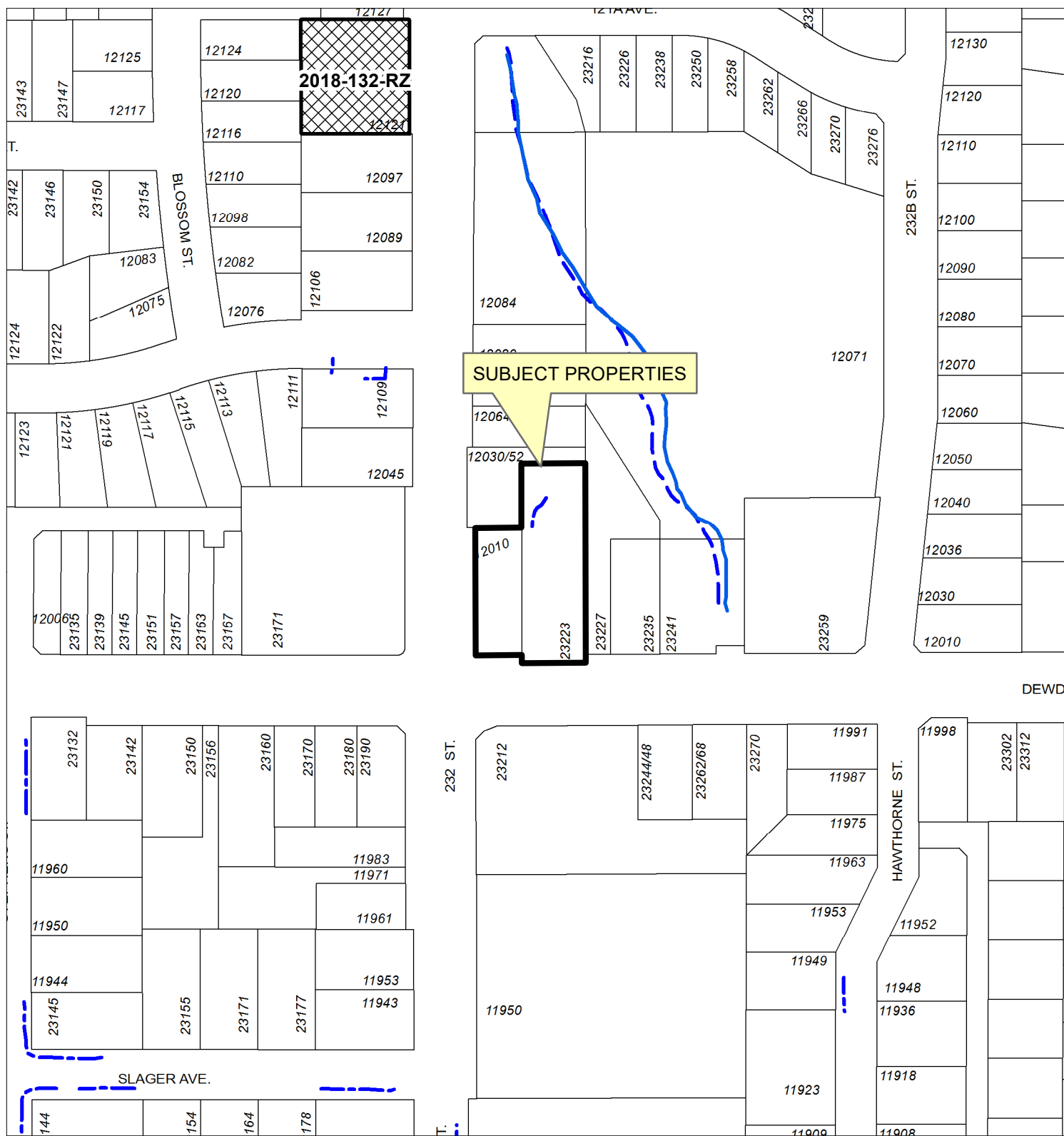
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

“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. 7638-2020
- Appendix D – Zone Amending Bylaw No. 7501-2018
- Appendix E – Site Plan
- Appendix F – Building Elevation Plans
- Appendix G – Landscape Plan
- Appendix H – ADP design comments



Scale: 1:2,000

Legend

- Stream
- Ditch Centreline
- Indefinite Creek
- Active Applications (RZ/SD/DP/VP)

12010 232 St, PID 005-879-639
23223 Dewdney, PID 009-361-367

PLANNING DEPARTMENT

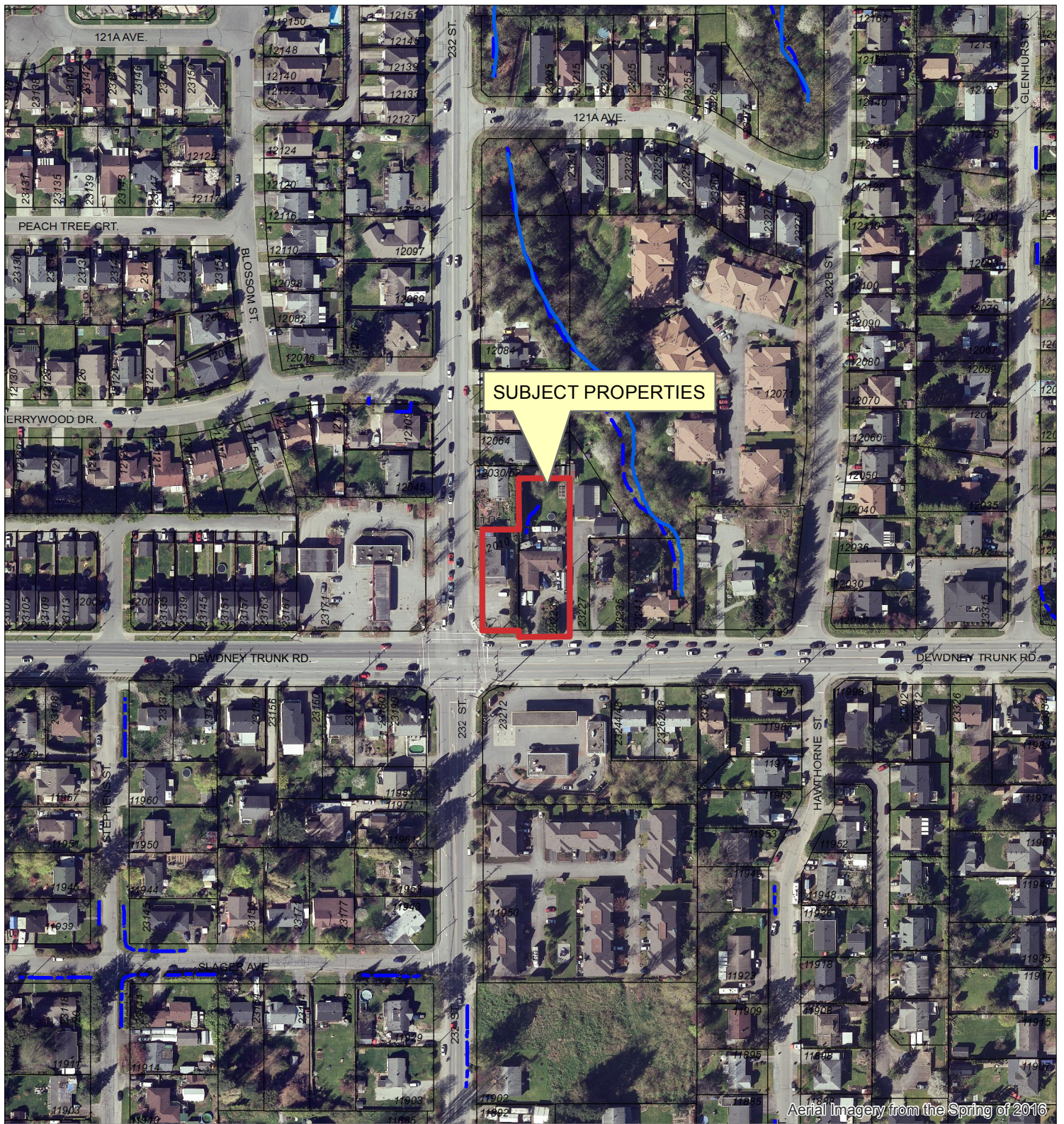


MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2018-335-VP
DATE: May 15, 2019

BY: MC



**CITY OF MAPLE RIDGE
BYLAW NO. 7638-2020**

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 Schedule "B" 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. 7638-2020."
2. Schedule "B" is hereby amended for that parcel or tract of land and premises known and described as:

Lot 1 Section 21 Township 12 New Westminster District Plan 59958;
Lot "A" Except: Parcel "One" (Explanatory Plan 10920), Section 21 Township 12 New
Westminster District Plan 6345.

and outlined in heavy black line on Map No. 1024, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated as shown.

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

READ a first time the 12th day of May, 2020.

READ a second time the 12th day of May, 2020.

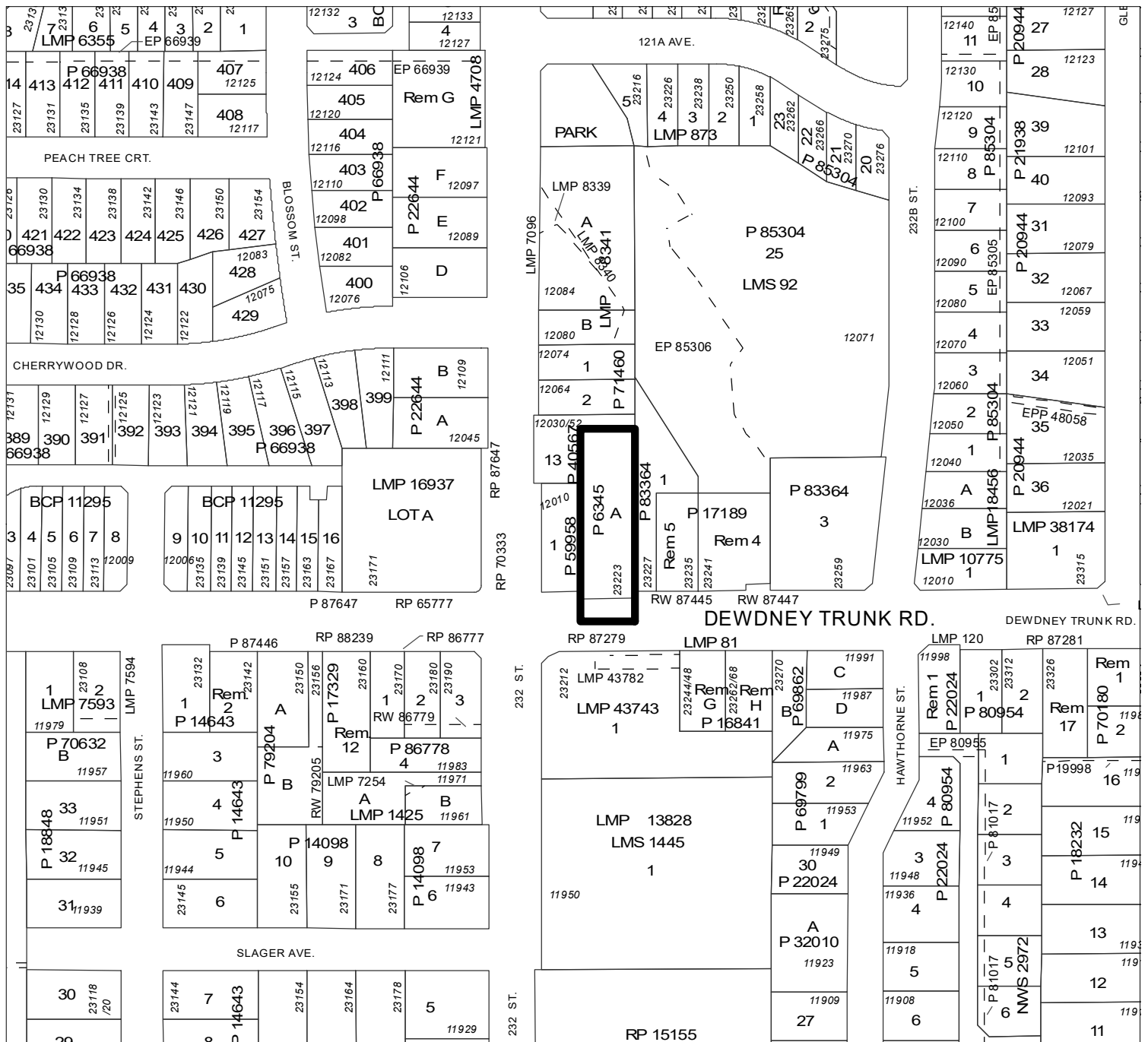
PUBLIC HEARING held the day of , 20

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

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7638-2020
 Map No. 1024
 From: Urban Residential
 To: Commercial



SCALE 1:2,500

**CITY OF MAPLE RIDGE
BYLAW NO. 7501-2018**

A Bylaw to amend Schedule "A" Zoning Bylaw Map 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. 7501-2018."

2. Those parcel (s) or tract (s) of land and premises known and described as:

Lot 1 Section 21 Township 12 New Westminster District Plan 59958;

Lot "A" Except: Parcel "One" (Explanatory Plan 10920), Section 21 Township 12 New Westminster District Plan 6345.

and outlined in heavy black line on Map No. 1776 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to C-2 (Community Commercial).

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

READ a first time the 29th day of January, 2019.

READ a second time the 12th day of May, 2020.

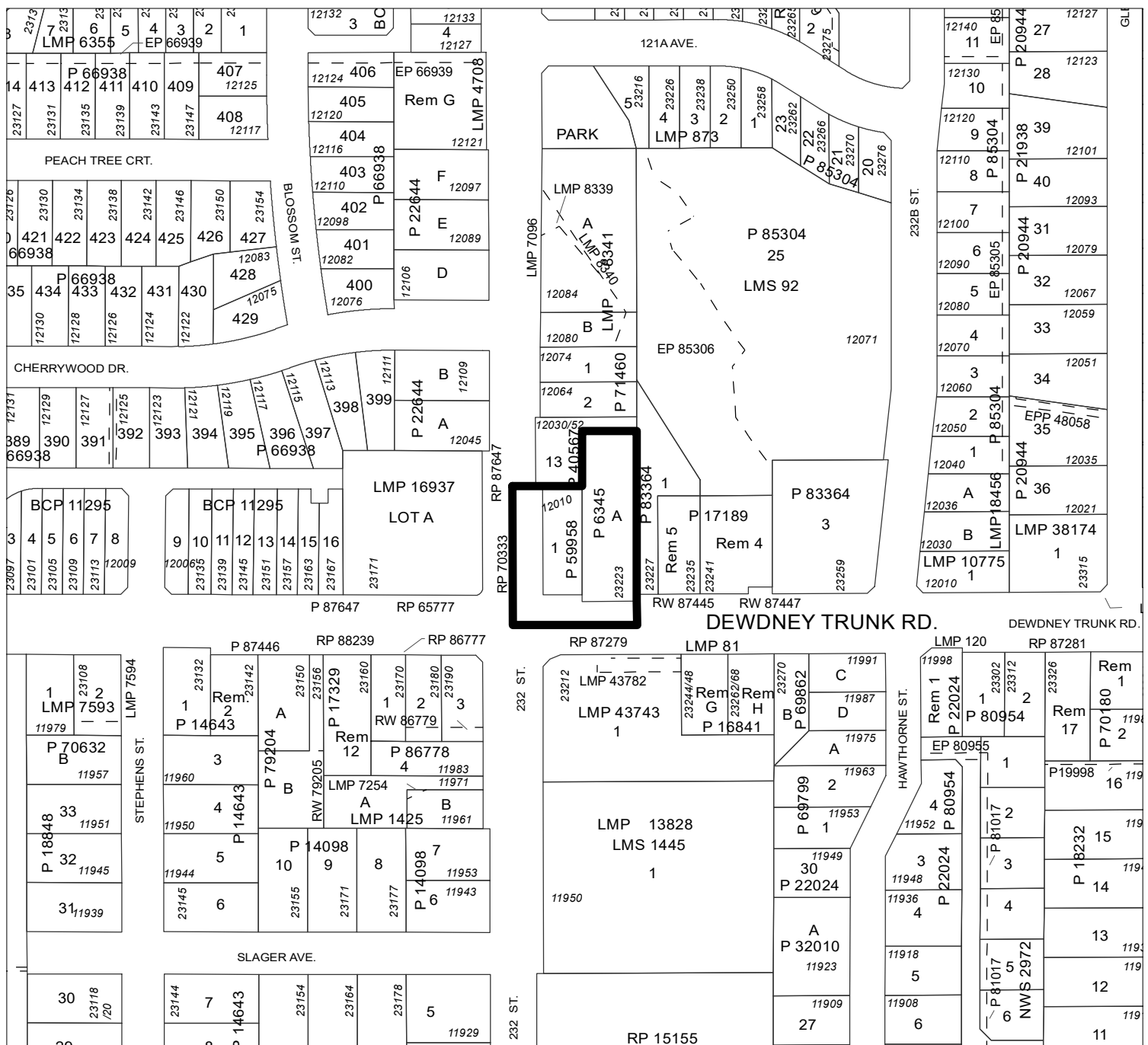
PUBLIC HEARING held the day of , 20

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

ADOPTED, the day of , 20

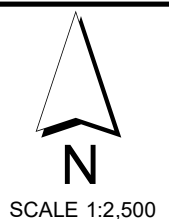
PRESIDING MEMBER

CORPORATE OFFICER



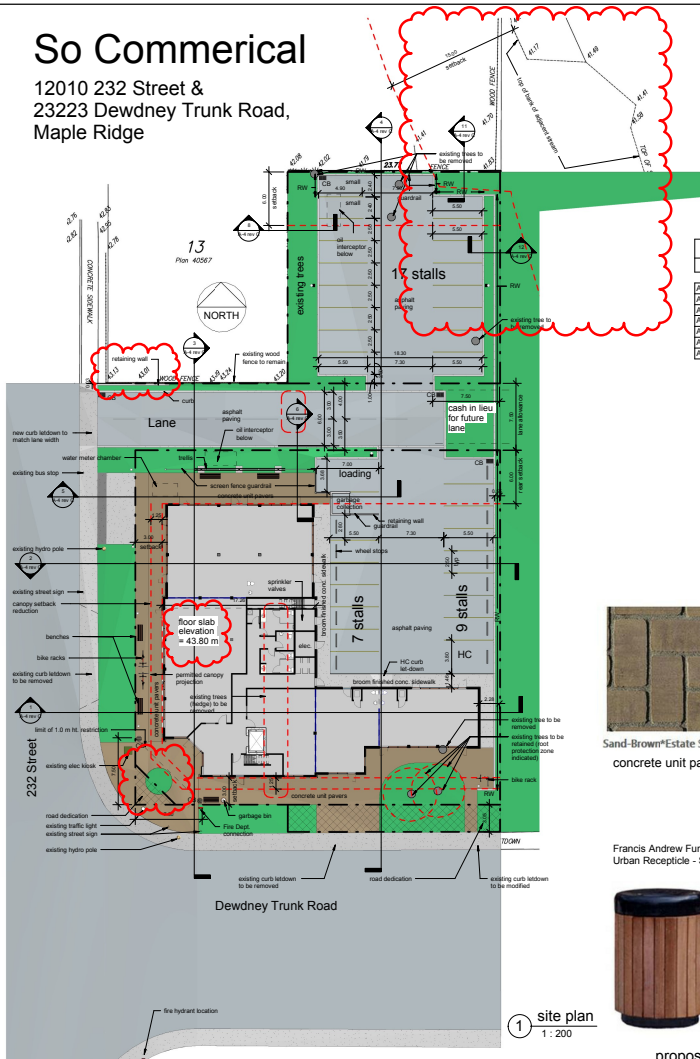
MAPLE RIDGE ZONE AMENDING

Bylaw No. 7501-2018
Map No. 1776
From: C-1 (Neighbourhood Commercial)
RS-1 (Single Detached Residential)
To: C-2 (Community Commercial)



So Commerical

12010 232 Street &
23223 Dewdney Trunk Road,
Maple Ridge



Architectural drawing list	
Sheet Number	Sheet Name
A-1 rev D	cover sheet & site plan
A-2 rev B	building plans
A-3 rev C	site elevations
A-4 rev C	site sections
A-5	adjacent streets & location
A-6 rev C	survey & site photographs
A-7 rev D	perspective views and colours



PROJECT DATA

17-116	So Commercial																														
site area	3178.00 sq m 28455.28 sq ft																														
current OCP designation	Town Centre Commercial & Medium Density Residential																														
proposed OCP designation	Town Centre Commercial																														
current zoning	C-1 & R-1																														
proposed zoning	C-2																														
C-2 zoning requirements	<table><tr><td>permitted</td><td>provided</td><td>2568.15 before road allowances</td></tr><tr><td>min lot size</td><td>2500 sq m</td><td>2178 sq m</td><td></td></tr><tr><td>min lot width</td><td>30 m</td><td>40.84 m</td><td></td></tr><tr><td>min lot depth</td><td>70 m</td><td>70.86 m</td><td></td></tr><tr><td>max lot coverage</td><td>70%</td><td>28.89%</td><td>8531 sq m</td></tr><tr><td>max building ft</td><td>7.5 m</td><td>9.62 m</td><td></td></tr><tr><td>max 2nd floor area</td><td>50% of first floor</td><td>12.07%</td><td>(339 sq m)</td></tr></table>	permitted	provided	2568.15 before road allowances	min lot size	2500 sq m	2178 sq m		min lot width	30 m	40.84 m		min lot depth	70 m	70.86 m		max lot coverage	70%	28.89%	8531 sq m	max building ft	7.5 m	9.62 m		max 2nd floor area	50% of first floor	12.07%	(339 sq m)			
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setbacks	<table><tr><td>permitted</td><td>provided</td></tr><tr><td>front</td><td>3 m</td></tr><tr><td>rear</td><td>6 m</td></tr><tr><td>exterior side</td><td>3 m</td></tr></table>	permitted	provided	front	3 m	rear	6 m	exterior side	3 m																						
permitted	provided																														
front	3 m																														
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parking requirements for anticipated uses that are permitted in C-2 zone	<table><tr><td>financial services</td><td>1 per 20 sq m</td></tr><tr><td>convenience store (shopping centre)</td><td>1 per 30 sq m (assumed)</td></tr><tr><td>personal repair services</td><td>1 per 30 sq m (assumed)</td></tr><tr><td>personal services</td><td>1 per 30 sq m (assumed)</td></tr><tr><td>business services</td><td>1 per 30 sq m (assumed)</td></tr><tr><td>professional services</td><td>1 per 30 sq m</td></tr><tr><td>retail sales</td><td>1 per 30 sq m</td></tr><tr><td>indoor commercial recreation</td><td>1 per 40 sq m</td></tr><tr><td>class office</td><td>1 per 20 sq m</td></tr><tr><td>assembly</td><td>1 per 20 sq m</td></tr><tr><td>restaurants</td><td>1 per 30 sq m + 1 per 4 seats</td></tr></table>				financial services	1 per 20 sq m	convenience store (shopping centre)	1 per 30 sq m (assumed)	personal repair services	1 per 30 sq m (assumed)	personal services	1 per 30 sq m (assumed)	business services	1 per 30 sq m (assumed)	professional services	1 per 30 sq m	retail sales	1 per 30 sq m	indoor commercial recreation	1 per 40 sq m	class office	1 per 20 sq m	assembly	1 per 20 sq m	restaurants	1 per 30 sq m + 1 per 4 seats					
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parking required in Town Centre commercial units over 300 sq m = 1 per 100 sq m + 33 stalls																															
parking stalls provided on basis of 1 per 30 sq m =	33																														
stall sizes provided	<table><tr><td>standard</td><td>30</td></tr><tr><td>(2.5 m x 5.5 m)</td><td></td></tr><tr><td>small (max 100)</td><td>2</td></tr><tr><td>(2.4 m x 4.9 m)</td><td></td></tr><tr><td>HC</td><td>1</td></tr><tr><td>(3.8 m x 5.5 m)</td><td></td></tr><tr><td>(add 0.5 m when adjacent to wall)</td><td></td></tr><tr><td>also width</td><td>7.3 m</td></tr></table>	standard	30	(2.5 m x 5.5 m)		small (max 100)	2	(2.4 m x 4.9 m)		HC	1	(3.8 m x 5.5 m)		(add 0.5 m when adjacent to wall)		also width	7.3 m														
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(add 0.5 m when adjacent to wall)																															
also width	7.3 m																														
bicycle parking spaces required in Town Centre	<table><tr><td>required</td><td>provided</td></tr><tr><td>Long Term</td><td>1</td></tr><tr><td>Short Term</td><td>3</td></tr></table>	required	provided	Long Term	1	Short Term	3																								
required	provided																														
Long Term	1																														
Short Term	3																														



Sand-Brown Estate Stone with Slate Grey colored sand
concrete unit pavers

Francis Andrew Furnishing
Urban Receptacle - Series 8



Francis Andrew bike rack, Loopy series 21
L21-BR52, black frame



Francis Andrew bench, basic series B1-1
black frame



proposed site furnishings

Design/prepare: The plan and design is, and all drawings are the property of the City of Maple Ridge. The City of Maple Ridge shall not be held responsible for any errors or omissions in the plan and design. The City of Maple Ridge shall not be held responsible for any errors or omissions in the plan and design. The City of Maple Ridge shall not be held responsible for any errors or omissions in the plan and design.

rev A, Feb 15/19
2nd drawing added
rev B, Aug 8/19
ADP changes
rev C, Nov 22/19
NE corner of site extended
parking stalls removed
building footprint extended
provisional removed
F1 connector relocated
rev D, Jan 14/20
relating wall adjacent to lane adjusted

1144288 BC Ltd.
7431 Glenview Road
Langley, BC V2Y 2Z9

Architect
Architect Inc.

1144288 BC Ltd.
7431 Glenview Road
Langley, BC V2Y 2Z9

Project
City of Maple Ridge
So Commercial

Drawing title
cover sheet and site plan

Scale

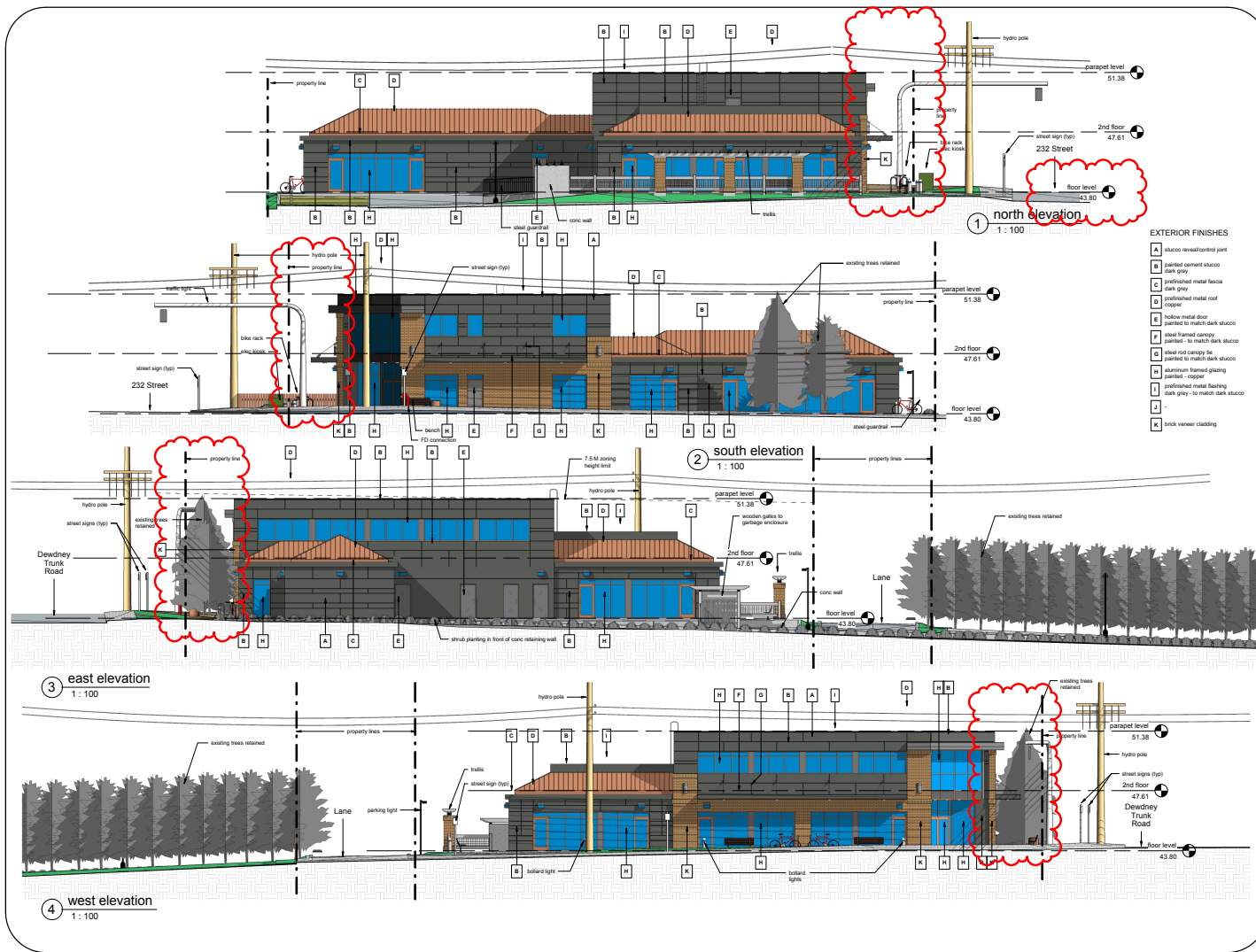
Project # 17-116 Drawing #

Scale 1/8" = 1'-0"

Drawn by GDL

Checked by

A-1



Design/prepare: The plan and design is used at all times
 11/14/2018 BC LM
 7431 Glen Road
 Langley, BC V2Y 2Z9

rev A, Feb 15/19
 2nd story window
 rev B, Aug 8/19
 ADP changes
 rev C, Nov 22/19
 python sign removed
 building lowered

11/14/2018 BC LM
 7431 Glen Road
 Langley, BC V2Y 2Z9

Architect Inc.

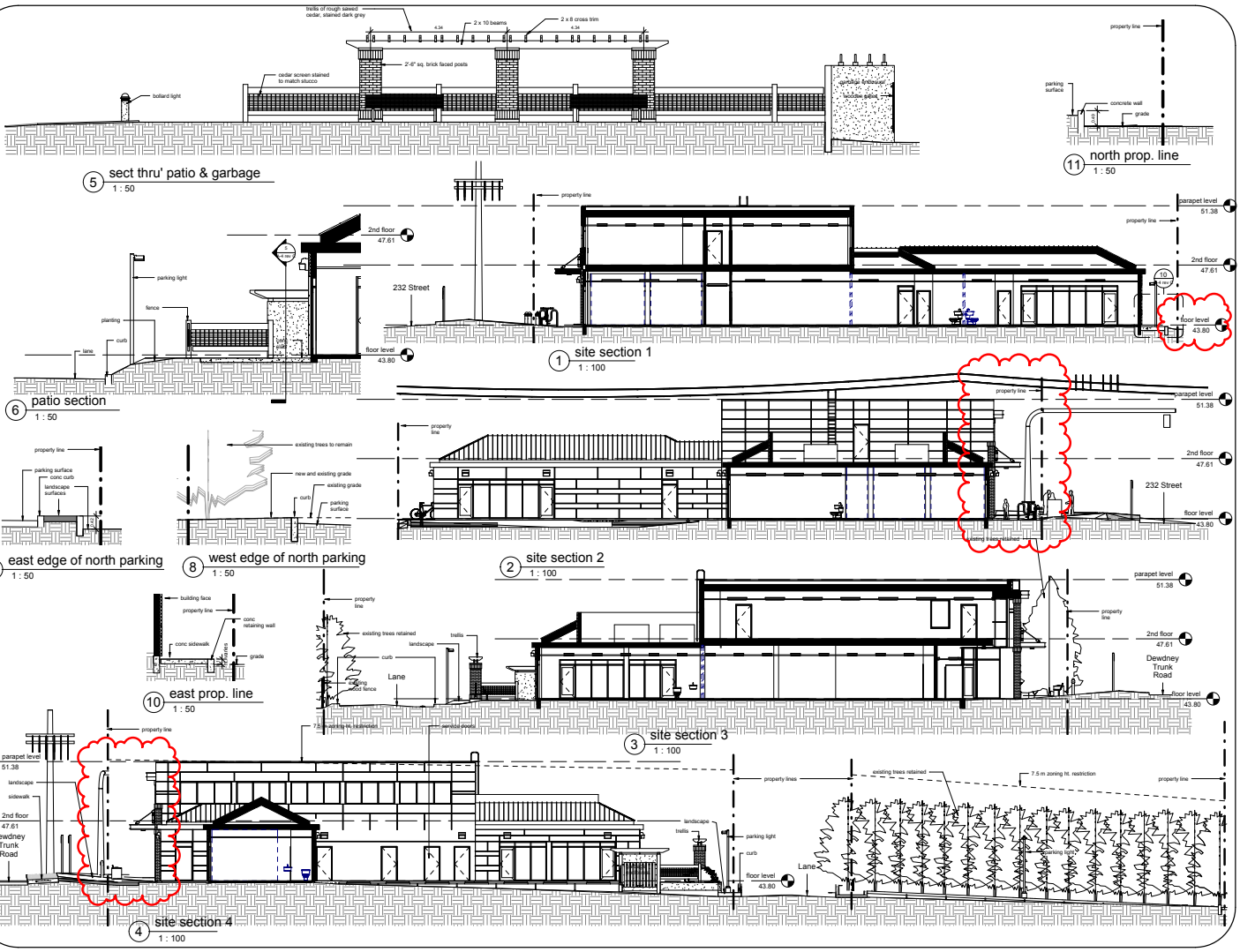
Project
 City of Maple Ridge
 So Commercial

Drawing title
 site elevations

Scale

Project # 11-118 Drawing # A-3

checked by



Design/prepare: The plan and design is used as shown. The client/owner/contractor is responsible for obtaining all necessary permits and approvals from the relevant authorities. The client/owner/contractor is responsible for obtaining all necessary permits and approvals from the relevant authorities. The client/owner/contractor is responsible for obtaining all necessary permits and approvals from the relevant authorities.

rev. A, Feb 15/19
2nd story window
rev. B, Aug 8/19
ACP changes
rev. C, Nov 22/19
pylon sign removed
building lowered

1144288 BC Ltd.
7431 Glenora Road
Langley, BC V2Y 2Z9

Architect Inc.

David L. Lister, Architect
1144288 BC Ltd.
7431 Glenora Road
Langley, BC V2Y 2Z9

Project:
City of Maple Ridge
So Commercial

Drawing title:
site sections

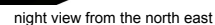
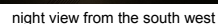
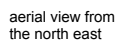
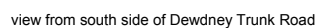
Sheet:
A-4

Project #:
1144288

Scale:
as shown

Drawn by:
GDL

Checked by:



EXTERIOR COLOURS



Aluminum window framing painted to match roof

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The General Contractor shall check and verify all dimensions and material sizes and amounts to be installed. This drawing is not to be used for construction unless signed and sealed by

rev A, Feb 15/19
2nd storey added
rev B, July 17/19
ertry stone deleted
rev C, Aug 8/19
ADP changes
rev D, Dec 6/19
perspectives up-dated

NOT TO BE USED FOR CONSTRUCTION UNLESS STAMP
"VALID FOR CONSTRUCTION"
AND COUNTERSIGNED BY THE ARCHITECT

client
1104288 BC Ltd.
7431 Glover Road
Langley, BC V2Y 2S9

Architecture Inc.

Geoff Lawler Architects Inc. tel: 604-278-
 5511 Colahbridge Way call: 778-099-
 Richmond, B.C. email: geoff@lawlerarchitects.com
 V6X 0M2 web site: www.geofflawlerarchitects.com

project
City of Maple Ridge
So Commercial

drawing title

perspective views and colours

50

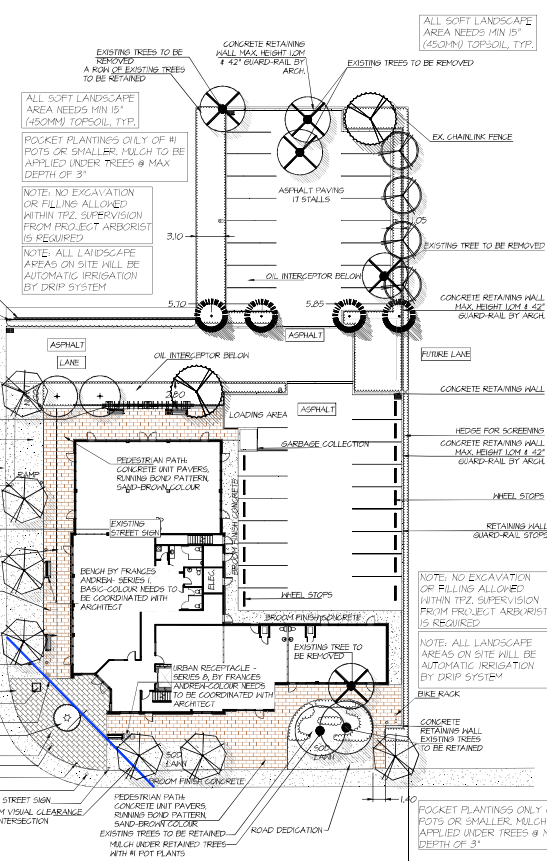
project #	17-116	drawing #
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scale as shown A-7

checked by _____

232 STREET

DEWDNEY TRUNK ROAD



PLANT SCHEDULE-ONSITE TREE				M2 JOB NUMBER: 18024
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
1	ACER PLATANOIDES GRIMSHAW	GRIMSHAW	6CM CAL; 2M STD; DAB	
2	ACER RUBRUM BODINII	BODINII	6CM CAL; 2M STD; DAB	
3	FRAXINUS EXCELSIOR WESTHOFFS GLORY	WESTHOFFS GLORY	6CM CAL; 1.8M STD; DAB	
4	PICEA CHENODA	CHENODA	2.5M HT; DAB	

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. * AREA OF SEARCH TO INCLUDE LOWER HANLAND AND TRADER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. * DELIVER A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PLANT SCHEDULE-OFFSITE STREET TREE				M2 JOB NUMBER: 18024
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
1	ACER GLOBOSUM	ACER PLATANOIDES GLOBOSUM	6CM CAL; 1.8M STD; DAB	

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. * AREA OF SEARCH TO INCLUDE LOWER HANLAND AND TRADER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. * DELIVER A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

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Email: office@m2la.com

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PROJECT: SO COMMERCIAL
232ND & DEWDNEY
MAPLE RIDGE, BC

DRAWING TITLE: LANDSCAPE PLAN

DATE: 22-JUNE-2018	DRAWING NUMBER: L1
SCALE: 1:200	
DRAWN: BN	
DESIGN: BN	
CHECK: MFL	
M2LA PROJECT NUMBER: JOB NO. 18024	

232 STREET

DEWDNEY TRUNK ROAD

ALL SOFT LANDSCAPE
AREA NEEDS MIN 15"
(450MM) TOPSOIL, TYP.

ALL SOFT LANDSCAPE
AREA NEEDS MIN 15"
(450MM) TOPSOIL, TYP.

POCKET PLANTINGS ONLY OF #1
POTS OR SMALLER. MULCH TO BE
APPLIED UNDER TREES @ MAX
DEPTH OF 3".

NOTE: NO EXCAVATION
OR FILLING ALLOWED
WITHIN TPZ. SUPERVISION
FROM PROJECT ARBORIST
IS REQUIRED.

NOTE: ALL LANDSCAPE
AREAS ON SITE WILL BE
AUTOMATIC IRRIGATION
BY DRIP SYSTEM

NOTE: NO EXCAVATION
OR FILLING ALLOWED
WITHIN TPZ. SUPERVISION
FROM PROJECT ARBORIST
IS REQUIRED.

NOTE: ALL LANDSCAPE
AREAS ON SITE WILL BE
AUTOMATIC IRRIGATION
BY DRIP SYSTEM

POCKET PLANTINGS ONLY OF #1
POTS OR SMALLER. MULCH TO BE
APPLIED UNDER TREES @ MAX
DEPTH OF 3".

PLANT SCHEDULE				M2 JOB NUMBER: 18024
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB	52	PRUNUS LUSITANICA	PORTUGUESE LAUREL	#1 POT
	64	PRUNUS LUSITANICA	PORTUGUESE LAUREL	#5 POT, 60CM
	6	ROSIA JUST ELISE MAY	JUST ELISE MAY	#2 POT, 40CM
	66	SARSZOGGIA HOOKERIANA VAR. HEMILIS	HIMALAYAN SWEET BUX	#2 POT
	51	TRILIA OCCIDENTALIS 'SHARANG'	EMERALD GREEN CEDAR	20 Ht. B&B
T	31	VACCINIUM OVATUM	EVERGREEN HIGLEBERRY	#2 POT, 50CM
	43	ARCTOSTAPHYLOS UVA-URSI	KINCKRICK	#1 POT, 20CM
	53	GALLERIA SHALLOON	SALAL	#1 POT
	52	WICKSTROMIA AGROLYM 'CONTRACTA'	COMPACT OREGON GRAPE HOLLY	#1 POT
	28	PACHYRANDRA TERMINALIS	JAPANESE SPRUCE	#1 POT, 50CM
T	112	POLYSTICHUM MUNITUM	WESTERN SHORE FERN	#1 POT, 25CM
NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CMA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER REQUIREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD. * DEPTH OF CONDITIONS, IF AVAILABLE.				
ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.				

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NO.	DATE	REVISION/DESCRIPTION	DR.
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PROJECT:
SO COMMERCIAL
232ND & DEWDNEY
MAPLE RIDGE, BC

DRAWING TITLE:
SHRUB
PLAN

DATE: 22-JUNE-2020
SCALE: 1/200
DRAWN: BN
DESIGN: BN
CHECK: MTLH
JOB NO. 18024

OF 5
JOB NO. 18024

Advisory Design Comments.

Landscape Comments:

1. Clarify the guardrail location on landscape drawings;
2. Plant a row of shrubs between the asphalt lane and wood fence on neighbouring lot;
3. Consider moving the oil interceptor behind the trellis further away from proposed trees;
4. Consider adding different colours or patterns to the pavers in building main entry area;
5. Consider using shade tolerant plants under the two retained existing trees;
6. Ensure the mature height of the selected street tree species do not conflict with overhead power lines;
7. Ensure street trees within the 7.5 visual clearance at intersection does not obstruct visual sightlines while driving;
8. Coordinate with BC Hydro to confirm existing electrical kiosk location; if kiosk needs to remain at current location provide aesthetic coating or landscape screening to the kiosk;
9. Consider controlling water run off on East side of north parking lot to neighbouring property ie: bioswale.

Architectural Comments:

1. Discuss with City of Maple Ridge the possibility to reduce parking stalls in consideration of providing a larger public amenity space by stepping back the Eastern portion of the building;
2. Consider emphasizing more on the integrity of the building entry as a gateway to residential areas;
3. Consider redesign of the entry roof;
4. Consider a different material with accent colour for trellis and garbage enclosure to compliment the modern look of building;
5. Consider adding more accent colour throughout the building façade elements;
6. Consider providing signage guidelines for tenants;
7. Consider proportionality of pylon sign size.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **Assisted Living Residences in Residential Areas**
First and Second Reading
Zone Amending Bylaw No. 7723-2021

MEETING DATE: April 06, 2021
FILE NO: 2017-231-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

At the June 23, 2020 Council Workshop, staff presented an approach to permit supportive recovery homes in residential areas of Maple Ridge through the use of density bonus provisions and an accompanying housing agreement. Staff prepared Zone Amending Bylaw No. 7651-2020 to reflect the proposed approach. Zone Amending Bylaw No. 7651-2020, to permit supportive recovery homes in residential areas of Maple Ridge, was adopted in November 2020.

At the June 23, 2020 Council Workshop meeting, Council also directed that the future zone amending bylaw be expanded to include all classes of Assisted Living Residences, namely for residences for seniors, persons with disabilities and people receiving services associated with mental health. This report outlines the necessary bylaw amendments to permit all classes of Assisted Living Residences in residential areas of Maple Ridge through the use of density bonus provisions and an accompanying housing agreement. Staff are seeking direction to bring Zone Amending Bylaw No. 7723-2021 to an upcoming Council Meeting for consideration of first and second reading.

RECOMMENDATION:

That Zone Amending Bylaw No. 7723-2021 be given first and second reading and be forwarded to Public Hearing.

1.0 BACKGROUND:**1.1 Recent Work To Date**

On October 22, 2019, staff presented an approach to regulate supportive recovery housing and facilities for Council consideration. At that meeting, Council directed that further work take place on supportive recovery housing and that an update be brought back to a future Council Workshop.

Supportive Recovery Homes in Residential Areas (Bylaw No. 7651-2020):

On June 23, 2020, staff presented an approach to permit supportive recovery homes through the use of density bonus provisions and an accompanying housing agreement. At that meeting, Council directed that staff prepare the necessary bylaw amendments to permit supportive recovery homes as outlined in the June Workshop report. This work, under Zone Amending Bylaw No. 7651-2020, went before Council for first and second reading in July, Public Hearing on September 15, and was adopted in November 2020.

All Classes of Assisted Living Residences (Bylaw No. 7668-2020):

At the June 23, 2020 Council Workshop meeting, Council also directed that the future zone amending bylaw be expanded to include all classes of Assisted Living Residences, namely residences for seniors, persons with disabilities and people receiving services associated with mental health. As such, staff prepared Zone Amending Bylaw No. 7668-2020 to permit all classes of Assisted Living Residences through the use of a density bonus provision. Zone Amending Bylaw No. 7668-2020 was referred back to staff at the October 27, 2020 Council Meeting.

1.2 Provincial Legislation

The *Community Care and Assisted Living Act* oversees **Community Care Facilities** as well as **Assisted Living Residences**. This piece of provincial legislation provides licensing for Community Care facilities and a registration process for Assisted Living Residences, which can be characterized as follows:

- i. A **Community Care Facility** is a premises or part of premises in which an operator provides care and housing to 3 or more persons who are not related. A Community Care facility must be licensed under the *Community Care and Assisted Living Act*. Licensing programs for community care facilities are operated by regional health authorities such as Fraser Health. Those Community Care facilities that contain more than 10 people in care are subject to municipal zoning.
- ii. A Registered **Assisted Living Residence** is a premises or part of a premises, other than a Community Care Facility, in which housing, hospitality and assisted living services are provided by or through the operator to 3 or more adults who are not related. An Assisted Living Residence must be registered with the Assisted Living Registrar and must comply with municipal zoning.

The **Assisted Living Registry** issues registrations to residences and regulates operators who provide hospitality services¹ and assisted living services² to more than two people. The **Assisted Living Registrar** also publishes handbooks to help those operating an Assisted Living Residence.

In late 2019, the Province made a number of changes to the *Community Care and Assisted Living Act* and Assisted Living Regulation. These amendments have altered the definition of 'Assisted Living Residence' and established new regulations in relation to Assisted Living Residences. Three classes of Assisted Living Residences have now been established in Section 3 of the Assisted Living Regulation, which are:

1. Mental Health, for adults receiving assisted living services due primarily to a mental disorder;
2. Seniors and Persons with Disabilities, for adults receiving assisted living services due primarily to chronic or progressive conditions linked to the aging process or a disability; and
3. Supportive Recovery, for adults receiving assisted living services due primarily to substance use.

It is important to note that Section 20 of the Act stipulates that a licensed **Community Care Facility** with 10 residents, where not more than 6 are in care, is exempt from municipal zoning. **Assisted Living Residences** with more than 5 residents must comply with municipal zoning.

¹ Hospitality Services includes meal services, housekeeping services, laundry services, social and recreational opportunities and a 24-hour emergency response system.

² Assisted Living Services as one or more of the following: Assistance with the activities of daily living, including eating, moving about, dressing and grooming, bathing and other forms of personal hygiene; Assistance with managing medication; Assistance with the safekeeping of money and other personal property; Assistance with managing therapeutic diets; Assistance with behaviour management; Psychosocial supports; and Other types of prescribed assistance or support.

1.3 Maple Ridge Zoning Bylaw No. 7600-2019

With the adoption of Zoning Bylaw No. 7600-2019, much of the earlier work regulating the Supportive Recovery Class of Assisted Living Residences came into effect under the City's New Zoning Bylaw. Staff have now drafted Zone Amending Bylaw No. 7723 – 2021 to outline the necessary bylaw amendments to permit all classes of Assisted Living Residences in residential areas of Maple Ridge, through the use of density bonus provisions and an accompanying housing agreement for Zoning Bylaw No. 7600-2019. As Zoning Bylaw No. 3510-1985 will be rescinded, it has been determined that a Zone Amending Bylaw is not required for this version of the Zoning Bylaw.

It is important to note that the City cannot regulate or prohibit by zoning, or regulate by business regulation, a provincially operated facility on provincially owned land or on privately owned land (i.e. leased to the Province for a Provincial purpose and undertaking).

1.4 Maple Ridge Business Licensing and Regulation Bylaw No. 6815-2011

As the City of Maple Ridge requires a Business License for all operators renting more than one residential unit, the City will define all classes of Assisted Living Residences and include specific licence fees through the adoption of the Maple Ridge Business Licensing and Regulation Amending Bylaw No. 7722-2021. It is anticipated that Bylaw No. 7722-2021 will be brought to the April 6, 2021 Committee of the Whole Meeting.

When Business License applications are received by the City that fall under the *Community Care and Assisted Living Act*, they must be referred to Fraser Health or the Assisted Living Registrar. Once the Municipality is satisfied that the facility has met the approvals of the Planning, Permit, Bylaws & Fire Departments, the Licensing & Bylaws Department will send a municipal approval letter to the appropriate Provincial body. The Business License is not issued until notification is received from Fraser Health or the Assisted Living Registrar that the facility has been approved.

The City requires non-profit organizations to also hold a valid License, although they are exempt from paying a fee.

2.0 DISCUSSION:

The proposed Zoning Bylaw regulatory amendments are in response to Council comments received at the June 23, 2020 Workshop. During that meeting, Council directed that the supportive recovery bylaw work be expanded to include all classes of Assisted Living Residences, namely for residences for seniors, persons with disabilities and people receiving services associated with mental health.

As such, the proposed Zone Amending Bylaw No. 7723-2021 has been drafted to align the regulations for all classes of Assisted Living Residences, including the requirement for a Housing Agreement with the City. The proposed amended definitions and regulatory framework are intended to:

- 1) Regulate the number of residents at Assisted Living Residences in residential areas;
- 2) Incorporate regulatory changes within specific zones that would permit an Assisted Living Residence; and
- 3) Amend the density bonus provisions to allow up to 10 residents if the facility operators enter into a housing agreement with the City, where a Housing Agreement is drafted and considered on a case-by-case basis. Note that no public hearing is required for a Housing Agreement.

2.1 Proposed Expansion of Regulatory Approach – Density Bonus Regulations for the provision of Assisted Living Residences in Residential areas of Maple Ridge

Under Section 482 of the *Local Government Act*, a Zoning Bylaw may establish different density rules for a zone. The City's Solicitor has determined that the *Local Government Act* permits density to be measured in more than one way depending on the circumstances. Prior to the adoption of the supportive recovery Zoning Bylaw amendments, the measure of density in the Maple Ridge Zoning Bylaw was based on either floor space ratio (FSR) or lot coverage. As such, the definition of density, under Zone Amending Bylaw No. 7651-2020, was expanded so that it may also be expressed as the number of people per building.

Under the same section of the *Local Government Act*, a Zoning Bylaw may include density bonus conditions relating to the provision of special needs housing (noting that special needs housing is a term from the *Local Government Act*). Therefore, a density bonus provision can be used to permit Assisted Living Residences in the residential zones of the City's choosing.

What this means is that under the *Local Government Act* the City may establish a base density (for example, three people) that could be increased (for example, to ten people) if the owner provided special needs housing and entered into a housing agreement (as permitted under Section 483 of the *Local Government Act*). The aim of permitting an increase in density for Assisted Living Residences is to motivate an owner or operator to enter into a Housing Agreement in return for the stated increase in density.

To accommodate this approach, a number of new definitions, as well as new density bonus language, were proposed in Zone Amending Bylaw No. 7651-2020. Details regarding the regulatory provisions are noted in earlier staff reports.

2.2.1 Proposed Draft Zoning Bylaw Definitions

In order to expand the current regulatory approach a number of amendments will be required in the City's Zoning Bylaw:

Amended Definitions Proposed for Zoning Bylaw:

The following definitions are proposed to be added to the Zoning Bylaw in order to facilitate the proposed regulatory approach for assisted living residences:

- **CLASSES OF ASSISTED LIVING RESIDENCES** are as follows: (a) mental health, for adults receiving assisted living services due primarily to a mental disorder; (b) seniors and persons with disabilities, for adults receiving assisted living services due primarily to chronic or progressive conditions linked to the aging process or a disability; and (c) supportive recovery and transitional housing, for adults receiving assisted living services due primarily to alcohol and drug substance use or for transitioning from temporary to permanent housing, and where assisted living services are as defined in the *Community Care Assisted Living Act*.
- **DENSITY BONUS** means permitting a density on a lot that is greater than shown in the corresponding zone in exchange for an Amenity Contribution or in exchange for special needs housing and a housing agreement prescribed by section 483 of the *Local Government Act*."
- **SPECIAL NEEDS HOUSING** includes the following classes of Assisted Living Residences: Mental Health Seniors and Persons with Disabilities, Supportive Recovery and Transitional Housing.

2.2.2 Proposed Zoning Bylaw Regulations

Proposed Zone Amending Bylaw No. 7723-2021 (Appendix A) has been drafted to permit all classes of Assisted Living Residences, including supportive recovery homes, as regulated under the Assisted Living Regulation B.C. Reg. 189/2019, on residential lots with a minimum lot size of 668m² (or 7,190 sq ft), or said differently, in the RS-1, RS-1a, RS-1c, RS-1d, RS-2 and RS-3 zones. The base density for these residences is to be considered at three (3) residents per building, and will not be strata-titled or permitted to contain habitable space below the recommended Flood Construction Level of any designated floodplain; and will require proof of notification or approval from the applicable Health Authority if located on a lot which is not serviced by municipal sewer.

The density bonus provisions of the Zoning Bylaw are now proposed to reference all three classes of Assisted Living Residences. This will permit these residences to 'bonus' up to a maximum of ten (10) residents per building (including staff), providing they comply with the following:

- i. The owner enters into a Housing Agreement with the City (in accordance with S. 483 of the *Local Government Act*), which must be executed and delivered to the City, including all appendices, prior to the issuance of any building permit or business license for the land in relation to which the use is permitted;
- ii. Shall be contained within a One Family Residential building; and
- iii. Shall not be permitted where there is a Detached Garden Suite, Boarding Use or Temporary Residential Use on the lot.

2.3 Draft Housing Agreement

As discussed in earlier staff reports, the City may use a Housing Agreement to set out accountability mechanisms, including operational terms and conditions, for Assisted Living Residences in Maple Ridge. The conditions of each Housing Agreement will be negotiated by Council, on a case-by-case basis.

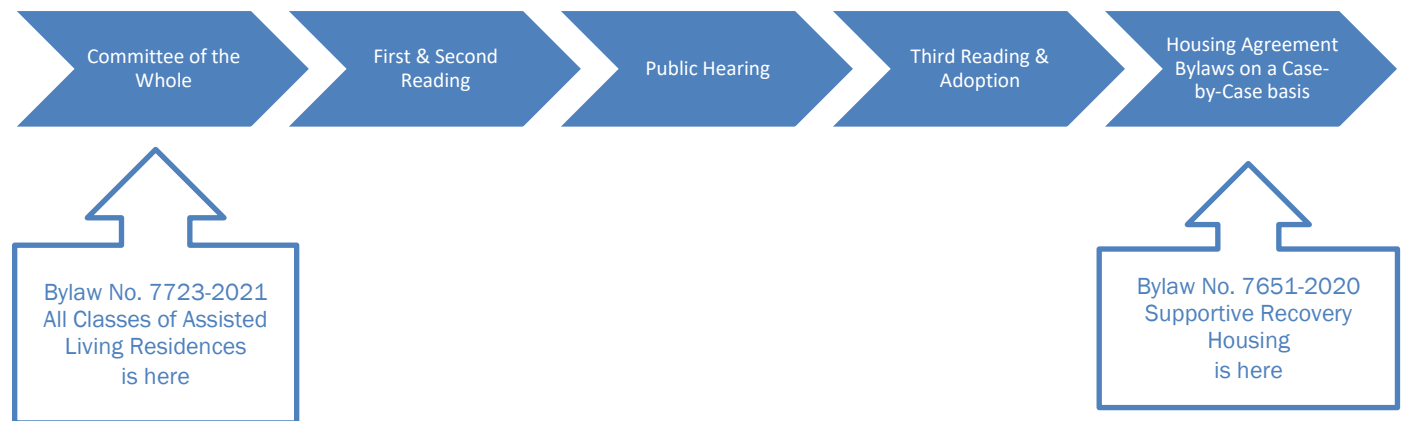
Each Housing Agreement is intended to be tailored per Owner / Operator, the site, and consider the surrounding neighbourhood. Each Housing Agreement will be signed by the City, the property Owner, and the proposed Operator. In addition to the terms and conditions set out in a Housing Agreement, all operators and residents would need to comply with all municipal bylaws in effect.

Ultimately, should the City's Zoning Bylaw be amended to permit all classes of Assisted Living Residences, each Housing Agreement will be presented to Council. Each Housing Agreement will be negotiated on a case-by-case basis, tailored to each individual Operator, and approved by Council.

3.0 NEXT STEPS

Based on Council comments at the June 23, 2020 Council Workshop, staff prepared Zone Amending Bylaw No. 7723-2021 to expand the regulatory approach to permit supportive recovery homes, through density bonus provisions, in residential areas of Maple Ridge to include all classes of Assisted Living Residences. The draft Bylaw is anticipated to be presented for Council comment at the April 6, 2021 Committee of the Whole and should Council direct, be brought forward for consideration of First and Second Reading at an upcoming Council Meeting.

Figure 1 – Proposed Bylaw Amendment Process



4.0 STRATEGIC ALIGNMENT

As part of the City of Maple Ridge Strategic Plan 2019 – 2022, under its Community Safety theme, the regulation of supportive recovery housing in Maple Ridge is a key priority of Council.

CONCLUSION:

This report outlines the proposed expansion of the approach to regulate supportive recovery housing in Maple Ridge, through a density bonus provision, to include all classes of Assisted Living Residences and Transitional Housing. Based on Council direction from June 23, 2020, staff are seeking consideration of first and second reading for Amending Bylaw No. 7723-2021.

“Original signed by Amanda Grochowich”

Prepared by: **Amanda Grochowich, MCIP, RPP
Planner 2**

“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 and Development**

“Original signed by Al Horsman”

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A: Zone Amending Bylaw No. 7723-2021

**CITY OF MAPLE RIDGE
BYLAW NO. 7723-2021**

A Bylaw to amend 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. 7723-2021."
2. That in PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, that the definition of "Classes of Assisted Living Residences" is inserted between "CIVIC" and "COMMERCIAL":

CLASSES OF ASSISTED LIVING RESIDENCES are as follows: (a) mental health, for adults receiving assisted living services due primarily to a mental disorder; (b) seniors and persons with disabilities, for adults receiving assisted living services due primarily to chronic or progressive conditions linked to the aging process or a disability; and (c) supportive recovery and transitional housing, for adults receiving assisted living services due primarily to alcohol and drug substance use or for transitioning from temporary to permanent housing, and where assisted living services are as defined in the *Community Care Assisted Living Act*.

3. That in PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, the definition of "DENSITY BONUS" is amended by removing "supportive recovery housing or transitional housing" and adding the words identified in bold text:

DENSITY BONUS means permitting a density on a lot that is greater than shown in the corresponding zone in exchange for an Amenity Contribution or in exchange for **special needs housing** and a Housing Agreement prescribed by section 483 of the *Local Government Act*."

4. That in PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, that the definition of "RESIDENTIAL, ELDERLY CITIZENS" is amended by removing the text identified by strikethrough and adding the words identified in bold text:

RESIDENTIAL, ELDERLY CITIZENS means ~~an Assisted Living Residence~~ for the Residential accommodation of elderly persons.

5. That in PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, that the definition of "SPECIAL NEEDS HOUSING" is amended by removing the text identified by strikethrough and adding the words identified in bold text:

SPECIAL NEEDS HOUSING includes ~~Supportive Recovery Housing, and Transitional Housing~~ for the following classes of Assisted Living Residences: **Mental Health, Seniors and Persons with Disabilities, Supportive Recovery and Transitional Housing**.

6. That PART 4 GENERAL REGULATIONS, SECTION 402 REGULATIONS FOR PERMITTED USES OF LAND, BUILDINGS & STRUCTURES, Sub-section 402.9 Density Bonus Regulations for the provision of Assisted Living Residences is amended by adding the bold text and removing the text identified by strikethrough:

402.9 Density Bonus Regulations for the provision of Assisted Living Residences

2. A Density Bonus of up to a maximum of ten (10) residents per building shall be permitted for ~~Supportive Recovery Housing or Transitional Housing~~ **all Classes of Assisted Living Residences** in the RS-1, RS-1a, RS-1c, RS-1d, RS-2 and RS-3 zones, where the Lot Area is not less than 668.0 square metres, subject to the following provisions:
 - a) the owner shall enter into a Housing Agreement with the City of Maple Ridge, in accordance with Section 483 of the *Local Government Act*, which shall be executed and delivered to the Municipality including all appendices prior to the issuance of any building permit or business license for the land in relation to which the use is permitted;
 - b) shall have a maximum of 10 residents including staff;
 - c) shall be contained within a Single Detached Residential Building;
 - d) shall not be permitted where there is a Boarding, Detached Garden Suite Residential, or Temporary Residential Use on the lot;
 - e) shall provide proof satisfactory to the Building Official that notification has been provided to the applicable Fraser Health Authority if located on a lot which is not serviced by Community Sanitary Sewer System;
 - f) shall not be permitted on a lot situated within a Floodplain Area unless the underside of the finished floor system of the Assisted Living Residence Use is above the established minimum Flood Construction Level;
 - g) shall not be strata-titled or subdivided; and
 - h) shall not be permitted unless permitted by the provisions of Section 1 above.
7. That PART 6 RESIDENTIAL ZONES, SECTION 605 ZONE: RS-1 SINGLE DETACHED RESIDENTIAL, 605.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:
 - c) Assisted Living Residence (~~Supportive Recovery Class~~); and
8. That PART 6 RESIDENTIAL ZONES, SECTION 606 ZONE: RS-1a SINGLE DETACHED (AMENITY) RESIDENTIAL, 606.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:
 - b) Assisted Living Residence (~~Supportive Recovery Class~~).
9. That PART 6 RESIDENTIAL ZONES, SECTION 608 ZONE: RS-1c SINGLE DETACHED (LOW DENSITY) RESIDENTIAL, 608.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:
 - c) Assisted Living Residence (~~Supportive Recovery Class~~).
10. That PART 6 RESIDENTIAL ZONES, SECTION 609 ZONE: RS-1d SINGLE DETACHED (HALF ACRE) RESIDENTIAL, 609.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:
 - c) Assisted Living Residence (~~Supportive Recovery Class~~).
11. That PART 6 RESIDENTIAL ZONES, SECTION 610 ZONE: RS-2 SINGLE DETACHED SUBURBAN RESIDENTIAL, 610.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:
 - c) Assisted Living Residence (~~Supportive Recovery Class~~); and

12. That PART 6 RESIDENTIAL ZONES, SECTION 611 ZONE: RS-3 SINGLE DETACHED RURAL RESIDENTIAL, 611.2 PRINCIPAL USES be amended by removing the text identified by strikethrough:

c) Assisted Living Residence (~~Supportive Recovery Class~~); and

13. Maple Ridge Zoning Bylaw No. 7600 – 2019 is amended accordingly.

READ a first time the 13th day of April, 2021.

READ a second time the 13th day of April, 2021.

PUBLIC HEARING held the day of , 20

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER