

City of Maple Ridge

COUNCIL MEETING AGENDA

February 22, 2022

7:00 p.m.

Virtual Online Meeting including Council Chambers

Meeting Decorum:

Council would like to remind all people present tonight that serious issues are decided at Council meetings which affect many people's lives. Therefore, we ask that you act with the appropriate decorum that a Council Meeting deserves. Commentary and conversations by the public are distracting. Should anyone disrupt the Council Meeting in any way, the meeting will be stopped and that person's behavior will be reprimanded.

The meeting is live streamed and recorded by the City of Maple Ridge.

Note: This Agenda is also posted on the City's Web Site at www.mapleridge.ca

The purpose of a Council meeting is to enact powers given to Council by using bylaws or resolutions. This is the venue for debate of issues before voting on a bylaw or resolution.

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

100 CALL TO ORDER

200 AMENDMENTS TO THE AGENDA

300 APPROVAL OF THE AGENDA

400 ADOPTION OF MINUTES

401 Minutes of the Regular Council Meeting of February 8, 2022

500 PRESENTATIONS AT THE REQUEST OF COUNCIL

600 DELEGATIONS

700 CONSENT AGENDA

701 **Minutes**

701.1 Development Agreements Committee of:

- February 3, 2022
- February 9, 2022

701.2 Committees and Commissions of Council Meetings:

Agricultural Advisory Committee

- December 2, 2021

Advisory Design Panel

- September 15, 2021

Community Heritage Commission

- November 18, 2021
- December 16, 2021

Environmental Advisory Committee

- November 17, 2021

Economic Development Advisory Committee

- September 16, 2021
- October 28, 2021

Public Art Steering Committee

- September 9, 2021

Parks, Recreation and Culture Advisory Committee

- November 24, 2021

Social Policy Advisory Committee

- November 3, 2021

Transportation Advisory Committee

- June 23, 2021

702 **Reports**

702.1 Corporate Update - Q4 2021

702.2 Disbursements for the month ended January 31, 2022

Staff report dated February 22, 2022 providing information on disbursements on the month ended January 31, 2022.

702.3 Council Expenses

Staff report dated February 22, 2022 providing information on Council expenses recorded to January 31, 2022.

703 **Correspondence**

703.1 Village of Cumberland - Support for Bill C-216

Letter dated January 28, 2022, from Mayor Leslie Baird, Village of Cumberland, requesting support for Private Members Bill C-216, Health-Based Approach to the Substance Use Act.

703.2 Village of Chase - Supporting BC Wildfires Petition - District of Lillooet

Letter dated February 1, 2022, from Mayor Rob Crowe, Village of Chase, outlining a resolution passed by Chase Council, in support of the 'Call to Action' petition and the District of Lillooet's motion, regarding the increasing risk and occurrences of wildfires, landslides and flooding in British Columbia.

703.3 District of North Vancouver - Burrard Inlet Rapid Transit in 10-year Investment Plan

Letter dated February 10, 2022, from James Gordon, Municipal Clerk, District of North Vancouver, advising that Council has passed a resolution prioritizing the inclusion of the Burrard Inlet Rapid Transit in the 10-Year Regional Transit and Transportation Vision.

704 **Release of Items from Closed Council Status**

From February 1, 2022 Closed Council Meeting

Item 4.1 Social Policy Advisory Committee Membership – 2022 Appointment - That Nicole Nouch be appointed as a Member at Large for a two-year term beginning January, 2022.

Item 4.2 CMR Housing Update

From February 8, 2022 Closed Council Meeting – Nil

705 **Recommendation to Receive Items on Consent**

800 UNFINISHED BUSINESS

900 CORRESPONDENCE

1000 BYLAWS

Note: *Items 1001 to 1004 are from the February 15, 2022 Public Hearing*

Bylaws for Third Reading

1001 **2019-119-RZ, 12791 232 Street**

1001.1 **Maple Ridge Official Community Amending Bylaw No. 7557-2019**

To redesignate the subject property from *Agricultural* to *Commercial*.

1001.2 **Maple Ridge Zone Amending Bylaw No. 7558-2019**

To rezone from RS-2 (Single Detached Suburban Residential) to CS-1 (Service Commercial).

1002 **2019-239-RZ, 12610 228 Street**

Maple Ride Zone Amending Bylaw No. 7574-2019

To rezone from RS-3 (Single Detached Rural Residential) to R-1 (Single Detached (Low Density) Urban Residential).

1003 **2020-411-RZ, 21429 121 Avenue**

Maple Ridge Zone Amending Bylaw No. 7689-2020

To rezone from RS-1 (Single Detached Residential) to R-1 (Single Detached (Low Density) Urban Residential).

1004 **2021-062-RZ, 25927 and 25801 128 Avenue**

1004.1 **Maple Ridge Official Community Amending Bylaw No. 7715-2021**

To amend Policy 6-64 to include that until Policy 6-60 is satisfied, uses that contribute to employment opportunities and do not require construction of permanent structures or servicing upgrades, may be considered on a case by case basis.

1004.2 **Maple Ridge Zone Amending Bylaw No. 7716-2021**

To amend Section 502 A-2 Upland Agricultural, 502.2 Permitted Principal Uses to include Outdoor Commercial Recreation, limited to outdoor paintball and laser tag, and non-permanent structures, used for play and preparation on the subject properties.

Bylaws for Adoption

1005 **2021-215-RZ, Zone Amending Bylaw No. 7749-2021**

Staff report dated February 22, 2022, recommending adoption.

Maple Ridge Zoning Bylaw No. 7749-2021

A bylaw to set out housekeeping amendments to Maple Ridge Zoning Bylaw No. 7600-2019.

1006 2018-190-RZ, 23627 132 Avenue, Zone Amending Bylaw No. 7470-2018

Staff report dated February 22, 2022, recommending adoption.

Maple Ridge Zone Amending Bylaw No. 7470-2018

To rezone from RS-2 (Single Detached Suburban Residential) to RM-1 (Low Density Townhouse Residential) to permit construction of a 23-unit residential townhouse development.

1007 Aquifer Mapping Update, Official Community Plan Amending Bylaw No. 7802-2021

To remove the Figure 7 Aquifer Map from the Official Community Plan and clarify that groundwater resources and regulations are the jurisdiction of the Provincial government.

1100 COMMITTEE REPORTS AND RECOMMENDATIONS

*The items in the "Committee Reports and Recommendations" category are staff reports presented at an earlier Committee of the Whole meeting, typically a week prior, to provide Council with an opportunity to ask staff detailed questions. The items are now before the regular Council Meeting for debate and vote. Both meetings are open to the public. **The reports are not reprinted again in hard copy**, however; they can be found in the electronic agenda or in the Committee of the Whole agenda package dated accordingly.*

Planning and Development Services

1101 Proposed New Cannabis Retail Store at Unit A 20757 Lougheed Highway

Staff report dated February 15, 2022, recommending that the application for a non medical cannabis retail store by Chronic Cannabis located at Unit A 20757 Lougheed Highway, Maple Ridge not be supported and that a copy of the resolution be forwarded to the Liquor and Cannabis Regulation Branch.

1102 2021-457-RZ, Regulation of Pharmacies

Item referred back to staff from the Committee of the Whole Meeting of February 15, 2022.

1103 2019-013-RZ, 24156 104 Avenue, RS-3 to RM-1

Staff report dated February 15, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7814-2021 to rezone from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of 21 townhouse units be given first reading and that the applicant provide further information as described on Schedules C, D and G of the Development Procedures Bylaw No. 5879-1999.

1104 2021-501-RZ, 24255 113 Avenue, RS-3 to RS-1d

Staff report dated February 15, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7825-2022 to rezone from RS-3 (Single Detached Rural Residential) to RS-1d (Single Detached (Half Acre) Residential) utilizing the density bonus option to RS-1b (Single Detached (Medium Density) Residential), to permit a future subdivision of approximately five lots be given first reading and that the applicant provide further information as described on Schedules B, F, and G of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

1105 2021-565-RZ, 24301 126 Avenue, RS-3 to RS-2

Staff report dated February 15, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7824-2022 to rezone from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential), to permit a future subdivision of two single-family lots be given first reading and that the applicant provide further information as described on Schedules B and G of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

1106 2021-531-RZ, 22486, 22488, 22489, 22490, 22496, 22497 Brickwood Close and 11649 & 11609 225 Street, Termination and Replacement of Land Use Contract

Staff report dated February 15, 2022, recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7747-2021 be given first and second hearing and forwarded to a Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7740-2021 to rezone the subject properties regulated by a Land Use Contract to RS-1 (Single Detached Residential), be given first and second reading and be forwarded to Public Hearing.

1107 2021-532-RZ, 11581 256 Street, Termination and Replacement of Land Use Contract

Staff report dated February 15, 2022, recommending that Official Community Plan Amending Bylaw No. 7748-2021 be given first and second reading and forwarded to Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7710-2021 to rezone the subject property regulated by a Land Use Contract to RS-3 (Single Detached Rural Residential), be given first and second reading and be forwarded to Public Hearing.

1108 2021-533-RZ, 11698 226 Street, Termination and Replacement of Land Use Contract

Staff report dated February 15, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7807-2021 to create the new zone, CD-4-21 (Comprehensive District) and rezone the subject property regulated by a Land Use Contract to CD-4-21, be given first and second reading and be forwarded to Public Hearing.

1109 2021-534-RZ, 12309 240 Street, Termination and Replacement of Land Use Contract

Staff report dated February 15, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7809-2021 to create the new zone, CD-5-21 (Nine-Hole Golf Course) and rezone the subject property regulated by a Land Use Contract to CD-5-21, be given first and second reading and forwarded to Public Hearing.

1110 2018-190-DVP/DP, 23627 132 Avenue

Staff report dated February 15, 2022, recommending that the Corporate Officer be authorized to sign and seal 2018-190-DVP and 2018-190-DP to reduce setbacks from the buildings' closest points from the north rear, west and east side property lines, increase building height, and to reduce the Outdoor Amenity Area.

1111 2021-473-DVP/DP, 11545 Kingston Street

Staff report dated February 15, 2022, recommending that the Corporate Officer be authorized to sign and seal 2021-473-DVP and 2021-473-DP to reduce the rear lot line setback.

1112 2021-112-DP, 22829, 22831 and 22833 122 Avenue

Staff report dated February 15, 2022, recommending that the Notice on Title CA6356664 be discharged from the previous Intensive Residential Development Permit and that the Corporate Officer be authorized to sign and seal 2021-112-DP to permit the construction of three intensive single detached residential dwellings.

Engineering Services

Corporate Services

Parks, Recreation and Culture

Other Committee Issues

Administration (including Fire and Police)

1191 Award of Contract RFP-HR21-33: Group Insurance and Administration for Employee Benefits

1300 OTHER MATTERS DEEMED EXPEDIENT

1400 PUBLIC QUESTION PERIOD

1500 MAYOR AND COUNCILLOR REPORTS

1600 NOTICES OF MOTION AND MATTERS FOR FUTURE MEETING

1700 ADJOURNMENT

PUBLIC QUESTION PERIOD

The purpose of Public Question Period is to provide the public with an opportunity to ask questions of Council on items that are of concern to them, with the exception of Public Hearing bylaws which have not yet reached conclusion.

Each person will be permitted **2 minutes** to ask their question (a second opportunity is permitted if no one else is waiting to participate. Questions must be directed to the Chair of the meeting and not to individual members of Council. **The total session is limited to 15 minutes.**

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

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

If you have a question or comment that you would normally ask as part of Public Question Period, you can email clerks@mapleridge.ca before 4:00 p.m. on the day of the meeting and your questions or comments will be shared with Council. If you miss this deadline staff will respond to you in writing as soon as possible.

Council reserves the right to defer responding to a question in order to obtain the information required to provide a complete and accurate response.

Council will not tolerate any derogatory remarks directed at Council or staff members.

We thank citizens for their support as we try innovative approaches to keep us all connected even as we separate to stop the spread of COVID-19.

For more information on these opportunities contact:
Clerk's Department at **604-463-5221** or clerks@mapleridge.ca
Mayor and Council at mayorcouncilandcaol@mapleridge.ca

APPROVED BY:



DATE:

Feb. 17, 2022

PREPARED BY:


Feb. 17, 2022

CHECKED BY: _____

DATE:

DATE: _____

400 ADOPTION AND RECEIPT OF MINUTES

401 Minutes of Regular and Special Council Meetings

City of Maple Ridge

COUNCIL MEETING MINUTES

February 8, 2022

The Minutes of the City Council Meeting held virtually and hosted in Council Chambers on February 8, 2022 at 7:02 p.m. at City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

| | |
|--------------------------|---|
| <i>PRESENT</i> | <i>Appointed Staff</i> |
| <i>Elected Officials</i> | S. Hartman, Chief Administrative Officer |
| Mayor M. Morden | C. Carter, General Manager Planning & Development Services |
| Councillor J. Dueck | C. Crabtree, General Manager Corporate Services |
| Councillor C. Meadus | D. Pollock, General Manager Engineering Services |
| Councillor G. Robson | P. Hlavac-Winsor, General Counsel and Executive Director, Legislative Services |
| Councillor R. Svendsen | S. Nichols, Corporate Officer |
| Councillor A. Yousef | T. Thompson, Director of Finance |
| <i>ABSENT</i> | |
| Councillor K. Duncan | <i>Other Staff as Required</i> |
| | C. Goddard, Director of Planning |
| | F. Smith, Director of Engineering |

Note: These Minutes are also posted on the City's Web Site at www.mapleridge.ca
Video of the meeting is posted at media.mapleridge.ca/Mediasite/Showcase

Note: Due to the COVID-19 pandemic, Councillor Robson and Councillor Yousef participated electronically. The Mayor chaired the meeting from Council Chambers.

100 **CALL TO ORDER**

200 **AMENDMENTS TO THE AGENDA**

300 **APPROVAL OF THE AGENDA**

R/2022-CM-034

It was moved and seconded

That the agenda of the Regular Council Meeting of February 8, 2022 be adopted as circulated.

CARRIED

400 **ADOPTION AND RECEIPT OF MINUTES**

401 Minutes of the Regular Council Meeting of January 25, 2022

R/2022-CM-035

It was moved and seconded

That the minutes of the Regular Council Meeting of January 25, 2022 be adopted as circulated.

CARRIED

402 Report of the Public Hearing of January 18, 2022

R/2022-CM-036

It was moved and seconded

That the report of the Public Hearing of January 18, 2022 be adopted as circulated.

CARRIED

500 **PRESENTATIONS AT THE REQUEST OF COUNCIL** – Nil

600 **DELEGATIONS** – Nil

700 **ITEMS ON CONSENT**

701 **Minutes**

701.1 Meetings of the Development Agreements Committee

- January 20, 2022 and January 25, 2022

702 **Reports**

702.1 Municipal Advisory Committee on Accessibility and Inclusiveness - Updated Terms of Reference

703 **Correspondence**

703.1 **Universal No-Cost Coverage of Prescription Contraception**

Correspondence dated January 15, 2022, from Dr. Teale Phelps Bondaroff, Chair and Co-Founder of AccessBC Campaign for free prescription contraception, requesting municipalities endorse universal no-cost prescription contraception.

704 **Release of Items from Closed Council Status** – Nil

705 **Recommendation to Receive Items on Consent**

R/2022-CM-037

It was moved and seconded

That the items on the Consent Agenda of the February 8, 2022 Council Meeting be received into the record.

CARRIED

800 **UNFINISHED BUSINESS** – Nil

900 **CORRESPONDENCE** – Nil

1000 **BYLAWS**

Note: Items 1001

Bylaws for Third Reading

1001 **2021-215-RZ, Zone Amending Bylaw No. 7749-2021**

**From the December 14, 2021 Council Meeting. A Public Hearing was waived in accordance with Section 464(2) of the Local Government Act.*

A bylaw to set out housekeeping amendments to Maple Ridge Zone Amending Bylaw No. 7600-2019.

R/2022-CM-038

It was moved and seconded

That Maple Ridge Zone Amending Bylaw No. 7749-2021 be given third reading.

CARRIED

1100 **REPORTS AND RECOMMENDATIONS**

Planning and Development Services

1101 **2020-392-RZ, 12040 248 Street, Temporary Use Permit**

Staff report dated February 1, 2022, recommending that a Temporary Use Permit, to allow for up to three years, the temporary storage of a shipping container and unenclosed storage of construction materials over a portion of the site that is zoned CS-1 (Service Commercial), be forwarded to the next

Public Hearing and subsequent Council meeting for decision.

R/2022-CM-039

It was moved and seconded

That the Temporary Use Permit 2020-392-RZ, respecting property located at 12040 248 Street, be forwarded to the next available Public Hearing and subsequent Council meeting for decision.

CARRIED

1102 **2021-397-RZ, 20206 Chatwin Avenue, RS-1 to RS-1b**

Staff report dated February 1, 2022, recommending that Maple Ridge Zone Amending Bylaw No. 7818-2021 to rezone from RS-1 (Single Detached Residential) to RS-1b (Single Detached (Medium Density) Residential), to permit a future subdivision of approximately four lots be given first reading and that the applicant provide further information as described on Schedules B, F, and G of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

R/2022-CM-040

It was moved and seconded

1. **That Zone Amending Bylaw No. 7818-2021 be given first reading; and further**
2. **That the applicant provides further information as described on Schedules B, F and G of the Development Procedures Bylaw No. 5879-1999, along with information required for a Subdivision application.**

CARRIED

1103 **2021-419-RZ, 24070 128 Avenue and 24195 Fern Crescent, RS-3 to R-3 and R-1**

Staff report dated February 1, 2022 recommending that Maple Ridge Zone Amending Bylaw No. 7791-2021 to rezone from RS-3 (Single Detached Rural Residential) to R-3 (Single Detached (Intensive) Urban Residential) and R-1 (Single Detached (Low Density) Urban Residential), to permit a future subdivision of approximately 27 single-family lots, be given first reading and that the applicant provide further information as described on Schedules A, B, D, E, and J of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

R/2022-CM-041

It was moved and seconded

1. **In respect of Section 475 of the Local Government Act, requirement for consultation during the development or amendment of an Official Community Plan, Council - must consider whether consultation is required with specifically:**
 - i. **The Board of the Regional District in which the area covered by the plan is**

- located, in the case of a Municipal Official Community Plan;
- ii. The Board of any Regional District that is adjacent to the area covered by the plan;
 - iii. The Council of any municipality that is adjacent to the area covered by the plan;
 - iv. First Nations;
 - v. Boards of Education, Greater Boards and Improvements District Boards; and
 - vi. The Provincial and Federal Governments and their agencies.

and in that regard it is recommended that no additional consultation be required in respect of this matter beyond the early posting of the proposed Official Community Plan amendments on the City's website, together with an invitation to the public to comment, and;

2. That Zone Amending Bylaw No. 7791-2021 be given first reading; and further
3. That the applicant provides further information as described on Schedules A, B, D, E and J of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

CARRIED

Councillor Robson – OPPOSED

1104 **2018-159-DVP, 24331 and 24315 110 Avenue**

Staff report dated February 1, 2022, recommending that the Corporate Officer be authorized to sign and seal 2018-159 DVP to reduce the minimum required lot width.

The Corporate Officer advised that 14 notices mailed out in relation to the item and no correspondence was received in response.

R/2022-CM-042

It was moved and seconded

That the Corporate Officer be authorized to sign and seal 2018-159-DVP respecting property located at 24331 and 24315 110 Avenue.

CARRIED

1200 **STAFF REPORTS** – Nil

1300 **OTHER MATTERS DEEMED EXPEDIENT** – Nil

1400 **PUBLIC QUESTION PERIOD**

There were no speakers.

1500 **MAYOR AND COUNCILLORS' REPORTS**

Council members spoke to recent activities.

1600 **NOTICES OF MOTION AND MATTERS FOR FUTURE MEETINGS – Nil**

1700 **ADJOURNMENT – 7:34 p.m.**

M. Morden, Mayor

Certified Correct

S. Nichols, Corporate Officer

700 ITEMS ON CONSENT

701 Minutes

**CITY OF MAPLE RIDGE
DEVELOPMENT AGREEMENTS COMMITTEE**

February 3, 2022
Mayor's Office

CIRCULATED TO:

Michael Morden, Mayor
Chair

Scott Hartman, Chief Administrative Officer
Member

Catherine Schmidt, Recording Secretary

1. 21-120979 BG

LEGAL: Lot 21 Section 28 Township 12 New Westminster District Plan 42355
PID: 028-047-516

LOCATION: 13439 235 Street

OWNER: Kailash and Lovejeet Sarwal

REQUIRED AGREEMENTS: Release of Covenant (BB1302242)

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENT AS IT RELATES TO 21-120979 BG.

CARRIED

2. 21-103837 BG

LEGAL: Lot 13 District Lot 402 Group 1 New Westminster District Plan
EPP89428

PID: 030-878-276

LOCATION: 11372 230 Street

OWNER: Sameer Ebadi and Mariam Faizi

REQUIRED AGREEMENTS: Temporary Residential Use Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENT AS IT RELATES TO 21-103837 BG.

CARRIED

3. 21-119073 BG

LEGAL: Lot 12 Section 16 Township 12 New Westminster District Plan
LMP36721
PID: 024-052-591
LOCATION: 11637 Creekside Street
OWNER: Sadaf and Zeeshan Syed
REQUIRED AGREEMENTS: Temporary Residential Use Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENT AS IT RELATES TO 21-119073 BG.

CARRIED



Michael Morden, Mayor
Chair



Scott Hartman, Chief Administrative Officer
Member



The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.

13439 235 ST

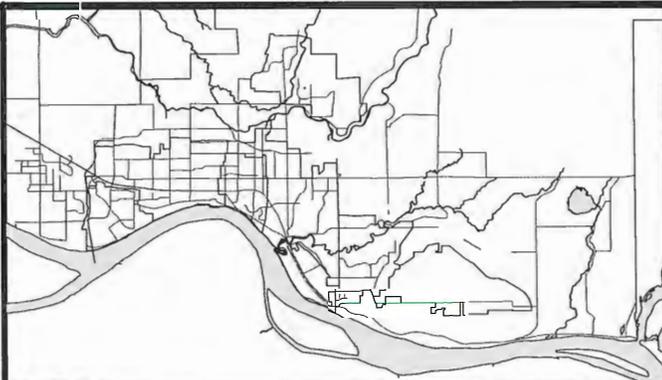
ENGINEERING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca



Scale: 1:4,851

FILE: Subject Map
DATE: Feb 1, 2022

BY: JM



Scale: 1:2,000



11637 CREEKSIDE ST

LICENCES, PERMITS & BYLAWS DEPT.



mapleridge.ca

FILE: Subject Map
DATE: Jan 26, 2022

BY: RA

**CITY OF MAPLE RIDGE
DEVELOPMENT AGREEMENTS COMMITTEE**

February 9, 2022
Mayor's Office

CIRCULATED TO:

Michael Morden, Mayor
Chair

Scott Hartman, Chief Administrative Officer
Member

Catherine Schmidt, Recording Secretary

1. 2018-325-RZ

LEGAL: Lot 66 Section 22 Township 12 New Westminster District Plan 43885
PID: 007-151-641

LOCATION: 12581 243 Street

OWNER: Michael & Willemina McBride

REQUIRED AGREEMENTS: Wildfire Protection Covenant
Sanitary Pump Covenant
Geotechnical Covenant
No Build Covenant
Stormwater Management Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENTS AS THEY RELATE TO 2018-325-RZ.

CARRIED

2. SD/020/04 (Mark McMullen)

LEGAL: Lot 3 District Lot 6881 Group 1 New Westminster District Plan
BCP25318
PID: 026-770-652

LOCATION: 12433 McNutt Road

OWNER: Michael & Lesley Shebib

REQUIRED AGREEMENTS: Release of Covenant (Septic Field Covenant BA202297)
New Septic Disposal Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENTS AS THEY RELATE TO SD/020/04 (Mark McMullen).

CARRIED

3. 2021-227-DP

LEGAL: Lot 22 Section 32 Township 12 New Westminster District Plan
NWP13709
PID: 002-366-983
LOCATION: 13714 224 Street
OWNER: Andriy Vychuzhanin
REQUIRED AGREEMENTS: Enhancement & Maintenance Agreement
Habitat Protection Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENTS AS THEY RELATE TO 2021-227-DP.

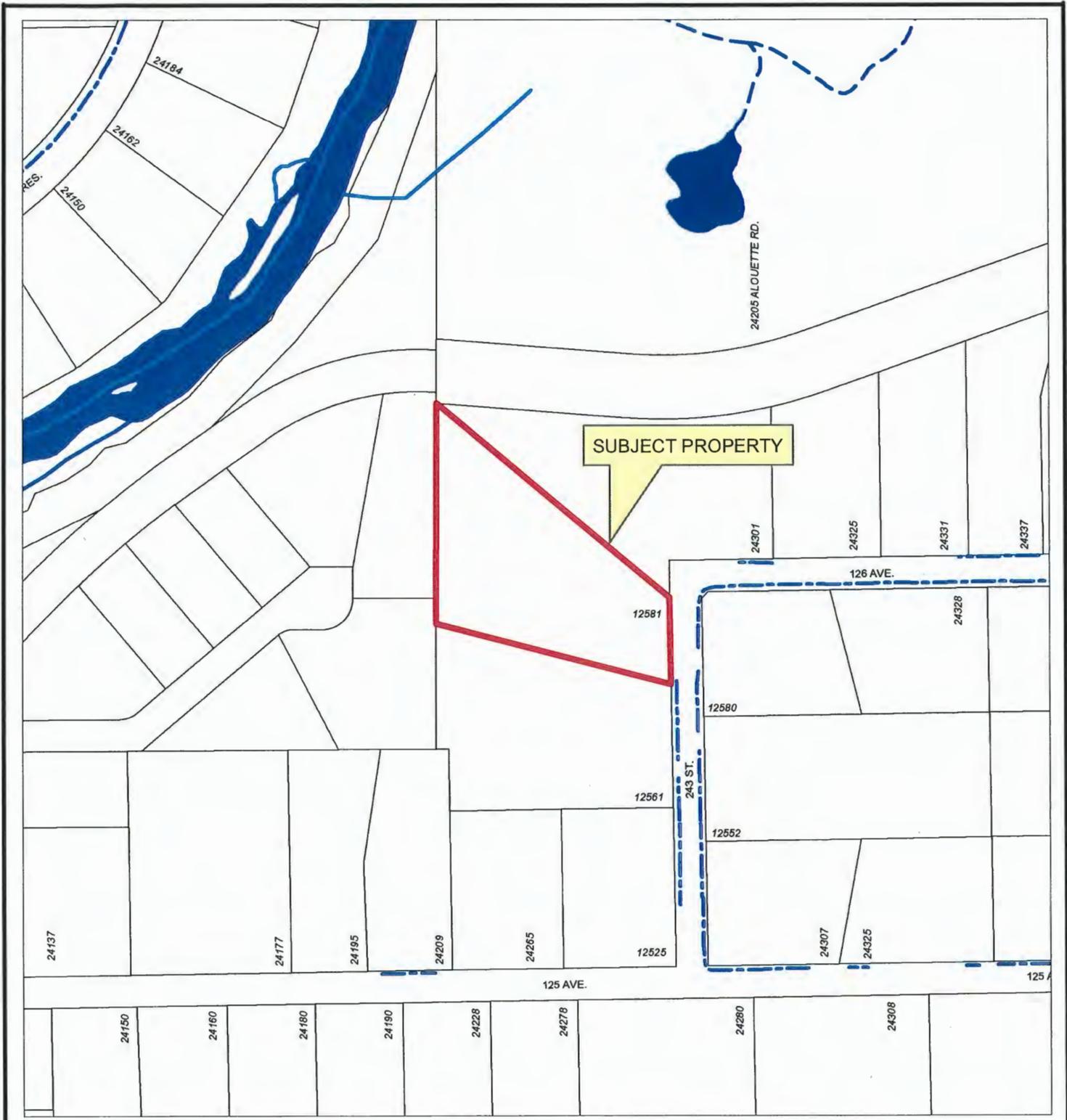


Michael Morden, Mayor
Chair

CARRIED



Scott Hartman, Chief Administrative Officer
Member



SUBJECT PROPERTY

Legend

-  Stream
-  Ditch Centreline
-  Edge of River
-  Indefinite Creek
-  River Centreline
-  Lake or Reservoir
-  River
-  Major Rivers & Lakes

12581 243 STREET

PLANNING DEPARTMENT

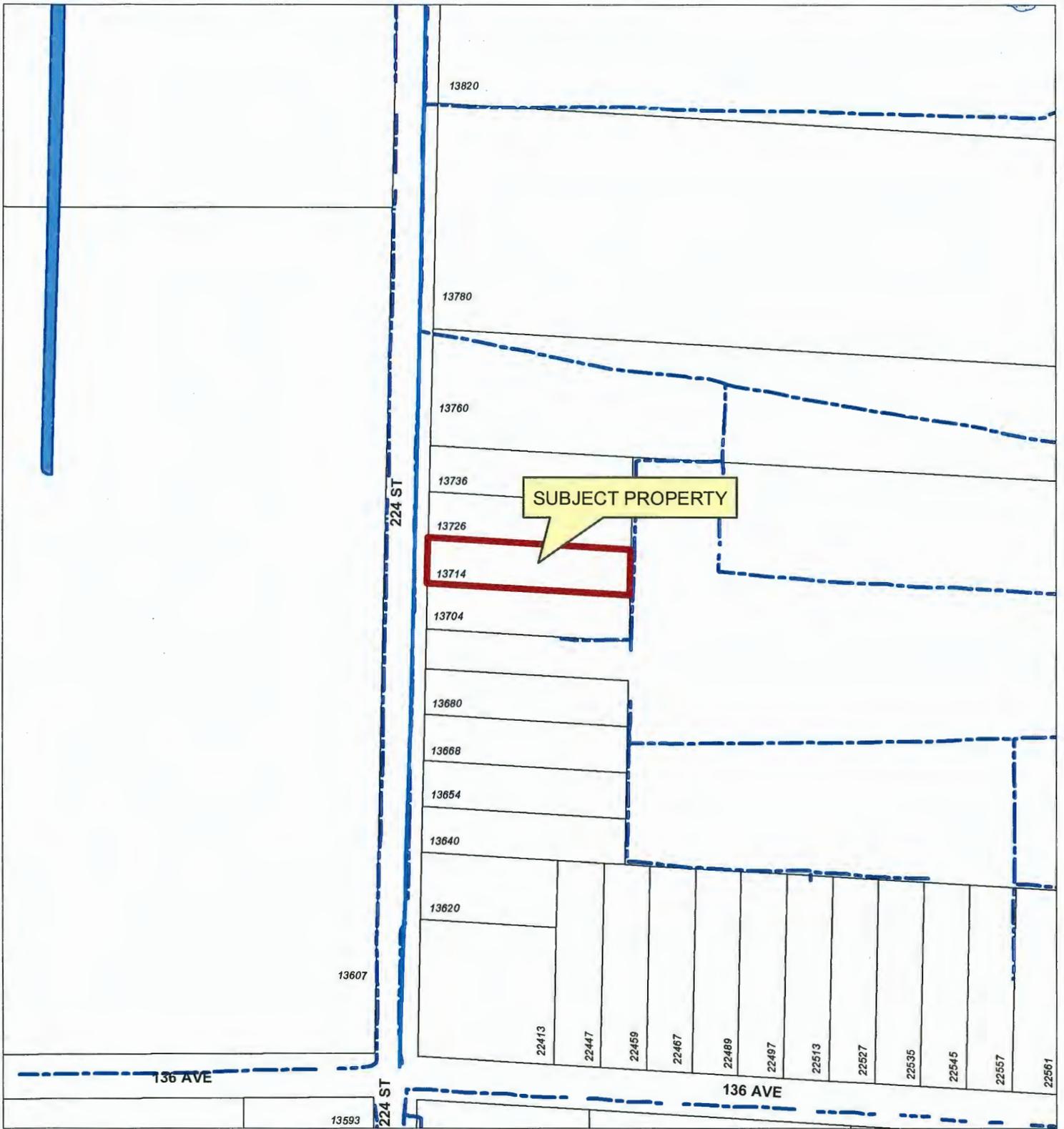


mapleridge.ca

Scale: 1:2,500

FILE: 2018-325-RZ
DATE: Aug 14, 2018

BY: LP



Scale: 1:2,500

Legend

-  Stream
-  Canal Edge
-  Ditch Centreline
-  Edge of Marsh
-  Canal
-  Marsh

13714 224 ST
PID 002-366-983



FILE: 2021-227-DP
DATE: Feb 3, 2022

BY: AH

The Minutes of the Regular Meeting of the Agricultural Advisory Committee,
held via Zoom teleconference on December 2, 2021 at 7:00 p.m.

COMMITTEE MEMBERS PRESENT

| | |
|----------------------------|--|
| Councillor Gordy Robson | Council Liaison |
| Bill Hardy, Chair | Member at Large |
| Carla Schiller, Vice Chair | Member at Large |
| Alex Pope | Fraser North Farmers Market Society Representative |

STAFF MEMBERS PRESENT

| | |
|-------------|---|
| Adam Rieu | Staff Liaison, Planner 1 |
| Mike McLean | Committee Clerk, Legal and Legislative Services |

COMMITTEE MEMBERS ABSENT

| | |
|----------------|--|
| Lorraine Bates | Agricultural Fair Board Representative |
| Shannon Lambie | Agriculture Land Commission (Non-voting member) |
| Conley Keyes | B.C. Ministry of Agriculture (Non-voting member) |

1. CALL TO ORDER – 7:09 pm

2. APPROVAL OF THE AGENDA

R/2021-016

It was moved and seconded

That the agenda for the December 2, 2021 Agricultural Advisory Committee meeting be approved as circulated.

CARRIED UNANIMOUSLY

3. ADOPTION OF THE MINUTES

R/2021-017

It was moved and seconded

That the minutes of the October 4, 2021 Agricultural Advisory Committee meeting be adopted.

CARRIED UNANIMOUSLY

4. DELEGATIONS – NIL

5. NEW AND UNFINISHED BUSINESS

5.1 Community Gardens

The Staff Liaison provided an update on the Community Gardens.

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaison acknowledged the contributions of outgoing members, including Chair Hardy, Carla Schiller and Councillor Gordy Robson. Chair Hardy discussed the speaker series and the limitations of compostable plastic.

6.2 Council Liaison

Council Robson provided an update on the following:

- The evolving focus of the Agricultural Advisory Committee
- The success of the 2021 Food and Garden Contest
- The need to archive presentations from the Committee's speaker series
- The development of agricultural area and community gardens

7. TASK FORCE UPDATES

7.1 2021 Food and Garden Contest

The Staff Liaison provided an update on the 2021 Food and Garden Contest and delivery of prizes to recipients. C. Schiller discussed the progress of the 2021 Food and Garden Contest. Chair Hardy spoke about the potential of utilizing LIDAR imagery to better understand agricultural practices and the contributions of Alternative Land Use Systems (ALUS).

8. QUESTION PERIOD FOR THE PUBLIC – NIL

9. ROUNDTABLE

C. Schiller discussed the impacts of flooding and the importance of flood mitigation efforts. Alex Pope spoke about the Fraser North Farmers Market Society's holiday market and the progression of its online market and deliveries. Councillor Robson discussed tax rates for agricultural properties and the economic difficulties of maintaining an agricultural hub. Chair Hardy recalled attending recent COP 26 meetings in Glasgow and discussions about the electricification of the vehicle fleet, carbon capture efforts and the future of animal agriculture.

10. ADJOURNMENT – 8:12 p.m.



Bill Hardy, Chair



mapleridge.ca

City of Maple Ridge
Advisory Design Panel
MEETING MINUTES

The Minutes of the Regular Meeting of the Maple Ridge Advisory Design Panel (ADP)
held via Zoom teleconference on Wednesday, September 15, 2021 at 4:00 pm.

PANEL MEMBERS PRESENT

| | |
|-------------------------------|---------------------------|
| Stephen Heller, Chair | Landscape Architect BCSLA |
| Meredith Mitchell, Vice Chair | Landscape Architect BCSLA |
| Steven Bartok | Architect AIBC |
| Emily Kearns | Architect AIBC |
| Andrea Scott | Architect AIBC |

STAFF MEMBERS PRESENT

| | |
|--------------|------------------------|
| Wendy Cooper | Staff Liaison, Planner |
|--------------|------------------------|

1. CALL TO ORDER

2. ADOPTION OF MINUTES

R/2021-032

It was moved and seconded

That the minutes for the June 16, 2021 Advisory Design Panel meeting be adopted as circulated.

CARRIED

3. NEW AND UNFINISHED BUSINESS

4. PROJECTS

4.1 Development Permit No: 2019-119-DP / 12791 232 Street

The Chair welcomed the project team to the meeting and introduced the members of the ADP. The Staff Liaison provided a brief overview of a 2-storey commercial building. The project team presented the development plans and answered questions from the Panel.

R/2021-033

It was moved and seconded

That the Advisory Design Panel has reviewed application 2019-119-DP and recommends that the application be supported and the following concerns be addressed as the design develops and submitted to planning staff for follow-up.

Architectural Comments:

- Consider wrapping materials on east and west elevation around the south façade;
- Ensure adequate lighting above covered parking on south;
- North elevation - consider sloped roof portion to be the same material as the wall;
- Roof top screening consider extending the parapet to provide additional screening;
- Provide articulation at material changes.

Landscape Comments:

- Salix sitchensis can get large – may get too large for space (24'-35' height and width) good for wet soils. Recommend reviewing size of proposed tree symbols to ensure it shows mature size;

- Review mature size of trees to ensure adequate space - i.e. southwest corner at garbage;
- Parking planting bed on east side against road; recommend proposing material that is broadleaf evergreen or conifer to min 1m height to screen car headlights into street - perennials are beautiful but not sure if there is full coverage;
- Rosa nutkana may not adequately screen garbage area for all 4 seasons. Recommend a taller broadleaf evergreen shrub or conifer to screen garbage from street;
- Recommend reviewing screening material on west and south to confirm adequate screening from parking and public visibility;
- Recommend showing tree protection fencing for all retained trees on all plans that site plan – landscape, arch, civil, mechanical, electrical;
- There is a fair amount of greenspace room in the site. Recommend considering additional rain gardens or bioswales to detain stormwater in landscape;
- Recommend using either structural soil or soil cells where soil volume is lower. Trees to have a minimum of 6 m³ volume of tree;
- Consider adding parking islands with trees to screen and shade parking if possible;
- Consider possible signage or signal of intersection at horse trail and driveway entry to manage potential conflict;
- Consider adding low fence for separation between the pedestrian sidewalk and the horse trail.

CARRIED

Note: Meredith Mitchell recused herself from agenda item 4.2 as she is the Arborist for the project

4.2 Development Permit No: 2020-309-DP/ 2297 222 Street, 22175 and 22185 123 Avenue

The Chair welcomed the project team to the meeting and introduced the members of the ADP. The Staff Liaison provided a brief overview of a 7-storey 106 Unit apartment building with daycare facility resubmission. The project team presented the development plans and answered questions from the Panel.

R/2021-034

It was moved and seconded

That the Advisory Design Panel has reviewed application 2020-309-DP and recommends that the proposal be re-submitted and present at a future Advisory Design Panel meeting with the following concerns be addressed.

Architectural Comments:

- Consider more stepping back of the building from the street scape interface with the neighboring properties. Height of the building is out of scale given the context;
- Prove the shadow studies that fully extends to the surrounding properties to show the impact of the building on the surrounding context;
- In order to reduce the appearance of the overall massing consider adding additional colours, material and architectural elements similar to the neighbouring buildings for better integration;
- Consider further softening material pallet to add warmth to the façade;
- Additional building detailing required;
- Updated rendering to reflect proposed landscaping that incorporate the retained trees.

Landscape Comments:

- Consider adding seating for parents in the play area;
- Consider expansion the play area to include more play opportunities;
- Incorporate play features that address the needs of all residents (accessible);
- Consider opening the daycare play space for all residents outside of operating hours.

CARRIED

MEREDITH MITCHELL DID NOT VOTE

5. **QUESTION PERIOD - NIL**

6. **CORRESPONDENCE - NIL**

7. **ADJOURNMENT**

There being no further business, the meeting adjourned at 6:45 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, October 20, 2021.

Stephen Heller, Chair

/wc



City of Maple Ridge
Community Heritage Commission
MINUTES – REGULAR MEETING
Thursday, November 18, 2021

The Minutes of the Regular Meeting of the Community Heritage Commission,
held via Zoom teleconference on November 18, 2021 at 7:00 pm.

COMMISSION MEMBERS PRESENT

| | |
|--------------------------|---|
| Councillor Ryan Svendsen | Council Liaison |
| Shane Gehring, Chair | Member at Large |
| Jared Bissky, Vice Chair | Member at Large |
| Eric Phillips | Member at Large |
| Julie Koehn | Maple Ridge Historical Society Representative |

STAFF PRESENT

| | |
|--------------|---|
| Krista Gowan | Staff Liaison, Planner 1 |
| Mike McLean | Committee Clerk, Legal and Legislative Services |

ABSENT

| | |
|----------------|---|
| Romona Osborne | Member at Large |
| Ross Dunning | Maple Ridge Historical Society Representative |

1. CALL TO ORDER – 7:01 p.m.

2. APPROVAL OF THE AGENDA

R/2021-020

It was moved and seconded

That the agenda for the November 18, 2021 Community Heritage Commission Regular Meeting be approved as circulated.

CARRIED

Note: Eric Phillips left the meeting at 7:02 p.m.

Note: Julie Koehn joined the meeting at 7:16 p.m.

3. ADOPTION OF MINUTES

R/2021-021

It was moved and seconded

That the minutes of the October 7, 2021 Community Heritage Commission Regular Meeting be adopted.

CARRIED

4. DELEGATIONS – NIL

5. NEW AND UNFINISHED BUSINESS

5.1 Municipal Scan of Heritage Plaques/Signage Presentation

Chair Shane Gehring suggested this item be discussed at the next Committee meeting as Romona Osborne is not in attendance.

5.2 Youth Grant Research Presentation

Chair Shane Gehring discussed the potential of offering youth scholarships, including bursaries, entrance awards and other means of providing financial support for students. Councillor Ryan Svendsen expressed his support for such a program.

5.3 Whonnock Cemetery

The Staff Liaison discussed current maintenance responsibilities for grave and memorial markers and the potential to add resources through networking.

R/2021-022

It was moved and seconded

That the Committee supports the response by the Staff Liaison as presented to a letter received regarding Whonnock Cemetery and the maintenance of grave and memorial markers.

CARRIED

6. LIASION UPDATES

6.1 Council Liaison

Councillor Svendsen provided an update on the following:

- Strategic Transportation Plan Phase 3 public engagement
- Open houses for the Thornhill Trails network
- Building Permit Function Review

6.2 Staff Liaison - NIL

6.3 Maple Ridge Historical Society

J. Koehn provided an update on the Maple Ridge Historical Society.

7. TASK FORCE UPDATES

7.1 Heritage Awards

The Staff Liaison provided an update on the Heritage Awards. The Committee discussed the feasibility of holding an in-person event and the logistics of preparing for a virtual event.

Note: Eric Phillips joined the meeting at 7:52 pm

7.2 Heritage Plan

The Staff Liaison spoke about public engagement efforts in support of the Heritage Plan review.

8. QUESTION PERIOD FOR THE PUBLIC – NIL

9. ROUNDTABLE

Members discussed relevant community events and initiatives.

10. ADJOURNMENT – 8:13 p.m.

The next regular meeting of the Community Heritage Commission will be held on Thursday, January 13, 2022 at 7:00 p.m.



Shane Gehring, Chair



City of Maple Ridge
Community Heritage Commission (CHC)
MINUTES – SPECIAL MEETING
Thursday, December 16, 2021

The Minutes of the Special Meeting of the Community Heritage Commission (CHC),
held via Zoom teleconference on December 16, 2021 at 7:00 pm.

COMMISSION MEMBERS PRESENT

| | |
|--------------------------|---|
| Councillor Ryan Svendsen | Council Liaison |
| Jared Bissky, Vice Chair | Member at Large |
| Eric Phillips | Member at Large |
| Romona Osborne | Member at Large |
| Ross Dunning | Maple Ridge Historical Society Representative |
| Julie Koehn | Maple Ridge Historical Society Representative |

STAFF PRESENT

| | |
|--------------|---|
| Krista Gowan | Staff Liaison, Planner 1 |
| Mike McLean | Committee Clerk, Legal and Legislative Services |

ABSENT

| | |
|----------------------|-----------------|
| Shane Gehring, Chair | Member at Large |
|----------------------|-----------------|

1. **CALL TO ORDER** – 7:02 p.m.

2. **APPROVAL OF THE AGENDA**

R/2021-023

It was moved and seconded

That the agenda for the December 16, 2021 Community Heritage Commission meeting be approved as amended.

CARRIED

3. **QUESTION PERIOD**

4. **NEW AND UNFINISHED BUSINESS**

4.1 **Heritage Award Winner Selections**

The Committee reviewed the nominations received in each of the categories and selected recipients for the 2022 Heritage Awards.

Note: Eric Phillips joined the meeting at 7:16 p.m.

R/2021-024

It was moved and seconded

That the Kanaka Education and Environmental Partnership Society (KEEPS) be awarded the Stewardship of a Community Cultural Asset Award, Andrea Lister be awarded the Sheila Nickols Award, the Anglican Church in Whonnock be awarded the Heritage Site Award, and the Maple Ridge Family History Group be awarded the History Hero Award.

CARRIED

Note: Councillor Svendsen left the meeting at 7:34 p.m.

5. ADJOURNMENT – 7:52 p.m.

The next regular meeting of the Community Heritage Commission will be held on Thursday, January 13, 2022 at 7:00 pm.



Jared Bissky, Acting Chair

/mm



City of Maple Ridge
Environmental Advisory Committee
MEETING MINUTES
November 17, 2021 – Regular Meeting

The Minutes of the Regular Meeting of the Environmental Advisory Committee (EAC)
held via Zoom teleconference on November 17, 2021 at 7:00 pm.

COMMITTEE MEMBERS PRESENT

Councillor Judy Dueck
Bill Hardy, Chair
Jessie Lees, Vice Chair
Ross Davies
Janice Jarvis

Council Liaison
Member at Large
Member at Large
Member at Large
Environmental Professional

STAFF MEMBERS PRESENT

Rodney Stott
Michael McLean
Mark Halpin

Staff Liaison/Environmental Planner
Committee Clerk
Manager of Transportation

ABSENT

Dennis Kinsey
Simon Matthews

Member at Large
Member at Large

1. CALL TO ORDER – 7:00 pm

2. APPROVAL OF THE AGENDA

R/2021-011

It was moved and seconded

That the November 17, 2021 Environmental Advisory Committee agenda be approved as circulated.

CARRIED UNANIMOUSLY

3. ADOPTION OF THE MINUTES

R/2021-012

It was moved and seconded

That the minutes of the Environmental Advisory Committee meeting dated October 6, 2021 be adopted as circulated.

CARRIED UNANIMOUSLY

4. DELEGATIONS

Manager of Transportation Mark Halpin presented an overview of the Strategic Transportation Plan and answered questions from Committee members.

Note: Mark Halpin left the meeting at 7:53 pm

5. NEW AND UNFINISHED BUSINESS

Doc#2916562

5.1. Green Infrastructure Subcommittee Terms of Reference Renewal

R/2021-013

It was moved and seconded

That the Committee supports the extension of the Green Infrastructure Subcommittee Terms of Reference for 2022.

CARRIED UNANIMOUSLY

5.2. Update on Green Infrastructure Management Strategy

The Staff Liaison outlined key elements of the Green Infrastructure Management Strategy.

5.3. Scoping Report for Ecological Network Management Strategy

The Staff Liaison discussed the progress of the scoping report for the Ecological Network Management Strategy, including the re-development of infill areas, inventorying natural assets and the potential for a subcommittee to explore the implementation of the strategy.

6. LIAISON UPDATES

6.1. Staff Liaison

The Staff Liaison provided an update on the following:

- Improving and building upon communication and outreach efforts by the Committee

6.2. Council Liaison

Councillor Dueck provided an update on the following:

- Recognizing the contributions of outgoing Committee members
- Results from the Building Permit Function Review

7. SUBCOMMITTEE UPDATE

7.1 Green Infrastructure Subcommittee

This item was dealt with in Item 5.2.

8. QUESTION PERIOD - NIL

9. ROUNDTABLE

Members provided updates and reports on related environmental activities.

10. ADJOURNMENT – 8:45 pm.

The next regular meeting of the Environmental Advisory Committee will be held on Wednesday February 9, 2022 at 7:00 pm.



Bill Hardy, Chair

Doc#2916562



City of Maple Ridge
Economic Development Advisory Committee
MEETING MINUTES

The Minutes of the Meeting of the Economic Development Advisory Committee (EDC)
held via Zoom teleconference on September 16, 2021 at 4:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|--------------------------------|---|
| Councillor Ahmed Yousef, Chair | Council Liaison |
| Mehdi Vezvaei, Vice Chair | Member at Large |
| Al Hogarth | Chamber of Commerce Representative |
| Christlana Gregory | Member at Large |
| Camilla Brown | Member at Large |
| Donna Telep | Business Improvement Association Representative |

STAFF PRESENT

| | |
|-------------------|---|
| Wendy Dupley | Director of Economic Development |
| Bruce Livingstone | Business Retention and Expansion Officer |
| Sabina Chand | Committee Clerk, Legal and Legislative Services |

ABSENT

| | |
|------------------|-----------------|
| Dominic Kotarski | Member at Large |
|------------------|-----------------|

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

R/2021-015

It was moved and seconded

That the September 16, 2021 Economic Development Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF THE MINUTES

R/2021-016

It was moved and seconded

That the minutes of the Maple Ridge Economic Development Committee meeting dated June 3, 2021 be adopted.

CARRIED

R/2021-017

It was moved and seconded

That the minutes of the Maple Ridge Economic Development Committee meeting dated July 22, 2021 be adopted.

CARRIED

4. DELEGATIONS

4.1 New Site Selector Tool Demonstration, Ron Bertasi, GIS WebTech

R. Bertasi provided a live demonstration of the newly launched GIS Site Selector tool which is now available on the City's webpage and answered questions and comments from the

Committee. The Staff Liaison noted upcoming webinars and training sessions for those interested in learning more about the tool.

5. NEW AND UNFINISHED BUSINESS

5.1 Fall Membership Recruitment

The Committee Clerk notified the membership of the call for volunteers for 2022 and reviewed the current EDC membership terms and vacancies. Interested applicants can submit their applications online: [Committees & Commissions | Maple Ridge, BC](#)

5.2 2022 Committee Work Plan Draft

The Staff Liaisons reviewed the 2022 EDC Work Plan with the membership and answered questions and comments.

R/2021-018

It was moved and seconded

That the 2022 Economic Development Advisory Committee Work Plan be adopted as is and recommended to Council for approval.

CARRIED

5.3 COVID-19 Update

It was noted that all advisory committee meetings will continue via Zoom for the remainder of 2021 until further notice.

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaisons provided an update on the following:

- Economic Development Strategy timeline - Council to review at the end of October
- New Client Relationship Management tool- legal counsel has signed off on the contract
- Review of the Patio Program for future extension – Council to review report in November

6.2 Council Liaison

Councillor Yousef provided an update on recent Council discussion surrounding pharmacies in the downtown area.

7. QUESTION PERIOD FOR THE PUBLIC

8. ROUNDTABLE

9. ADJOURNMENT - 5:05 p.m.

The next regular meeting of the Economic Development Committee will be held on Thursday, October 28, 2021 at 4:00 pm.



Councillor A. Yousef, Chair



City of Maple Ridge
Economic Development Advisory Committee
MEETING MINUTES
October 28, 2021 – Regular Meeting

The Minutes of the Meeting of the Economic Development Advisory Committee (EDC)
held via Zoom teleconference on October 28, 2021 at 4:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|--------------------------------|---|
| Councillor Ahmed Yousef, Chair | Council Liaison |
| Christiana Gregory | Member at Large |
| Dominic Kotarski | Member at Large |
| Camilla Brown | Member at Large |
| Donna Telep | Business Improvement Association Representative |
| Al Hogarth | Chamber of Commerce Representative |

STAFF PRESENT

| | |
|-------------------|--|
| Wendy Dupley | Director of Economic Development |
| Bruce Livingstone | Business Retention and Expansion Officer |
| Mike McLean | Committee Clerk |

ABSENT

| | |
|---------------------------|-----------------|
| Mehdi Vezvaei, Vice Chair | Member at Large |
|---------------------------|-----------------|

1. CALL TO ORDER – 4:01 pm

2. APPROVAL OF THE AGENDA

R/2021-019

It was moved and seconded

That the October 28, 2021 Economic Development Committee meeting agenda be approved as circulated.

CARRIED UNANIMOUSLY

3. ADOPTION OF THE MINUTES

R/2021-020

It was moved and seconded

That the minutes of the Economic Development Committee meeting dated September 16, 2021 be adopted.

CARRIED UNANIMOUSLY

4. DELEGATIONS - NIL

5. NEW AND UNFINISHED BUSINESS

5.1 Introduction of new Committee Clerk

The new Committee Clerk was introduced and provided an update on the recruitment of new Committee members and the selection process.

5.2 Annual Council Presentation

The Staff Liaison discussed the Annual Council Presentation and noted the contributions of Committee members.

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaison provided an update on the following:

- A new Chief Administrative Officer starts on November 1, 2021
- Continued support for GLOW and the long-term development of the initiative
- Review of the patio program, including engagement with stakeholder groups and feedback from the Chamber of Commerce and Business Improvement Association

6.2 Council Liaison

Councillor Yousef provided an update on the following:

- Celebrate the Night event
- Measures to improve safety of the downtown core

7. QUESTION PERIOD FOR THE PUBLIC – NIL

8. ROUNDTABLE

9. ADJOURNMENT - 4:56 p.m.

The next regular meeting of the Economic Development Committee will be held on Thursday, February 10, 2021 at 4:00 pm.

Coucillor A. Yousef, Chair



City of Maple Ridge
Public Art Steering Committee
MEETING MINUTES

Thursday, September 9, 2021 – Regular Meeting

The Minutes of the Regular Meeting of the Public Art Steering Committee (PASC),
held via Zoom teleconference on September 9, 2021 at 4:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|---------------------------|-----------------------------|
| Councillor Gordy Robson | Council Liaison |
| Susan Hayes, Chair | Member at Large – Artist |
| Wan-Yi Lin | Member at Large – Artist |
| Steven Bartok, Vice Chair | Member at Large – Architect |
| Philippa Glossop | Arts Council Representative |

STAFF PRESENT

| | |
|-------------|---|
| Yvonne Chui | Staff Liaison/Manager, Arts and Community Connections |
|-------------|---|

ABSENT

| | |
|---------------|---------------------------------------|
| Donald Luxton | Member at Large – Developer/Community |
| Leigh Smith | Member at Large – Community |

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

R/2021-022

It was moved and seconded

That the September 9, 2021 Public Art Steering Committee meeting Agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

3.1 Public Art Steering Committee Regular Meeting – July 8, 2021

R/2021-023

It was moved and seconded

That the minutes of the Maple Ridge Public Art Steering Committee meeting dated July 8, 2021 be adopted.

CARRIED

4. DELEGATIONS

4.1 Artist in Residence Program Project Updates –

Aaron Moran, the Port Haney Artist in Residence provided a summary of their projects for the past year: Writings from Home, Zoom Studio Visits, Culture Days.

Presentation highlights include:

- Writings from Home - 41 works installed that was selected from 80 to 90 submissions from residents. Taryn reached out to 40 teachers and principals and provided Zoom workshops for interested schools. Submissions posted on Instagram channel and lots of sharing by residents. Interest to have a second version for next year.
- Studio Visits – zoom conversations with local artists and their work. About 12 zoom calls completed and 3 in person visits. More outreach planned in last quarter.

- Culture Days – 3 workshops “Mapping Home” and outdoor temporary sculpture building.
- Aaron and Taryn will be working on some future mural projects next year as per their proposal. Natali Leduc has been an Artist in Residence for the past two years at the Fern Crescent location. Some highlights from her projects A-maze-a-tron, Little
- Library of What and Pumkin-o-tron:
Library – finished 47 books in the series
- A-maze-a-tron – a large maze using straw bale gardening technique with edible plants was constructed and grown in a short period of time; most attended only once and some donated towards the project. Also created questionnaire for participants to find plants and provide some educational information. A volunteer/participant recognition event was held on Aug. 21 to celebrate the work of participants and their involvement. Her straw bale gardening example was used by US author on the subject as the Maze was not a typical garden design. Finding participants was challenging with Covid19.
- Pumkin-o-tron – pumpkin carving workshop in October with view of the pumpkin sculptures Oct. 22 to 27 at 6:30-9:30pm.

Altogether there were over 150 participants in the projects. Natali will be working with staff to review projects for her last year in the residency.

5. NEW AND UNFINISHED BUSINESS

5.1 Project Updates:

5.1.1 Albion Community Centre

Staff Liaison provided update on locations for the public artworks in the draft call – lobby walls but higher up above doors/windows and the glass windows above the two main entrances for the local Indigenous decal designs. Final confirmations with the architect and project staff shortly before the call is finalized and circulated in October. The trails project with Parks may take place later in the future. Selection Panel will include a representative from the school (Principal) and seeking 2 more Albion area representatives.

5.1.2 Street Banners 2022-2025

The draft call for new street banner designs for 2022 has been completed and will be in circulation by the end of September with a deadline of Oct. 29 for submissions. Four designs will be selected – two from local residents (one from under 19 years old and one from +19) and two from local Kwantlen and Katzie artists. Committee supported the two cash prize award levels: \$250 for participants under 19 years old and \$700 for participants over 19 years old. The increased amounts would be an incentive for more submissions and encourage the participation of post-secondary art students and emerging and mid-career artists in the community.

R/2021-024

It was moved and seconded

That the Public Art Steering Committee appoint Philippa Glossop to be on the Street Banner 2022 Selection Panel.

CARRIED

5.2 2022 Committee Work Plan Draft

The Staff Liaison shared the draft Committee Work Plan as circulated to the members with the agenda package earlier:

Develop and/or complete up to five new public art commissioning projects for approved sites and a new cultural crawl map; update the public art policy and procedures; award artist or team for the Fern Crescent Artist in Residence 2022-2025; and develop and award a new culinary Artist in Residence at the Albion Community Centre for 2022-2023.

Commissioning projects include the Albion Community Centre, MacLean Homes Edge 3 development, Kanaka Regional Park, 132 Ave/Fern Crescent Corridor, storm drains and CPR pedestrian tunnel, new street banner designs, and enhanced the community public art grant program to support reopening, recovery and placemaking.

R/2021-025

It was moved and seconded

That the Public Art Steering Committee supports the 2022 Committee Work Plan as proposed and recommends approval by Council.

CARRIED

5.3 Fall Membership Recruitment

The Staff Liaison shared the updated recruitment materials for a new professional artist as Wan-Yi Lin will be completing her term at the end of this year. Liaison expressed thanks to Wan-Yi, Susan, Sabina and Steven for their assistance in making the revisions. Clerks will be promoting and distributing the recruitment materials through the City's social media and newspaper in mid-September. Requested the assistance of members to share on their social media and word of mouth to relevant groups and potential applicants.

6 LIAISON UPDATES

6.1 Staff Liaison

Reminder of Culture Days events and opportunities this year with many community partners and Artists in Residence. See details on the website.

6.2 Council Liaison - NIL

7 TASK FORCE UPDATES

7.1 Public Art Plan Framework and Policy - NIL

7.2 Artist in Residence Program

Update provided during agenda item 4.1.

8 QUESTION PERIOD FOR THE PUBLIC – NIL

9 ROUNDTABLE

Committee members shared details on upcoming events related to public art in the community.

10 ADJOURNMENT – 5:30 pm

The next regular Public Art Steering Committee meeting is scheduled for Thursday, November 4, 2021 at 4:00 pm.

Susan Hayes, Chair

/yc



City of Maple Ridge
Parks, Recreation and Culture Advisory Committee (PRCC)
MEETING MINUTES
Wednesday, November 24, 2021

The Minutes of the Regular Meeting of the Parks, Recreation and Culture Advisory Committee (PRCC) held via Zoom teleconference on November 24, 2021 at 4:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|---------------------------------|--------------------------------------|
| Councillor Ryan Svendsen, Chair | Council Liaison |
| Carolyn Gosling | Member at Large |
| Clayton Maitland | Member at Large |
| Mike Murray | School District No. 42 Board Trustee |

STAFF PRESENT

| | |
|------------------|---|
| Danielle Pope | Director of Recreation & Community Engagement/Staff Liaison |
| Valoree Richmond | Director of Parks & Facilities/Staff Liaison |
| Chad Neufeld | Manager of Parks Planning & Development |
| Mark Halpin | Manager of Transportation |
| Mike McLean | Committee Clerk |

COMMITTEE MEMBERS ABSENT

| | |
|--------------------------|-----------------|
| Cass MacLeod, Vice Chair | Member at Large |
| Karlo Tamondong | Member at Large |
| Stephen Von Sychowski | Member at Large |

1. CALL TO ORDER- 4:01 p.m.
2. APPROVAL OF THE AGENDA

R/2021-015

It was moved and seconded

That the agenda for the November 24, 2021 Parks, Recreation and Culture Advisory Committee meeting be approved as circulated.

CARRIED

3. ADOPTION OF THE MINUTES

R/2021-016

It was moved and seconded

That the minutes of the Maple Ridge Parks, Recreation and Culture Advisory Committee meeting dated September 22, 2021 be adopted.

CARRIED

4. DELEGATIONS

4.1 Strategic Transportation Plan Overview

Mark Halpin, Manager of Transportation, provided an overview of the City of Maple Ridge's Strategic Transportation Plan, including results of public engagement initiatives and the draft vision statement.

Note: M. Halpin left the meeting at 4:30 p.m.

5. NEW AND UNFINISHED BUSINESS

5.1 Albion Park Playground Design Update

Chad Neufeld, Manager of Parks Planning & Development provided an update on the Albion Park Playground Design, including consultation efforts and the concept plan.

Note: C. Neufeld left the meeting at 4:46 p.m.

5.2 Master Plan Update

Danielle Pope provided an overview of the Parks, Recreation and Culture Master Plan.

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaisons provided an update on the following items:

- Silver Valley Gathering Place
- Playground renovations for 2022
- Thornhills Trails proposed trail plan
- Skate spot sponsorship offered through the Park Gift Program
- Celebrate the Night event held on October 22, 2021

6.2 Council Liaison

The Council Liaison provided an update on the following items:

- Status of committee/commission work plans
- Economic Development strategic plan
- Building Permit Function Review
- The start of GLOW Maple Ridge
- Recognition of outgoing Member at Large Clayton Maitland for his contributions to the Committee

7. QUESTION PERIOD FROM THE PUBLIC

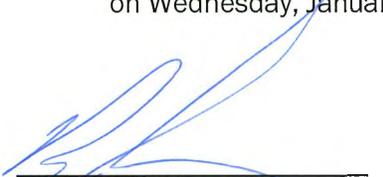
Helen Homer inquired about the maintenance of recognition plaques on park benches sponsored through the Park Gift Program. Valoree Richmond noted that City staff would not remove gifted benches and/or recognition plaques following the expiration of ten-year maintenance commitments unless safety issues arise.

8. ROUNDTABLE

Committee members shared information on relevant events and activities.

9. ADJOURNMENT - 5:27 p.m.

The next regular meeting of the Parks, Recreation and Culture Advisory Committee will be held on Wednesday, January 5, 2022 at 4:00 p.m.



Councillor R. Svendsen, Chair

/mm



City of Maple Ridge
Social Policy Advisory Committee
MEETING MINUTES

November 3, 2021 – Regular Meeting

The Minutes of the Regular Meeting of the Social Policy Advisory Committee (SPAC)
held via Zoom teleconference on November 3, 2021 at 6:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|--------------------------------------|---|
| Councillor Ryan Svendsen, Vice Chair | Council Liaison |
| Blaire Mikoda, Chair | Member at Large |
| Eileen Dwillies | Maple Ridge Pitt Meadows Katzie Seniors Network |
| Jenny Earley | Maple Ridge Pitt Meadows Katzie Community Network |
| Marissa Stalman | Member at Large |
| Tarel Swansky | Member at Large |
| Kim Dumore | School District No. 42 Board Trustee |
| Brenna Ayliffe | Fraser Health |

STAFF PRESENT

| | |
|---------------|---|
| Tony Cotroneo | Staff Liaison/Manager of Community Engagement |
| Chad Cowles | Community Safety Officer |
| Mark Halpin | Manager of Transportation |
| Mike McLean | Committee Clerk |

COMMITTEE MEMBERS ABSENT

| | |
|------------|-----------------------|
| Sim Khurme | Youth Member at Large |
|------------|-----------------------|

1. CALL TO ORDER – 6:02 p.m.

2. APPROVAL OF THE AGENDA

R/2021-015

It was moved and seconded

That the November 3, 2021 Social Policy Advisory Committee Regular Meeting agenda be approved as circulated.

CARRIED UNANIMOUSLY

3. ADOPTION OF MINUTES

R/2021-016

It was moved and seconded

That the minutes of the Social Policy Advisory Committee Regular Meeting dated May 5, 2021 be adopted.

CARRIED UNANIMOUSLY

4. DELEGATIONS

4.1 Community Safety Plan Update

Chad Cowles, Community Safety Officer, provided an update on the Community Safety Action Plan and ongoing initiatives, including the Integrated Safety Ambassador (ISAT) and Social Service Inventory Mapping.

Note: Chad Cowles left at 6:33 p.m.

4.1 Strategic Transportation Plan Overview

Mark Halpin, Manager of Transportation, provided an update on the Strategic Transportation Plan, including results of public engagement initiatives and the draft vision statement.

Note: Mark Halpin left the meeting at 6:58 p.m.

5. NEW AND UNFINISHED BUSINESS

5.1 SPAC Membership Update

The Staff Liaison noted the contributions of outgoing members Chair Blaire Mikoda and Brenna Ayliffe and welcomed Ana Sanchez as the Fraser Health Representative.

5.2 Strengthening Resiliency Webinar

The Committee discussed the Strengthening Resiliency Webinar and added an agenda item for the next meeting to discuss the video once members have had the opportunity to view it.

R/2021-017

It was moved and seconded

That an agenda item be added to the next Committee meeting to discuss the Strengthening Resiliency webinar.

CARRIED UNANIMOUSLY

5.3 COVID-19 Safety Plan Update

The Staff Liaison provided an update about Covid-19 public health regulations, including current requirements at recreation facilities.

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaison discussed the Celebrate the Night event and the impact of Covid-19 public safety measures.

6.2 Council Liaison

The Council Liaison provided an update on pedestrian safety initiatives and the neighbourhood traffic calming program.

7. TASK FORCE UPDATES

7.1 2022 SPAC Work Plan

The Staff Liaison provided an update on the 2022 SPAC Work Plan.

R/2021-018

It was moved and seconded

That the Committee endorse the 2022 Social Policy Advisory Committee Work Plan as presented.

CARRIED UNANIMOUSLY

8. QUESTION PERIOD - NIL

9. ROUNDTABLE

Members discussed relevant events, activities and social policy topics.

Note: Eileen Dwillies left the meeting at 7:01 p.m.

9.1 Youth Strategy - NIL

9.2 Community Action Team (CAT)

Kim Dumore discussed the upcoming presentation of poverty reduction initiatives.

10. ADJOURNMENT - 7:39 p.m.

The next regular meeting of the Social Policy Advisory Committee will be held on Wednesday, February 2, 2022 at 6:00 p.m.

Blaire Mikoda, Chair



City of Maple Ridge
Transportation Advisory Committee
MEETING MINUTES
June 23, 2021 Regular Meeting

The Minutes of the Regular Meeting of the Transportation Advisory Committee (TAC),
held via Zoom teleconference on June 23, 2021 at 7:00 pm.

COMMITTEE MEMBERS PRESENT

| | |
|---------------------------|--------------------------------------|
| Councillor Gordy Robson | Council Liaison |
| Vijay Soparkar, Chair | Member at Large |
| Eric Phillips, Vice Chair | Member at Large |
| Ineke Boekhorst | Member at Large |
| Pascale Shaw | School District No. 42 Board Trustee |

STAFF MEMBERS PRESENT

| | |
|--------------|---|
| Mark Halpin | Staff Liaison/Manager of Transportation |
| Sabina Chand | Committee Clerk, Legal and Legislative Services |

ABSENT

| | |
|-----------------|-----------------|
| Jennifer Wright | Member at Large |
|-----------------|-----------------|

Mark Halpin, Staff Liaison chaired the meeting due to vacancy of the chair position until the election of the chair.

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

R/2021-013

It was moved and seconded

That the agenda for the June 23, 2021 Transportation Advisory Committee be approved as circulated.

CARRIED

3. ADOPTION OF THE MINUTES

3.1 Regular Meeting Minutes – April 28, 2021

R/2021-014

It was moved and seconded

That the minutes of the Maple Ridge Transportation Advisory Committee meeting dated April 28, 2021 be adopted.

CARRIED

3.2 Special Meeting Minutes – May 26, 2021

R/2021-015

It was moved and seconded

That the minutes of the Maple Ridge Transportation Advisory Committee special meeting dated May 26, 2021 be adopted.

CARRIED

4. DELEGATIONS

4.1 Introduction to the Municipal Advisory Committee on Accessibility & Inclusiveness *Laurie Geschke, Chair, MACAI and Petra Frederick, Staff Liaison, MACAI*

Laurie Geschke provided an introductory presentation on one of Council's Advisory Committees MACAI and highlighted current achievements and 2021 Work Plan deliverables.

M. Halpin thanked L. Geschke for the presentation and opened the floor for questions and comments.

Note: L. Geschke and P. Frederick left at 7:11 pm

5. NEW AND UNFINISHED BUSINESS

5.1 Chair Selection

The Staff Liaison advised that due to the resignation of the TAC Chair on May 5, 2021, the Committee must appoint a new Chair to fulfil the role. The Staff Liaison opened up the floor to nominations for Chair of the Transportation Advisory Committee.

R/2021-016

It was moved and seconded

That Vijay Soparkar be elected as Chair of the Transportation Advisory Committee for 2021.

CARRIED

Note: At this time V. Soparkar chaired the remainder of the meeting

5.2 STP Engagement Update

The Staff Liaison provided a detailed summary on the Strategic Transportation Plan (STP) engagement survey results and answered questions and comments from the Committee. Discussion followed on promoting continued community engagement for the STP by working with various community partners and advertising to local businesses to get the word out.

Ineke Boekhorst inquired to the City's bicycle rack requirements which the staff liaison will provide at the next meeting.

R/2021-017

It was moved and seconded

That the Transportation Advisory Committee invite the City of Maple Ridge Green Infrastructure Subcommittee as a delegation to provide information on green infrastructure in relation to transportation to Maple Ridge.

CARRIED

6. LIAISON UPDATES

6.1 Staff Liaison

The Staff Liaison provided an update on the following projects:

- Road project map – design phase;
- Update on River Road – design phase;
- 232 Street road improvement – in construction;
- Background on the Golden Ears Way Widening Study;
- Transport 2050 – update will be provided in September 2021;
- Update on the Lougheed corridor concept plan.

6.2 Council Liaison

Councillor Robson provided updates from previous Council meetings:

- TransLink resubmitted the Maple Ridge-Pitt Meadows Area Transportation Plan to which Council supported. The revised Area Transport Plan included a business case study for Golden Ears Way and future transit improvements for Albion and a potential contract for shared operation of a parkade facility near the Haney Transit Exchange;
- Update on neighbourhood school development.

7. QUESTION PERIOD FOR THE PUBLIC

Kirk Grayson, Member of the Public

K. Grayson asked if maps in the Strategic Transportation Plan engagement materials noted Katzie Indian Reserve is part of the municipal boundary of Maple Ridge? M. Halpin answered the Strategic Transportation Plan materials note the Katzie boundary similar to the municipal border for Pitt Meadows and this land is not within the City of Maple Ridge. M. Halpin noted the City has reached out the Katzie First Nation for input in development of the Strategic Transportation Plan.

Jackie Chow, Member of the Public

J. Chow asked for further clarification on the survey results for "what are the main challenges for driving" to which M. Halpin provided.

8. ROUNDTABLE - NIL

9. ADJOURNMENT – 8:59 p.m.

The next regular meeting of the Transportation Advisory Committee will be held on Wednesday, September 22, 2021 at 7:00 pm.



M. Halpin, Acting Chair

V. Soparkar, Chair

702 Reports

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: February 22, 2022

FILE NO: 01-0115-20

FROM: Chief Administrative Officer

MEETING: Council

SUBJECT: 2021 Q4 Corporate Report

EXECUTIVE SUMMARY:

The following is the Director Working Group's (DWG) year-end corporate update on the advancement of Council's strategic priorities which include:

- Community Safety
- Community Pride & Spirit
- Growth Management
- Inter-Government Relations
- Natural Environment

This report will provide Council with a summary of key initiatives delivered between January 1 and December 31, 2021 including relevant performance measures.

RECOMMENDATION:

For information only.

DISCUSSION:

a) Background Context:

The purpose of this report is to provide a corporate summary for the past year, focusing on advancements to Council's strategic priorities. We continued to navigate operations and service delivery through public health orders pertaining to the ongoing Covid-19 pandemic. We also readily adapted in response to ensure our employees and customers were safe while we opened up our doors to regular service.

Corporate & Internal Services/Support

Early on in the pandemic, the Information Technology (IT) department promoted the use of TEAMS for internal and external collaboration. The use of applications such as MURAL, a digital visual collaboration platform, also adds to the entire collaboration experience. Since then, IT has replaced 120 thin client computers with Chromebook laptops. This enables a more effective remote meeting capability as these laptops are equipped with cameras and microphones, unlike thin clients. Furthermore, IT was able to acquire, develop and roll out DocuSign for Digital

Signatures, which enables users to email signed documents without printing, or print remotely for processing at the office.

IT also delivered on the Office 365 Roll Out. There will be a continuation of IT Support for remote working and business continuity throughout COVID-19. During the period, 460 out of 650 staff migrated to remote workstations. Information Technology also developed and implemented initiatives to secure updated LiDAR, Urban Tree Canopy, 3D Building Footprints, Vegetation Coverage, 3D mesh of the Downtown Core for use throughout the City benefiting Engineering, Parks, Planning, Bylaws, Building, Economic Development, etc.

Furthermore, IT acquired and installed a Corporate Security Appliance to monitor and improve the City's network security, which also analyzes network traffic and sends security alerts. The EOC Room at the Operations Centre had an AV upgrade, and incorporated the Contract Registry Application, which allows all Contracts over \$20,000 to be added into one central database, which includes an approval process and external publication.

The Human Resources department was extremely busy during this period and supported all staff with Covid-19 restrictions and regulations and regular work loads. Some of the notable work achieved by Human Resources includes:

- Issued Group Benefit RFP. Explored market to find best service provider to insure and administer benefit plans.
- Achieved COR Certification for 2021. WorkSafe BC recognizes employers with superior OH&S practices by providing a 10% rebate on their WSBC premiums.
- Recruitment & Selection Process Review Report and Recommendations. There were forty-one process change recommendations made for the existing recruitment and selection process.
- Kicked off the Equity, Diversity, and Inclusion Framework Development. The department facilitated eight workshops to capture focus group thoughts and ideas to build out a framework and action plan for 2022

Engineering Operations Clerks responded to varied and moderately complex inquiries through troubleshooting and fact finding. In 2021, Operations Clerks received 10,256 calls, of which 5,740 of those calls resulted in Action Requests that were responded to and closed.

Community Safety

The City said happy retirement and farewell to Fire Chief Howard Exner. Chief Exner served the City and community for 30 years and will be truly missed. After a stringent recruitment process, Deputy Michael Van Dop was the successful candidate and was promoted to Chief, bringing with him abundant experience and leadership. Other recruitments included four new Chief Officers, who consist of two internal and two external candidates.

The Fire department accomplished many projects during the year, including increased rescue capability on manned tower cranes through the Tower Crane Rescue Program, submitted multiple emergency planning UBCM Grant applications for FireSmart education in wildfire areas and community evacuation plan updates. Last but not least, the new Fire Hall No. 4 is now fully operational for a manned station and training grounds.

Through an exhaustive undertaking, the CSSI Team managed to collect excellent public feedback on the community safety programs through the LEAD Maple Ridge Public consultation process, which was delivered in the summer.

The sixteen (16) hours per day/seven (7) days per week CSO service model was proposed and approved by Council, which is now being delivered to the community. The largest impetus for the investment was public support for the service. Although the department has experienced some recruiting and labour challenges, the department is progressing well with Human Resources to manage the challenges appropriately and in a timely manner.

In addition, Metro Vancouver changed the PH levels of potable water throughout the Region resulting in challenges with retaining chlorine residuals within the City water system. This change required the City to upgrade their chlorine analyzers in all pump stations.

With excellent support from the Corporate Planning and Consultation team, the City procured a grant writer and were successful in receiving nearly \$1.3 million in funding from the Strengthening Communities' Services Grant. This allowed the City to execute multiple innovative solutions; including the creation of the Community Resource Hub, CSO and ISAT services for one year, and also funded the creation of a Situation Table to deal with emerging situations in the community where there is an imminent risk of crime, victimization, homelessness, etc.

The Hub has been a huge success to date. Recruiting the Hub Coordinator position raised the entire operation to the next level. The City is extremely proud to have been able to formally partner with the Kwantlen Nation to create an Indigenous Liaison role on the Hub Team. Other partners include the Salvation Army providing food, Westridge for Security, Alouette Addictions for Outreach, and Non-Judgmental Recovery Society for hygiene products, counseling, and treatment or recovery referrals.

The Manager of CSSI presented at a community safety townhall in Terrace BC, on the request of MLA Ellis Ross. The CSSI program has become well known across the province and the Bylaw department has received calls from nearly a dozen municipalities wanting to duplicate our social safety and CSO programs.

Growth Management

In an effort to create additional affordable rental units throughout the City, Council amended the Zoning bylaw to allow secondary suites in residential homes, where the owner does not reside. The amendment was to remove the owner occupancy requirement for secondary suites and detached garden suites. In addition, changes were made to the Business Licence bylaw to support "good neighbour" behaviour through a signed agreement between the property owner and the City.

The Planning department presented a report discussing possible employment future in Thornhill and background studies will need to be undertaken prior to completing an Area Planning process. In addition, two bylaw amendments received First Reading:

- OCP amending bylaws for an employment future on Yennadon lands (with gross total of 25.4 ha/63 acres) located at 232 Street & 128 Avenue. This includes First Reading of DP Guidelines Bylaw as well.

- Lougheed Transit Corridor Area Plan and supporting DP Guidelines for high density residential, commercial and introduction of light industrial into the area. The Plan includes more park space and the area will be part of the regional Frequent Transit Network.

Furthermore, the Parking In-Lieu Rates were reviewed and amendments to the Parking Bylaw were drafted to increase in-lieu parking stall rates to \$20,000 per stall, in lieu of meeting the bylaw standard.

Parks & Facilities continued with construction of the new Albion Community Centre, with the second phase focused on the build. The work underway currently includes the finishes and flooring throughout the interior of the building, along with other work.

After completion of the detailed design for the Silver Valley Gathering Place, which involved community feedback, the construction commenced in July and is anticipated to be complete in the spring of 2022. Grant funding of \$200,000 has been awarded and the current phase of construction includes the pavilion roof, skate park, pump track and parkour elements.

Parks & Recreation are developing a new park at 241A Avenue & 112 Street. The detailed design has commenced following input from the neighbourhood on the desired park amenities for this upcoming park in the Albion area. An application for a Community Revitalization Grant was submitted to supplement the project budget.

The Operations department utilizes a pavement management system to evaluate and prioritize roads to be paved each year. Last year, the City completed the resurfacing of twenty-seven (27) roads throughout the community with \$3.5 million spent on materials and labour. This was one of the largest road rehabilitation programs completed to date.

The Water division, in coordination with the Engineering Department, worked on Dewdney Trunk Road for approximately five weeks completing a number of hydrants, connection and water main tie-ins, for the capital replacement prior to the road being repaved. The crew worked diligently while maintaining service levels in water quality and operations.

The Engineering department completed an environmental and agricultural assessment for options to improve drainage in the Albion Flats. Planning for the future of Albion Flats dates back to the 1990s, and several concepts were presented to Council for comments over the course of the process. Much of the land in the Albion Flats is located within the Agricultural Land Reserve (ALR) and urban development can only proceed through an approved exclusion application. The Agricultural Land Commission (ALC), consistent with their mandate, requested that remediation efforts be considered to improve the agricultural viability for a portion of these lands. Accordingly, the City of Maple Ridge engaged in an agrologist and environmental consultants to optimize the drainage remediation and presented to the ALC in July. Subsequent to the meeting the ALC provided conditional endorsement of the plan.

As well, the Engineering department advocated for and secured a multi-jurisdictional traffic study with Translink, to address increased congestion around Golden Ears Way. The City has initiated a traffic operations study, which will identify corridor improvements to reduce congestion and support future volume demands.

The City had not updated the purchasing policy for over 10 years resulting in a need for extensive updating to align with current legislation and trade agreements. The Manager of Procurement developed a refreshed bylaw, a companion guide for staff and a delegation of procurement authority bylaw.

The Economic Development department accomplished many objectives in 2021, including:

- In conjunction with the Township of Langley, CMR hosted a 3-day virtual conference with over 250 participants. Speakers from 13 different countries contributed to the conference. Maple Ridge achieved world wide designation of a Smart 21 Community, recognized by the Intelligent Communities Forum.
- The Economic Strategy was adopted by council and provides overarching direction. This will guide efforts on what business to attract and why for new investment, and to support and grow existing businesses.
- The revenue calculated for filming was \$316,947, which is the highest ever reported film revenue for the City of Maple Ridge. For comparison, this was an increase of 130% from 2019.
- Created a GIS Site Selector & Client Relationship Management (CRM) tool. The website 'investmapleridge.ca' is where you will find the site selector tool for marketing key data on the community, and it also filters property listings and information for prospective clients and staff. The CRM, an internal tool, keeps records on current and prospective clients and allows for tracking results and key information

Community Pride & Spirit

In keeping with Council's Strategic Plans for vibrancy, the Recreation and Community Engagement departments hosted Celebrate the Night. This was the first in-person special event since the beginning of the pandemic. Celebrate the Night's much anticipated return to Memorial Peace Park created a memorable cultural experience for over 3,000 Maple Ridge residents. The event culminated with the most exciting fireworks display ever hosted downtown and was broadcast on FM transmitter for residents to experience from their balconies or the comfort of their vehicle. Activations were modified from traditional offerings, creating a welcoming and safe experience featuring light displays, a performance by Gamelan Bike Bike and a traditional Indonesian puppet show - Wyang Kulit – presented by the Republic of Indonesia Consul General and lastly, local theatre acts designed for the event, as well as the highly interactive Shadow Wall.

A number of other initiatives and activities were undertaken to support Council's strategic priority of Community Pride and Spirit including:

- Hosted a Legacy Games funding event in conjunction with MRSS track upgrades ribbon cutting. The City disbursed \$125,000 in legacy funding to various local sport organizations and agencies including funds to support the development of beach volleyball courts in the community.

- Installed and/or approved several new public facing art projects for Polygon for Provenance, Hammond Cedar and St. Anne developments. Pilots of the voluntary developer public art guidelines were successfully completed with three developers supported by the Planning and Advisory Design Panel as per the development permit application process.
- In conjunction with PRC Youth, the BIA and local business funding partners, and along with UPLAN (Youth Led working group of the Youth Planning Table) successfully brought the 2021 Grad Walk to life along 224 Street in the Town Centre. Graduates and families safely engaged in this celebration both in-person and through the use of social media. Approximately 120 volunteer hours went into the planning and implementation of this initiative. As Council is aware, Covid-19 postponed traditional graduation ceremonies for the past two years and youth, through the Youth Planning Table wanted to ensure that 2021 grads had the opportunity to be honoured with family, friends and by the community. Grad Walk 2021” was delivered from June 1-27, 2021.
- Offered a diverse range of free concerts and performances and family-friendly drive-in movies to the community every week throughout the summer. The Summer Happenings Program provided in-person with no or low-cost family friendly entertainment to residents in Memorial Peace Park and the Albion Fairgrounds.
- Re-introduced pre-Covid-19 operations at the Maple Ridge Leisure Centre. After more than a year of pre-registered drop-in programming at the Leisure Centre, the doors opened in September to pre-Covid-19 operations including capacity limits and a drop-in admission service model.

The Parks & Facilities departments completed the synthetic surface replacement at Westview Secondary School Sports Field, including a new pro-quality hybrid turf system, shock-pad for improved sports user safety performance and new TPE/sand infill.

The Economic Development department hosted the Inaugural Innovation Challenge. A total of \$7,500 in prizes were awarded to the top three finalists. The winner received a trophy and their name (Maple Ridge, Pitt Meadows, Katzie, Seniors Network) is inscribed on a plaque outside the Economic Development Office door. As well, Economic Development created the Dog Friendly Program for Maple Ridge. A grant of \$16,500 was received for this program, which launched on March 30 with more than 34 businesses participating. A video was developed which has been a fan favourite.

Inter Government Relations

School District 42 and the City have a long-standing partnership for the provision of after-school licenced childcare with a recreation focus. Both parties reviewed the existing agreement for relevance, which resulted in an updated agreement that clearly defines the program parameters and responsibilities of each party.

Engineering staff are currently working on a coordinated review of transportation needs for Golden Ears Way (Area Transport Plan item); Airport Way and 113B Avenue with TransLink (as lead), Maple Ridge, Pitt Meadows, Katzie First Nation and BC MoTI.

Natural Environment

The Engineering department has been extremely busy and responded to significant weather-related events in late Fall. Unprecedented atmospheric river rain storms caused several road slides throughout the City, necessitating evaluation and remediation at multiple sites. All were re-opened within thirty-five hours minimizing road closures. In light of current seismic standards, a third-party risk assessment review of the Fraser River Escarpment is underway to evaluate current conditions, identify remedial actions and provide a framework to update related policies. This review is anticipated to complete by Q2 2022.

Engineering also completed their Integrated Stormwater Management Plans for the South Alouette & Kanaka Creek watersheds as well as the North Alouette, Blaney Bog and Fraser River Watersheds Integrated Stormwater Management Plans (ISMPs). These are provincially mandated high-level watershed reviews developed to preserve watershed health while facilitating the requirements of community growth. To achieve this, the ISMP process examines the relationship between land use planning and development, environmental performance, existing drainage infrastructure and environmental protection. ISMPs have been developed for the South Alouette River and Kanaka Creek watersheds as well as the Blaney Creek, North Alouette and Fraser River watersheds.

In addition, Engineering initiated Sub-Catchment Drainage Master Plans for Lower Hammond and Northeast of Dewdney Trunk Road and 228 Street (Eagle - Gee neighbourhood). Sub-Watershed Drainage Master Plans are necessary to validate the assumptions of the Integrated Stormwater Management Plan (ISMP) model, study overland flow paths and analyze pipes smaller than 400mm (or 16"). Two sub-watershed plans were recently initiated: one in the Eagle Avenue and Gee Street neighbourhood (northeast of Dewdney Trunk Road and 228 Street), and the Lower Hammond Neighbourhood. Both of which commenced in late 2021.

Engineering also completed sanitary sewer flow monitoring which will inform a sanitary sewer inflow and infiltration reduction strategy in 2022. Sanitary sewer flow monitoring during both dry and wet conditions helps quantify the extent of groundwater seepage into the sanitary network and helps identify potential cross connections. This will also inform a reduction strategy in 2022.

Finally, Engineering also completed Phase 1 and 2 of the Strategic Transportation Plan (STP) update. The update includes a review of the transportation conditions present in Maple Ridge today, and will outline updated transportation goals and strategies to guide the long-term vision for the enhancement of the City's transportation system. The STP will provide directions for policy and infrastructure projects for both development activities and capital expenditures for the next 10 years. The first two phases (of a five-phase plan) were completed last year. This included project launch, as well as data collection and assessment of current conditions.

b) Desired Outcome:

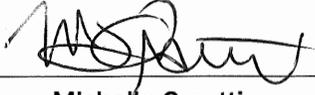
To provide Council and the community with regular updates on City initiatives that deliver on Council's strategic priorities and contribute to a well-balanced community.

c) Interdepartmental Implications:

Many of the initiatives and projects completed include collaboration between multiple departments as reflected in this report and accompanying info graph.

CONCLUSION:

Although the last two years have been extremely difficult, staff continue to advance Council's key strategic priorities to make the City of Maple Ridge a great place to live, work and play.



Prepared by: **Michelle Orsetti**
Director of Bylaw & Licensing Services
Chair, Directors Working Group



Reviewed by: **Danielle Pope**
Director of Recreation & Community Engagement
Co-Chair, Directors Working Group



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



Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:
(A) Info Graphs

Community Safety

All stats displayed represent January - December 31, 2021 or the indicated year

Q1
Q2
Q3
Q4



5,881

Total Calls
Fire Department
2020 3,827
2019 4,573



3,322

Medical Calls
Fire Department
2020 1,525
2019 2,422



436

Motor Vehicle Accident Calls
Fire Department
2020 388
2019 415



161

Structure Fire Calls
Fire Department
2020 151
2019 121



23K

Calls for Service
RCMP
2020 24,534
2019 26,161



4,269

Calls for Service
Bylaw & Licensing
Department
2020 4,315
2019 3,920



5,165

Business Licences
Bylaw & Licensing
Department
2020 4,755
2019 5,019



6,731

Dog Tags
Bylaw & Licensing
Department
2020 7,320
2019 7,802



12

Social Service Referrals
Community Safety Officers
2020 34
2019 4



295

Shopping Carts Removed
Community Safety Officers
2020 73
2019 0



221

Truckloads of Chattel
Community Safety Officers
2020 34
2019 0

* Some data was not collected until Q2 in previous years, data will populate upon Q2 reporting

Community Pride and Spirit

All stats displayed represent January - December 31 of the indicated or most recently completed year



Facebook Followers
11,881

| | |
|------|--------|
| 2020 | 10,762 |
| 2019 | 9,774 |



Website Visits
969,375

| | |
|------|---------|
| 2020 | 891,558 |
| 2019 | 745,243 |



Grant Money Rec'd
\$4,702,969

| | |
|------|--------------|
| 2020 | \$10,252,023 |
| 2019 | \$2,955,216 |



MRLC Admissions
127,530

| | |
|------|---------|
| 2020 | 64,750 |
| 2019 | 181,158 |



Program Participants
10,806

| | |
|------|--------|
| 2020 | 6,977 |
| 2019 | 31,133 |

- Q1
- Q2
- Q3
- Q4



Film Permits
272

| | |
|------|-----|
| 2020 | 412 |
| 2019 | 844 |



PRC Volunteers
47

| Year | PRC Volunteers |
|------|----------------|
| 2020 | 11 |
| 2019 | 15 |



Community Event Volunteers
218

| Year | PRC Volunteer Hours | Community Events Volunteers | Community Event Volunteer Hours |
|------|---------------------|-----------------------------|---------------------------------|
| 2020 | 229 | 2 | 12 |
| 2019 | 416 | 689 | 8,016 |



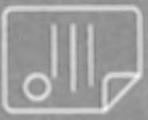
Community and Youth Events
70

| Year | Number of Events | Number of Participants |
|------|------------------|------------------------|
| 2020 | 2 | 67 |
| 2019 | 51 | 54,172 |

* Due to COVID-19 many Community Events and Volunteer Activities have been temporarily suspended

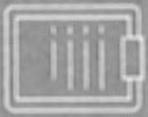
Growth

All stats displayed represent January - December 31, 2021 or the indicated year



177

Planning Reports to Council



575

Total Active Applications In House



5,682

Telephone Planning Public Inquiries



1,953

Counter



5,724

Operations Dept. Completed Service Requests



2,255

Facilities Work Requests

2020 149
2019 159

2020 572
2019 594

2020 5,343
2019 4,427

2020 1,237
2019 1,914

2020 5,973
2019 5,909

2020 1,817
2019 1,969

Note: Covid-19 Closure March 13, 2020



5,439

Permits Issued

20K

Inspections

\$245.8

Convert Value in millions

758

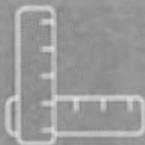
Units

2020 5,226
2019 5,298

19,861
18,427

\$281.2
\$214.2

596
604



34

Rezoning

25

Subdivision

343

Building Permits

119

Service Review Inquiries

2020 37
2019 26

18
13

284
37

135
132



MAPLE RIDGE
Water Services

Q1
Q2
Q3
Q4



City of Maple Ridge

TO: His Worship Mayor Michael Morden and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Disbursements for the month ended January 31, 2022
MEETING DATE: February 22, 2022
FILE NO: 05-1630-01-2022
MEETING: Council

EXECUTIVE SUMMARY:

The disbursements summary for the past period is attached for information. All voucher payments are approved by the Director of Finance or Deputy Director of Finance. Expenditure details are available by request through the Finance Department.

RECOMMENDATION:

That the disbursements as listed below for the month ended January 31, 2022 be received for information.

Table with 2 columns: Category and Amount. Rows include GENERAL (\$13,216,102), PAYROLL (\$2,136,120), PURCHASE CARD (\$83,433), and a total of \$15,435,655.

DISCUSSION:

a) Background Context:

The adoption of the Five Year Consolidated Financial Plan has appropriated funds and provided authorization for expenditures to deliver municipal services.

The disbursements are for expenditures that are provided in the Financial Plan Bylaw or subsequently approved through Council Resolution.

b) Citizen/Customer Implications:

The citizens of Maple Ridge are informed on a routine monthly basis of financial disbursements.

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

Highlights of larger items included in Financial Plan or Council Resolution

| | | |
|--|----|---------|
| • Double V Construction – Albion Community Centre | \$ | 660,498 |
| • Downtown Maple Ridge Business - BIA funding & security | \$ | 233,856 |
| • Drake Excavating (2016) Ltd - 225 St pump station replacement | \$ | 161,177 |
| • Emergency Communications – Quarterly dispatch levy | \$ | 340,840 |
| • Eurovia British Columbia - 232 St road improvements | \$ | 415,468 |
| • Fraser Valley Regional Library - 1st quarter members assessment | \$ | 785,272 |
| • Lafarge Canada Inc - Roadworks material (salt, sand, etc.) | \$ | 175,267 |
| • Richco Contracting Ltd - 216 St watermain replacement | \$ | 675,447 |
| • Ridge Meadows Recycling Society - Monthly contract for recycling | \$ | 285,302 |
| • Warrington PCI Management - Tower common costs | \$ | 269,679 |

d) **Policy Implications:**

Corporate governance practice includes reporting the disbursements to Council monthly.

CONCLUSION:

The disbursements for the month ended January 31, 2022 have been reviewed and are in order.



Prepared by: **Trevor Hansvall**
Accountant 1



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



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



Concurrence: **Scott Hartman**
Chief Administrative Officer

CITY OF MAPLE RIDGE
MONTHLY DISBURSEMENTS - January 2022

| <u>VENDOR NAME</u> | <u>DESCRIPTION OF PAYMENT</u> | <u>AMOUNT</u> |
|---------------------------------------|---|---------------|
| ADS Environmental Technologies | Sanitary flow monitoring | 18,380 |
| Advanced Storage Centres | Security refund | 75,000 |
| Associated Fire Safety | Firefighter equipment | 21,011 |
| Badger Daylighting Lp | Hydro-excavation (multiple locations) | 15,113 |
| BC Hydro | Electricity | 144,327 |
| BGC Engineering Inc | Fraser River escarpment study and management program | 24,169 |
| Bob's A-Z Rentals Ltd | Equipment rentals | 25,269 |
| Boileau Electric & Pole Ltd | Maintenance & electrical work | 26,929 |
| CUPE Local 622 | Union dues | 35,950 |
| CDW Canada Inc | Software maintenance | 18,267 |
| Cobing Building Solutions | Building maintenance (various locations) | 16,098 |
| Commercial Aquatic Supplies | Pool supplies | 20,273 |
| Coronet Cyber Security Inc | Security software | 32,265 |
| CRM Dynamics Ltd | Enterprise community engagement tool | 18,483 |
| Curtis Personalized Health | Contracted service provider - fitness classes & programs | 21,150 |
| Double V Construction Ltd | Albion Community Centre | 660,498 |
| Dougness Holdings Ltd | Catch basin cleaning | 18,029 |
| Downtown Maple Ridge Business | BIA funding & security | 233,856 |
| | Facade improvement project | 19,329 |
| Drake Excavating (2016) Ltd | 225 St pump station replacement | 161,177 |
| Emergency Communications | Quarterly dispatch levy | 340,840 |
| Eurovia British Columbia | 232 St road improvements & 116 Ave multi use path | 415,468 |
| Fortis BC Energy Inc | Move existing gas line (Cliff Ave & 210 St) | 69,467 |
| | Natural Gas | 28,899 |
| Fraser Valley Regional Library | 1st quarter members assessment | 785,272 |
| | Contributed capital replacement funding | 10,000 |
| GPM Civil Contracting Inc | Silver Valley gathering place | 40,062 |
| Greater Vancouver Sewerage & Drainage | Development cost charges collection Jul-Dec'21 | 1,209,301 |
| Grata Construction Management Ltd | Tower renovations (3rd floor) | 18,825 |
| Green Landscape Experts Ltd | Tree replacements | 17,750 |
| Hallmark Facility Services Inc | Janitorial services & supplies | 53,220 |
| Info-Tech Research Group Inc | Consulting/professional fees | 64,297 |
| ISL Engineering & Land Services | Drainage upgrade program | 60,646 |
| IT Blueprint Solutions Inc | Software maintenance - migrate Oracle to SQL | 40,750 |
| Jacks Automotive & Welding | Fire Dept equipment repairs | 19,696 |
| Kaminsky & Company Law Corp. In Trust | Land acquisition deposit | 75,000 |
| Lafarge Canada Inc | Roadworks material (salt, sand, etc.) | 175,267 |
| Leaders International Executive | Recruitment fees | 44,836 |
| Manulife Financial | Employer/employee remittance | 212,466 |
| Maple Leaf Disposal Ltd | Refuse container and litter collection | 16,571 |
| Maple Ridge & PM Arts Council | Arts Centre contract | 59,822 |
| | Program revenue | 2,897 |
| Maple Ridge Museum & Archives | Fee for service | 103,795 |
| Maridge Properties Ltd | Security refunds | 16,000 |
| Marine Repair & Maintenance | Roofing maintenance & repair services | 70,614 |
| MDT Technical Services Inc | Portable repeater + license | 24,192 |
| Microsoft Canada Inc | Software maintenance | 26,371 |
| Municipal Insurance Association | Annual property & liability insurance | 23,344 |
| Municipal Pension Plan BC | Employer/employee remittance | 825,791 |
| Now Solutions Inc | Software maintenance | 105,816 |
| Nustadia Recreation Inc | Subsidized ice purchased by P&LS on behalf of user groups | 26,000 |

| <u>VENDOR NAME</u> | <u>DESCRIPTION OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------------------|--|--------------------------|
| NW Fitness Experience Inc | Exercise machines (Leisure Centre) | 21,636 |
| Onsite Engineering Ltd | Rock Ridge cell tower access road design | 16,600 |
| Prime Traffic Solutions Ltd | Traffic control | 26,987 |
| Province of British Columbia | Integrated Homicide Investigation Team costs | 241,399 |
| | School tax remittance | <u>902,247</u> |
| RF Binnie & Associates Ltd | Design - Silver Valley gathering place | 18,399 |
| Receiver General For Canada | Employer/employee remittance | 1,463,948 |
| RG Arenas (Maple Ridge) Ltd | Ice rentals | 101,281 |
| Richco Contracting Ltd | 216 St watermain & sanitary sewer replacement | 675,447 |
| Ricoh Canada Inc | Quarterly copy usage | 22,123 |
| Ridge Meadows Seniors Society | Quarterly operating grant | 55,521 |
| Ridge Meadows Recycling Society | Litter pick up | 1,683 |
| | Monthly contract for recycling | <u>285,302</u> |
| Sandpiper Contracting Llp | Watermain repairs (mob in, hydro vac, mob out) | 24,083 |
| Sanogenics Disinfecting | Cleaning & disinfecting | 22,697 |
| Sanscorp Products Ltd | Roadworks material | 21,489 |
| Softchoice Lp | Parkview hardware monitoring (Jan - Dec'22) | 40,985 |
| South Coast BC Transit Authority | DCC collection Jul-Dec'21 | 761,858 |
| Stantec Consulting Ltd | 232 St PRV replacement | 17,530 |
| Stewart & Son Development | Security refund | 429,410 |
| Stewart Mcdannold Stuart | Professional fees | 17,349 |
| Strata Plan Lms4011 Commercial | Panorama strata fees | 17,749 |
| Suncor Energy Products | Gasoline & diesel fuel | 100,798 |
| The Get Go Inc | Traffic signal | 26,177 |
| Urban Systems | Strategic transportation plan update | 33,878 |
| Warrington PCI Management | Tower common costs | 269,679 |
| Westridge Security Ltd | Community patrols & static guard service | 30,697 |
| Windmill Flooring | Carpeting (Tower) | 20,974 |
| Workers Compensation Board BC | Employer/Employee remittance | 184,455 |
| Disbursements In Excess \$15,000 | | 12,441,235 |
| Disbursements Under \$15,000 | | <u>774,867</u> |
| Total Payee Disbursements | | 13,216,102 |
| Payroll | PP22/01 & PP22/02 | 2,136,120 |
| Purchase Cards - Payment | | <u>83,433</u> |
| Total Disbursements January 2022 | | <u>15,435,655</u> |

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: 2022 Council Expenses

MEETING DATE: Feb 22, 2022
FILE NO: 05-1880-20-2022
MEETING: Council

EXECUTIVE SUMMARY:

In keeping with Council's commitment to transparency in local government, the attached schedule lists Council expenses recorded to January 31, 2022. The expenses included on the schedule are those required to be reported in the annual Statement of Financial Information and are available on our website.

RECOMMENDATION:

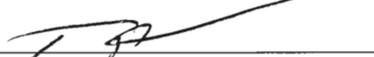
For information.

DISCUSSION:

The expenses included in the attached schedule are those reported in the annual Statement of Financial Information (SOFI), including those incurred under Policy No. 3.07 "Council Training, Conferences and Association Building". The budget for Council includes the provision noted in Policy No. 3.07 as well as a separate budget for cell phone and iPad usage. The amounts on the attached schedule are those recorded prior to the preparation of this report and are subject to change.


Prepared by: Kim Hayes
FOR Accountant 2


Reviewed by: Catherine Nolan, CPA, CGA
Deputy Director of Finance


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


Approved by: Christina Crabtree
General Manager Corporate Services


Concurrence: Scott Hartman
Chief Administrative Officer

Attachment: 2022 Council Expenses

| Reason for expense | Conferences & Seminars | Community Events | Cell Phones / iPads | Total |
|--|------------------------|------------------|---------------------|--------|
| | | | | |
| Portable electronic device charges (e.g. iPad) | - | - | 5.35 | 5.35 |
| Cell phone charges | | | 48.15 | 48.15 |
| Portable electronic device charges (e.g. iPad) | | | 5.35 | 5.35 |
| Portable electronic device charges (e.g. iPad) | | | 53.50 | 53.50 |
| | | | 5.35 | 5.35 |
| | | | 5.35 | 5.35 |
| Portable electronic device charges (e.g. iPad) | | | 26.75 | 26.75 |
| Portable electronic device charges (e.g. iPad) | | | 5.35 | 5.35 |
| Portable electronic device charges (e.g. iPad) | | | 5.35 | 5.35 |
| Portable electronic device charges (e.g. iPad) | | | 5.35 | 5.35 |
| | | | 101.65 | 101.65 |

2022 Council Expenses

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-60

Dear UBCM Member Municipalities,

I am reaching out to local governments in British Columbia to urge your support for Private Members Bill C-216, Health-Based Approach to the Substance Use Act, which has received first reading in the House of Commons.

The proposed Act would amend the Controlled Drugs and Substances Act and enact the Expungement of Certain Drug-related Convictions Act and the National Strategy on Substance Use Act. Under Bill C-216, the National Strategy proposes to:

- (a) address the harm associated with the criminalization of substance use;
- (b) ensure that interventions are founded on evidence-based best practices and address the root causes of problematic substance use;
- (c) ensure low-barrier access to a safe supply of medically regulated substances;
- (d) provide universal access to recovery, treatment and harm reduction services for problematic substance use and substance use disorder, including overdose prevention services, relapse prevention services and supervised consumption sites and services;
- (e) implement evidence-based prevention programs that address social and economic factors that contribute to problematic substance use; and
- (f) reduce the stigma associated with substance use, including through outreach and public awareness programs.

Cumberland Council has expressed its support for Bill C-216 to Prime Minister Trudeau and to the Minister of Health and Addictions Carolyn Bennett and I would encourage your Council or Board to do the same in an effort to finally secure Federal aid on decriminalization, safe supply and access to recovery, treatment and harm reduction services.

Yours sincerely,

A handwritten signature in black ink, appearing to read "L. Baird".

Leslie Baird
Mayor

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-40

The Honourable Carolyn Bennett, P.C., M.P.
Minister of Health and Addictions
Carolyn.Bennett@parl.gc.ca

Dear Minister,

I am very pleased to be able to write to you in support of the Private Members Bill C-216, Health-based Approach to the Substance Use Act, which received first reading on December 15, 2021 and which is sponsored by Gord Johns, Member of Parliament for Courtenay-Alberni.

The Council of the Village of Cumberland endorses the National Strategy to address the harm associated with the criminalization of substance use and to ensure that interventions are founded on evidence-based best practices to address the root causes of problematic substance use.

In 2016, harm reduction was restored as a key pillar of Canada's drug strategy with the establishment of the Canadian Drug and Substances Strategy, however further measures are needed to protect the lives of Canadians. I trust that you will support Bill C-216 in order to provide federal aid on decriminalization, safe supply and access to recovery, treatment and harm reductions services.

Yours sincerely,

A handwritten signature in black ink, appearing to read "L. Baird".

Leslie Baird
Mayor

OFFICE OF THE MAYOR



January 28, 2022

File No. 0400-40

The Right Honourable Justin Trudeau, P.C., M.P.
Prime Minister of Canada
Justin.Trudeau@parl.gc.ca

Dear Prime Minister,

I am very pleased to be able to write to you in support of the Private Members Bill C-216, Health-based Approach to the Substance Use Act, which received first reading on December 15, 2021 and which is sponsored by Gord Johns, Member of Parliament for Courtenay-Alberni.

The Council of the Village of Cumberland endorses the National Strategy to address the harm associated with the criminalization of substance use and to ensure that interventions are founded on evidence-based best practices to address the root causes of problematic substance use.

In 2016, harm reduction was restored as a key pillar of Canada's drug strategy with the establishment of the Canadian Drug and Substances Strategy, however further measures are needed to protect the lives of Canadians. I trust that you will support Bill C-216 in order to provide federal aid on decriminalization, safe supply and access to recovery, treatment and harm reductions services.

Yours sincerely,

A handwritten signature in black ink, appearing to read "L Baird".

Leslie Baird
Mayor



Village of Chase

PO Box 440, 826 Okanagan Ave,
Chase, British Columbia V0E 1M0
Office: 250.679-3238
Fax: 250.679-3070
www.chasebc.ca

February 1, 2022

Via email: mel.arnold@parl.gc.ca

Mel Arnold, Member of Parliament
North Okanagan-Shuswap
House of Commons
Ottawa, Ontario
Canada
K1A 0A6

Dear Mr. Arnold:

RE: BC Wildfires Petition-District of Lillooet

At their January 11, 2022 regular meeting, the Village of Chase Council considered correspondence from the District of Lillooet regarding the increasing risk and occurrences of wildfires, landslides and flooding in British Columbia.

In support of the 'Call to Action' petition and the District of Lillooet's motion, the following resolution was passed by Chase Council:

“THAT the Village of Chase send a letter to our Member of Parliament, Mel Arnold and copy our Member of the Legislative Assembly, Todd Stone, the Minister of Forests, Lands, Natural Resources Operations and Rural Development, the Minister of Public Safety and Solicitor General, the Premier of British Columbia (with copies to the District of Lillooet and all UBCM member local governments) requesting that our Provincial and Federal Governments provide better forest management and wildfire protection practices in British Columbia by reviewing and assessing the current policies and guidelines and inviting feedback from a wide variety of stakeholders, with the sincere intent to make meaningful changes to the forest management and wildfire protection practices in British Columbia to provide better protection for all of us from wildfires, landslides, and floods.”

As we are all aware, the wildfires, landslides and floods that have ravaged so much of British Columbia over the past years will only continue to damage valuable forests, businesses, homes and take the lives of humans and animals, if no action is taken to lessen the effects of climate change in BC with particular attention to forest management and wildfire protection practices.

We respectfully request that you share this correspondence with the House of Commons, and that the Call to Action will be answered as quickly as possible.

Sincerely,
VILLAGE OF CHASE

A handwritten signature in black ink that reads "Rod S. Crowe". The signature is written in a cursive style with a large initial "R".

Rod Crowe, Mayor

Cc: Todd Stone, MLA, Kamloops-South Thompson
District of Lillooet
All UBCM Member Local Governments

355 West Queens Road
North Vancouver BC
V7N 4N5

www.dnv.org



James A. Gordon CMC
Municipal Clerk
Phone: 604 990 2207
Fax: 604 984 9637
gordonj@dnv.org

February 10, 2022
File: 01.0110/Admin General/2022

Stephanie C. Nichols
Corporate Officer
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Ms. Nichols

Re: Burrard Inlet Rapid Transit in 10-Year Investment Plan

Please be advised that at the Regular Meeting of Council held on February 7, 2022, the Council for the District of North Vancouver passed the following resolution:

THAT Council request that the Mayors' Council on Regional Transportation (Mayors' Council) prioritize the inclusion of the Burrard Inlet Rapid Transit in the 10-Year Regional Transit and Transportation Vision given the far reaching regional benefits of the investments as outlined in the Benefits Assessment Report as attached to the January 18, 2022 report of the Section Manger – Transportation entitled Burrard Inlet Rapid Transit in 10-Year Investment Plan;

AND THAT a copy of this resolution and Benefits Assessment Report is sent to all member municipalities of the TransLink Mayors' Council.

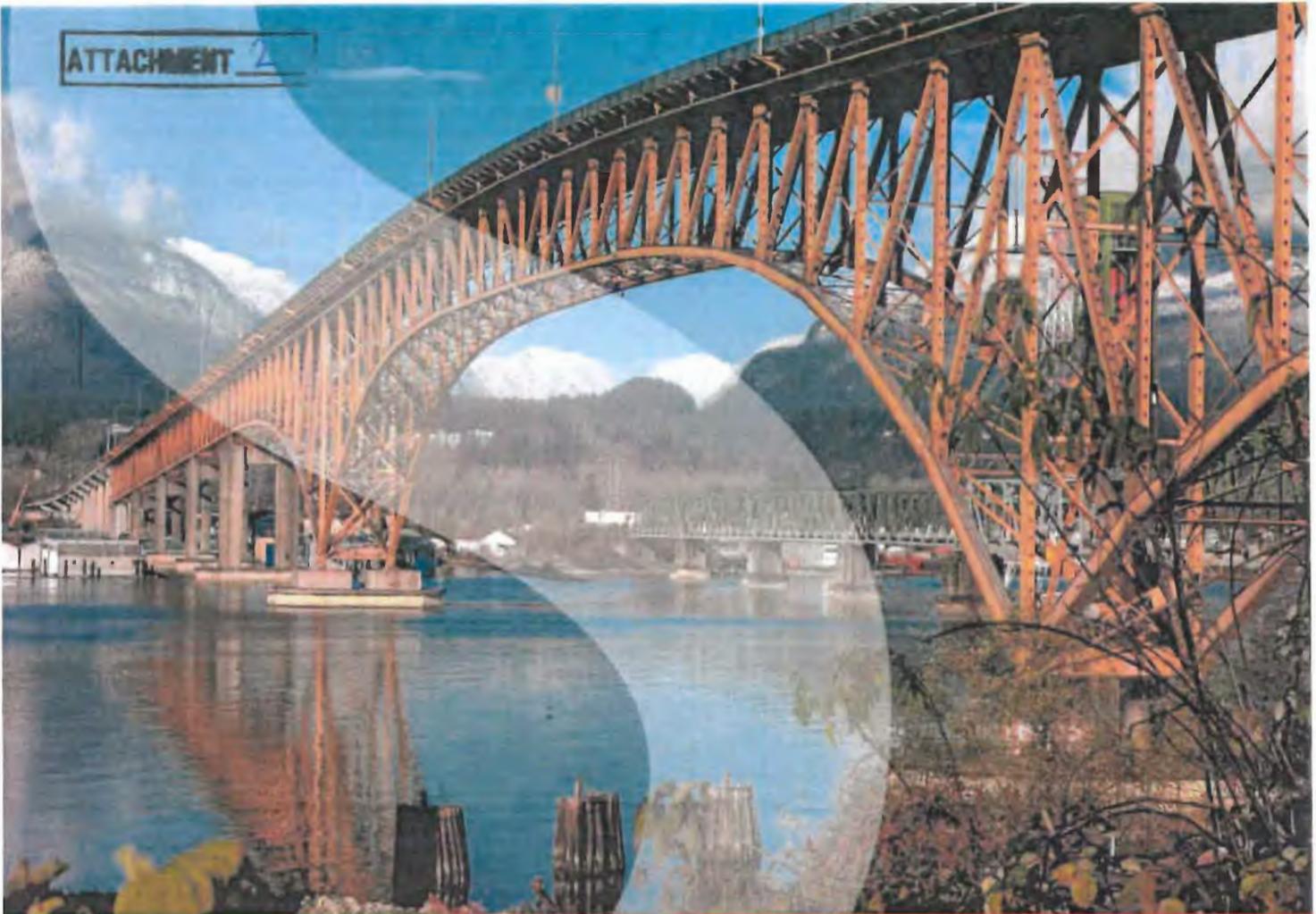
The Benefits Assessment Report is attached.

Regards,



James Gordon
Municipal Clerk

ATTACHMENT 2



NORTH SHORE CONNECTS PROJECT WORKING GROUP
BURRARD INLET RAPID TRANSIT
BENEFITS ASSESSMENT



Tseil-Waututh Nation
PEOPLE OF THE INLET



Skwaw'wú7mesh
Ucwú7mesh
Squamish Nation



August 2021



BURRARD INLET RAPID TRANSIT BENEFITS ASSESSMENT

NORTH SHORE CONNECTS PROJECT
WORKING GROUP

FINAL REPORT

DATE: AUGUST 2021

WSP
840 HOWE STREET
SUITE 1000
VANCOUVER, BC, CANADA V6Z 2M1

T: +1 604 685-9381
F: +1 604 683-8655
WSP.COM

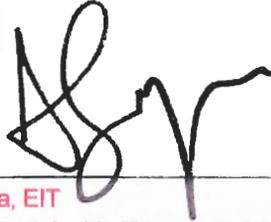
REVISION HISTORY

FIRST ISSUE

| | | | | |
|------------------------------|------------------------------------|--|--|--|
| August 2021 | | | | |
| Prepared by | Reviewed by | Approved By | | |
| Diana Soroaga, Consultant | Alex Oldford, Senior Consultant | Jeff Seider, Vice President - Global Advisory | | |

SIGNATURES

PREPARED BY



Diana Soroaga, EIT
Consultant – Sustainable Transport, Advisory
Services

August 2021

APPROVED¹ BY



Digitally signed
by Jeffrey Seider
Date: 2021.09.09

Jeffrey Seider, CMC, MA, P.Eng, MRICS
Vice President, Global Advisory

August 2021

WSP Canada prepared this report solely for the use of the intended recipient, City of North Vancouver, in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP Canada at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP Canada does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

The original of this digital file will be conserved by WSP Canada for a period of not less than 10 years. As the digital file transmitted to the intended recipient is no longer under the control of WSP Canada, its integrity cannot be assured. As such, WSP Canada does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

¹ Approval of this document is an administrative function indicating readiness for release and does not impart legal liability on to the Approver for any technical content contained herein. Technical accuracy and fit-for-purpose of this content is obtained through the review process. The Approver shall ensure the applicable review process has occurred prior to signing the document.

CONTRIBUTORS

CLIENT

Partner Working Group Co-Chair Jennifer Draper

Partner Working Group Co-Chair Larry Orr

BIRT Project Coordinator Blair Underhill

WSP

Project Director Jeffrey Seider

Project Manager Adrian Lightstone

Consultant Diana Soroaga

Senior Consultant Alexandra Oldford

SUBCONSULTANTS

Transportation Modelling Lead Basse Clement (McElhanney)

Transportation Modeller Ali Darwiche (McElhanney)

Regional Transportation Planning Policy John Merkley (Pacify Analytics)

Message from the Partner Working Group

In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) identified the need to explore opportunities to alleviate road congestion and improve mobility across the Burrard Inlet to and from the North Shore. Through INSTPP, our Partner Working Group was created, comprising staff from North Shore municipalities, First Nations, and the North Vancouver Chamber of Commerce.

We, the Partner Working Group, are committed to delivering a more accessible, economically vibrant, and low-carbon future for everyone who lives, works, recreates, and travels on or across the North Shore to Metro Vancouver and the Sea to Sky corridor. This highly collaborative, multi-agency working group has strengthened partner relationships, expanded understanding, and has been an effective platform for generating consensus on the complex topic of connecting the North Shore with the rest of the Metro Vancouver region through rapid transit.

This study, the Burrard Inlet Rapid Transit (BIRT) Benefits Assessment, builds off the feasibility study that was released in 2020, and shares promising results of what can be expected from extending the Metro Vancouver regional rapid transit network across the Burrard Inlet to the North Shore. We are excited to share these findings, which touch upon some of the most urgent and community-driven values of our time - more equitable access to jobs and housing, sustainable prosperity for regional, provincial, and national economies, reduced dependency on fossil fuels, First Nations relationship building, and the significant travel time and reliability savings for all modes, for everyone trying to meet their daily needs in a growing region.

The strength of our partnership has opened many doors to this future, including invaluable support from senior government. This Benefits Assessment study would not have been possible without the support of Western Economic Diversification Canada (WD). We would also like to thank WSP and McElhanney for the development of this report. We look forward to continuing the conversation on opportunities that Burrard Inlet Rapid Transit can bring to all travelers in the Metro Vancouver region and beyond.

Partner Working Group

Steve Carney, *District of North Vancouver*
Jennifer Draper, *City of North Vancouver*
Melissa Fahey, *Tsleil-Waututh Nation*
Ryan Gilmore, *District of North Vancouver*
Jonn Moller, *District of West Vancouver*
Larry Orr, *City of North Vancouver*
Jason Smith, *District of North Vancouver*
Bob Sokol, *Squamish Nation*
Patrick Stafford-Smith, *North Vancouver Chamber of Commerce*
Blair Underhill, *City of North Vancouver*
Daniel Watson, *City of North Vancouver*

EXECUTIVE SUMMARY

INTRODUCTION TO THE BENEFITS ASSESSMENT

With its transit-oriented community structure, diverse population and range of employment opportunities, Metro Vancouver has proven to be a globally renowned and desirable destination to live, work, and play. The North Shore is a prominent player in the region, with a concentration of important industry sectors such as tourism, professional services, ports and marine, arts and film, and healthcare. It is a key partner in Canada's supply chain providing critical ties to provincial and national goods movement, and playing a pivotal role as a gateway between Metro Vancouver and other growing regions and economic drivers of the province: The Sea-To Sky Corridor, Sunshine Coast and Vancouver Island. However, existing conditions on the North Shore such as land use, limited east-west road network connectivity and capacity, lack of transit travel time competitiveness (compared to auto mode), and robust employment growth with limited affordable housing opportunities have in turn created economic impacts locally, regionally, provincially, and nationally. These transportation and land use challenges have been studied extensively through the Integrated North Shore Transportation Planning Project (INSTPP) which has identified a suite of complementary measures needed for addressing chronic congestion.

Economic competitiveness and benefits to the region can be achieved through an investment in high-capacity rapid transit linking the North Shore, such as the proposed Burrard Inlet Rapid Transit (BIRT) project. This Benefits Assessment was conducted to analyse the benefits that can be expected to be generated by an investment in BIRT, with particular focus on the impacts to the local, regional, provincial, and national economies. The assessment investigated the expected impacts of BIRT in five categories: Transportation, Economic Development, Equity & Affordability, Health & Safety, and Climate & Environment.

OVERVIEW OF BIRT

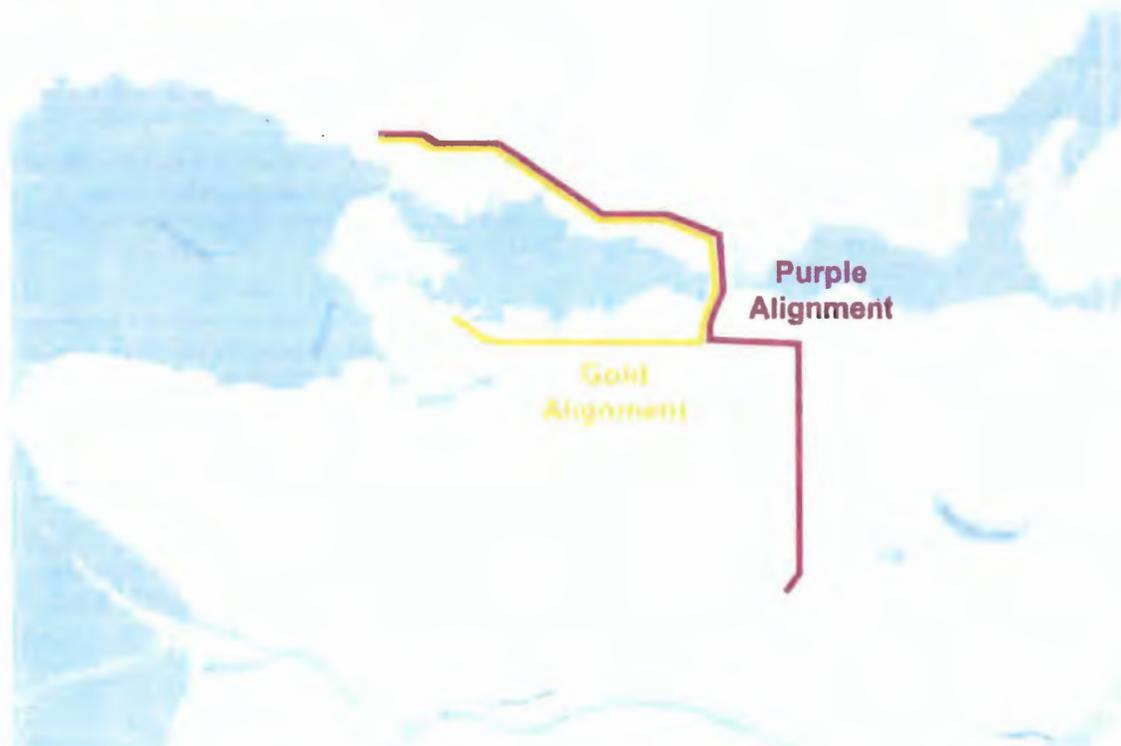


Figure ES-1: BIRT Benefits Assessment Assessed Alignments

Two BIRT alignments were analysed and compared to a business-as-usual (BAU) case where transit service provided reflects investments committed to through the Mayors' Council Investment Plan. The modelled BIRT

alignments were based on those proposed in the *Burrard Inlet Rapid Transit Study: Stage 2 Engineering Review*² with minor updates to ensure a comparable analysis. The Gold and Purple alignments (shown in Figure ES-1 above) were chosen for this study to showcase a range in expected benefits, however they do not indicate recommended or approved alignments. These alignments were chosen as:

- It was noted in initial recommendations that an alignment over the Second Narrows is more likely to provide service better capturing key destinations and population centres across the North Shore; and
- Alignments across the Second Narrows provide better regional connection to municipalities across the south and east of Metro Vancouver either directly or via the Expo or Millennium Lines.

OVERVIEW OF THE BENEFITS ASSESSMENT

This Benefits Assessment analyzes impact categories in a typical Economic Impact Assessment through monetized, quantitative and qualitative analysis. This assessment analyzes solely project benefits, as opposed to a traditional Benefit-Cost Analysis that compares project benefits to project costs, as sufficient study has not yet been conducted to select a preferred alignment or technology and determine associated costs. As such, a study of the benefits is appropriate to establish the potential opportunities in investing in a project like BIRT.

The three methods of analysis were employed to capture project benefits as best as possible during this project stage:

- **Monetized analysis** – for accounts that are quantifiable, and where a dollar value can be attributed to the impact.
- **Quantitative analysis** – for accounts that are quantifiable, but where a dollar value cannot be easily attributed to the impact due to the preliminary stage of the project or other factors.
- **Qualitative analysis** – for accounts that cannot be easily quantified or monetized but are still expected to result in significant benefits as a result of BIRT.

STUDY FINDINGS

Table ES-1 provides a summary of the monetized, quantitative, and qualitative analysis; outcomes are provided as a range of the Gold and Purple Alignments as compared to the BAU Case. Individual outcomes based on alignment can be found throughout the subsequent report. The below subsections summarize the outcomes of the stakeholder engagement and analysed accounts.

Any monetized and quantified results are reflective of the expected impact in 2050. These are only reflective of one year of results, specifically 2050, and cannot be taken to be representative of an annual savings as results are dependant on variables that would change annually throughout the project life span (e.g., VKT, ridership etc.). The monetized results are shown in undiscounted 2020 dollars, that is monetized results have not been adjusted to account for the time value of money.

STAKEHOLDER ENGAGEMENT

Stakeholder³ perceptions anticipated that a **rapid transit connection to the North Shore would result in positive impacts** to congestion, travel time reliability, regional access and connectivity, local and regional tourism, labour mobility, industry-specific economic impacts, sustainable land development, and access to post-secondary institutions.

TRANSPORTATION IMPACTS

BIRT results in a number of transportation user benefits including travel time savings, reliability savings, and vehicle operating cost savings. **A benefit of \$571M - \$646M was calculated for all modes of transport** (i.e., auto, transit, light trucks, and heavy trucks), the majority of the benefits (\$498 - \$552M) arising as a result of projected travel time savings for transportation network users. This has an impact on both individual users and on local and regional businesses.

² Burrard Inlet Rapid Transit Study: Stage 2 Engineering Review (2020)

³ Stakeholders consultations included representation from North Shore businesses (from Tourism, Food & Beverage, Professional Services, Commercial Development, Post Secondary, Film, Ports & Terminals industries and business sectors) and representatives from First Nations communities.

ECONOMIC DEVELOPMENT IMPACTS

BIRT will necessitate the expenditure of capital, operational, and maintenance funds for construction and operations; the economic impacts of these expenditures were analysed using Statistics Canada's Input/Output model and were calculated per billion dollars spent in each expenditure category (Urban Transit Systems, Transportation Engineering Construction, and Architectural, Engineering and Related Services). BIRT was found to **contribute \$4.2 billion to Canada's GDP, and generate 43,000 full-time employment positions (FTE), \$114 million in unincorporated sector labour income, \$2.7 billion in wages and salaries, \$428 million in tax revenue creation, and \$7.6 billion in output per billion dollars spent in each capital and operating expense category.** In addition to these economic benefits, an **agglomeration benefit of \$84M - \$107M** is realized due to increased efficiencies from increased proximity among the Region's business clusters.

EQUITY AND AFFORDABILITY IMPACTS

Metro Vancouver has consistently been reported to be one of the most expensive places to live in Canada. A significant factor to Metro Vancouver's unaffordability is the comparatively lower average household incomes against the cost of living, and in particular, the cost of housing and transport. BIRT has the potential to improve equity and affordability in Metro Vancouver in two ways: by providing greater access to jobs and housing in the region, and by providing additional affordable housing units through development contributions. BIRT will **increase access to jobs accessible within a 60-minute transit ride** and will provide **1,300 – 2,600 additional affordable dwelling units** as compared to the BAU by the 2050 horizon date.

HEALTH AND SAFETY IMPACTS

Through a decrease in number of vehicular trips, and therefore a decrease in vehicle kilometres travelled (VKT), BIRT is expected to result in reduced roadway collisions compared to the BAU case. In the BIRT case, approximately **1,100 total prevented collisions** (fatalities, injuries, and property-damage only) are expected in **2050, with a total reduced collision impact of \$89 million.** Collision reduction and associated monetary benefit would be realized each year BIRT is in operation, although the precise value would be dependant on the annual decrease in VKT before and after the horizon year of 2050.

BIRT is also expected to have increased societal benefits associated with improved health as a result of mode shift from auto to transit. Living a sedentary lifestyle has a significant impact on our physical health and wellbeing, and in turn an impact on local healthcare systems. Transit trips are most often paired with another form of active transportation (walking, cycling, rolling), and the addition of these trips reduces the negative health impacts associated with sedentary lifestyles and financial burden to society.

CLIMATE AND ENVIRONMENT IMPACTS

A reduction in auto travel across the region, and associated reduction in VKT, results in decreased pollutants - CO₂, SO_x, NO_x, and GHG emissions. **The reduced auto emissions impact for the year 2050 results in a benefit of \$1.4 million** for both BIRT alignments when compared to the BAU. The auto emissions reduction is highly dependant on electric vehicle (EV) adoption. It was assumed that an 80 percent EV adoption rate would occur in 2050, meaning that 80 percent of the VKT in 2050 is produced by EVs (which would have no tailpipe emissions). The implementation of BIRT prior to 80 percent EV adoption would impact the emissions reduction and associated monetary benefit.

A reduction in VKT will result in a reduction of particulate run-off and a corresponding reduction in stormwater run-off pollution associated with local transportation networks. As a result, BIRT can be expected to have a positive impact on the restoration of the local waterbodies through a reduction in stormwater run-off pollution.

FIRST NATION IMPACTS

BIRT is unique in its benefits for First Nations communities. A rapid transit connection to the North Shore will serve to fill gaps in regional access as it connects Capilano IR No. 5, Mission IR No. 1, Seymour Creek IR No. 2 and Burrard Inlet IR No. 3 for Squamish and Tsleil-Waututh First Nations. An investment in BIRT will establish improved connections for these communities to jobs and affordable housing in the region and generate socio-economic benefits through increased access to job opportunities. BIRT can be expected to establish a platform for sustainable economic growth through land development and partnership opportunities for First Nations on the North Shore, as well as tourism expansion opportunities.

Table ES-1: BIRT Benefits Assessment Summary (Undiscounted 2020\$)

| Topic | Outcome | Notes |
|---|------------------------|--|
| Transportation Impacts | | |
| Travel Time Savings Impact (2050) | \$498 - \$552M | Travel time savings impact is relatively high in comparison to other transportation business cases in the region. |
| Reliability Impact (2050) | \$55 - \$75M | Reliability impact is strong compared to other transportation business cases in the region. |
| Vehicle Operating Cost Savings (2050) | \$18 - \$19M | The annual auto VKT savings in 2050 is equivalent to removing 7,800 vehicles from the network. |
| Economic Development Impacts | | |
| GDP Contribution | \$4.2 billion | Benefits were calculated using Statistic Canada's Input/Output model. All numbers presented reflect the cumulative direct, indirect, and induced economic effects per a \$1 billion spent basis in the industries related to direct project spending (i.e., capital and operating expenses). |
| Employment Creation (in Job-Year FTE) | 43,000 Jobs | |
| Labour Income of Unincorporated Sector Generation | \$114 million | |
| Wages & Salaries Generation | \$2.7 billion | |
| Tax Revenue Creation | \$428 million | |
| Output | \$7.6 billion | |
| Agglomeration Impacts | \$84 - \$107M | |
| Development Potential | Qualitatively Assessed | A rapid transit investment with upzoning (i.e., zoning changes to increase density) can create a land value gain between 20 - 40%. Land value capture can secure new sources of revenue for regional transportation initiatives, support transit-oriented affordable housing, and increase transit and active modes. Development opportunities exist for First Nations on the North Shore which will result in economic benefits and increasing affordable housing supply. |
| Capital Deferral | Qualitatively Assessed | An investment in BIRT introduces the potential for deferral of other major transportation capital-intensive projects in the region (i.e., highway expansions, bridge expansions, bridge replacements, goods movement infrastructure, etc.) Additional opportunities exist for the completion of other project scopes alongside BIRT; this may warrant further study to determine additional economic benefits that can be expected. |
| Equity and Affordability Impacts | | |
| Regional Access to Jobs and Housing | Qualitatively Assessed | In the BAU Case, North Shore jobs are only accessible by transit in 45 minutes to people living in Vancouver's downtown core and to those who live on the North Shore. BIRT opens access into Greater Vancouver, Burnaby, New Westminster, and Coquitlam, positively impacting North Shore businesses by increasing labour pool and mobility. BIRT provides improved access for areas in the region with a greater supply of affordable housing to access the North Shore. |
| Affordable Housing Supply | Qualitatively Assessed | A rapid transit investment will result in increased development and population residing along its corridor. Through a high-level assessment an estimated 1,300 - 2,600 incremental affordable housing units can be expected as a result of BIRT. This is highly dependant on local zoning bylaws and affordable housing policies. |
| Health and Safety Impacts | | |
| Reduced Collision Impact (2050) | \$88 - \$89M | A reduction in vehicle travel as a result of BIRT is expected to result in a total reduction of 0.5 fatalities, 232 - 233 injuries, and 881 - 887 property damage only incidents for the year 2050. |
| Health Impacts due to Mode Shift | Qualitatively Assessed | The impact of physical inactivity costs the provincial health care system more than \$570 million annual ⁴ . Mode shift from auto to transit introduces physical activity for daily trips and is generally paired with active modes (e.g., walking or rolling) to access transit stops, additional physical activity worked into our daily lives |
| Climate and Environment Impacts | | |
| Reduced Auto Emissions (2050) | \$1.4M | A reduction in regional travel by auto mode results in a reduction in auto emissions such as CO ₂ , NO _x , SO _x , etc. |
| Restoration of the Burrard Inlet | Qualitatively Assessed | Stormwater pollution is a large contributor to local waterbody contamination. Through reduction of motor vehicle use and reduced auto emissions, less toxic road run-off will make its way into the Burrard Inlet. |

⁴ Includes Direct Costs (hospital, physician, drug, institutional, etc.) and Indirect Costs (productivity losses due to premature death and disability) - <https://health.gov.bc.ca/library/publications/year/2004/inactivity.pdf>

REALIZING THE BENEFITS

BIRT offers unique benefits to the North Shore and Metro Vancouver region. In providing fast and reliable regional connectivity, transportation network users of all modes can be expected to benefit from travel time savings and reliability improvements. Furthermore, it is projected that BIRT will generate economic benefits to local and regional businesses, economic productivity known as agglomeration, and improved access to regional jobs and housing. These benefits impact the North Shore, Metro Vancouver, and also extend to the Lower Mainland and nationally through impacts to the tourism industry and national goods movement. Additional societal benefits include an increase in regional affordable housing supply, reduced collisions, health and economic benefits related to increased physical activity, and improved climate resilience and environmental outcomes as a result of reduced auto emissions and stormwater pollution. This catalog of strong benefits outlines the importance and significance of BIRT for the Metro Vancouver region.

There are a number of strategic rationales for an investment in BIRT:

FIRST NATIONS ECONOMIC DEVELOPMENT AND IMPROVED CONNECTIVITY – BIRT has a unique opportunity as the only proposed alignment running adjacent to four First Nations reserves belonging to the Squamish and Tsleil-Waututh Nations. There is potential for economic development for these communities through an investment in BIRT which would improve physical and cultural connectivity across the region providing access to jobs, housing, and traditional territories for decades to come.

TACKLING AFFORDABILITY AND ACCESSIBILITY – Living and, to a certain extent, working on the North Shore is inaccessible to many people in the region as a result of increasing housing prices, limited housing supply, extended commute times, and limited transportation choices. A strong economy exists on the North Shore, but it is being significantly impacted due to a lack of competitive transit connections. As a result, local businesses are struggling with employee attraction and retention. An investment in BIRT will provide greater and more affordable transportation choices connecting people within the region to jobs on the North Shore. Furthermore, a rapid transit corridor increases transit-oriented development, creating more opportunities to provide affordable housing units.

IMPROVED TRAVEL TIME AND RELIABILITY – The North Shore is constrained due to its geography and access being limited to two bridges crossing the Burrard Inlet, causing considerable congestion. BIRT has extremely strong benefits to travel time savings and reliability, up to \$552M and \$75M respectively in 2050. This has a significant impact on moving people across the region, as well as improving goods movement from port and marine operations located on the North Shore across the country.

ENABLING CONDITIONS FOR TRAVEL BETWEEN METRO VANCOUVER AND BEYOND – Communities and businesses up the Sea to Sky, on the Sunshine Coast, and on Vancouver Island connect through the North Shore to reach Metro Vancouver via the road network and Horseshoe Bay Ferry Terminal. These communities will continue to grow in population and visitation, and the road network will only continue to become more congested. An investment in BIRT allows for additional reliable transit connections beyond the region benefiting users and generating wider economic benefits.

BIRT has the advantage of a collaborative partnership between local governments, organizations, and First Nations who are in alignment on project planning and supporting investment in rapid transit across the Burrard Inlet to the North Shore as shown through their participation in previous and current work on INSTPP. This is an important advantage in creating efficiencies in the business case lifecycle process and along with its strong benefits, establishes BIRT as an important investment.

Perspectives from Business Leaders

"The North Shore is a very desirable place to live, but professionals and businesses are leaving because of unachievable housing costs and very limited car-free commuting options."

- Martin Davies, SVP, Hatfield Consultants LLP

"Capilano University is a destination campus. Our students and employees need transit that is efficient, direct and affordable. With roads becoming increasingly congested, CapU commuters want to be part of transportation solutions to ensure our campuses are accessible places of learning."

- Paul Dangerfield, President, Capilano University

"At BlueShore Financial, we are seeing it become increasingly difficult to move around the North Shore and across the Burrard Inlet. We need reliable and rapid public transit across the Burrard Inlet to support our current and prospective employees who live in other parts of Metro Vancouver, to ease the stress they face commuting to and from work."

- Chris Catliff, President and CEO, BlueShore Financial

"Many of the businesses at Park Royal depend on employees travelling from parts of Metro Vancouver off the North Shore. A significant portion of jobs at Park Royal fall into this category and the need for reliable and frequent public transportation is critical to attracting staff, limiting traffic congestion associated with trips to and from work by cars, and the success of retail and service businesses."

- Rick Amantea, VP Community Partnerships & Development, Park Royal

"It is common for potential candidates to withdraw their application once we explain public transit options."

- Frank Butzelaar, COO, Washington Corporations (Former CEO, Seaspam Marine Transportation)

"With projected tourism growth, establishing a transit hub on the North Shore would offer more efficient ways of accessing Squamish and the Sea-to-Sky corridor, and help businesses stay competitive and welcome the world to Squamish."

- Kirby Brown, GM, Sea to Sky Gondola



TABLE OF CONTENTS

| | |
|--|----|
| EXECUTIVE SUMMARY | V |
| 1 PURPOSE OF THIS REPORT | 1 |
| 2 BURRARD INLET RAPID TRANSIT OVERVIEW | 2 |
| 2.1 Burrard Inlet Rapid Transit Study History | 2 |
| 2.2 Benefits Assessment Assumptions | 4 |
| 2.3 Benefits Assessment Limitations | 5 |
| 3 PROJECT NEED | 6 |
| 4 STAKEHOLDER ENGAGEMENT | 8 |
| 4.1 Summary of Key Themes From Stakeholder Engagement | 8 |
| 4.1.1 Labour Mobility and Employment | 8 |
| 4.1.2 Congestion | 9 |
| 4.1.3 Reliability | 9 |
| 4.1.4 Access and Connectivity | 9 |
| 4.1.5 Local and Regional Tourism | 9 |
| 4.1.6 Impacts to Film Industry | 10 |
| 4.1.7 Commercial Connectivity – Ports and Goods Movement | 10 |
| 4.1.8 Affordable Housing | 10 |
| 4.1.9 Sustainable Land Development | 10 |
| 4.1.10 Access to Post-Secondary Education | 10 |
| 5 BENEFITS ASSESSMENT | 11 |
| 5.1 Introduction | 11 |
| 5.2 Transportation Impacts | 12 |
| 5.2.1 Travel Time Savings | 12 |
| 5.2.2 Travel Time Reliability | 14 |
| 5.2.3 Vehicle Operating Cost (VOC) Savings | 16 |
| 5.3 Economic Development Impacts | 17 |
| 5.3.1 Macroeconomic Impacts | 17 |



| | | |
|------------|---|-----------|
| 5.3.2 | Agglomeration | 23 |
| 5.3.3 | Development Potential and Land Value Uplift | 25 |
| 5.3.4 | Major Infrastructure Investment Deferral | 26 |
| 5.4 | Equity and Affordability | 26 |
| 5.4.1 | Regional Access to Jobs and Housing | 27 |
| 5.4.2 | Affordable Housing Supply | 30 |
| 5.5 | Health and Safety Impacts..... | 32 |
| 5.5.1 | Reduced Collision Benefits..... | 32 |
| 5.5.2 | Health Benefits Associated with Mode Shift | 34 |
| 5.6 | Climate and Environment Impacts | 34 |
| 5.6.1 | Reduced Auto Emissions..... | 34 |
| 5.6.2 | Restoration of Local Waterbodies | 36 |
| 5.7 | Summary of Benefits | 36 |
| 6 | REALIZING THE BENEFITS..... | 40 |

TABLES

TABLE 2-1: BIRT MODELLING ASSUMPTIONS5
 TABLE 5-1: BIRT BENEFITS ASSESSMENT IMPACT CATEGORIES 11
 TABLE 5-2: SUMMARY OF TRAVEL TIME SAVINGS IMPACT (2050)..... 13
 TABLE 5-3: SUMMARY OF RELIABILITY BENEFITS (2050)..... 15
 TABLE 5-4: SUMMARY OF VEHICLE OPERATING COST SAVINGS (2050)
 16
 TABLE 5-5: REGIONAL UNEMPLOYMENT STATISTICS (2016)..... 18
 TABLE 5-6: NUMBER OF BUSINESSES ON THE NORTH SHORE BY SIZE
 AND LOCATION (2019) 19
 TABLE 5-7: REGIONAL POPULATION AND PROJECTED GROWTH21
 TABLE 5-8: SUMMARY OF ECONOMIC IMPACTS OF THE BURRARD
 INLET RAPID TRANSIT PROJECT PER YEAR PER \$1B
 SPENT (MILLIONS OF UNDISCOUNTED 2020\$).....23
 TABLE 5-9: GROSS DOMESTIC PRODUCT PER WORKER (\$2020) 24
 TABLE 5-10: SUMMARY OF AGGLOMERATION BENEFIT (2050).....25
 TABLE 5-11: REGIONAL JOB ACCESSIBILITY BY A 60-MINUTE TRANSIT
 TRIP28
 TABLE 5-12: SUMMARY OF CORRIDOR REDEVELOPMENT-BASED
 APPROACH 31
 TABLE 5-13: SUMMARY OF POPULATION-BASED APPROACH.....32
 TABLE 5-14: HISTORICAL COLLISION SEVERITY RATES PER MILLION
 VKT WITHIN THE STUDY REGION33
 TABLE 5-15: APPLIED COLLISION MONETIZATION VALUES (IN CAD
 2020\$)33
 TABLE 5-16: PREVENTED ANNUAL COLLISIONS BY COLLISION
 SEVERITY (2050)33
 TABLE 5-17: 2030 VEHICLE EMISSION FACTORS (G/VKT) 35
 TABLE 5-18: SUMMARY OF AUTO EMISSIONS REDUCTION (2050).....35
 TABLE 5-19: APPLIED EMISSIONS MONETIZATION VALUES (IN CAD
 2020\$)35
 TABLE 5-20: 2050 AUTO EMISSIONS COST SAVINGS (UNDISCOUNTED
 2020\$)36
 TABLE 5-21: SUMMARY OF BENEFITS ASSESSMENT FINDINGS37



FIGURES

| | |
|---|----|
| FIGURE 2-1: METRO VANCOUVER - BIRT STUDY AREA | 2 |
| FIGURE 2-2: BIRT STAGE 2 ENGINEERING REVIEW ALIGNMENT OPTIONS | 3 |
| FIGURE 2-3: BIRT BENEFITS ASSESSMENT ASSESSED ALIGNMENTS | 4 |
| FIGURE 5-1: ECONOMICS DEMAND CURVE | 12 |
| FIGURE 5-2: BRIT INCREMENTAL TRANSIT TRIPS | 13 |
| FIGURE 5-3: TRAVEL TIME RELIABILITY EXAMPLE – TRIP FROM NORTH SHORE TO DOWNTOWN..... | 14 |
| FIGURE 5-4: HYPOTHETICAL TRAVEL TIME DISTRIBUTION | 14 |
| FIGURE 5-5: BUSINESS BREAKDOWN BY INDUSTRY - CITY OF NORTH VANCOUVER..... | 20 |
| FIGURE 5-6: BUSINESS BREAKDOWN BY INDUSTRY - DISTRICT OF NORTH VANCOUVER..... | 20 |
| FIGURE 5-7: BUSINESS BREAKDOWN BY INDUSTRY - DISTRICT OF WEST VANCOUVER | 20 |
| FIGURE 5-8: METRO VANCOUVER EMPLOYMENT DENSITY (2050)..... | 25 |
| FIGURE 5-9: VANCOUVER CMA COMMUTER DURATION (TRANSIT MODE) DISTRIBUTION | 27 |
| FIGURE 5-10: TRANSIT ACCESSIBILITY IN 60 MINUTES TO REGIONAL JOBS - BIRT GOLD ALIGNMENT VS BAU..... | 28 |
| FIGURE 5-11: TRANSIT ACCESSIBILITY IN 60 MINUTES TO REGIONAL JOBS – BIRT PURPLE ALIGNMENT VS BAU..... | 29 |
| FIGURE 5-12: TRANSIT ACCESSIBILITY IN 60 MINUTES TO NORTH SHORE JOBS - BIRT GOLD ALIGNMENT VS BAU..... | 29 |
| FIGURE 5-13: TRANSIT ACCESSIBILITY IN 60 MINUTES TO NORTH SHORE JOBS - BIRT PURPLE ALIGNMENT VS BAU..... | 30 |
| FIGURE 6-1: TRANSLINK BUSINESS CASE LIFECYCLE (DRAFT) | 41 |

APPENDICES

| | |
|---|-------------------------------|
| A | NORTH SHORE EMPLOYEE HEAT MAP |
|---|-------------------------------|

1 PURPOSE OF THIS REPORT

The purpose of the Burrard Inlet Rapid Transit (BIRT) Benefits Assessment is to highlight the economic, environmental, and social benefits of investing in a rapid transit line across the Burrard Inlet, connecting the North Shore to the remainder of Metro Vancouver. The North Shore is a prominent player in the region, with a concentration of important industry sectors such as tourism, professional services, ports and marine, arts and film, and healthcare. It is a key partner in Canada's supply chain providing critical ties to provincial and national goods movement, and plays a pivotal role as a vital gateway between Metro Vancouver and other key growing regions and economic drivers of the province: The Sea-To Sky Corridor, Sunshine Coast and Vancouver Island. However, existing conditions on the North Shore such as land use, road network design, lack of transit travel time competitiveness (compared to auto mode), and road network capacity and management create challenges which in turn has economic impacts locally, regionally, provincially, and nationally.

Economic competitiveness and benefits to the region can be achieved through an investment in high-capacity rapid transit linking the North Shore, such as the proposed BIRT project. This Benefits Assessment was conducted to analyse the benefits expected to be generated by an investment in BIRT, with a particular focus on the impacts to the local, regional, provincial, and national economies. The assessment investigated the expected impacts of BIRT in five categories: Transportation, Economic Development, Equity and Affordability, Health & Safety, and Climate & Environment.

This is a study of the project benefits, as opposed to a traditional Benefit-Cost Analysis. Project planning to date has been conducted through the collaboration of municipalities, community organizations, and First Nations communities on the North Shore and sufficient study has not yet been conducted to select a preferred alignment, technology, or develop associated costs. As such, a study of the benefits is appropriate to establish the potential opportunities in investing in a project like BIRT.

The Benefits Assessment is structured as follows:

- **CHAPTER 2, BURRARD INLET RAPID TRANSIT OVERVIEW** – Introduces the history of BIRT, the project study area, modelling assumptions undertaken, and Benefits Assessment study limitations.
- **CHAPTER 3, PROJECT NEED** – Discusses the arguments and strategic case for investing in BIRT. Topics discussed were used as the basis for areas of further analysis as part of this Benefits Assessment.
- **CHAPTER 4, STAKEHOLDER ENGAGEMENT** – Summarizes key themes brought up by industry representatives and Nations regarding an investment in rapid transit to the North Shore.
- **CHAPTER 5, BENEFITS ASSESSMENT** – Provides an overview of the analysis conducted and expected benefits as a result of an investment in BIRT for impact categories including Transportation, Economic Development, Equity and Affordability, Health and Safety, and Climate and Environment.
- **CHAPTER 6, REALIZING THE BENEFITS** – Discusses the strategic arguments for investing in BIRT and next steps required in order to realize the discussed benefits.

This Benefits Assessment reflects a preliminary study prior to commencement of TransLink's official business case process, as such, quantifiers such as cost, Benefit-Cost Ratio (BCR), and Net-Present Value (NPV) were not derived at this stage. This Benefits Assessment reflects the benefits of BIRT as compared to a No-Build case, called the "business-as-usual" (BAU) case for the year 2050, and contextualizes these benefits.

2 BURRARD INLET RAPID TRANSIT OVERVIEW

2.1 BURRARD INLET RAPID TRANSIT STUDY HISTORY

Burrard Inlet Rapid Transit (BIRT) draws its origins from the Integrated North Shore Transportation Planning Project (INSTPP) completed in 2018. INSTPP outlines current and future transportation needs for better integrating transportation and land use, and overcoming chronic congestion issues impacting the North Shore and surrounding communities within the Metro Vancouver region in British Columbia. It also highlights opportunities for collaboration on short-term transportation improvements, and a collective long-term framework for solving transportation challenges across multiple agencies on the North Shore. One of the key near-term actions highlighted was to ‘Evaluate the conditions for rapid transit between the North Shore and Burrard Peninsula, connecting Lonsdale City Centre with Vancouver’s metropolitan core and the regional rapid transit network’. Figure 2-1 outlines the BIRT study area including locations of importance along the North Shore.

The Partner Working Group (PWG) was formed out of the INSTPP to guide the feasibility study and Benefits Assessment of BIRT. The PWG is comprised of senior staff from the City of North Vancouver, District of North Vancouver, District of West Vancouver, Tsleil-Waututh Nation, Squamish Nation, and the North Vancouver Chamber of Commerce. This partnership and dedication to taking an integrated approach to resolve issues is unique to this project and not previously seen in Metro Vancouver.



Figure 2-1: Metro Vancouver - BIRT Study Area

Following INSTPP, Stage 1 of the BIRT Study was completed by consultants Mott MacDonald at the end of March 2020 and included an assessment of various options to extend rapid transit across the Burrard Inlet. Technical work

included engineering feasibility studies as well as ridership potential and other factors that led to a Multiple Account Evaluation (MAE).

The Stage 1 work was followed up by Stage 2 which included further engineering feasibility work that was concluded in September 2020 and determined which BIRT alignments could be advanced for further development and evaluation. The Stage 2 study alignments are shown in Figure 2-2. The key principle in the previous BIRT work was to develop options that can feasibly cross the Burrard Inlet, and as such limited consideration was given to extend options to activity nodes in other parts of the region including connectivity to the regional rapid transit network. This would require further study to finalize alignments which provide the greatest benefit to the North Shore and Metro Vancouver region.



Figure 2-2: BIRT Stage 2 Engineering Review Alignment Options⁵

⁵ Source: Burrard Inlet Rapid Transit Study Stage 2 Engineering Review (2020)

2.2 BENEFITS ASSESSMENT ASSUMPTIONS

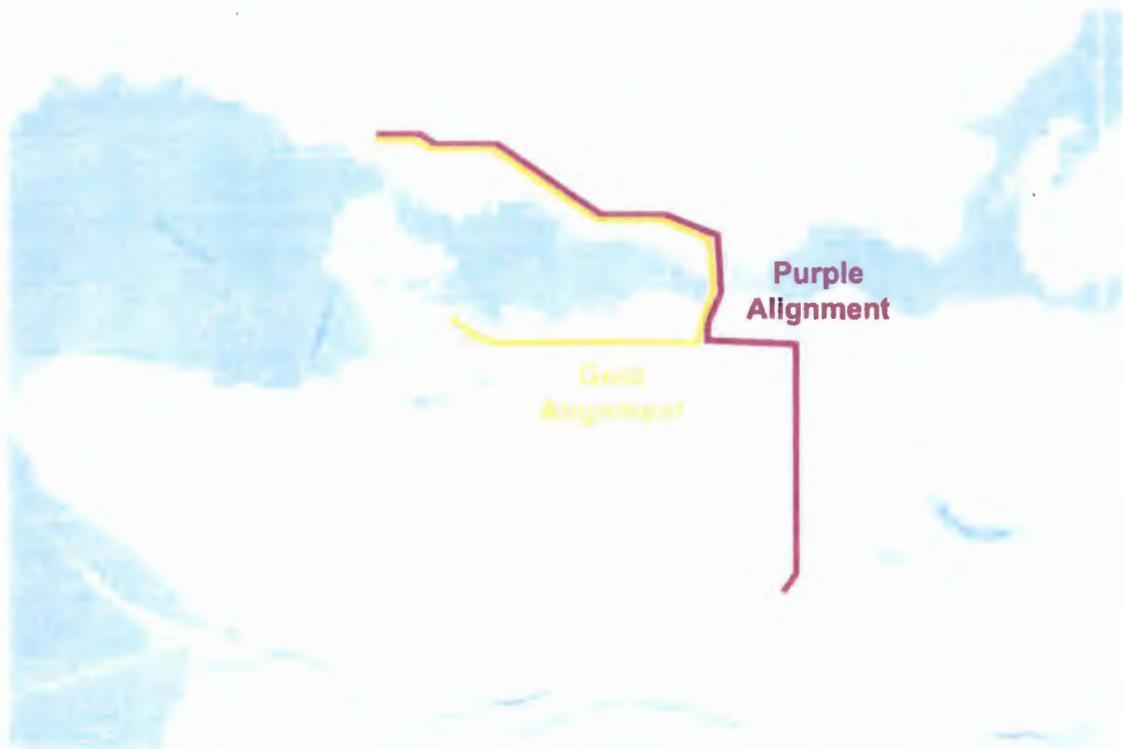


Figure 2-3: BIRT Benefits Assessment Assessed Alignments

Two BIRT alignments were analysed and compared in this Benefits Assessment against a Business as Usual (BAU) case where transit service provided reflects infrastructure investments committed to through the Mayors' Council Investment Plan. The modelled BIRT alignments were based on those proposed in the BIRT feasibility study with minor updates to ensure a comparable analysis. The Gold and Purple alignments shown in Figure 2-3 were chosen for this study. They do not indicate recommended or approved alignments, and were chosen as:

- It was noted in initial recommendations that an alignment over the Second Narrows is more likely to provide service reaching across the majority of the North Shore; and
- Alignments along the Second Narrows provide better regional connection to municipalities across Metro Vancouver including Burnaby, New Westminster, Surrey, Langley, Coquitlam, Port Coquitlam, and Port Moody either directly or through via the Expo or Millennium Lines.

Further alignment alternatives analysis will be undertaken during future regional planning work to determine the preferred BIRT alignment. Table 2-1 outlines the modelling assumptions for each alignment. The number of stations differs between the Gold and Purple alignments as current population and employment density is the general approach applied for determining number of stations at this preliminary stage. This difference in number of stations produces a range of results for the assessed accounts discussed and summarized in subsequent chapters.

Table 2-1: BIRT Modelling Assumptions

| Attribute | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|-------------------------------|---|-------------------------|
| Line Length | 18km | 20km |
| Start / End | Park Royal – Waterfront Station | Park Royal – Metrotown |
| Number of Stations | 11 | 10 |
| Technology | SkyTrain | |
| Frequency | Peak: 2.25min Off-peak: 5 min | |
| Transportation Network Impact | SeaBus included in the network; operational feasibility not assessed as part of scope | |

SkyTrain was chosen as benchmark due to the technology assumptions made in the Regional Transportation Model (RTM) and is appropriate for comparative purposes as it is the dominant rapid transit technology existing currently in the region. No decisions on appropriate technology for BIRT have been made at this time. The Gold alignment is envisioned to be an extension of the existing Expo Line with 2 out of every 3 trains continuing onto the North Shore, resulting in the above peak and off-peak frequency assumptions. The Purple alignment is not dependant on an existing line, but frequency assumptions were matched to the Gold alignment to ensure a level comparison between the two alignments.

2.3 BENEFITS ASSESSMENT LIMITATIONS

While the RTM has been a valuable tool for assessing the impact of major infrastructure and policy and has been used extensively on many business cases, it does have some limitations that impact end results. The following section highlights some of those limitations within the context of BIRT.

WEEKEND TRAVEL AND TOURISM

The RTM models travel demand for typical fall weekday conditions, and does not explicitly model weekend travel. The use of daily to annual expansion factors accounts for some of the benefits that accrue to weekend travellers. However, the weekend travel market is distinct as North Shore municipalities have noted with weekend traffic conditions. Furthermore, external and tourism travel is not well-represented in the RTM. Currently travel to and from external gates is based on outdated trip distribution patterns and is all assumed to be made by car. Given the North Shore’s role as a tourist and recreational attraction, as well as being the region’s Northern and Western gateway (to the Sea-to-Sky corridor and the Gulf Islands), the RTM likely under-estimates the overall benefits of BIRT.

CONNECTED AND AUTONOMOUS VEHICLES (CAVS), ELECTRIFICATION (EVS) AND NEW MOBILITY

The modelling undertaken for BIRT does not account for the impact of CAVs, EVs or new mobility such as Transportation Network Companies (TNCs), or micro-mobility. Recently, TransLink released a version of the RTM that accounts for some of the above, specifically CAVs and TNCs. The timing of this study preceded that release and therefore does not include consideration of new mobility. It is thought that automation will increase some car usage given potential improvement in traffic flow efficiency on freeways as well as the ‘freeing up of time’ used today for driving. However, most experts agree that rapid transit would still be more efficient way to move large numbers of people, especially in denser corridors. We recommend that BIRT forecasts are revisited at a later stage to account for some of those effects.

DEMOGRAPHIC ASSUMPTIONS

The RTM assumes demographic forecasts do not change with BIRT. In reality, densification around a new transit station would likely accelerate as local recent experience shows. Thus, the RTM likely under-estimates some of the BIRT benefits.

3 PROJECT NEED

BIRT is a critical piece of infrastructure for the Metro Vancouver region. A lack of reliable transportation connectivity across the Burrard Inlet has significant implications on growth opportunities, and economies at the local, regional, provincial, and national scale. There are compelling arguments for the local, regional, provincial, and national needs met through a BIRT investment; these are discussed below at a high-level and explored in further detail in the following chapters.

REGIONAL GROWTH

The Metro Vancouver Region continues to exceed growth projections and welcomes on average over 35,000 new residents on an annual basis. It is projected that by the year 2050, the region will house over 1 million new residents. The North Shore is expected to grow in line with the region and welcome 63,000 new residents between the municipalities of City of North Vancouver, District of North Vancouver, and District of West Vancouver, as well as Squamish and Tsleil-Waututh First Nations. Municipalities like Vancouver, Burnaby, and New Westminster are also expected to see significant growth and will welcome 280,000 new residents.⁶ Such significant growth warrants prioritization of rapid transit investments to help address current challenges relating to congestion, housing supply and labour mobility while also meeting the demands of expected growth. BIRT investment outcomes include increasing access across the region to jobs and housing, and increasing affordable housing supply. These impacts are discussed further in Sections 5.4.1 and 5.4.2.

DEMAND FOR TRANSIT

The North Shore has experienced many economic and social challenges relating to access and mobility as it is confined by topography and location across the Burrard Inlet. While it is connected to the rest of the Metro Vancouver by two bridges, the Lions Gate Bridge across the First Narrows and the Ironworkers Memorial Bridge across the Second Narrows, these ageing bridge structures do not have the capacity to keep pace with the fast pace of population, employment, goods movement and tourism growth. Demand for transit exceeds current service offerings and limited connections to the regional rapid transit network results in increased personal vehicle usage, putting a strain on the local transportation network and further exacerbating congestion on the North Shore.

A demand for rapid transit service connecting the North Shore to the rest of Metro Vancouver south of the Burrard Inlet exists. The recently implemented R2 Marine-Main RapidBus⁷ route connects the three municipalities and Squamish First Nation on the North Shore running from Phibbs Exchange to Park Royal but does not provide a regional connection across the Burrard Inlet. The neighbouring Sea to Sky, Sunshine Coast and Vancouver Island regions who link into the North Shore are also growing and demanding better transit-based travel choices to manage the commuters and tourists travelling to and through the North Shore. These communities are looking to realize their economic potential without creating additional gridlock around existing ferry terminals and roadways, and an investment in BIRT can open up capacity to achieve this.

REGIONAL AFFORDABILITY

Metro Vancouver is struggling with an affordable housing crisis and has become one of the least affordable regions in North America, as shown in Metro Vancouver's Housing and Transport Cost Burden study⁸. Extensive study has been undertaken on the topic of affordable housing to determine how best to tackle the challenge. The building of a rapid transit connection across the Burrard Inlet and along the North Shore will further encourage the development of residential housing supply, create land-value capture and density bonusing opportunities, and transit-oriented development. In combination with a robust affordable housing policy, BIRT will result in additional affordable housing supply. Transit itself is a solution in improving affordability as it allows for significant cost savings for

⁶ Based on Metro Vancouver Population Projections from 2016 to 2051

⁷ RapidBus is a frequent bus service with limited stops and transit priority operated by TransLink as part of their Fast and Frequent Transit Network

⁸ <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/HousingAndTransportCostBurdenReport2015.pdf>

individuals and families as compared to the cost of owning and operating a vehicle; this is especially true with a rapid, reliable, transit connection.

ECONOMIC STIMULATION

BIRT will stimulate local, regional, provincial, and the national economies through knock-on effects resulting from enhanced regional connections, and improved travel times and transportation networks. While BIRT would benefit all sectors of the economy, two important sectors – tourism and industrial – are discussed in further detail below.

TOURISM SECTOR

The North Shore is a gateway for accessing regional tourism including areas such as the North Shore Mountains, Squamish, Whistler, and Horseshoe Bay BC Ferries Terminal (to access Bowen Island, the Sunshine Coast, and Vancouver Island). Tourism is a \$20.5 billion dollar industry in BC that is steadily growing with over 19,200 tourism related businesses.⁹ In 2006, BC Stats reported that the average community income dependence from tourism was 6 percent, while Squamish showed the highest dependence at 27 percent.¹⁰ Congestion on the North Shore can impede travel for these communities and have a significant economic impact on local and region tourism. Vehicle congestion on the North Shore, caused in part by limited access points and road network options, impacts downstream communities which rely on access through the North Shore.

INDUSTRIAL SECTOR

The North Shore is home to a number of major ports and terminals, and many industries that play a key role in provincial and national goods movement such as The Western Group, Neptune, Cargill, G3, Richardson, Seaspan Shipyards, and Fibrecore among others. The port industry on the North Shore contributes over 900 jobs and \$50 million dollars in wages to the local economy, and in 2014, port businesses generated \$60 million in GDP in the City of North Vancouver.¹¹ Important commodities to international trade such as grains, minerals, and steel from across Canada move through North Vancouver terminals. Furthermore, North Vancouver is a major hub for shipyards responsible for shipbuilding and repair as part of Canada's National Shipbuilding Strategy.

These industries experience significant business challenges with labour mobility issues (i.e., the ease with which laborers are able to move around within an economy) stemming from a lack of reliable public transportation access, and impacts to daily operations as a result of increased congestion on the North Shore and within the region. These seemingly 'local' impacts to North Shore port operations have national repercussions due to supply chain networks and regional dependencies of our national economy. Without access to employees and reliable daily operations, these industries, along with provincial and national economies, will suffer.

A rapid transit connection to the North Shore would alleviate congestion on the transportation network for tourism and goods movement traffic, and provide these industries with access to an extended regional labour pool through reliable transit.

GLOBAL CLIMATE CHANGE AND EMISSIONS

Metro Vancouver's Climate 2050 strategy outlines regional priorities to respond to changing climate and reduce GHG emissions to build a resilient region. Similarly, the Province of British Columbia and the Government of Canada have the *CleanBC Plan* and *A Healthy Environment and A Healthy Economy* climate plans which both include transportation goals for reducing GHG emissions. In Metro Vancouver, 4.7 million tonnes of GHGs are emitted by cars and trucks, while heavy duty vehicles, trains, ships, and airplanes emit 1.8 million tonnes.¹² The anticipated impacts of climate change include increased precipitation causing flooding and asset damage, and warmer temperatures increasing the occurrence of heat waves, forest fires, and rising sea levels. The opportunity exists to reduce GHG emissions through a shift to sustainable modes of transport, most notably through increasing transit mode share. BIRT will create a lower-emission travel alternative to personal vehicles and extend connections across the greater regional rapid transit network.

⁹ https://www.destinationbc.ca/content/uploads/2020/06/006_TIC2020_PowerOfTourism_Brochure-v7.pdf

¹⁰ https://www2.gov.bc.ca/assets/gov/data/statistics/economy/input-output-model/bc_local_area_economic_dependencies.pdf

¹¹ City of North Vancouver Economic Snapshot (2017)

¹² <http://www.metrovancouver.org/services/air-quality/climate-action/climate2050/regional-priorities/transportation/Pages/default.aspx>

4 STAKEHOLDER ENGAGEMENT

This section provides a summary of the perspectives and key messages gleaned from stakeholder engagement sessions conducted by KPMG during March 2021.

Engagement sessions were held in one-on-one meetings or via email questionnaire with key project stakeholders. The overarching goal of engagement was to gather perceived impacts on rapid transit connection to the North Shore and to understand the challenges for various sectors on the North Shore. Representatives from the following industries and Nations were engaged:

- Tourism (*including Tourism Association and Local & Regional Tourist Attractions*);
- North Shore Local Businesses (*including Food & Beverage, Professional Services, Commercial Developments*);
- Post-Secondary Institutions;
- Film Industry;
- Ports & Terminals; and
- Squamish Nation.

Engagement commentary ranged from descriptions of current conditions of respective organizations on the North Shore, to specific impacts and benefits they associate with a project such as BIRT. The meetings covered a broad range of topics that stakeholders identified as important for their organization.

Generally, stakeholders expressed similar views regarding a rapid transit connection across the Burrard Inlet. There was agreement that rapid transit to the North Shore from Metro Vancouver would help reduce congestion on the two bridges, and would improve reliability and connectivity for businesses, employees, and visitors on the North Shore. The consensus was that these outcomes would offer a significant benefit to their organization and the North Shore as a whole. Engaged stakeholders and communities are supportive of BIRT and identified the project as having positive economic impacts.

Stakeholder engagement undertaken comprised high-level discussions to gauge economic benefits and disbenefits of a rapid transit connection to the North Shore. The engagement sessions did not include an overview of BIRT alignments or technology selection as the project feasibility and engineering is in its early stages; this is to say that additional engagement will be required once the project continues to advance. It is also noted that while an in-depth interview was undertaken with Squamish Nation, the feedback collection does not constitute formal Indigenous Consultation¹³. Key messages from the stakeholder engagement sessions are summarized below, organized by topic area.

4.1 SUMMARY OF KEY THEMES FROM STAKEHOLDER ENGAGEMENT

4.1.1 LABOUR MOBILITY AND EMPLOYMENT

The lack of reliable transit and increasingly problematic congestion for commuters to the North Shore was cited by many parties as a major impact to their ability to both attract and retain staff who live across the rest of Metro Vancouver. Potential and existing employees cite a combination of a lack of affordable housing on the North Shore and increasingly congested commutes as reasons they elect to find employment elsewhere in Metro Vancouver.

¹³ <https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/consulting-with-first-nations>

Businesses on the North Shore stated that they face a disadvantage compared to neighbouring communities where rapid transit is available. Integrated rapid transit was cited as necessary to compete for talent with non-North Shore municipalities. It is also cited as a reason why businesses choose to locate elsewhere and that an increasing number of businesses have opted to relocate closer to transit, which has had a negative impact on the rental values of commercial properties on the North Shore.

4.1.2 CONGESTION

All stakeholders recognised that BIRT would help alleviate vehicle traffic and congestion across the Burrard Inlet bridges by reducing the number of private vehicle trips. Many businesses on the North Shore require commercial vehicles or delivery trucks for their operations and anticipate seeing reduced congestion as a direct benefit to their business operations and growth potential. It was noted that some businesses currently face additional charges from their suppliers for time spent in traffic. Reduced congestion and travel time reliability would positively impact these businesses. Rapid transit to the North Shore was seen as a positive way to improve congestion and allow trucking and commercial vehicles to improve their reliability and shorten their travel times compared to existing conditions.

4.1.3 RELIABILITY

All stakeholders shared that by reducing congestion and providing an alternative mode of transport for commuters BIRT would improve the reliability of travel times for both commercial vehicles and personal trips. This would result in knock-on economic and social benefits for employers and employees through increased access across the region to jobs and improved business operations.

4.1.4 ACCESS AND CONNECTIVITY

Many stakeholders compared the lack of rapid transit on the North Shore against the connectivity and ease of access for Metro Vancouver via existing rapid transit options. It was a common sentiment that this was a disadvantage for the North Shore, and that transit connectivity was seen as a way to improve the North Shore's ability to compete for employees, business, and visitors.

4.1.5 LOCAL AND REGIONAL TOURISM

Congestion and unreliable travel times on the bridges over the Burrard Inlet were identified as a significant concern for tourism companies currently running bus tours. Visitors are often returning to Metro Vancouver for connecting trips, and the lack of reliability is a concern for the tourism businesses who must balance 'dead time' for their clients while avoiding disruptions en-route to their next destination. Increased congestion and unreliable travel times may deter tourists from visiting and staying on the North Shore and up the Sea to Sky corridor in Squamish and Whistler.

BIRT was seen as improving the bottleneck for visitors coming from Metro Vancouver, and if combined with other modes of transport to destinations such as Squamish, stakeholders involved in the tourism industry saw BIRT as an opportunity to increase the number of tourists who opt for overnight stays in the area. The arrival of BIRT is anticipated to encourage overnight stays at hotels on the North Shore, as visitors can find more affordable accommodation while being able to use transit to access downtown Vancouver. Investments in the North Shore as a destination for locals and tourists were cited as reasons for recent tourism growth.

BIRT also was identified as part of the solution for reducing the number of visitors arriving to regional tourist destinations in private vehicles, which require hotels and business owners to build parking lots in areas that could otherwise be used productively to generate revenue, employment, and housing.

Congestion was referenced as a reason that residents of Metro Vancouver hesitate to visit the North Shore for leisure, and the BIRT was seen as highly desirable to manage local tourism, reduce dependence on taxis to explore the area, and related congestion.

4.1.6 IMPACTS TO FILM INDUSTRY

The North Shore is considered a desirable location for the film industry, offering access to both downtown Vancouver and the wilderness, however congestion across the bridges is already negatively impacting the industry. Clients and partners find it challenging to access locations or take meetings that require a congested and unreliable commute time.

The film industry expressed that they will continue to require in-person talent, as a transition to virtual work is not a realistic option for all specialties in filming and productions. The film industry on the North Shore indicated they already must compete with communities who have reliable transit options for employees and clients. Rapid transit to the North Shore would support the labour force, which employs many people from various industries such as carpenters, technicians, stylists, etc. As the industry requires trucks and access to road networks, a reduction in congestion through BIRT would facilitate their operations and increase their attractiveness as a prime location for studios.

Increased density related to anticipated transit-oriented development was seen as an attractive proposition for the film industry, as productions spend significantly on goods and services from the areas with an emphasis on 'buy local'.

4.1.7 COMMERCIAL CONNECTIVITY – PORTS AND GOODS MOVEMENT

The North Shore is a vital gateway for Canadian exports and the Port of Vancouver (and its tenants) employ a significant number of people. Reliable rail and road network connectivity are an absolute necessity for terminal operators. Stakeholders cited congestion in the area has a significant impact on truckers, who are paid by the trip, and also on their employees who commute to work from outside of the North Shore.

4.1.8 AFFORDABLE HOUSING

In discussions about a rapid transit connection to the North Shore, stakeholders raised the concern of affordable housing in the North Shore communities. They recognised that many current or potential employees would like the option to live close to work but that affordable options are not available. Affordable housing was cited as a medium- and long-term need to develop and maintain skilled, mid-career professionals for the communities on the North Shore. BIRT will create development opportunities which, with collaboration and appropriate policy measures, could increase the supply of affordable housing units near affordable and reliable transit.

4.1.9 SUSTAINABLE LAND DEVELOPMENT

Sustainable solutions for land development on the North Shore and surrounding regions were mentioned as a priority by a First Nations community representative. BIRT was viewed as a project that could unlock economic opportunities in the region and one that would support sustainable land development on the North Shore.

4.1.10 ACCESS TO POST-SECONDARY EDUCATION

A significant share of students studying on the North Shore travel from other parts of Metro Vancouver and the majority of students rely upon public transit (71 percent of new students and 68 percent of returning students). In surveys by a local campus, half of students cite transit times longer than 45 minutes each way. Rapid and reliable transit connections are important for post-secondary students. Affordable transit is also important for students who commute to the North Shore.

5 BENEFITS ASSESSMENT

5.1 INTRODUCTION

This Benefits Assessment evaluates the economic advantages of an investment alternative. Typically, the disadvantages (i.e., costs) are also assessed in a greater evaluation framework to determine whether the expected benefits of a project justify the cost from a regional, provincial, and national perspective; this type of analysis is called a Benefit-Cost Analysis (BCA). As BIRT is in a pre-business case stage, there is not sufficient information to accurately determine project capital and operating costs and conduct a BCA. As such, a Benefits Assessment was conducted to provide insight and evidence on expected benefits relating to an investment in BIRT.

Similar to a BCA, a number of traditional user benefits were assessed as part of the Benefits Assessment. The three methods of analysis were employed to capture project benefits as best as possible during this project stage; an explanation of the three methods is provided below:

- **Monetized analysis** – for accounts that are easily quantifiable, and where a dollar value **can** be easily attributed to the impact.
- **Quantitative analysis** – for accounts that are easily quantifiable, but where a dollar value **cannot** be easily attributed to the impact due to the preliminary stage of the project or other factors.
- **Qualitative analysis** – for accounts that cannot be easily quantified or monetized at this stage but are still expected to result in significant benefits as a result of BIRT.

Table 5-1 below summarizes the impact categories analysed, as well the analysis method undertaken.

Table 5-1: BIRT Benefits Assessment Impact Categories

| Section | Impact Category | Description | Impact Type |
|---------|--|--|-------------|
| 5.2.1 | Travel Time Savings - Existing Auto Users | Rapid Transit connection will reduce road congestion resulting in vehicle travel time savings | Monetized |
| | Travel Time Savings - New Auto & Transit Users | Rapid Transit connection will reduce road congestion resulting in travel time savings | Monetized |
| | Travel Time Savings - Existing Transit Users | Rapid Transit connection provides a quicker transit connection for existing transit users | Monetized |
| | Travel Time Savings - Goods Movement | Rapid Transit connection will reduce road congestion resulting in travel time savings for freight | Monetized |
| 5.2.2 | Travel Time Reliability | Reduction in variability of trip travel time due to BIRT for transportation users | Monetized |
| | Travel Time Reliability - Goods Movement | Reduction in variability of trip travel time for Goods Movement due to reduced congestion | Monetized |
| 5.2.3 | Auto Operating Savings | Mode switch from auto to transit will reduce costs associated with operation of private vehicles. | Monetized |
| 5.5.1 | Reduced Collision Benefits | Reduced vehicle kilometres travelled (VKT) due to auto mode switch will reduce the number of collisions and associated injuries. | Monetized |
| 5.6.1 | Reduced Auto Emissions | Reduced VKTs due to auto mode switch will lead to reduced generation of emissions and improve air quality (CO ₂ , SO _x , NO _x , PM _{2.5} , PM ₁₀ , VOC) | Monetized |
| 5.3.3 | New Developments (Business and Housing) | Increased retail, office, and residential facilities along rapid transit corridor | Quantified |
| 5.4.2 | Housing Affordability | Increased development along rapid transit corridor will also increase the number of non-market units available | Qualitative |
| 5.3.3 | Land Value Uplift | Increased retail, office, and residential facilities, as well as improved transit service connectivity, will increase local property values. | Monetized |
| 5.3.1 | Wider Economic Impacts | BIRT produces agglomeration benefits in the form of improved productivity by bringing firms closer to one another through transportation improvements. | Quantified |
| 5.3.4 | Capital Deferral | Potential for deferral of road/highway upgrades or maintenance projects as a result of BIRT | Qualitative |
| 5.3.1 | Additional Investment | Creation of a Mobility Hub on the North Shore may result in increased investment (BC Ferries, Transit along Sea to Sky Highway, etc.) | Qualitative |
| 5.4.1 | Jobs and Housing Accessibility | Access to jobs and housing available within a 60-minute transit ride | Qualitative |

It is worth noting that quantified and monetized benefits were calculated for the year 2050 due to data availability within the RTM and the lack of information around operational horizon of BIRT. In reality, benefits – such as travel time savings, reduced collision benefits, etc. – would be observed over the entirety of a project’s life span but may differ as variables such as VKT and ridership change annually. The monetized results are shown in undiscounted 2020 dollars, that is monetized results have not been adjusted to account for the time value of money.

5.2 TRANSPORTATION IMPACTS

For large transportation infrastructure projects, travel time and cost savings for regular trip-makers usually account for the biggest share of the total benefits of a project. While travel time savings are self-explanatory, travel cost savings or expenses can accrue due to:

- Change in vehicle operating cost (VOC) due to switching modes or change in distances travelled; and
- Change in transit fares paid.

This section summarizes travel time accrued regionally (i.e., Metro Vancouver). These include the following:

- Travel time savings by mode: auto, transit, and trucks (goods movement);
- Travel time reliability; and
- Auto operating cost savings.

Travel time savings were estimated using the Regional Transportation Model (RTM3). The RTM is the region’s official travel demand model. The RTM models a typical fall weekday and has been used extensively to conduct BCAs for several large transit infrastructure projects in the region such as the Surrey-Langley SkyTrain, Broadway Subway Project, and the Canada Line. Assumptions within this benefits assessment are generally in-line with these other significant regional transit project assumptions.

The results presented here are based on a 2050 horizon year. Land-use inputs into the RTM are based on Metro Vancouver’s official Regional Growth Strategy (RGS) regional growth projections. All monetized values are in undiscounted¹⁴ 2020 dollars, that is monetized results have not been adjusted to account for the time value of money.

5.2.1 TRAVEL TIME SAVINGS

BIRT will generate travel time savings benefits in the range of \$498M - \$552M dollars in 2050.

BIRT travel time savings in 2050 were calculated based on consumer surplus theory. In mainstream economics, consumer surplus is defined as the difference between the consumers' willingness to pay for a commodity and the actual price paid by them, or the equilibrium price. A new infrastructure project results in positive consumer surplus due to the following:

- Existing users who previously accepted longer travel times (willingness to pay) now experience shorter travel times resulting in a net benefit (purple area in Figure 5-1); and
- New users, who previously did not make a specific trip because its cost exceeded their willingness to pay now decide to

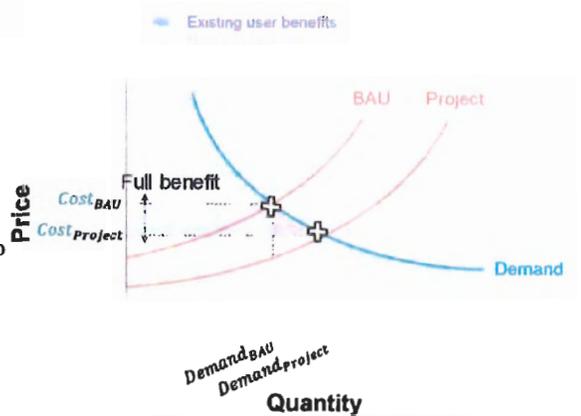


Figure 5-1: Economics Demand Curve

¹⁴ In benefit-cost assessment, monetary values are typically discounted. Discounting arises from the fact that a dollar today is worth more than a dollar in the future (e.g., ten years from now) even if there is no inflation because today's dollar can be used productively (i.e., invested) in the ensuing years, yielding a value greater than the initial dollar. The purpose of discounting is to put all present and future costs and benefits in a common metric, their present value.

make that trip due to improved travel time (pink area in Figure 5-1).

Figure 5-2 summarizes the travel time benefits by mode for the two BIRT alignment options, relative to the BAU scenario. For truck travel time savings, two categories are shown – one for light trucks, which represent smaller two-axle vehicles such as panel vans, and heavy trucks, which represents 3+ axle vehicles such as container trucks or long combination vehicles. The travel time savings in minutes were monetized using BC Ministry of Transportation and Infrastructures’ guideline for default values of time¹⁵. Below are some key observations:

- Overall, both BIRT alignments provide a competitive and reliable alternative travel mode to access the North Shore. **The estimated travel time savings of BIRT are significant and of a similar magnitude to one another.**
- As expected, most of the travel time savings accrue to the transit market. In addition to typical time savings, BIRT users benefit from the improved reliability the service provides, discussed in Section 5.2.2. Furthermore, some benefits accrue to existing transit users as a result of the reduction in auto trips (approximately 2 percent) through minor travel time benefits to buses.
- On an absolute scale, BIRT generates significant auto benefits. Road travel times improve due to overall reduction in auto trips as previous car users switch to transit. Overall, BIRT generates between 50,000 – 60,000 new transit trips as shown in Figure 5-2. The majority of those, approximately 75 percent, were previously auto trips. The remainder switched to transit from active modes (walk and bike).
- Light and heavy truck travel time savings are largely derived from auto users switching to transit which leaves more roadway capacity for goods movement (particularly on Highway 1). These directly relate to regional and national economic benefits including the economic competitiveness of the Greater Vancouver Gateway.¹⁶

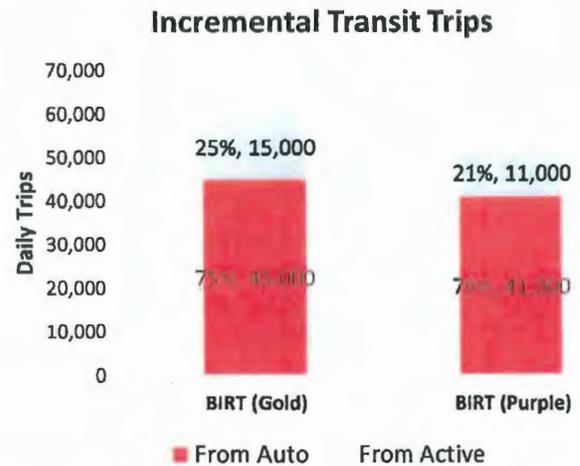


Figure 5-2: BRIT Incremental Transit Trips

Table 5-2: Summary of Travel Time Savings Impact (2050)

| Vehicle Type | Travel Time Savings (2050) | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|-----------------------|---|-----------------------|-------------------------|
| Auto | Annual Travel Time Savings (person-minutes) | 415.6 million | 330.7 million |
| | Annual Cost Savings (2020\$) | \$132 M | \$105 M |
| Transit | Annual Travel Time Savings (person-minutes) | 1.3 billion | 1.2 billion |
| | Annual Cost Savings (2020\$) | \$413 M | \$386 M |
| Light Truck | Annual Travel Time Savings (veh-minutes) | 5.8 million | 5.3 million |
| | Annual Cost Savings (2020\$) | \$3.1 M | \$2.9 M |
| Heavy Truck | Annual Travel Time Savings (person-minutes) | 6.9 million | 6.6 million |
| | Annual Cost Savings (2020\$) | \$3.7 M | \$3.6 M |
| TOTAL (2020\$) | | \$552 M | \$498 M |

¹⁵ https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/planning/tools/default_values-benefit_cost_analysis.pdf

¹⁶ The Greater Vancouver Gateway refers to the economic link that Greater Vancouver provides between Canada and Asia Pacific. The Gateway Transportation Collaboration Forum has been collaborating since 2014 to improve trade and transportation networks to meet anticipated economic growth by 2030.

5.2.2 TRAVEL TIME RELIABILITY

BIRT will generate travel time reliability benefits in the range of \$55M - \$75M dollars in 2050.

When a new transit infrastructure project is built, average times for travelers decrease. This improvement is already accounted for in the travel time savings impacts account as described in Section 5.2.1. Another benefit of a new transit project is (usually) an overall increase in travel reliability.

Figure 5-3 shows a hypothetical trip from City of North Vancouver Central Lonsdale to downtown Vancouver across the First Narrows Bridge. According to Google Maps, this trip takes between 18 and 45 minutes in the morning on a typical weekday.

This wide range represents the variable nature of travel times due to:

- Demand variability (i.e., traffic is usually busier on Tuesdays as compared to Mondays);
- Incidents including vehicle collisions and breakdowns; and
- Inclement weather, such as rain, snow or low visibility conditions.



Figure 5-3: Travel Time Reliability Example – Trip from North Shore to Downtown

These factors can influence congestion levels significantly at capacity-constrained sections of the road network. Given the random nature of congestion, travelers include ‘buffer time’ in their schedule, especially for important trips such as a business meeting. In the example above, some people will leave their home 45 minutes earlier to guarantee reaching their destination on time, even if the trip takes 25 minutes on average. If travel to downtown was more reliable, a person could have used that extra buffer time to perform other activities. In short, travel reliability allows people to use their time more freely and valuably.

A transportation project that reduces congestion will improve travel times and increase reliability as shown by the decrease in ‘spread’ (i.e., standard deviation) of the travel time distribution curve shown in Figure 5-4.

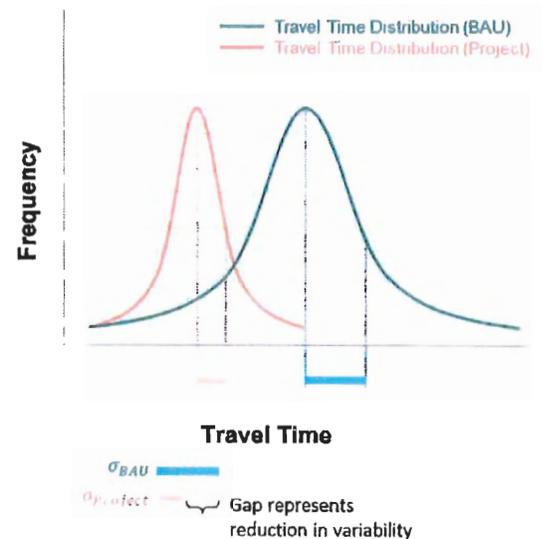


Figure 5-4: Hypothetical Travel Time Distribution

BIRT-related improvement in travel time reliability for autos and trucks was calculated using a tool¹⁷ developed by TransLink’s transportation forecasting team, which estimates travel time standard deviation for each origin-destination¹⁸ pair in the RTM.

Table 5-3 summarizes the reliability benefits for BIRT. Below are some key takeaways:

- Transport reliability benefits are significant, about 55 – 60 percent of conventional auto benefits (See Table 5-3). This is largely due to highly variable travel times across the First Narrows and Second Narrows bridges. The improvement in reliability is due a reduction in auto volumes and resulting reductions in travel time improvement and incidents such as accidents and breakdowns.
- Reliability savings accrue also to the goods movement sector which potentially have positive knock-on effects that are not captured in the RTM. Reliability improvements reduce economic inefficiency in the supply chain which sometimes arise from trucks not making their deliveries within their assigned time slot, resulting in additional receiver costs and potential penalties to the delivery businesses. For example, a truck may have a half hour window to deliver goods to a warehouse where staff have been scheduled to help unload the goods. If the truck is late, then these staff sit idle, and possibly have to accrue overtime hours to unload the truck at a later time incurring additional business costs that reduce company competitiveness.

It is important to note that transit time reliability improvements were not calculated explicitly for this study. Transit reliability is one of the most important factors that influence an individual’s decision to take transit, especially in the case of rail (SkyTrain) which is perceived as being highly reliable. The reliability component is included in the transit time savings estimate shown in Table 5-2. Given the RTM mode choice model structure, it is difficult to extract the transit reliability benefits component from the overall transit travel time savings estimates, but it is presented as part of this Benefits Assessment to provide an understanding of impact.

Table 5-3: Summary of Reliability Benefits (2050)

| Vehicle Type | Travel Time Reliability (2050) | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|-----------------------|---------------------------------|-----------------------|-------------------------|
| Auto | Annual Savings (person-minutes) | 280 million | 204 million |
| | Annual Savings (2020\$) | \$71.2 M | \$52.0 M |
| Light Truck | Annual Savings (veh-minutes) | 3.9 million | 3.3 million |
| | Annual Savings (2020\$) | \$1.7 M | \$1.4 M |
| Heavy Truck | Annual Savings (person-minutes) | 4.7 million | 4.1 million |
| | Annual Savings (2020\$) | \$2.0 M | \$1.8 M |
| TOTAL (2020\$) | | \$75 M | \$55 M |

Source: WSP Analysis. Note: Sums may not align due to rounding

¹⁷ The tool was developed as part of the Mobility Pricing Independent Commission (MPIC) Study

¹⁸ Origin-destination is a term that refers to trip flows from one traffic analysis zone (TAZ) origin to a TAZ destination. TAZs are the RTM’s basic unit of geographic analysis. Conceptually, TAZs are similar to zip codes, albeit smaller in size.

5.2.3 VEHICLE OPERATING COST (VOC) SAVINGS

BIRT will generate vehicle operating costs savings in the range of \$18M - \$19M dollars in 2050.

As shown in Figure 5-3 BIRT eliminates approximately 40,000 to 45,000 daily auto trips. This results in substantial auto operating cost savings stemming from reduced fuel and maintenance costs. Table 5-4 summarizes BIRT VOC savings¹⁹. Below are some key observations:

- Assuming average annual distance driven is 13,000 kilometres per vehicle²⁰ the VKT savings shown in Table 5-4 are equivalent to removing approximately 7,800 vehicles from the network.
- Vehicle operating cost savings are relatively small when compared to monetized travel time savings.
- The small (and relatively insignificant) increase in truck VKT is due to the slight increase in road capacity as a result of auto users shifting to transit. As such, some trucks travel slightly longer on the faster highway network (Highway 1) as opposed to using the arterial network. This generally is a desirable outcome as fewer trucks travel on the municipal road network adjacent to residential communities. Increased truck volumes can also be associated with increased economic prosperity.
- VKT savings shown in Table 5-4, are used in subsequent calculations of green-house gas (GHG) emissions and auto collision reductions.

Table 5-4: Summary of Vehicle Operating Cost Savings (2050)

| Vehicle Type | Vehicle Operating Cost Savings (2050) | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|-----------------------|---------------------------------------|-----------------------|-------------------------|
| Auto | Annual Savings (VKT) | 101,836,584 | 101,394,196 |
| | Annual Savings (2020\$) | \$18.9 M | \$18.8 M |
| Light Truck | Annual Savings (VKT) | (661,179) | (861,891) |
| | Annual Savings (2020\$) | (\$0.2 M) | (\$0.2 M) |
| Heavy Truck | Annual Savings (VKT) | (197,957) | (271,064) |
| | Annual Savings (2020\$) | (\$0.1 M) | (\$0.2 M) |
| TOTAL (2020\$) | | \$19 M | \$18 M |

Source: WSP Analysis. Note: Sums may not align due to rounding

¹⁹ The monetized estimates use RTM assumptions for VOCs which ignore electric vehicles. As such, the VOC savings presented in this study can be considered an upside estimate.

²⁰ Average VKT per vehicle: <https://www.thinkinsure.ca/insurance-help-centre/average-km-per-year-canada.html>

5.3 ECONOMIC DEVELOPMENT IMPACTS

BIRT will contribute \$4.2 billion to Canada's GDP, and generate 43,000 full-time employment positions (FTE), \$114 million in unincorporated sector labour income, \$2.7 billion in wages and salaries, \$428 million in tax revenue creation, and \$7.6 billion in output per billion dollars spent in each capital and operating expense category.

The introduction of a rapid transit connection to the North Shore is expected to present positive travel and mobility impacts as well as create opportunities for new, incremental economic activity. This section explores the economic impacts associated with the implementation and operation of BIRT at a regional, provincial, and national level.

The construction and operation of BIRT will necessitate the expenditure of capital, operational and maintenance funds. The economic impacts of these expenditures, and any induced economic stimulation, are analysed in this section.

5.3.1 MACROECONOMIC IMPACTS

For the purposes of this analysis, economic impacts within British Columbia as well as the subsequent impact to other Canadian provinces, are reported in terms of Gross Domestic Product (GDP) at Market Prices, Employment, Labour Income of Unincorporated Sector, Taxes on Production and Products, Wages & Salaries, and Output. A description of each term is provided below from Statistics Canada's User Guide:

- **GDP at Market Prices** refers to the difference between an industry's total output and the cost of its intermediate inputs. It measures the total 'value-added' amount that producers contribute to generate their output. Essentially, it equals gross output (sales or receipts and other operating income, plus inventory change) minus intermediate inputs (consumption of goods and services purchased from other industries or imported). GDP is measured in dollars.
- **Employment** measures the total employment impact created from industry incremental spending. The number of jobs created is measured in job-year Full-Time Equivalent (FTE); an FTE is defined as being equivalent to one full-time position that is held for a year. For example, one job lasting 12 months is equivalent to two jobs lasting six months each.
- **Labour Income of Unincorporated Sector** refers to compensation paid to employees outside of corporate entities. The unincorporated sector is comprised of self-employed owners of unincorporated businesses or professional practices and are typically small in size, often hire workers, and usually have relatively low start-up costs compared to larger businesses. Unincorporated sector compensation would include wages, salaries, social contributions, bonuses, and performance among potential others. It is a component of the GDP impact and is measured in dollars.
- **Taxes on Products & Production** measures government tax revenue collected from production processes and products. *Taxes from production* refers to taxes collected from producers in a way that is not directly linked to product sales. These are taxes that must be paid regardless of whether the business enterprise is profitable or not. *Taxes on products* refer to taxes collected from producers or importers as a percentage of the price of the product when traded, or as a specific dollar amount per physical unit of the product traded. Typically, these taxes are collected on behalf of a government and remitted to the government by the producer when the product is sold. Taxes on Products and Production are measured in dollars and are a component of GDP.
- **Wages and Salaries** refer to the paycheques and all other forms of direct compensation employees receive. Wages and salaries provide employees with income that can be spent on goods and services, transferred to other institutional units or saved at their discretion. They are defined on an accrual basis, rather than a cash basis, and typically they must be partially or entirely imputed. Wages and salaries are measured in dollars.
- **Output** represents the value of industry production within an economy. It is essentially the total value of goods and services produced during the accounting period and includes intermediate purchases by

industries within the supply chain. As such, Output will therefore exceed the GDP impact described above. Output is measured in dollars.

Economic multiplier effects are used to measure the cumulative provincial and national economic impacts of a project’s incremental spending. These effects are expressed as either direct, indirect, or induced, and described as follows:

- **Direct effects** refer to the initial economic activity resulting from direct expenditures of that industry. These effects capture the impacts on identified industries associated with incremental spending spurred by the capital and operational costs associated with BIRT.
- **Indirect effects** refer to the impact of local industries buying goods and services from other local industries. The cycle of spending works its way backwards through the supply chain until all money leaks from the local economy, either through imports or by payments to GDP.
- **Induced effects** refer to the effects by an economy to an initial change (i.e., direct and indirect impacts) that result from re-spending of income received by a component of value added. Essentially, these effects result from subsequent upstream employee spending within an industry and its upstream supplier base where money is recirculated through household spending patterns causing further economic activity.²¹

5.3.1.1 ECONOMIC SNAPSHOT

The following section provides an economic snapshot of current economic conditions on the North Shore and within the region. This is used as the basis and shows economic development and growth as a result of an investment in rapid transit connecting the North Shore.

LABOUR FORCE STATISTICS

Unemployment statistics in the Lower Mainland are currently higher than those presented in Table 5-5 due to the COVID-19 pandemic; across the region Metro Vancouver reported quarterly unemployment rates between 5.4 percent and 13.0 percent during 2020.²²

Based on Table 5-5, Capilano IR No. 5, Mission IR No. 1, and Burrard Inlet IR No. 3 have a higher unemployment rate than other communities on the North Shore. Access to jobs within the region will be transformative for these communities in realizing economic and social benefits. Furthermore, BIRT will be an important regional link for as it connects communities within Metro Vancouver with higher unemployment as the region deals with the post-pandemic economic recovery.

Table 5-5: Regional Unemployment Statistics (2016)

| Region | Unemployment Rate |
|--------------------------------------|-------------------|
| City of North Vancouver | 5.0% |
| District of North Vancouver | 5.1% |
| District of West Vancouver | 5.5% |
| Capilano IR No. 5 | 12.9% |
| Mission IR No. 1 | 16.1% |
| Seymour Creek IR No. 2 ²³ | 0.0% |
| Burrard Inlet IR No. 3 | 7.3% |

Source: Statistics Canada 2016 Census

²¹ It is important to note that economic impacts resulting from induced effects should be interpreted with some consideration as they are affected by a number of variables including a household’s propensity to save. For example, in times of high unemployment such as those experienced during a market crash, household saving rates typically tend to increase and therefore economic impacts resulting from induced effects will decrease. When analyzing induced effects, it is important to consider the local, regional, and national market conditions.

²² <https://www.dtvancouver.ca/covid-19-snapshot/>

²³ Numbers provided by Statistic Canada may indicate an error in labour force statistics for Seymour Creek IR No.2

5.3.1.2 REGIONAL ECONOMIC IMPACTS

In 2019, there were approximately 11,243 businesses (1 or more employees) on the North Shore; the majority are small- and medium-sized businesses²⁴. Of these businesses, DNV has the highest share at 37 percent while CNV and DWV have similar shares at 22.2 percent and 21.2 percent respectively. Table 5-6 below summarizes employers by size and region.

Many of the employees on the North Shore commute from across the Lower Mainland and up the Sea-To-Sky corridor to access employment. A heat map of employee origins for select North Shore businesses is shown in Appendix A, and shows regional dependence between the North Shore, Metro Vancouver, and beyond (the Sea-to-Sky corridor, Sunshine Coast, and Vancouver Island). An investment in BIRT would improve these commutes and extend benefits within the region.

Table 5-6: Number of Businesses on the North Shore by Size and Location (2019)

| REGION / BUSINESS EMPLOYEE SIZE | CITY OF NORTH VANCOUVER | DISTRICT OF NORTH VANCOUVER | DISTRICT OF WEST VANCOUVER | SQUAMISH | WHISTLER | LIONS BAY | BURRARD INLET IR NO. 3 | MISSION IR NO. 1 | CAPILANO IR NO. 5 | SEYMOUR CREEK IR NO. 2 |
|---------------------------------|-------------------------|-----------------------------|----------------------------|--------------|--------------|------------|------------------------|------------------|-------------------|------------------------|
| No Employees* | 12,223 | 19,755 | 12,272 | 4,896 | 6,149 | 379 | 387 | 8 | 246 | 50 |
| 1-4 | 1,535 | 2,754 | 1,789 | 559 | 340 | 38 | 40 | 2 | 67 | 11 |
| 5-9 | 444 | 640 | 310 | 202 | 182 | 5 | 1 | 2 | 47 | 4 |
| 10-19 | 255 | 459 | 149 | 129 | 144 | 2 | 3 | 0 | 47 | 1 |
| 20-49 | 169 | 220 | 104 | 70 | 115 | 2 | 1 | 1 | 32 | 6 |
| 50-99 | 61 | 79 | 24 | 25 | 31 | 1 | 0 | 1 | 13 | 0 |
| 100-199 | 14 | 22 | 9 | 4 | 15 | 0 | 1 | 0 | 4 | 0 |
| 200-499 | 12 | 12 | 5 | 5 | 3 | 0 | 0 | 0 | 3 | 1 |
| 500-999 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1,000-1,499 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1,500-2,499 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2,500-4,999 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5,000+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Businesses | 2,494 | 4,192 | 2,393 | 995 | 832 | 48 | 46 | 6 | 214 | 23 |

Source: Government of British Columbia (BC Stats)

* The locations in the "no employees" category do not maintain an employee payroll, but may have a workforce which consists of contracted workers, family members or business owners.

Within these businesses are a diverse employment base. Employment concentration by industry are shown in Figure 5-5 through Figure 5-7 for the City of North Vancouver, District of North Vancouver, and District of West Vancouver. From these pie charts, it is evident that the industry makeup on the North Shore is quite similar between the three municipalities; professional services, construction, and health care related industries constitute a large portion of the employer base. It is also worth noting that while aggregated and categorized as 'Other' in the below figures, transportation and warehousing, and wholesale trade are also significant industries with four major ports located on the North Shore; these industries have significant regional and national value as they are part of the national goods movement network and shipbuilding industry.

²⁴ The Government of Canada defines a small business as having 1 to 99 paid employees and a medium-sized business as having 100 to 499 paid employees (https://www.ic.gc.ca/eic/site/061.nsf/eng/f_03126.html)

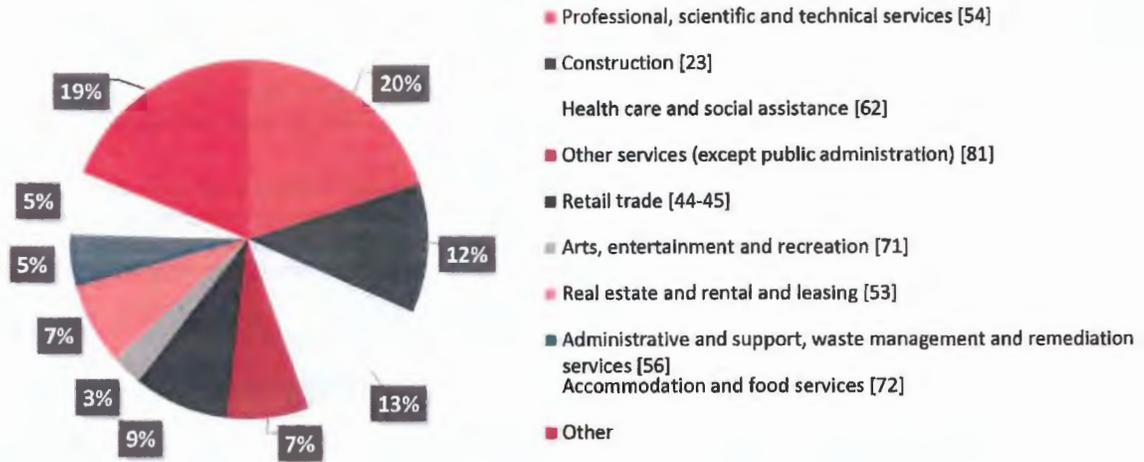


Figure 5-5: Business Breakdown by Industry - City of North Vancouver

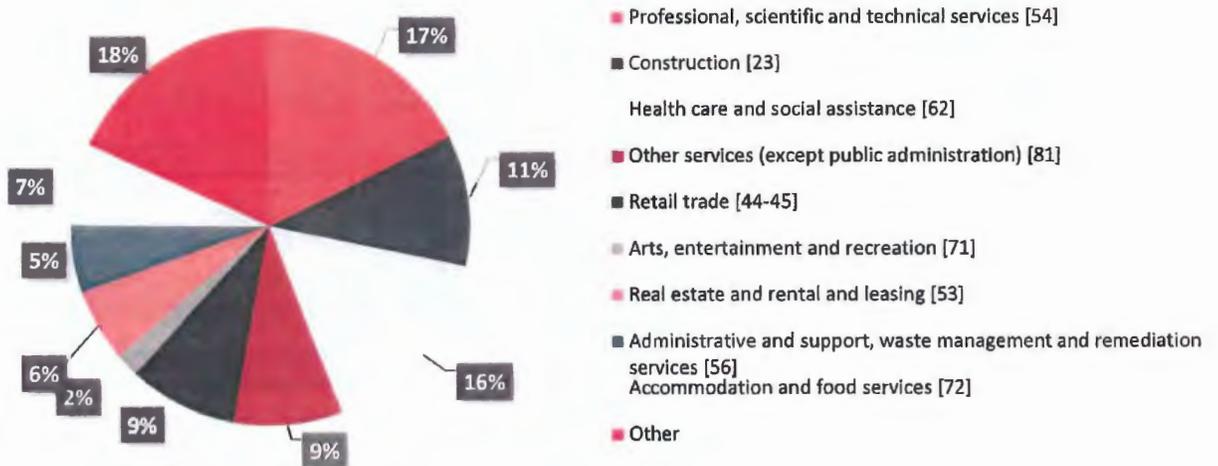


Figure 5-6: Business Breakdown by Industry - District of North Vancouver

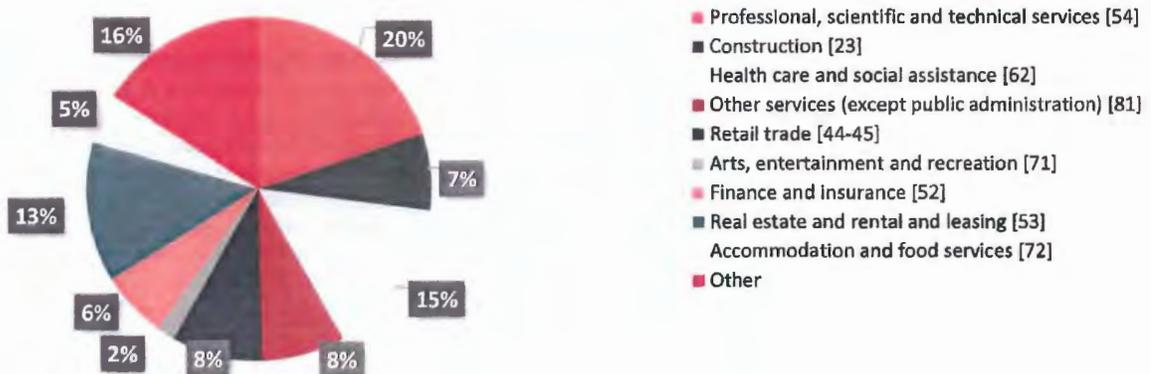


Figure 5-7: Business Breakdown by Industry - District of West Vancouver

In the long-term, an investment like BIRT presents a unique opportunity for the retail, services, tourism, and development industries. By providing an improved transit option, distribution of local and visitor spending is likely to expand regionally, increasing the footprint of industry impacts past what is accessible with current transit offerings. That is, rapid transit alignments with reliable connections are likely to create greater hubs around station locations and expand past the major commercial developments on the North Shore at Park Royal, Lonsdale Quay, and Park & Tilford Gardens to positively impact new and existing businesses along the North Shore. A similar phenomenon will occur along the corridor alignment into Metro Vancouver. With a limited number of large businesses and corporations along the study corridor, local communities and small business owners are expected to reap the potential economic benefits spurred by rapid transit investment, resulting in direct community economic contributions. In addition, an investment such as BIRT has the potential to reduce higher unemployment rates observed in some First Nation communities in the long run, through new employment opportunities, labour mobility options, and increased employee retention rates.

Tourism on the North Shore and along the Sea to Sky Highway (connecting to Squamish, Whistler, and Horseshoe Bay) will also benefit from BIRT. Although there are current limitations with what can be analysed regionally with the RTM, some conclusions can be drawn on the anticipated regional economic benefits. Ongoing growth for access to communities along the Sea to Sky Corridor, and to the Sunshine Coast and Vancouver Island (via Horseshoe Bay) is anticipated to continue growing. These communities are seeing significant growth as shown in Table 5-7, and will continue to experience further growth. As most of these regional trips are undertaken by driving, congestion will continue to worsen and result in peak spreading²⁵ and congestion outside of traditional peak hours (e.g., weekends). A rapid transit connection to the North Shore will ease congestion bottlenecks formed between the Lower Mainland and the North Shore and free up space on the road network for regional travellers²⁶. A rapid transit connection to the North Shore is also likely to encourage the establishment of a regional mobility hub to encourage transit mode share for accessing tourist destinations on and beyond the North Shore and regional commuters. A regional hub would connect local and international tourists to destinations along the Sea to Sky corridor with a stopover on the North Shore; this would likely result in economic benefits for businesses on the North Shore from incremental spending and extended visits. Commuters would also benefit from a regional hub with greater connections to the regional rapid transit network, this would further incentivize transit mode competitiveness.

Table 5-7: Regional Population and Projected Growth

| | Population, 2011 ²⁷ | Population, 2016 ²⁷ | Population Change (2011 to 2016) ²⁷ | Population Projection, 2041 ²⁸ |
|-----------------------------------|--------------------------------|--------------------------------|--|---|
| Sunshine Coast | 28,619 | 29,970 | 4.7% | 34,894 |
| Vancouver Island and Coast | 759,366 | 799,400 | 5.3% | 1,030,621 |
| Squamish | 17,158 | 19,512 | 13.7% | 30,592 |
| Whistler | 9,824 | 11,854 | 20.7% | 18,229 |

Increased tourism and visitation introduces economic opportunities for North Shore First Nations communities. Beyond economic opportunities, improved connectivity through a rapid transit connection is important for First Nation communities to access reserves and traditional territories across the Lower Mainland. This connection is

²⁵ Peak spreading refers to the phenomena of travellers changing their journey times as travel conditions deteriorate. This results in changes to the peak-period profiles which indicate an increase in number of travellers and an increase in congestion (i.e., instead of PM peak occurring from 5-6PM it will spread and occur from 4:30-6PM).

²⁶ It is worth noting that sufficient study has not been conducted to accurately conclude impact to external generators such as Horseshoe Bay Ferry Terminal, communities up the Sea-to-Sky corridor, Sunshine Coast, and Vancouver Island. Some of these trips have unique recreational purposes (i.e., kayaking, mountain biking, access to remote locations) that specifically warrant travel by vehicle. An investment in rapid transit would still provide a reliable transportation alternative that will not be impacted by anticipated increases in congestion.

²⁷ Data from Statistics Canada 2016 Census

²⁸ Data from BCStats P.E.O.P.L.E 2020 Population Projections

especially important for members of the Squamish Nation as members reside across the North Shore and up the Sea to Sky corridor. A rapid transit connection facilitating easier and more efficient travel between these locations is important for social and cultural wellbeing.

5.3.1.3 PROVINCIAL AND NATIONAL ECONOMIC IMPACTS

This section quantifies the provincial and national economic impacts of BIRT. Assessed measures discussed in this section include BIRT's GDP contribution, employment generation, labour income of unincorporated section generation, tax revenue creation, wages and salaries, and project output. Economic impacts within the Province of British Columbia and across the rest of Canada are presented and discussed.

The basis of economic impact and benefits assessments is the principle that an input in one sector of the economy has effects on the economy as a whole; that is a product is both an output to satisfy the final demand of that sector as well as a factor of production (i.e., an input) used in the creation of other goods.

These economic impacts are analysed through an Input/Output (I/O) model. An I/O model can be used to explain how one sector or industry within an economy can affect others in the same region, province, and nation. The I/O model is a matrix of industries and commodities that maps the relationship between production and industries, and identifies primary and intermediate commodities that are used in the production of goods and services for consumption or export. The model also aggregates expenditures on goods and services throughout their supply chains. When the two model processes are combined, an I/O model can simulate the economic impact of an expenditure on a given basket of goods and services. Essentially, an I/O model allows for the calculation of relationships between various aspects of a given economy, including production, consumption, and inter-industry relationships. Economic impact estimates generated by I/O models are typically broken down by direct, indirect, and induced impacts.

Statistics Canada produces Canada's most authoritative and comprehensive I/O model, widely recognized as the benchmark for conducting economic impact modelling. This study uses Statistics Canada's I/O model as the base for assessing provincial and national economic impacts resulting from the Project. The I/O model used in the formulation of this analysis is the most recent version published by Statistics Canada for input-output multipliers at the provincial and territorial detailed level for the year 2017. Statistics Canada last revised this model in 2020 to account for updates on international travel expenditures among other industry activities. Therefore, this study assumes that the proportional effect of investment of one industry on the remainder of the economy is based on 2017 Statistics Canada multipliers, remains constant across years, and is applicable to an investment in BIRT and its impacts. It is important to note that Statistics Canada's I/O model is independent of WSP.

Statistics Canada's I/O model categorizes industries in Canada using the North American Industry Classification System (NAICS). Incremental spending, such as additional Project Capital and Operations and Maintenance (O&M) expenditure in the economy as a result of BIRT, results in commodity and investment outputs. Table 5-8 details the respective industry sectors employed for capturing incremental project spending impacts. As costing for this project has not yet been undertaken, the table represents economic impacts per \$1 billion spent to indicate the relative benefits associated with an investment in BIRT.

Table 5-8: Summary of Economic Impacts of the Burrard Inlet Rapid Transit Project Per Year Per \$1B spent (Millions of undiscounted 2020\$)

| | BRITISH COLUMBIA | | | ALL PROVINCES | | |
|---|-----------------------|---|---|-----------------------|---|---|
| | Urban Transit Systems | Transportation Engineering Construction | Architectural, Engineering Related Services | Urban Transit Systems | Transportation Engineering Construction | Architectural, Engineering Related Services |
| GDP at Market Prices | \$1,273 | \$964 | \$1,197 | \$1,619 | \$1,207 | \$1,368 |
| Employment (in Job-Year FTE)* | 19,507 | 7,950 | 9,518 | 22,204 | 9,728 | 10,940 |
| Labour Income of Unincorporated Sector | \$22 | \$32 | \$42 | \$30 | \$37 | \$47 |
| Tax Revenue | \$202 | \$84 | \$79 | \$231 | \$103 | \$94 |
| Wages & Salaries | \$1,230 | \$477 | \$631 | \$1,372 | \$578 | \$706 |
| Output | \$2,400 | \$1,921 | \$1,807 | \$3,077 | \$2,396 | \$2,128 |

Source: WSP Analysis

Note 1: This table summarizes cumulative direct, indirect, and induced economic effects for NAICS codes impacted by capital and operating expenditure

Note 2: Sums may not align due to rounding

*Job effects per billion dollars of output

The above economic impacts are a result of the direct project spending related to capital and operating expenditures. Additionally, increased incremental spending will impact industries on the North Shore and within the region. Benefitting industries would be reflective of current and future spending profiles of visitors to the North Shore; further analysis of incremental tourism spend and resulting economic impact needs to be undertaken to better understand potential benefit at a regional scale.

5.3.2 AGGLOMERATION

BIRT will generate agglomeration benefits in the range of \$84M - \$107M dollars in 2050.

Agglomeration is the increase in GDP for different economic sectors resulting from increased proximity among a region's business clusters. In Metrolinx's (the Regional Transportation Authority for the Greater Toronto and Hamilton Area) Business Case Guidelines, agglomeration can be defined as follows²⁹:

"Agglomeration refers to the tendency for firms and workers to benefit from proximity. Transport investments reduce the cost/time to travel between locations, which in turn improves the 'effective' or perceived density of a region. As proximity over time and space increases, there is an allowance for improved choice of inputs in production; greater exchange of information between workers and firms, and faster learning from increased face-to-face contact. These factors in turn can lead to more productive firms. One part of a region has a high number of high-tech jobs. A second part of the region is known for its financial sector. Currently the travel time between these two locations is an impediment to economic development. The rail line between the locations is improved, reducing the travel time substantially. As a result, these two industries have greater collaboration potential and agglomeration benefits are realized."

²⁹ <http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Metrolinx-Business-Case-Guidance-Volume-2.pdf>

The benefits of Economic Agglomeration are well-documented in literature. The C.D. Howe Institute³⁰ makes a strong case for the inclusion of economic agglomeration in transport economic studies and provides a comprehensive summary on the evidence of agglomeration impacts in Canada and around the world. Furthermore, agglomeration has been included as a monetized benefit on recent business cases in the region, including the Surrey Langley SkyTrain, Rail to UBC, and the George Massey Tunnel Replacement business cases, following a BC MOTI review of the calculation methodology.

Only 'static' agglomeration (i.e., productivity increase resulting from proximity among businesses) is included in the BIRT Benefits Assessment study. 'Dynamic' agglomeration (i.e., people moving from outside the region to live and work in Metro Vancouver) is not included since the region's demographics and land use assumptions are held constant between the BAU and BIRT scenarios³¹.

Agglomeration impacts were calculated based on the UK Department of Transport's Transport Analysis Guidance (WebTAG) methodology³². The WebTAG calculation estimates increase in GDP per worker by sector due to improved proximity resulting from a transportation intervention. Total GDP increase is then calculated by multiplying the estimated per-worker GDP increase by total employment for each sector. This calculation is implemented in the RTM, which is used to estimate proximity improvements.

Table 5-9 presents the GDP per worker by industry sector in Metro Vancouver, which was calculated by dividing each sector's estimated GDP³³ by its corresponding total number of workers³⁴.

Table 5-9: Gross Domestic Product per Worker (\$2020)

| Employment Category based on NAICS | Percent of GDP | GDP (\$2007 Billion) | GDP (\$2020 Billion) | Employment | GDP per worker (\$2020) |
|--|----------------|----------------------|----------------------|------------|-------------------------|
| Construction and Manufacturing | 17% | 23 | 28 | 200,173 | 141,000 |
| Finance Insurance and Real Estate | 31% | 42 | 52 | 106,653 | 484,000 |
| Transportation, Communication, Utilities and Wholesale | 13% | 18 | 22 | 143,006 | 151,000 |
| Retail | 6% | 8 | 10 | 153,002 | 65,000 |
| Business and Other Services | 10% | 14 | 17 | 261,124 | 64,000 |
| Accommodation, Food, Information and Cultural | 8% | 11 | 13 | 192,852 | 69,000 |
| Health, Education and Public Administration | 15% | 20 | 25 | 298,806 | 84,000 |

³⁰ "Cars, Congestion and Costs: A New Approach to Evaluating Government Infrastructure Investment". Website: https://www.cdhowe.org/sites/default/files/attachments/research_papers/mixed/Commentary_385_0.pdf

³¹ There is only one set of RGS demographic inputs provided with the RTM

³² https://assets.publishing.service.gov.uk/government/uploads/attachments/attachment_data/file/554790/webtag-productivity-impacts-tag-unit-p24.pdf

³³ Conference Board of Canada. Website: <https://vancouver.ca/files/cov/1-5-economic-structure-gdp-of-metro-vancouver.pdf>

³⁴ Employment obtained from the RTM's land-use inputs which are provided by Metro Vancouver

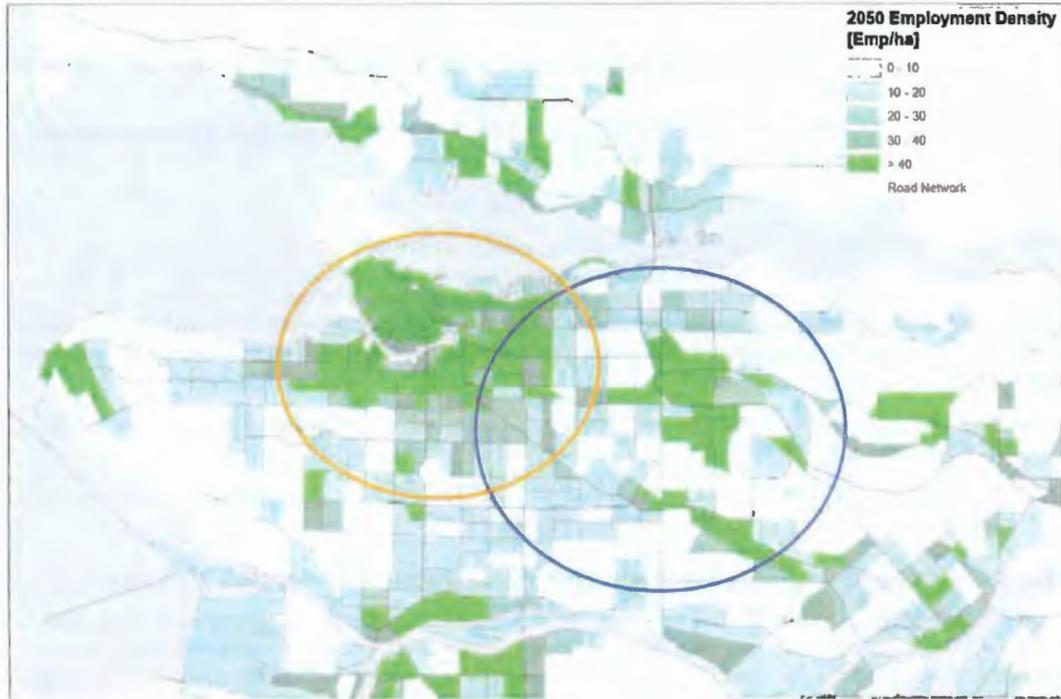


Figure 5-8: Metro Vancouver Employment Density (2050)

Overall, BIRT generates significant agglomeration benefits as shown Table 5-10. The BIRT options improve North Shores businesses’ overall access to distinct industry clusters south of the inlet as shown in Figure 5-8. The Gold alignment particularly improves connectivity to finance and service sectors concentrated downtown whereas the Purple alignment provides direct access to business parks, post-secondary institutions (BCIT) and town centres (Brentwood and Metrotown).

Table 5-10: Summary of Agglomeration Benefit (2050)

| Agglomeration Impact (2050) | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|---|-----------------------|-------------------------|
| Annual GDP Increase due to Clustering Effect (2020\$) | \$106.7M | \$84.3M |

5.3.3 DEVELOPMENT POTENTIAL AND LAND VALUE UPLIFT

BIRT will create between 20 – 40% gain in land value. This can be leveraged in support of affordable housing goals.

The construction of a rapid transit connection and new stations along a corridor has the potential to affect surrounding land values; this phenomenon is commonly referred to as ‘land value uplift’. Land value uplift is the increase in a station catchment area’s assessed land value as a result of BIRT. A study conducted by Coriolis for TransLink³⁵ summarizes a number of case studies of land value uplift following a transit investment and concluded the following:

³⁵ Evaluation of Land Value Capture and Urban Development as Sources of Revenue for TransLink (Coriolis Consulting, 2020)

- Factors that determine land value include geography and context, local zoning and infrastructure, and individual site characteristics;
- Land value gain varies across the region and with type of transit technology (land value gain for RapidBus exists but it less than SkyTrain);
- A rapid transit investment (with upzoning³⁶) can create 20% or more of the gain in land value, with some areas with existing lower land values reaching up to 40%; and
- Land value capture can support transit-oriented affordable rental housing.

While land value increases can be problematic for housing affordability, revenue from land value capture can support investments into transit-oriented affordable housing development, and transit and active transportation amenities. Development limitations due to local geography indicates that a high likelihood of significant land value uplift exists for the North Shore which may be an opportunity for North Shore municipalities, TransLink, and Metro Vancouver to proactively discuss opportunities for capturing land value uplift and redirecting these benefits towards affordable housing.

A high-level analysis was conducted to estimate the incremental new supply in affordable housing units as a result of BIRT, this is discussed in Section 5.4.2.

5.3.4 MAJOR INFRASTRUCTURE INVESTMENT DEFERRAL

BIRT may result in deferral of investment in capital projects and/or major maintenance programs.

Investment in transit has the potential for deferral of investments in other major infrastructure projects within the road network and major maintenance programs. Mode shift from personal vehicle use to transit will reduce the usage of roads and bridges compared to the BAU case resulting in extended infrastructure life and deferring capital investments further into the future. Capital deferral is dependent on BIRT's implementation horizon and may be an opportunity to maximize benefit to municipalities, regional agencies, and the provincial government.

Opportunities may exist for the completion of multiple project elements as part of one project scope (i.e., road improvements, bridge widening, bridge reinforcement, heavy rail track, etc. to occur as part of the construction of BIRT). These options may warrant further study as BIRT progresses through project feasibility and preliminary engineering and may also create opportunity for additional economic benefits regionally, provincially, and nationally.

5.4 EQUITY AND AFFORDABILITY

In recent decades, Metro Vancouver has consistently been one of the most expensive places to live in Canada. A significant factor to Metro Vancouver's affordability is the comparatively lower average household incomes when compared to the cost of living, and in particular, the cost of housing and transport. Regional transit systems with frequent service can reduce the cost burden by providing increased affordable housing opportunities, reducing auto ownership and its high associated costs, and by inducing travel by active modes. The estimated total annual driving cost for a compact vehicle in British Columbia is over \$9,000 dollars a year; major costs items include fuel costs at over \$2,000 dollars, depreciation costs at \$2,900 dollars, maintenance costs at \$1,200 dollars, and insurance costs of \$2,400 dollars.³⁷ In comparison, a 2-Zone monthly pass for TransLink costs \$134.00 dollars and would cost just over \$1,600 dollars annually.³⁸ Reducing car ownership can result in significant cost savings for individuals and families but it is important to recognize that providing high quality options (such as BIRT) are necessary to maintain reliable and comfortable ways to travel around the region.

³⁶ Upzoning is defined as the changes to zoning policy undertaken to increase density

³⁷ <https://carcosts.caa.ca/>

³⁸ <https://www.translink.ca/transit-fares/pricing-and-fare-zones>

Transport equity refers to providing equal opportunities for access and travel regardless of mode of transport. Incentivizing travel by private vehicle creates marginal benefits for some users while negatively impacting many users through increased congestion on the transportation network, whereas an investment in rapid transit creates greater benefits to society through improved travel times and providing affordable transportation choices. BIRT has the potential to impact equity and affordability in Metro Vancouver in two manners: by providing greater access to jobs and housing in the region, and through spurring additional affordable housing development. The impacts to jobs and housing, and affordable housing development as a result of an investment in BIRT were analysed at a high-level and are discussed in the below subsections.

5.4.1 REGIONAL ACCESS TO JOBS AND HOUSING

BIRT will result in increased access to jobs and housing on the North Shore and within the region.

Accessibility refers to a measure of the ease of reaching (and interacting with) destinations or activities distributed in space. It is usually quantified by calculating the number of opportunities (e.g., jobs) that a person can reach from a starting point (i.e., origin), within a reasonable amount of time. According to the 2016 Census Journey to Work, the average transit commute in the Vancouver Census Metropolitan Area (CMA) is approximately 44 minutes³⁹. Based on the distribution of transit commuting durations shown in Figure 5-9, a reasonable transit commuting time is approximately 45 to 60 minutes or less. Within the region commute times are increasing and will continue to as a result of increased congestion, thereby decreasing the physical access to jobs available to individuals. Investing in rapid transit can help maintain reliable access to employment areas.

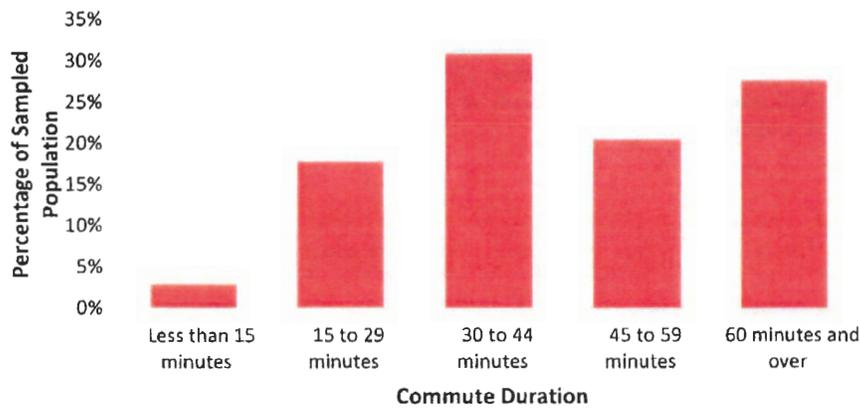


Figure 5-9: Vancouver CMA Commuter Duration (Transit Mode) Distribution⁴⁰

Physical accessibility⁴¹ is a simple yet powerful transportation performance metric. Accessibility mapping is used to gauge the geographic impact of transportation policy and projects and identify areas poorly served by transit. BIRT is a large transit infrastructure project that can unlock the economic and housing potential of the North Shore as well as areas south of the Burrard Inlet, along Hastings Street in Vancouver (Gold alignment) and Willingdon Avenue in Burnaby (Purple alignment). BIRT is expected to improve accessibility to jobs as well as discretionary activity generators such as shopping, dining, and tourism, across both sides of the Burrard Inlet. Further, BIRT will provide access to a larger pool of workers who will benefit from improved access to jobs and housing options including affordable housing units on the North Shore and elsewhere in the region.

³⁹ <https://globalnews.ca/news/3888976/vancouver-commute-times/>

⁴⁰ 2016 Census - Statistics Canada

⁴¹ As opposed to social or financial accessibility. These items are also important and impact transportation performance, but are not considered in this analysis.

Given the regional scale of both BIRT alignments, and their connectivity to other rapid transit lines, access to jobs within and outside the North Shore increases as shown in Table 5-11.

As expected, the largest accessibility improvement accrues to North Shore residents, especially in the case of the Gold alignment, which connects the North Shore directly with downtown. The Purple alignment increases accessibility substantially for residents of Burnaby.

Table 5-11: Regional Job Accessibility by a 60-minute transit trip

| Area | Jobs Accessible within a 60-minute transit ride (weighted by households) | | |
|---------------------------|---|-----------|-------------|
| | BAU | BIRT Gold | BIRT Purple |
| North Shore | 200,000 | 369,000 | 382,000 |
| Vancouver + UEL | 728,000 | 750,000 | 759,000 |
| Burnaby + New Westminster | 725,000 | 795,000 | 744,000 |

Figure 5-10 through Figure 5-13 show the improvement in transit accessibility to Regional and North Shore jobs geographically with the introduction of BIRT, assuming a 60-minute commuting catchment. Below are some observations:

- BIRT significantly improves access to North Shore jobs from South of Burrard Inlet.
- The Gold alignment increases access to North Shore opportunities for residential areas east-west along and parallel to Hastings Street, Downtown, East Vancouver and Brentwood Town Centre.
- The Purple alignment market shed is generally north-south, providing access to North Shore jobs for residential areas along and parallel to Willingdon Avenue, Metrotown and Brentwood Town Centre. The direct connection to the Millennium Line provides access for areas further east, specifically Lougheed, Burquitlam and other parts of the Northeast Sector.

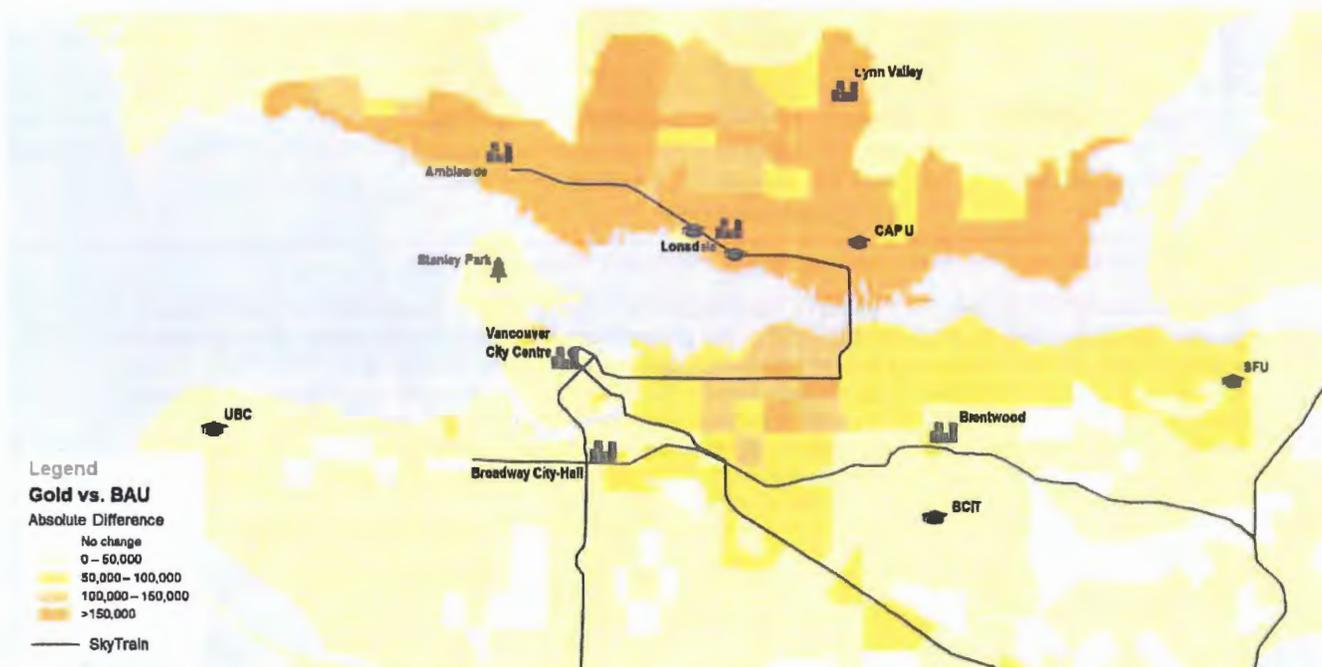


Figure 5-10: Transit Accessibility in 60 minutes to Regional Jobs - BIRT Gold Alignment vs BAU

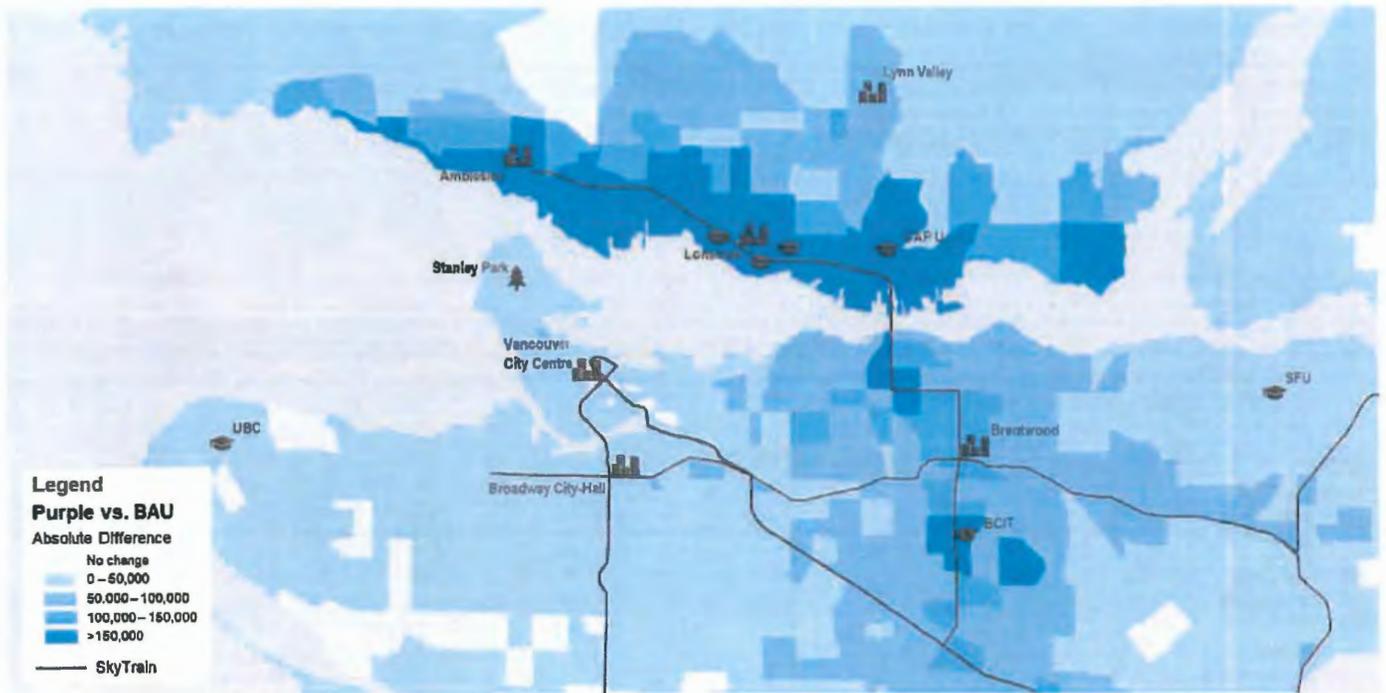


Figure 5-11: Transit Accessibility In 60 minutes to Regional Jobs – BIRT Purple Alignment vs BAU

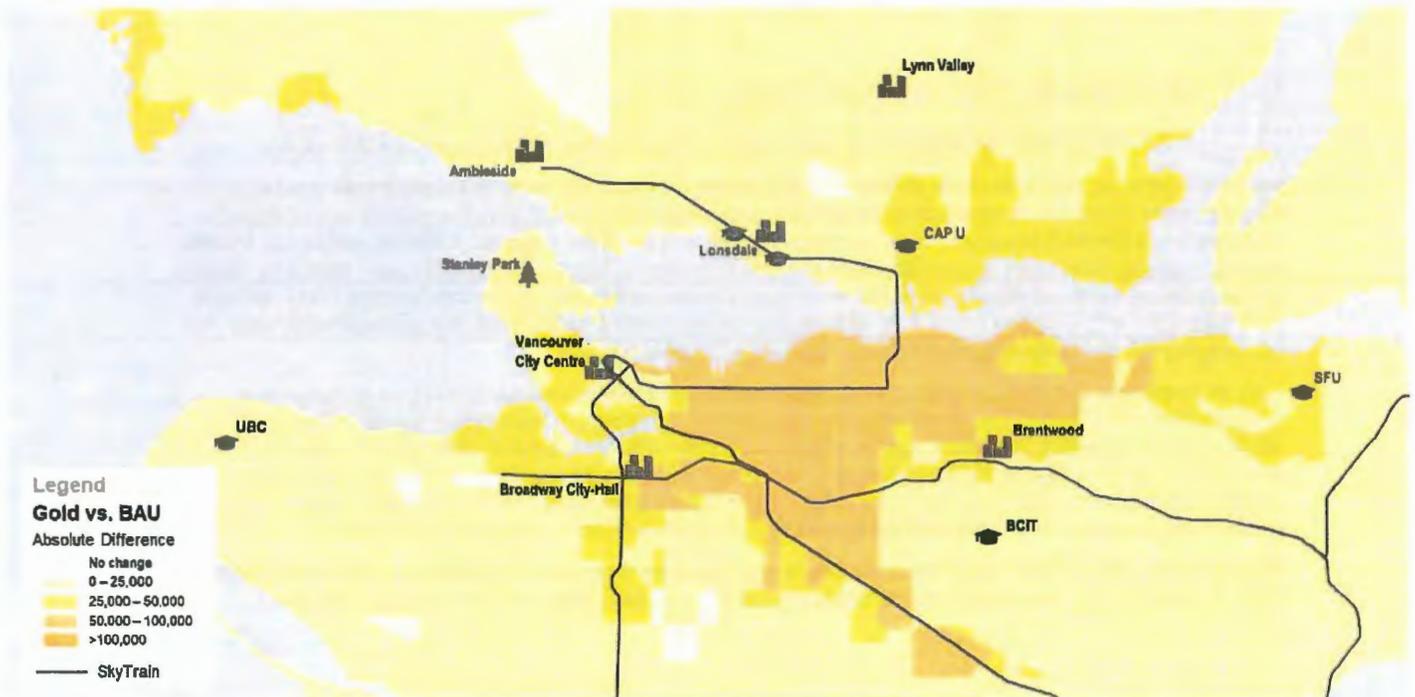


Figure 5-12: Transit Accessibility In 60 minutes to North Shore Jobs - BIRT Gold Alignment vs BAU

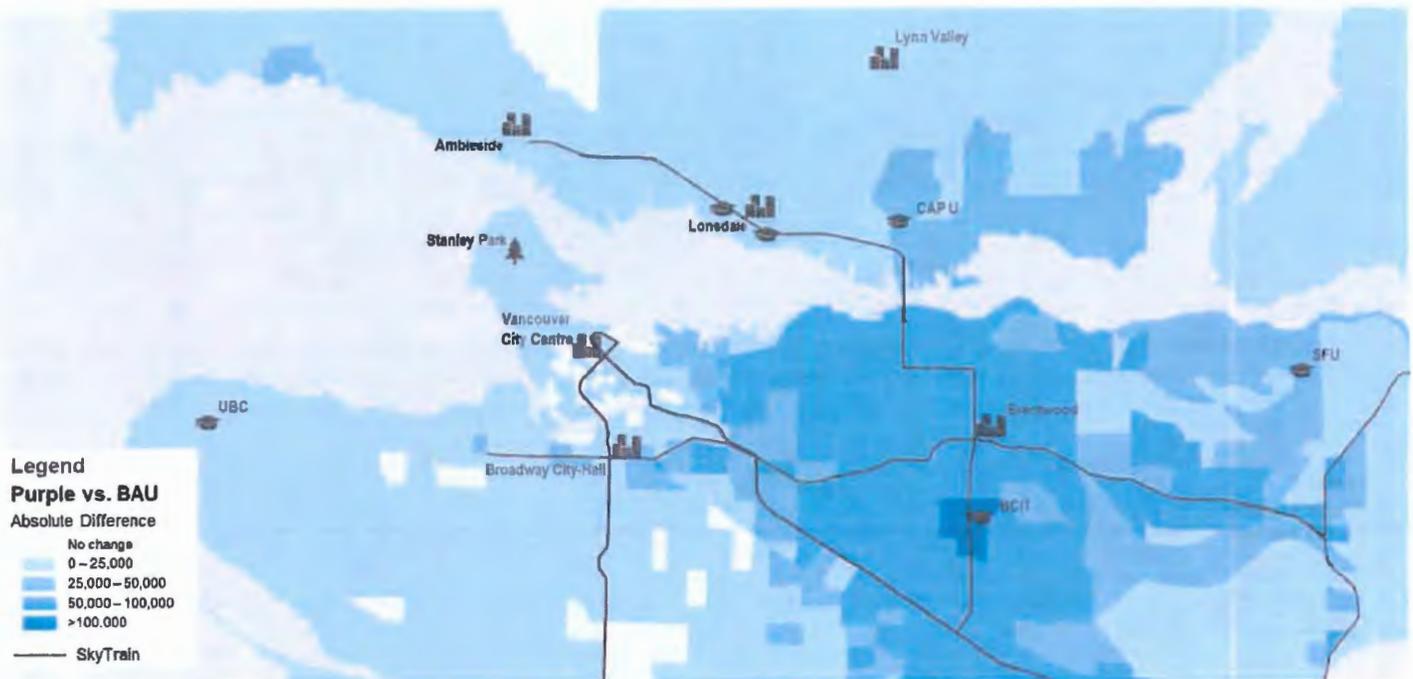


Figure 5-13: Transit Accessibility in 60 minutes to North Shore Jobs - BIRT Purple Alignment vs BAU

5.4.2 AFFORDABLE HOUSING SUPPLY

BIRT will result in incremental new affordable housing dwellings in the range of 1,300 – 2,600.

Affordable housing, and particularly affordable rental housing, is especially important to ensure the success of transit systems as those demographics are more likely to use transit and benefit from the reduced cost of living⁴². The supply of affordable housing is in part dependent on the amount of development occurring, and zoning bylaws and other local policies to which developers are required to adhere to. Investment in rapid transit attracts developers and incentivizes increased density as reliable and frequent transportation options is something that many residents seek to be close to⁴³. This phenomenon, in addition to policies allowing density bonusing and regional policies encouraging affordable housing, increases the supply of affordable housing.

With an investment like BIRT, the amount of development around station locations is likely to increase when compared to the BAU case. This incremental development will be subject to local zoning bylaws and regional affordable housing policy that encourages developers to provide affordable housing units as a development contribution. Additionally, municipalities on the North Shore and in the Metro Vancouver region identify the potential for density bonusing within zoning policy, that is the authorization of additional density beyond zoning constrains in exchange for affordable housing units or other amenity contributions with public benefit.

There is recent acknowledgement from senior levels of government that housing affordability should be considered through economic impact assessments and transportation business cases, however there are no agreed upon

⁴² <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/HousingAndTransportCostBurdenReport2015.pdf>

⁴³ Evaluation of Land Value Capture and Urban Development as Sources of Revenue for TransLink (Coriolis Consulting, 2020)

methodologies at the time of writing this report. Therefore, two high-level approaches were undertaken to provide a range for anticipated incremental affordable housing supply given an investment like BIRT:

- **Corridor redevelopment-based approach** - an estimate of percent of land that could be redeveloped and assumptions for Floor to Area Ratio (FAR) for BAU and BIRT scenarios were used to estimate the incremental new dwellings expected. Regional policy of 15% affordable housing⁴⁴ in redevelopment and new housing development was used to estimate affordable housing stock.
- **Population-based approach** – Two development scenarios were created to reflect the BAU and BIRT with different assumptions for net future population of municipalities living in the corridor area. Number of incremental new dwellings were estimated using average household population; regional policy of 15% affordable housing in redevelopment and new housing development was used to estimate affordable housing stock.

CORRIDOR REDEVELOPMENT-BASED APPROACH

A conservative evaluation of land to be redeveloped along the corridor was estimated for the corridor redevelopment-based approach. Land within one kilometre of conceptual station locations were reviewed. A high-level redevelopment assessment was undertaken based on age of building, land use, existing FAR, among other variables to estimate the square footage for redevelopment. Multipliers were developed based on average FAR observed for a BAU case (existing transit service) and the BIRT case (with rapid transit). Buildable floor area percentage and average unit sizes was ultimately used to estimate total number of dwellings and number of affordable dwellings. This approach allowed for the estimation allowed for redevelopment on the North Shore portion of the alignments only and along the entire alignments.

Table 5-12 summarizes the results of the analysis conducted in the corridor redevelopment-based approach. The analysis compares estimated redevelopment on the North Shore only in the BAU case against the BIRT Cases, an incremental increase of 9,200 dwellings is expected, of which 1,400 are affordable dwellings.⁴⁵ The analysis yields the same results for comparison of the BIRT Purple and Gold Alignments to the BAU Case as the alignments are assumed to be the same along the North Shore.

In the analysis of entire alignments, an incremental increase between 11,000 and 17,500 total new dwellings is expected, of which between 1,600 and 2,600 are affordable dwellings.⁴⁵ The incremental new affordable dwellings is based on the assumption of 15% of new units are considered affordable dwellings as per Metro Vancouver’s draft policy direction in Metro 2050. Metro Vancouver defines affordable units as accessible for households with 120% of median regional household income, which is approximately \$80,000 for Metro Vancouver.

Table 5-12: Summary of Corridor Redevelopment-based approach

| Analysis Scenarios | North Shore Only | | Entire Alignment Length | |
|--|---------------------|--------------------------|-------------------------|--------------------------|
| | New Total Dwellings | New Affordable Dwellings | New Total Dwellings | New Affordable Dwellings |
| BAU (Purple Alignment) | 13,500 | 2,000 | 26,500 | 4,000 |
| BAU (Gold Alignment) | | | 16,000 | 2,400 |
| BIRT (Purple Alignment) | 22,700 | 3,400 | 44,000 | 6,600 |
| BIRT (Gold Alignment) | 22,700 | 3,400 | 27,000 | 4,000 |
| Incremental Dwellings (BIRT Purple Alignment) | +9,200 | +1,400 | +17,500 | +2,600 |
| Incremental Dwellings (BIRT Gold Alignment) | | | +11,000 | +1,600 |

⁴⁴ Source: Metro Vancouver Regional Planning Committee May 7 P22 http://www.metrovancouver.org/boards/RegionalPlanning/RPL_2021-May-7_AGE.pdf

⁴⁵ 15% as per regional affordable housing policy in footnote 44

POPULATION-BASED APPROACH

A conservative evaluation increased new incremental population growth living along the rapid transit corridor was estimated to complete the population-based approach. This was done on a percentage basis due to BIRT being in a preliminary planning stage and items such as detailed alignment and station locations have not yet been confirmed. This approach created two scenarios based on whether BIRT occurs or does not occur, and how this would influence population distributions from a concentrated or dispersed perspective. Providing more development along a rapid transit corridor may allow for increased density that can be accommodated as more people will be able to travel by transit which has higher people-moving capacity than a scenario with dispersed development patterns, where transit is less accessible and more travel via vehicle is anticipated. Accordingly, more density adjacent to a rapid transit corridor could allow for increased amounts of affordable housing units through development contributions.

Table 5-13 summarizes the results of the analysis conducted in the population-based approach. The analysis compares estimated redevelopment along the entire length in the BAU case against the BIRT Cases, an incremental increase between 8,500 and 13,000 total new dwellings is expected, of which between 1,300 and 1,900 are affordable dwellings.⁴⁵ The incremental new affordable dwellings is based on the assumption of 15% of new units are considered affordable dwellings as per Metro Vancouver’s draft policy direction in Metro 2050. Metro Vancouver defines affordable units as accessible for households with 120% of median regional household income, which is approximately \$80,000 for Metro Vancouver.

Table 5-13: Summary of Population-based approach

| Analysis Scenarios | Entire Alignment Length | |
|---|-------------------------|--------------------------|
| | New Total Dwellings | New Affordable Dwellings |
| BAU (Purple Alignment) | 17,000 | 2,500 |
| BAU (Gold Alignment) | 11,000 | 1,600 |
| BIRT (Purple Alignment) | 30,000 | 4,400 |
| BIRT (Gold Alignment) | 19,500 | 2,900 |
| Incremental Dwellings (BIRT Purple Alignment) | +13,000 | +1,900 |
| Incremental Dwellings (BIRT Gold Alignment) | +8,500 | +1,300 |

5.5 HEALTH AND SAFETY IMPACTS

Through a decrease in the number of trips on the road network, an investment in BIRT will reduce the probabilities of road collisions and introduce health benefits associated with mode shift, thereby saving society and communities the hefty costs associated with collisions and sedentary lifestyles. These benefits are discussed in greater detail in the following subsections.

5.5.1 REDUCED COLLISION BENEFITS

BIRT will result in reduced collision benefits in the range of \$88M - \$89M dollars in 2050.

By decreasing the number of trips on the road network compared to the BAU, BIRT will reduce the probability of vehicle collision incidents, thereby saving society and communities the hefty costs associated with them. The costs associated with collisions are both direct and indirect. Direct costs reflect the cost of goods and services consumed as a result of collisions including property-damage costs, emergency services, medical expenses, legal costs, travel delay costs, and lost time costs. Indirect costs include all changes and irretrievable losses experienced by people involved in collisions and by society as a whole and include items such as future net production lost by society and willing-to-pay costs.

The safety benefits assessed in this analysis include a reduction in fatalities, injuries, and property damage only (PDO) collision costs resulting directly from BIRT-related VKT reductions. To estimate safety benefits from

reduced VKT, crash data from the Insurance Corporation of British Columbia (ICBC) was analysed and collision rates per VKT were established. Table 5-14 below summarizes current collision rates by severity in the region.

Table 5-14: Historical Collision Severity Rates per Million VKT Within the Study Region

| Collision Severity Rate | 2017 |
|-------------------------|--------|
| Fatalities / 1 M VKT | 0.0046 |
| Injury / 1 M VKT | 2.32 |
| PDO / 1 M VKT | 8.79 |

To monetize collisions, values by collision outcomes are typically estimated using a Value of a Statistical Life (VSL), that is an estimate of how much society is willing to pay to reduce their risk of death or injury. Values for VSL were used from BC MoTI's Default Values for BCA⁴⁶ and account for the direct and indirect costs of collisions discussed above; values were inflated to 2020 dollars.

Table 5-15: Applied Collision Monetization Values (in CAD 2020\$)⁴⁶

| Collision Severity | Fatality | Injury | PDO |
|--------------------|-----------|---------|--------|
| Value (2020\$) | 8,339,142 | 314,064 | 13,939 |

Reductions in fatalities, injuries, and PDO were estimated by multiplying VKT savings outlined in Table 5-4 by historical collision rates in Table 5-14. Monetization values outlined in Table 5-16 were applied to determine the reduced collision benefit in 2050. All monetized values are in undiscounted 2020 dollars, that is monetized results have not been adjusted to account for the time value of money.

Table 5-16: Prevented Annual Collisions by Collision Severity (2050)

| Collision Severity | Reduced Collision Benefit (2050) | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|--------------------|--|-----------------------|-------------------------|
| Fatalities | Annual Prevented Accidents (# of collisions) | 0.5 | 0.5 |
| | Annual Savings (2020\$) | \$3.9 M | \$3.8M |
| Injury | Annual Prevented Accidents (# of collisions) | 233 | 232 |
| | Annual Savings (2020\$) | \$72.9 M | \$72.5 M |
| PDO | Annual Prevented Accidents (# of collisions) | 887 | 881 |
| | Annual Savings (2020\$) | \$12.4 M | \$12.3 M |
| TOTAL (2020\$) | | \$89.2 M | \$88.6 M |

The introduction of BIRT is expected to result in a total reduction of 0.5 fatalities, 232 - 233 injuries, and 881 - 887 PDO incidents from reduced road travel for the year 2050. Benefits would extend over the entire operational period as a result of reduced VKT compared to the BAU case due to consistent mode shift from auto to transit. These incident reductions translate directly to local and regional health and wellbeing benefits. **BIRT will result in safety incident reductions in the range of \$88 - \$89 million in undiscounted 2020 dollars for the 2050 analysis year.**

⁴⁶ See BC MoTI Default Values for Benefit Cost Analysis in British Columbia – 2018.

5.5.2 HEALTH BENEFITS ASSOCIATED WITH MODE SHIFT

While major metropolitan cities provide citizens with economic and social opportunities, there are significant health impacts resulting from a lack of active travel and physical activity (prolonged sedentary work, lack of time for physical activity, etc.), poor air quality, and noise. Sedentary activity and increased stress are also associated with urban dwellers and especially those who complete trips by driving. Studies have shown that physical inactivity and the ever-prevalent sedentary lifestyle costs the BC provincial health care system more than \$570 million dollars a year.⁴⁷ Taking transit results in increased physical activity through walking, cycling, or rolling to and from transit stations to fill the 'first and last mile'. The increase in regular physical activity can have a significant benefit on individuals, communities, and the health care system.

While these impacts are not regularly quantified in North America, some agencies elsewhere in the world monetize the benefits associated with prevented deaths and reduced sickness absences associated with an increase in physical activity. Transport for London (TfL), the regional transport agency in London, England, uses two tools to monetize the health benefits associated with transport projects and programs, and estimate that a 10 percent reduction in risk of death in people who regularly cycle 100 minutes per week and a 11 percent reduction in risk of death in people who regularly walk for 168 minutes per week.⁴⁸ Similarly, in monetizing reduction in sickness absences, TfL methodology estimates that a 25 percent reduction in sickness absences results for each newly active person per year, and has significant productivity and economic benefits when taking into account the prevention of sick days.⁴⁸

The World Health Organization (WHO) lists air pollution as a major cause of disease and death with the decline of air quality resulting in increased risk of stroke, heart disease, lung cancer, and other diseases.⁴⁹ Air pollution is caused by the burning of fossil fuels which release pollutants causing human harm. Decreased vehicle travel can reduce illness and deaths associated with air pollution, along with societal costs. Vehicle emission reductions is discussed further in Section 5.6.1.

5.6 CLIMATE AND ENVIRONMENT IMPACTS

Through a decrease in the number of trips on the road network, an investment in BIRT will reduce GHG emissions, contributing to reduced air pollution and local waterbody pollution including the Burrard Inlet. These benefits are discussed in greater detail in the following subsections.

5.6.1 REDUCED AUTO EMISSIONS

BIRT will result in reduced auto emission benefits in the order of \$1.4M dollars in 2050.

From an environmental standpoint, fewer vehicle trips resulting from BIRT service introduction will lead to reduced Greenhouse Gas (GHG) and Criteria Air Contaminant (CAC) emissions (such as NO_x, particulate matter, etc.) compared to the BAU case. GHG emissions have a global impact that is realized over a longer time period, while CAC emissions exhibit more localized and short-term impacts by directly affecting the health of exposed individuals. Emission reduction benefits of the Project are summarized in Table 5-18 below.

Table 5-17 outlines the assumed emission factors for 2030 applied to determine the emissions reduction achieved by BIRT. These emission reduction factors may not represent those expected in 2050 but are a conservative estimate. Emissions factors cannot reliably be determined for 2050 as many factors contribute to technological improvements seen in emissions reductions.

⁴⁷ Includes Direct Costs (hospital, physician, drug, institutional, etc.) and Indirect Costs (productivity losses due to premature death and disability) - <https://health.gov.bc.ca/library/publications/year/2004/inactivity.pdf>

⁴⁸ <http://content.tfl.gov.uk/valuing-the-health-benefits-of-transport-schemes.pdf>

⁴⁹ <https://www.un.org/sustainabledevelopment/blog/2016/05/un-health-agency-warns-of-rise-in-urban-air-pollution-with-poorest-cities-most-at-risk/#:~:text=%E2%80%9CAir%20pollution%20is%20a%20major%20cause%20of%20disease%20and%20death.&text=As%20urban%20air%20quality%20declines,live%20in%20them%2C%20WHO%20stressed.>

Table 5-17: 2030 Vehicle Emission Factors (g/VKT)⁵⁰

| Pollutant | Auto | Truck |
|---|------|--------|
| Oxides of Nitrogen (NO _x) | 0.02 | 2.37 |
| Particulate Matter 2.5 (PM2.5) | N/A | N/A |
| Particulate Matter 10 (PM10) | 0 | 0.01 |
| Oxides of Sulfur (SO _x) | 0 | 0.01 |
| Volatile Organic Compounds (VOC) | 0.04 | 0.15 |
| Carbon Dioxide Equivalent (CO ₂ eq.) | 116 | 897.26 |

Based on the CleanBC strategy⁵¹ all new vehicle sales will be electric vehicles by 2040; the Government of Canada has also recently announced the acceleration of its previous target of 100 percent sales of new light-duty and passenger trucks to be zero-emission by 2040 to its new target of 2035⁵². Accounting for typical vehicle retirement age⁵³ and EV adoption rates from Norway⁵⁴, we estimate that approximately 80% of vehicle trips will be made by EVs in 2050. McElhanney is concurrently working with TransLink to develop an EV module for the RTM to better understand the impact of EV adoption. Table 5-18 outlines the auto emission reductions in 2050 as a result of BIRT, this was calculated based on the vehicle emission factors from Table 5-17 and the VKT savings in Table 5-4.

Table 5-18: Summary of Auto Emissions Reduction (2050)

| Pollutant | Average Annual Reduction (Tonnes) | |
|---|-----------------------------------|-------------------------|
| | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
| Oxides of Nitrogen (NO _x) | 48 | 48 |
| Particulate Matter 2.5 (PM2.5) | N/A | N/A |
| Particulate Matter 10 (PM10) | 0.2 | 0.2 |
| Oxides of Sulfur (SO _x) | 0.2 | 0.2 |
| Volatile Organic Compounds (VOC) | 4 | 4 |
| Carbon Dioxide Equivalent (CO ₂ eq.) | 20,463 | 20,318 |

The monetization values in Table 5-19 were applied to the auto emissions reduction by pollutant in Table 5-18 to determine the total auto emissions cost savings. This is summarized in Table 5-20.

Table 5-19: Applied Emissions Monetization Values (in CAD 2020\$)

| Pollutant | Monetized Value (\$ / tonne) |
|---|------------------------------|
| Oxides of Nitrogen (NO _x) | \$9,268 |
| Particulate Matter 2.5 (PM2.5) | \$397,200 |
| Particulate Matter 10 (PM10) | \$3,792 |
| Oxides of Sulfur (SO _x) | \$3,792 |
| Volatile Organic Compounds (VOC) | \$7,342 |
| Carbon Dioxide Equivalent (CO ₂ eq.) | \$2,046 |

⁵⁰ Metro Vancouver Mobility Pricing Study (2018) Table 2B-2

⁵¹ <https://news.gov.bc.ca/releases/2020EMPR0031-001416>

⁵² <https://www.canada.ca/en/transport-canada/news/2021/06/building-a-green-economy-government-of-canada-to-require-100-of-car-and-passenger-truck-sales-be-zero-emission-by-2035-in-canada.html>

⁵³ This is based on data from the Insurance Corporation of BC

⁵⁴ Norway was selected as an appropriate comparative EV adoption indicator as it has a similar population to BC and its early EV adoption rates are similar to those of BC

Table 5-20: 2050 Auto Emissions Cost Savings (Undiscounted 2020\$)

| Pollutant | BIRT (Gold Alignment) | BIRT (Purple Alignment) |
|---|-----------------------|-------------------------|
| Oxides of Nitrogen (NO _x) | \$447,341 | \$444,168 |
| Particulate Matter 2.5 (PM2.5) | N/A | N/A |
| Particulate Matter 10 (PM10) | \$802 | \$796 |
| Oxides of Sulfur (SO _x) | \$802 | \$796 |
| Volatile Organic Compounds (VOC) | \$28,173 | \$27,973 |
| Carbon Dioxide Equivalent (CO ₂ eq.) | \$911,323 | \$904,859 |
| TOTAL | \$1.4M | \$1.4M |

5.6.2 RESTORATION OF LOCAL WATERBODIES

Transportation infrastructure is a significant source of stormwater runoff and contributes to local waterbody contamination. Toxic particles from the use of vehicles including heavy metals from tires, brakes and engine wear, hydrocarbons from lubricating fluids, and asbestos from brake linings are deposited on the road network and are collected as stormwater runoff.^{55,56} This stormwater runoff subsequently contaminates local waterbodies and contributes to toxin accumulation in local marine wildlife and is therefore referred to as stormwater pollution. Stormwater pollution requires a multi-faceted approach to tackle, though the most effective solution is limiting pollution through investment in sustainable transport initiatives. An investment like BIRT is slated to induce mode shift from auto to transit, and in doing so reduces significant VKT across the region. This reduction in vehicle and road usage results in a decrease in stormwater pollution entering local water bodies including Capilano River, Lynn Creek, and the Burrard Inlet.

PollutionTracker is a monitoring program tracking pollution and contaminant concerns by collecting and processing mussels and nearshore ocean sediment samples along the BC coastline. Ocean sediment samples from coastal BC locations were collected as part of the project and results indicate that samples collected from Burrard Inlet rank in some of the top contaminated sites from the study.⁵⁷ In the nearby Puget Sound, recent research shows that 40 – 90% of returning coho salmon are dying of toxic chemical poisoning from tire particulate run-off. While marine pollution is due to various sources, the transportation system is still a large contributor to stormwater pollution and initiatives such as BIRT will reduce the negative impact of transportation related pollution on local waterbodies.

5.7 SUMMARY OF BENEFITS

This Benefits Assessment analyzed the expected impacts of BIRT in five impact categories typically included in an Economic Impact Assessment through monetized, quantitative or qualitative analysis. The analysed categories included: Transportation, Economic Development, Equity and Affordability, Health & Safety, and Climate & Environment.

⁵⁵ <https://transportationchoices.org/project/transitstormwater/>

⁵⁶ <https://www.epa.gov/nodes/stormwater-discharges-transportation-sources>

⁵⁷ <https://pollutiontracker.org/#>

Table 5-21 and the following subsections summarize the expected benefits of BIRT.

Table 5-21: Summary of Benefits Assessment Findings

| Topic | Outcome |
|---|------------------------|
| Transportation Impacts | |
| Travel Time Savings Impact (2050) | \$498 - \$552M |
| Reliability Impact (2050) | \$55 - \$75M |
| Vehicle Operating Cost Savings (2050) | \$18 - \$19M |
| Economic Development Impacts | |
| GDP Contribution | \$4.2 billion |
| Employment Creation (in Job-Year FTE) | 43,000 jobs |
| Labour Income of Unincorporated Sector Generation | \$114 million |
| Wages & Salaries Generation | \$2.7 billion |
| Tax Revenue Creation | \$428 million |
| Output | \$7.6 billion |
| Agglomeration Impacts | \$84 - \$107M |
| Development Potential | Qualitatively Assessed |
| Capital Deferral | Qualitatively Assessed |
| Equity and Affordability Impacts | |
| Regional Access to Jobs and Housing | Qualitatively Assessed |
| Affordable Housing Supply | Qualitatively Assessed |
| Health and Safety Impacts | |
| Reduced Collision Impact (2050) | \$88 - \$89M |
| Health Impacts due to Mode Shift | Qualitatively Assessed |
| Climate and Environment Impacts | |
| Reduced Auto Emissions (2050) | \$1.4M |
| Restoration of the Burrard Inlet | Qualitatively Assessed |

STAKEHOLDER ENGAGEMENT

Stakeholder⁵⁸ perceptions anticipated that a **rapid transit connection to the North Shore would result in positive impacts** to congestion, travel time reliability, regional access and connectivity, local and regional tourism, labour mobility, industry-specific economic impacts, sustainable land development, and access to post-secondary institutions.

TRANSPORTATION IMPACTS

BIRT results in a number of transportation user benefits including travel time savings, reliability savings, and vehicle operating cost savings. **A benefit of \$571M - \$646M was calculated for all modes of transport** (i.e., auto, transit, light trucks, and heavy trucks), the majority of the benefits (\$498 - \$552M) arising as a result of projected travel time savings for transportation network users. This has an impact on both individual users as well on local and regional businesses.

ECONOMIC DEVELOPMENT IMPACTS

BIRT will necessitate the expenditure of capital, operational, and maintenance funds for construction and operations; the economic impacts of these expenditures were analysed using Statistics Canada's Input/Output model and were calculated per billion dollars spent in each expenditure category (Urban Transit Systems, Transportation Engineering Construction, and Architectural, Engineering and Related Services). BIRT was found to **contribute \$4.2 billion to Canada's GDP, and generate 43,000 full-time employment positions (FTE), \$114 million in unincorporated sector labour income, \$2.7 billion in wages and salaries, \$428 million in tax revenue creation, and \$7.6 billion in output per billion dollars spent in each capital and operating expense category**. In addition to these economic benefits, an **agglomeration benefit of \$84M - \$107M** is realized due to increased efficiencies from increased proximity among the Region's business clusters.

EQUITY AND AFFORDABILITY IMPACTS

Metro Vancouver has consistently been reported to be one of the most expensive places to live in Canada. A significant factor to Metro Vancouver's unaffordability is the comparatively lower average household incomes against the cost of living, and in particular, the cost of housing and transport. BIRT has the potential to improve equity and affordability in Metro Vancouver in two ways: by providing greater access to jobs and housing in the region, and by providing additional affordable housing units through development contributions. BIRT will **increase access to jobs accessible within a 60-minute transit ride and will provide 1,300 – 2,600 incremental new affordable dwellings** as compared to the BAU.

HEALTH AND SAFETY IMPACTS

Through a decrease in number of vehicular trips, and therefore a decrease in vehicle kilometres travelled (VKT), BIRT is expected to result in reduced roadway collisions compared to the BAU case. In the BIRT case, approximately **1,100 total prevented collisions** (fatalities, injuries, and property-damage only) are expected in 2050, with a **total reduced collision impact of \$89 million**. Collision reduction and associated monetary benefit would be realized each year BIRT is in operation, although the precise value would be dependant on the annual decrease in VKT before and after the horizon year of 2050.

BIRT is also expected to have increased societal benefits associated with improved health as a result of mode shift from auto to transit. Living a sedentary lifestyle has a significant impact on our physical health and wellbeing, and in turn an impact on local healthcare systems. Transit trips are most often paired with another form of active transportation (walking, cycling, rolling), and the addition of these trips reduces the negative health impacts associated with sedentary lifestyles and financial burden to society.

CLIMATE AND ENVIRONMENT IMPACTS

A reduction in auto travel across the region, and associated reduction in VKT, results in decreased pollutants - CO₂, SO_x, NO_x, and GHG emissions. **The reduced auto emissions impact for the year 2050 results in a benefit of**

⁵⁸ Stakeholders consultations included representation from North Shore businesses (from Tourism, Food & Beverage, Professional Services, Commercial Development, Post Secondary, Film, Ports & Terminals industries and business sectors) and representatives from First Nations communities.

\$1.4 million for both BIRT alignments when compared to the BAU. The auto emissions reduction is highly dependant on electric vehicle (EV) adoption. It was assumed that an 80 percent EV adoption rate would occur in 2050, meaning that 80 percent of the VKT in 2050 is produced by EVs (which would have no tailpipe emissions). The implementation of BIRT prior to 80 percent EV adoption would greatly impact the emissions reduction and associated monetary benefit.

A reduction in VKT will result in a reduction in tire particulate run-off and a corresponding reduction in stormwater runoff pollution associated with local transportation networks. As a result, BIRT can be expected to have a positive impact on the restoration of the local waterbodies through a reduction in stormwater runoff pollution.

FIRST NATION IMPACTS

BIRT is unique in its benefits for First Nations communities. A rapid transit connection to the North Shore will serve to fill gaps in regional access as it connects Capilano IR No. 5, Mission IR No. 1, Seymour Creek IR No. 2 and Burrard Inlet IR No. 3 for Squamish and Tsleil-Waututh First Nations. An investment in BIRT will establish improved connections for these communities to jobs and affordable housing in the region and generate socio-economic benefits through increased access to job opportunities. BIRT can be expected to establish a platform for sustainable economic growth through land development and partnership opportunities for First Nations on the North Shore, as well as tourism expansion opportunities.

6 REALIZING THE BENEFITS

BIRT offers unique benefits to the North Shore and Metro Vancouver region. In providing fast and reliable *regional connectivity*, transportation network users of all modes can be expected to benefit from travel time savings and reliability improvements. Furthermore, it is projected that BIRT will generate *economic benefits* to local and regional businesses, economic productivity known as agglomeration, and improved access to regional jobs and housing. These benefits impact the North Shore, Metro Vancouver, and also extend to the Lower Mainland and nationally through impacts to the tourism industry and national goods movement. Additional *societal benefits* include an increase in regional affordable housing supply, reduced collisions, health and economic benefits related to increased physical activity, and improved *climate resilience and environmental* outcomes as a result of reduced auto emissions and stormwater pollution. This catalog of strong benefits outlines the importance and significance of BIRT for the Metro Vancouver region.

A number of compelling rationales exist for an investment in BIRT:

- 1 Investment in First Nation economic development and improved connectivity
- 2 Tackle affordability and accessibility issues in Metro Vancouver
- 3 Significant improvements in travel time and reliability for general purpose traffic and goods movement
- 4 Enabling conditions for travel between Metro Vancouver and beyond (Sea-to-Sky, Sunshine Coast, and Vancouver Island)

BIRT has the advantage of a collaborative partnership between local governments and First Nations who are in alignment and support investment in transit. These partners are committed to implementing sustainable demand management initiatives and transit priority measures to improve local and regional travel as proven through their participation in the INSTPP and NXSTPP. This is an important advantage in creating efficiencies in the business case lifecycle process and along with its strong benefits, establishes BIRT as an important investment.

Rapid transit alignments connecting the North Shore with Downtown Vancouver and Burnaby (alignment-dependent) are presented in TransLink's Transport 2050 Phase 2 engagement indicating the regional significance of connecting the North Shore to the region.

In reference to the TransLink Business Case Lifecycle, BIRT is in the project exploratory phase in advance of the formal business case lifecycle process. As BIRT advances towards confirmation within Transport 2050 and the Mayor's Council Investment Plan, it has not officially entered the stage-gating process outlined in Figure 6-1. BIRT has set itself up for success through significant pre-planning work previously undertaken.⁶⁹ Once formally accepted into the business case lifecycle process, project partners will have significant information and project history to expedite the process and efficiently make informed decisions and land on a preferred BIRT alternative to further develop. In advance of determining the best solution for technology and alignment, it is recommended that the PWG proceed liaising with regional partners and senior levels of government to further progress BIRT project planning.

⁶⁹ INSTPP. Stage 1 and Stage 2 BIRT Preliminary Feasibility Studies

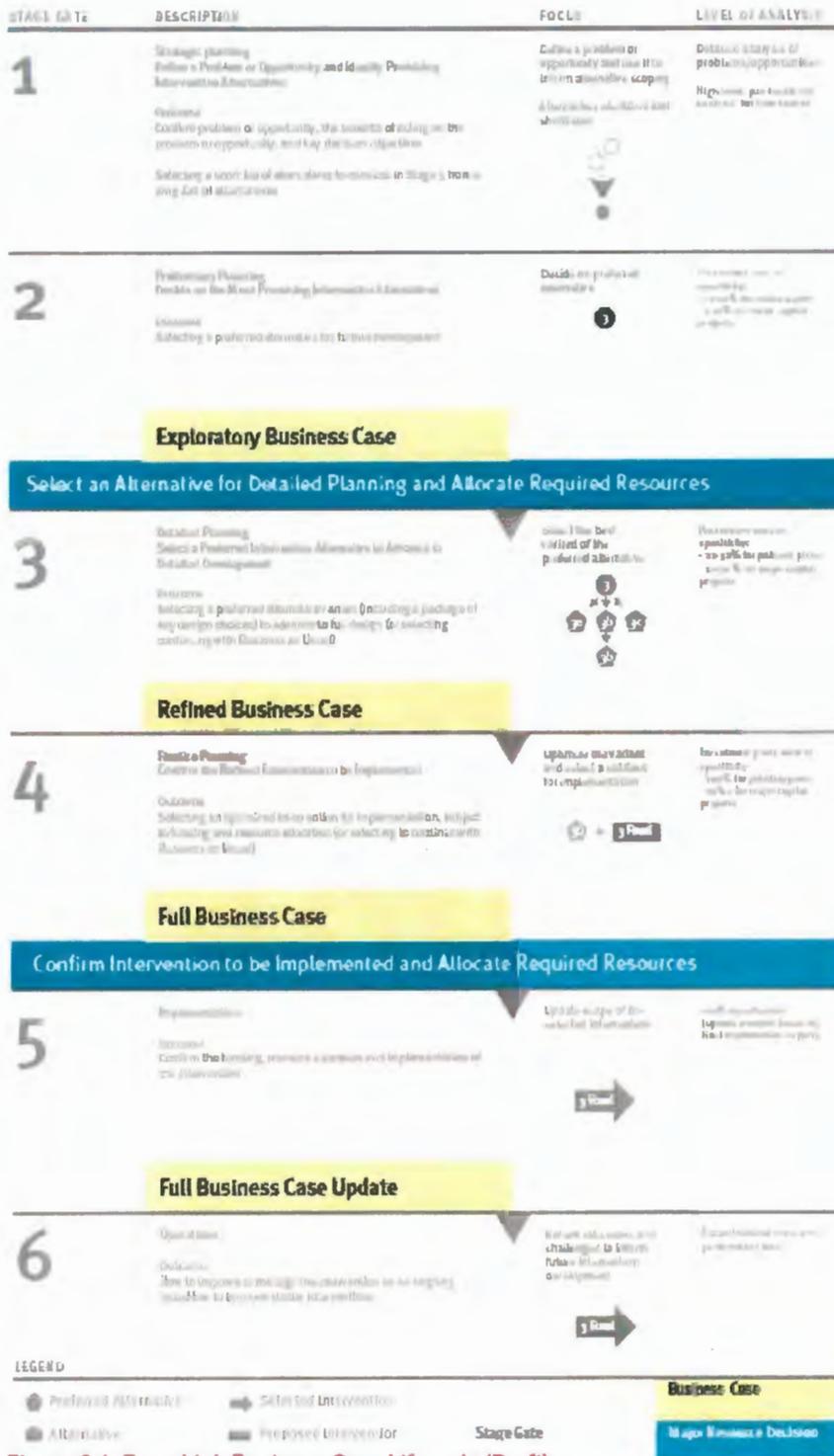


Figure 6-1: TransLink Business Case Lifecycle (Draft)

APPENDIX

A NORTH SHORE EMPLOYEE HEAT MAP

Where do they commute from? - Employee origin for select North Vancouver businesses, 2018

DRAFT

- Legend**
- Employer
 - Transit**
 - Skytrain
 - SeaBus
 - Basemap**
 - Road
 - Boundary
 - No. of Commuters / 0.5 sq.km**
 - 1-2
 - 3-5
 - 6-10
 - 11-20
 - >20

| Ward/Zone | No. of Commuters |
|---------------------------|---------------------|
| North Shore | 2,266 (83.3%) |
| Vancouver | 3,264 (119.0%) |
| Burnaby New Westminster | 330 (12.2%) |
| 36-Cities | 304 (11.1%) |
| Surrey-White Rock | 339 (12.3%) |
| Langford | 202 (7.4%) |
| Richmond Delta | 147 (5.3%) |
| BC Aboriginal Major Rider | 211 (7.7%) |
| Fraser Valley | 68 (2.5%) |
| Langley | 65 (2.3%) |
| Vancouver Island | 70 (2.5%) |
| Surrey-Coast | 19 (0.7%) |
| Other | 24 (0.9%) |
| Total | 2,710 (100%) |

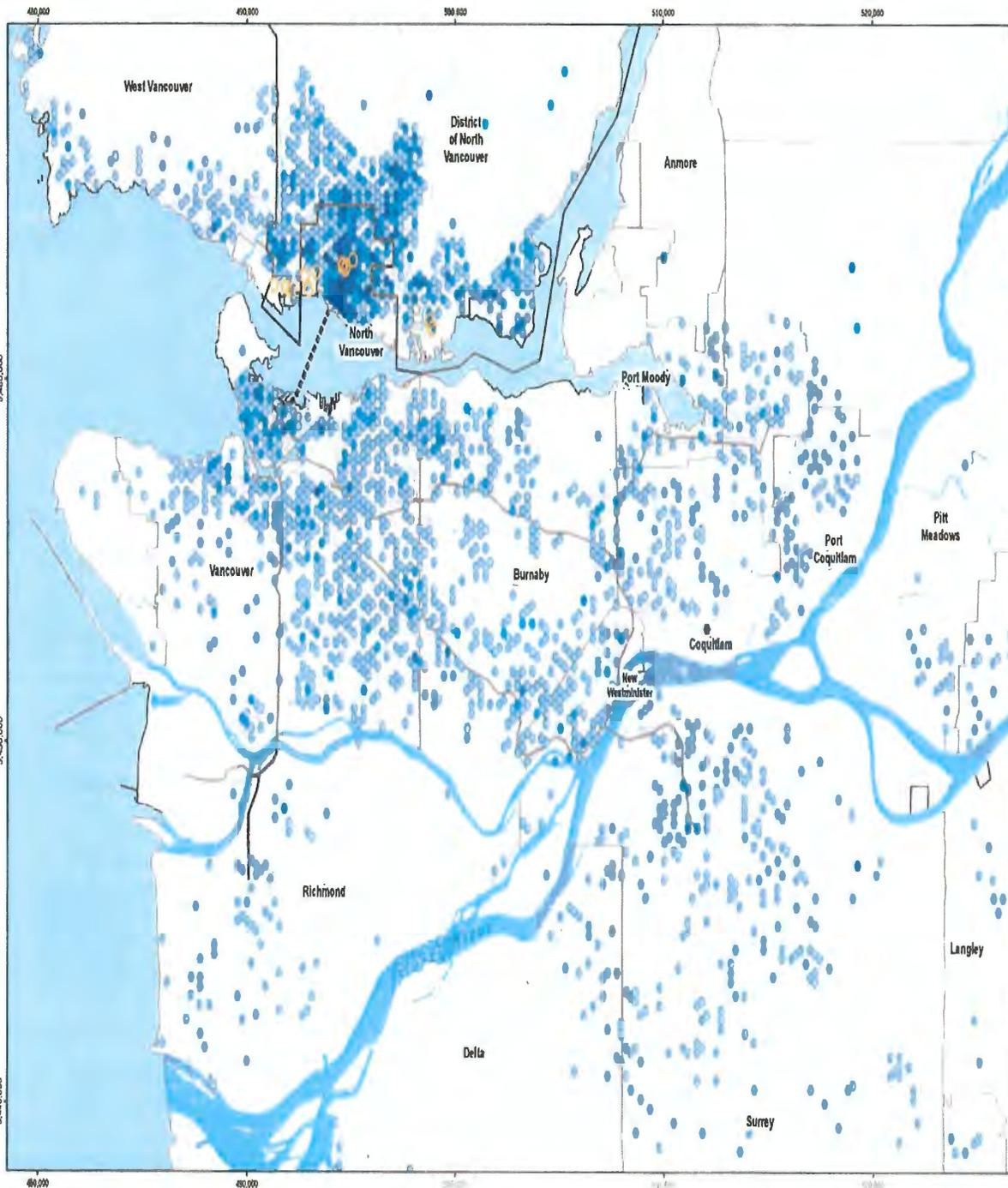


0 1 2 Kilometers

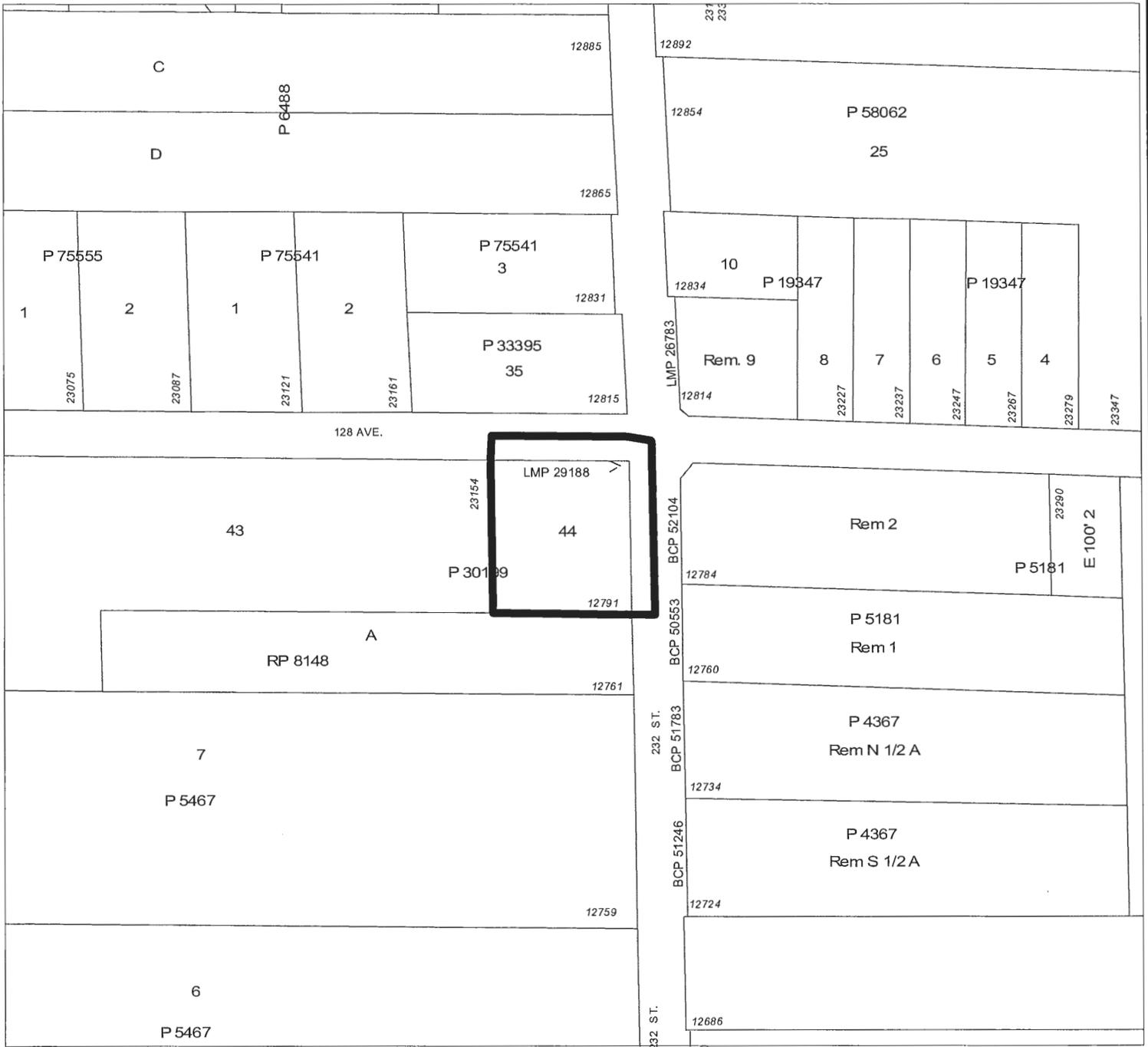
Scale: 1:140,000

Projection: NAD 1983 UTM Zone 18N

Data Source:
 Commuter location derived from Postal Code
 BC Postcode Atlas
 BC Inquiry MISC

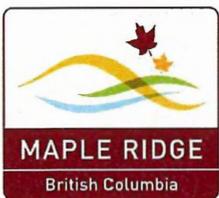


1000 BYLAWS

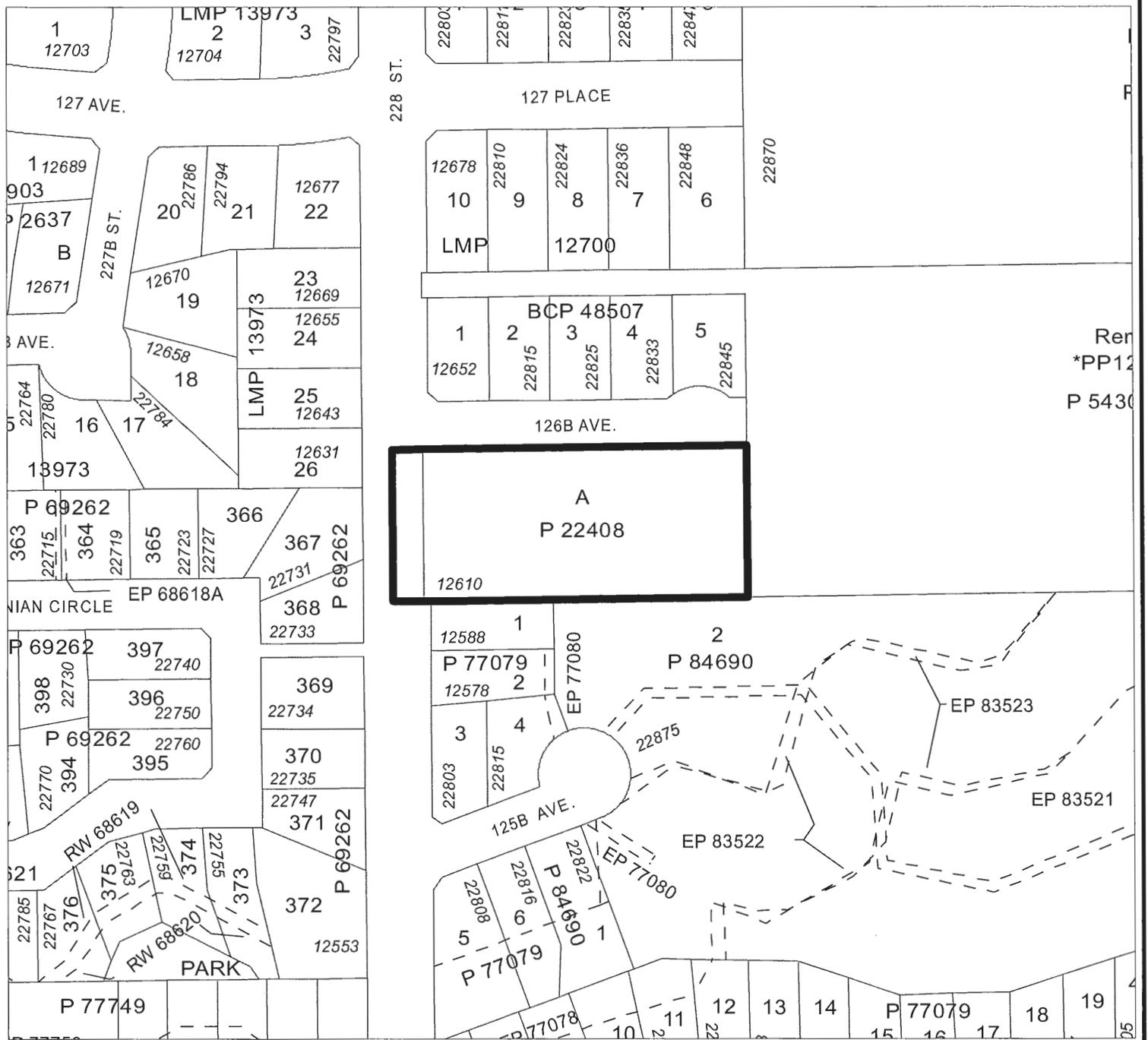


MAPLE RIDGE ZONE AMENDING

Bylaw No. 7558-2019
 Map No. 1799
 From: RS-2 (Single Detached Suburban Residential)
 To: CS-1 (Service Commercial)



SCALE 1:2,500



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7574-2019
 Map No. 1808
 From: RS-3 (Single Detached Rural Residential)
 To: R-1 (Single Detached (Low Density) Urban Residential)



SCALE 1:1,718

**CITY OF MAPLE RIDGE
BYLAW NO. 7715-2021**

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. 7715-2021."

2. The following text in Policy 6-64:

"Notwithstanding policies 6-60 and 6-62, Institutional proposals that align with existing zoning on 'Industrial Reserve' or 'Rural Resource' land, showing demonstrable benefits to the community, may be encouraged."

is hereby amended as follows:

"Notwithstanding policies 6-60 and 6-62, Institutional proposals that align with existing zoning on 'Industrial Reserve' or 'Rural Resource' land, showing demonstrable benefits to the community, may be encouraged.

Until 6-60 has been satisfied, uses that contribute to employment opportunities and do not require construction of permanent structures or servicing upgrades, may be considered on a case by case basis."

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

READ a first time the 25th day of January, 2022.

READ a second time the 25th day of January, 2022.

PUBLIC HEARING held the 15th day of February, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY AMENDING

Bylaw No. 7715-2021

Map No. 1051

Purpose: Text Amendment



SCALE 1:6,000

**CITY OF MAPLE RIDGE
BYLAW NO. 7716-2021**

A Bylaw to amend the text of Maple Ridge Zoning Bylaw No. 7600-2019 as amended

WHEREAS, it is deemed expedient to amend the 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. 7716-2021”.
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended as follows:

Section 502 A-2 Upland Agricultural, 502.2 Permitted Principal Uses is amended by adding the following:

- (i) Outdoor Commercial Recreation limited to outdoor paintball and laser tag, the associated parking of outdoor paintball and laser tag, and non-permanent structures used for play and preparation on the parcels described as:

25927 128 Avenue - Parcel “A” (Reference Plan 3015) of the South West Quarter Section 25 Township 12 except: Parcel “ONE” (Reference Plan 17316) New Westminster Land District

25801 128 Avenue - Parcel “ONE” (Reference Plan 17316) of Parcel “A” (Reference Plan 3015) of the South West Quarter Section 25 Township 12 New Westminster Land District

3. Maple Ridge Zoning Bylaw No. 7600-2019 as amended is hereby amended accordingly.

READ a first time the 30th day of March, 2021.

READ a second time the 25th day of January, 2022.

PUBLIC HEARING held the 15th day of February, 2022

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

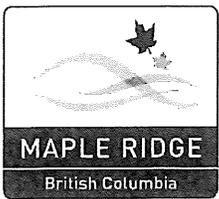


MAPLE RIDGE ZONE AMENDING

Bylaw No. 7716-2021

Map No. 1947

Purpose: Text Amendment



SCALE 1:6,000



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: February 22, 2022
FILE NO: 2021-215-RZ

FROM: Chief Administrative Officer

MEETING: Council

SUBJECT: Final Reading
Zone Amending Bylaw No. 7749-2021

EXECUTIVE SUMMARY:

Zone Amending Bylaw No. 7749-2021 was considered by Council on December 14, 2021 and granted first and second reading. In accordance with Local Government Act, Section 464(2), as the Zoning Bylaw is consistent with the Official Community Plan, the Public Hearing was waived. In accordance with Sections 467 of the Local Government Act, notifications were published in the local newspaper on January 21 and 28, 2022. Third reading was granted by Council on February 8, 2022 and Zone Amending Bylaw No. 7749-2021 is now before Council for consideration of final reading.

The purpose of this Bylaw is housekeeping amendments to Zoning Bylaw No. 7600-2019 that are minor in nature and include revisions to definitions to provide more clarity and additional detail, incorporating defined terms where appropriate for consistency, clarifying the requirements for site specific height exceptions, corrections to ensure the use of consistent language in zones, and correction of typographic errors. Additional housekeeping amendments are to include text and map amendments that have been adopted in the last 12 months into the old Zoning Bylaw No. 3510-1985.

RECOMMENDATION:

That Zone Amending Bylaw No. 7749-2021 be adopted.

DISCUSSION:

a) Background Context:

On December 14, 2021 Council granted first and second reading. The requirement for a Public Hearing was waived in accordance with the Local Government Act Section 464(2) and notifications were published in the local newspaper on January 21 and 28, 2022. On February 8, 2022 Council granted third reading to Zone Amending Bylaw No. 7749-2021.

CONCLUSION:

As Council's conditions have been met, it is recommended that final reading be given to Zone Amending Bylaw No. 7749-2021.

"Original signed by Ann Edwards"

Prepared by: **Ann Edwards, CPT**
 Senior Planning Technician

"Original signed by Charles 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 Scott Hartman"

Concurrence: **Scott Hartman**
 Chief Administrative Officer

The following appendix is attached hereto:

Appendix A – Zone Amending Bylaw No. 7749-2021

**CITY OF MAPLE RIDGE
BYLAW NO. 7749-2021**

A Bylaw to amend the text and Schedules “A” and “E” of Maple Ridge Zoning Bylaw No. 7600-2019
as amended

WHEREAS, it is deemed expedient to amend the 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. 7749-2021”.
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to revise Part 2 – Definitions, as follows:

- a) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1, AGRICULTURAL, URBAN, the definition for Agricultural, Urban (Urban Agricultural) is amended by deleting the clause in its entirety and replacing it with:

“AGRICULTURAL, URBAN means a use providing for the growing of plants for the purposes of, including but not limited to, food, fibre, and decorative purposes in ground, wall or roof gardens. Refer to Section 401 (Permitted Uses of Land, Buildings, and Structures) of this Bylaw.”;

- b) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 CLASSES OF ASSISTED LIVING RESIDENCES, the definition of Classes of Assisted Living Residences is amended by inserting “Housing” after “Supportive Recovery”, and by inserting “British Columbia” before “Community Care Assisted Living Act”;
- c) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 HEIGHT, BUILDING, the definition for Height, Building is amended by deleting “greatest” from the first line;
- d) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 LOT AREA, the definition for Lot Area is amended by deleting the clause in its entirety and replacing it with:

“LOT AREA means the total area of a Lot taken in a horizontal plane within the Lot Lines of the Lot, excluding any portions of the Lot required for: Panhandle; dedicated Public Road Allowance; dedicated Public Park; and dedicated Park for Conservation Protection. Restrictive Covenant, Easement, and Right-of-Way areas shall form part of the Lot Area.”;

- e) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 RESIDENTIAL, ELDERLY CITIZENS, the definition for Residential, Elderly Citizens (Elderly Citizens Residential) is amended by deleting “for the Residential accommodation” and replacing it with “a Residential Use for the accommodation”;

- f) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 SETBACK, the definition for Setback is amended by deleting the clause in its entirety and replacing it with:

“SETBACK means the horizontal distance from a Lot Line or other feature to a Building, Structure or other feature on the Lot. Refer to Section 403 (Siting Exceptions) of this Bylaw.”;
 - g) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 SETBACK, FRONT, the definition for Setback, Front is amended by deleting “distance” and replacing it with “Setback”;
 - h) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 SETBACK, REAR, the definition for Setback, Rear is amended by deleting “distance” and replacing it with “Setback”;
 - i) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 SETBACK, SIDE, the definition for Setback, Side is amended by deleting “distance” and replacing it with “Setback”;
 - j) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 SPECIAL NEEDS HOUSING, the definition of Special Needs Housing is amended by inserting “Housing” after “Supportive Recovery”;
 - k) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 TANDEM PARKING, the definition for Tandem Parking is amended by inserting “off-street” before “parking space” in three instances;
 - l) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 VAPE RETAIL, the definition for Vape Retail is amended by deleting “Retail Use” and by inserting “Retail” before “sales of products”.
3. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to revise Part 3 – Basic Provisions and Part 4 – General Regulations, as follows:
- a) Part 3 – Basic Provisions, 302 Zones is amended by inserting the following after 302.3:

“302.4 Split Zoned Lot
 - 1. A Split Zoned Lot is a lot that contains more than one Zone. The following requirements for each applicable zone shall apply for the use of each area of the lot for which it is zoned as if the zone boundary were a lot line:
 - a. Principal and Accessory Uses;
 - b. Density;
 - c. Lot Coverage;
 - d. Setbacks;

- e. Height;
- f. Landscaping and Screening;
- g. Parking and Loading;
- h. Other Requirements.

2. A Split Zoned Lot shall not be developed as separate lots.”

- b) Part 3 – Basic Provisions, 303 Permitted Uses and Servicing of Land, Buildings and Structures, 303.4 Transportation Act, 303.4.1 is amended by deleting “Transportation Act” and replacing it with “British Columbia Transportation Act [SBC 2004]”.
- c) Part 4 – General Regulations, 401 Uses of Land, Buildings, and Structures, 401.2 Permitted Uses of Land, Buildings and Structures, 401.2.1 is amended by inserting “Accessory Off-Street Loading;” to follow “Accessory Buildings and Accessory Structures”, and renumbering subsequent clauses.
- d) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.12 Farm Home Plate, 402.12.1 is amended by inserting “and that are subject to the Agricultural Land Commission Act and its Regulations” to follow “Agricultural Land Reserve”.
- e) Part 4 – General Regulations, 403 Regulations for the Size, Shape and Siting of Buildings and Structures, 403.2 Siting Exceptions, 403.2.4. is amended by deleting “above grade stairs”, and 403.2 is amended by inserting the following clause after 403.2.3. and renumbering subsequent clauses:

"Above grade stairs may project beyond the building face with no minimum setback to an abutting front lot line or rear lot line, provided that stair landings shall not exceed a maximum dimension of 1.2 metres by 1.2 metres and stair landings shall not exceed a height of 1.5 metres above the finished grade."
- f) Part 4 – General Regulations, 405 Landscaping and Fencing Regulations, 405.2 Landscape Standards, 405.2.3.g. is amended by deleting “Policies 6.23 and 6.24” and replacing it with “Policy 6.24”.
- g) Part 4 – General Regulations, 407 Requirements for the Area, Shape and Dimension of Lots that may be created by Subdivision, 407.2 Minimum Lot Area and Dimensions, 407.2.4. is amended by deleting “Policies 6.23 and 6.24” and replacing it with “Policy 6.24”.

4. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to revise the definition and application of "Building Face", as follows:

- a) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 BUILDING FACE, the definition for Building Face is amended by deleting the clause in its entirety and replacing it with:

"BUILDING FACE means the vertical plane formed by the extreme outer surface of the Building's exterior walls. Refer to Section 403 (Siting Exceptions) of this Bylaw. Refer to Section 403 (Highest Building Face) of this Bylaw.";

- b) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 GRADE, AVERAGE FINISHED, the definition for Grade, Average Finished is amended by deleting the clause in its entirety and replacing it with:

"GRADE, AVERAGE FINISHED means the average of the Finished Grade around the Building's perimeter measured at each of the outermost exterior corners of the Building. An approved Comprehensive Lot Grading Plan may apply. In the case of a Townhouse Residential Use or Street Townhouse Residential Use, the Average Finished Grade shall be the average of the Finished Grade at the four outermost corners of each Dwelling Unit, located where either the outermost side Building Face or the common wall separations intersect with the frontmost and rearmost Building Face of the Dwelling Unit. In the case of an Apartment Residential Use or other Building constructed on an Underground Structure for parking the Average Finished Grade shall be the measured at the base of the Building.";

- c) Part 2 – Interpretations and Definitions, 202 Definitions, 202.1 GRADE, AVERAGE NATURAL, the definition for Grade, Average Natural is amended by deleting the clause in its entirety and replacing it with:

"GRADE, AVERAGE NATURAL means the average of the Natural Grade around the Building's perimeter measured at each of the outermost exterior corners of the Building. In the case of a Street Townhouse Residential Use or Townhouse Residential Use, the Average Natural Grade shall be the average of the Finished Grade at the four outermost corners of each Dwelling Unit, located where either the outermost side Building Face or the common wall separations intersect with the frontmost and rearmost Building Face of the Dwelling Unit."

- d) Part 4 – General Regulations, 401 Uses of Land, Buildings and Structures, 401.4 Accessory Buildings, Structures and Uses, 401.4.3.b. is amended by deleting "face" and replacing it with "Building Face";

- e) Part 4 – General Regulations, 403 Regulations for the Size, Shape and Siting of Buildings and Structures, 403.2 Siting Exceptions, 403.2.3. and 403.2.3.c are amended by deleting "face of the Building" and replacing them with "Building Face";

- f) Part 4 – General Regulations, 403 Regulations for the Size, Shape and Siting of Buildings and Structures, 403.3 Gross Floor Area Exemptions, 403.3.1. is amended by deleting “exterior surface of the exterior wall” and replacing it with “Building Face”;
 - g) Part 4 – General Regulations, 403 Regulations for the Size, Shape and Siting of Buildings and Structures, 403.4 Building Height, 403.4.3 is amended by deleting “sidewall face” and replacing it with “side Building Face”;
 - h) Part 4 – General Regulations, 403 Regulations for the Size, Shape and Siting of Buildings and Structures, 403.7 Highest Building Face, 403.7.2.b. is amended by deleting “face of a post” and replacing it with “the outer face of a post”;
 - i) Part 4 – General Regulations, 405 Landscaping and Fencing Regulations, 405.4 Fence Requirements, 405.4.2.a.(i), 405.4.2.a.(ii), 405.4.3.a.(i) and 405.4.3.a.(ii) are amended by deleting “face of the Building” and replacing them with “Building Face”;
 - j) Part 5 – Agricultural Zones, Setbacks, 501.7.2.e., 501.7.3.f., 501.7.4.f., 501.7.5.f., 501.7.6.f., 501.7.6.g., 501.7.7.f., 502.7.2.e., 502.7.3.f., 502.7.4.f., 502.7.5.f., 502.7.6.f., 502.7.6.g., 502.7.7.f., 503.7.2.e., 503.7.3.f., 503.7.4.f., 503.7.5.f., 503.7.6.f., 503.7.6.g., 503.7.7.f., 504.7.1.f., 504.7.3.e., 504.7.4.f., and 505.7.2.f. are amended by deleting “from Residential Use Buildings” or “from Single Detached Residential Use” and replacing them with “from the Building Face of a Building for a Residential Use”.
 - k) Part 6 – Residential Zones, Setbacks, 601.7.2.e., 605.7.2.e., 605.7.3.f., 605.7.4.f., 605.7.5.f., 606.7.2.e., 607.7.2.e., 608.7.2.e., 609.7.2.e., 610.7.2.f., 610.7.3.f., 610.7.4.f., 610.7.5.f., 610.7.6.e., 611.7.2.f., 611.7.3.f., 611.7.4.f., 611.7.5.f., 611.7.6.e., 614.7.2.e., 615.7.3.f., and 616.7.3.e. are amended by deleting “from Residential Buildings” and replacing it with “from the Building Face of a Building for a Residential Use”.
 - l) Part 6 – Residential Zones, Setbacks, 602.7.3.e. and 603.7.3.e. are amended by inserting “the Building Face, or” after “measured from”.
 - m) Part 6 – Residential Zones, 626 Zone: RMH Manufactured Home Park Residential, 626.10 Manufactured Home Site Setbacks, 626.10.1 is amended by deleting the clause in its entirety and replacing it with:
 - “1. The minimum Setbacks for all Buildings and Structures on a Manufactured Home Site, as measured from the Building Face of a Manufactured Home, from a living area addition to a Manufactured Home, from the supports of a carport, and from the outer face of a deck, shall be not less than:”.
5. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to determine the maximum height of the building using the definitions and calculation requirements of Zoning Bylaw No.

3510-1985 for five (5) site specific building height exceptions that were approved under Zoning Bylaw No. 3500-1985, as follows:

- a) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.11 Detached Garden Suite Residential, 402.11.4. is amended by deleting “Building Height” at the end of clauses 402.11.4.a. and 402.11.4.b., and by deleting clause 402.11.4.c. in its entirety and replacing it with the following:

- “c. the Height of the Building shall not exceed 7.5 metres specific to the following Lot:
(i) Lot 34, except: part subdivided by Plan BCP13892, Section 24, Township 12, New Westminster District Plan LMP19841. PID: 019-045-824. 26378 126 Avenue.

where the Height is measured, as per Zoning Bylaw No. 3500-1985, as the greatest vertical distance from the “Building Height Base Line” to the topmost part of the building as determined by the following definitions:

BUILDING HEIGHT BASE LINE - means:

- (a) averaging the two front Datum Determination Points on the lot; and
(b) averaging the two rear Datum Determination Points on the lot; and
(c) longitudinally extending a line joining (a) and (b); and

DATUM DETERMINATION POINTS - means the two points on a lot created where the frontmost and rearmost wall face of the principal building, or projections thereof, intersect with the outermost sidewall faces, or projections thereof, measured as the lesser of Natural or Finished Grade.

Refer to Zoning Bylaw No. 3510-1985 for additional information and definition of terms.”

- b) Part 6 – Residential Zones, 618 Zone: RM-2 Medium Density Apartment Residential, 618.8 Height, 618.8.1. is amended by inserting “, except:” after “11.0 metres” and by inserting the following clause as 618.8.1.a.:

- “a. the Height for Principal Buildings and Principal Structures shall not exceed 22.0 metres nor 6 Storeys specific to the following Lot:

- (i) Lot 1 District Lot 401 Group 1 New Westminster District Plan EPP94580. PID: 030-971-861. 11641 227 Street.

where the Height is measured, as per Zoning Bylaw No. 3500-1985, as the greatest vertical distance from the “Building Height Base Line” to the topmost part of the building as determined by the following definitions:

BUILDING HEIGHT BASE LINE - means:

- (a) averaging the two front Datum Determination Points on the lot; and
(b) averaging the two rear Datum Determination Points on the lot; and
(c) longitudinally extending a line joining (a) and (b); and

DATUM DETERMINATION POINTS - means the two points on a lot created where the frontmost and rearmost wall face of the principal building, or projections

thereof, intersect with the outermost sidewall faces, or projections thereof, measured as the lesser of Natural or Finished Grade.

Refer to Zoning Bylaw No. 3510-1985 for additional information and definition of terms.”

- c) Part 6 – Residential Zones, 618 Zone: RM-2 Medium Density Apartment Residential, 618.8 Height, 618.8.2. is amended deleting “, except:” at the end of the clause and by deleting 618.8.2.a. in its entirety.
- d) Part 6 – Residential Zones, 625 Zone: RG-2 Suburban Residential Strata, 625.8 Height, 625.8.1.a. is amended by deleting the clause in its entirety and replacing it with:

“a. the Height for Principal Buildings and Principal Structures shall not exceed 11.0 metres specific to the following Lots:

- (i) Bareland Strata Lots 1 to 106, Section 11, Township 12, Plan EPS234. Bosonworth Avenue, Godwin Drive, Carmichael Street and 110 Avenue.

where the Height is measured, as per Zoning Bylaw No. 3500-1985, as the greatest vertical distance from the “Building Height Base Line” to the topmost part of the building as determined by the following definitions:

BUILDING HEIGHT BASE LINE - means:

- (a) averaging the two front Datum Determination Points on the lot; and
- (b) averaging the two rear Datum Determination Points on the lot; and
- (c) longitudinally extending a line joining (a) and (b); and

DATUM DETERMINATION POINTS - means the two points on a lot created where the frontmost and rearmost wall face of the principal building, or projections thereof, intersect with the outermost sidewall faces, or projections thereof, measured as the lesser of Natural or Finished Grade.

Refer to Zoning Bylaw No. 3510-1985 for additional information and definition of terms.”

- e) Part 7 – Commercial Zones, 701 Zone: C-1 Neighbourhood Commercial, 701.8 Height, 701.8.1.a shall be amended by deleting the clause in its entirety and replacing it with:

“a. the Height for a Building or Structure shall not exceed 12.0 metres nor 3 Storeys specific to the following Lot:

- i. Lot C District Lot 403 Group 1 New Westminster District Plan EPP71200. PID 030-627-788. 11300 Pazarena Place.

where the Height is measured, as per Zoning Bylaw No. 3510-1985, as the greatest vertical distance from the “Building Height Base Line” to the topmost part of the building as determined by the following definitions:

BUILDING HEIGHT BASE LINE - means:

- (a) averaging the two front Datum Determination Points on the lot; and
- (b) averaging the two rear Datum Determination Points on the lot; and
- (c) longitudinally extending a line joining (a) and (b); and

DATUM DETERMINATION POINTS - means the two points on a lot created where the frontmost and rearmost wall face of the principal building, or projections thereof, intersect with the outermost sidewall faces, or projections thereof, measured as the lesser of Natural or Finished Grade.

Refer to Zoning Bylaw No. 3510-1985 for additional information and definition of terms.”

- f) Part 7 – Commercial Zones, 707 Zone: CRM Commercial/Residential, 707.8 Height, 707.8.1.a. shall be amended by deleting the clause in its entirety and replacing it with:

“a. the Height for a Building or Structure shall not exceed 21.0 metres, specific to the following Lot:

- (i) Lot 1, DL 398, GP 1, NWD Plan EPP34022, except Plans EPP34066 and EPP36136. PID: 029-152-861. 22369 116 Avenue.

where the Height is measured, as per Zoning Bylaw No. 3500-1985, as the greatest vertical distance from the “Building Height Base Line” to the topmost part of the building as determined by the following definitions:

BUILDING HEIGHT BASE LINE - means:

- (a) averaging the two front Datum Determination Points on the lot; and
- (b) averaging the two rear Datum Determination Points on the lot; and
- (c) longitudinally extending a line joining (a) and (b); and

DATUM DETERMINATION POINTS - means the two points on a lot created where the frontmost and rearmost wall face of the principal building, or projections thereof, intersect with the outermost sidewall faces, or projections thereof, measured as the lesser of Natural or Finished Grade.

Refer to Zoning Bylaw No. 3510-1985 for additional information and definition of terms.”

6. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to correct Agricultural uses, as follows:
- a) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.11 Detached Garden Suites, 402.11.6.(i) is amended by deleting the clause: “the Detached Garden Suite Residential Use shall be approved by the Agricultural Land Commission”, and by renumbering the subsequent clauses “(ii)” and “(iii)” to “a.” and “b.”;
 - b) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.27 Temporary Residential, 402.27.3.c. is amended by deleting the clause: “shall be approved by the Agricultural Land Commission prior to the issuance of a Building Permit.”;
 - c) Part 5 – Agricultural Zones, 503 Zone: A-3 Extensive Agricultural, 503.7 Setbacks, 503.7.1.c. is amended by deleting “however” and replacing it with “and”;
 - d) Part 5 – Agricultural Zones, 504 Zone: A-4 Intensive Greenhouse, 504.7 Setbacks, 504.7.2.c. is amended by deleting “1.5 metres” and replacing it with “1.5 metres and the sum of the two interior side setbacks shall be not less that 3.5 metres”;
 - e) Part 6 – Residential Zones, 611 Zone: RS-3 Single Detached Rural Residential, 611.11 Other Requirements, 611.11.1.a. is amended by deleting “; and” and replacing it with “.”, and by deleting clause 611.11.1.b.: “shall not be permitted unless the Lot is Designated as “Agricultural” in the Maple Ridge Official Community Plan Bylaw No. 7060-2014.”
7. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to provide additional clarity to Zones subject to the Albion Area Density Bonus Amenity Contribution, as follows:
- a) Part 6 – Residential Zones, 607 Zone: RS-1b Single Detached (Medium Density) Residential, 607.4 Lot Area and Dimensions, 607.4.2 is amended by inserting “for a Density Bonus from RS-1b to R-1” after “dimensions”, and by inserting the following after 607.4.2.c. “d. Refer to the Other Requirements Section of this Zone.”;
 - b) Part 6 – Residential Zones, 607 Zone: RS-1b Single Detached (Medium Density) Residential, 607.11 Other Requirements, 607.11.1.a. is amended by inserting “but not less than 371.0 square metres” after “557.0 square metres”;
 - c) Part 6 – Residential Zones, 609 Zone: RS-1d Single Detached (Half Acre) Residential, 609.4 Lot Area and Dimensions, 609.4.2 is amended by inserting “for a Density Bonus from RS-1d to RS-1b” after “dimensions”, and by inserting the following after 609.4.2.c. “d. Refer to the Other Requirements Section of this Zone.”;
 - d) Part 6 – Residential Zones, 609 Zone: RS-1d Single Detached (Half Acre) Residential, 609.11 Other Requirements, 609.11.1.a. is amended by inserting “but not less than 557.0 square metres” after “2,000 square metres”;

- e) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.4 Lot Area and Dimensions, 617.4.2. is amended by inserting “for a Density Bonus from RM-1 to RM-4” after “Residential Use”, and by inserting the following after 617.4.2.c. “d. Refer to the Other Requirements Section of this Zone.”;
 - f) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.11 Other Requirements, 617.11.5. is amended by inserting “but not more than 0.75 times the Lot Area” following “0.6 times the Lot Area”.
8. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to revise references to Tandem Parking uses in the RM-1 zone, as follows:
- a) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.10 Parking and Loading, 617.10.4 is amended by deleting “Tandem garage” and replacing it with “Tandem Parking garage”, and by inserting “Maple Ridge” before “Off-street Parking”;
 - b) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.10 Parking and Loading, 617.10.5. is amended by deleting “Tandem garage” and replacing it with “Tandem Parking garage”, by deleting “Townhouse development” and replacing it with “Townhouse Residential Development”, and by deleting “Council Policy on Tandem Parking within Townhouse Developments” and replacing it with “Maple Ridge Policy 6.35 - Tandem Parking Garage Units within Townhouse Developments”;
 - c) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.11 Other Requirements, 617.11.6. is amended by inserting “Residential” after “Townhouse” and by inserting “Townhouse dwelling” after “attached”.
9. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to include the number of storeys with the height requirement for RM-3 and RM-6 zones, as follows:
- a) Part 6 – Residential Zones, 619 Zone: RM-3 Medium/High Density Apartment Residential, 619.8 Height, 619.8.1 is amended by adding “nor twelve (12) storeys,” after “43.0 metres”;
 - b) Part 6 – Residential Zones, 622 Zone: RM-6 Town Centre High Density Apartment Residential, 622.8 Height, 622.8.1. is amended by adding “nor ten (10) storeys” to the end of the sentence following “37.0 metres”.
10. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to update the legal descriptions, revise the numbering format, and update the reference to the Local Government Act in the RS-2 zone, as follows:

- a) Part 6 – Residential Zones, 610 Zone: RS-2 Single Detached Suburban Residential, 610.11 Other Requirements, 610.11.5 is amended by deleting clauses 610.11.5.a. and 610.11.5.b. in their entirety and replacing it with:

“a. Lots 1 to 12 Section 28 Township 12 New Westminster District Plan EPP 56758; 12872 to 12967 235A Street;”;

610.11.5.(i) is amended by deleting “Section 941 – Provision of Park Land” and replacing it with “Section 510 – Requirement for Provision of Park Land or Payment for Parks Purposes”; 610.11.5 is further amended by renumbering clauses “(i), (ii), (iii), (iv)” to “b. c. d. e.”; and by renumbering the subclauses “(a), (b) and (c)” to “(i), (ii), and (iii)”.

- b) Part 6 – Residential Zones, 610 Zone: RS-2 Single Detached Suburban Residential, 610.11 Other Requirements, 610.11.6 is amended by adding the PID and address to each legal description and by numbering the four legal descriptions as “a., b., c. and d.”, as follows:

- a. Lot 2 of the North West Quarter of Section 22 Township 12 Group 1 New Westminster Plan LMP22485. PID 023-066-733. 12516 240 Street.
- b. Lot “A” Except: Parcel “One” (Explanatory Plan 13720) Section 21 Township 12 New Westminster District Plan 9912. PID. 008-159-645. 12599 240 Street.
- c. Parcel “One” (Explanatory Plan 13720) Lot A Section 21 Township 12 New Westminster District Plan 9912. PID 011-437-391. 12599 240 Street. and
- d. Lot A Section 22 Township 12 New Westminster District Plan LMP9379. PID 018-161-031. 12511 241 Street.”;

610.11.6 is further amended by deleting “parcels” and replacing it with “Lots”, by renumbering the clauses after “provided that” from “a., b. and c.” to “e., f. and g.”, by inserting “Requirement for Provision of Park Land or Payment for Park Purposes” after “Section 510 – “, and by deleting “must” in 610.11.6.f.(i) and replacing it with “shall”.

11. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to correct typographical errors, as follows:

- a) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.11 Detached Garden Suite Residential, 402.11.2.b.(ii) is amended by deleting “shall” and replacing it with “may”;
- b) Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.14 Home Occupation, 402.14.9.d. is amended by deleting “Sign Bylaw No. 4653-1992” and replacing it with “Sign Bylaw No. 7630-2020”;
- c) Part 6 – Residential Zones, 616 Zone: RT-2 Ground-Oriented Residential Infill, 616.1 Purpose, 616.1.1 is amended by deleting the first instance of “Courtyard Residential” and replacing it with “Triplex Residential”;

- d) Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.4 Lot Area and Dimensions, 617.4.1.b. is amended by deleting “7.0 metres” and replacing it with “27.0 metres”;
- e) Part 6 – Residential Zones, 626 Zone: RMH Manufactured Home Park Residential, 626.1 Purpose, 626.1.1. is amended by deleting “0.4 hectares” and replacing it with “4.0 hectares”;
- f) Part 8 – Industrial Zones, 803 Zone: M-3 Business Park Industrial, 803.2 Principal Uses, 803.2.1.q. is amended by deleting “Recreational Facilities or instructional facilities” and replacing it with “Recreational Facilities and instructional facilities”;
- g) Part 10 – Comprehensive Development Zones, 1035 CD-1-21 Medium Density Rental Apartment Residential, 1035.7.2. is amended by deleting “will” and replacing it with “shall”, and 1035.10.1. is amended by inserting “Zone” after “RM-2”.

12. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended to include approved Zone Amending Bylaws which amended the text of Zoning Bylaw No. 3510-1985 after the adoption of the new Zoning Bylaw No. 7600-2019, which was adopted on December 8, 2020, as follows:

- a) Zone Amending Bylaw No. 7238-2016, was adopted on December 8, 2020, as follows:

Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.5 Density, 617.5.1. is amended by adding the following in numerical order:

“b. Floor Space Ratio shall not exceed 0.63 times the Lot Area and a maximum of 50.0 square metres of habitable Basement area per unit shall be excluded from the calculation of Gross Floor Area specific to the following Lot:

- (i) Lot 2 Section 32 Township 12 New Westminster District Plan EPP70286. PID 031-264-875. 23183 136 Avenue.”;

- b) Zone Amending Bylaw No. 7674-2020, was adopted on January 26, 2021, as follows:

Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.11 Detached Garden Suite Residential, 402.11.8.c. is amended by deleting the clause in its entirety and renumbering the subsequent clauses; and

Part 4 – General Regulations, 402 Regulations for Permitted Uses of Land, Buildings, and Structures, 402.24 Secondary Suite Residential, 402.24.1.e. is amended by deleting the clause in its entirety and renumbering the subsequent clauses;

- c) Zone Amending Bylaw No. 7432-2018, was adopted on February 23, 2021, as follows:

Part 6 – Residential Zones, 617 Zone: RM-1 Low Density Townhouse Residential, 617.5 Density, 617.5.1. is amended by adding the following in numerical order:

“c. Floor Space Ratio shall not exceed 0.63 times the Lot Area specific to the following Lot:
(i) Lot 1 Section 21 Township 12 New Westminster District Plan EPP106316. PID 031-318-479. 23785 Dewdney Trunk Road.”;

d) Zone Amending Bylaw No. 7336-2017, was adopted on July 13, 2021, as follows:

Part 10 – Comprehensive Development Zones is amended by inserting the CD-1-17 zone in the correct numerical order to follow the CD-1-05 zone and renumbering subsequent Sections, as follows:

“CD-1-17 COMPREHENSIVE DEVELOPMENT ZONE

PURPOSE

1. This Zone is intended to accommodate and regulate the development of a medium to high density comprehensively-planned mixed use development in multiple phases in the Town Centre Area.
2. For interpretation purposes of this zone:
 - a. Refer to the “Phase Plan” identifying the boundaries of each phase in the Other Requirements Section of this Zone;
 - b. Refer to the “Amenity and Rezoning Offerings by Phase” requirements in the Other Requirements Section of this Zone;
 - c. “Base density” means the density permitted without the bonus density or the amenity bonus density being added;
 - d. “This Bylaw” means Maple Ridge Zoning Bylaw No. 7600-2019.

PRINCIPAL USES

1. The following Principal Uses shall be permitted in this Zone:
 - a. Apartment Residential, within the Town Centre Area, as identified on Schedule “C” (Town Centre Area Plan) of this Bylaw, excluding Phase 5;
 - b. Assembly;
 - c. Business Services;
 - d. Cannabis Retail;
 - e. Civic;
 - f. Convenience Store;
 - g. Financial Services;
 - h. Funeral Services;
 - i. Indoor Commercial Recreation;
 - j. Licensee Retail Store;
 - k. Light Industrial, limited to Microbrewery, Microwinery and Microdistillery;
 - l. Liquor Primary Establishment;
 - m. Media Production Studio;
 - n. Off-Street Parking;
 - o. Personal Repair Services;
 - p. Personal Services;

- q. Place of Worship;
- r. Private Hospital;
- s. Professional Services;
- t. Public Market;
- u. Refund Container Recycling Depot;
- v. Restaurant;
- w. Retail, excluding Highway Commercial;
- x. Tourist Accommodation; and
- y. Townhouse Residential, in Phases 1, 2, 3, 4 and 6 only

ACCESSORY USES

1. The following shall be permitted as Accessory Uses to one of the permitted Principal Uses in this Zone:
 - a. Home Occupation, excluding Phase 5; and
 - b. Outdoor Display or sales area.
2. Refer to Sections 401 and 402 of this Bylaw for additional information.

LOT AREA and DIMENSIONS

1. Minimum lot area and dimensions for each phase of the development shall not be less than:

| | |
|----------------|-----------------------|
| a. in lot area | 1,500.0 square metres |
| b. in width | 6.0 metres |
| c. in depth | 27.0 metres |
2. Refer to Section 407 (Building Envelope) of this Bylaw for required minimum Building Envelope dimensions.

DENSITY

1. Phase 1:
 - a. The Floor Space Ratio of any building or structure shall not exceed a base density of 1.0 times the lot area.
 - b. Bonus density may be added to the Floor Space Ratio, up to a maximum of 1.3 times the Lot Area, with the following provisions:
 - (i) an amount equal to 0.3 times the lot area times the ratio of concealed off-street parking to required off-street parking, not to exceed 0.3 times the lot area; and
 - (ii) an amount equal to 0.25 times the lot area may be added for each storey above the second (2) storey, not to exceed 1.0 times the lot area.
 - c. The maximum density in this phase, including any bonus density is 2.3 times the lot area.
 - d. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.
2. Phase 2:
 - a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.
 - b. A bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing the following:

- (i) An amount equal to 0.34 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure; and
 - (ii) An amount equal to 0.3 times the lot area for each storey above the second, not to exceed 0.9 times.
 - c. An amenity bonus density, up to a maximum of 0.3 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 2 in the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone.
 - d. The maximum density in this phase, including any bonus density and amenity bonus density is 2.65 times the lot area.
 - e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.
- 3. Phase 3:
 - a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.
 - b. A bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing the following:
 - (i) An amount equal to 0.4 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure;
 - (ii) An amount equal to 0.1 times the lot area for each storey above the second, not to exceed 0.9 times the lot area, based on the tallest structure in this phase.
 - c. An amenity bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 3 in the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone;
 - d. The maximum density in this phase, including any bonus density and amenity bonus density, is 3.6 times the lot area.
 - e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.
- 4. Phase 4:
 - a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.
 - b. A bonus density, up to a maximum of 1.1 times the lot area, may be obtained by providing the following:
 - (i) An amount equal to 0.2 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure;
 - (ii) An amount equal to 0.3 times the lot area for each storey above the second, not to exceed 0.9 times the lot area, based on the tallest structure in this phase.
 - i. shall include the rezoning offerings indicated for Phase 4 in the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone.
 - c. An amenity bonus density, up to a maximum of 0.3 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 4 in

the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone.

- d. The maximum density in this phase, including any bonus density and amenity bonus density, is 2.3 times the lot area.
- e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

5. Phase 5:

- a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.
- b. A bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing the following:
 - (i) An amount equal to 0.4 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure;
 - (ii) An amount equal to 0.3 times the lot area for each storey above the second, not to exceed 0.9 times the lot area, based on the tallest structure in this phase.
- c. An amenity bonus density, up to a maximum of 1.2 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 5 in the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone.
- d. The maximum density in this phase, including any bonus density and amenity bonus density, is 3.5 times the lot area.
- e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

6. Phase 6

- a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.
- b. A bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing the following:
 - (i) An amount equal to 0.4 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure;
 - (ii) An amount equal to 0.1 times the lot area for each storey above the second, not to exceed 0.9 times the lot area, based on the tallest structure in this phase.
- c. An amenity bonus density, up to a maximum of 3.2 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 6 in the "Amenity and Rezoning Offerings by Phase" in the Other Requirements Section of this Zone.
- d. The maximum density in this phase, including any bonus density and amenity bonus density, is 5.5 times the lot area.
- e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

7. Phase 7

- a. The floor space ratio shall not exceed a base density of 1.0 times the lot area.

- b. A bonus density, up to a maximum of 1.3 times the lot area, may be obtained by providing the following:
 - (i) An amount equal to 0.4 times the lot area for providing 100% of the required parking within a parking structure or an underground parking structure;
 - (ii) An amount equal to 0.1 times the lot area for each storey above the second, not to exceed 0.9 times the lot area, based on the tallest structure in this phase.
- c. An amenity bonus density, up to a maximum of 3.2 times the lot area, may be obtained by providing all of the amenity offerings indicated for Phase 7 in the “Amenity and Rezoning Offerings by Phase” in the Other Requirements Section of this Zone.
- d. The maximum density in this phase, including any bonus density and amenity bonus density, is 5.5 times the lot area.
- e. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

LOT COVERAGE

- 1. All Buildings and Structures together shall not exceed a lot coverage of 90% in each Phase, however:
 - a. lot coverage may be increased to 100% where all required off-street parking is provided in accordance with Part 3 (Off-Street Parking Requirements) of Maple Ridge Off Street Parking and Loading Bylaw No. 4350 – 1990.

SETBACKS

- 1. Minimum Setbacks for all Buildings and Structures in Phases 1 to 7 shall be not less than:
 - a. from a Front Lot Line 0.0 metres
 - b. from a Rear Lot Line 0.0 metres
 - c. from an Interior Side Lot Line 0.0 metres
 - d. from an Exterior Side Lot Line 0.0 metres
- 2. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

HEIGHT

- 1. Phases 1 to 4 and Phases 6 to 7:
 - a. Building Height for all Buildings and Structures shall be not less than three (3) storeys; and
 - b. The maximum building height is not restricted.
- 2. Phase 5:
 - a. Building Height for all Buildings and Structures shall be not less than two (2) storeys; and
 - b. The maximum building height is not restricted.
- 3. Refer to Section 403 (Building Height) of this Bylaw.

LANDSCAPING and SCREENING

- 1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

2. A continuous landscape strip of not less than 1.5 metres in width shall be provided on the lot adjacent to lot lines on the developed sides of the lot which abut a highway.
3. Phases 2 to 7:
 - a. All developed portions of the lot not covered by buildings, structures or paved areas shall be landscaped, including the retention of mature trees where feasible. This landscaping shall be maintained.
 - b. The boulevard areas of highways abutting a lot shall be seeded or sodded with grass on the side of the highway abutting the lot, except at driveways, and walkways.
 - c. Loading areas, garbage containers and recycling containers shall be screened from any adjacent residential lot or from overlook from upper storeys, to a height of at least 2.5 metres by buildings, a landscaping screen, a solid decorative fence, or a combination thereof.

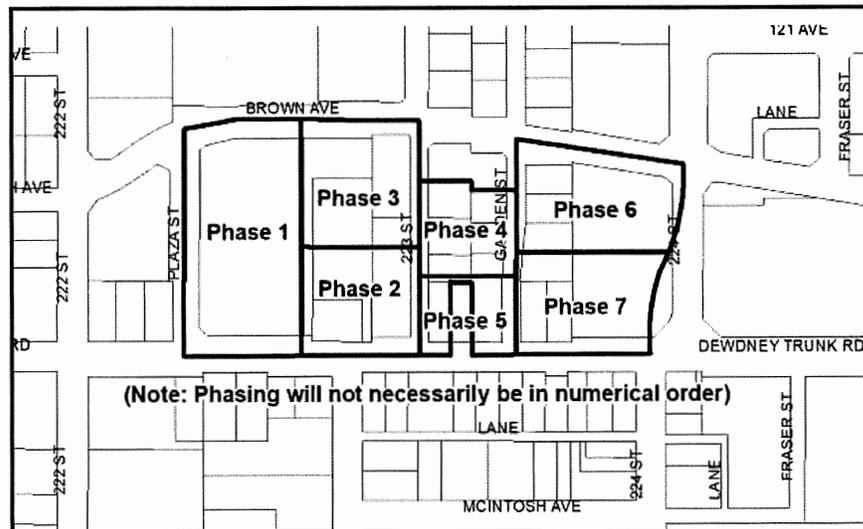
PARKING and LOADING

1. Off-street parking and off-street loading shall be provided in accordance with Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 – 1990, as amended.
2. All off-street parking shall be concealed parking.
3. Phase 1:
 - a. Notwithstanding the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 – 1990:
 - (i) a minimum of 50% of required parking spaces shall be provided with roughed-in conduit for future electric charging capabilities; and
 - (ii) a minimum of four electric vehicle charging stations shall be provided.
4. Phases 2 to 7, for Apartment Use:
 - a. Notwithstanding the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 – 1990:
 - (i) a minimum of four electric vehicle charging stations shall be provided.

OTHER REQUIREMENTS

1. Where permitted in Phases 2 to 7, an Apartment Residential Use shall:
 - a. be limited exclusively to storeys above the first storey for a building or a portion thereof along Dewdney Trunk Road, Garden Street in Phase 7, and along the internal public plaza from 224 Street to Garden Street in Phases 6 and 7;
 - b. be located within a building above all storeys which are used for a non-residential principal use or off-street parking use;
 - c. have a separate and independent access into the building containing the apartment use.
2. Where permitted in Phases 2 – 7, a Townhouse Use shall:
 - a. only be permitted on a lot containing an Apartment Use;

- b. have direct pedestrian access to street grade, a pedestrian walkway or a mews for each unit.
- 3. Phases 1 to 7 Ground Floor requirements:
 - a. The ground floor of all buildings shall have not less than:
 - (i) 90% of the lot frontage developed for permitted principal uses with public pedestrian or vehicular access; and
 - (ii) 25% of the lot area developed for a permitted principal use.
 - b. Phase 1, notwithstanding Schedule "E" Ground Floor Commercial Required of this Bylaw, shall not be required to provide ground floor commercial area along Plaza Street or Brown Avenue.
 - c. Phases 6 and 7 shall provide Ground Floor Commercial area in accordance with Schedule "E" Ground Floor Commercial Required of this Bylaw, including along both sides of the public pedestrian way and the public plaza.
- 4. Common Open Area(s) shall be provided as follows:
 - a. Phases 1 to 7:
 - (i) a minimum of 20% of the site area shall be provided as Common Open Area in Phase 1;
 - (ii) a minimum of 20% of the site area shall be provided as Common Open Area in Phases 2, 4 and 6;
 - (iii) a minimum of 50% of the site area shall be provided as Common Open Area in Phase 5;
 - (iv) a minimum of 35% of the site area shall be provided as Common Open Area in Phase 7; and
 - (v) a portion of the required common open space area may be provided on a roof.
- 5. Phases 2 to 7 shall provide Indoor Amenity Area(s) and Outdoor Amenity Area(s) as follows:
 - a. One or more indoor amenity areas shall be provided in each phase based on the following ratio, and this may form part of the Common Open Area requirements;
 - (i) 1.0 square metre per residential dwelling unit;
 - b. Phase 2, Phase 3, Phase 4 or Phase 5 shall provide a clubhouse or similar facility as an Indoor Amenity Area or Outdoor Amenity Areas.
- 6. Every use, except for an Outdoor Amenity Area and an off-street loading use, shall be located and undertaken wholly within an enclosed building.
- 7. The following "Phase Plan" identifies the boundaries for each Phase:



CD-1-17 Phase Plan

8. The following “Amenity and Rezoning Offerings by Phase” identifies the amenities to be provided to obtain an Amenity Density Bonus:
 - a. Phase 2:
 - (i) Continuation of east-west pedestrian way;
 - (ii) Minimum four electric vehicle charging stations;
 - (iii) BC Energy Step Code;
 - (iv) Sustainability measures; and
 - (v) A Clubhouse (if not provided in another phase).
 - b. Phase 3:
 - (i) Continuation of east-west pedestrian way;
 - (ii) Minimum four electric vehicle charging stations;
 - (iii) BC Energy Step Code;
 - (iv) Sustainability measures; and
 - (v) A Clubhouse (if not provided in another phase).
 - c. Phase 4:
 - (i) Continuation of east-west pedestrian way;
 - (ii) BC Energy Step Code;
 - (iii) Sustainability measures;
 - (iv) Seating area and theatre structure at the Central Plaza incorporating potential public art elements; and
 - (v) A Clubhouse (if not provided in another phase).
 - d. Phase 5:
 - (i) Continuation of east-west pedestrian way (including portion of Central Plaza);
 - (ii) Minimum four electric vehicle charging stations;
 - (iii) BC Energy Step Code;
 - (iv) Sustainability measures; and
 - (v) A Clubhouse (if not provided in another phase).
 - e. Phase 6:
 - (i) Continuation of east-west pedestrian way;

- (ii) Public plaza;
 - (iii) Minimum four electric vehicle charging stations;
 - (iv) BC Energy Step Code; and
 - (v) Sustainability measures.
- f. Phase 7:
- (i) Continuation of east-west pedestrian way;
 - (ii) Public plaza;
 - (iii) Public art piece (in Public Plaza) having a minimum value of \$100,000 adjusted by CPI between the year of this agreement and the year of the development application being made;
 - (iv) Public message board;
 - (v) BC Energy Step Code;
 - (vi) Minimum four electric vehicle charging stations; and
 - (vii) Sustainability measures.”

and:

Part 12 – Schedules, 1205 Schedule “E” – Town Centre Area Plan, Ground Floor Commercial Required is amended by deleting it and replacing it with the revised Schedule “E” – Town Centre Area Plan, Ground Floor Commercial Required, a copy of which is attached hereto and forms part of this Bylaw.

- e) Zone Amending Bylaw No. 7392-2017, was adopted on July 27, 2021, as follows:
 Part 6 – Residential Zones, 610 Zone: RS-2 Single Detached Suburban Residential, 610.11 Other Requirements is amended by adding the following as Section 610.11.7.:

“7. A Density Bonus is permitted on the Lots or tracts of land and premises known and described as:

- a. Lot 24 Section 28 Township 12 Group 1 New Westminster District Plan NWP38973. PID 008-549-371. 23585 128 Avenue.

provided that:

- b. the owner shall dedicate Park land for the purpose of tree preservation, exclusive of Environmentally Sensitive Area lands and Park dedication required by British Columbia Local Government Act Section 941 - Provision of Park Land;
- c. the base density is a minimum subdivision lot area of 0.4 hectares, minimum subdivision lot width of 36.0 metres, and minimum subdivision lot depth of 60.0 metres;
- d. a density bonus is an option in the RS-2 zone as follows:
 - i. the owner shall dedicate as Park land at least 2,922.0 square metres in any subdivision containing one or more Lots with an area of less than 0.4 hectares, as a condition of subdivision approval by the Approving Officer, and such area

to be acceptable to the Approving Officer for the purpose of preserving mature trees on the Parent Parcel;

- ii. the maximum Density Bonus is:
 - (a) minimum Lot Area of 1,200.0 square metres;
 - (b) minimum Lot Width of 24.0 metres;
 - (c) minimum Lot Depth of 36.0 metres; and

- e. Zone requirements for the RS-1c Zone shall apply and supersede the Zone requirements for the RS-2 Zone for any subdivision approved for the above described Lots or tracts of land.”.

13. Maple Ridge Zoning Bylaw No. 7600-2019 Schedule “A” – Zoning Bylaw Map is hereby amended to include adopted Zone Amending Bylaws which amended Map “A” of Zoning Bylaw No. 3510-1985 after the adoption of the new Zoning Bylaw No. 7600-2019, which was adopted on December 8, 2020, as follows:

- a) Zone Amending Bylaw No. 7238-2016, was adopted on December 8, 2020, as follows:

The following parcels or tracts of land and premises known and described as:

Lot A Section 32 Township 12 New Westminster District Plan EPP94937. PID 031-264-875. 23183 136 Avenue.

and outlined in heavy black line on Map No. 1910, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-1 (Low Density Townhouse Residential);

- b) Zone Amending Bylaw No. 7431-2018, was adopted on January 12, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lots 1 to 23 Section 33 Township 12 New Westminster District Plan EPP104551. 232 Street, 232A Street, and Blaney Road.

and outlined in heavy black line on Map No. 1911, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RS-1b (Single Detached (Medium Density) Residential), RS-1 (Single Detached Residential), R-1 (Single Detached (Low Density) Urban Residential), R-2 (Single Detached (Medium Density) Urban Residential) and RST-SV (Street Residential Townhouse – Silver Valley);

- c) Zone Amending Bylaw No. 7485-2018, was adopted on January 26, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lots 1 and 2 Section 17 Township 12 New Westminster District Plan EPP106935. PID 031-308-279 and 031-308-261. 11778 and 11782 Burnett Street.

and outlined in heavy black line on Map No. 1912, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential);

- d) Zone Amending Bylaw No. 7198-2015, was adopted on February 23, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 4 Block 2 District Lot 398 Group 1 New Westminster District Plan EPP88829. PID 031-351-999. 11655 Fraser Street.

and outlined in heavy black line on Map No. 1913, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-2 (Medium Density Apartment Residential);

- e) Zone Amending Bylaw No. 7432-2018, was adopted on February 23, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 1 Section 21 Township 12 New Westminster District Plan EPP106316. PID 031-318-479. 23785 Dewdney Trunk Road.

and outlined in heavy black line on Map No. 1914, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-1 (Low Density Townhouse Residential);

- f) Zone Amending Bylaw No. 7267-2016, was adopted on March 9, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 1 District Lot 263 Group 1 New Westminster Plan EPP101352. 12115 203 Street.

and outlined in heavy black line on Map No. 1915, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-1 (Low Density Townhouse Residential);

- g) Zone Amending Bylaw No. 7517-2018, adopted March 30, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lots 1 to 3 Section 11 Township 12 New Westminster District Plan EPP99132. PIDs 013-373-518, 031-373-526, 031-373-534. 25160, 25176, 25190 108 Avenue.

and outlined in heavy black line on Map No. 1916, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RS-2 (Single Detached Suburban Residential) and A-1 (Small Holding Agricultural);

- h) Zone Amending Bylaw No. 7366-2017, was adopted on May 11, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 1 District Lot 399 Group 1 New Westminster District Plan EPP107648. PID 031-395-996. 12109 223 Street.

and outlined in heavy black line on Map No. 1917, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-2 (Medium Density Apartment Residential);

- i) Zone Amending Bylaw No. 7606-2020, was adopted on May 25, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 74, Section 14, Township 12, New Westminster District Plan 61607. PID 002-806-517. 25057 112 Avenue;

Parcel "H" (Reference Plan 2047), Except Part in Statutory Right of Way Plan LMP30004, South West Quarter Section 14, Township 12, New Westminster District. PID 013-303-171. 25123 112 Avenue; and

Lot 1, Section 14, Township 12, New Westminster District Plan 70166. PID 002-267-802. 25171 112 Avenue.

and outlined in heavy black line on Map No. 1918, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential), R-2 (Single Detached (Medium Density) Urban Residential), and R-3 (Single Detached (Intensive) Urban Residential);

- j) Zone Amending Bylaw No. 7420-2018, was adopted on June 8, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 7 Block 1 District Lot 398 Group 1 New Westminster District Plan 155. PID 011-537-141. 22300 River Road;

Lot 14 Block 1 District Lot 398 Group 1 New Westminster District Plan 155. PID 013-603-094. 11575 223 Street; and

Lot 15 Block 1 District Lot 398 Group 1 New Westminster District Plan 155. PID 011-537-175. 11587 223 Street.

and outlined in heavy black line on Map No. 1919, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-2 (Medium Density Apartment Residential);

- k) Zone Amending Bylaw No. 7336-2017, was adopted on July 13, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

| | |
|-------------|---|
| 030-857-228 | LOT 2 DISTRICT LOT 399 GROUP 1 WESTMINSTER DISTRICT PLAN EPP88082 |
| 030-857-210 | LOT 1 DISTRICT LOT 399 GROUP 1 WESTMINSTER DISTRICT PLAN EPP88082 |
| 001-115-341 | LOT 9 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 20094 |
| 008-643-831 | LOT 10 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 20094 |
| 006-217-796 | LOT 50 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 48265 |
| 005-165-598 | LOT 55 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 53750 |
| 009-862-552 | LOT 4 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 13752 |
| 001-419-684 | LOT 3 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 13752 |

| | |
|-------------|--|
| 009-862-544 | LOT 2 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 13752 |
| 009-862-510 | LOT 1 EXCEPT: THE EAST 47 FEET; DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 13752 |
| 000-969-231 | LOT 27 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 17845 |
| 000-969-222 | LOT 26 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 17845 |
| 004-031-768 | LOT 24 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 15679 |
| 002-150-051 | LOT 18 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14549 |
| 009-966-561 | LOT 5 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14543 |
| 001-886-134 | LOT 4 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14543 |
| 004-681-088 | LOT 3 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14543 |
| 009-966-552 | LOT 2 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14543 |
| 004-067-444 | LOT 1 BLOCK 2 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 14543 |
| 001-916-980 | PARCEL "B" (EXPLANATORY PLAN 9471) OF LOT 2 DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1112 |
| 006-357-571 | LOT 52 EXCEPT: PART DEDICATED ROAD ON PLAN 81647, DISTRICT LOT 399 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 49034 |

and outlined in heavy black line on Map No. 1920, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to CD-1-17 (Comprehensive Development);

- l) Zone Amending Bylaw No. 7387-2017, was adopted on July 13, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 7 Block 1 Section 29 Township 12 Sublot C New Westminster District Plan 11173 except Plan EPP 81760. PID 009-483-322. 13589 232 Street.

and outlined in heavy black line on Map No. 1921, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential);

- m) Zone Amending Bylaw No. 7679-2020, was adopted on July 13, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot C District Lot 403 Group 1 New Westminster Plan EPP79514. PID 003-627-788. 11300 Pazarena Place.

and outlined in heavy black line on Map No. 1922, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to C-1 (Neighbourhood Commercial);

- n) Zone Amending Bylaw No. 7603-2019, was adopted on July 13, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Parcel 5 District Lot 278 Group 1 New Westminster District Reference Plan 64192.
PID 000-566-098. 11232 Dartford Street.

and outlined in heavy black line on Map No. 1923, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to H-1 (Heritage Commercial);

- o) Zone Amending Bylaw No. 7325-2017, was adopted on July 27, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 1 Section 17 Township 12 New Westminster District Plan EPP98989 except those parts shown as Road on Plan EPP98988. PID 031-406-149. 11779 Burnett Street.

and outlined in heavy black line on Map No. 1924, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-2 (Medium Density Apartment Residential);

- p) Zone Amending Bylaw No. 7390-2017, was adopted on July 27, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 47 Section 28 Township 12 New Westminster District Plan 63118. PID 001-810-472. 23953 Fern Crescent

and outlined in heavy black line on Map No. 1925, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RS-1b (Single Detached (Medium Density) Residential);

q) Zone Amending Bylaw No. 7445-2018, was adopted on July 27, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot A Section 20 Township 12 New Westminster District Plan EPP108731. PID 031-353-053. 22575 Brown Avenue.

and outlined in heavy black line on Map No. 1926, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-2 (Medium Density Apartment Residential).

r) Zone Amending Bylaw No. 7380-2017, was adopted on October 12, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 14 District Lot 263 Group 1 New Westminster District Plan 19098. PID 007-510-942. 12327 203 Street.

and outlined in heavy black line on Map No. 1933, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential).

s) Zone Amending Bylaw No. 7611-2020, was adopted on October 26, 2021, as follows:

The following parcels or tracts of land and premises known and described as:

Lot 185 District Lot 277 Group 1 New Westminster District Plan 40699. PID 005-397-901. 20857 Golf Lane.

and outlined in heavy black line on Map No. 1934, a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential).

14. Maple Ridge Zoning Bylaw No. 7600-2019 as amended, Schedule "A" – Zoning Bylaw Map and Schedule "E" – Ground Floor Commercial Required, attached thereto are hereby amended accordingly.

READ a first time the 14th day of December, 2021.

READ a second time the 14th day of December, 2021.

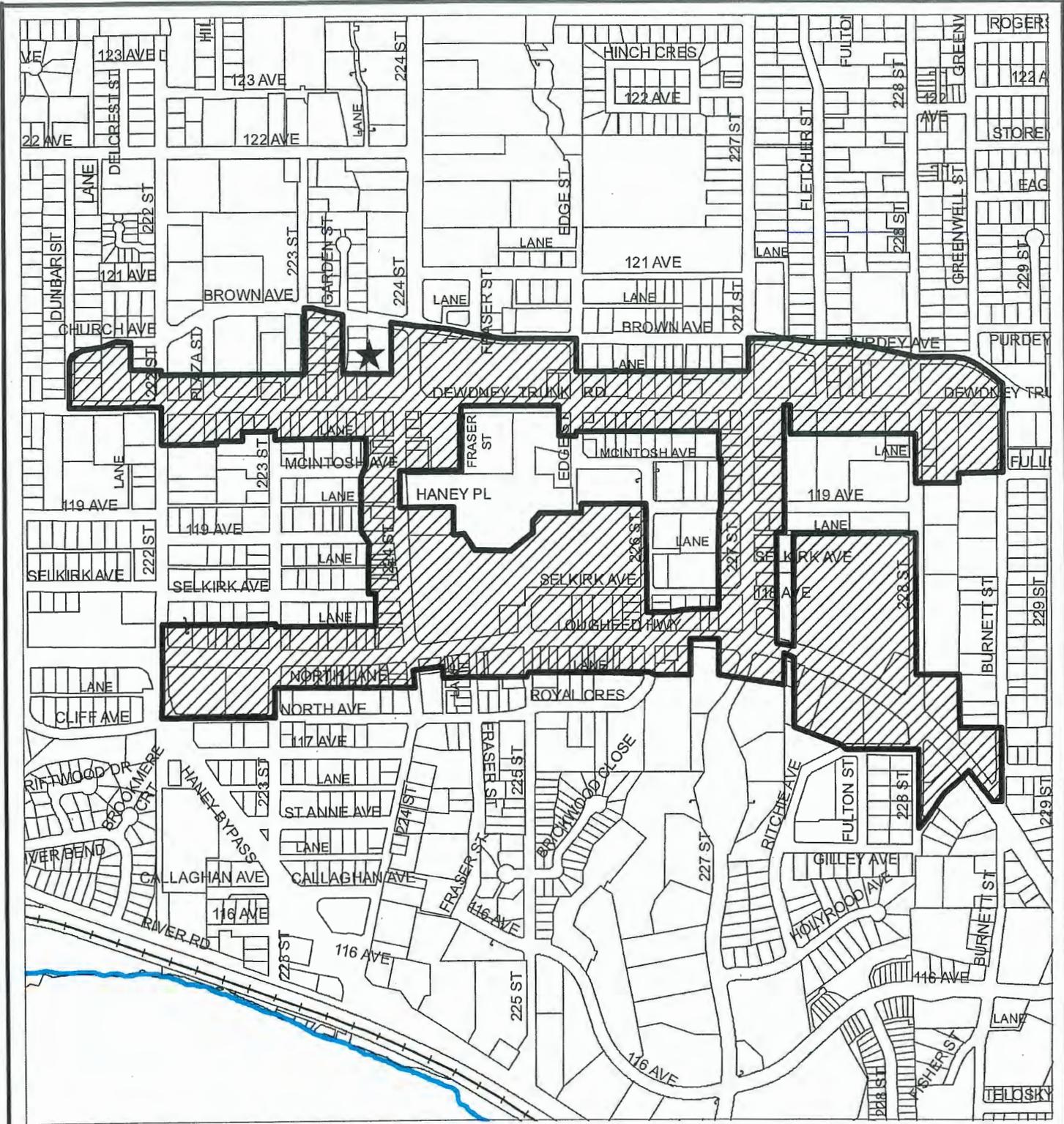
NOTICE OF PUBLIC HEARING WAIVED pursuant to Section 467 and 464(2) of the Local Government Act, and posted in the Maple Ridge-Pitt Meadows Newspaper on January 21 and January 28, 2022.

READ a third time the 8th day of February, 2022

ADOPTED the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



Town Centre Area Plan



Ground Floor
Commercial Required



Ground Floor Commercial
Required to support pedestrian
corridor and corner plaza

Bylaw No. 7600-2019
Schedule 'E'

PLANNING DEPARTMENT



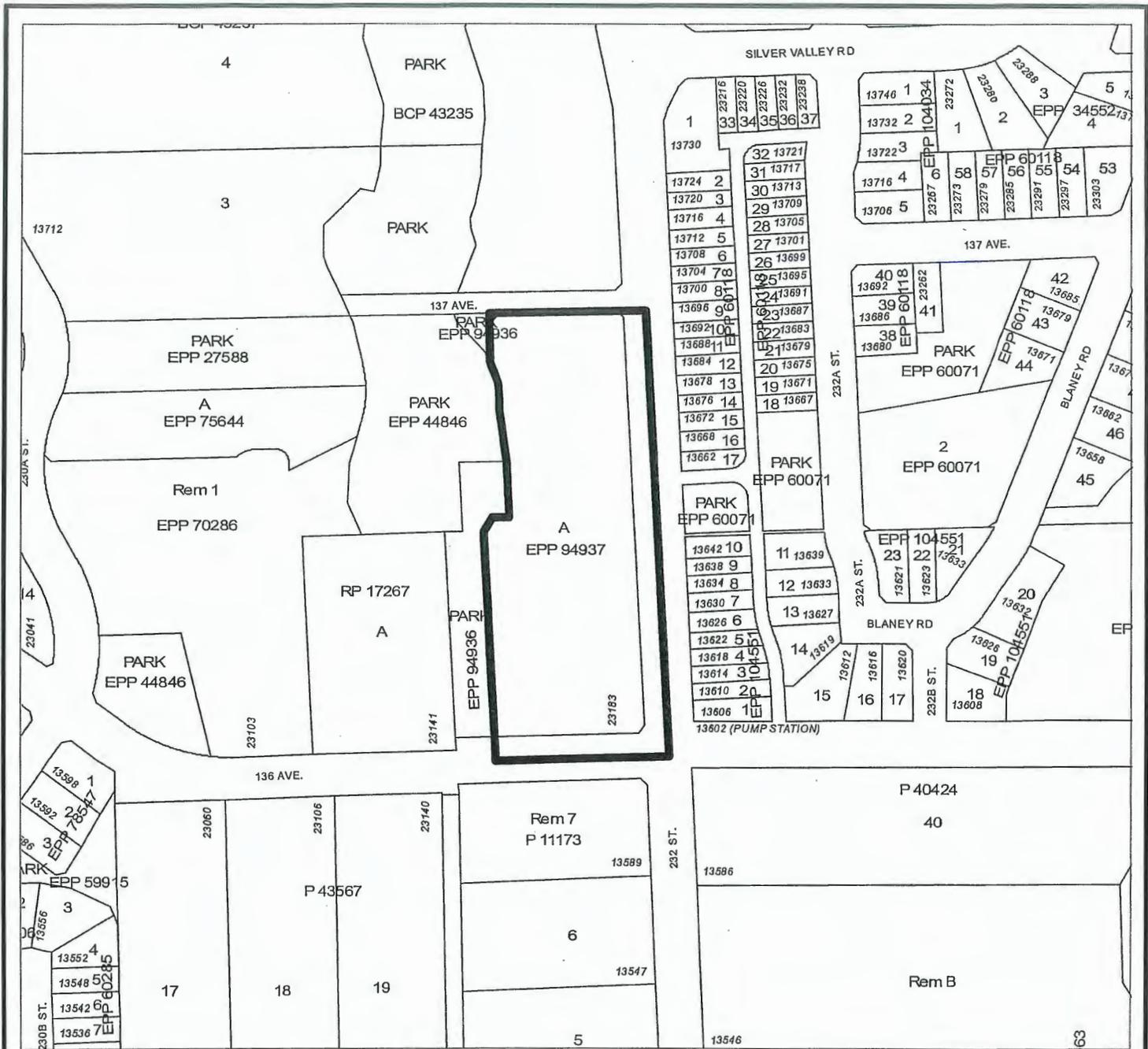
MAPLE RIDGE

British Columbia

mapleridge.ca

DATE: Sep 21, 2021

BY: DT



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

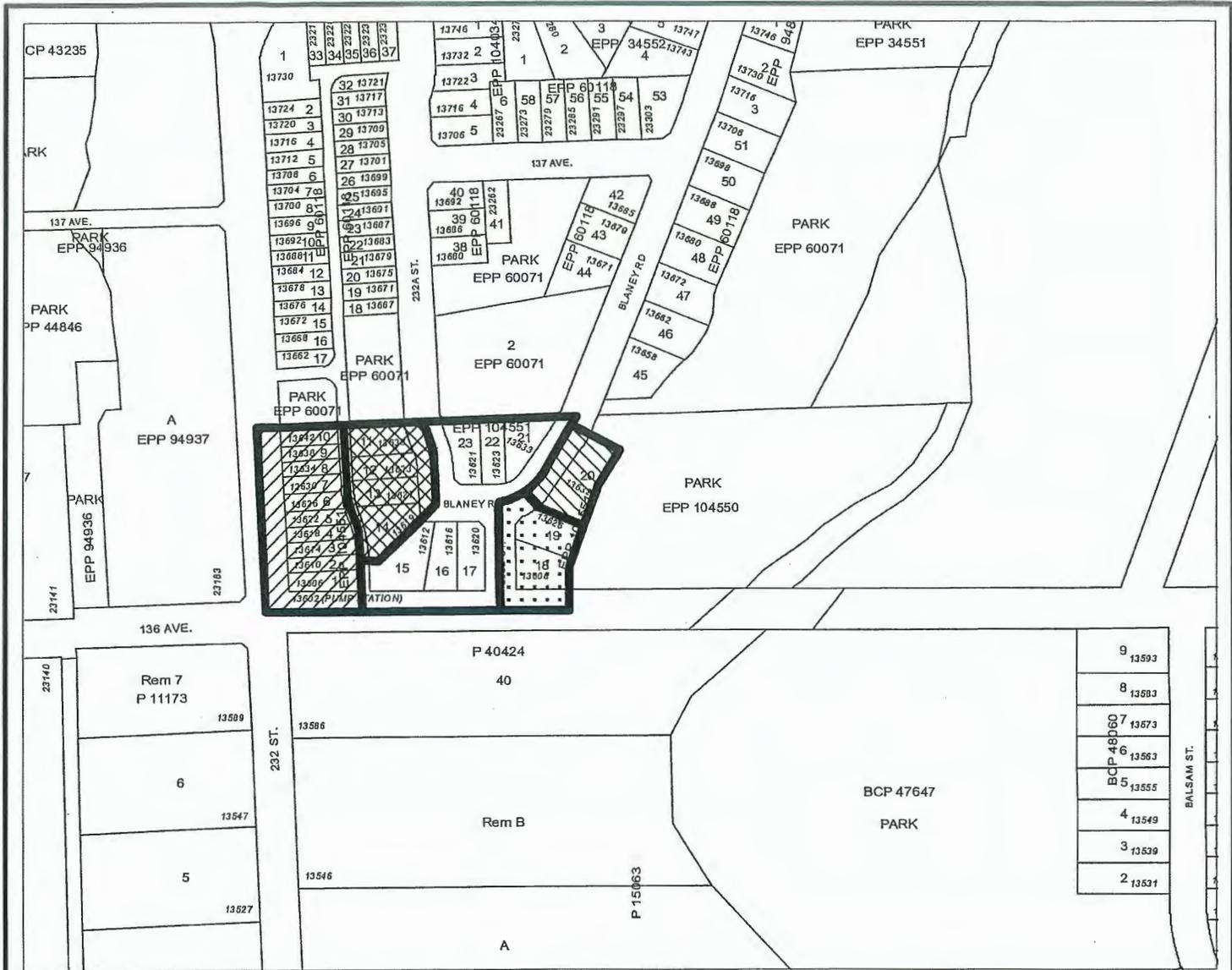
Map No. 1910

From: RM-1 (Townhouse Residential)

To: RM-1 (Low DensityTownhouse Residential)



SCALE 1:2,500



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

Map No. 1911

From: RS-1b (One Family Urban (Medium Density) Residential)
 RS-1 (One Family Urban Residential) R-2 (Urban Residential District)
 R-1 (Residential District) RST-SV (Street Townhouse - Silver Valley)

- To:
-  RS-1b (Single Detached (Medium Density) Residential)
 -  RS-1 (Single Detached Residential)
 -  R-1 (Single Detached (Low Density) Urban Residential)
 -  R-2 (Single Detached (Medium Density) Urban Residential)
 -  RST-SV (Street Residential Townhouse - Silver Valley)

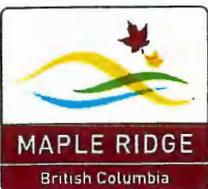


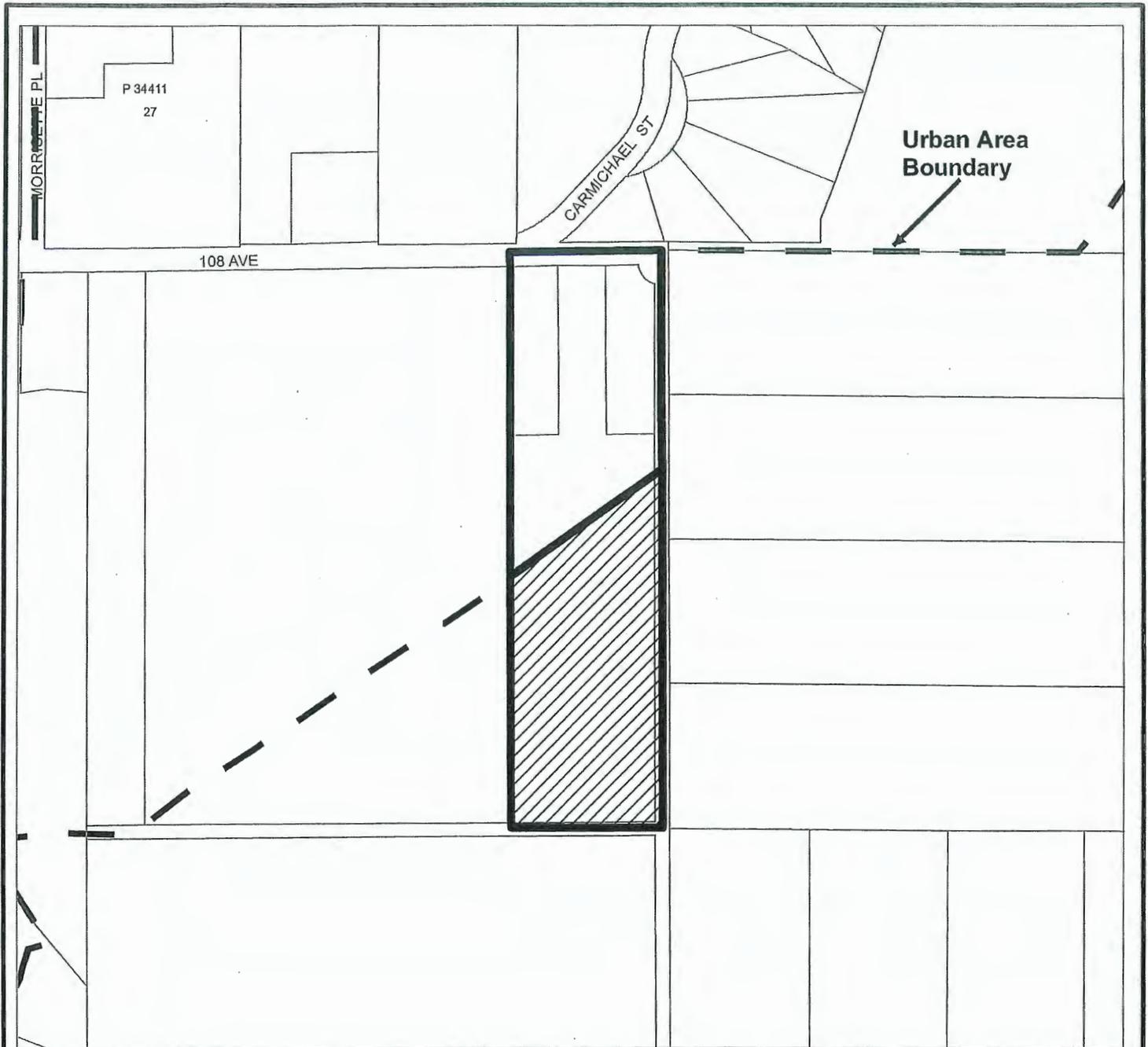


MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021
 Map No. 1912
 From: R-1 (Residential District)

To: R-1 (Single Detached (Low Density) Urban Residential)





MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

Map No. 1916

From: RS-2 (Single Family Suburban Residential)
 A-1 (Small Holding Agricultural)

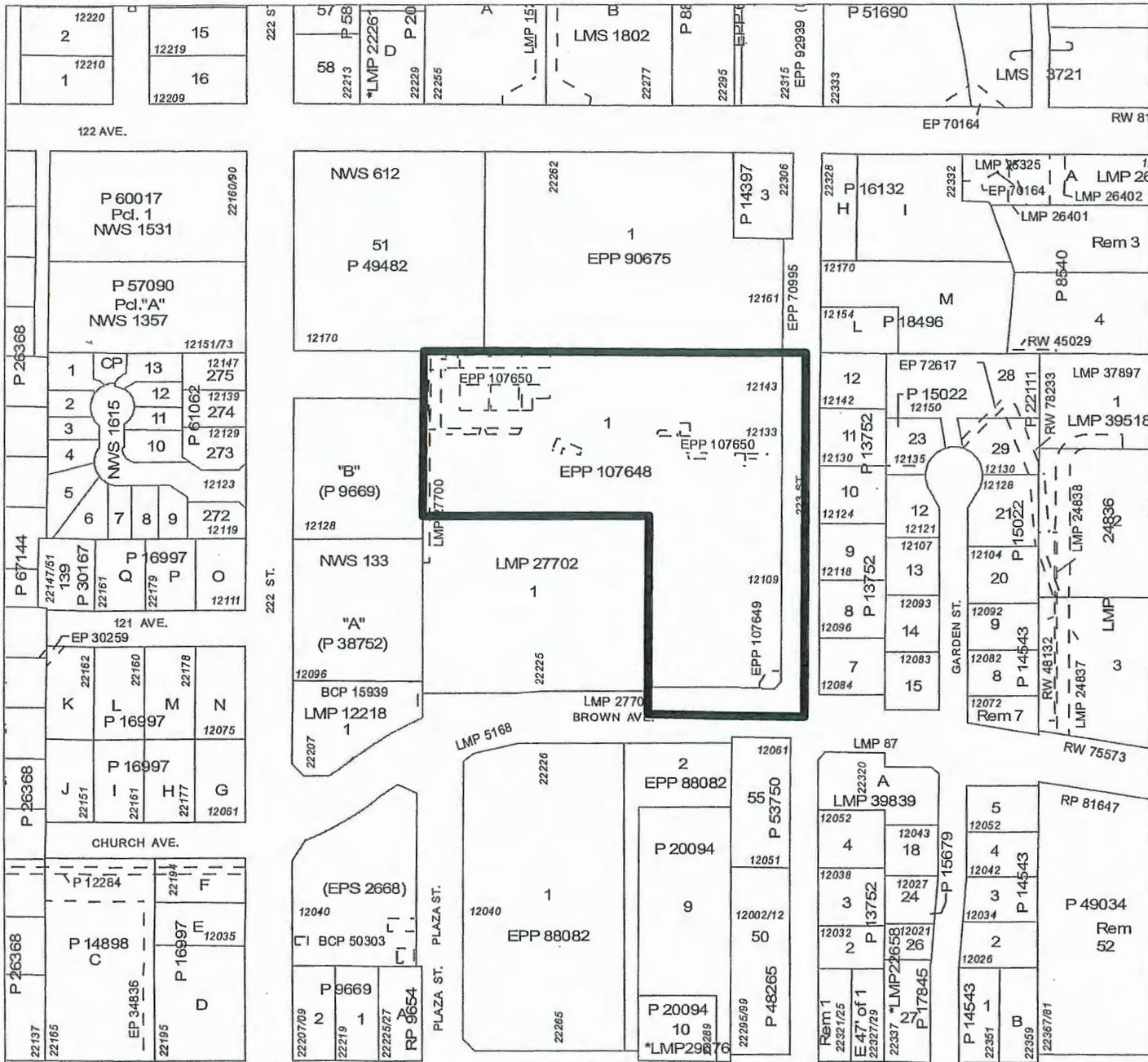
To:  RS-2 (Single Detached Suburban Residential)
 A-1 (Small Holding Agricultural)



--- Urban Area Boundary



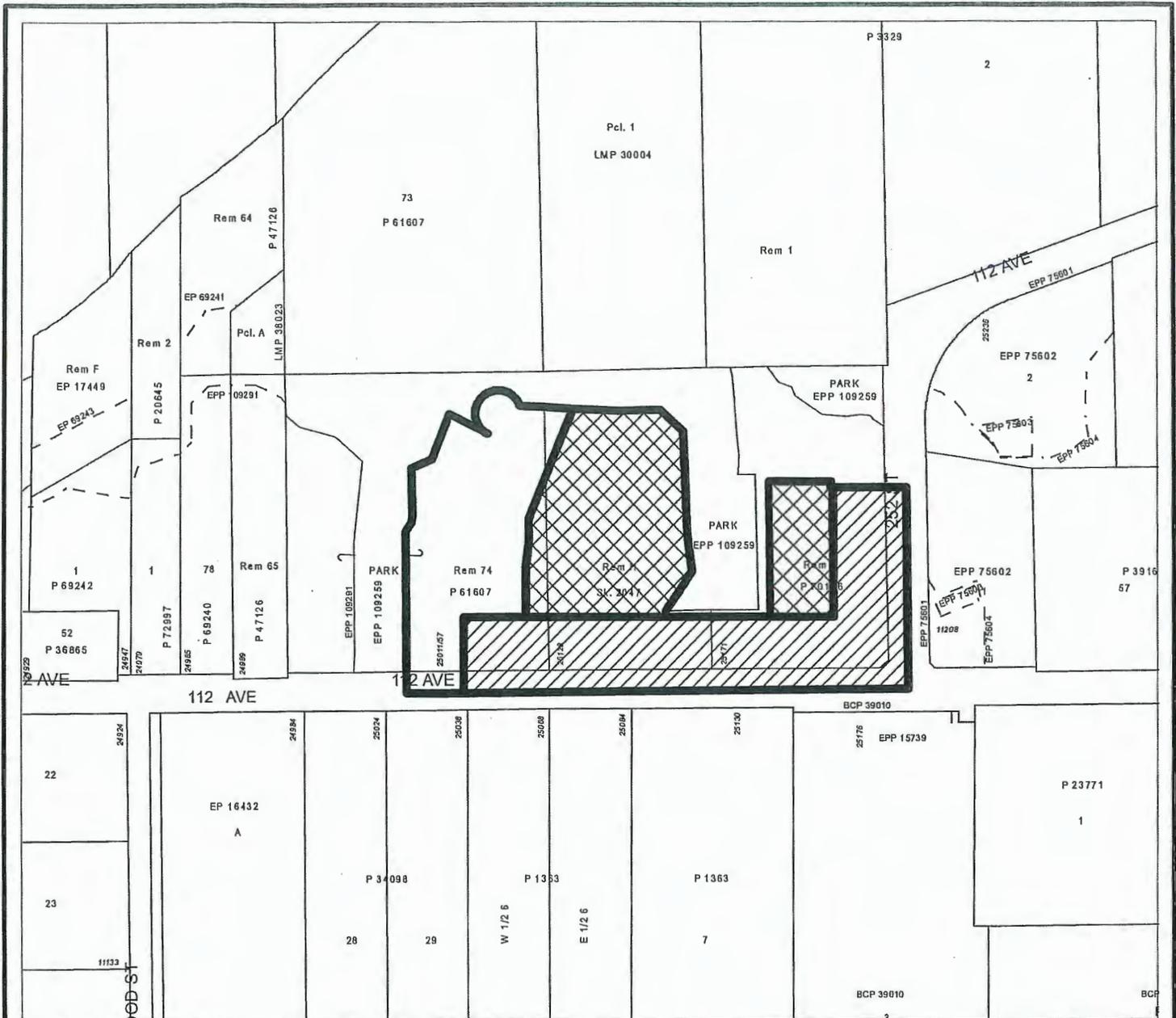
SCALE 1:4,000



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021
 Map No. 1917
 From: RM-2 (Medium Density Apartment Residential)
 To: RM-2 (Medium Density Apartment Residential)





MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

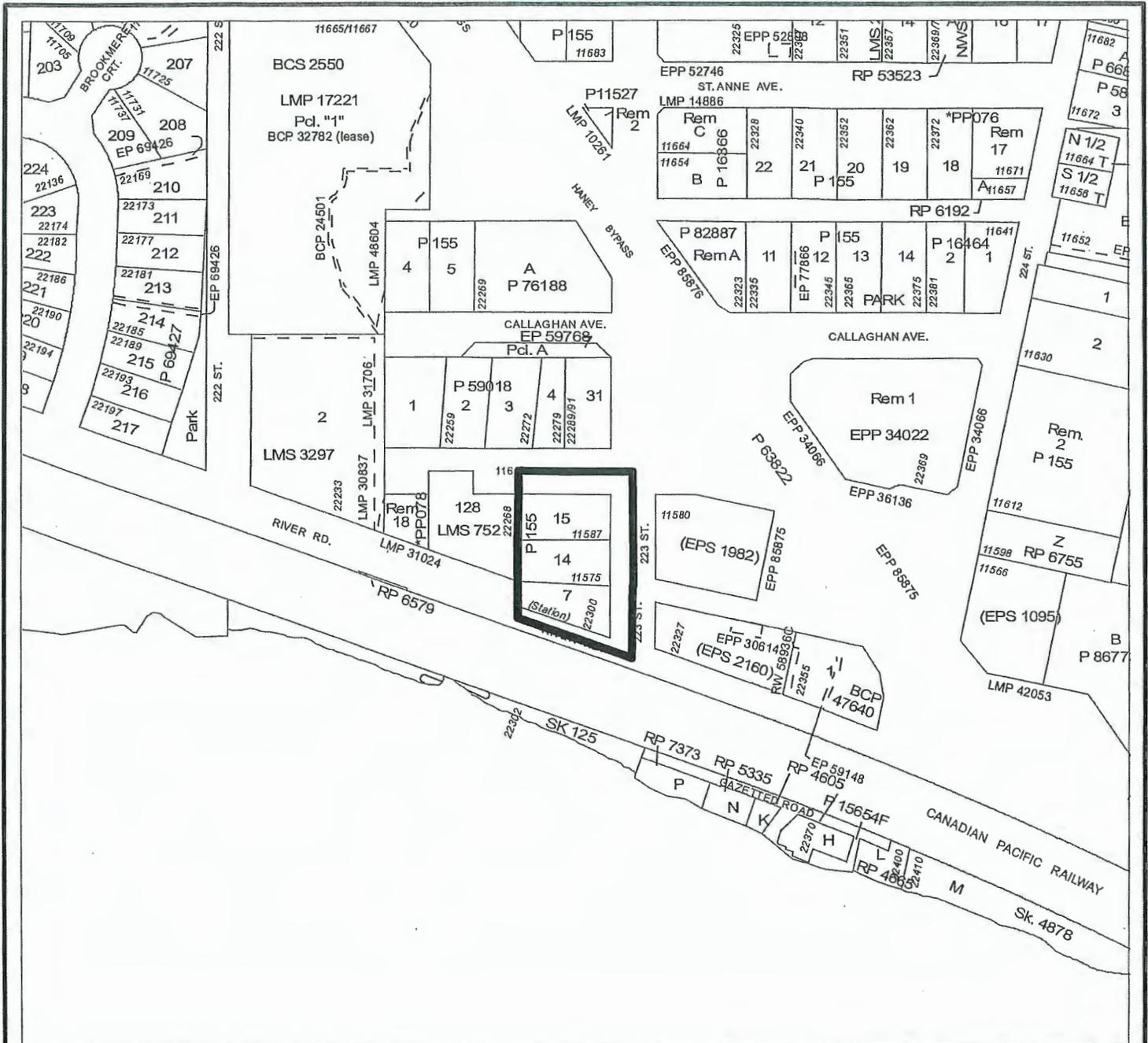
Map No. 1918

From: R-1 (Residential District), R-2 (Urban Residential District),
R-3 (Special Amenity Residential District)

- To:
-  R-1 (Single Detached (Low Density) Urban Residential)
 -  R-2 (Single Detached (Medium Density) Urban Residential)
 -  R-3 (Single Detached (Intensive) Urban Residential)



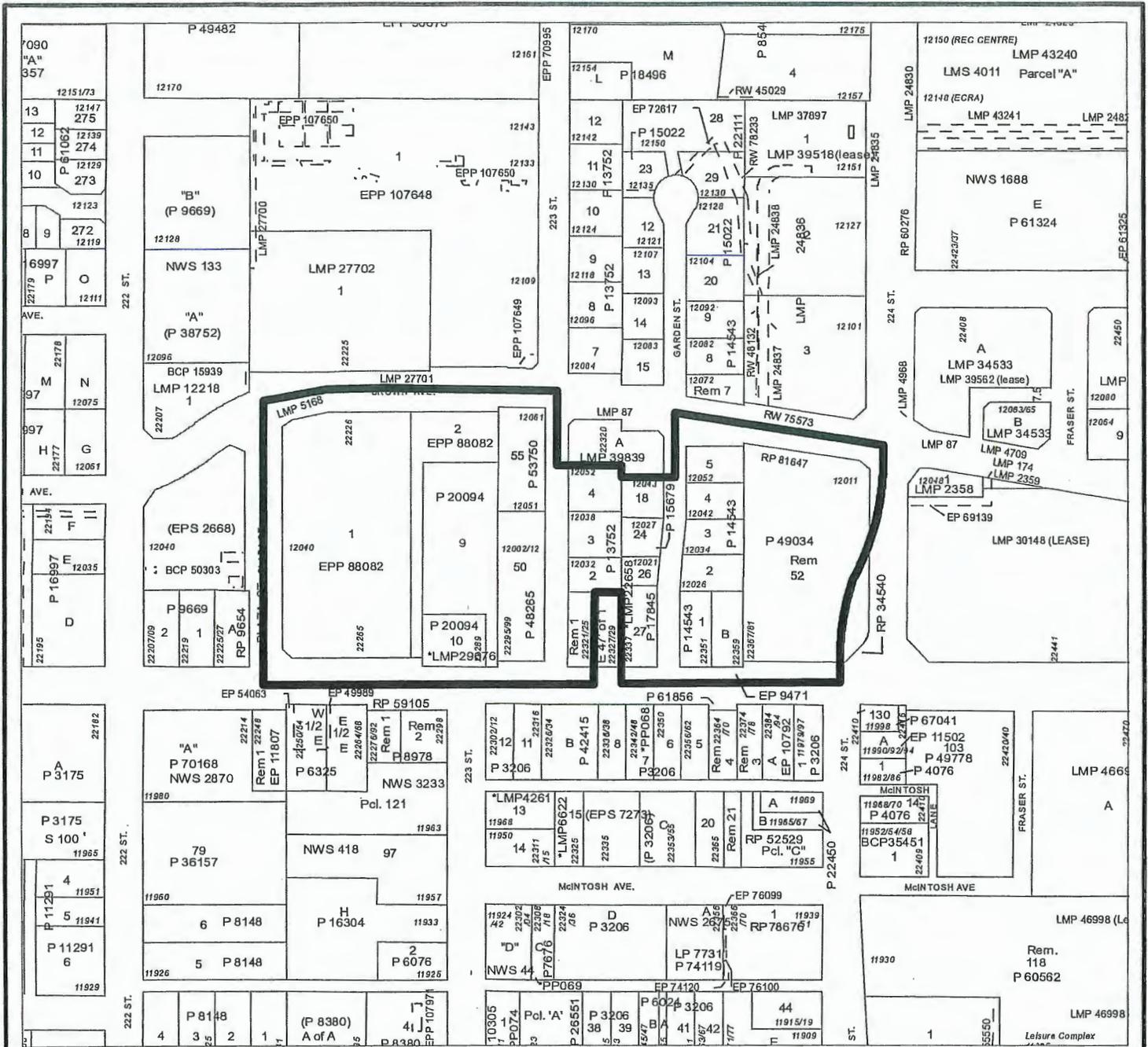
SCALE 1:3,500



MAPLE RIDGE ZONE AMENDING

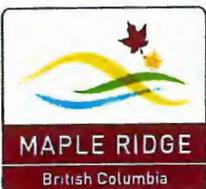
Bylaw No. 7749-2021
 Map No. 1919
 From: RM-2 (Medium Density Apartment Residential)
 To: RM-2 (Medium Density Apartment Residential)

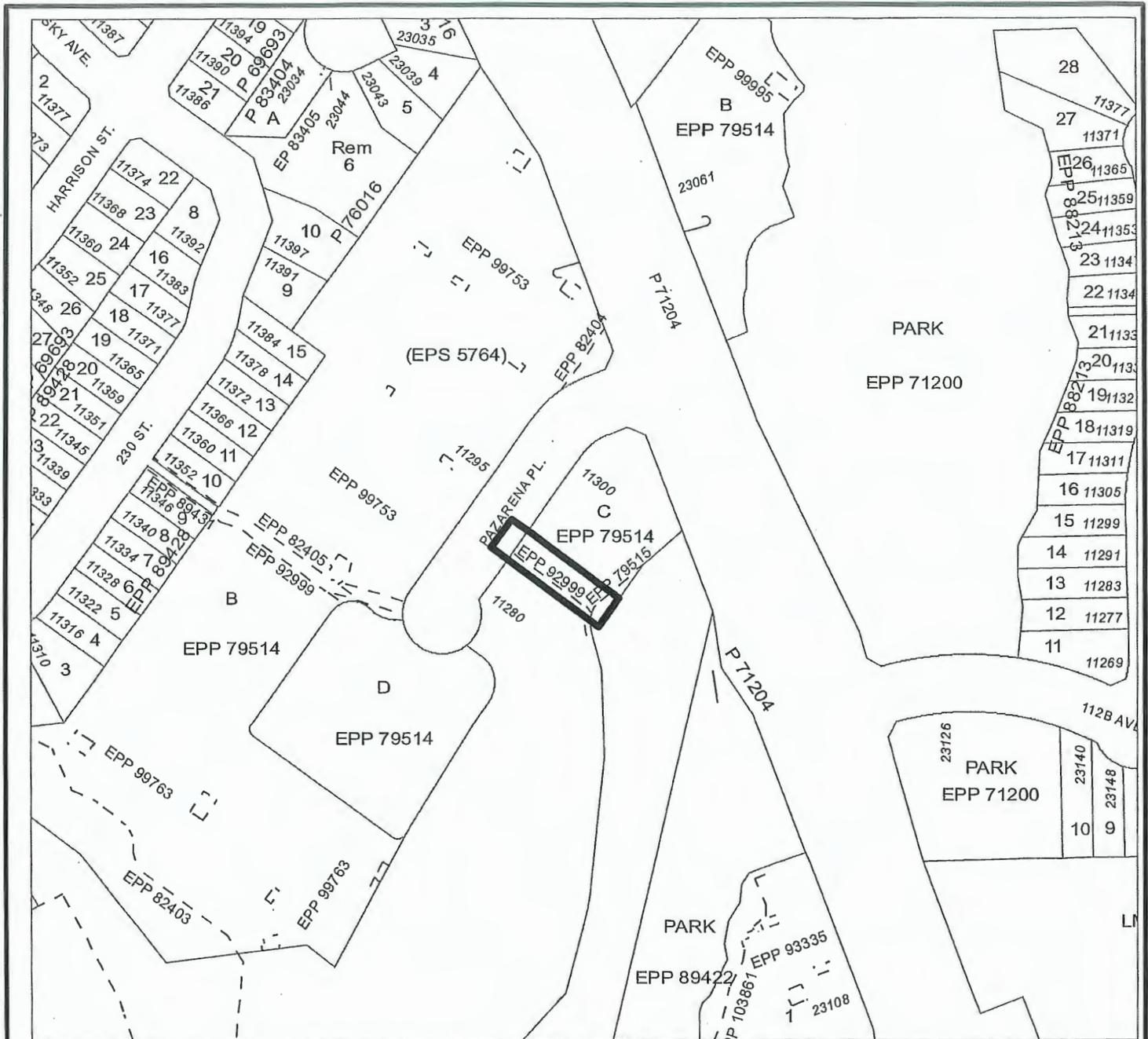




MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021
 Map No. 1920
 From: CD-1-17 (Comprehensive Development)
 To: CD-1-17 (Comprehensive Development)

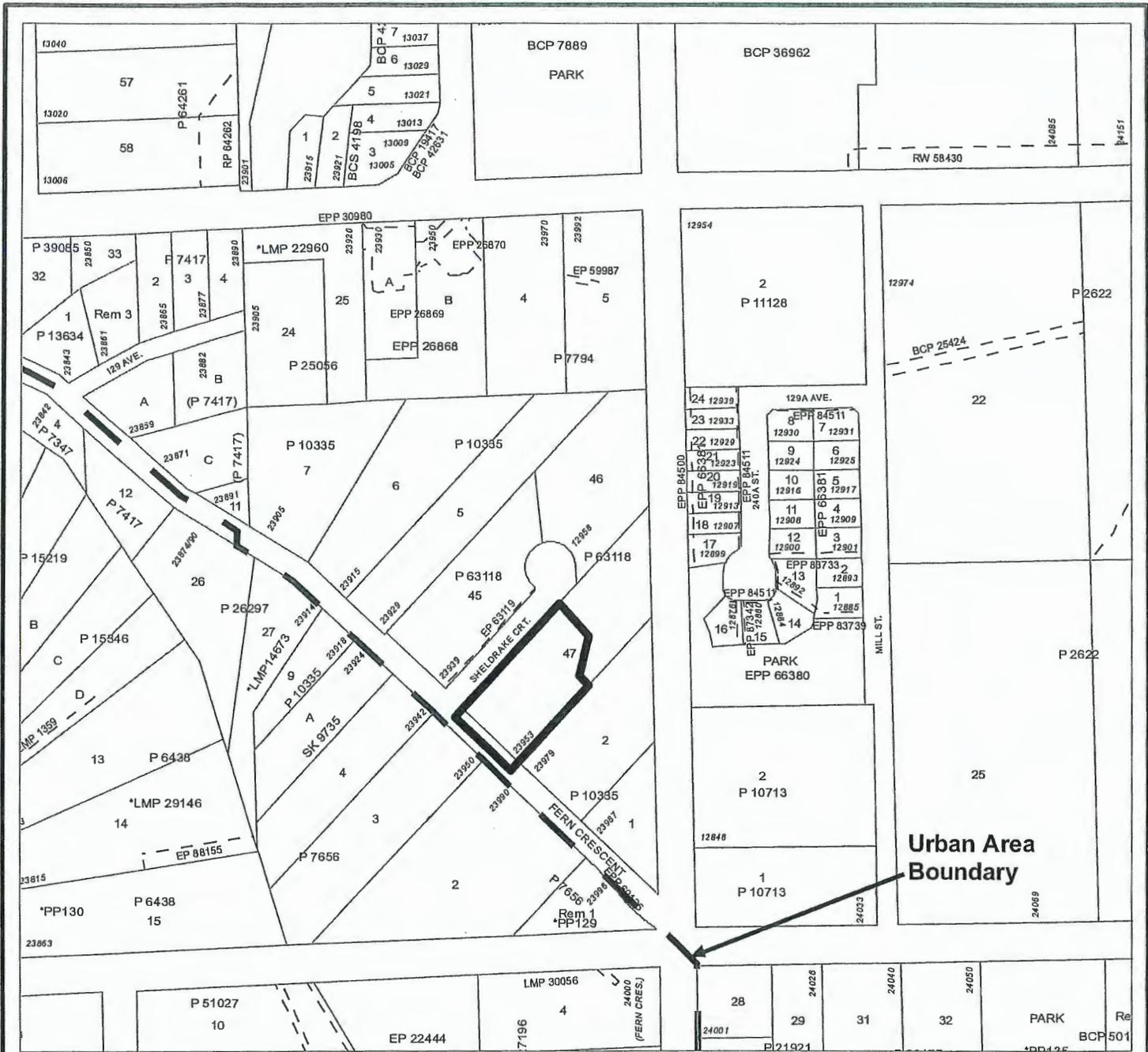




MAPLE RIDGE ZONE AMENDING

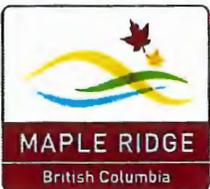
Bylaw No. 7749-2021
 Map No. 1922
 From: C-1 (Neighbourhood Commercial)
 To: C-1 (Neighbourhood Commercial)





MAPLE RIDGE ZONE AMENDING

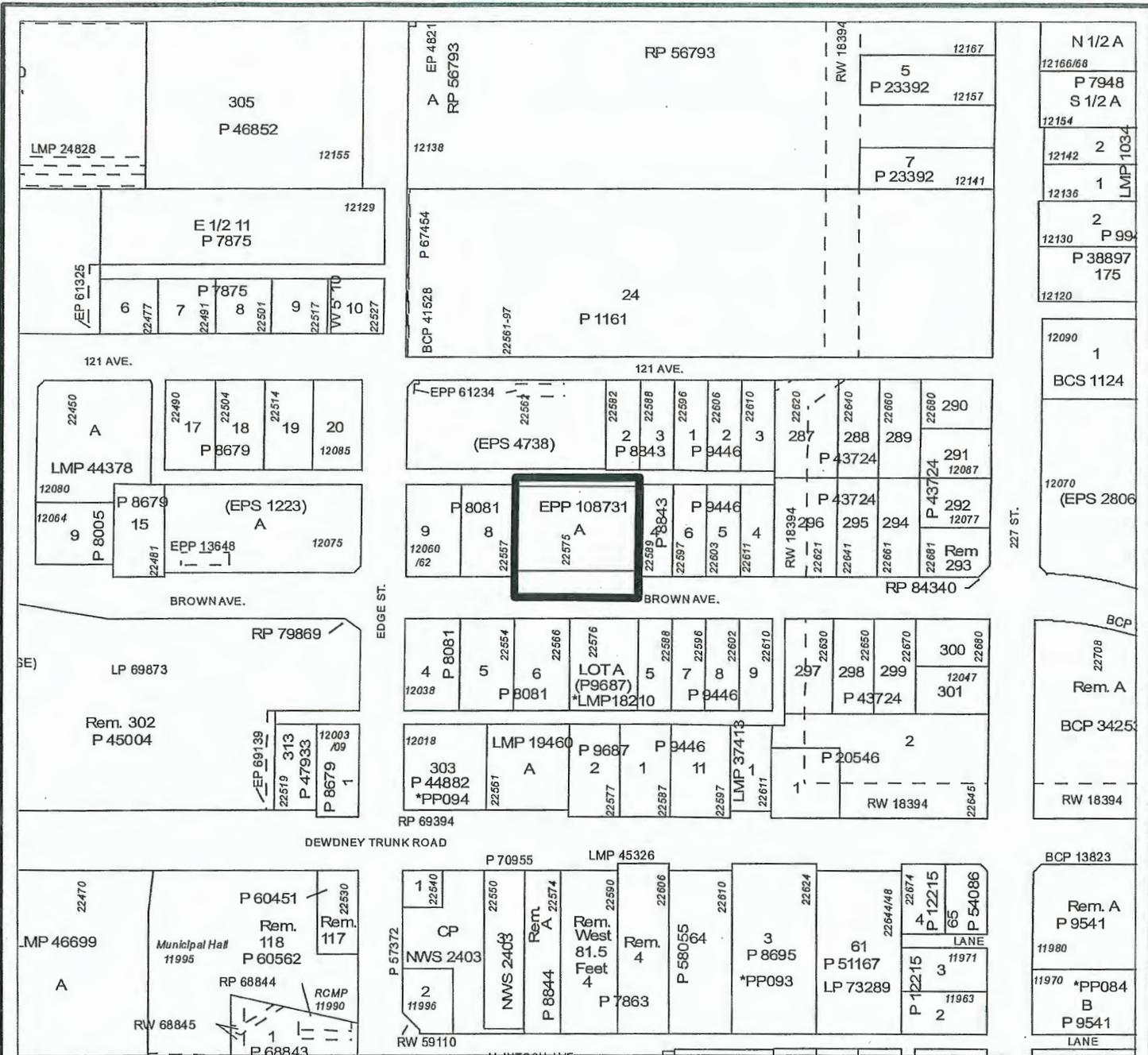
Bylaw No. 7749-2021
 Map No. 1925
 From: RS-1b (One Family Urban (Medium Density) Residential)
 To: RS-1b (Single Detached (Medium Density) Residential)



--- Urban Area Boundary



SCALE 1:3,000



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021
 Map No. 1926
 From: RM-2 (Medium Density Apartment Residential)
 To: RM-2 (Medium Density Apartment Residential)





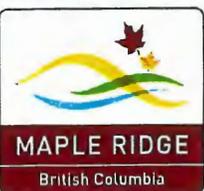
MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

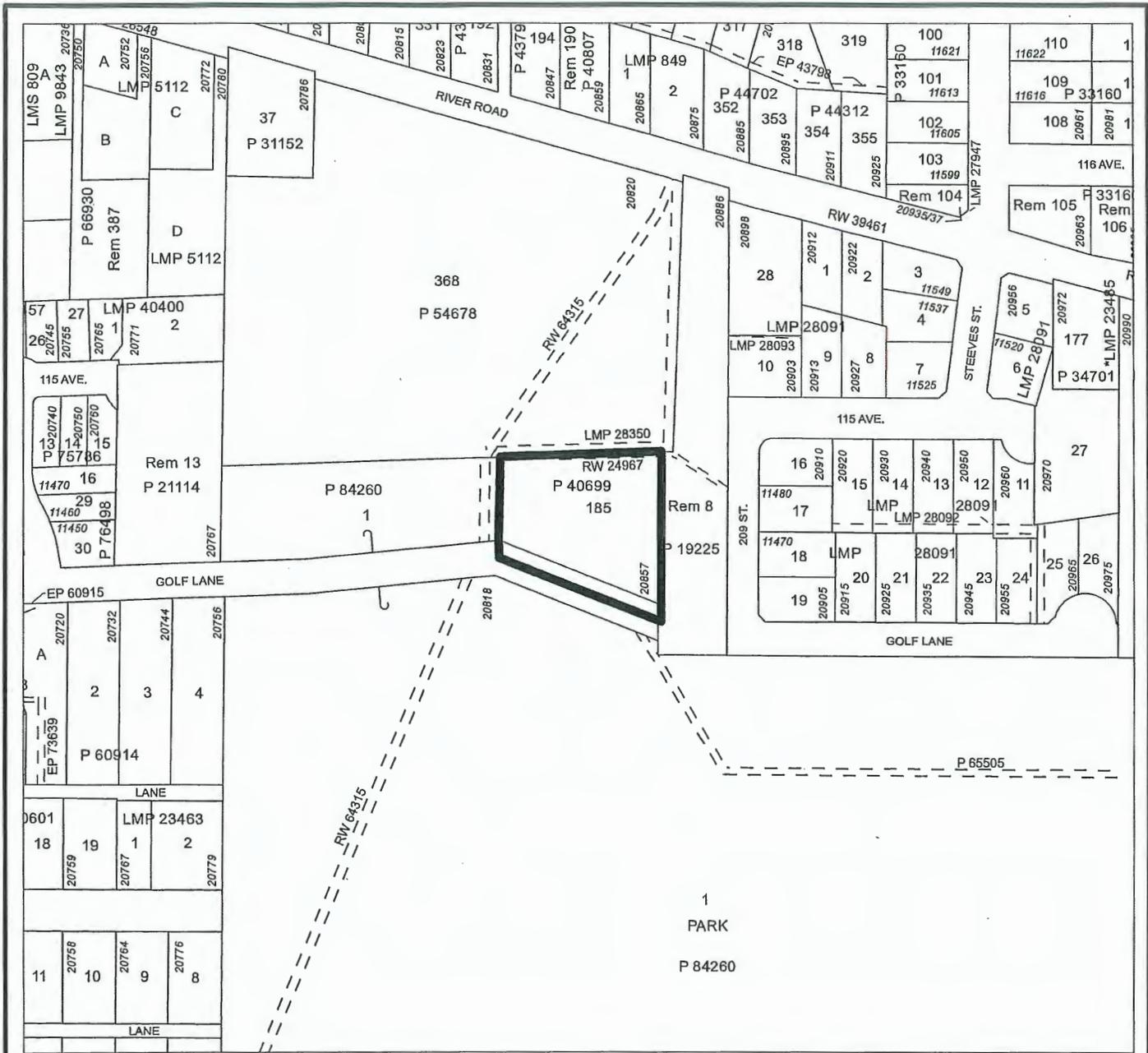
Map No. 1933

From: R-1 (Residential District)

To: R-1 (Single Detached (Low Density) Urban Residential)



SCALE 1:2,000



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7749-2021

Map No. 1934

From: R-1 (Residential District)

To: R-1 (Single Detached (Low Density) Urban Residential)



SCALE 1:2,500



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 22, 2022
FILE NO: 2018-190-RZ
MEETING: COUNCIL
SUBJECT: Final Reading
Zone Amending Bylaw No. 7470-2018
23627 132 Avenue

EXECUTIVE SUMMARY:

Zone Amending Bylaw No. 7470-2018 for the subject property, located at 23627 132 Avenue (see Appendix A) has been considered by Council and at Public Hearing and subsequently was granted third reading. The applicant has requested that final reading be granted. The purpose of the rezoning is to permit the construction of a 23-unit residential townhouse development under the RM-1 (Low Density Townhouse Residential) zone (see Appendix C).

Council granted first reading for Zone Amending Bylaw No. 7470-2018 on June 26, 2018 and second reading on February 9, 2021. This application was presented at Public Hearing on March 23, 2021, and Council granted third reading on March 30, 2021 (see Appendix B).

RECOMMENDATION:

That Zone Amending Bylaw No. 7470-2018 be adopted.

DISCUSSION:

a) Background Context:

Council considered this rezoning application at a Public Hearing held on March 23, 2021. On March 30, 2021 Council granted third reading to Zone Amending Bylaw No. 7470-2018 with the stipulation that the following terms and conditions be addressed:

- i. **Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;**

Staff comment: Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement has been provided. A Letter of Undertaking to register the Restrictive Covenant at the Land Title Office has been provided.

- ii. **Road upgrades and sidewalk along 132 Avenue as required;**

Staff comment: The road upgrades and sidewalk along 132 Avenue have been secured through the Rezoning Servicing Agreement.

iii. **Road dedication as required;**

Staff Comment: Road dedication was not required as there is sufficient road allowance.

iv. **Registration of a Restrictive Covenant for the Geotechnical, which addresses the suitability of the subject property for the proposed development;**

Staff comment: A Restrictive Covenant for the Geotechnical Report has been received with a Letter of Undertaking to register the restrictive covenant at the Land Title Office.

v. **Registration of a Restrictive Covenant for protecting the Visitor Parking and Stormwater Management;**

Staff Comment: A Restrictive Covenant for the protection and storm water management plan has been received with a Letter of Undertaking to register the restrictive covenant at the Land Title Office.

vi. **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 property. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site;**

Staff comment: A letter submitted by a Professional Engineer has been provided, advising that there is no evidence of underground fuel storage tanks on the subject property.

vii. **That a voluntary contribution, in the amount of \$94,300.00 (\$4,100.00 X 23 units) be provided in keeping with the Council Policy with regard to Community Amenity Contributions; and**

Staff comment: The Community Amenity Contribution, based on twenty three units at \$4,100 per unit, for a total of \$94,300.00 has been provided.

viii. **Cash Contribution for additional Density at a rate of \$344.46 per square metre (\$32.00 per square foot) of density over 0.60 FSR in the amount of approximately \$89,346.00.**

Staff comment: The additional Density provision, based at a rate of \$344.46 per square metre (\$32.00 per square foot) of density over 0.60 FSR, for a total of \$89,346.00 has been provided.

CONCLUSION:

As the applicant has met Council's conditions, it is recommended that final reading be given to Zone Amending Bylaw No. 7470-2018.

"Original signed by Wendy Cooper"

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

"Original signed by Charles Goddard"

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

"Original signed by Christine Carter"

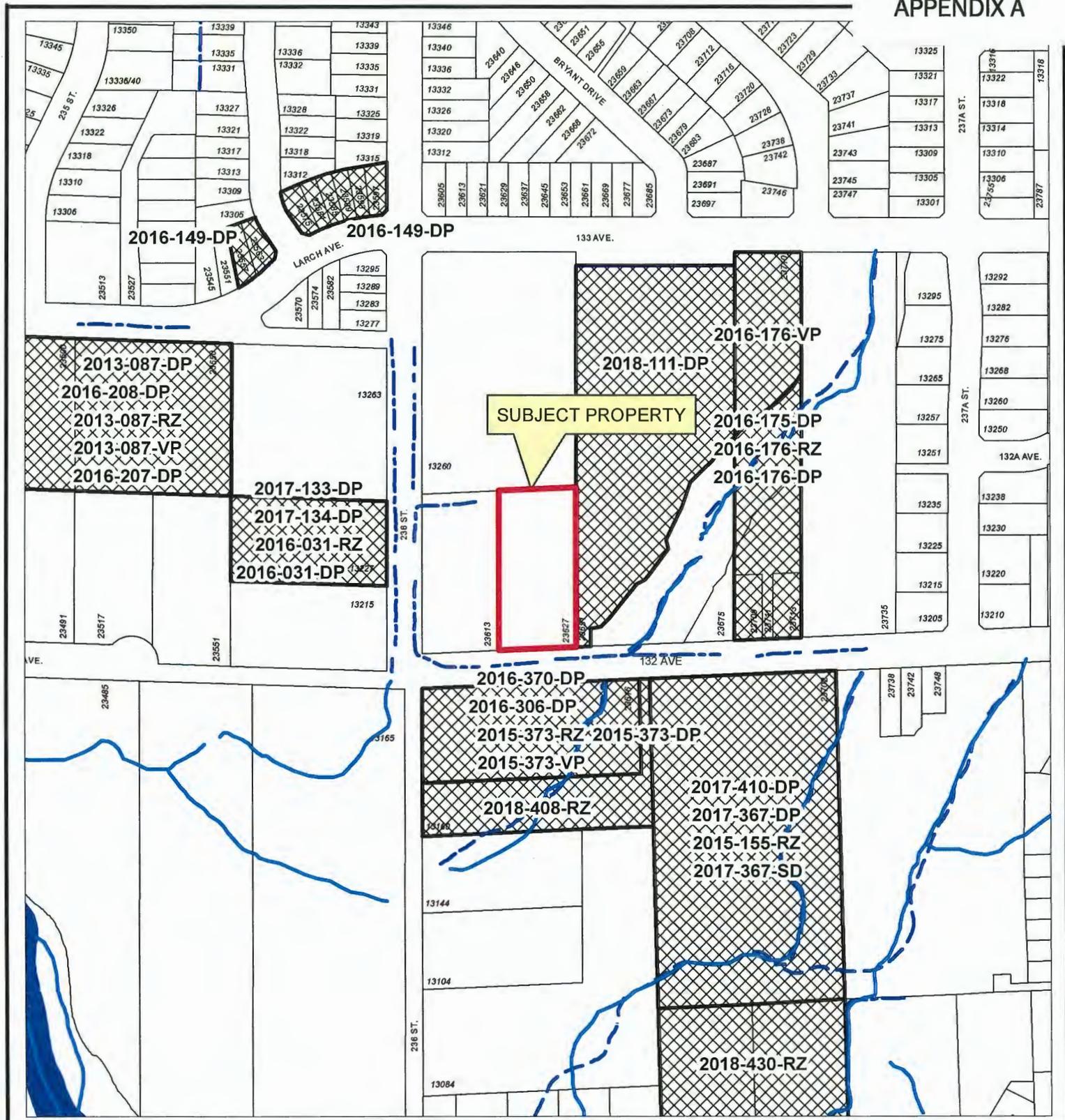
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

"Original signed by Scott Hartman"

Concurrence: **Scott Hartman
Chief Administrative Officer**

The following appendices are attached hereto:

- Appendix A - Subject Map
- Appendix B - Bylaw No. 7470-2018
- Appendix C - Site Plan



SUBJECT PROPERTY

- Legend**
- Stream
 - Ditch Centreline
 - Edge of River
 - Indefinite Creek
 - River
 - Parcels
 - Major Rivers & Lakes
 - Active Applications (RZ/SD/DP/VP)



Scale: 1:3,000

23627 132 AVE



mapleridge.ca

FILE: 2018-190-VP
DATE: Nov 28, 2018

BY: RA

**CITY OF MAPLE RIDGE
BYLAW NO. 7470-2018**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7470-2018."
2. That Part 6, Section 617, Low Density Townhouse Residential District (RM-1) be amended by inserting into Subsection 617.5 Density, after clause 1 (a) the following new clause:
 - (b) Floor Space Ratio shall not exceed 0.664 times the Lot Area and a maximum of 50.0 square metres of habitable Basement area per unit shall be excluded from the calculation of Gross Floor Area specific to the following Lot:
 - (i) Lot 20 Section 28 Township 12 New Westminster District Plan 47603
3. That parcel or tract of land and premises known and described as:

Lot 20 Section 28 Township 12 New Westminster District Plan 47603

and outlined in heavy black line on Map No. 1765 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RM-1 (Low Density Townhouse Residential).
4. Maple Ridge Zoning Bylaw No. 7600-2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 26th day of June, 2018.

READ a second time, as amended, the 9th day of February, 2021.

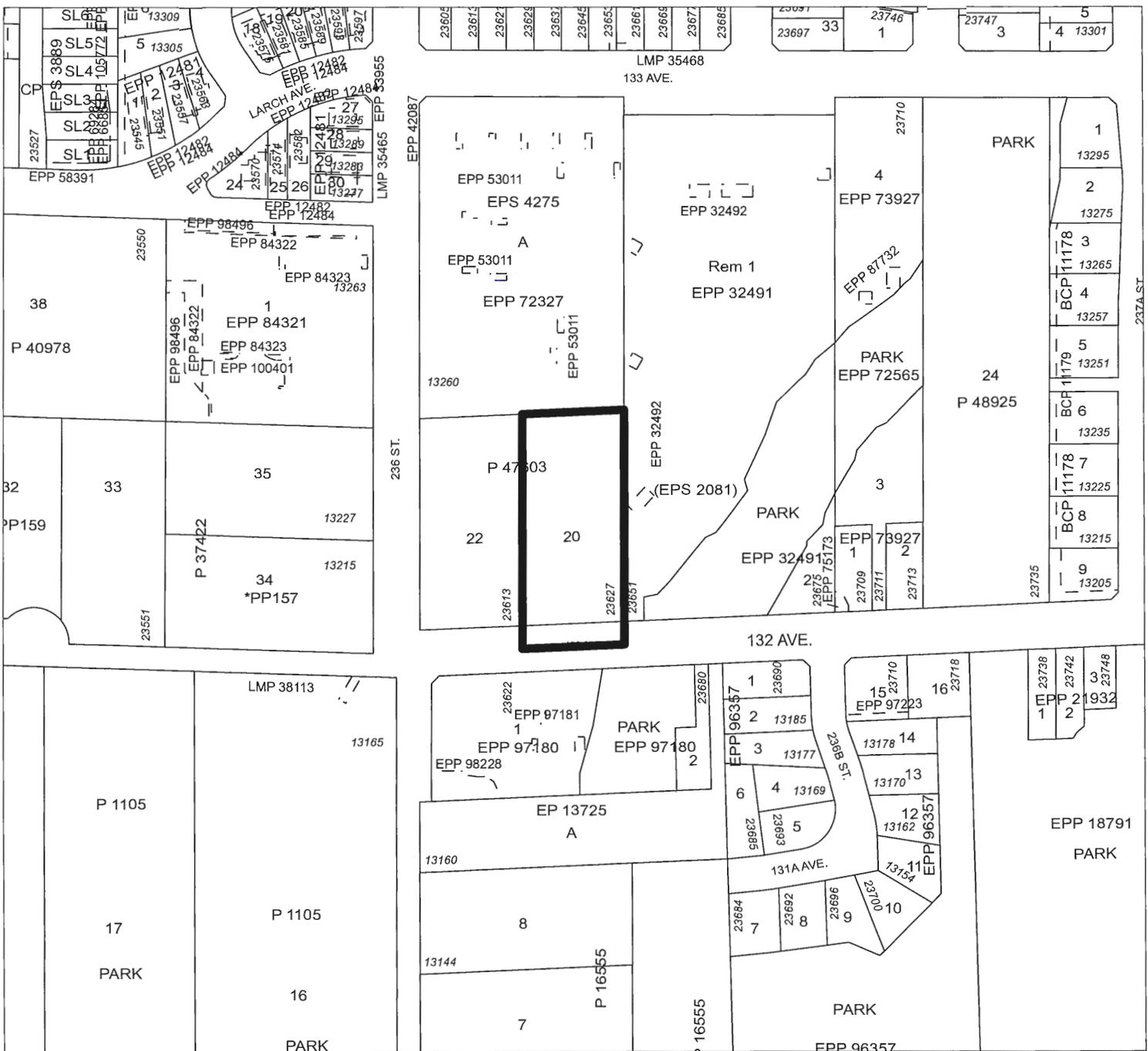
PUBLIC HEARING held the 23rd day of March, 2021.

READ a third time the 30th day of March, 2021.

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7470-2018

Map No. 1765

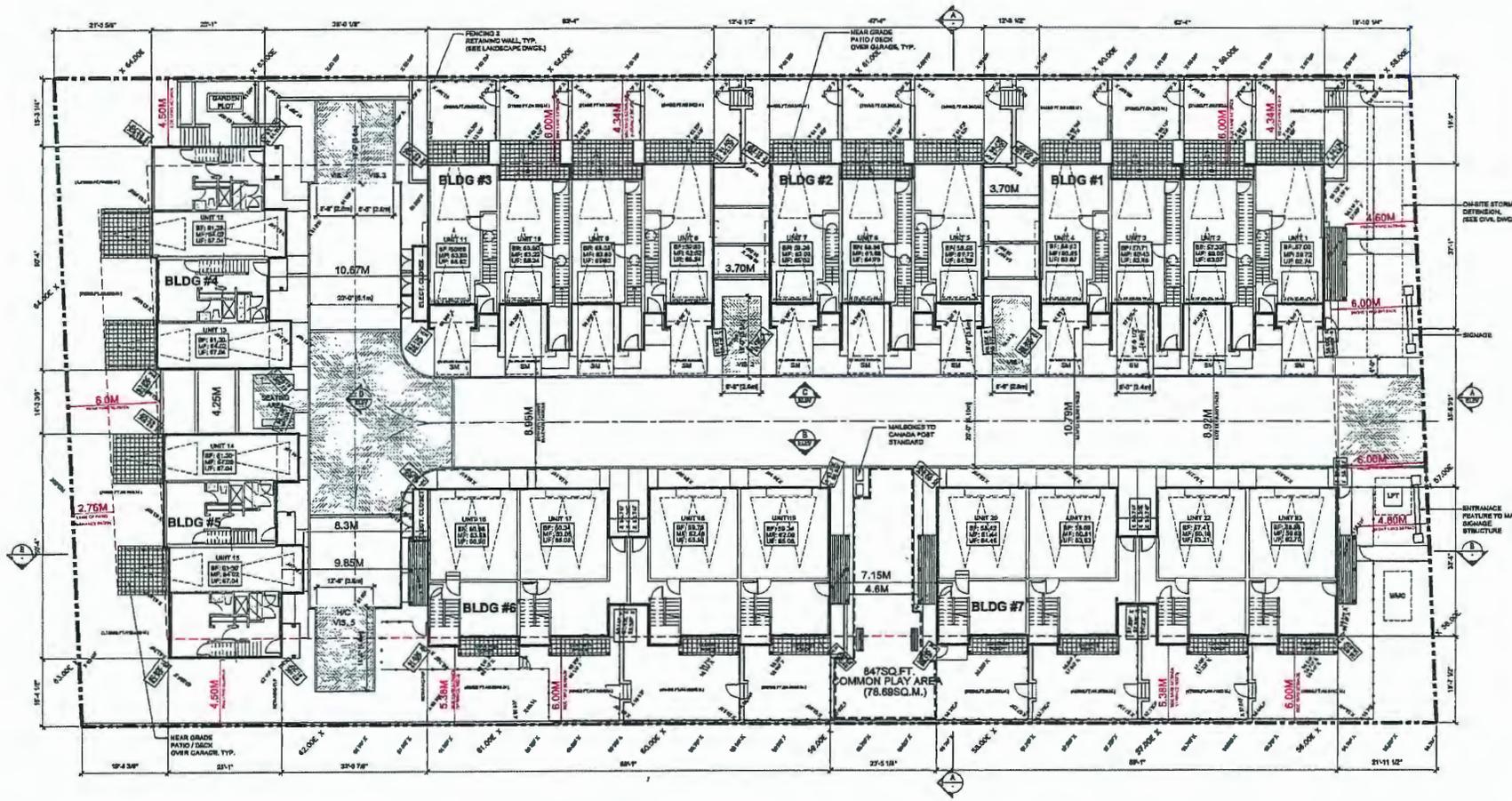
From: RS-2 (Single Detached Suburban Residential)

To: RM-1 (Low Density Townhouse Residential)



SCALE 1:2,500

Copyright reserved. The documents and design are the intellectual property of JY ARCHITECTURE INC. (JY) and may not be reproduced without the written consent of JY. All designs and details are subject to change without notice and all work shall be done in accordance with the applicable codes and regulations. JY does not warrant that the drawings are produced to scale. Dimensions may not be called from the drawings.



⊕ 1 SITE PLAN
Scale: 1/8" = 1'-0"

PINE CREEK - 23 TOWNHOMES
23827 102ND AVENUE, MAPLE RIDGE BC

JY ARCHITECTURE INC.
304 Phia Road 101 Street, Langley BC V0V 1G0
CONSULTANT NAME

| NO. | DATE | REVISIONS |
|-----|------|-----------|
| | | |
| | | |
| | | |
| | | |

SITE PLAN
A103

1100 COMMITTEE REPORTS AND RECOMMENDATIONS



City of Maple Ridge

TO: His Worship Mayor Michael Morden **MEETING DATE:** February 15, 2022
and Members of Council **FILE NO:** 09-4560-20
FROM: Chief Administrative Officer **MEETING:** COW
SUBJECT: Proposed New Cannabis Retail Store at Unit A 20757 Lougheed Highway

EXECUTIVE SUMMARY:

On November 27, 2018, Council adopted Council policy 6.33 Cannabis Retail Store Processing and Evaluation Criteria. This policy determines how approvals for cannabis retail are to be processed at the municipal level. This policy was reviewed, updated and approved by Council on May 12, 2020.

After the LCRB completed their integrity checks and security screenings they forwarded an application to the City for a non medical retail cannabis store known as Chronic Cannabis to be located at Unit A 20757 Lougheed Highway.

One of the considerations utilized by the LCRB in reviewing an application is a resolution from the local government. A number of regulatory criteria must be addressed in the Council resolution as well as comments pertaining to the views expressed by area residents.

Given that this application is within 1000 metres of another cannabis retail store, the application is not compliant with Council Policy 6.33 and the Zoning Bylaw.

Council may choose to support the application, not support the application or indicate they do not wish to comment.

RECOMMENDATION(S):

That the application for a non medical cannabis retail store by Chronic Cannabis, located at Unit A-20757 Lougheed Highway, Maple Ridge not be supported based on the information contained in the Council report dated February 15, 2022; and

That a copy of the resolution be forwarded to the Liquor and Cannabis Regulation Branch in accordance with the legislative requirements.

DISCUSSION:

a) Background Context:

On November 27, 2018, Council adopted Council policy 6.33 Cannabis Retail Store Processing and Evaluation Criteria. The Policy determines how approvals for cannabis retail are to be processed at the municipal level. This Policy was amended on May 12, 2020 to reflect current updates. Subsequently, at the request of Council, a report was presented with the intent to amend the Zoning Bylaw to eliminate the 1000 metre restriction regarding the distance between stores and leave it only in the Policy. Council chose not to go ahead with this option.

The following is a synopsis of applications for cannabis retail stores since the adoption of the Council Policy:

- Seventeen (17) applications have been referred by the Province since 2019;
- One (1) is currently before Council;
- Four (4) applications were approved by Council with a Business Licence issued;
- Two (2) applications were approved by Council. One is currently rezoning the other has not applied yet;
- One (1) Notice of Intent has been received by the Liquor and Cannabis Regulation Branch;
- Three (3) applications were denied by Council; and
- Six (6) referrals from the Province have not moved forward or were terminated.

An overview map of retail cannabis locations is attached as Appendix IV.

Regarding this particular application, the LCRB completed their financial integrity checks and security screenings for 1185443 BC Ltd. and they forwarded the application for a non-medical retail cannabis store, known as Chronic Cannabis, to be located at Unit A 20757 Lougheed Highway, to the City. A consultant for Chronic Cannabis contacted city staff to provide a copy of their business plan (Appendix II).

Staff reviewed this application to ensure that it met all requirements contained in the Policy including the Application Review Criteria. It is not in compliance with Policy A in that it is within 1000 metres of another approved cannabis retail store. It is also not compliant with section 401.3 of the Zoning Bylaw which also requires a 1000 metre separation between cannabis retail stores.

A map of the surrounding area has been included in this report as Appendix I.

This same company applied for a retail cannabis licence at Unit A 11771 225 St in 2019 and the report was brought forward after receiving the fit and proper assessment from the Province on May 13, 2020. The report was brought to COW on October 10, 2020 and Council denied the application on October 13, 2020 because the proposed location did not meet the 1000 metre separation between cannabis retail stores.

The LCRB guidelines request a specific Council resolution commenting on the application in terms of community impacts which may occur as a result of the proposed retail cannabis store at this particular location. Part of the process requires Council to gather views of the residents who may be affected by the establishment of a cannabis retail store in their neighbourhood.

In following the public input requirement, the City mailed 490 letters to owners and occupants of property within 200 metres of the subject site. By the response deadline, 5 responses were received opposed to the application and none were received in favour (Appendix III).

The Maple Ridge RCMP Detachment was asked for their input on this matter and they have confirmed they do not have any operational issues with this application.

b) Intergovernmental Issues:

Both local government and the provincial government have an interest in ensuring that cannabis regulations are followed and that licensed establishments listen to the needs of the community.

c) Citizen/Customer Implications:

The review of this application has taken into consideration the potential for concerns from surrounding properties in terms of parking, traffic and noise generation as well as the proximity of schools and similar establishments and concerns have been identified that pertain to the number of cannabis stores in the community as well as the close proximity to a daycare.

d) Interdepartmental Implications:

The Licences & Bylaws Department has coordinated in the review process and solicited input from the public, other municipal departments as well as the RCMP.

e) Alternatives:

Should Council wish to support this application then Council could direct the applicant to submit a zoning bylaw text amendment to amend the 1000 metre separation requirement. It is noted that this rezoning process would be considered on its own merits and Council would have the authority to approve or deny the application. The following motion would support this alternative:

1. That the non medical cannabis retail application for Unit A - 20757 Lougheed Highway be deferred and;
2. That the applicant be directed to apply for a zoning bylaw text amendment.

CONCLUSIONS:

That Council make the necessary resolution regarding the application from Chronic Cannabis based upon the staff findings set out in this report.


Prepared by: **R. MacNair**
Senior Advisor, Bylaw & Licensing Services


Co-Prepared by: **Michelle Orsetti**
Director: Bylaw & Licensing Services


Approved by: **Christine Carter, M.Pl., MCIP, RPP**
General Manager: Planning and Development Services

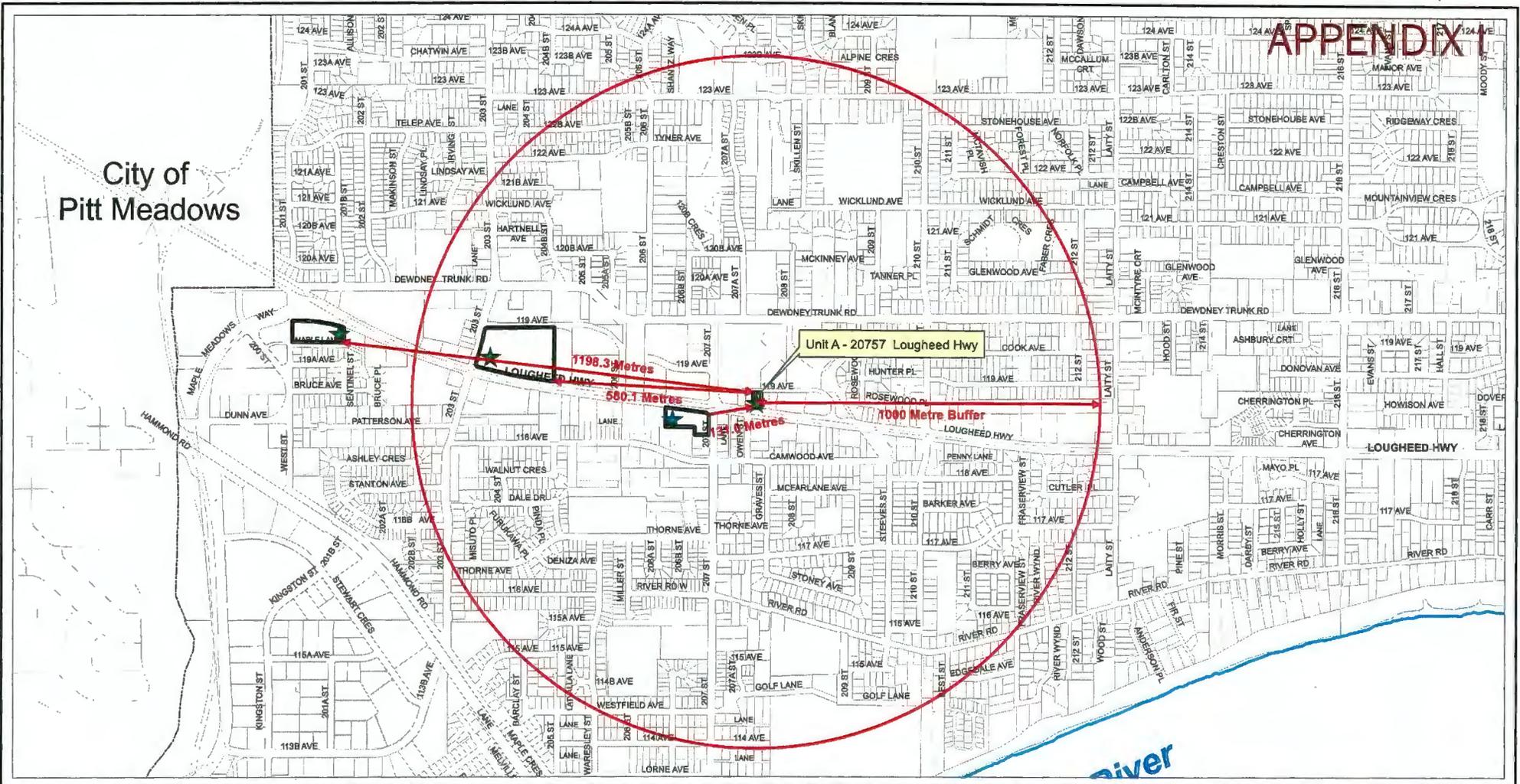

Concurrence: **Scott Hartman**
Chief Administrative Officer

RM/jd

Attachments:

- Appendix I:** Map of surrounding area
- Appendix II:** Chronic Cannabis Business Plan
- Appendix III:** Responses from area mail out
- Appendix IV:** Retail cannabis locations overview map

City of
Pitt Meadows



Legend

- ★ Private Retail
- ★ Government Retail

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.

Scale: 1:10,522

1000m Buffer of
Unit A - 20757 Lougheed Hwy



FILE: CannabisLocations11.mxd
DATE: Nov 25, 2021 BY: DT

APPENDIX II

2021

The Chronic Cannabis Co.

REPORT ON APPLICATION FOR CANNABIS PRIMARY RETAIL
SUBMITTED TO: MAPLE RIDGE BY-LAW AND LICENSING SERVICES

BRAND OVERVIEW

The Chronic Cannabis Co. is focus on local. Local cannabis products and local community. Founders Tory Feuer and Charles Colvin are passionate about both. The ethos of the brand is a focus on BC grown, sustainable craft cannabis. The Chronic Cannabis Co. will be curating a selection of the highest quality cannabis with a focus on variety and quality first.

The founders believe that this locally focused supply model will be a benefit to the citizens of Maple Ridge by providing a curated selection of BC products sold by highly knowledgeable product guides. The Chronic Cannabis Co. are excited to create quality employment opportunities in Maple Ridge and eager to support its citizens via charitable partnerships and monetary contributions to organizations like the Friends in Need Foodbank.

FOUNDERS AND ADVISORY BOARD

Charles Colvin – Co-founder

Charles brings a deep passion of category management and product selection. He brings over 10 years retail experience to the team. He loves to help connect people with the right cannabis products and is excited to bring that love to the citizens of Maple Ridge.

Tory Feuer – Co-founder

Born, raised and still a proud resident of Maple Ridge, Tory has built and managed several businesses in the last 15 years in trades, cannabis and real estate. Tory is deeply invested in his community and looks forward to serving the City in a knowledgeable and welcoming space catered to people that love the cannabis plant.

Sat Mann – Advisor

Sat Mann, Co-Owner of the Medicine Shoppe Pharmacy in Maple Ridge and is the Landlord for the Medical Clinic and Pharmacy, is a member of the Advisory Board for Chronic Cannabis. He has over 20 years experience as a Pharmacist and is a co-owner of 8 pharmacies across Metro Vancouver.

TJ Singh – Advisor

TJ Singh, CPA also serves on the Chronic Cannabis Co. Advisory Board. He brings over 20 years of accounting, tax and business advisory experience working with small to medium sized enterprises in Metro Vancouver.

Mr. Mann and Mr. Singh are both landowners in Maple Ridge and involved in real estate development projects with solid ties to the local business community.

OPERATIONAL DETAILS



The hours of operation for the shop are 7 days a week, 9am to 11pm.

The Chronic Cannabis Co. intends to employ 8 part time and 4 full time staff at our proposed Maple Ridge retail location.

The windows will be tastefully frosted, and classic branding will be featured in elegant black script.

The site is at ground level in a detached building which ensures accessibility to any patrons with mobility challenges.

The proposed location has ample parking onsite including 5 dedicated spaces.

The proposed location is centrally located with good proximity to Haney Place Mall. With the proposed redevelopment of Haney Place to mixed used commercial and residential. Our location will be well located to serve a densifying city center.

BUSINESS DESCRIPTION

The Chronic Cannabis Co. will be creating a curated environment for their customers focused on the sale of locally grown, small scale craft cannabis.

It is the intent of the team at The Chronic Cannabis Co. to apply their collective product knowledge and unique retail experience to the legal cannabis sector. A fresh take on an old favorite, Chronic Cannabis Co. understands how to craft an experience that will ensure they set themselves apart for the pack.

The Chronic Cannabis Co. believes the key to creating a unique experience starts with a welcoming exterior and beautiful interior space.



Proposed Storefront Rendering

INTERIOR INSPIRATION

The Chronic Cannabis Co. intends to create an interior that bring a welcoming and luxurious atmosphere for customers. By incorporating dark wood and tasteful accents with spacious floorplan. The interior draws inspiration from vintage modern styling and organic West Coast materials.



Interior Inspiration for proposed location



COMMUNITY BENEFIT

The Chronic Cannabis Co. was born in Maple Ridge. Its founders, Tory Feuer and Charles Colvin love this community. Mr. Feuer is a resident and a homeowner in Maple Ridge and he understands the challenges facing residents in his home town. In addition to creating local jobs during an economic downturn caused by the global pandemic, supporting the community is a top priority for the team at The Chronic Cannabis Co.

CHARITABLE GIVING TOWARDS COMMUNITY PRIORITIES

To that end, The Chronic Cannabis Co. commits to make financial contribution towards an appropriate charitable initiative of increasing value year over year for the each of the first three years of operation and then a fixed amount thereafter.

| Year of Operation | Minimum Contribution |
|-------------------|----------------------|
| Year 1 | \$2,500 |
| Year 2 | \$5,000 |
| Year 3 | \$7,500 |
| Year 4 thereafter | \$10,000 |

The Chronic Cannabis Co. has identified *the Friends in Needs Food Bank* as the primary recipient of our intended support. The ongoing pandemic has made food security more pressing than ever for many families in the community.

The Chronic Cannabis Co. believes that legal cannabis has shown to be a net positive in the communities that welcome legal retail. We are committed to ensuring that positive impact is felt through Maple Ridge by supporting food security for its residents.

DETAILS OF MITIGATION PLAN TO MINIMIZE COMMUNITY IMPACT

The Applicant has developed security related standard operating procedures and plans related to the specific needs of the proposed site and the surrounding neighbourhood. These operational processes include the following measures of deterring youth access and preventing nuisance behavior:

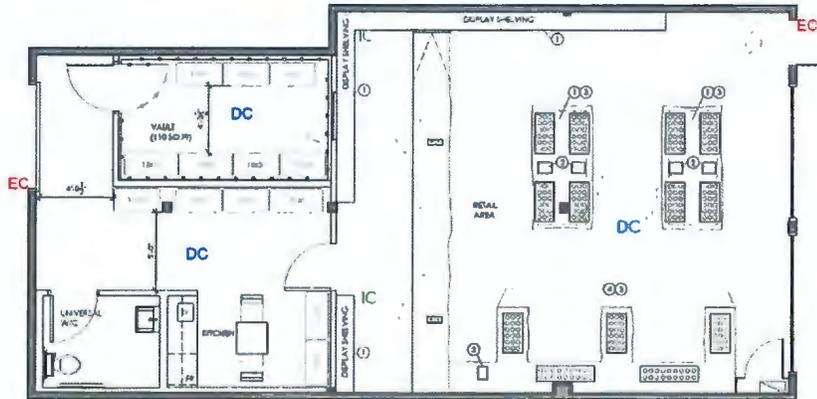
- Onsite security presence to discourage potential nuisance behavior by patrons and to ensure that all those entering the store are of legal age.
- Requirement of two pieces of ID from all patrons.
- Maintaining a formal record of events and incidences of attempted unauthorized entry into the store.
- All risk management processes are in place to protect staff and patrons including internal and external security cameras, locking cabinets, and secured, alarmed storage. See Image: *Proposed Floorplan with Security Features* below
- Refusing service to patrons that appear already intoxicated.
- Customers will be advised (via both signage and verbal information) that all consumption of cannabis products is forbidden in the immediate vicinity of the shop, and can only be consumed in locations as permitted by local laws.

Legend
 DC - Dome Camera
 IC - Interior Front Facing Camera
 EC - Exterior Camera



RAW INTERIOR DESIGN INC.
 225 - 22nd Street (West) | Vancouver
 British Columbia | V6T 2C2
 www.rawinteriordesign.com

This drawing shall NOT be copied. The drawings are only valid as reference for the Contractor and not for the use of any other person. The drawings are the property of RAW INTERIOR DESIGN INC. and shall remain the property of RAW INTERIOR DESIGN INC. All information shown on this drawing is copyright material and is the property of RAW INTERIOR DESIGN INC. No part of this drawing shall be reproduced without the prior written consent of RAW INTERIOR DESIGN INC.



| NO. | DESCRIPTION | DATE |
|-----|-------------------|------------|
| 1 | ISSUED FOR PERMIT | 2023-08-15 |
| 2 | ISSUED FOR PERMIT | 2023-08-15 |
| 3 | ISSUED FOR PERMIT | 2023-08-15 |
| 4 | ISSUED FOR PERMIT | 2023-08-15 |
| 5 | ISSUED FOR PERMIT | 2023-08-15 |

Project:
CHRONIC CANNABIS CO. (MAPLE RIDGE)

2270 WILKINSON HWY
 MAPLE RIDGE, BC

Drawing No:
PROPOSED SPACE PLAN

| | |
|-------------|----------|
| Drawn By | AS NOTED |
| Checked By | AS NOTED |
| Created By | AS NOTED |
| Project No. | AS NOTED |
| Drawing No. | AS NOTED |

1 PROPOSED SPACE PLAN
 Scale: 1/4" = 1'-0"

KEY NOTES

1. ALL RETAIL DISPLAYS TO BE FIXED AND COMPLETED WITH LEDS
2. DIGITAL MENU TABLE, FIXED
3. SHELL JARS ARE SECURED TO COUNTER FOR ALL ALBANS
4. COUNTERTOP DISPLAY AREA, NO STORAGE BELOW

SK-1

Proposed Floorplan with Security Features

STAFF SALES TRAINING AND SAFE SALES PROTOCOL

All Chronic Cannabis Co. employees will be trained in the Government of BC's "Selling It Right" Program. This program covers a number of topics, including:

- Recognizing signs of intoxication
- Reducing risks associated with cannabis use
- What and how products can be sold
- Preventing the sale of cannabis to minors
- Assessing patrons and refusing sales when necessary
- Creating incident reports

This **mandatory** training will be required of all staff before they vend cannabis to the public.

The staff at The Chronic Cannabis Co. will also have the benefit of product training from [Cannareps](#), Canada's premier cannabis vendor training. This will ensure a best in class experience for our future customers.

In Store Informational Signage

Signage will be clearly featured in the shop as required by provincial regulations that outlines some of the potential risks associated with cannabis.

The signage will be updated as required by provincial regulations.

APPENDIX III



Maple Ridge, B.C. V2X 9S7

January 4, 2022

City of Maple Ridge
Attention: Jaci Diachuk, Administrative Assistant
11995 Haney Place
Maple Ridge, B. C. V2X 6A9

RECEIVED
JAN 04 2022
MAPLE RIDGE
LICENSES, PERMITS & BYLAWS

Dear: Jaci Diachuk

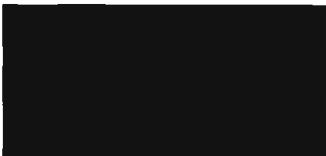
Freedom of Information and
Protection of Privacy Act
Section 21 (1)

Re: Application 1185443 BC Ltd.
Chronic Cannabis

We are against having a Cannabis establishment in our neighborhood, as we feel that there are already two of these establishment in town, there is no need for another.

Also, believe that that there is a by-law on the provincial books prohibiting this kind of establishment to be with a one to three block radius of a daycare or school. If so then then they would in violation of said by-law, as there is a daycare within one block of said location.

Yours truly,



Jaci Diachuk

From: [REDACTED]
Sent: Wednesday, December 15, 2021 8:02 AM
To: Jaci Diachuk
Subject: Public Notice re Poposed Non Medical Cannabis Retail Store
Attachments: Public Notice re Proposed Non Medical Cannabis Retail Store.pdf

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

December 15 2021

Re: Proposed Non Medical Cannabis Retail Store (Chronic Cannabis) Unit A- 20757 Lougheed Highway Maple Ridge
Attention: Jaci Diachuk : Admistrative Assistant

Dear Jaci:

We are writing with concerns to the proposed opening of a Retail Cannabis Store at the above location

1. We feel that the image and optics of a cannabis store is not beneficial for young children.
We are a family dental practice often seeing many young children.
As well there is a large daycare situated directly behind the proposed location serving many young children.
As such we are not in favor of a cannabis store opening at that location.
2. We feel that the increased traffic this will bring to the area will cause issues in regards to parking and safety concerns as well with the increased traffic.

We respectfully submit the above. Thank you for your considerations.

Sincerely



Freedom of Information and
Protection of Privacy Act
Section 21 (1)

Jaci Diachuk

From: [REDACTED]
Sent: Sunday, January 2, 2022 6:46 PM
To: Jaci Diachuk

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

[REDACTED]
Maple Ridge BC
[REDACTED]

Applicant: 1185443 BC Ltd

Proposed Establishment Name: Chronic Cannabis

Establishment Location: Unit A-20757 Lougheed
Highway, Maple Ridge.

Our answer No, absolutely No.

Freedom of Information and
Protection of Privacy Act
Section 21 (1)

[REDACTED]
January 2, 2022.

Jaci Diachuk

From: [REDACTED]
Sent: Sunday, January 2, 2022 6:58 PM
To: Jaci Diachuk
Subject: 12-20799 119 ave

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Maple Ridge BC [REDACTED]

Applicant: 118544 BC

Proposed Establishment Name: Chronic Cannabis

Establishment Location: Unit A-20757 Logheed
Highway, Maple Ridge

Freedom of Information and
Protection of Privacy Act
Section 21 (1)

Our answer No, absolutely No

[REDACTED]
January 2, 2022.

Jaci Diachuk

From: [REDACTED]
Sent: Tuesday, January 4, 2022 8:55 PM
To: Jaci Diachuk
Subject: Proposed Non Medical Cannabis Retail Store

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Hi Jaci,

I write to you to oppose the recent application for Chronic Cannabis @ Unit A - 20757 Lougheed Hwy. by applicant 1185443 BC Ltd.

I have several concerns, the primary concern being the proximity to 2 other Cannabis retail stores and from my understanding a third location has been proposed at 207 & Lougheed which is supposed to be a BC Cannabis store (Government Store).

As well if this is approved we will have equivalent cannabis stores as liquor stores serving this corridor. My understanding of the Cannabis Retail Store Processing & Evaluation Criteria Policy No. 6.33 that applications would not be considered if under 1000 m apart. The proposed location is only 800 m away from an active retail cannabis store located in the Westgate Mall and if the BC Cannabis store is approved that would only be 250m away. The third location is 1300 m away but in my opinion is way too close and feels like an overpopulation of this type of establishment for this area. For comparison the 3 liquor stores in this area are 600m and 1300 m apart.

This location is also located on a busy corridor and has limited access, and could see a huge safety concern. This location also has minimal parking and it would share a parking lot with a popular restaurant at the same address.

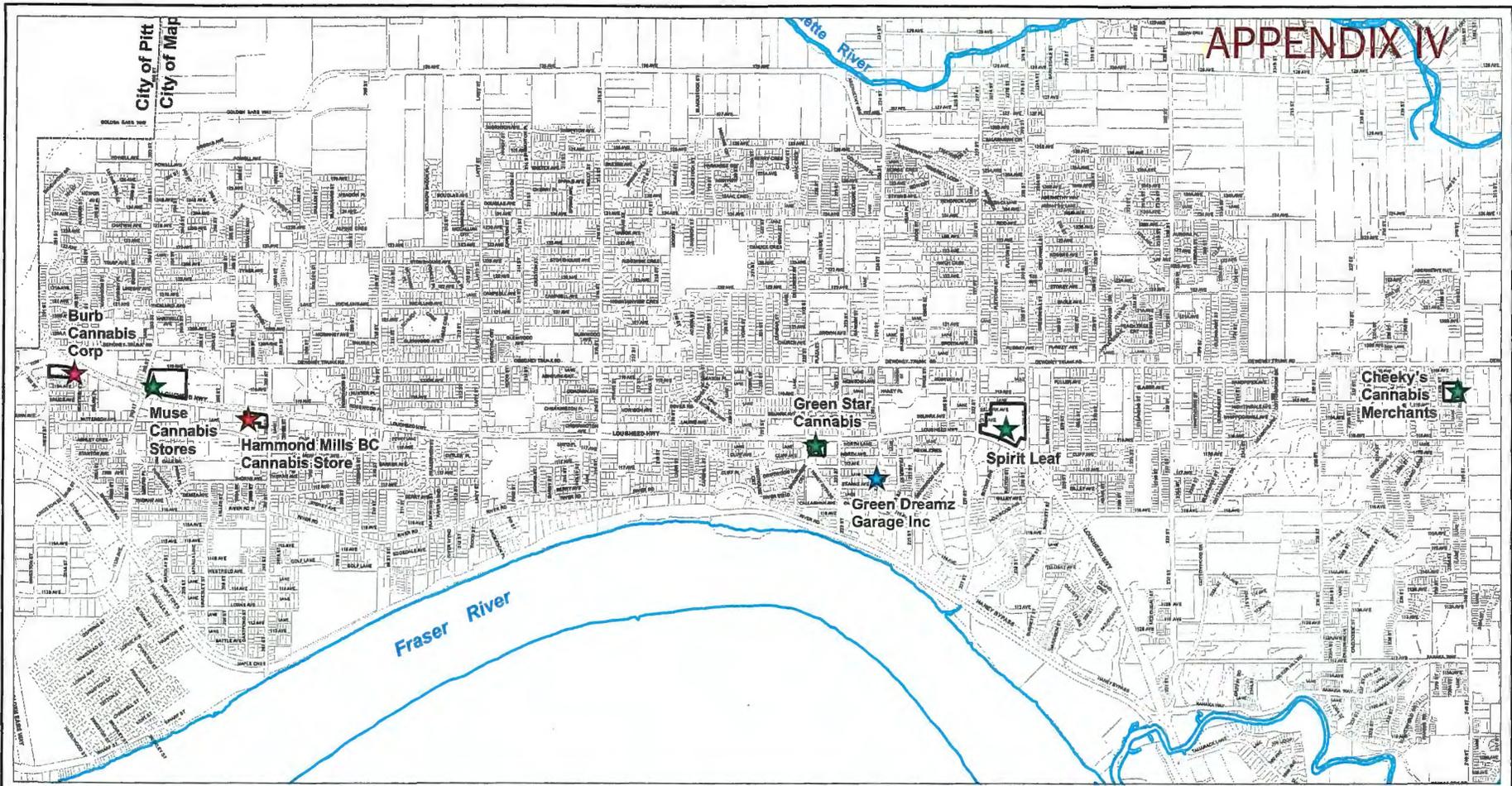
I hope the council opposes this application at this time.

Thanks in advance,

[REDACTED]
Maple Ridge, B.C

Freedom of Information and
Protection of Privacy Act
Section 21 (1)

APPENDIX IV



Scale: 1:20,000

Legend

- ★ Business License Issued
- ★ Approved by Council - Tenant Improvement Permits In-Progress
- ★ Approved by Council - Zoning Bylaw Text Amendment & Permit Applications Required
- ★ BC Liquor Distribution Branch Application Received

Cannabis Retail Licenses

LICENCES, PERMITS & BYLAWS DEPT.



FILE: CannabisLocationsOverview_20220208.mxd
 DATE: Feb 8, 2022 BY: DT



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First and Second Reading**
Zone Amending Bylaw No. 7790-2021
Regulation of Pharmacies

MEETING DATE: February 15, 2022
FILE NO: 2021-457-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

In September 2021, Council directed staff to bring forward a report regarding the regulation of pharmacies in Maple Ridge and also passed a motion to hold applications for new pharmacies in abeyance. At the November 2, 2021 Council Workshop, Council directed that staff prepare a hybrid zone amending bylaw of option 1 and option 2, as detailed in the November 2, 2021 staff report. This staff report and attached zone amending bylaw is the result of the work undertaken on Pharmacy regulation to date.

Zone Amending Bylaw No. 7790-2021 (Appendix A) proposes to prohibit all principal pharmacies within the City of Maple Ridge. It proposes prohibiting accessory pharmacy uses in commercial establishments with less than 700 square meters of Gross Leasable Area, measured in accordance with BOMA Standard Method of Measurement, as well as regulating pharmacies outside of the Town Centre Area by implementing a geographic buffer of 400m between new pharmacy applications. Zone Amending Bylaw No. 7790-2021 is presented to Council for consideration of first and second reading.

RECOMMENDATION:

That Zone Amending Bylaw No. 7790-2021 be given first and second reading and forwarded to Public Hearing.

1.0 BACKGROUND:

At the September 14, 2021 Council Meeting, the following notice of motion was put forward regarding the options available to Council to limit pharmacies:

That Council direct staff to bring back a report regarding the options available to Council to limit pharmacies and further, that applications for pharmacies be held pending the outcome of review.

The motion was discussed at the September 28, 2021 Council Meeting and the following resolution was passed by Council:

That staff bring back a report and draft bylaw to limit pharmacy use in the Town Centre; and further, that applications for pharmacies be held in abeyance pending the option of a Zone Amending Bylaw.

At the November 2, 2021 Council Workshop, staff presented a report (Appendix B) outlining four possible options to regulate pharmacy use in the City. At that meeting, the following resolution was passed by Council:

That applications for Pharmacy Business Licenses in the Town Centre Area continue to be held in abeyance until adoption of a Zone Amending Bylaw; and further

That the item be referred back to staff to prepare a hybrid of option one and two for further consideration of a Zone Amending Bylaw at a future Committee of the Whole Meeting.

Where option 1 speaks to the prohibition of new small-scale pharmacies in the Town Centre Area and option 2 to the regulation of pharmacies outside of the Town Centre Area by implementing a geographic buffer of 400m between new pharmacy applications.

As of January 2022, the City of Maple Ridge has licensed 24 pharmacies, with the majority (17) located in the Town Centre Area of Maple Ridge. Pharmacies in Maple Ridge range in size from a standalone small-scale commercial use to those that are integrated with large scale grocery stores. The majority of local pharmacies are in small-scale commercial spaces and in some cases associated with a neighbouring medical or walk-in clinic use. Nine Maple Ridge pharmacies are integrated into larger scale grocery or retail spaces (i.e. Shoppers Drug Mart and London Drugs).

2.0 DISCUSSION:

2.1 Zone Amending Bylaw No. 7790-2021

Based on the Council motion passed on November 2, 2021, Zone Amending Bylaw No. 7790-2021 has been prepared, incorporating a hybrid approach of the 'option 1' and 'option 2' detailed in the November 2, 2021 staff report.

i) Defining Pharmacy Use

Currently, pharmacies are not defined as a separate identifiable use in the Zoning Bylaw. Pharmacy use is permitted through a combination of land uses including 'retail' and in some cases, in conjunction with 'professional services' depending on any proposed related services. In order to implement the proposed regulations outlined in Zone Amending Bylaw No. 7790-2021, a definition for pharmacy is now proposed:

PHARMACY means a Use in a commercial establishment, where the retail sale of goods or services are provided, which dispenses a broad range of pharmaceutical prescriptions that is licensed as a pharmacy under the *Pharmacy Operations and Drug Scheduling Act*.

Pharmacy use is proposed to be permitted in a range of commercial oriented zones, including: C-1 Neighbourhood Commercial, C-2 Community Commercial, C-3 Town Centre Commercial, C-5 Village Centre Commercial, CRM Commercial / Residential, H-1 Heritage Commercial, and H-2 Hammond Village Commercial.

ii) Town Centre Area Plan

The first component of Zone Amending Bylaw No. 7790-2021 is to prohibit new small-scale pharmacies in the Town Centre Area. Under the wording provided in the Zone Amending Bylaw No. 7790-2021, the City would continue to accept applications in the Town Centre for pharmacies in conjunction with larger retail spaces (such as a grocery store), providing there is a Gross Leasable Area in accordance with Building Owners and Managers Association (BOMA) Standard Methods of

Measurement (ANSI/BOMA Z65.5-2020) of 700 square metres of retail space. Applications in spaces with less than 700 square metres of Gross Leasable Area in accordance with BOMA Standard Method of Measurement would not be permitted.

Existing pharmacies in the Town Centre would be able to continue operating, as 'legally non-conforming', but these existing pharmacies would be limited in their ability to expand or relocate. New doctor's office and/or medical health services would be prohibited from having an accessory pharmacy use in the Town Centre Area should the Gross Leasable Area be less than 700 square meters.

iii) Outside of the Town Centre Area Plan

The second component of Zone Amending Bylaw No. 7790-2021 is to implement a geographic distance between new pharmacies outside of the Town Centre Area. The buffer option would prohibit a pharmacy application from being approved within the stated distance between two existing pharmacies (noting that Council could approve pharmacies on a case-by-case basis through a text amendment to the Zoning Bylaw). A similar strategy has recently been employed by the City, through Council Policy 6.33, for Cannabis Retail Operations, with the distance measured in a straight line from the lot lines of the existing operation and proposed new operation.

Given under the wording provided in the Zone Amending Bylaw No. 7790-2021, the City would continue to accept applications outside of the Town Centre for pharmacies that are located a minimum of 400 meters from another pharmacy. As such, new pharmacy applications would continue to be accepted for any commercial location within other commercial areas of the City, including the Lougheed Transit Corridor, Hammond, Albion and other village commercial nodes.

Under Section 8(7)(a) of the *Community Charter*, municipal powers to regulate, prohibit and impose requirements are separate powers that may be exercised independently of one another. Section 9(1)(a) of the *Community Charter* sets out areas for which the Province has concurrent authority, and includes matters of public health. Currently, BC College of Pharmacists - Professional Practice Policy-66 sets out specific policy statements on Opioid Agonist Treatment, and pharmacies are licensed under the *Pharmacy Operations and Drug Scheduling Act*, S.B.C. 2003 c. 77. The City may not adopt a bylaw pertaining to matters of public health within the provincial jurisdiction unless the bylaw is approved through a ministerial order.

Any concurrent authority requirements, such as ministerial order do not apply if the provision is not listed in sub (1). For this reason, the City would not require a ministerial order if it is regulating buildings and other structures.

2.3 Next Steps

Based on the Council resolution passed at the November 2, 2021 Council Workshop meeting, wherein Council directed staff to bring back a zone amending bylaw to regulate pharmacy use in Maple Ridge, attached is Zone Amending Bylaw No. 7790-2021 for Council consideration.

Figure 1 – Proposed Bylaw Amendment Process



3.0 POLICY IMPLICATIONS:

The City of Maple Ridge Official Community Plan and Town Centre Area Plan include policies that speak to the priority function of commercial uses that support the residential population of the Town Centre with the provision of necessary goods, including food, and services, such as medical care, and that these uses will be encouraged to develop or remain in and around the Central Business District of the Town Centre and in the commercial designated areas of Port Haney.

4.0 INTERDEPARTMENTAL IMPLICATIONS:

The review and permitting of business license regulation is a multi-department undertaking between the Planning, Bylaw & Licensing Services, Building, and Economic Development Departments. All departments continue to envision a continued collaborative working relationship to ensure the successful implementation of the Council-approved direction for the regulation of pharmacies in Maple Ridge.

CONCLUSION:

At the November 2, 2021 Council Workshop, Council directed that staff prepare a hybrid zone amending bylaw of option 1 and option 2 as detailed in the November 2, 2021 staff report. Zone Amending Bylaw No. 7790-2021 proposes to prohibit new small-scale pharmacies in the Town Centre Area and regulate pharmacies outside of the Town Centre Area by implementing a geographic buffer of 400m between new pharmacy applications.

“Original signed by Amanda Grochowich”

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

“Original signed by Charles 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 Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A: Zone Amending Bylaw No. 7790-2021
- Appendix B: November 2, 2021 Council Workshop Staff Report

**CITY OF MAPLE RIDGE
BYLAW NO. 7790 - 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. 7790-2021."
2. That PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, that the definition of "Pharmacy" is inserted between "PERSONAL SERVICES" and "PLACE OF WORSHIP":
PHARMACY means a Use in a commercial establishment, where the retail sale of goods or services are provided, which dispenses a broad range of pharmaceutical prescriptions that is licensed as a pharmacy under the *Pharmacy Operations and Drug Scheduling Act*.
3. That PART 4 GENERAL REGULATIONS, Section 401.3 Prohibited Uses of Land, Buildings and Structures is amended by inserting the following after sub-bullet f. and re-lettering the section accordingly:
g. a Principal Use as a Pharmacy
4. That PART 4 GENERAL REGULATIONS, Section 402 Regulations for Permitted Uses of Land, Buildings, and Structures is amended by inserting the following between 402.21 Parking and Storing of Unlicensed Vehicles and Contractor's Equipment and 402.22 Produce Sales, and renumbering the section accordingly:
402.22 Pharmacy
 1. A Pharmacy Use is subject to the following provisions:
 - a. shall not be permitted as a Principal Use;
 - b. shall not be permitted as an Accessory Use in a commercial establishment, where the retail sale of goods or services are provided, with a Gross Leasable Area in accordance with Building Owners and Managers Association Standard Methods of Measurement (ANSI/BOMA Z65.5-2020) less than or equal to 700 square metres on a lot within the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw;
 - c. shall be permitted as an Accessory Use in a commercial establishment, where the retail sale of goods or services are provided, with a Gross Leasable Area in accordance with Building Owners and Managers Association Standard Methods of Measurement (ANSI/BOMA Z65.5-2020) greater than 700 square metres on a lot within the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw; and
 - d. shall be permitted as an Accessory Use outside of the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw, if located more than 400 meters, measured in a straight line from the Lot Lines, to another Pharmacy Use.
5. That PART 7 Commercial Zones, Section 701 Zone: C-1 Neighbourhood Commercial is amended by inserting the following after 701.3 1. e.
 - f. a Pharmacy Use, subject to Section 402.22 of this Bylaw.

PRESIDING MEMBER

CORPORATE OFFICER



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

FROM: Chief Administrative Officer

SUBJECT: Proposed Options to Regulate Pharmacies in the Town Centre Area, including a draft Zone Amending Bylaw

MEETING DATE: November 2, 2021

FILE NO: 2021-457-RZ

MEETING: Workshop

EXECUTIVE SUMMARY:

In September 2021, Council directed staff to bring forward a report regarding the regulation of pharmacies in Maple Ridge and also passed a motion to hold applications for new pharmacies in abeyance. As of September 2021, 22 pharmacies were licensed by the City in addition to two pending applications. Of the 24 pharmacies, 17 are located within the Town Centre Area, as shown in Appendix A.

This report outlines four possible options for the regulation of pharmacies in Maple Ridge, which include:

- Option 1: Outright Prohibit New Small-Scale Pharmacies in the Town Centre Area (Recommended);
- Option 2: Introduce Geographic Buffers of 400 meters to Pharmacy Applications;
- Option 3: Outright Prohibit New Pharmacies City-wide; or
- Option 4: Status Quo.

Hearing Council comments at the September 28, 2021 Council Meeting, a draft Zone Amending Bylaw has been developed given the parameters outlined in Option 1 for Council consideration and discussion. The draft zone amending bylaw is included as a reference (Appendix B) and can be modified, based on Council direction, prior to proceeding to first reading.

RECOMMENDATIONS:

1. That applications for Pharmacy Business Licenses in the Town Centre Area continue to be held in abeyance until adoption of a Zone Amending Bylaw; and further
2. That draft Zone Amending Bylaw, to regulate new small-scale pharmacies in the Town Centre, be presented at an upcoming Committee of the Whole Meeting.

1.0 BACKGROUND:

1.1 Context

At the September 14, 2021 Council Meeting, the following notice of motion was put forward regarding the options available to Council to limit pharmacies:

That Council direct staff to bring back a report regarding the options available to Council to limit pharmacies and further, that applications for pharmacies be held pending the outcome of review.

The motion was discussed at the September 28, 2021 Council Meeting and the following resolution was passed by Council:

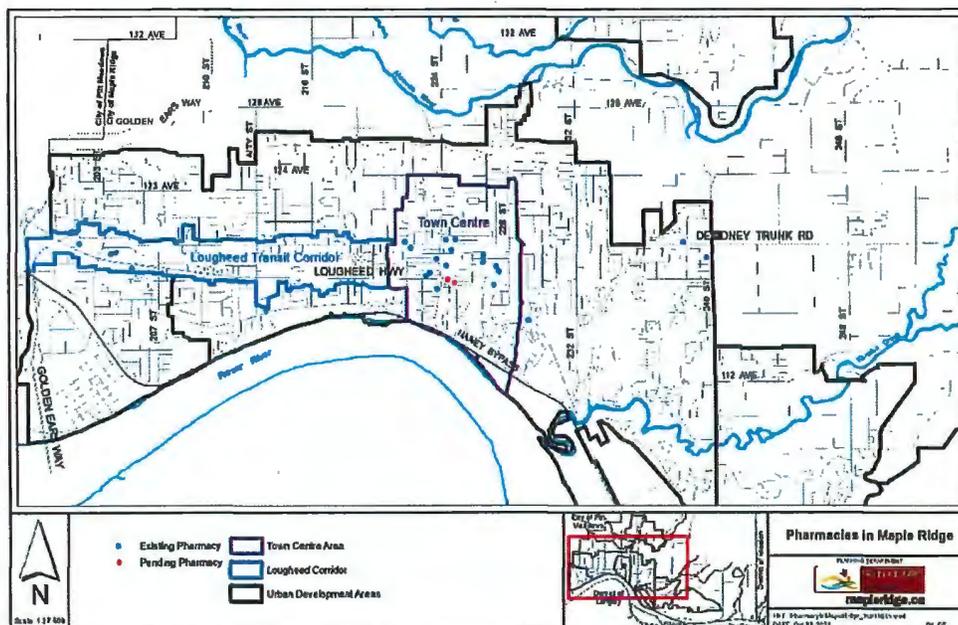
That staff bring back a report and draft bylaw to limit pharmacy use in the Town Centre; and further, that applications for pharmacies be held in abeyance pending the option of a Zone Amending Bylaw.

i) City of Maple Ridge Zoning Bylaw No. 7600-2019

Currently, pharmacies are not a defined use in the Zoning Bylaw. Pharmacy use is permitted through a combination of land uses including 'retail' and in some cases, in conjunction with 'professional services' depending on any proposed related services. As such, the use is permitted in a range of commercial oriented uses, including: C-1 Neighbourhood Commercial, C-2 Community Commercial, C-3 Town Centre Commercial, C-5 Village Centre Commercial, CRM Commercial / Residential, H-1 Heritage Commercial, and H-2 Hammond Village Commercial.

ii) Pharmacies in Maple Ridge

To date, the City of Maple Ridge has licensed 22 pharmacies and currently holds two pending applications. The locations of the pharmacies are shown below with a full-sized map available in Appendix A. The majority of the pharmacies (17 including the two pending) are located within the Town Centre Area of Maple Ridge.



Pharmacies in Maple Ridge range in size from a standalone small-scale commercial use to those that are integrated with large scale grocery stores. The majority of local pharmacies are in small-scale commercial spaces and in some cases associated with a neighbouring medical or walk-in clinic use. Nine Maple Ridge pharmacies are integrated into larger scale grocery or retail spaces (i.e. Shoppers Drug Mart and London Drugs).

2.0 DISCUSSION:

Four options are provided for Council's consideration in regulating pharmacies in Maple Ridge:

- Option 1: Outright Prohibit New Small-Scale Pharmacies in the Town Centre Area;
- Option 2: Introduce Geographic Buffers of 400 metres to Pharmacy Applications;
- Option 3: Outright Prohibit New Pharmacies City-Wide; and
- Option 4: Status Quo.

Specifically, while Section 2.1 outlines the proposed regulatory recommendation and provides a high-level review of what is entailed, Section 2.2 outlines possible alternative options for Council to consider.

2.1 Proposed Recommended Option to Regulate Pharmacies in Maple Ridge

Based on the Council motion passed on September 28, 2021, Option 1 is recommended and draft Zoning Amending Bylaw is attached for Council consideration. Additionally, Options 2 through 4 are also provided for Council to consider if an alternative direction is preferred.

i) Option 1: Outright Prohibit New Small-Scale Pharmacies in the Town Centre Area (Recommended Option)

The first identified option is to outright prohibit new small-scale pharmacies in the Town Centre Area. Under Option 1, applications for small-scale commercial pharmacies within the Town Centre Area would not be permitted. However, under the wording provided in the draft Zone Amending Bylaw (Appendix B), the City would continue to accept applications in the Town Centre for pharmacies in conjunction with larger retail spaces (such as a grocery store). For the purpose of Council consideration, the finished floor area of 700 square metres of retail space as the scale threshold has been selected for discussion purposes.

While a new small-scale commercial pharmacy prohibition would be in effect in the Town Centre, under Option 1, new pharmacy applications would continue to be accepted for any commercial location within other commercial areas of the City, including the Lougheed Transit Corridor, Hammond, Albion and other village commercial nodes. Existing pharmacies in the Town Centre would be able to continue operating, as 'legally non-conforming', but these existing pharmacies would be limited in their ability to expand or relocate.

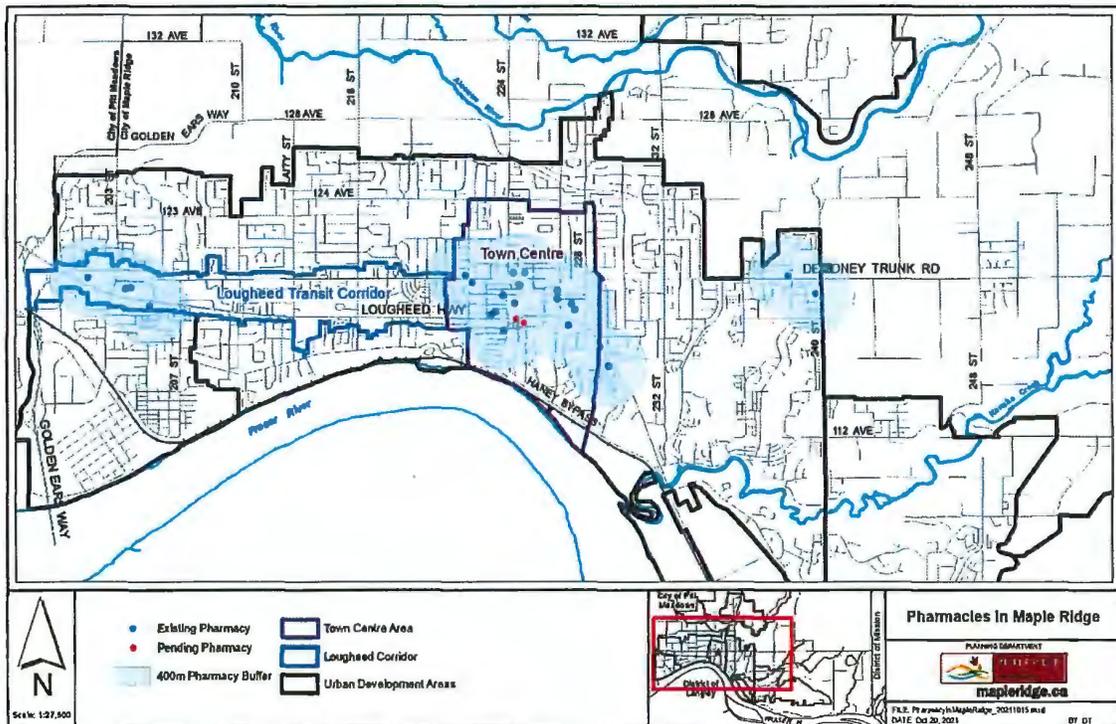
Based on the Council resolution passed on September 28, 2021, Option 1 is the recommended approach and the draft Zone Amending Bylaw (Appendix B) is attached for Council's consideration. To implement Option 1, a Zone Amending Bylaw would require four readings of Council, and include a Public Hearing.

2.2 Possible Alternative Options to Regulate Pharmacies in Maple Ridge

i) Option 2: Introduce Geographic Buffers of 400m between Pharmacy Applications for the Town Centre Area

The second identified option is to introduce geographic buffers for all sizes of pharmacy applications in Maple Ridge. The buffer option would prohibit a pharmacy application from being approved within the stated distance between two existing pharmacies (noting that Council could approve pharmacies on a case-by-case basis through a text amendment to the Zoning Bylaw). A similar strategy has recently been employed by the City, through Council Policy 6.33, for Cannabis Retail Operations, with the distance measured in a straight line from the lot lines of the existing operation and proposed new operation.

For illustrative purposes, a starting distance of 400m has been selected. This distance has been used by the City of Surrey for a similar land use. The figure below, with the full-size map available in Appendix C, demonstrates what a 400m buffer would look like imposed on all existing pharmacies and pending applications within the City today.



Under this option, new applications that do not fall outside the stated distance from an existing pharmacy would not be accepted for the Town Centre Area, but may be accepted for Town Centre locations that are at least 400m apart. Additionally, applications would be accepted for any commercial location within other areas of the City, including the Lougheed Transit Corridor, Hammond, Albion and other Village commercial nodes. Existing operations would be able to continue operating, but limited in their ability to expand or relocate.

To implement Option 2, a Zone Amending Bylaw would be drafted and require four readings of Council, including a Public Hearing. This approach is more challenging to administer and is not recommended.

ii) Option 3: Outright Prohibit Pharmacies City-wide

The third identified option is to outright prohibit new pharmacies of all sizes throughout Maple Ridge. A similar strategy has been employed by the City for Vape Retail operations, prohibiting the use in all zones of the Zoning Bylaw.

Under Option 3, the City would no longer accept pharmacy applications for any location within the City. Existing pharmacies would be able to continue operating, as an adopted Zone Amending Bylaw that prohibits this use would make any legally operating pharmacy 'legally non-conforming', but these existing pharmacies would be limited in their ability to expand or relocate. The 700 square metres of finished floor area threshold could be included in this option as well.

To implement Option 3, a Zone Amending Bylaw would be drafted and require four readings of Council, including a Public Hearing. This approach is not recommended since this use does not appear to be problematic outside of the Town Centre.

iii) Option 4: Status Quo

The fourth identified option is to retain status quo. This would permit pharmacy applications to be considered on zone-appropriate lots – namely commercial zones, including the C-1, C-2, C-3, C-5, CRM, CS-4, H-1, and H-2 zones.

Under this option, new applications would be considered under the existing process involving evaluation of regulatory compliance before issuance of a business license. No Council review or approval process would be required. Existing pharmacies would be able to continue operating as legally conforming businesses.

No bylaw amendments or other actions are required or proposed to implement this option.

iv) Summary of Possible Options

| Option | Concept | Impact | Implementation Tool |
|--------|---|--|---|
| 1 | Prohibit Small-Scale Pharmacies in the Town Centre Area. | <ul style="list-style-type: none"> • No small-scale applications (under 700 m² of retail space) permitted in the Town Centre Area. • Applications permitted throughout the rest of the City. Approval dependent on existing regulations and requirements. | Zone Amending Bylaw (4 Readings of Council and a Public Hearing) to define the use and set out the prohibited area. |
| 2 | Implement Geographic Buffers of 400 metres to Pharmacy Applications | <ul style="list-style-type: none"> • Limited applications would be accepted in the Town Centre Area. • Applications permitted throughout the rest of the City. Approval dependent on existing regulations and requirements. | Zone Amending Bylaw (4 Readings of Council and a Public Hearing) to define the use and set out the geographic buffer. |

| Option | Concept | Impact | Implementation Tool |
|--------|-------------------------------|---|---|
| 3 | Prohibit Pharmacies City-Wide | <ul style="list-style-type: none"> No applications permitted in the City. | Zone Amending Bylaw (4 Readings of Council and a Public Hearing) to define the use and set out the prohibited area. |
| 4 | Status Quo | <ul style="list-style-type: none"> No change to how pharmacy applications are permitted in the City. | N/A |

2.3 Next Steps

Based on the Council resolution passed at the September 28, 2021 Council meeting, wherein Council directed staff to bring back a draft bylaw to limit pharmacy use in the Town Centre, attached is a draft Zone Amending Bylaw for Council to consider and provide direction on proceeding through the Bylaw amendment process shown in Figure 1 below.

Figure 1 – Proposed Bylaw Amendment Process



3.0 POLICY IMPLICATIONS:

The City of Maple Ridge Official Community Plan and Town Centre Area Plan include policies that speak to the priority function of commercial uses that support the residential population of the Town Centre with the provision of necessary goods, including food, and services, such as medical care, and that these uses will be encouraged to develop or remain in and around the Central Business District of the Town Centre and in the commercial designated areas of Port Haney.

4.0 INTERDEPARTMENTAL IMPLICATIONS:

The review and permitting of business license regulation and opportunity is a multi-department undertaking between the Planning, Bylaw & Licensing Services, Building, and Economic Development Departments. All departments continue to envision a continued collaborative working relationship to ensure the successful implementation of the Council-approved direction for the regulation of pharmacies in Maple Ridge.

A consultant for the Economic Development Department has identified that the pharmacist occupation ratio for Maple Ridge is about the same as the pharmacist occupation ratio for the Metro Vancouver and Fraser Valley Regions, as well as B.C. In addition, according to employment wage data, pharmacist and pharmacist assistant wages are considered above average for Maple Ridge. It is also important

to note that manufacturing is a core target sector for future economic development opportunities in Maple Ridge and that limiting or restricting a portion of the pharmaceutical value chain may have an impact on the perception of openness of the manufacturing portion of the pharmaceutical value chain.

From a Community Safety perspective, the majority of the complaints received relate to smaller-scale pharmacies, often with specific OAT offerings included as part of the pharmacy. These pharmacies may struggle to manage the behaviors of their patients. It is recognized that COVID created a challenge where indoor occupancy limits pushed patients out of waiting rooms onto the adjacent sidewalks. While smaller-scale pharmacies, including OAT clinics, are valuable to residents, best practices should be focused on patient behavior management and reducing impacts on neighbouring businesses.

CONCLUSION:

In September 2021, Council directed staff to bring forward an options report regarding the regulation of pharmacies in Maple Ridge. This report outlines four possible options for the regulation of pharmacies in Maple Ridge, which include: Option 1: Outright Prohibit New Small-Scale Pharmacies in the Town Centre Area; Option 2: Introduce Geographic Buffers of 400m to New Pharmacy Applications; Option 3: Outright Prohibit New Pharmacies City-wide; Option 4: Status Quo.

This report includes a draft of a possible Zone Amending Bylaw to limit pharmacies in the Town Centre Area, reflecting Option 1, for Council consideration of first and second reading at an upcoming Council meeting.

“Original signed by Amanda Grochowich”

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

“Original signed by Charles 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 Christine Carter” for

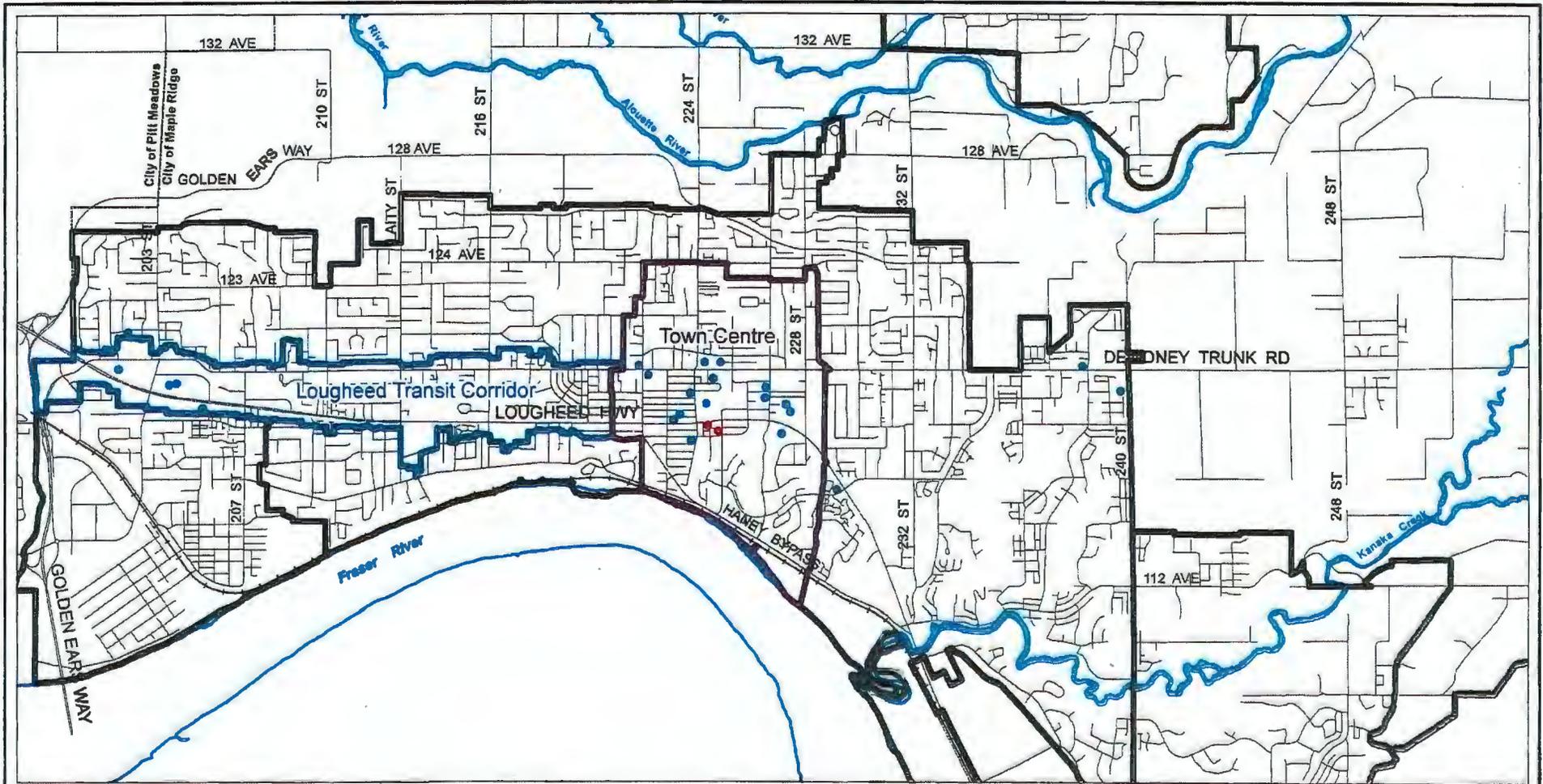
Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A: Map of existing and pending pharmacies in Maple Ridge

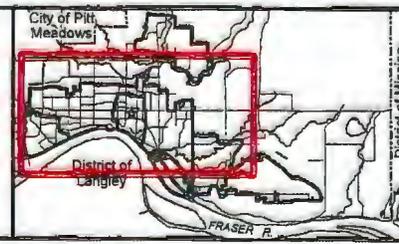
Appendix B: Draft Zone Amending Bylaw

Appendix C: Map of existing and pending pharmacies in Maple Ridge with geographical buffer set at 400m



Scale: 1:27,500

- Existing Pharmacy
- Pending Pharmacy
- ▭ Town Centre Area
- ▭ Lougheed Corridor
- ▭ Urban Development Areas



Pharmacies in Maple Ridge



FILE: PharmacyInMapleRidge_20211015.mxd
 DATE: Oct 20, 2021
 BY: DT

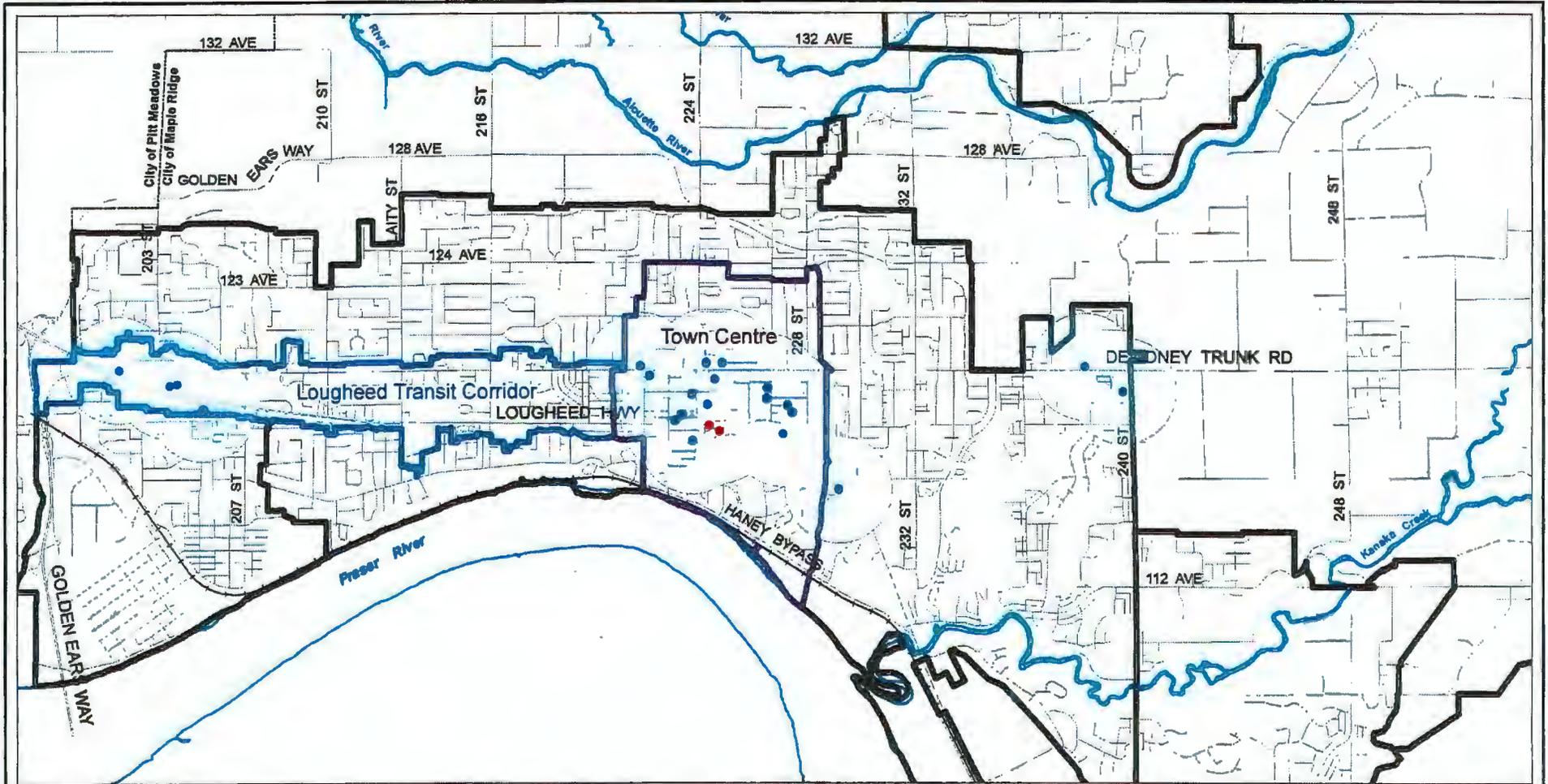
**CITY OF MAPLE RIDGE
BYLAW NO. XXX-2021**

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;

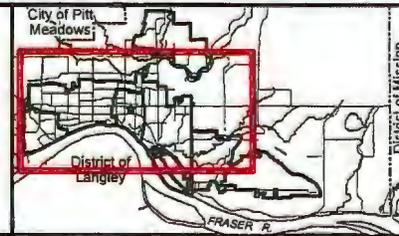
NOW THEREFORE, the Municipal Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. XXXX-2021."
2. That PART 2 INTERPRETATIONS AND DEFINITIONS, Section 202 Definitions, that the definition of "Pharmacy" is inserted between "PERSONAL SERVICES" and "PLACE OF WORSHIP":
PHARMACY means a Use in a commercial establishment which fills a broad range of pharmaceutical prescriptions.
3. That PART 4 GENERAL REGULATIONS, Section 402 Regulations for Permitted Uses of Land, Buildings, and Structures is amended by inserting the following between 402.21 Parking and Storing of Unlicensed Vehicles and Contractor's Equipment and 402.22 Produce Sales, and renumbering the section accordingly:
402.22 Pharmacy
 1. A Pharmacy Use is subject to the following provisions:
 - a. shall not be permitted as a Principal Use;
 - b. shall not be permitted as an Accessory Use in a commercial establishment with a finished floor area less than or equal to 700 square metres on a lot within the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw;
 - c. shall be permitted as an Accessory Use in a commercial establishment with a finished floor area greater than 700 square metres on a lot within the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw; and
 - d. shall be permitted as an Accessory Use outside of the Town Centre Area.
4. That PART 7 Commercial Zones, Section 701 Zone: C-1 Neighbourhood Commercial is amended by inserting the following after 701.3 1. e.
 - f. a Pharmacy Use, subject to Section 402.22 of this Bylaw.
5. That PART 7 Commercial Zones, Section 702 Zone: C-2 Community Commercial is amended by inserting the following after 702.3 1. e.
 - f. a Pharmacy Use, subject to Section 402.22 of this Bylaw.
6. That PART 7 Commercial Zones, Section 703 Zone: C-3 Town Centre Commercial is amended by inserting the following after 703.3 1. d.
 - e. a Pharmacy Use, subject to Section 402.22 of this Bylaw.



Scale: 1:27,500

- Existing Pharmacy
- Pending Pharmacy
- 400m Pharmacy Buffer
- Town Centre Area
- Lougheed Corridor
- Urban Development Areas



Pharmacies in Maple Ridge



FILE: PharmacyInMapleRidge_20211015.mxd
 DATE: Oct 20, 2021 BY: DT



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First Reading**
Zone Amending Bylaw No. 7814-2021
24156 104 Avenue

MEETING DATE: February 15, 2022
FILE NO: 2019-013-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 24156 104 Avenue, from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of 21 townhouse units. To proceed further with this application additional information is required as outlined below.

The proposed plan is showing a floor space ratio of 0.75 FSR utilizing the density bonus provision for lots within the Albion Area Plan, as described in Section 402.9 of the Zoning Bylaw No. 7600-2019. A density bonus contribution of \$3,100.00 shall therefore be required for each unit where the FSR in this development is more than 0.6 FSR but not more than 0.75 times the lot area (FSR).

As per Council Policy 6.31, this application is subject to the Community Amenity Contribution (CAC) Program. The CAC rates in Policy 6.31 area currently under review and if approved at an upcoming Council meeting, it is anticipated that this application would be subject to the new rates. The expected CAC contribution rate for this rezoning will be confirmed in the second reading report.

RECOMMENDATIONS:

1. That Zone Amending Bylaw No. 7814-2021 be given first reading; and further
2. That the applicant provide further information as described on Schedules C, D and G of the *Development Procedures Bylaw No. 5879-1999*.

DISCUSSION:

a) Background Context:

Applicant: Pivotal Development Consultants, Wayne Jackson
Legal Description: Lot K Section 3 Township 12 New Westminster District Plan 20434

OCP:
Existing: Medium Density Residential
Proposed: Medium Density Residential

Within Urban Area Boundary: Yes
Area Plan: Albion Area Plan
OCP Major Corridor: Yes

Zoning:
Existing: RS-3 (Single Detached Rural Residential)
Proposed: RM-1 (Low Density Townhouse Residential)

Surrounding Uses:
North: Use: School
Zone: P-1 (Park & School)
Designation: Institutional
South: Use: Multi-Family Residential
Zone: RM-1 (Low Density Townhouse Residential)
Designation: Medium Density Residential
East: Use: Single-Family Residential
Zone: RS-3 (Single Detached Rural Residential)
Designation: Medium Density Residential
West: Use: Multi-Family Residential
Zone: RM-1 (Low Density Townhouse Residential)
Designation: Medium Density Residential

Existing Use of Property: Single-Family Residential
Proposed Use of Property: Multi-Family Residential
Site Area: 3,970 m2 (0.99 acres)
Access: 104 Avenue
Servicing requirement: Urban Standard

b) Site Characteristics:

The subject property is located within the Albion Area and is bounded by single family homes to the east, a townhouse site along the south and west, and 104 Avenue and an elementary school to the north (see Appendices A and B). Slopes over 30% are meandering over the northern half of the property, influencing the buildable area as shown on the plans in Appendix D.

c) **Project Description:**

The application is proposing to rezone the subject property from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential), to allow for the construction of 21 townhouse units with access from 104 Avenue. All proposed units are designed with a one-car garage plus an outside stall in the front yard beside it, to provide sufficient residential parking. Tandem parking stalls are not proposed.

At this time the current application has been assessed to determine its compliance with the Official Community Plan (OCP) and provide a land use assessment only. Detailed review and comments will need to be made once full application packages have been received. A more detailed analysis and further reports will be required prior to second reading. Such assessment may impact proposed lot boundaries and yields, OCP designations and bylaw particulars, and may require application for further development permits.

Any subdivision layout provided is strictly preliminary and could change after servicing details and analysis reports are reviewed. Any subdivision layout must ultimately be approved by the Approving Officer.

d) **Planning Analysis:**

Official Community Plan:

The development site is located within the Albion Area Plan and is currently designated *Medium Density Residential*. This designation allows for a range of housing styles and densities, including smaller lot single detached housing, townhouse and duplex dwelling units. Therefore, the proposed development with the RM-1 zone is in compliance with the designation.

Zoning Bylaw:

The current application proposes to rezone the subject property from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential) (see Appendix C) to permit future construction of approximately 21 townhouse units in five buildings (see Appendix D).

The proposal is showing a density calculation of 0.75 FSR making use of the Albion Area Density Bonus Amenity Contribution provision of the Zoning Bylaw No. 7600-2019. The subject property is approximately 3,970 m², and the minimum lot size for the proposed zone subject to the Albion Area Density Bonus Amenity Contribution is 1,115 m².

No apparent variances are showing at high level review. Any variations from the requirements of the proposed zone will require a Development Variance Permit application and a future report to Council.

Development Permits:

A high-level overview of environmental components has been done to ensure the proposal can work complying with the City's hillside protection policies, while further details will be required to proof out exact buildable areas and protective measures.

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”;
- All lands with an average natural slope of greater than 15 %; and
- All floodplain areas and forest lands identified on Natural Features Schedule “C”;

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

Advisory Design Panel:

A Multi-Family Residential Development Permit is required and must be reviewed by the Advisory Design Panel prior to second reading.

Development Information Meeting:

A Development Information Meeting is required for this application. Prior to second reading the applicant is required to host a Development Information Meeting in accordance with Council Policy 6.20.

e) Interdepartmental Implications:

In order to advance the current application, after first reading, comments and input, will be sought from the various internal departments and external agencies listed below:

- a) Engineering Department;
- b) Operations Department;
- c) Fire Department;
- d) Building Department;
- e) Parks, Recreation and Culture Department;
- f) School District; and
- g) Canada Post.

The above list is intended to be indicative only and it may become necessary, as the application progresses, to liaise with agencies and/or departments not listed above.

This application has not been forwarded to the Engineering Department for comments at this time; therefore, an evaluation of servicing and site access requirements have not been undertaken. We anticipate that this evaluation will take place between first and second reading.

f) Development Applications:

In order for this application to proceed the following information must be provided, as required by *Development Procedures Bylaw No. 5879-1999* as amended:

1. A complete Rezoning Application (Schedule C);
2. A Multi-Family Residential Development Permit Application (Schedule D);
3. A Natural Features Development Permit Application (Schedule G);

The above list is intended to be indicative only, other applications may be necessary as the assessment of the proposal progresses.

CONCLUSION:

The development proposal is in compliance with the Official Community Plan, therefore, it is recommended that Council grant first reading subject to additional information being provided and assessed prior to second reading.

“Original signed by Mark McMullen” for

Prepared by: **Therese Melser**
Planning Technician

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

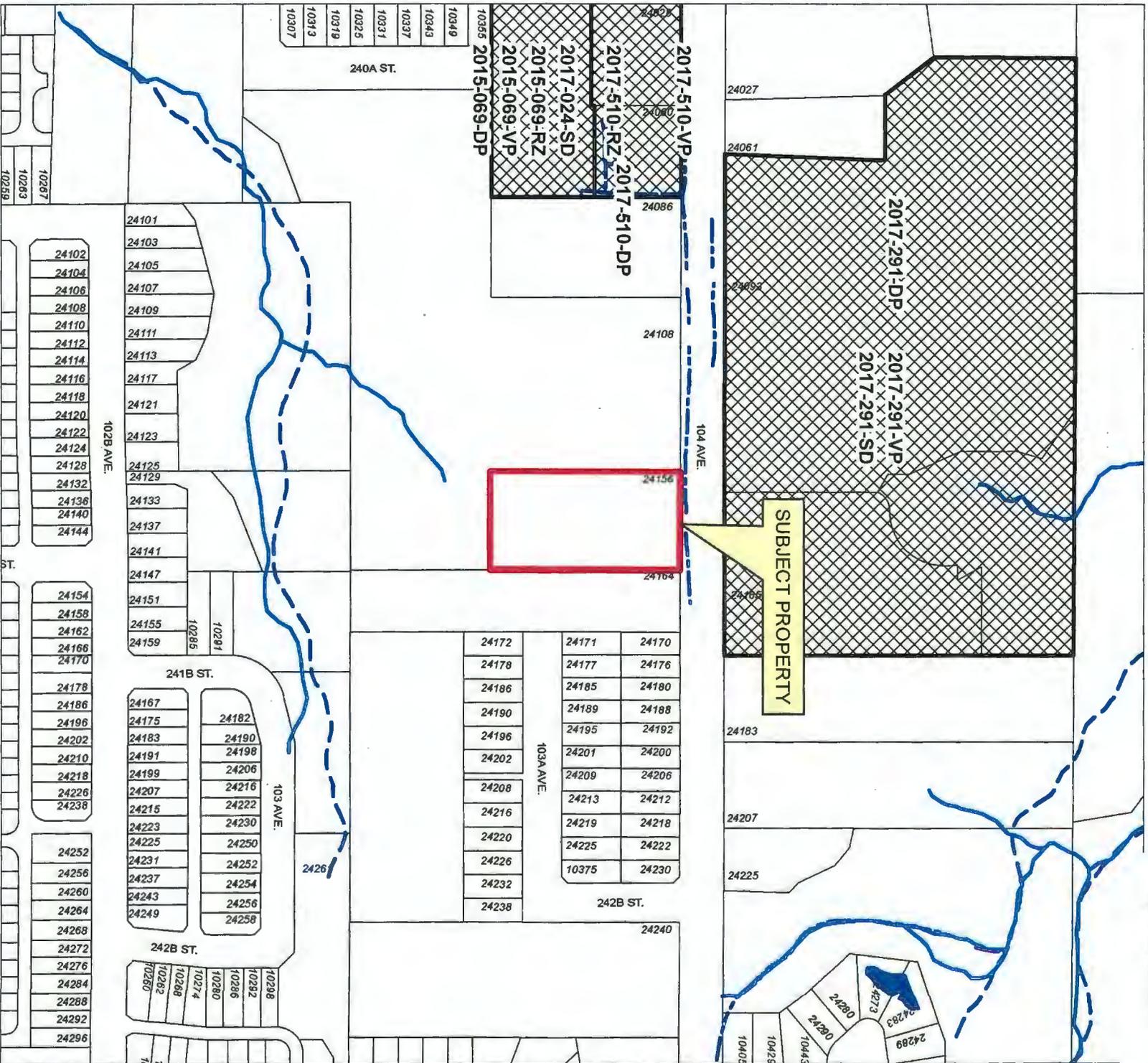
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Zone Amending Bylaw No. 7814-2021
- Appendix D – Proposed Site Plan



Legend

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

24156 104 AVE

PLANNING DEPARTMENT



mapleridge.ca

Scale: 1:2,500

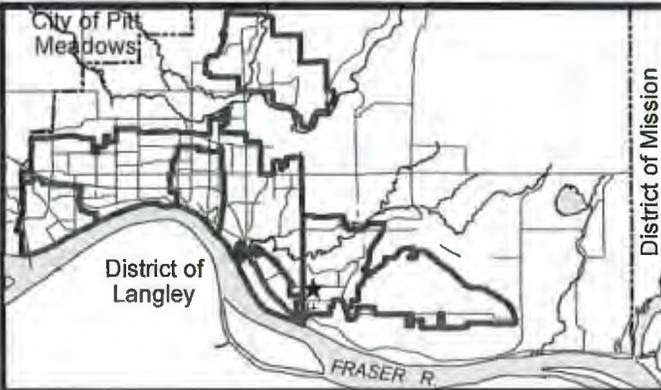
FILE: 2019-013-RZ
 DATE: Jan 10, 2019
 BY: LP



Aerial Imagery from the Spring of 2019



Scale: 1:2,500



District of Mission

24156 104 AVE

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

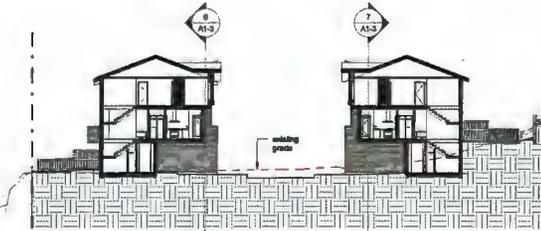
mapleridge.ca

FILE: 2019-013-RZ
DATE: Jan 10, 2019

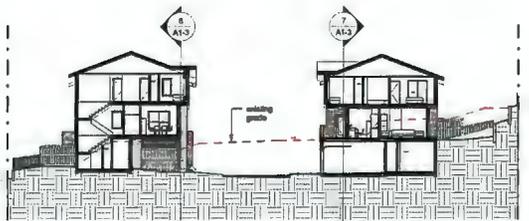
BY: LP



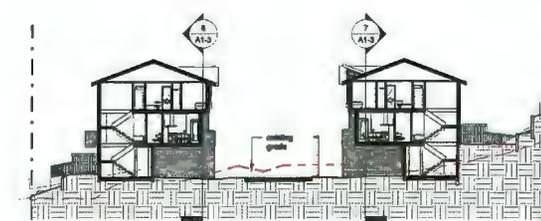
EW section 1
1:200



EW section 2
1:200



EW section 3
1:200



EW section 4
1:200



NS section 1
1:200



NS section 2
1:200



1 site plan - parking level
1:200

Copyright: This plan and sheets A, and A-1 through A-13, the related portion of sheet A-14, and sheet A-15 are the work of the architect. The architect is not responsible for the accuracy of the information and drawings provided by the client. The architect is not responsible for the accuracy of the information and drawings provided by the client. The architect is not responsible for the accuracy of the information and drawings provided by the client.

Rev A, Jan 2022
 software changed
 rev B, Jan 2022
 yellow updated

RE-ISSUED FOR DP JAN 28/22
 RE-ISSUED FOR DP JAN 2022
 RE-ISSUED FOR DP DEC 19/21

DO NOT COPY WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT
 NOT TO BE USED FOR CONSTRUCTION UNLESS EXPLICITLY APPROVED FOR OTHERWISE AND OVERSIGHT BY THE ARCHITECT

client
 Summit Investments Ltd
 2200 E. 42nd Avenue
 Vancouver, BC, V6R 2V9

architect
Architectural Inc.
 4880 Louisa Avenue
 4880 Louisa Avenue
 Richmond, BC V6V 1M7
 604-273-1111
 www.architecturalinc.com

project
 24156 - 104th Avenue
 Townhouses, Maple Ridge

drawing title
 site plan - parking level

project # 20-107 drawing #
 scale as shown
 drawn by GDL
 checked by
 A1.3



② site plan - upper floor
1:200



① site plan - main floor
1:200

Copyright reserved. This general design is one of a series of drawings for the development of the project. The design is subject to change without notice. The design is for information only and does not constitute an offer of any services. The design is for information only and does not constitute an offer of any services. The design is for information only and does not constitute an offer of any services. The design is for information only and does not constitute an offer of any services.

REV A, Jan 2022
networks changed

RE-ISSUED FOR DP JAN 2022
RE-ISSUED FOR DP DEC 16/21

DO NOT COPY WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT
NOT TO BE USED FOR CONSTRUCTION UNLESS APPROVED IN WRITING BY THE ARCHITECT

Client
Surrex Investments Ltd
2528 E. 40th Avenue
Vancouver, BC, V6N 2V9

Architect
Architectura Inc.
1000 West Broadway St. Suite 100
Vancouver, BC V6H 1G5
Tel: 604-251-1188
Fax: 604-251-1189
www.architectura.com

Project
24156 - 104th Avenue
Townhouses, Maple Ridge

Drawing title
site plan - main end
upper levels

Scale

Project # 20-107
Scale as shown
Drawn by GFL
Checked by
A1.4

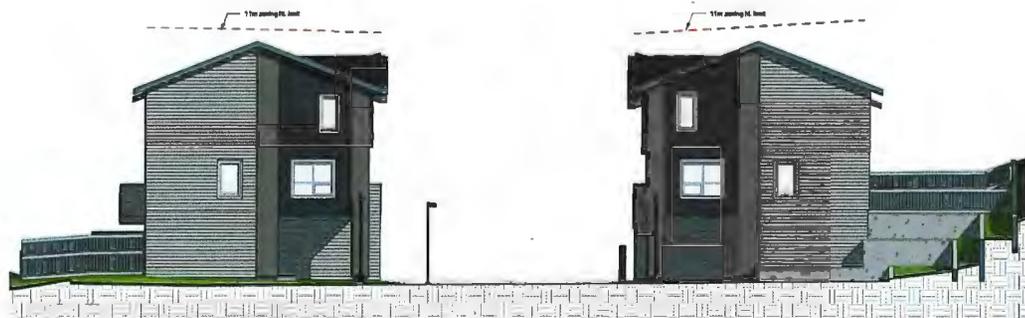
Copyright reserved. This plan and design is, and all of its parts, drawings, the exclusive property of David Leung Architecture Inc. and subject to their terms and conditions of the contract.
 The General Contractor may make any change of dimensions, materials, colors and finishes, to the contract. The drawing is not to be used for construction unless signed and sealed by the architect.
 This plan and design is intended solely for the use of the client and is not to be used for construction unless signed and sealed by the architect.



1 north elevation - blocks A & E
1:100



2 north elevation - block C
1:100



3 south elevation - blocks B & D
1:100

DO NOT COPY WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT
 NOT TO BE USED FOR CONSTRUCTION UNLESS EXEMPTED IN WRITING BY THE ARCHITECT AND APPROVED BY THE ARCHITECT
 CLIENT
 Scenic Development Ltd
 2538 E. 40th Avenue
 Vancouver, BC, V6R 2V9
 ARCHITECT
Architecture Inc.
 David Leung
 David Leung Architecture Inc. 44 West 2nd Street
 Vancouver, BC, V6C 1A1
 Tel: 604.681.1111 Fax: 604.681.1112
 www.davidleung.com

PROJECT
 24156 - 104th Avenue
 Townhouses, Maple Ridge

DRAWING TITLE
 site elevations

PROJECT # 20-107 drawing #
 SCALE as shown A1.6
 DRAWN BY COL
 CHECKED BY

Copyright reserved. This plan and design is used at all times and the client agrees to hold the architect responsible for the design. The General Contractor shall obtain and verify all applicable laws and codes for construction. The architect is not responsible for the design of the building. The design is intended to provide a general idea of the building and is not intended to be used for construction. The architect is not responsible for the design of the building. The design is intended to provide a general idea of the building and is not intended to be used for construction.



1. east elevation - blocks A, B & C
1:100

rev A, Jan 26/22
Basement walls increased



2. south elevation - block C
1:100



3. east elevation - blocks D & E
1:100

RE-ISSUED FOR DP JAN 26/22

RE-ISSUED FOR DP DEC 16/21

DO NOT COPY WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT
NOT TO BE USED FOR CONSTRUCTION AND NOT BE ASSUMED VALID FOR CONSTRUCTION AND COUNTERSIGNED BY THE ARCHITECT

client
Severed Investments, Ltd.
2520 E. 49th Avenue
Vancouver, BC, V8R 2V9

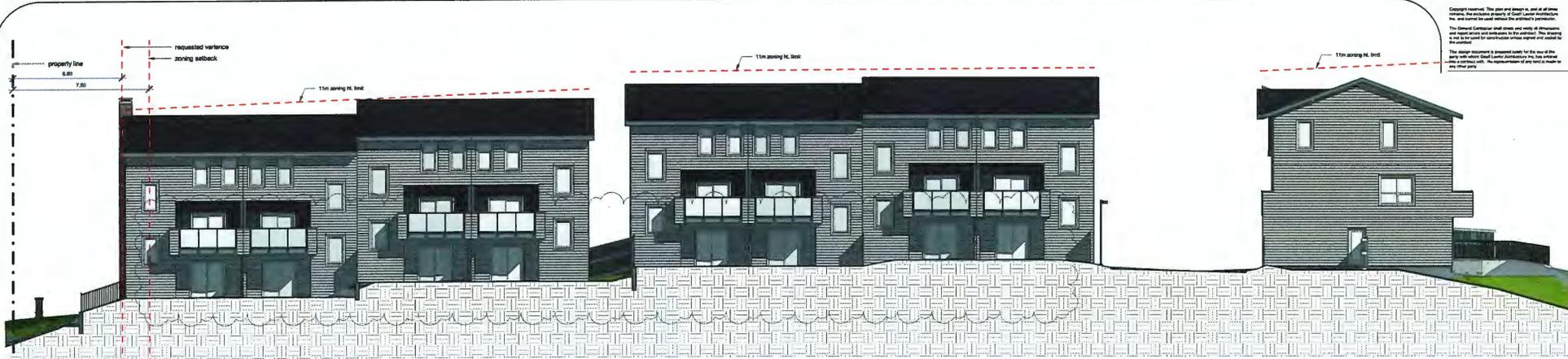
architect
Architecture, Inc.
1111 15th Street
Vancouver, BC, V8W 2M1
tel: 604-271-1111
www.architecture.com

project
24156 - 104th Avenue
Townhouses, Maple Ridge

drawing title
site elevations

sheet

project # 20-107 drawing #
scale as shown A1.7
drawn by GDL
checked by



① west elevation - blocks C, D & E
1:100

rev A, Jan 26/22
basepoint update processed



② west elevation - blocks A & B
1:100

RE-ISSUED FOR DP JAN 26/22
RE-ISSUED FOR DP DEC 16/21

DO NOT COPY WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT
NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND COUNTERSIGNED BY THE ARCHITECT

client
Sorrento Investments Ltd.
2528 E. 40th Avenue
Vancouver, BC, V6R 2V8

architect
Architectural Inc.
Gerrard Lake Architecture Inc. 44 4th Ave. S.W.
Vancouver, BC V6C 1K1
1111 Columbia St. #100
Vancouver, BC V6C 1K1
tel: 604.281.2288
fax: 604.281.2288
web: www.gdlinc.com

project
24155 - 104th Avenue
Townhouses, Maple Ridge

drawing title
site elevations

sheet

project # 20-107 drawing #
scale as shown
drawn by GDL A1.8
checked by

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First Reading**
Zone Amending Bylaw 7825-2022
24255 113 Avenue

MEETING DATE: February 15, 2022
FILE NO: 2021-501-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 24255 113 Avenue from RS-3 (Single Detached Rural Residential) to RS-1d (Single Detached (Half Acre) Residential) utilizing the density bonus option to RS-1b (Single Detached (Medium Density) Residential), to permit a future subdivision of approximately five lots. To proceed further with this application additional information is required as outlined below.

As per Council Policy 6.31, this application is subject to the Community Amenity Contribution (CAC) Program. The CAC rates in Policy 6.31 are currently under review, and if approved at an upcoming Council meeting, it is anticipated that this application will be subject to new rates. The expected CAC contribution rate for this rezoning application will be confirmed in the second reading report.

RECOMMENDATIONS:

1. That Zone Amending Bylaw No. 7825-2022 be given first reading; and further
2. That the applicant provides further information as described on Schedules B, F, and G of the *Development Procedures Bylaw No. 5879-1999*, along with the information required for a Subdivision application.

DISCUSSION:

a) Background Context:

| | |
|-----------------------------|--|
| Applicant: | Don Bowins |
| Legal Description: | Lot 14 Section 15 Township 12 New Westminster Plan 50696 |
| OCP: | |
| Existing: | <i>Low Density Residential, Conservation</i> |
| Proposed: | <i>Low Density Residential, Conservation</i> |
| Within Urban Area Boundary: | Yes |
| Area Plan: | Albion Area Plan |
| OCP Major Corridor: | No |

Zoning:
Existing: RS-3 (Single Detached Rural Residential)
Proposed: RS-1d (Single Detached (Half Acre) Residential) with Density Bonus to RS-1b (Single Detached (Medium Density) Residential)

Surrounding Uses:

North: Use: Single Detached Residential
Zone: RS-3 (Single Detached Rural Residential)
Designation: *Agricultural*

South: Use: Single Detached Residential
Zone: RS-3 (Single Detached Rural Residential)
Designation: *Conservation and Low Density Residential*

East: Use: City-owned *Conservation* lands
Zone: N/A
Designation: *Conservation*

West: Use: Single-Detached Residential
Zone: RS-1d (Single Detached (Half Acre) Residential) with Density Bonus: RS-1b (Single Detached (Medium Density) Residential) zoning
Designation: *Low Density Residential*

Existing Use of Property: Single Detached Residential
Proposed Use of Property: Single Detached Residential
Site Area: 0.808 hectares (2.0 acres)
Access: 242A Street
Servicing requirement: Urban Standard

b) Site Characteristics:

To the north of the subject site are lots designated *Agricultural* which are fully part of the Agricultural Land Reserve (see Appendices A and B). The single lot to the east is fully forested and is City-owned *Conservation* land featuring watercourses, including the productive Seigel Creek which crosses into the southeast corner of the subject site. The subject site fronts 113 Avenue to the south with one rural residential lot across the street.

To the west, subdivision application 2015-260-SD was approved in 2018 to create 242A Street which provides access for the seven newly created lots. The newly created street was built with the expectation that the subject site would apply for a similar subdivision and that the remaining road dedication needed to complete 242A Street with its cul-de-sac would come from this application.

c) Project Description:

The applicant proposes to rezone the subject site to RS-1d while utilizing the density bonus option in the Albion Area Plan to create five RS-1b (minimum 557m² size) lots (see Appendices C and D). A large eastern portion of the site will be dedicated as *Conservation* due to the environmentally sensitive areas of Seigel Creek and the associated steep slopes. The western edge of the site will be dedicated to complete 242A Street and the associated cul-de-sac. Along the entirety of the northern portion of the site, a 6.0 metre buffer will be dedicated between the ALR properties and the newly created lots.

At this time the applicant proposes five lots which will have access off of 242A Street. There are steep slopes, both natural and human-made, on site in addition to those flanking Seigel Creek. These features and their relating setbacks will affect the final number of lots possible (see Preliminary Environmental Context Map in Appendix E).

At this time the current application has been assessed to determine its compliance with the Official Community Plan (OCP) and provide a land use assessment only. Detailed review and comments will need to be made once full application packages have been received. A more detailed analysis and further reports will be required prior to second reading. Such assessment may impact proposed lot boundaries and yields, OCP designations and Bylaw particulars, and may require application for further development permits.

Any subdivision layout provided is strictly preliminary and could change after servicing details and analysis reports. Any subdivision layout provided is strictly preliminary and must be approved by the Approving Officer.

d) Planning Analysis:

Official Community Plan:

The subject site is located within the Albion Area Plan and is currently designated *Low Density Residential*. This designation supports the RS-1d zone and the creation of 2,000m² lots. The density bonus in the Area Plan allows for the smaller RS-1b (557m²) zoned lots through an Amenity Contribution toward community amenities that will be located within the boundaries of the Area Plan. This application to rezone to the RS-1d zone while utilizing the density bonus option is consistent with the Official Community Plan. A minor OCP amendment is required to designate the watercourse corridor as *Conservation* after the above-noted groundtruthing is completed.

Zoning Bylaw:

The proposal is to rezone the subject property from RS-3 (Single Detached Rural Residential) to RS-1d (Single Detached (Medium Density) Residential) (see Appendix C) with the density bonus option. This option allows for increased density by permitting the smaller RS-1b which may enable the creation of five lots (see Appendix D). The minimum lot size for the RS-1b zone is 557m². Any variations from the requirements of the proposed zone will require a Development Variance Permit application.

Development Permits:

Pursuant to Section 8.9 of the OCP, a Watercourse Protection Development Permit application is required for all developments and building permits within 50 metres of the top of bank of all watercourses and wetlands. The purpose of the Watercourse Protection Development Permit is to ensure the preservation, protection, restoration and enhancement of watercourse and riparian areas.

Pursuant to Section 8.10 of the OCP, a Natural Features Development Permit application is required for all development and subdivision activity to ensure the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions.

Development Information Meeting:

A Development Information Meeting is required for this application. Prior to second reading the applicant is required to host a Development Information Meeting in accordance with Council Policy 6.20.

e) Interdepartmental Implications:

In order to advance the current application, after first reading, comments and input will be sought from the various internal departments and external agencies listed below:

- a) Engineering Department;
- b) Operations Department;
- c) Fire Department;
- d) Building Department;
- e) Parks, Recreation and Culture Department;
- f) School District;
- g) Utility companies;
- h) Agricultural Land Commission;
- i) Fisheries & Oceans Canada;
- j) Ministry of Environment; and
- k) Canada Post.

The above list is intended to be indicative only and it may become necessary, as the application progresses, to liaise with agencies and/or departments not listed above.

This application has not been forwarded to the Engineering Department for comments at this time; therefore, an evaluation of servicing and site access requirements have not been undertaken. We anticipate that this evaluation will take place between first and second reading.

f) Early and Ongoing Consultation:

In respect of Section 475 of the *Local Government Act* for consultation during an OCP amendment, it is recommended that no additional consultation is required beyond the early posting of the proposed OCP amendments on the City's website, together with an invitation to the public to comment.

g) Development Applications:

In order for this application to proceed, the following information must be provided as required by *Development Procedures Bylaw No. 5879-1999* as amended:

- 1. A complete Rezoning Application (Schedule B);
- 2. A Watercourse Protection Development Permit Application (Schedule F);
- 3. A Natural Features Development Permit Application (Schedule G); and
- 4. A Subdivision Application.

The above list is intended to be indicative only, other applications may be necessary as the assessment of the proposal progresses.

CONCLUSION:

The development proposal is in compliance with the OCP, therefore, it is recommended that Council grant first reading subject to additional information being provided and assessed prior to second reading.

It is anticipated that once complete information is received, Zone Amending Bylaw No. 7825-2022 will be amended and an OCP Amendment to adjust the Conservation boundary may be required.

“Original signed by Brandon Djordjevich”

Prepared by: **Brandon Djordjevich, M.PL**
Planning Technician

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

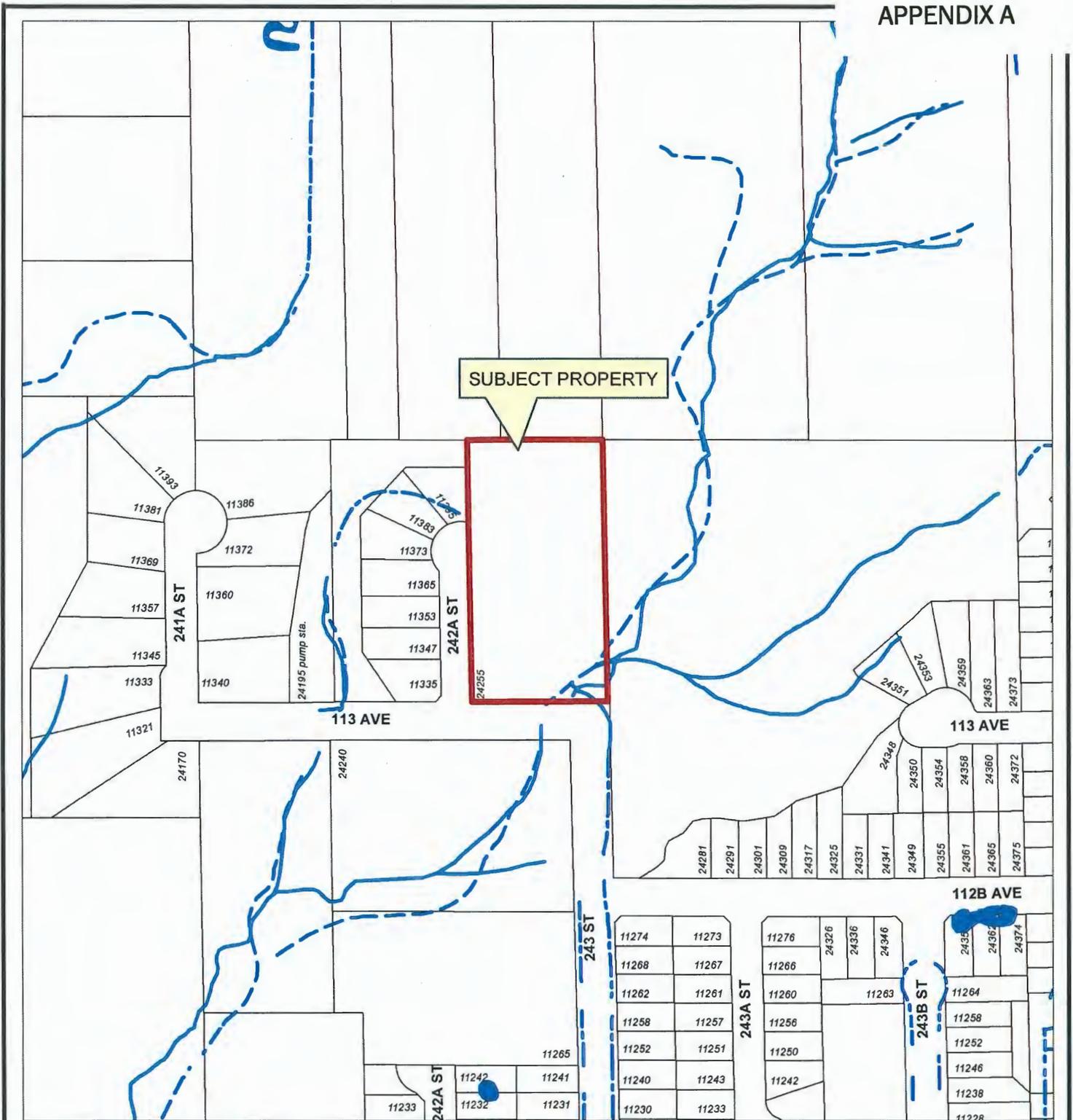
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Zone Amending Bylaw No. 7825-2022
- Appendix D – Proposed Site Plan
- Appendix E – Preliminary Environmental Context Map



SUBJECT PROPERTY

Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  Lake or Reservoir
-  Street Name Labels



Scale: 1:2,500

24255 113 AVENUE
PID 004-190-459

PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-501-RZ/SD

DATE: Oct 7, 2021

BY: PC



Aerial Imagery from the Spring of 2020



Scale: 1:2,500



2425 113 AVENUE
PID 004-190-459

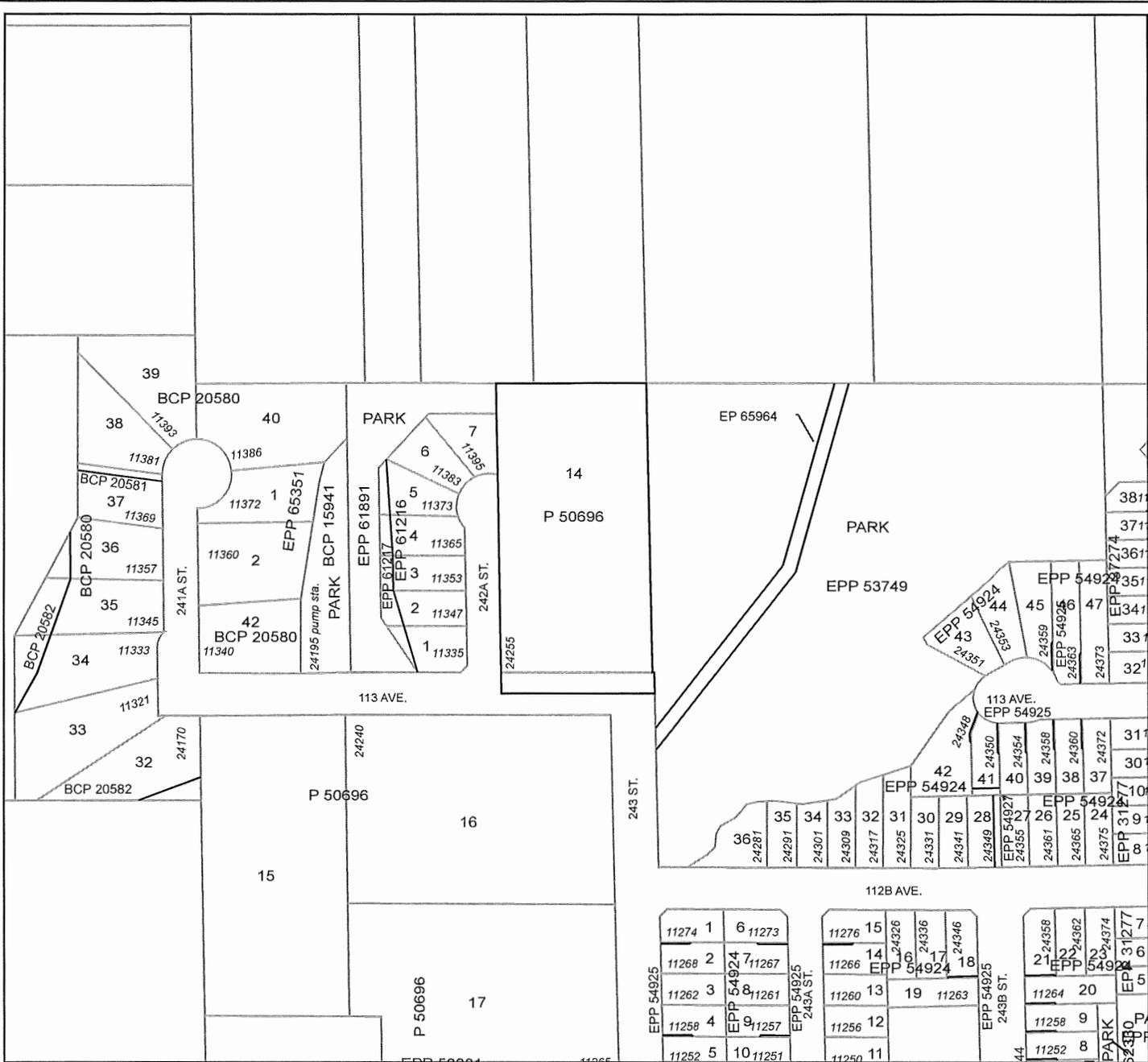
PLANNING DEPARTMENT



mapleridge.ca

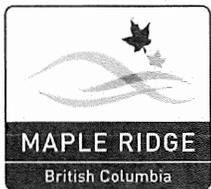
FILE: 2021-501-RZ/SD
DATE: Oct 7, 2021

BY: PC



MAPLE RIDGE ZONE AMENDING

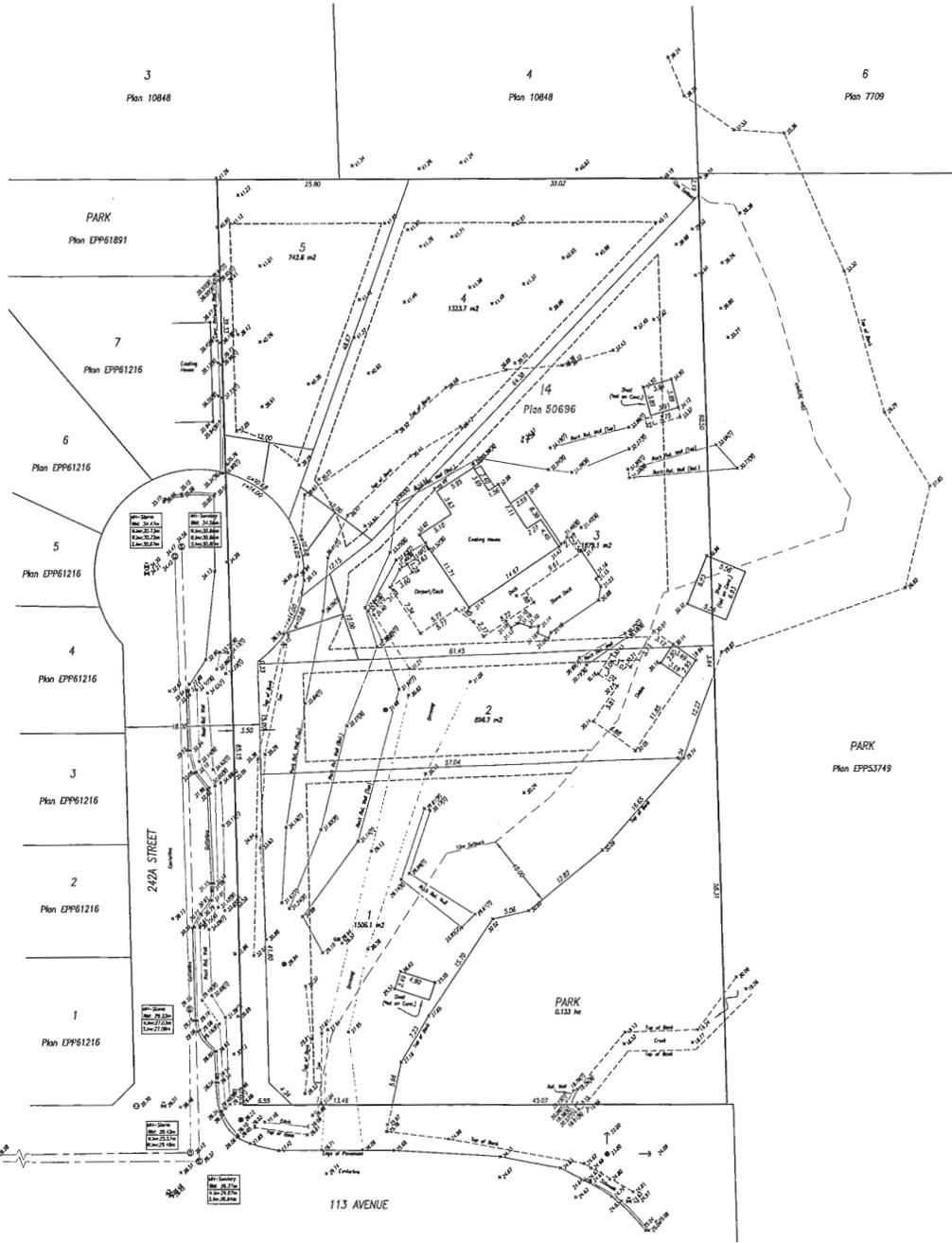
Bylaw No. 7825-2022
 Map No. 1950
 From: RS-3 (Single Detached Rural Residential)
 To: RS-1d (Single Detached (Half Acre) Residential)



SCALE 1:2,500

PROPOSED SUBDIVISION PLAN OF
LOT 14 SECTION 15 TOWNSHIP 12
NEW WESTMINSTER DISTRICT PLAN 50696

SCALE 1 : 300
ALL DIMENSIONS ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED.
CIVIC ADDRESS: 24255 113 AVENUE, MAPLE RIDGE
PARCEL IDENTIFIER: 004-190-459



| LEGEND | DESCRIPTION |
|--------|----------------------------|
| | ANCHOR IRON |
| | CATCH BASIN |
| | CULVERT |
| | HYDRANT |
| | MANHOLE - DRAIN/STORM |
| | MANHOLE - SANITARY |
| | POWER/UTILITY POLE |
| | WATER VALVE |
| | TOP/BOTTOM WALL ELEVATIONS |

LOT DIMENSIONS DERIVED FROM
PLAN 50696
ELEVATIONS ARE IN METRES (GEODETIC)
ELEVATIONS REFERENCED TO
MONUMENTS 8212160
ELEVATION: 26.021
DATUM: CYD280M02018

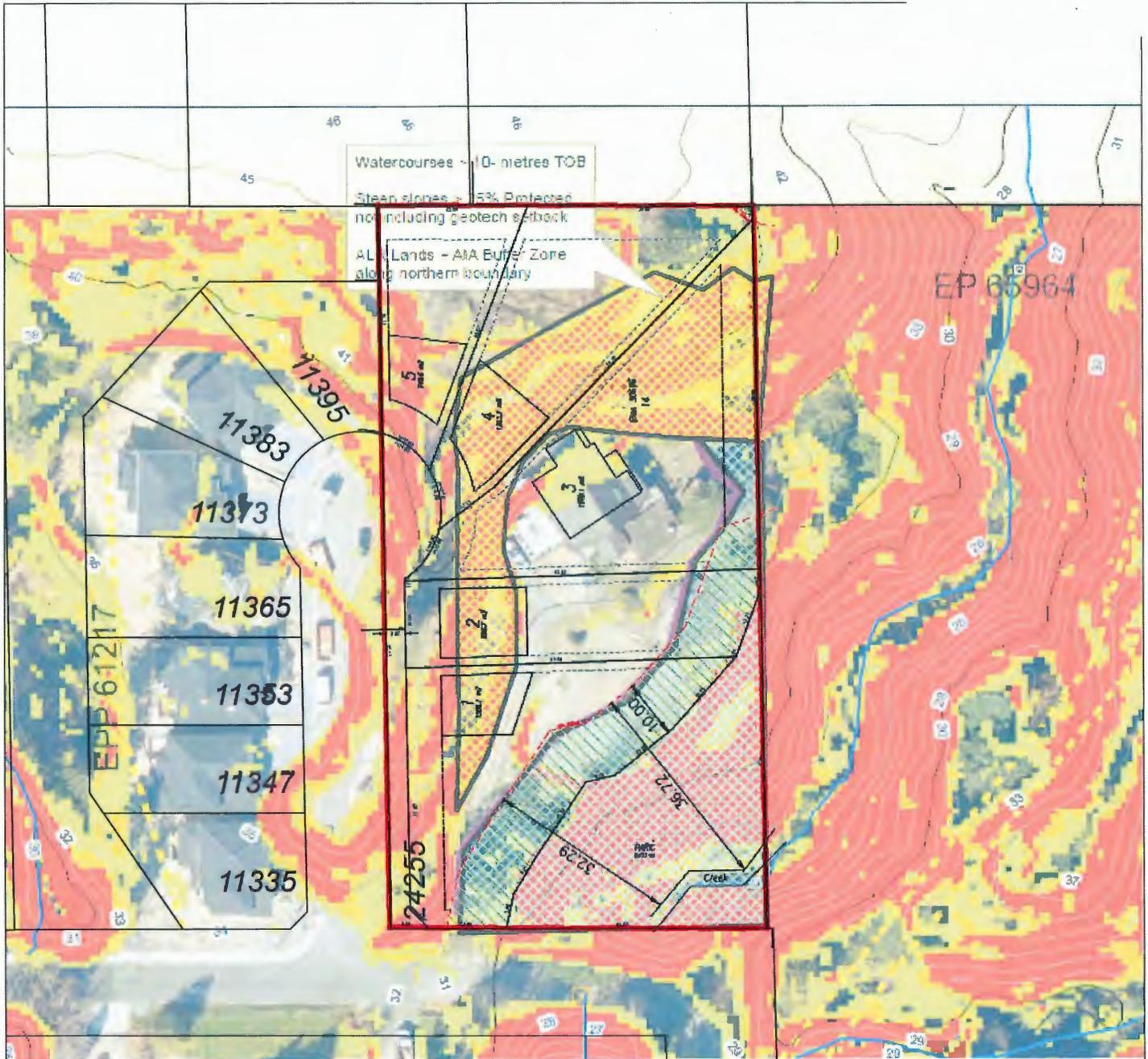
WADE & ASSOCIATES LAND SURVEYING LTD.
BC LAND SURVEYORS
MISSION & MAPLE RIDGE
PHONE: (604) 826-9581 OR 463-4753
FAX: 463-9595-06

PREPARED FOR: DLJ HOLDINGS

CHARGES ON FILE WITHOUT REFERENCE TO
SHEET PLANS THAT MAY AFFECT IMPROVEMENTS
N/A

DRAFT

SLW
S.P. WADE, B.C.L.S.
DATE OF SURVEY: AUGUST 20-24, 2020
DATE OF SURVEY: DECEMBER 7, 2020



24240

Important Note:
 First Reading Preliminary Context Map for land use should also include consideration for protected areas and protected features. The attached preliminary context map only provides preliminary information on water features and steep slopes which requires further field verification. Additional studies and further field verification are required to determine developable and non-developable areas. Natural hazard setbacks, tree retention & replacement setbacks, pervious area targets, trail connections, and on site 3-tier stormwater/landscape requirements are all important to determine final developable and non-developable areas on site.

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.



Scale: 1:1,000



2021-501-RZ
 Site Plan Overlay

PLANNING DEPARTMENT



mapleridge.ca

FILE: Subject Map.mxd
 DATE: Jan 31, 2022

BY: DT



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 15, 2022
FILE NO: 2021-565-RZ
MEETING: C o W
SUBJECT: First Reading
Zone Amending Bylaw No. 7824-2022
24301 126 Avenue

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 24301 126 Avenue, from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential), to permit a future subdivision of two single-family lots. To proceed further with this application, additional information is required as outlined below.

As per Council Policy 6.31, this application is subject to the Community Amenity Contribution (CAC) Program. The CAC rates in Policy 6.31 area currently under review and if approved at an upcoming Council meeting, it is anticipated that this application would be subject to the new rates. The expected CAC contribution rate for this rezoning will be confirmed in the second reading report.

RECOMMENDATIONS:

1. That Zone Amending Bylaw No. 7824-2022 be given first reading; and further
2. That the applicant provide further information as described on Schedules B and G of the *Development Procedures Bylaw No. 5879-1999*, along with the information required for a Subdivision application.

DISCUSSION:

a) Background Context:

Applicant: D. Palombi
Legal Description: Lot 67 Section 22 Township 12 New Westminster District Plan 43885

OCP:
Existing: Estate Suburban Residential
Proposed: Estate Suburban Residential

Within Urban Area Boundary: No
OCP Major Corridor: No

Zoning:
Existing: RS-3 (Single Detached Rural Residential)
Proposed: RS-2 (Single Detached Suburban Residential)

Surrounding Uses:

| | | |
|--------|--------------|--|
| North: | Use: | Single-Family Residential |
| | Zone: | RS-3 (Single Detached Rural Residential) |
| | Designation: | Estate Suburban Residential |
| South: | Use: | Single-Family Residential |
| | Zone: | RS-2 (Single Detached Suburban Residential) |
| | Designation: | Estate Suburban Residential |
| East: | Use: | Single-Family Residential |
| | Zone: | RS-2 (Single Detached Suburban Residential) |
| | Designation: | Estate Suburban Residential |
| West: | Use: | Single-Family Residential |
| | Zone: | RS-3 (Single Detached Rural Residential), under application 2018-325-RZ to rezone to RS-2 (Single Detached Suburban Residential) |
| | Designation: | Estate Suburban Residential |

| | |
|---------------------------|---------------------------|
| Existing Use of Property: | Single-Family Residential |
| Proposed Use of Property: | Single-Family Residential |
| Site Area: | 0.81 ha (2 acres) |
| Access: | 126 Avenue |
| Servicing requirement: | Rural Standard |

b) Project Description:

The subject property is located at the intersection of 243 Street and 126 Avenue. It is a large lot with steep slopes to the north, and generally sloping from east to west. There are single-family homes to the east, west, and south, and to the north, beyond the Statutory Right-of-Way owned by the City (see Appendices A, B, and C).

The applicant is proposing to rezone the subject property from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential) to permit the future subdivision into two single-family lots. The existing home would be demolished and two new homes would be constructed.

At this time the current application has been assessed to determine its compliance with the Official Community Plan (OCP) and provide a land use assessment only. Detailed review and comments will need to be made once full application packages have been received. A more detailed analysis and further reports will be required prior to second reading. Such assessment may impact proposed lot boundaries and yields, OCP designations and Bylaw particulars, and may require application for further development permits.

Any subdivision layout provided is strictly preliminary and could change after servicing details and analysis reports are reviewed. Any subdivision layout provided is strictly preliminary and must be approved by the Approving Officer.

c) Planning Analysis:

Official Community Plan:

The subject property is designated *Estate Suburban Residential* in the Official Community Plan (OCP), which supports single detached and two-family residential housing. This land use designation is characterised generally by 0.40 ha (1 acre) lots. The RS-2 (One Family Suburban Residential) zone

is supported by this land use designation. On September 5, 2017, Council reaffirmed the Suburban Residential designation with the following resolution:

That no changes be made to the current policies in the Official Community Plan for Estate Suburban Residential and Suburban Residential Land Use Designations, as discussed in the Council report dated September 5, 2017.

On this basis, this proposal remains consistent with the Official Community Plan.

Zoning Bylaw:

The current application proposes to rezone the subject property from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential) (see Appendix D) to permit the future subdivision into two single-family lots, each exceeding the minimum lot area of 0.4 ha (1 acre) (see Appendix E). The single-family lots are proposed to be one acre in size each. Any variations from the requirements of the proposed zone will require a Development Variance Permit application.

Development Permits:

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 %; and
- All floodplain areas and forest lands identified on Natural Features Schedule “C”

to ensure the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions. A geotechnical covenant will also be required, which may extend beyond the protected slopes shown on Appendix C.

Pursuant to Section 8.12 of the OCP, a Wildfire Development Permit application is required for all development and subdivision activity identified in wildfire risk areas, with the exception of subdivisions creating no more than two lots. A Wildfire Development Permit is therefore not required for this subdivision; however, a restrictive covenant detailing building design and landscaping requirements will be required.

Advisory Design Panel:

As the proposed development is for single family development, a Form and Character Development Permit is not required and the Advisory Design Panel does not need to review the project.

Development Information Meeting:

A Development Information Meeting is not required for this application, as there are less than five units proposed.

d) Interdepartmental Implications:

In order to advance the current application after first reading, comments and input will be sought from the various internal departments and external agencies listed below:

- a) Engineering Department;
- b) Operations Department;
- c) Fire Department;
- d) Building Department; and
- e) Parks, Recreation and Culture Department.

The above list is intended to be indicative only and it may become necessary, as the application progresses, to liaise with agencies and/or departments not listed above.

This application has not been forwarded to the Engineering Department for comments at this time; therefore, an evaluation of servicing and site access requirements have not been undertaken. We anticipate that this evaluation will take place between first and second reading.

e) Development Applications:

In order for this application to proceed the following information must be provided, as required by *Development Procedures Bylaw No. 5879-1999*, as amended:

1. A complete Rezoning Application (Schedule B);
2. A Natural Features Development Permit Application (Schedule G); and
3. A Subdivision Application.

The above list is intended to be indicative only, other applications may be necessary as the assessment of the proposal progresses.

CONCLUSION:

The development proposal is in compliance with the OCP, therefore, it is recommended that Council grant first reading, subject to additional information being provided and assessed prior to second reading.

“Original signed by Michelle Baski”

Prepared by: **Michelle Baski, ASCT, MA**
Planner

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

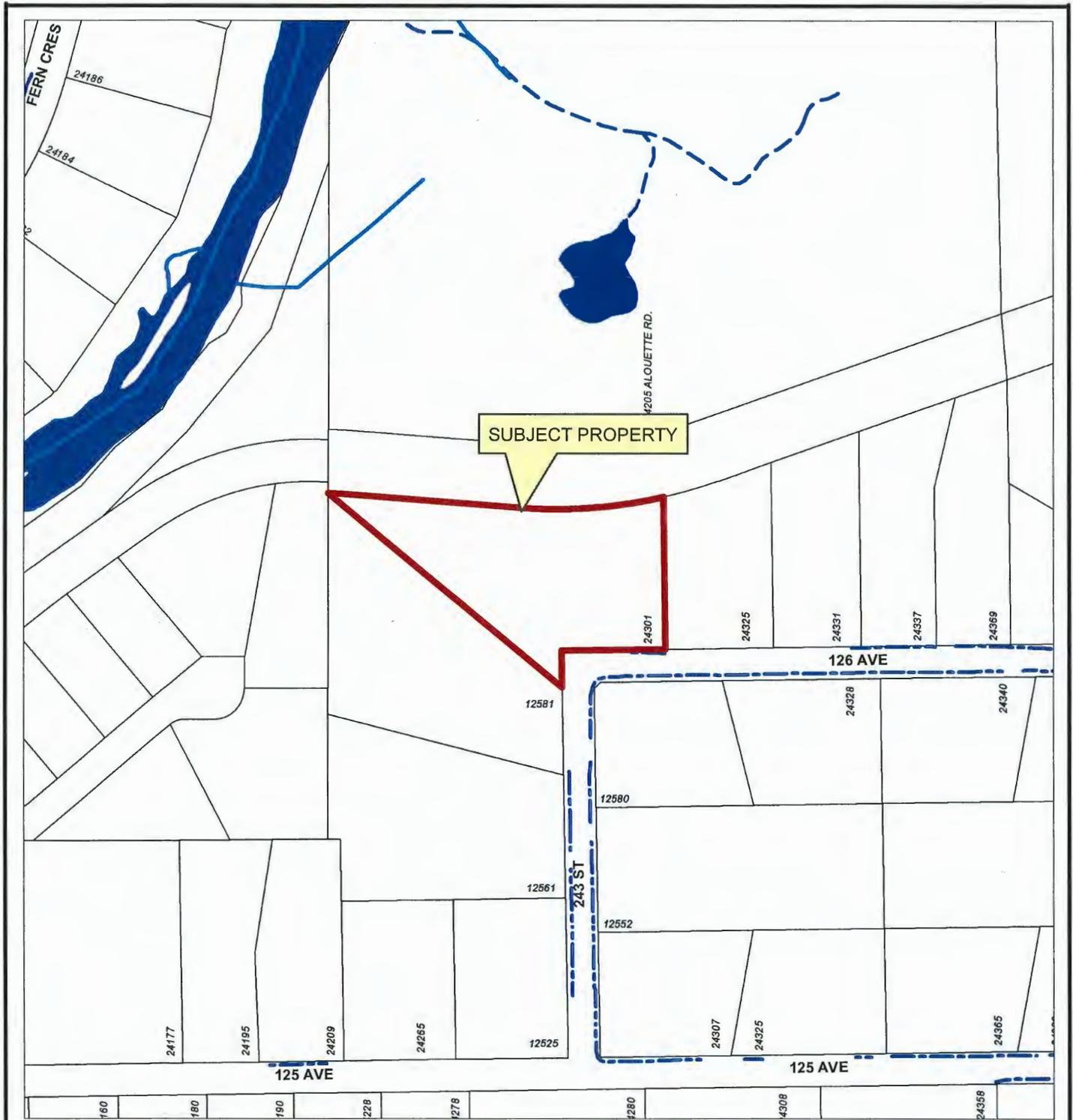
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Environmental Context Map
- Appendix D – Zone Amending Bylaw No. 7824-2022
- Appendix E – Proposed Subdivision Plan



Scale: 1:2,500

Legend

-  Stream
-  Ditch Centreline
-  Edge of River
-  Indefinite Creek
-  River Centreline (Topographic)
-  Lake or Reservoir
-  River
-  Major Rivers & Lakes

24301 126 AVENUE
PID: 007-151-683

PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-565-RZ/SD/DP
DATE: Nov 26, 2021

BY: PC



Scale: 1:2,500



24301 126 AVENUE
PID: 007-151-683

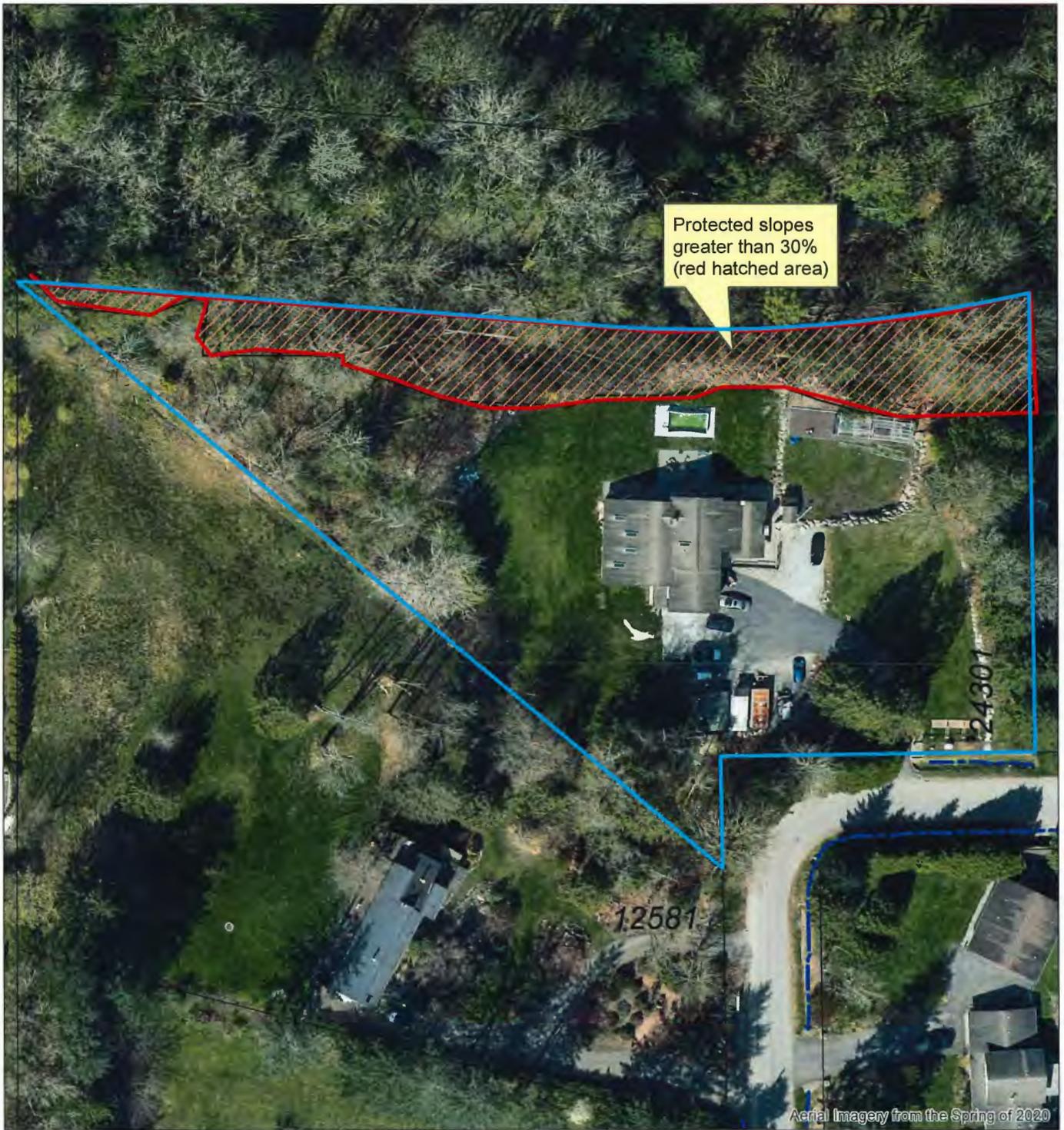
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-565-RZ/SD/DP
DATE: Nov 26, 2021

BY: PC



Scale: 1:850

Preliminary Env Context for
24301 126th Ave

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

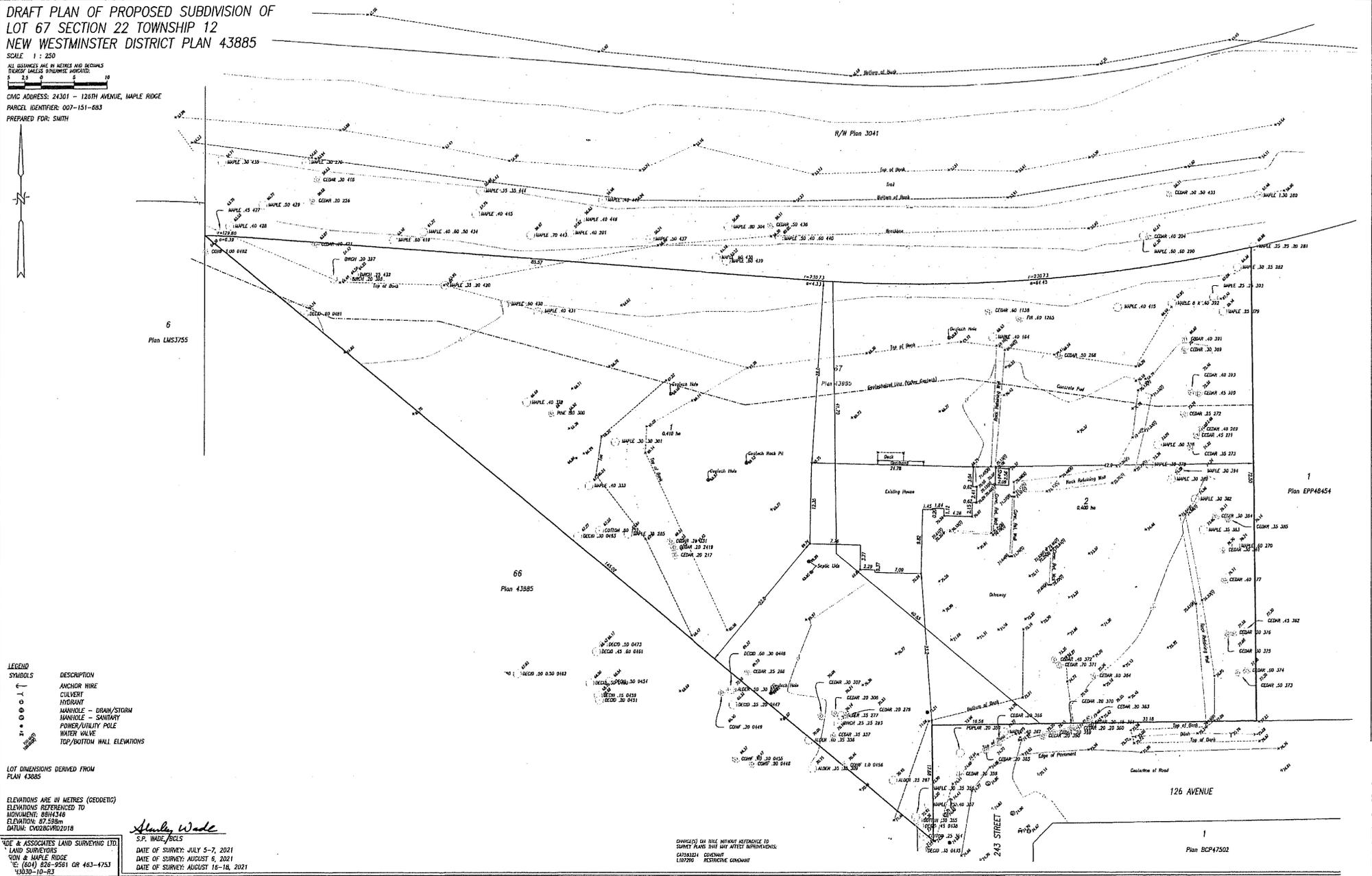
mapleridge.ca

FILE: Untitled
DATE: Jul 12, 2021

BY: MP

DRAFT PLAN OF PROPOSED SUBDIVISION OF
 LOT 67 SECTION 22 TOWNSHIP 12
 NEW WESTMINSTER DISTRICT PLAN 43885

SCALE 1 : 250
 ALL DIMENSIONS ARE IN METRES AND INCLINES
 UNLESS OTHERWISE NOTICED.
 C.M.C. ADDRESS: 24301 - 126TH AVENUE, MAPLE RIDGE
 PARCEL IDENTIFIER: 007-151-683
 PREPARED FOR: SMITH



LEGEND

| SYMBOLS | DESCRIPTION |
|---------|----------------------------|
| — | ANCHOR WIRE |
| — | CULVERT |
| — | HYDRANT |
| — | MANHOLE - DRAIN/STORM |
| — | MANHOLE - SANITARY |
| — | POWER/UTILITY POLE |
| — | WATER VALVE |
| — | TOP/BOTTOM WALL ELEVATIONS |

LOT DIMENSIONS DERIVED FROM
 PLAN 43885

ELEVATIONS ARE IN METRES (GEODETIC)
 ELEVATIONS REFERENCED TO
 MONUMENT: 8514346
 ELEVATION: 87.538m
 DATUM: CNZ826/RD2018

Shelby Wade
 S.F. WADE, P.E.

WADE & ASSOCIATES LAND SURVEYING LTD.
 LAND SURVEYORS
 505 & MAPLE RIDGE
 TEL: (604) 826-9561 OR 463-4753
 1000-10-83

OWNERS TO BE NOTIFIED REFERENCED TO
 SURVEY PLANS THAT MAY AFFECT IMPROVEMENTS:
 C4358224 - SEWERAGE
 L007090 - RESTRICTION CONDUIT

126 AVENUE

1
 Plan BCP47502

APPENDIX E



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 15, 2022
FILE NO: 2021-531-RZ
MEETING: C o W

SUBJECT: **First and Second Reading**
Termination and Replacement of Land Use Contract
Official Community Plan Amending Bylaw No. 7747-2021
Zone Amending Bylaw No. 7740-2021
22486/88/89/90/96/97 Brickwood Close and 11649 & 11609 225 Street

EXECUTIVE SUMMARY:

In May 2014, the Province made changes to the *Local Government Act* to stipulate that all Land Use Contracts in British Columbia will be automatically terminated on June 30, 2024. Municipalities are required to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022. The *Local Government Act* also allows municipalities to terminate contracts prior to 2024 provided zoning is enacted for the affected lands.

To meet provincial legislated deadlines, the City's strategy is to enact zoning regulations for properties regulated by Land Use Contracts by bringing bundles of rezoning bylaws to Council for consideration in 2021 and 2022. Two bundles of rezoning bylaws have been adopted, but due to the complex nature of the third bundle, each property is being brought forward in a separate report.

The purpose of this report is to present Zone Amending Bylaw No. 7740-2021 to rezone the subject properties to RS-1 (Single Detached Residential) (Appendix B), which will take effect when the Land Use Contract is terminated. The properties are currently designated Ground-Oriented Multi-Family in the Official Community Plan (OCP), however, rezoning to a zone that aligns with the current use of the property minimizes the zoning non-conformities and reduces possible hardship on the property owner. Therefore, Official Community Plan Amending Bylaw No. 7747-2021 (Appendix C) is proposed to amend the OCP to support the rezoning to a single detached residential zone. Through the OCP Amending Bylaw, it is proposed that the land use designation of Ground-Oriented Multi-Family remain and that a text amendment be inserted to allow a single detached use on the subject properties. When the subject properties are proposed for ground-oriented multi-family use, at some point in the future, the subject OCP Amending Bylaw may be repealed and the Ground-Oriented Multi-Family use will apply.

RECOMMENDATIONS:

1. That in respect of Section 475 of the *Local Government Act*, requirement for consultation during the development or amendment of an Official Community Plan, Council must consider whether consultation is required with specifically:
 - i. The Board of the Regional District in which the area covered by the plan is located, in the case of a Municipal Official Community Plan;
 - ii. The Board of any Regional District that is adjacent to the area covered by the plan;
 - iii. The Council of any municipality that is adjacent to the area covered by the plan;
 - iv. First Nations;

- v. Boards of Education, Greater Boards and Improvements District Boards; and
- vi. The Provincial and Federal Governments and their agencies;

and in that regard it is recommended that no additional consultation be required in respect of this matter beyond the posting of the proposed Official Community Plan amendments on the City's website, together with an invitation to the public to comment, and;

- 2. That Official Community Plan Amending Bylaw No. 7747-2021 be given first and second reading and forwarded to Public Hearing; and further
- 3. That Zone Amending Bylaw No. 7740-2021 be given first and second reading and forwarded to Public Hearing.

1.0 BACKGROUND:

Between 1971 and 1978, the *Municipal Act* (now called the *Local Government Act*) allowed local governments to enter into Land Use Contracts with property owners. In May 2014, the Province made changes to the *Local Government Act* requiring municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022 and that all Land Use Contracts will automatically be terminated after June 30, 2024.

At the October 13, 2020 Council Workshop meeting, the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. The strategy is to bring bundles of rezoning bylaws to Council meetings over the course of 2021 and 2022. A Land Use Contract termination bylaw will be presented once the rezoning bylaws have been adopted.

To ensure the process and implications were clearly communicated to property owners, staff mailed tailored information packages to all property owners involved, created a page on the City's website that includes general information on Land Use Contracts and invited all affected property owners to an information session. However, the information session was cancelled due to low registration of property owners and staff have been meeting with interested property owners on a case-by-case basis. A Development Information Meeting is not required as no new development is being proposed.

On April 27, 2021, the first bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. On July 27, 2021, the second bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. Due to the more complex nature of the third bundle, each property is being brought forward in separate reports.

The subject properties within this report (as well as all other properties involved in the Land Use Contract removal process) will continue to be regulated by the current Land Use Contract, even upon adoption of new underlying zoning, until June 30, 2024, when all Land Use Contracts in the Province will be automatically terminated.

Should a property owner want to voluntarily discharge the Land Use Contract on title prior to June 30, 2024, the property owner can sign a "Consent Agreement" with the City and a zone amending bylaw can go through four readings and a public hearing. This approach allows property owners the option to keep their Land Use Contract or discharge the Land Use Contract if they are considering new construction, subdivision, or uses (i.e. secondary suites, etc.).

2.0 DISCUSSION:

a) Background Context:

The subject properties located at 22486, 22488, 22489, 22490, 22496, 22497 Brickwood Close and 11649 & 11609 225 Street are currently regulated by a Land Use Contract, established in 1972, to permit the uses “set out in Section 601 of the One Family Urban Residential Zone (RS-1) of Maple Ridge Zoning By-law Number 536-1961 as amended”.

Within Urban Area Boundary: Yes
Area Plan: Town Centre Area Plan
OCP Major Corridor: No

Existing OCP Designation: Ground-Oriented Multi-Family
Proposed OCP Designation: Single Detached Residential

Existing Zoning: Land Use Contract
Proposed Zoning: RS-1 Single Detached Residential

Surrounding Uses:

North: Use: Single Detached Residential
Zone: RS-1 Single Detached Residential
Designation: Ground-Oriented Multi-Family

South: Use: Medium Density Townhouse Residential
Zone: RM-4 Medium Density Townhouse Residential
Designation: Ground-Oriented Multi-Family

East: Use: Single Detached (Low Density) Urban Residential
Zone: R-1 Single Detached (Low Density) Urban Residential
Designation: Single-Family Residential

West: Use: Medium Density Apartment Residential
Zone: RM-2 Medium Density Apartment Residential
Designation: Low Rise Apartment

b) Site Characteristics:

The subject properties range between 906m² to 1,610m² in area and are bounded by single detached and apartment residential properties. The site is relatively flat, except for slopes over 30% along the south property lines. There are no watercourses running through any of the properties (Appendix A).

c) Official Community Plan:

The subject properties are currently designated Ground-Oriented Multi-Family in the Official Community Plan (OCP). The Ground-Oriented Multi-Family use is intended to provide housing options that range from a low density attached form to a medium-high density attached form of housing that will generally be a maximum of three storeys in height with ground level access to each unit. The development forms include fourplex, courtyard residential, townhouse, rowhouse, and stacked townhouse.

e) Planning Analysis:

In order to avoid non-conformity with the OCP land use designation (of Ground-Oriented Multi-Family) as the subject properties proceed through a rezoning process, it is proposed that a text amendment be inserted into the Ground-Oriented Multi-Family section of the Zoning Matrix, in the Town Centre Area Plan, that will allow a single detached use on the subject properties within the existing land use designation. Any future applications to rezone the subject properties to a zone permitted under the Ground-Oriented Multi-Family designation, Official Community Plan Amending Bylaw No. 7747-2021 may be repealed, and the Ground-Oriented Multi-Family use will apply. Additionally, four of the properties (located at 22497, 22486, and 22488 Brickwood Close and 11609 225 Street) will have a non-conformity with the proposed RS-1 zone, as these properties do not meet the 7.5m minimum rear yard setback. While all subject properties may continue with current uses, avoiding a non-conforming situation will ensure that property owners would be able to make modifications to their property, such as building additions or extensions, through existing regulatory approval processes.

Should Official Community Plan Amending Bylaw No. 7747-2021 be adopted, then the OCP policies, as per the Zoning Matrix, would support the proposed RS-1 zone on lots exceeding 668.0 square metres.

3.0 CONCLUSION:

In May 2014, the province made changes to the *Local Government Act* that requires municipalities to enact zoning regulations, prior to June 30, 2022, for all properties affected by Land Use Contracts. This report presents Zone Amending Bylaw No. 7740-2021 to rezone the subject properties to RS-1 (Single Detached Residential), which will take effect when the Land Use Contract is terminated, and Official Community Plan Amending Bylaw No. 7747-2021 to support the rezoning to the RS-1 (Single Detached Residential) zone.

“Original signed by Krista Gowan”

Prepared by: **Krista Gowan, MA**
Planner 1

“Original signed by Charles 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

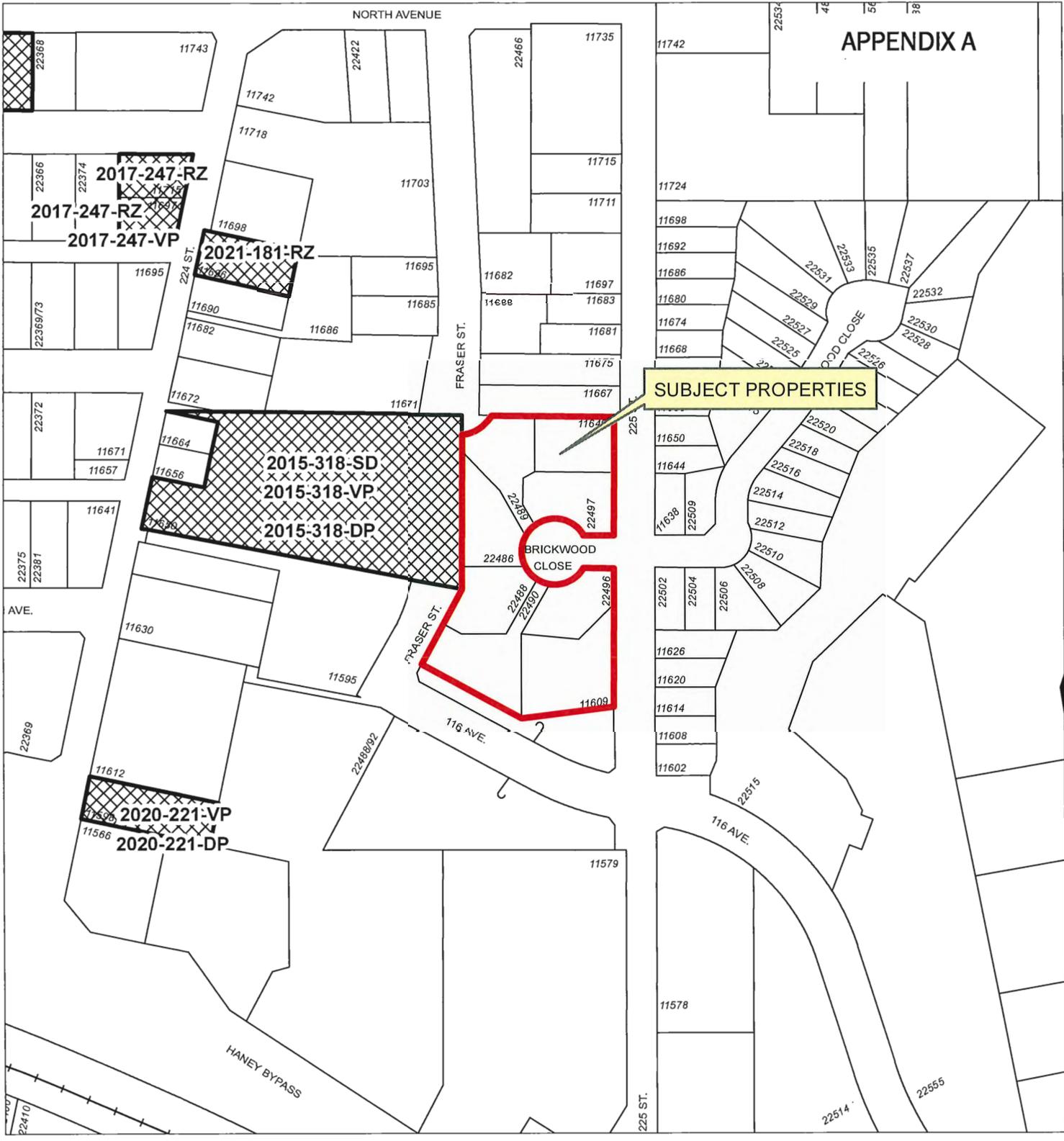
“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices is attached hereto:

- Appendix A – Subject Map and Ortho Map
- Appendix B – Official Community Plan Amending Bylaw No. 7747-2021
- Appendix C – Zone Amending Bylaw No. 7740-2021

APPENDIX A



SUBJECT PROPERTIES



Scale: 1:2,500

Legend

 Active Applications (RZ/SD/DP/VP)

22486, 88, 89, 90, 96, 97 Brickwood Cl
11609, 11649 225 St

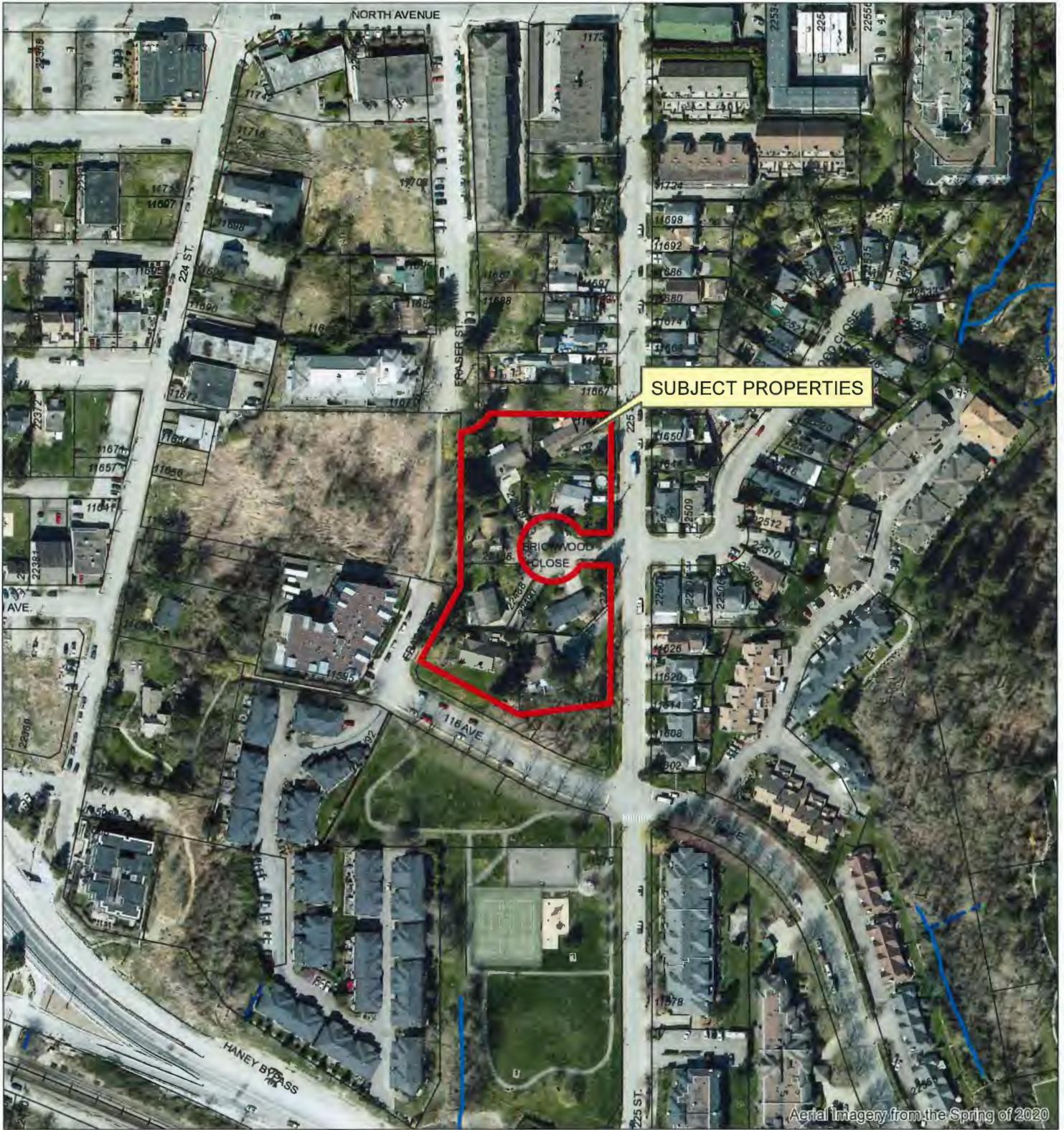
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-198-RZ
DATE: Apr 16, 2021

BY: DT



Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek

Scale: 1:2,500

22486, 88, 89, 90, 96, 97 Brickwood Cl
11609, 11649 225 St

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2021-198-RZ
DATE: Apr 16, 2021

BY: DT

**CITY OF MAPLE RIDGE
BYLAW NO. 7747-2021**

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

WHEREAS, the Local Government Act empowers a local government to adopt or amend an Official Community Plan;

AND WHEREAS, it is deemed desirable to amend Schedule "A" to the Official Community Plan Bylaw No. 7060-2014, as amended;

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

1. This Bylaw may be cited as "Maple Ridge Official Community Plan Amending Bylaw No. 7747-2021."
2. Schedule "A" is hereby amended as follows:

Chapter 10.4 Town Centre Area Plan, Appendix A Zoning Matrix, Section 2 Zoning Matrix, OCP Designation/Category Ground-Oriented Multi-Family is amended by adding the following after RM-5 Low Density Apartment Residential within the Zones column:

Single Detached Residential use under the RS-1 Zone is permitted for the purposes of terminating a land use contract on parcels known and described as:

LOT 86 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 008-270-970, 22486 Brickwood Close, Maple Ridge;

LOT 87 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 006-239-617, 22488 Brickwood Close, Maple Ridge;

LOT 85 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 000-963-780, 22489 Brickwood Close, Maple Ridge;

LOT 88 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 006-239-668, 22490 Brickwood Close, Maple Ridge;

LOT 89 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 004-401-735, 22496 Brickwood Close, Maple Ridge;

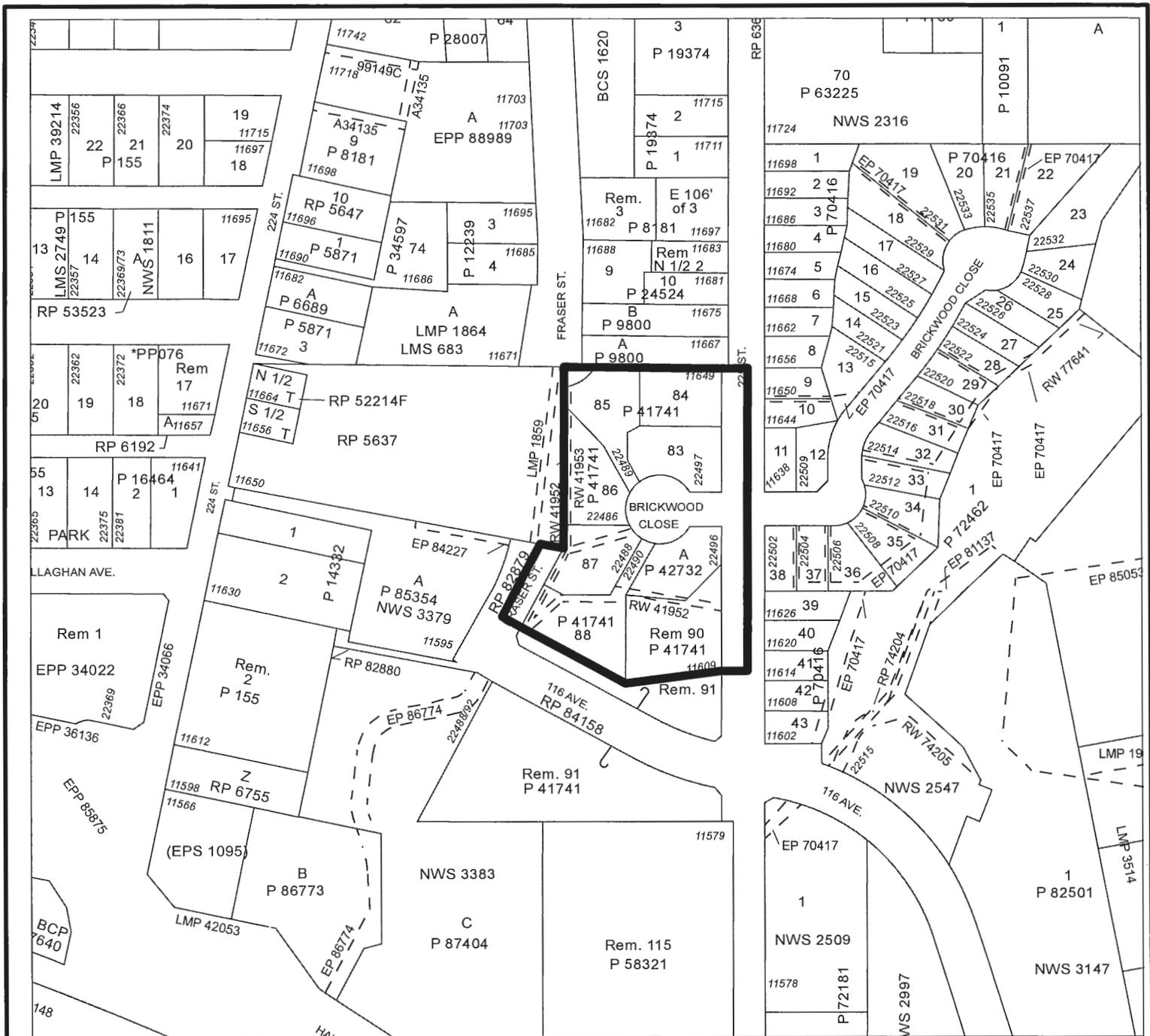
LOT 83 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 006-239-587, 22497 Brickwood Close, Maple Ridge;

LOT 84 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 002-167-034, 11649 225 Street, Maple Ridge; and

LOT 90 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741, PID 000-550-159, 11609 225 Street, Maple Ridge.

SCHEDULE A

| Address | Parcel Identifier (PID) | Legal Description |
|-----------------------|--------------------------------|---|
| 22486 Brickwood Close | 008-270-970 | LOT 86 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 22488 Brickwood Close | 006-239-617 | LOT 87 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 22489 Brickwood Close | 000-963-780 | LOT 85 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 22490 Brickwood Close | 006-239-668 | LOT 88 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 22496 Brickwood Close | 004-401-735 | LOT 89 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 22497 Brickwood Close | 006-239-587 | LOT 83 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 11649 225 Street | 002-167-034 | LOT 84 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |
| 11609 225 Street | 000-550-159 | LOT 90 DISTRICT LOT 398 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41741 |



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7740-2021

Map No. 1879

From: LUC (Land Use Contract)

To: RS-1 (Single Detached Residential)





mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 15, 2022
FILE NO: 2021-532-RZ
MEETING: C o W

SUBJECT: **First and Second Reading**
Termination and Replacement of Land Use Contract
Official Community Plan Amending Bylaw No. 7748-2021
Zone Amending Bylaw No. 7710-2021
11581 256 Street

EXECUTIVE SUMMARY:

In May 2014, the Province made changes to the *Local Government Act* to require all Land Use Contracts in British Columbia to automatically terminate on June 30, 2024 and for municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022. The *Local Government Act* also allows municipalities to terminate Land Use Contracts prior to 2024 provided zoning is enacted for the affected lands.

To meet provincial legislated deadlines, the strategy has been to enact zoning regulations for properties regulated through Land Use Contracts by bringing bundles of rezoning bylaws to Council over the course of 2021 and 2022. Two bundles of rezoning bylaws were adopted last year, but due to the complex nature of the third bundle, each property is being brought forward in separate reports.

The purpose of this report is to present Zone Amending Bylaw No. 7710-2021 to rezone the subject property to the RS-3 (Single Detached Rural Residential) zone (Appendix C), which will take effect when the Land Use Contract is terminated. The property is currently vacant and designated Institutional in the Official Community Plan (OCP). Rezoning to the RS-3 (Single Detached Rural Residential) zone aligns with the current permitted use (Assisted Living Residence) and reduces possible hardship on the property owner as the property is currently reliant on septic service. Additionally, because institutional developments are exempt from form and character development permit area guidelines, there would be no mechanism to require that the design of a new small-scale institutional facility would respect the rural character and align with OCP policies. As such, OCP Amending Bylaw No. 7748-2021 (Appendix B) is proposed to support the rezoning to a single detached rural residential zone for the subject property.

RECOMMENDATIONS:

1. That In respect of Section 475 of the *Local Government Act*, requirement for consultation during the development or amendment of an Official Community Plan, Council must consider whether consultation is required with specifically:
 - i. The Board of the Regional District in which the area covered by the plan is located, in the case of a Municipal Official Community Plan;
 - ii. The Board of any Regional District that is adjacent to the area covered by the plan;
 - iii. The Council of any municipality that is adjacent to the area covered by the plan;
 - iv. First Nations;
 - v. Boards of Education, Greater Boards and Improvements District Boards; and

vi. The Provincial and Federal Governments and their agencies;

and in that regard, it is recommended that no additional consultation be required in respect of this matter beyond the posting of the proposed Official Community Plan amendments on the City's website, together with an invitation to the public to comment, and;

2. That Official Community Plan Amending Bylaw No. 7748-2021 be given first and second reading and forwarded to Public Hearing; and further
3. That Zone Amending Bylaw No. 7710-2021 be given first and second reading and forwarded to Public Hearing.

1.0 BACKGROUND:

Between 1971 and 1978, the Municipal Act (now called the Local Government Act) allowed local governments to enter into Land Use Contracts with property owners. In May 2014, the Province made changes to the Local Government Act requiring municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022 and that all Land Use Contracts will automatically be terminated after June 30, 2024.

At the October 13, 2020 Council Workshop meeting, the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. The strategy is to bring bundles of rezoning bylaws to Council meetings over the course of 2021 and 2022. A Land Use Contract termination bylaw will be presented once the rezoning bylaws have been adopted.

To ensure the process and implications were clearly communicated to property owners, staff mailed tailored information packages to all property owners involved, created a page on the City's website that includes general information on Land Use Contracts and invited all affected property owners to an information session. However, the information session was cancelled due to low registration of property owners and staff have been meeting with interested property owners on a case-by-case basis. A Development Information Meeting is not required as no new development is being proposed.

On April 27, 2021, the first bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. On July 27, 2021, the second bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. Due to the more complex nature of the third bundle, each property is being brought forward in separate reports.

The subject property within this report (as well as all other properties involved in the Land Use Contract removal process) will continue to be regulated by the current Land Use Contract, even upon adoption of new underlying zoning, until June 30, 2024, when all Land Use Contracts in the Province will be automatically terminated.

Should a property owner want to voluntarily discharge the Land Use Contract on title prior to June 30, 2024, the property owner can sign a "Consent Agreement" with the City and a zone amending bylaw can go through four readings and a public hearing. This approach allows property owners the option to keep their Land Use Contract or discharge the Land Use Contract if they are considering new construction, subdivision, or uses (i.e. secondary suites, etc.).

2.0 DISCUSSION:

a) Background Context:

The subject property located at 11581 256 Street is currently regulated by a Land Use Contract, adopted in 1976, to permit the use of:

- The operation of a rest home with maximum capacity of 38 guests, subject to the approval of Human Resources and the Central Fraser Valley Health Unit;
- Residential accommodation for four staff members; and
- Accessory off-street parking.

The vacant subject property is proposed to be rezoned from the Land Use Contract to RS-3 Single Detached Rural Residential (Appendix C).

Within Urban Area Boundary: No
Area Plan: General Land Use
OCP Major Corridor: Yes

Existing OCP Designation: Institutional
Proposed OCP Designation: Institutional & Single Detached Rural Residential

Existing Zoning: Land Use Contract
Proposed Zoning: RS-3 Single Detached Rural Residential

Surrounding Uses:

North: Use: Single Detached Rural Residential
Zone: RS-3
Designation: Agricultural (ALR)

South: Use: Kanaka Creek Regional Park
Zone: Park
Designation: Park

East: Use: Single Detached Rural Residential
Zone: RS-3
Designation: Suburban Residential

West: Use: Kanaka Creek Regional Park
Zone: Park
Designation: Park

b) Site Characteristics:

The subject property is currently vacant, a total of 0.86 ha (2.1 acres) in area, and relies on septic disposal, rather than a sanitary sewer. However, the property is connected to community water. The site is characterized by slopes over 30% along the west and south property lines and Freebie Creek is located in the north-west corner of the property.

c) Official Community Plan:

The OCP land use designation for the property is Institutional, however, because the property is vacant, OCP policies related to Institutional uses in rural areas must also be considered in the context of a rezoning. The following policies relate to Institutional uses in the Official Community Plan:

- 4 - 33 Large Scale Institutional Facilities such as public hospitals, congregate care facilities, and private hospitals should:
 - a) be within the Urban Area Boundary;
 - b) be conveniently located near public transit;
 - c) have direct access to a collector, arterial, TransLink major road or Provincial Highway as identified in the Maple Ridge Transportation plan;
 - d) where considered necessary, require the completion of a transportation impact study; and
 - e) respect the neighbourhood context and natural features.*

- 4 - 34 Proposed expansions in the range of uses or size of existing Large-Scale Institutional Facilities must be evaluated on their impacts to the adjacent neighbourhood, to the transportation network, to existing services and facilities, and to the surrounding community and its natural features. The redevelopment or reuse of institutional facilities for other than institutional use is encouraged, providing that the transportation network servicing and infrastructure can support the use.*

- 4 - 35 An Institutional use may be considered in rural areas provided that the use, character, and related programs of the operation respects rural character, is sited to minimize conflicts with adjacent rural neighbours, and existing on-site services and infrastructure can support the use*

e) Planning Analysis

As the property is currently vacant and is reliant on septic service, rezoning to an institutional zone is not in alignment with OCP Policies 4-33 and 4-34. Additionally, because institutional developments are exempt from form and character development permit area guidelines, there would be no mechanism to require that the design of a new small-scale institutional facility would respect the rural character.

The strategy being employed in selecting a zone for properties regulated by a Land Use Contract is to review the use and regulations permitted in the Land Use Contract and align as close as possible to regulations within an existing zone. The proposed RS-3 zone, which is utilized in rural areas, permits the principal use of Assisted Living Residence. An Assisted Living Residence is where housing, hospitality services and assisted living services, as defined in the Community Care and Assisted Living Act, are provided by or through the operator to three (3) or more adults who are not related by blood or marriage to the operator of the premises and do not require, on a regular basis, unscheduled professional Health Services.

In order to align with OCP Policies 4-33, 4-34, and 4-35 and select a zone that will not be contrary to the OCP Zoning Matrix, OCP Amending Bylaw No. 7748-2021 is proposed as an amendment to the OCP to support the rezoning to a RS-3 (Single Detached Rural Residential) zone for the purposes (Appendix B). As such, the Official Community Plan Amending Bylaw No. 7748-2021, states that for the purpose of rezoning the subject property, the subject property may be rezoned to RS-3 (Single Detached Rural Residential) under the Institutional Designation. Any future application to rezone the site to an Institutional Zone can continue to be received.

Should the Official Community Plan Amending Bylaw No. 7748-2021 be adopted, then the OCP policies and the OCP Zoning Matrix, would align with the proposed RS-3 zone.

3.0 CONCLUSION:

In May 2014, the province made changes to the *Local Government Act* that requires municipalities to enact zoning regulations, prior to June 30, 2022, for all properties affected by Land Use Contracts. This report presents Zone Amending Bylaw No. 7710-2021 to rezone the property located at 11581 256 Street to RS-3 (Single Detached Rural Residential), which will take effect when the Land Use Contract is terminated, and Official Community Plan Amending Bylaw No. 7748-2021 to support the rezoning to the RS-3 (Single Detached Rural Residential) zone.

“Original signed by Krista Gowan”

Prepared by: **Krista Gowan, MA**
Planner 1

“Original signed by Charles 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

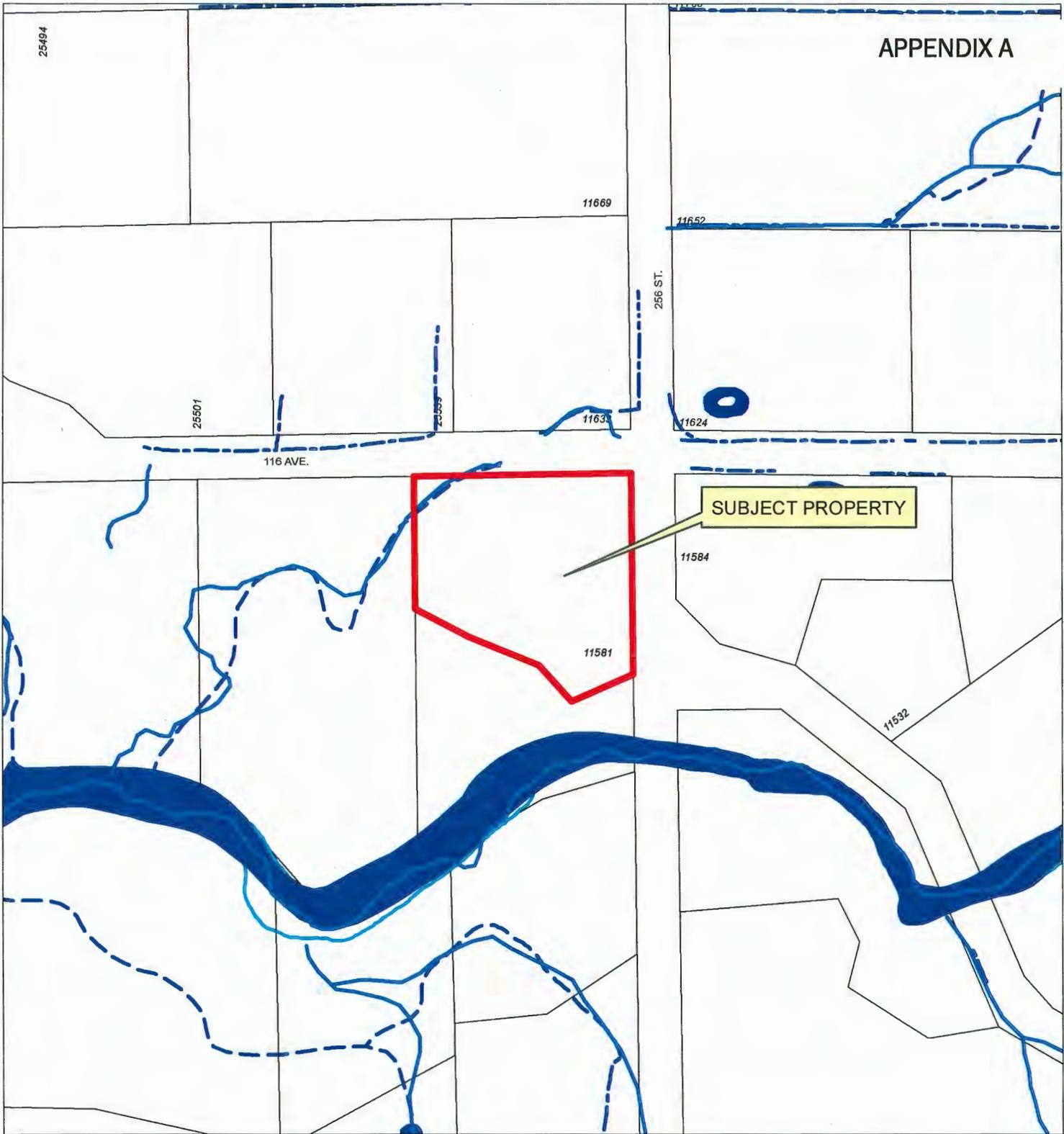
“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – 11581 256 Street Subject Map and Ortho Map
- Appendix B – Official Community Plan Amending Bylaw No. 7748-2021
- Appendix C – Zone Amending Bylaw No. 7710-2021

APPENDIX A



Scale: 1:2,500

Legend

-  Stream
-  Ditch Centreline
-  Edge of River
-  Indefinite Creek
-  Lake or Reservoir
-  River

11581 256 ST

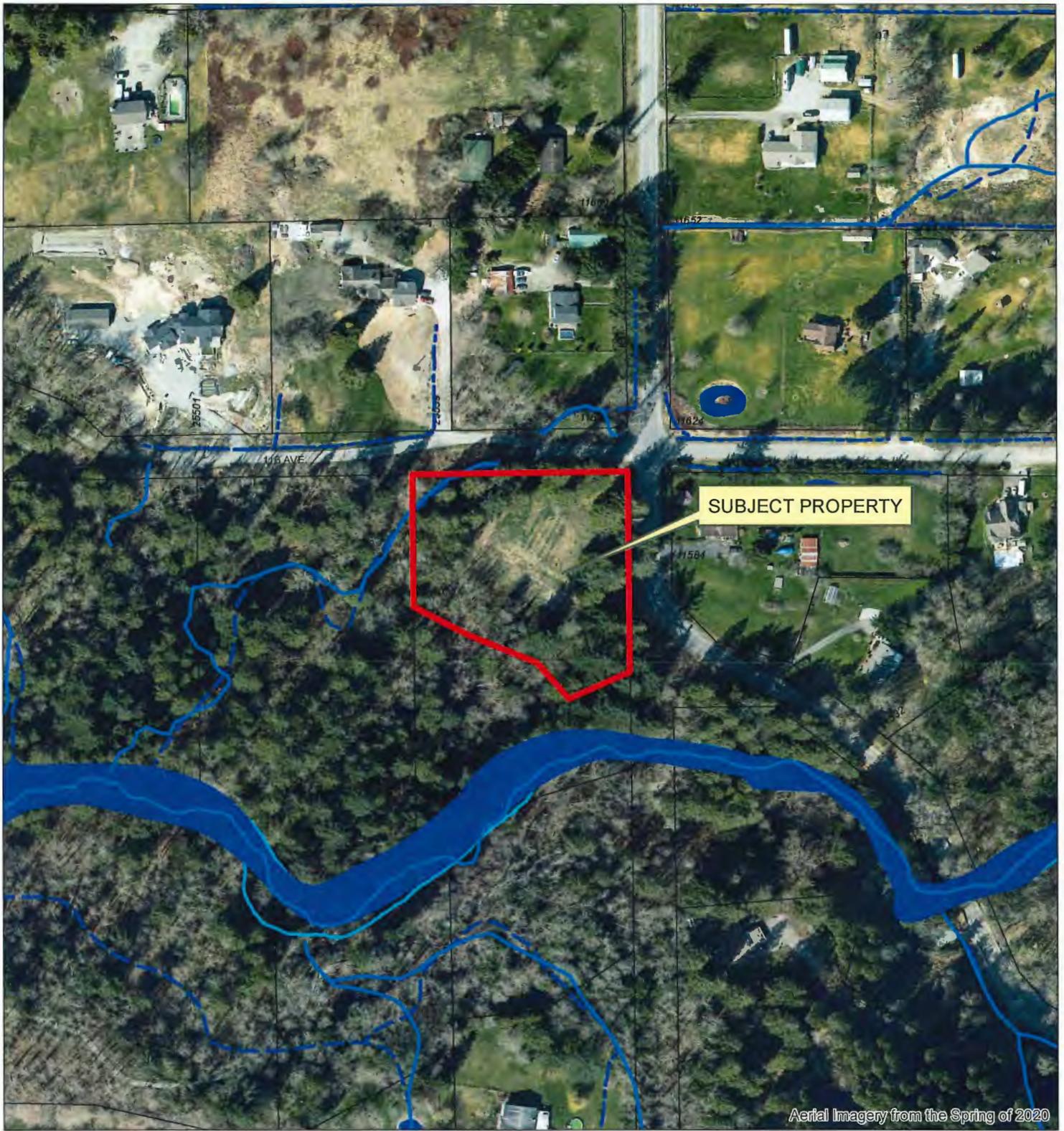
Planning Department



mapleridge.ca

FILE: 2021-029-RZ
DATE: Jan 21, 2021

BY: DT



Scale: 1:2,500

Legend

-  Stream
-  Ditch Centreline
-  Edge of River
-  Indefinite Creek
-  Lake or Reservoir
-  River

11581 256 ST

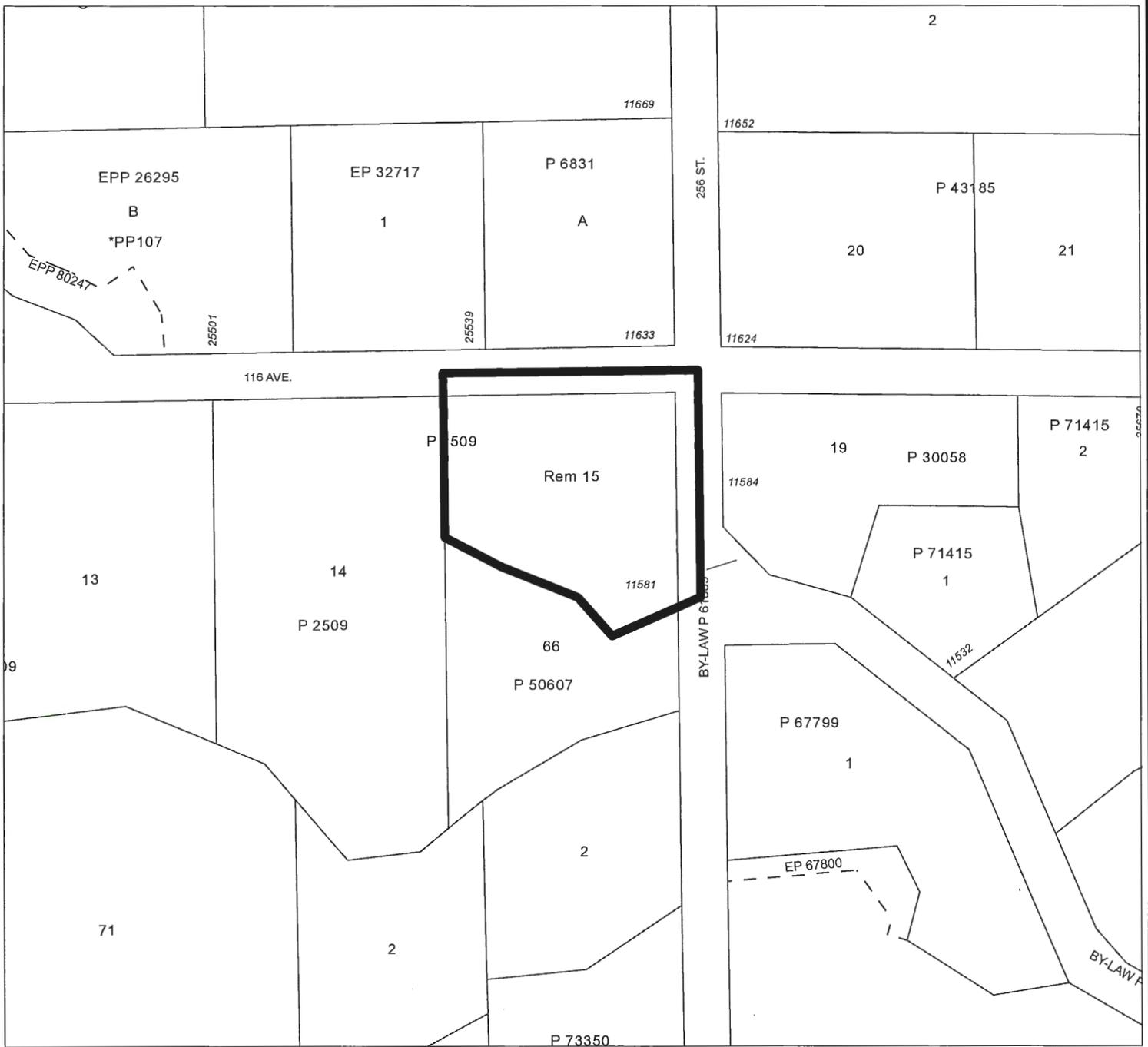
Planning Department



mapleridge.ca

FILE: 2021-029-RZ
DATE: Jan 21, 2021

BY: DT



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7710-2021
 Map No. 1869
 From: LUC (Land Use Contract)
 To: RS-3 (Single Detached Rural Residential)





mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 15, 2022
FILE NO: 2021-533-RZ
MEETING: C o W

SUBJECT: **First and Second Reading**
Termination and Replacement of Land Use Contract
Zone Amending Bylaw No. 7807-2021
11698 226 Street

EXECUTIVE SUMMARY:

In May 2014, the Province made changes to the *Local Government Act* to require all Land Use Contracts in British Columbia to automatically terminate on June 30, 2024 and for municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022. The *Local Government Act* also allows municipalities to terminate Land Use Contracts prior to 2024 provided zoning is enacted for the affected lands.

To meet provincial legislated deadlines, the strategy has been to enact zoning regulations for properties regulated through Land Use Contracts by bringing bundles of rezoning bylaws to Council over the course of 2021 and 2022. Two bundles of rezoning bylaws have been adopted, but due to the complex nature of the third bundle, each property is being brought forward in a separate report.

The purpose of this report is to present a zone amending bylaw for the subject property located at 11698 226 Street and the creation of a new zone, CD-4-21 (Appendix B). The proposed underlying zoning, CD-4-21, replicates the uses and sitting permitted with the Land Use Contract.

RECOMMENDATION:

That Zone Amending Bylaw No. 7807-2021 be given first and second reading and forwarded to Public Hearing.

1.0 BACKGROUND:

Between 1971 and 1978, the Municipal Act (now called the Local Government Act) allowed local governments to enter into Land Use Contracts with property owners. In May 2014, the Province made changes to the Local Government Act requiring municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022 and that all Land Use Contracts will automatically be terminated after June 30, 2024.

At the October 13, 2020 Council Workshop meeting the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. The strategy is to bring bundles of rezoning bylaws to Council meetings over the course of 2021 and 2022.

To ensure the process and implications were clearly communicated to property owners, staff mailed tailored information packages to all property owners involved, created a page on the City's website

that includes general information on Land Use Contracts and invited all affected property owners to an information session. However, the information session was cancelled due to low registration of property owners and staff have been meeting with interested property owners on a case-by-case basis. A Development Information Meeting is not required as no new development is being proposed.

On April 27, 2021, the first bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. On July 27, 2021, the second bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. Due to the more complex nature of the third bundle, each property is being brought forward in separate reports.

The subject property within this report (as well as all other properties involved in the Land Use Contract removal process) will continue to be regulated by the current Land Use Contract, even upon adoption of new underlying zoning, until June 30, 2024, when all Land Use Contracts in the Province will be automatically terminated.

Should a property owner want to voluntarily discharge the Land Use Contract on title prior to June 30, 2024, the property owner can sign a "Consent Agreement" with the City and a zone amending bylaw can go through four readings and a public hearing. This approach allows property owners the option to keep their Land Use Contract or discharge the Land Use Contract if they are considering new construction, subdivision, or uses (i.e. secondary suites, etc.).

2.0 DISCUSSION:

a) Background Context:

The subject property located at 11698 226 Street is currently regulated by a Land Use Contract established in 1976 to permit the use of a "90 Bed Intermediate Care Nursing home" and "Accessory Off-Street Parking". The 1976 Land Use Contract is an amended version to the original 1973 Land Use Contract, which permitted only 60 beds.

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

Existing OCP Designation: Low-Rise Apartment and Conservation

Existing Zoning: Land Use Contract
Proposed Zoning: CD-4-21

Surrounding Uses:

North: Use: Town Centre Commercial
Zone: C-3
Designation: Town Centre Commercial

South: Use: Park
Zone: RS-1
Designation: Conservation

East: Use: Park
Zone: RS-1
Designation: Conservation

West: Use: Medium/High Density Apartment Residential
Zone: RM-3
Designation: Ground-Oriented Multi-Family

b) Site Characteristics:

The subject property is 1.1 ha (2.7 acres) in area with a sloping topography of over 30% comprising the south portion of the site and a stream running diagonally from the east through the southwest corner. The current existing development sites on the relatively flat northern portion of the site.

c) Official Community Plan:

The subject property is located within the Town Centre Area Plan and designated Low-Rise Apartment (29%) and Conservation (71%). The Low-Rise Apartment land use designation is in the northern portion of the subject property and is intended for development of a three (3) to five (5) storey apartment form, where units are accessed from an internal corridor and residential parking is provided underground. The land use designation supports zones RM-2 (Medium Density Apartment), CD-1-00 (Comprehensive Development (Assisted Living)), and any Comprehensive Development (CD) zones approved by Council.

The Conservation land use designation generally aligns with the steep slope and creek setbacks in the southern portion of the subject property and this portion of the site would be subject to the following OCP policies should the property redevelop.

4-10 Conservation areas are intended for viewing and interpretation only. Where appropriate, Greenway Trails may be incorporated into these areas for the enjoyment of experiencing these natural systems (See Multi-Modal Transportation Network Map, Figure 1, for intended Greenway Trails). A Greenway Trail is a recreational pathway that connects recreation sites and other points of interest in the community. These trails provide opportunities for walking/hiking, mountain biking, or jogging.

4-11 All public or privately owned sites in the Town Centre that contain a watercourse, wetland area, rocky outcrop, or steep slope, will continue to be subject to the environmental policies in the Maple Ridge Official Community Plan and all related environmental protection bylaws.

4-12 All sites in the Town Centre that are designated for Park and Conservation are subject to the Maple Ridge and Pitt Meadows Parks, Recreation & Culture Master Plan.

d) Planning Analysis:

The subject property is currently an Assisted Living Residence, registered through Fraser Health, and is regulated by a Land Use Contract that permits “90 Bed Intermediate Care Nursing home” as the principal use. The Land Use Contract also specifies the setbacks, density, parking, and lot coverage. The provisions specified in the Land Use Contract do not align with the setback, density, parking, and lot coverage provisions of the CD-1-00 zone, being the zone in the Zoning Bylaw used for assisted living use. As such, a new CD zone is proposed for the subject property.

The Zone Amending Bylaw No. 7807-2021, which proposes the creation of zone CD-4-21 and rezoning the subject property to CD-4-21, replicates the sitting provisions from the 1976 Land Use Contract that

currently regulates the property and proposes the principal use as “Assisted Living Residence” in order to avoid non-conformities with the Zoning Bylaw.

The proposed zoning is consistent with the surrounding uses, as the land use is not changing. Additionally, the proposed zone of CD-4-21 meets the intent of the OCP land use designation as the principal use is “Assisted Living Residence”.

3.0 CONCLUSION:

In May 2014, the Province made changes to the *Local Government Act* to require all Land Use Contracts in British Columbia to automatically terminate on June 30, 2024 and for municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022.

This report presents Zone Amending Bylaw No. 7807-2021 for the subject property at 11698 226 Street and the creation of a new zone, CD-4-21 (Appendix B). The proposed underlying zoning, CD-4-21, replicates the uses and sitting permitted with the Land Use Contract.

“Original signed by Krista Gowan”

Prepared by: **Krista Gowan, MA**
Planner 1

“Original signed by Charles 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

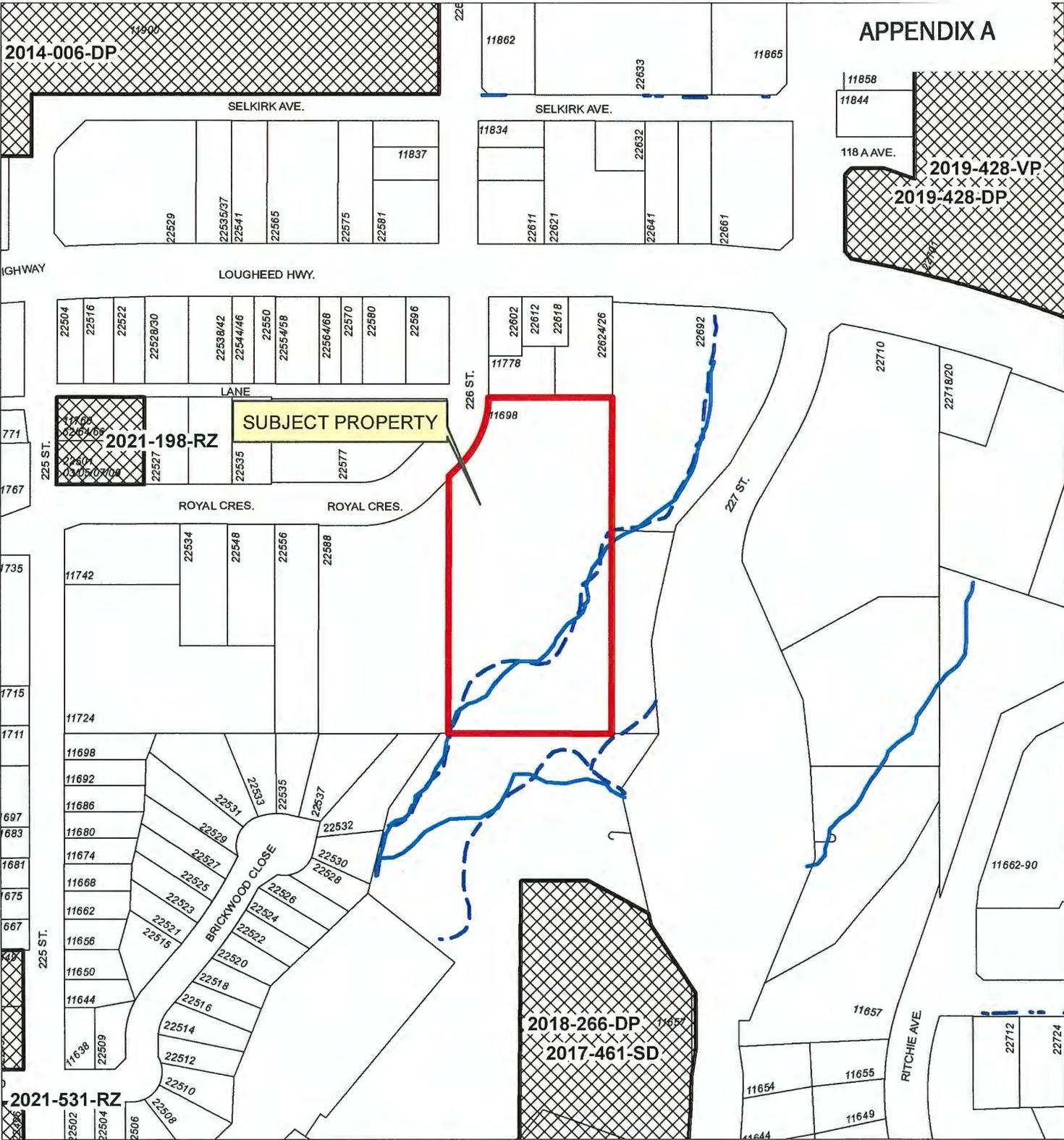
“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map and Ortho Map

Appendix B – Zone Amending Bylaw No. 7807-2021



APPENDIX A

2019-428-VP
2019-428-DP

SUBJECT PROPERTY

2021-198-RZ

2018-266-DP
2017-461-SD

2021-531-RZ



Legend

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

Scale: 1:2,500

11689 226ST
PID: 010-326-146

PLANNING DEPARTMENT



mapleridge.ca

FILE: Subject Map.mxd
DATE: Jan 26, 2022

BY: DT

**CITY OF MAPLE RIDGE
BYLAW NO. 7807-2021**

A Bylaw to amend the text forming part of Zoning Bylaw No. 7600 - 2019 as amended

WHEREAS, it is deemed desirable to create a new comprehensive development zone called "CD-4-21";

AND WHEREAS, it is deemed desirable 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. 7807-2021."
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended by inserting the following CD Zone immediately following the last section in PART 10 COMPREHENSIVE DEVELOPMENT ZONES and numbering it in sequential order accordingly:

10XX CD-4-21

10XX.1 PURPOSE

1. This Comprehensive Development Zone provides for the use of Assisted Living Residence for LOT 23 EXCEPT: PARCEL B (EXPLANATORY PLAN 16567); DISTRICT LOT 401 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 18056, 11698 226 Street, Maple Ridge.

10XX.2 PRINCIPAL USES

1. The following Principal Uses Shall be permitted in this Zone:
 - a. Assisted Living Residence with over 10 residents, including staff; and
 - b. Community Care Facility of a residential class, where there are more than 6 residents in care or where there are more than 10 residents.

10XX.3 ACCESSORY USES

1. The following shall be permitted as Accessory Uses to one of the permitted Principal Uses in this Zone;
 - a. Accessory Off Street Parking
2. Refer to Sections 401 and 402 of this Bylaw for additional information

10XX.4 LOT AREA AND DIMENSIONS

1. Minimum Lot Area and dimensions shall be not less than;
 - a. in Lot Area 1.0 hectare
 - b. in Lot Width 74.0 metres
 - c. in Lot Depth 118.0 metres

2. Refer to Section 407 Building Envelope of the Bylaw for required minimum Building Envelope dimensions

10XX.5

DENSITY

1. Floor Space Ratio shall not exceed 0.3 times the Lot Area.

10XX.6

LOT COVERAGE

1. All Principal Buildings and Principal Structures and Accessory Buildings and Accessory Structures together shall not exceed a Lot Coverage of 7%.

10XX.7

SETBACKS

1. Minimum Setbacks for all Principal Building and Principal Structures shall be not less than:
 - a. from a Front Lot Line (224th Street) 7.3 metres
 - b. from a Rear Lot Line 7.7 metres
 - c. from an North Side Lot Line 6.4 metres
 - d. from an South Side Lot Line 118.0 metres
2. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

10XX.8

HEIGHT

1. Building Height for Principal Buildings, Principal Structures and Accessory Buildings and Structures shall not exceed 9.7 metres.
2. Refer to Section 403 (Building Height) of this Bylaw.

10XX.9

LANDSCAPING

1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

10XX.10

PARKING AND LOADING

1. The Off-Street Parking and Off-Street Loading requirement shall be a minimum of 24 parking stalls.

4. That parcels or tracts of land and premises known and described as:

LOT 23 EXCEPT: PARCEL B (EXPLANATORY PLAN 16567); DISTRICT LOT 401 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 18056

and outlined in heavy black line on Map No. 1952 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to CD-4-21.



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First and Second Reading**
Termination and Replacement of Land Use Contract
Zone Amending Bylaw No. 7809-2021
12309 240 Street

MEETING DATE: February 15, 2022
FILE NO: 2021-534-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

In May 2014, the Province made changes to the *Local Government Act* to require all Land Use Contracts in British Columbia to automatically terminate on June 30, 2024 and for municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022. The *Local Government Act* also allows municipalities to terminate Land Use Contracts prior to 2024 provided zoning is enacted for the affected lands.

To meet provincial legislated deadlines, the strategy is to enact zoning regulations for properties regulated by Land Use Contracts by bringing bundles of rezoning bylaws to Council meetings over the course of 2021 and 2022. Two bundles of rezoning bylaws have been adopted, but due to the complex nature of the third bundle, each property is being brought forward in separate reports.

The purpose of this report is to present a zone amending bylaw for the subject property at 12309 240 Street and the creation of a new zone, CD-5-21 (Appendix B). The site is designated Agricultural in the Official Community Plan (OCP) and is located within the Agricultural Land Reserve (ALR). The proposed zone in Zone Amending Bylaw No. 7809-2021, CD-5-21 (Nine Hole Golf Course), is drafted to replicate the uses and siting currently permitted through the Land Use Contract. A golf course use is considered a non-farm use in the Agricultural Land Reserve and OCP Policy 6-10 permits non-farm uses on properties designated Agricultural if approved by the Agricultural Land Commission and the City. However, a golf course use (outdoor recreation) is permitted only under specific institutional zones within the Zoning Bylaw.

Staff have confirmed with the Agricultural Land Commission that the 1976 decision, by this legislating body and the City, to allow a golf course use will be upheld to permit continuation of the uses outlined in the Land Use Contract. As such, a Non-Farm Use application is not required if there is no expansion of the existing uses or buildings.

RECOMMENDATION:

1. **That Zone Amending Bylaw No. 7809-2021 be given first and second reading and forwarded to Public Hearing.**

1.0 BACKGROUND:

Between 1971 and 1978, the Municipal Act (now called the Local Government Act) allowed local governments to enter into Land Use Contracts with property owners. In May 2014, the Province made changes to the Local Government Act requiring municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022 and that all Land Use Contracts will automatically be terminated after June 30, 2024.

At the October 13, 2020 Council Workshop meeting the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. The strategy is to bring bundles of rezoning bylaws to Council meetings over the course of 2021 and 2022.

To ensure the process and implications were clearly communicated to property owners, staff mailed tailored information packages to all property owners involved, created a page on the City's website that includes general information on Land Use Contracts and invited all affected property owners to an information session. However, the information session was cancelled due to low registration of property owners and staff have been meeting with interested property owners on a case-by-case basis. A Development Information Meeting is not required as no new development is being proposed.

On April 27, 2021, the first bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. On July 27, 2021, the second bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted. Due to the more complex nature of the third bundle, each property is being brought forward in separate reports.

The subject property within this report (as well as all other properties involved in the Land Use Contract removal process) will continue to be regulated by the current Land Use Contract, even upon adoption of new underlying zoning, until June 30, 2024, when all Land Use Contracts in the Province will be automatically terminated.

Should a property owner want to voluntarily discharge the Land Use Contract on title prior to June 30, 2024, the property owner can sign a "Consent Agreement" with the City and a zone amending bylaw can go through four readings and a public hearing. This approach allows property owners the option to keep their Land Use Contract or discharge the Land Use Contract if they are considering new construction, subdivision, or uses (i.e. secondary suites, etc.).

2.0 DISCUSSION:

a) Background Context

The subject property located at 12309 240 Street is currently regulated by a Land Use Contract established in 1976 to permit the use of:

- A nine-hole golf course
- Accessory Minor Retail Use, which shall be limited to the rental of golf clubs and the rental or selling of golf tees or golf balls
- Single Family Residential Use
- Accessory Off-Street Parking Use

The subject property has been operating a nine-hole golf course since 1976 and at that time the Agricultural Land Commission permitted conventional golf courses outright. The city has a copy of a letter, dated March 30, 1976, from the Agricultural Land Commission (previously known as the British

Columbia Land Commission) which states that a conventional golf course is permitted as well as activities normally associated with the use such as a pro-shop and snack bar.

Within Urban Area Boundary: No
Area Plan: General Land Use Plan
OCP Major Corridor: Yes

Existing OCP Designation: Agricultural

Existing Zoning: Land Use Contract (Nine-hole Golf Course)
Proposed Zoning: CD-5-21 (to permit the use of a Nine-hole golf course)

Surrounding Uses:

| | | |
|--------|--------------|--|
| North: | Use: | Single Detached Rural Residential |
| | Zone: | RS-3 |
| | Designation: | Estate Suburban Residential |
| South: | Use: | Single Detached (Medium Density) Residential |
| | Zone: | RS-1b |
| | Designation: | Urban Residential |
| East: | Use: | Single Detached Rural Residential |
| | Zone: | RS-3 |
| | Designation: | Agricultural |
| West: | Use: | Single Detached Rural Residential |
| | Zone: | RS-3 |
| | Designation: | Agricultural |

b) Site Characteristics

The subject property is 4.2 ha (10.5 acres) in area. The site is characterized by slopes over 30% along the north east property lines, with Latimer Creek following the north east slopes through the center of the property.

c) Official Community Plan:

The subject property is located within the Agricultural Land Reserve and is designated *Agricultural* in the Official Community Plan (OCP). The City of Maple Ridge sees Agricultural land one of several economic drivers within the community and recognizes that the protection of agricultural lands is considered a strong element of protecting environmental values and contributes to the character of Maple Ridge and sense of community.

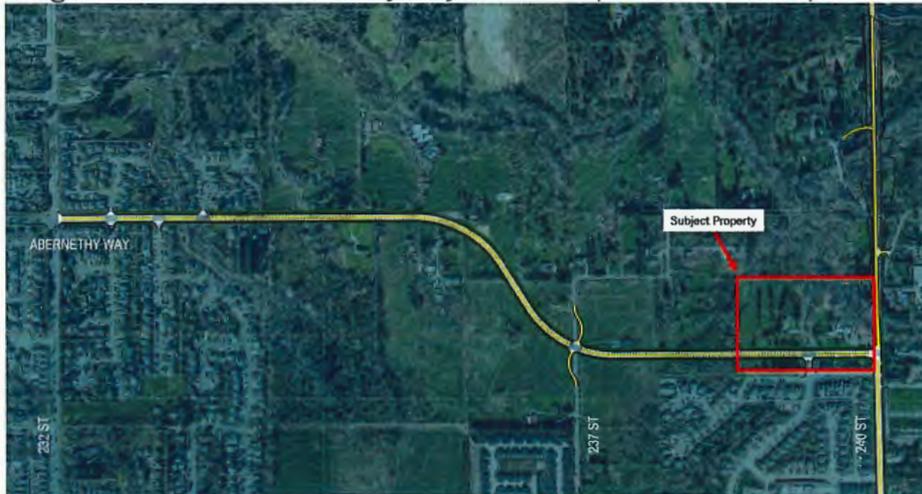
Golf courses are not a permitted use in the Agricultural Land Reserve and the Agricultural OCP land use designation does not support zones with a golf course use. However, OCP Policy 6-10 (c), speaks to permitting non-farm uses on properties designated *Agricultural* if by approved by the Agricultural Land Commission and the City.

d) Other Considerations:

Abernethy Extension:

At the November 26, 2019 Council Workshop meeting, Phase 3 of the Abernethy Way Extension (232 Street to 256 Street) was approved by Council. The new roadway will follow the east-west alignment of 124 Avenue. A diagonal S-curve will move the alignment to the southeast, connecting 240 Street to the south of the subject property, as shown in Image 1 below. While this extension will impact the subject property, it will not affect or be affected by the approach being taken to remove the Land Use Contract and establish underlying zoning through the proposed CD-5-21 zone.

Image 1 – Phase 3 of Abernethy Way Extension (232 St to 256 St)



e) Planning Analysis

The OCP Zoning Matrix does not support zones with a golf course (outdoor recreation) use. However, a golf course is considered a non-farm use in the Agricultural Land Reserve and this use is supported through OCP Policy 6-10(c), which permits non-farm uses on properties designated Agricultural if by approved by the Agricultural Land Commission and the City.

Staff have confirmed with the Agricultural Land Commission that the 1976 decision will be upheld to permit the uses outlined in the Land Use Contract and a Non-Farm Use application is not required if there is no expansion on the uses or buildings. The proposed zone, CD-5-21, replicates the uses and siting stated in the Land Use Contract.

3.0 CONCLUSION:

In May 2014, the Province made changes to the *Local Government Act* to require all Land Use Contracts in British Columbia to automatically terminate on June 30, 2024 and for municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022.

This report presents Zone Amending Bylaw No. 7809-2021 for the subject property located at 12309 240 Street currently regulated by a Land Use Contract and the creation of a new zone, CD-5-21 (Appendix B). The underlying zoning that is proposed, CD-5-21, replicates the uses and siting of the Land Use Contract. The Agricultural Land Commission has confirmed ongoing support of the 1976 decision and will not require a Non-Farm Use application if there is no expansion of the uses or buildings.

“Original signed by Krista Gowan”

Prepared by: **Krista Gowan, MA**
Planner 1

“Original signed by Charles 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 Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map and Ortho Map

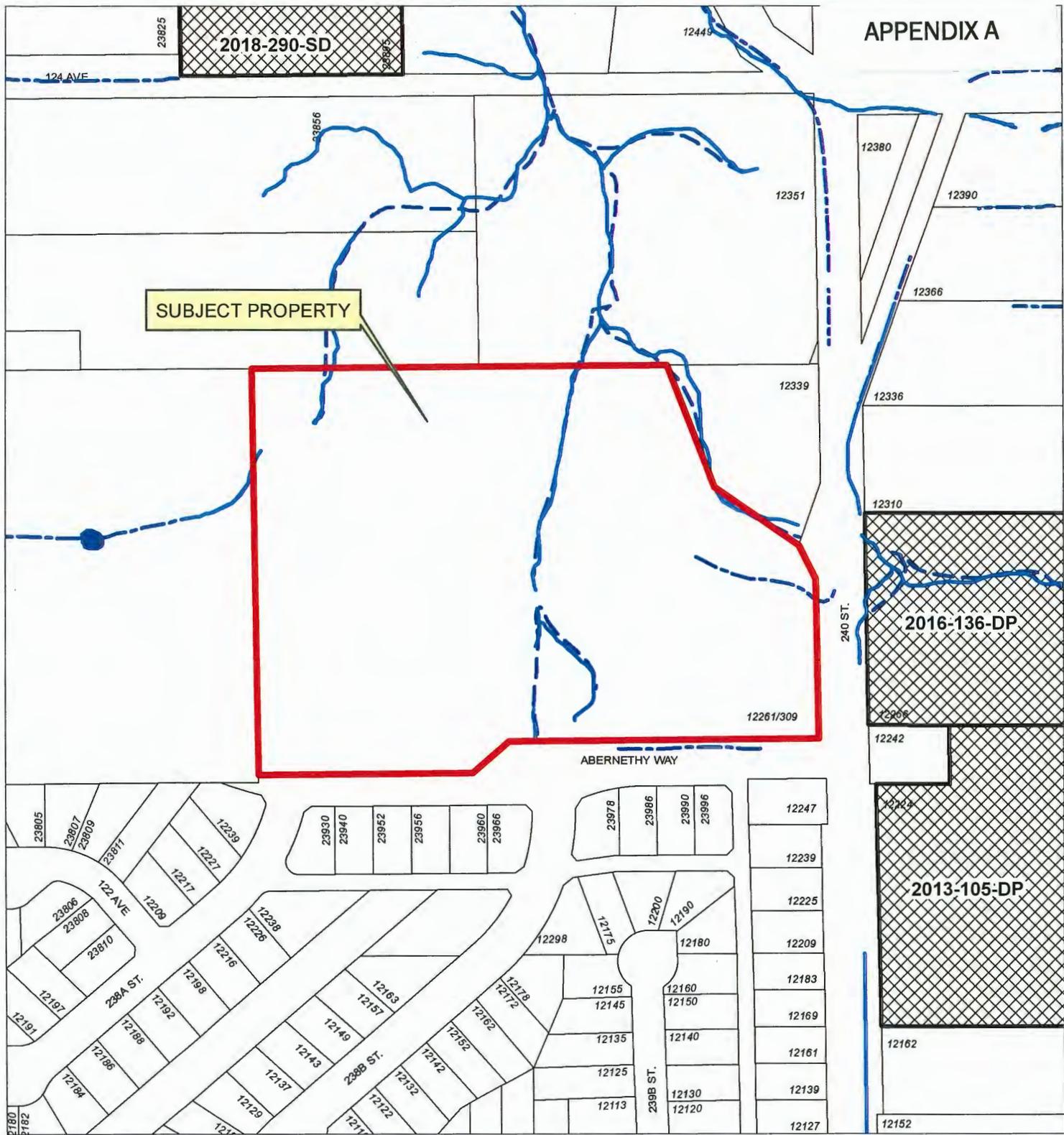
Appendix B – Zone Amending Bylaw No. 7809-2021

23825
2018-290-SD
23895

SUBJECT PROPERTY

2016-136-DP

2013-105-DP



Scale: 1:2,500

Legend

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

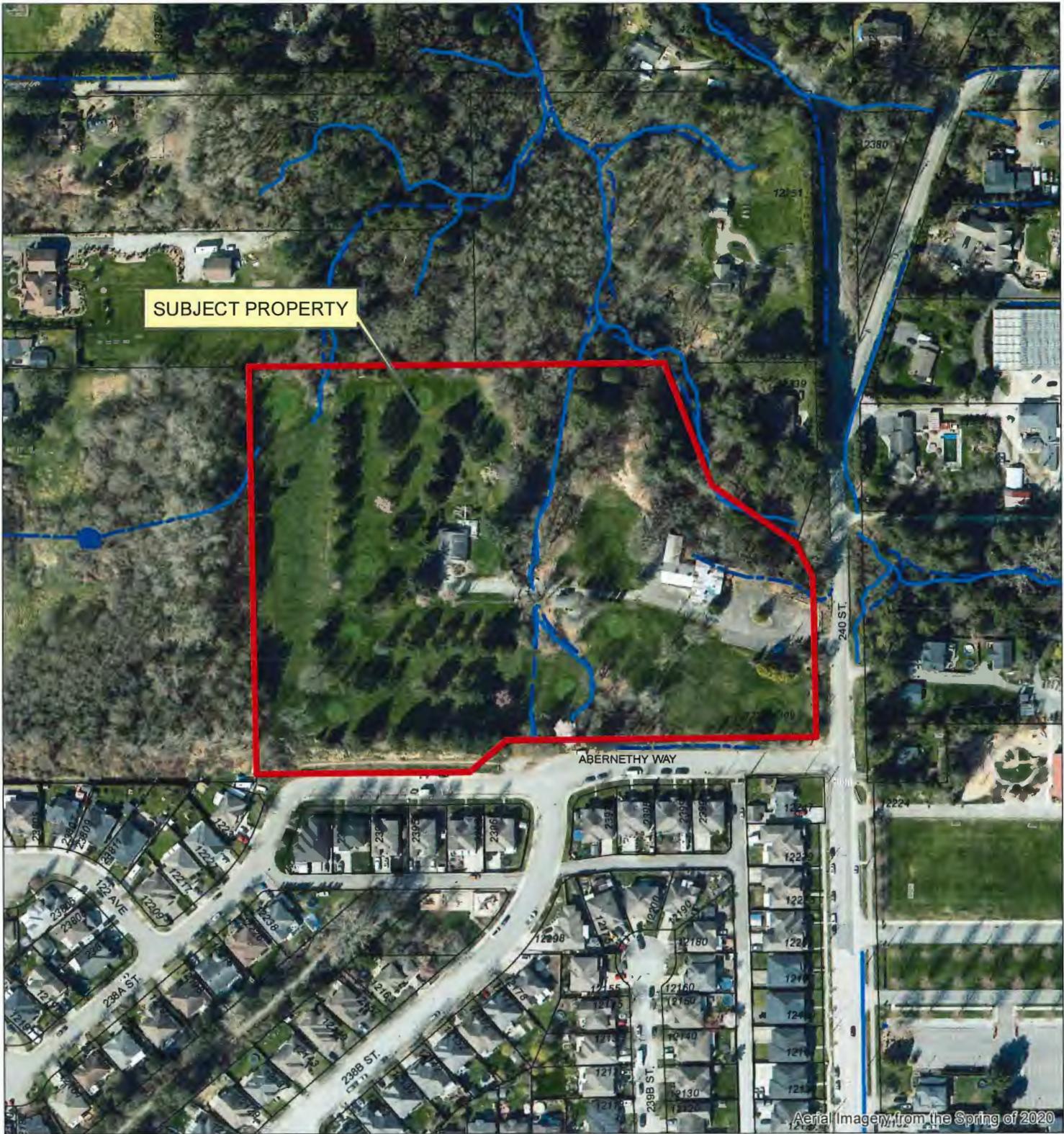
12309 240ST
PID: 004-938-135



mapleridge.ca

FILE: Subject Map.mxd
DATE: Jan 26, 2022

BY: DT



SUBJECT PROPERTY

ABERNETHY WAY

240 ST.

Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  Lake or Reservoir

Scale: 1:2,500

12309 240ST
PID: 004-938-135

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: Subject Map.mxd
DATE: Jan 26, 2022

BY: DT

**CITY OF MAPLE RIDGE
BYLAW NO. 7809-2021**

A Bylaw to amend the text forming part of Zoning Bylaw No. 7600 - 2019 as amended

WHEREAS, it is deemed desirable to create a new comprehensive development zone called "CD-5-21 Nine-Hole Golf Course";

AND WHEREAS, it is deemed desirable 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. 7809-2021."
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended by inserting the following CD Zone immediately following the last section in PART 10 COMPREHENSIVE DEVELOPMENT ZONES and numbering it in sequential order accordingly:

- | | | | | | | | |
|-----------------|---|----------------|------------|-----------------|--------------|-----------------|--------------|
| 10XX | CD-5-21 Nine-Hole Golf Course | | | | | | |
| 10XX.1 | PURPOSE | | | | | | |
| | 1. This zone provides for a nine-hole golf course use for LOT 13 SECTION 21 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 51480, 12309 240 Street, Maple Ridge. | | | | | | |
| 10XX.2 | PRINCIPAL USES | | | | | | |
| | 1. The following Principal Uses Shall be permitted in this Zone; <ol style="list-style-type: none"> a. Nine- Hole Golf Course b. Single Detached Residential | | | | | | |
| 10XX.3 | ACESSORY USES | | | | | | |
| | 1. Minor retail use, which shall be limited to the rental of golf clubs and the rental or selling of golf tees or golf balls, limited to Nine Hole Golf Course Use only. | | | | | | |
| 10XX.4 | LOT AREA AND DIMENSIONS | | | | | | |
| | 1. Minimum Lot Area and dimensions shall be not less than; <table style="margin-left: 20px; border-collapse: collapse;"> <tr> <td style="padding-right: 10px;">a. in Lot Area</td> <td>3 hectares</td> </tr> <tr> <td>b. in Lot Width</td> <td>150.0 metres</td> </tr> <tr> <td>c. in Lot Depth</td> <td>150.0 metres</td> </tr> </table> | a. in Lot Area | 3 hectares | b. in Lot Width | 150.0 metres | c. in Lot Depth | 150.0 metres |
| a. in Lot Area | 3 hectares | | | | | | |
| b. in Lot Width | 150.0 metres | | | | | | |
| c. in Lot Depth | 150.0 metres | | | | | | |
| | 2. Refer to Section 407 Building Envelope of the Bylaw for required minimum Building Envelope dimensions | | | | | | |

10XX.5 DENSITY

1. N/A

10XX.6 LOT COVERAGE

1. All Principal Buildings and Principal Structures and Accessory Buildings and Accessory Structures together shall not exceed a Lot Coverage of 5%.

10XX.7 SETBACKS

1. Minimum Setbacks for all Principal Building and Principal Structures shall be not less than:
 - a. from a Front Lot Line 45.5 metres
 - b. from a Rear Lot Line 96.5 metres
 - c. from an Interior Side Lot Line 45.5 metres
 - d. from an Exterior Side Lot Line 56.5 metres

10XX.8 HEIGHT

1. Building Height for Single Detached Residential use shall not exceed 11.5 metres.
2. Building Height for other Principal uses, Accessory Buildings and Accessory Structures shall not exceed 7.5 metres.

10XX.9 PARKING AND LOADING

1. The Off-Street Parking and Off-Street Loading shall be provided with a minimum of 34 parking stalls with a Nine-Hole Golf Course use.

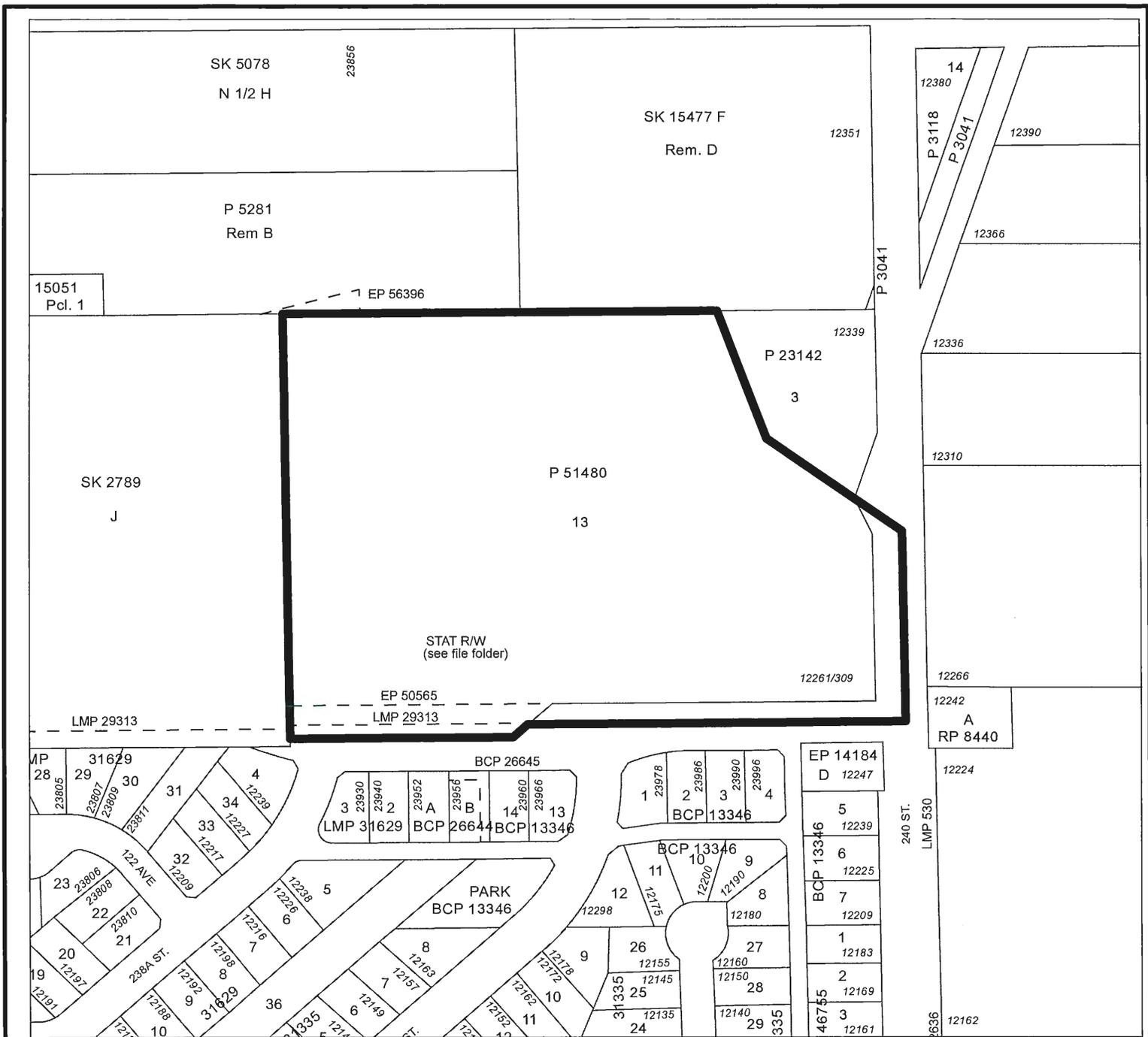
10XX.10 OTHER REQUIREMENTS

1. The Agricultural Land Commission Act and its Regulations shall prevail.
2. The Farm Home Plate requirements shall apply in accordance with Section 402 (Farm Home Plate) of this Bylaw.

3. That parcels or tracts of land and premises known and described as:

LOT 13 SECTION 21 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 51480

and outlined in heavy black line on Map No. 1953 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to CD-5-21 Nine-Hole Golf Course.



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7809-2021
 Map No. 1953
 From: LUC (Land Use Contract)
 To: CD-5-21 (Comprehensive District)



SCALE 1:2,500



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: February 15, 2022
FILE NO: 2018-190-DVP
2018-190-DP

FROM: Chief Administrative Officer

MEETING: C o W

SUBJECT: **Development Variance Permit**
Development Permit
23627 132 Avenue

EXECUTIVE SUMMARY:

Development Permit application 2018-190-DP and Development Variance Permit application 2018-190-DVP have been received to construct a 23-unit townhouse complex at 23627 132 Avenue. This application is subject to the Multi-Family Residential Development Permit Area Guidelines, which establish the form and character of multi-family development.

The applicant has requested variances to facilitate the proposed development as follows:

1. Setback reduction from 7.5m (24.61 ft.) to 6.0m (19.67 ft.) at the buildings' closest points to the north rear property line;
2. Setback reduction from 7.5m (24.61 ft.) to 4.5m (14.76 ft.) at the buildings' closest points to the west and east side property lines;
3. Building height increase from 9.5m (31.17 ft.) to 9.84m (32.28 ft.) for Block 6 and from 9.5m (31.17 ft.) to 9.9m (32.48 ft.) for Block 7; and
4. Outdoor Amenity Area reduction from 115m² (1,237.9 ft²) to 109.81m² (1,181.99 ft²).

Council considered rezoning application 2018-190-RZ and granted first reading for Zone Amending Bylaw No. 7420-2018 on June 26, 2018 and second reading on February 9, 2021. This application was presented at Public Hearing on March 23, 2021 and was given third reading on March 30, 2021. Council will be considering final reading for rezoning application 2018-190-RZ on February 22, 2022.

RECOMMENDATIONS:

1. That the Corporate Officer be authorized to sign and seal 2018-190-DVP respecting property located at 23627 132 Avenue; and further
2. That the Corporate Officer be authorized to sign and seal 2018-190-DP respecting property located at 23627 132 Avenue.

DISCUSSION:

a) Background Context

| | |
|---------------------------|---|
| Applicant: | Don Schmidt |
| Legal Description: | Lot 20 Section 28 Township 12 New Westminster District Plan 47603 |
| OCP: | |
| Existing: | Medium/High Density Residential |
| Zoning: | |
| Existing: | RS-2 (Single Detached Suburban Residential) |
| Proposed: | RM-1 (Low Density Townhouse Residential) |
| Surrounding Uses: | |
| North: | Use: Townhouses Zone: RM-1 (Low Density Townhouse Residential) and Conversation Designation: Medium/High Density Residential |
| South: | Use: Vacant Zone: RM-1 (Low Density Townhouse Residential) Designation: Medium/High Density Residential and Conservation |
| East: | Use: Townhouses Zone: RM-1 (Low Density Townhouse Residential) Designation: Medium/High Density Residential |
| West: | Use: Single-Family House (under rezoning 2021-352-RZ for a townhouse project) Zone: RS-2 (Single Detached Suburban Residential) Designation: Medium/High Density Residential |
| Existing Use of Property: | Single-Family Residential |
| Proposed Use of Property: | Multi-Family Residential |
| Site Area: | 0.405 ha (1.0 acre) |
| Access: | 132nd Avenue |
| Servicing requirement: | Urban Standard |
| Concurrent Applications: | 2018-190-RZ |

b) Project Description:

The subject property is bounded to the north by a new 61-unit townhouse development, the south by 132 Avenue and new townhouse developments, the west by an older single-family home, and to the east a newer 69-unit townhouse development. The subject site is sloping down from the northeast corner to the southwest corner, towards the intersection of 132 Avenue and 236 Street (see Appendix A).

The current development application consists of 23 townhouse units arranged in seven buildings that all face onto a strata road. The access for the site will be off 132 Avenue at approximately the middle of the road frontage of the site. The proposal has a mixture of double and tandem garages.

c) Planning Analysis

Official Community Plan

Pursuant to Sections 8.7 Multi-Family Development Permit Area Guidelines of the Official Community Plan (OCP), a Multi-Family Development Permit is required for all new Multi-Family development on land designated Urban Residential on Schedule B of the OCP, or Multi-Family development within an Area Plan. The purpose of the Multi-Family Development Permit is to enhance existing neighbourhoods with compatible housing styles that meet diverse needs and minimize potential conflicts on neighbouring land uses. The guidelines for a Multi-Family Development Permit, as outlined in the OCP, are summarized below, with responses from the Project Architect on how they are met:

- 1. New development into established areas should respect private spaces, and incorporate local neighbourhood elements in building form, height, architectural features and massing.**

Project Architect Comment: "The lot is bordered with adjacent properties on three sides. Two of the bordering lots are RM-1 zoning with completed RM-1 projects. The remaining bordering lot is an old timer single family, corner lot. This project respects similar heights and setbacks as the existing RM-1. Building are 2 and 3 storey with pitched roofs"

- 2. Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low-rise ground-oriented housing located to the periphery of higher density developments.**

Project Architect Comment: "This project respects similar heights and setbacks as the existing neighbouring RM-1 lots."

- 3. Large scale developments should be clustered and given architectural separation to foster a sense of community, and improve visual attractiveness.**

Project Architect Comment: "This a 23 unit development. "

- 4. Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property.**

Project Architect Comment: "The site steps down 3 meters side to side (from East to West) and diagonally from Northeast to Southwest approximately 8m. The periphery of the property, along the three bordering properties is typically used for private rear yards spaces. Pedestrian circulation occurs only through the centre spline of the development."

Based on the above review and analysis, the proposed development in is compliance with the Key Guidelines Concepts of the Multi-Family Development Permit Area.

Proposed Variances:

1. *Maple Ridge Zoning Bylaw No. 7600-2019, Part 6, Section 617.7, (2)* is varied by reducing the setbacks and allowing projections as follows:

| Building Block | Required Setback to Property Line (m) | Proposed Setback from Building to Property Line (m) | Required Variance (m) |
|----------------|---------------------------------------|---|-----------------------|
| Building 1 | 7.5 (East) | 4.5 | 3.0 |
| Building 2 | 7.5 (East) | 4.5 | 3.0 |
| Building 3 | 7.5 (East) | 4.5 | 3.0 |
| Building 4 | 7.5 (North) | 6.0 | 1.5 |
| | 7.5 (East) | 4.5 | 3.0 |
| Building 5 | 7.5 (North) | 6.0 | 1.5 |
| Building 6 | 7.5 (West) | 4.5 | 3.0 |
| Building 7 | 7.5 (West) | 4.5 | 3.0 |

Since, the variances are considered minor in nature they can be supported to effectively address the unique geometry of the site that emerged through the required dedication of land for park as well as, the preservation of the Environmentally Sensitive Area.

2. *Maple Ridge Zoning Bylaw No. 7600-2019, Part 6, Section 617.8, (1)* by increasing the allowable building height as follows:

| Building Block | Maximum Permitted Height (m) | Proposed Maximum Building Height (m) | Required Variance (m) |
|----------------|------------------------------|--------------------------------------|-----------------------|
| Building 6 | 9.5 | 9.84 | 0.34 |
| Building 7 | 9.5 | 9.90 | 0.40 |

This proposed variance in height can be supported as the design of the development is in keeping with the surrounding townhouse development in the area.

3. *Maple Ridge Zoning Bylaw No. 7600-2019, Part 6, Section 617.11, 1. Outdoor Amenity Area(s) 2):*
To reduce the Outdoor Amenity required from 115m² (1,237.9 ft²) to 109.81m² (1,181.99ft²).

This variance to the Outdoor Amenity Space is minor in nature and has been necessitated by the linear parcel configuration of the development site. It should be noted that each unit has its own private amenity space.

d) Advisory Design Panel:

The Advisory Design Panel (ADP) reviewed the form and character as well as the landscaping plans for the proposed townhouse development at a meeting held on June 17, 2020 and the following resolution was carried:

"That the following concerns be addressed and digital versions of revised drawings & memo be submitted to Planning staff; and further that Planning staff forward this on to the Advisory Design Panel for information:

Architectural Comments:

- *Consider removing the parking space between Units 19 & 20 to ease entry into units - the development only requires 5 visitor parking stalls, not 6 as currently provided;*
- *Consider including more double garages;*
- *Consider relocating the stairs for Building 4/5, Units 12/15 to add more light;*
- *The elevations of the building could benefit from more rigor put into an overall architectural theme, character and detail consistency, especially the units that face 132nd Ave;*
- *Improve the relationship between the units, the open space and the livability of the development and creating place making;*
- *Consider a more prominent site entry;*
- *Information pertaining to material selections was not provided to the Advisory Design Panel prior to the meeting. Elevations pertaining to the neighbouring properties were not available. Site renderings and additional cross sections with neighbouring context need to be provided.*

Landscape Comments:

- *Consider planting material around the perimeter of site for seasonality and screening during winter. Provide consistent perimeter planting including in the amenity space;*
- *Recommend reviewing the location of services at the main entry and placing services away from the main entry if at all possible;*
- *Consider the addition of a pedestrian entry into the site;*
- *The tree next to the water meter chamber requires structural soil;*
- *Provide screening material between the rear yards of units (ie. solid fence or planting screen);*
- *Review the relationship of Buildings 1, 2, and 3 with the adjacent lot. Modify the fence type to increase visibility and to reduce the impact to the street and neighbouring properties;*
- *Provide details of retaining walls and other landscape materials. Ensure wall materials have long term durability;*
- *Ensure universal access to all common amenity spaces. Ensure access does not go through private entry to units;*
- *Consider putting stairs near Unit 11 and Unit 16 for maintenance entrance;*
- *Evaluate potential for usability of Unit 16 amenity space in coordination with project arborist;*
- *Side entries can be challenging for visitors, look at wayfinding opportunities and ensure the unit numbers are well marked; and*

- Consider material changes through the lane and markings to encourage pedestrian use and social gathering."

The Project Architect and Landscape Architect have responded to each of the resolution items as listed in Appendix G and are reflected in the current plans (see Appendices E and F). Staff can support the development as proposed based on the response to the recommendations of the ADP.

e) Environmental Implications:

Pursuant to Section 8.12 of the OCP, a Wildfire Development Permit application has been received for all development identified in wildfire risk areas. The purpose of the Wildfire Development Permit is for the protection of life and property in designated areas that could be at risk for wildland fire and where this risk may be reasonably abated through implementation of appropriate precautionary measures by reducing the fuel material adjacent to the dwelling.

f) Citizen/Customer Implications:

A Development Information Meeting was conducted via the Public Comment Opportunity process from December 14, 2020 to December 24, 2020 and a Public Hearing was held on March 23, 2021. A summary of the comments and discussions from the public that participated was summarized in the second reading staff report dated February 2, 2021.

In accordance with the *Development Procedures Bylaw No. 5879-1999*, notice of Council consideration of a resolution to issue a Development Variance Permit was mailed to all owners or tenants in occupation of all parcels, any parts of which are adjacent to the property that is subject to the permit.

g) Financial Implications:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. Based on the estimated landscape cost, the security will be \$149,121.70.

CONCLUSION:

The proposed variances are supported for the reasons described above, it is therefore recommended that this application be favourably considered and the Corporate Officer be authorized to sign and seal Development Variance Permit 2018-190-DVP.

As the development proposal complies with the Multi-Family Development Permit Area Guidelines of the OCP for form and character, it is recommended that this application be favourably considered and the Corporate Officer be authorized to sign and seal Development Permit 2018-190-DP.

“Original signed by Wendy Cooper”

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

“Original signed by Mark McMullen” for

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

“Original signed by Christine Carter”

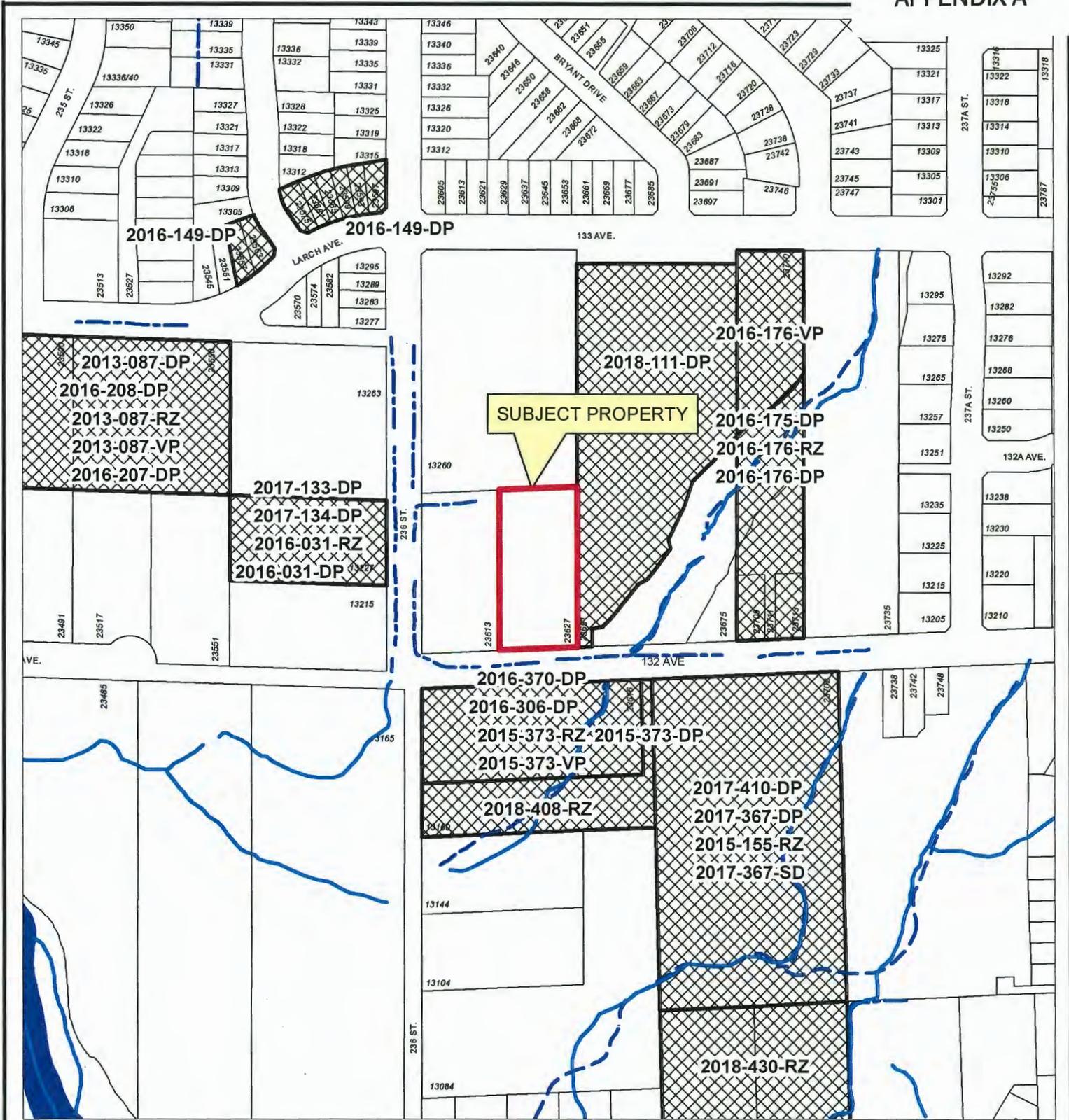
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Site Plan
- Appendix D – Proposed Variances
- Appendix E – Building Elevations
- Appendix F – Landscape Plans
- Appendix G – ADP Comments and Responses



Scale: 1:3,000

Legend

-  Stream
-  Ditch Centreline
-  Edge of River
-  Indefinite Creek
-  River
-  Parcels
-  Major Rivers & Lakes
-  Active Applications (RZ/SD/DP/VP)

23627 132 AVE

PLANNING DEPARTMENT



mapleridge.ca

FILE: 2018-190-VP
DATE: Nov 28, 2018

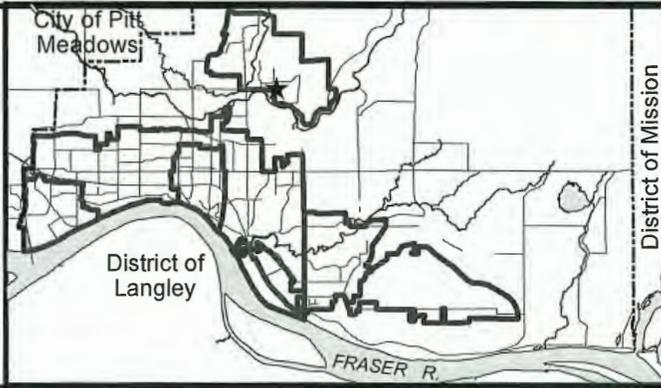
BY: RA



Aerial Imagery from the Spring of 2016



Scale: 1:3,000



District of Mission

23627 132 AVE

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2018-190-VP
DATE: Nov 28, 2018

BY: RA





Variance to the east side yard setback from 7.5 m to 4.5m

Variance to the west side yard setback from 7.5 m to 4.5m



BUILDING #6 ELEVATION - EAST

Height Variance- From 9.5 m to 9.84 m for Building # 6 units 16 - 19

PROPERTY LINE

PROPOSED BUILDING HEIGHT

PROPOSED BUILDING HEIGHT

PROPOSED BUILDING HEIGHT

PROPOSE

UNIT 23

UNIT 22

UNIT 21

UNIT 20

Height Variance- From 9.5 m to 9.9 m for Building # 7 units 20-23

BUILDING #7 ELEVATION - EAST





1 BUILDING ELEVATION D-D
Scale: 1/8" = 1'-0"



2 BUILDING ELEVATION - REAR
Scale: 1/8" = 1'-0"



1 BUILDING ELEVATION B-B
Scale: 1/8" = 1'-0"



2 BUILDING ELEVATION - REAR
Scale: 1/8" = 1'-0"

Appendix E





| PLANT SCHEDULE | | | | PMG PROJECT NUMBER: 18-178 | |
|----------------|-----|------------------------------------|-------------------------------|----------------------------|--|
| KEY | QTY | BOTANICAL NAME | COMMON NAME | PLANTED SIZE / REMARKS | |
| | 9 | ACER PALMATUM 'BLOODGOOD' | RED JAPANESE MAPLE | 2.5M HT; B&B, UPRIGHT FORM | |
| | 2 | ACER PLATANOIDES 'CRIMSON SENTRY' | COLUMNAR CRIMSON SENTRY MAPLE | 8CM CAL; 2M STD, B&B | |
| | 2 | CERCIS CANADENSIS 'HEARTS OF GOLD' | HEARTS OF GOLD REDBUD | 5CM CAL; B&B | |
| | 8 | CORNUS EDDIE'S 'WHITE WONDER' | EDDIE'S WHITE WONDER DOGWOOD | 5CM CAL; STD FORM, B&B | |
| | 4 | CORNUS FLORIDA 'RUBRA' | PINK FLOWERING DOGWOOD | 2.5M HT; B&B | |
| | 8 | CORNUS KOUSA | KOUSA DOGWOOD | 2M HT; BUSH FORM, B&B | |
| | 10 | FAGUS SYLVATICA 'DAWYCK GOLD' | DAWYCK GOLD BEECH | 8CM CAL, B&B | |
| | 21 | PICEA GLAUCA 'PENDULA' | WEeping WHITE SPRUCE | 2.5M HT, B&B | |
| | 2 | TREE TO BE RETAINED | | | |

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CHLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * 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 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 AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT

REQUIRED REPLACEMENT TREES: 18
 PROVIDED REPLACEMENT TREES: 18

JY ARCHITECTURE INC.
2nd Floor, 8661 201 St. Langley BC V2Y 0G9
t: 604 493 2001
e: contact@JYarch.com
www.JYarch.com

Jinyong Yum Principal
Architect AIBC, LEED BD+C
t: 604 493 2001 ext.700
e: jyum@JYarch.com

October 2nd, 2020

Re: Advisory Design Panel comments

Ms. Wendy Cooper
Planner, Planning Department
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Ms. Cooper

The followings are our responses to the ADP's comments received July 28, 2020:

Architectural Comments:

- **Consider removing the parking space between Units 19 & 20 to ease entry into units - the development only requires 5 visitor parking stalls, not 6 as currently provided;**
 - HC parking is relocated to btw Building 5 & 6, and a bigger play area provided.
- **Consider including more double garages;**
 - Understanding the intent of providing more double garages, Building #1, #2 & #3 provides affordable units and an extended driveway compatible with a typical parking space. The additional parking space will give the units flexible options and keep the cars away from the street and driveway.
- **Consider relocating the stairs for Building 4/5, Units 12/15 to add more light;**
 - Due to providing access to the garage, it is not feasible to relocate the stairs. However, the large windows (8ft x 5ft) at the living room and bedrooms and small windows at the stair wall will bring an adequate amount of the natural light.
- **The elevations of the building could benefit from more rigor put into an overall architectural theme, character and detail consistency, especially the units that face 132nd Ave;**
 - Overall, building elevation is revised. The consistency of using materials and their hierarchy has been established. The building elevation facing 132nd Avenue is also revisited to express simple yet interesting variations per unit types.

JY ARCHITECTURE INC.
2nd Floor, 8661 201 St. Langley BC V2Y 0G9
t: 604 493 2001
e: contact@JYarch.com
www.JYarch.com

Jinyong Yum Principal
Architect AIBC, LEED BD+C
t: 604 493 2001 ext.700
e: jyum@JYarch.com

- **Improve the relationship between the units, the open space and the livability of the development and creating place-making;**
 - Fence and landscape screen provided between units. See landscape plans.
 - The parking space between building #6 and #7 has been deleted, and the main useable open space is enlarged with a relocated mailbox.
 - Visitor parking spaces are relocated to btw Building 1 & 2 & 3 and created new amenity area at btw Building 5 & 4.

- **Consider a more prominent site entry;**
 - The building signage with a stone cladding fence wall defines entry corners. LPT & WMC are relocated to the further side of the entry area.

- **Information pertaining to material selections was not provided to the Advisory Design Panel prior to the meeting.**
 - A revised material board is provided.

- **Elevations pertaining to the neighbouring properties were not available. Site renderings and additional cross-sections with neighbouring context need to be provided.**
 - See attached architectural contact drawings.

- **Side entries can be challenging for visitors, look at wayfinding opportunities and ensure the unit numbers are well marked.**
 - Enlarged unit number signages are proposed at the consistent location of each units. Backlit lights are provided for night time.

Should you have any questions or require further clarification, feel free to contact me (604) 493-2001 at your convenience.

Sincerely,
JY Architecture Inc.

Per:



Jinyong Yum, Architect-AIBC, LEED BD+C
Principal



Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

October 01, 2020

**Re: ADP Comments
R/2020-018
PMG File: 18-178**

The following are PMG's responses (red) to the ADP's comments received July 28, 2020:

Landscape Comments:

- Consider planting material around the perimeter of site for seasonality and screening during winter. Provide consistent perimeter planting including in the amenity space;
Consistent perimeter planting as screening during winter is provided.
- Recommend reviewing the location of services at the main entry and placing services away from the main entry if at all possible;
For Civil to comment
- Consider the addition of a pedestrian entry into the site;
A pedestrian entry is added.
- The tree next to the water meter chamber requires structural soil;
The tree is relocated where has enough topsoil.
- Provide screening material between the rear yards of units (ie. solid fence or planting screen);
Planting is provided as screen between the rear yards
- Review the relationship of Buildings 1, 2, and 3 with the adjacent lot. Modify the fence type to increase visibility and to reduce the impact to the street and neighbouring properties;
Fence design is reviewed and revised. Please see L6 & L7.
- Provide details of retaining walls and other landscape materials. Ensure wall materials have long term durability;
The details are added. Please see L8 & L9.
- Ensure universal access to all common amenity spaces. Ensure access does not go through private entry to units;
The private entry to units is separated from common amenity spaces by fence and gate.
- Consider putting stairs near Unit 11 and Unit 16 for maintenance entrance;
Considered. A maintenance entrance is added for Unit 16.
Unit 11 has limited space to accommodate the stairs for 2.3 meters elevation change.
- Evaluate potential for usability of Unit 16 amenity space in coordination with project arborist;
A note saying Arborist to be onsite during any construction...within the tree protection zone is added on Landscape drawing L1.
- Side entries can be challenging for visitors, look at wayfinding opportunities and ensure the unit numbers are well marked; and
For Architect to comment
- Consider material changes through the lane and markings to encourage pedestrian use and social gathering.



October 01, 2020

Considered. The potential social gathering area is the lane on the north side (run through east-west direction). Since there is limited traffic on the lane, we considered the lane is safe and suitable for pedestrian to use.

Should you have any questions or require further clarification, feel free to contact me (604) 294-0011 at your convenience.

Yours truly,
Yiwen Ruan, MBCSLA
Landscape Architect
PMG Landscape Architects Ltd.

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: February 15, 2022
FILE NO: 2021-473-DVP
2021-473-DP

FROM: Chief Administrative Officer

MEETING: C o W

SUBJECT: Development Variance Permit
Development Permit
11545 Kingston Street

EXECUTIVE SUMMARY:

Development Permit application 2021-473-DP and Development Variance Permit application 2021-473-DP have been received to permit an 946m² addition to an existing industrial warehouse located at 11545 Kingston Street.

The applicant has requested the following variance to facilitate the proposed development:

- To reduce the rear lot line setback from 3.0m to 0.3m.

RECOMMENDATIONS:

1. That the Corporate Officer be authorized to sign and seal 2021-473-DVP respecting property located at 11545 Kingston Street;
2. That the Corporate Officer be authorized to sign and seal 2021-473-DP respecting property located at 11545 Kingston Street; and further
3. That the City of Maple Ridge authorize the discharge of Restrictive Covenant (Registration Number AD207375) from the Title of Lot A District Lot 280 New Westminster District Plan LMP17888 located at 11545 Kingston Street.

DISCUSSION:

a) Background Context:

Applicant: Harry Evans

Legal Description: Lot A District Lot 280 New Westminster District Plan LMP17888

OCP:
Existing: MMBP (Maple Meadows Business Park)
Proposed: MMBP (Maple Meadows Business Park)

Zoning:
Existing: M-3 (Business Park Industrial)
Proposed: M-3 (Business Park Industrial)

Surrounding Uses:

| | | |
|--------|--------------|---|
| North: | Use: | Industrial |
| | Zone: | M-3 (Business Park Industrial) |
| | Designation: | Maple Meadows Business Park |
| South: | Use: | Industrial |
| | Zone: | M-3 (Business Park Industrial) |
| | Designation: | Maple Meadows Business Park |
| East: | Use: | Industrial |
| | Zone: | M-3 (Business Park Industrial) |
| | Designation: | Maple Meadows Business Park |
| West: | Use: | Golden Ears Way (Transportation Corridor) |
| | Zone: | No Zone |
| | Designation: | Maple Meadows Business Park |

Existing Use of Property: Industrial
Proposed Use of Property: Industrial

Site Area: 7,520.0m²
Access: Kingston Street
Servicing: Urban Standard
Previous Applications: Not applicable

b) Project Description:

Development Permit application 2021-473-DP and Development Variance Permit application 2021-473-DP have been received to permit an 946m² addition to an existing 3,708.7m² industrial building in the M-3 (Business Park) zone (see Appendix A). The existing building located adjacent to Kingston Street (east) frontage of the subject property will remain (see Appendix B). The new warehouse addition is proposed to be located on the west side of the existing building, to be used as additional warehouse space for the existing advanced manufacturing business which specializes in geotechnical instruments and other related products (see Appendix C).

Proposed Variance

To accommodate the warehouse expansion, a rear lot line setback variance is being requested by the applicant (see Appendix D).

- 1. *Maple Ridge Zoning Bylaw No. 7600-2019, Section 803.7(1)(b)*
To reduce the rear lot line setback from 3.0 metres to 0.3 metres.**

c) Planning Analysis:

The proposed warehouse addition and the requested variance is supported by the Planning Department as it would allow an existing business to expand and utilize more of the site while keeping within the density requirements of the M-3 zone. The location of the proposed warehouse addition will be abutting Golden Ears Way (owned by Translink) and a pedestrian and cycling path. The massing of the proposed warehouse addition is in close proximity (2m to 2.5m) to the pedestrian and cycling path which, in turn, is separated from Golden Ears Way by a large 15m to 20m boulevard. In an effort to reduce the massing impact on the users, the applicant has included a pattern on the warehouse addition building façade and flora vine at the base of the warehouse addition abutting the path and planting of trees and shrubs on the northwest corner (see Appendices E, and F). This would allow the proposed warehouse addition to meet the Greenspace and Landscaping Key Guidelines Concepts for the Maple Meadows Business Park in Section 8.13 of the OCP which state:

- *The intent of new development is to ensure a high quality and climate change resilient landscaping (including tree lined paths or sidewalks, landscaped rest areas, adequate lighting, visually pleasing shrubs and groundcover), along pedestrian and bicycling connections through this area.*
 - The proposed development would improve the site with additional trees, shrubs and other flora being planted which will help mitigate heat island effects and improve stormwater management compared to the existing parking lot.
 - The planted flora will enhance the visual scape of the site for users utilizing the adjacent path.
- *Incorporate public art or decorative, or colourful materials and signage through the area that enhances wayfinding and is pedestrian friendly.*
 - The site incorporates colourful materials and pallets along Golden Ears Way to improve the visual appeal of the development for adjacent path users.
- *Provide well maintained planted vegetated buffers that include trees, shrubs and groundcover plants between non-compatible uses.*
 - The planting of vine flora and trees, shrubs and other plants will improve the buffer between the industrial use and users of the adjacent pathway in an effort to reduce visual and massing impacts.

Planning staff are satisfied that the proposed warehouse addition meets the criteria for landscaping and design requirements of the Key Guidelines Concepts for the Maple Meadows Business Park and is therefore supported.

Aside from the rear lot line setback variance, the proposed building addition complies with the M-3 zone. The subject parcel is located within a known floodplain and there is an existing Floodplain Control Agreement Covenant (T107058) dated October 22, 1981 which determined that the minimum flood construction level (FCL) was 5.2 metres. However, with planetary changes in climate, the updated FCL is 6.6 metres. The existing Floodplain Control Agreement Covenant (T107058) will need to be discharged and replaced to reflect to the new FCL at the Building Permit stage.

In addition, there is a registered restrictive covenant (AD207375) which includes a 6.0 metre rear setback and controls the design regulations when the industrial park was created in 1989. This covenant is to be discharged as *Zoning Bylaw No. 7600-2019* now regulates the M-3 zone which encompasses Maple Meadows Business Park.

d) Environmental Implications:

There will be no change in the permeability of the site as the proposed building addition will be constructed on an area that is currently covered in asphalt. There will be an installation of an on-site water retention system that will improve the existing on-site storm water management.

e) Financial Implications:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. Based on an estimated landscape cost, the security will be \$8,874.80.

CONCLUSION:

Staff are satisfied that the proposed Development Application complies with the Industrial Development Permit Guidelines of the OCP for form and character. The variance requested is supportable due to its minor impact on the pathway and minimal impact on adjacent land uses. It is recommended that the Corporate Officer be authorized to sign and seal 2021-473-DVP and 2021-473-DP respecting the subject property.

"Original signed by Tyson Baker"

Prepared by: **Tyson Baker, B.Pl.**
Planning Technician

"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 Scott Hartman"

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Site Plan
- Appendix D – Proposed Variances
- Appendix E – Architectural Plans
- Appendix F – Landscaping Plans



2021-473-VP
2021-473-DP

SUBJECT PROPERTY



Scale: 1:2,500

Legend

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

11545 KINGSTON ST
PID 018-852-394

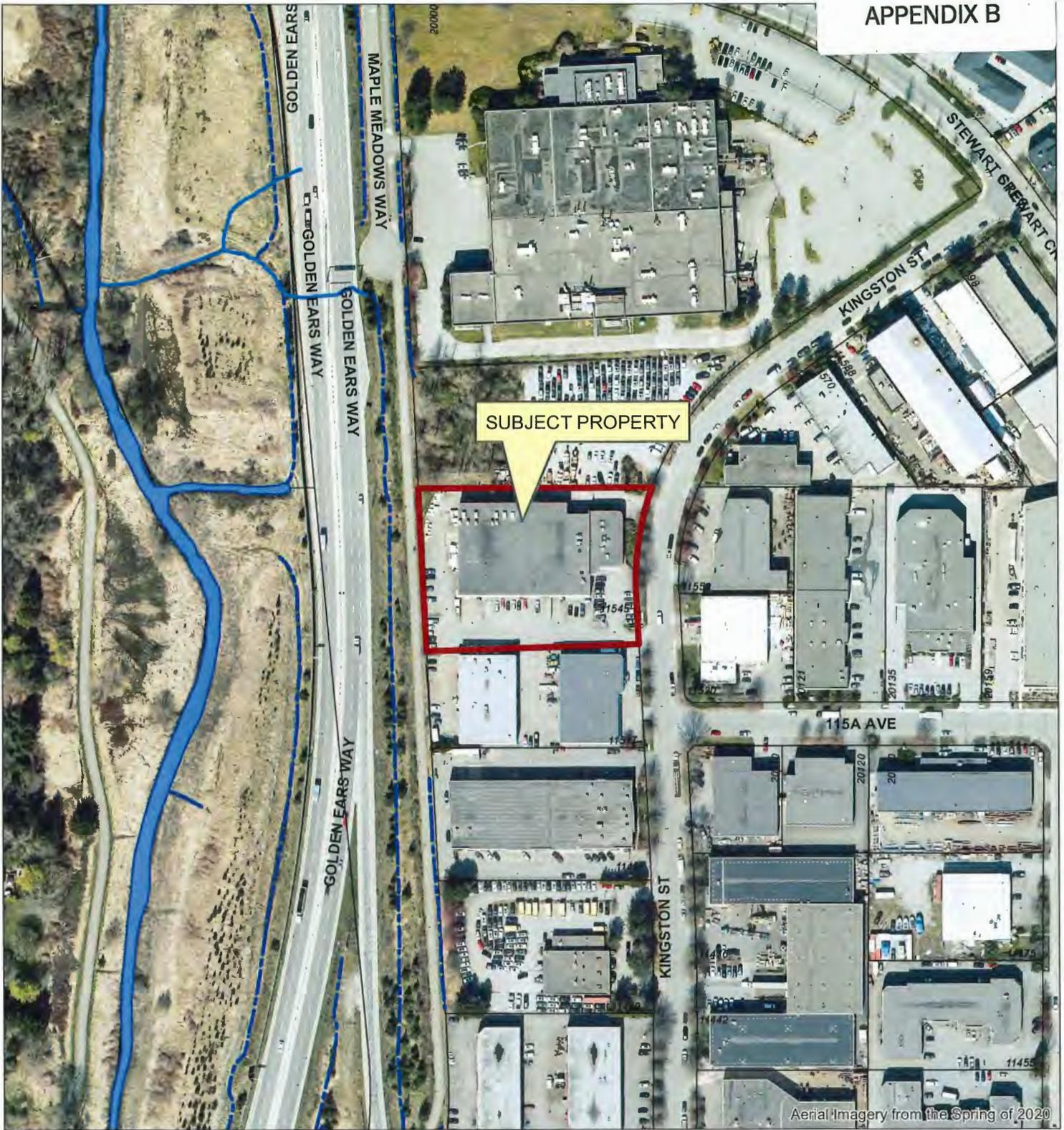
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-473-DP/VP
DATE: Jan 26, 2022

BY: AH



Aerial Imagery from the Spring of 2020



Scale: 1:2,500



11545 KINGSTON ST
PID 018-852-394

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: 2021-473-DP/VP

DATE: Jan 26, 2022

BY: AH

RST INSTRUMENTS MANUFACTURING BUILDING ADDITION PROJECT

SCOPE OF WORK
BUILDING EXTENSION ON EXISTING INDUSTRIAL BUILDING.
PARKING STALL LAYOUT CHANGE.

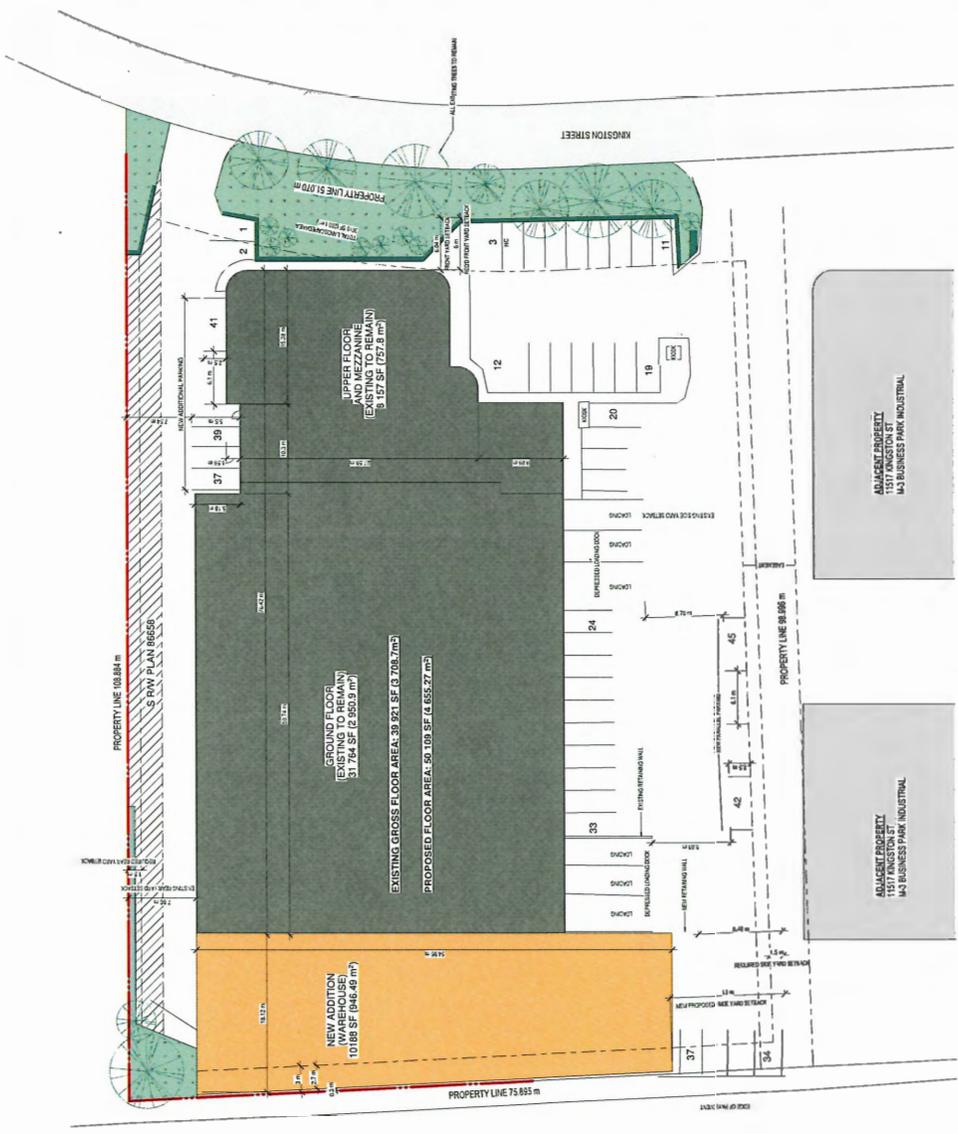
PROJECT DATA
 APPLICABLE CODE
 BCBC 2018
 CIVIC ADDRESS
 11545 KINGSTON STREET, MAPLE RIDGE, BC
 LEGAL DESCRIPTION
 LT A, DL 280, NWD, PL LMP1 7888
 PID: 018-850-384
 LOT AREA (ESTIMATED)
 751678 m² (80 910 SF)
 ZONING
 M-3 (BUSINESS PARK INDUSTRIAL)
 BUILDING TYPE (NOT CHANGED)
 2-STORY, NON-COMBUSTIBLE, SPRINKLERED & FACING 2 STREETS.
 BUILDING AREA (WITH NEW ADDITION)
 MAX. ALLOWED BUILDING AREA: 4358.4 m² (46 511 SF)
 EXISTING BUILDING AREA: 2 560.9 m² (27 544 SF)
 NEW ADDITION BUILDING AREA: 846.49 m² (9 108 SF)
 TOTAL BUILDING AREA: 3407.4 m² (36 652 SF) (51.9 %)
 BUILDING CLASSIFICATION
 3.2.2.77, Group F, Division 2, up to 4 Storeys, Sprinklered
 PREVIOUS BUILDING CLASSIFICATION
 3.2.2.55 Group F, Division 2 of BCBC 1992

| Key Name | BUILDING CLASSIFICATION NAME | SPRINKLER | CONSTRUCTION | FLOOR | MEZZANINE | ROOF | WALL / COLUMN |
|----------|--------------------------------------|-----------|--------------|-----------|-----------|------|---------------|
| 1.2.2.77 | Group F, Division 2 | Required | Refrigerated | 1st Floor | NA | NA | NA |
| 1.2.2.78 | Group F, Division 2, up to 4 Storeys | Required | Refrigerated | 1st Floor | NA | NA | NA |
| 1.2.2.79 | Group F, Division 2, up to 4 Storeys | Required | Refrigerated | 1st Floor | NA | NA | NA |
| 1.2.2.80 | Group F, Division 2, up to 4 Storeys | Required | Refrigerated | 1st Floor | NA | NA | NA |
| 1.2.2.81 | Group F, Division 2, up to 4 Storeys | Required | Refrigerated | 1st Floor | NA | NA | NA |

FLOOR AREA
 CURRENT EXISTING
 GROSS FLOOR AREA: 29 921 SF (2 760.7 m²)
 GROSS FLOOR AREA: 29 921 SF (2 760.7 m²)
 UPPER & MEZZANINE FLOOR: 8 157 SF (757.8 m²)
 MAX. ALLOWED RATIO: 0.75
 MAX. ALLOWED FLOOR AREA: 60 682.5 SF (5 614.80 910 m²)
 PROPOSED
 GROSS FLOOR AREA: 50 109 SF (4 655.27 m²)
 PROPOSED NEW ADDITION: 10 188 SF (946.49 m²)
 LANDSCAPING (PERMEABLE AREA)
 MIN. REQUIRED: 5 %
 PROPOSED: 3.7 %
 TOTAL LANDSCAPED AREA: 2015 SF (280.1 m²)

SETBACK
 REQUIRED
 FRONT: 3 m
 REAR: 3 m
 SIDE: 1.5 m
 PROPOSED
 FRONT (EAST): 6.04 m (NOT CHANGED)
 REAR (WEST): 0.3 m (2.7 m OF VARIANCE REQUIRED)
 SIDE (SOUTH): 1.3 m

PARKING REQUIREMENT
 REQUIRED: 47 STALLS
 USE OF THE BUILDING: MANUFACTURING
 PROPOSED FLOOR AREA OF NEW ADDITION: 846.49 m²
 REQUIRED NUMBER OF PARKING (WITH 846.49 m²): 5.0 STALLS (+ 846.49 / 168)
 TOTAL REQUIRED NUMBER OF PARKING: 45 STALLS (44.8 + 39.8 + 5.0)
 REVISED NUMBER OF PARKING: 45 STALLS



| Sheet Number | Sheet Name |
|--------------|---------------------------------|
| A001 | EXISTING & PROPOSED FLOOR PLANS |
| A002 | ELEVATIONS & SECTIONS |
| A007 | ROOF PLAN |
| A008 | SECTION |

| Sheet Number | Sheet Name |
|--------------|----------------------------|
| A001 | SITE PLAN & PROJECT DATA |
| A002 | RENDERINGS |
| A003 | SITE PHOTOS |
| A004 | CONTEXT PLAN AND ELEVATION |

① SITE PLAN SURFACES:
 3/8" = 1'-0"

RST INSTRUMENTS
 Project: BUILDING ADDITION
 Address: 11545 KINGSTON STREET, MAPLE RIDGE, BC
 Sheet: SITE PLAN & PROJECT DATA
 Project Number: 21034
 Scale: As Indicated
 A001

SK Archi
 2024-09-11
 1-866-518-8883

RST INSTRUMENTS MANUFACTURING BUILDING ADDITION PROJECT



| | | |
|----|-------------------------------|------------|
| 4. | ISSUED FOR DEVELOPMENT PERMIT | 2021.05.13 |
| 3. | ISSUED FOR CLIENT | 2021.07.23 |
| 2. | ISSUED FOR PRE-APP MEETINGS | 2021.06.23 |
| 1. | ISSUED FOR COORDINATION | 2021.06.23 |

NO DESCRIPTION DATE

© Copyright Reserved
 The design and drawings prepared by the SK ARCHITECT are instruments of service for the project of the work shown and are the property of SK ARCHITECT. No part of the work is to be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the written consent of SK ARCHITECT. SK ARCHITECT shall not be liable for any errors or omissions in the drawings and shall be responsible for all dimensions, colors, and materials pertinent to executing the work. Discrepancies and variations shall be reported to SK ARCHITECT prior to commencing construction.

These Design Documents are prepared solely for the use by the Party with whom the SK ARCHITECT has entered into a Contract and there shall be no responsibility or liability made by the SK ARCHITECT to any Party with whom the SK ARCHITECT has not entered into contract.

Client:

RST INSTRUMENTS

Project: **BUILDING ADDITION**

Address: **11545 KINGSTON STREET
MAPLE RIDGE, BC**

Sheet: **RENDERINGS**

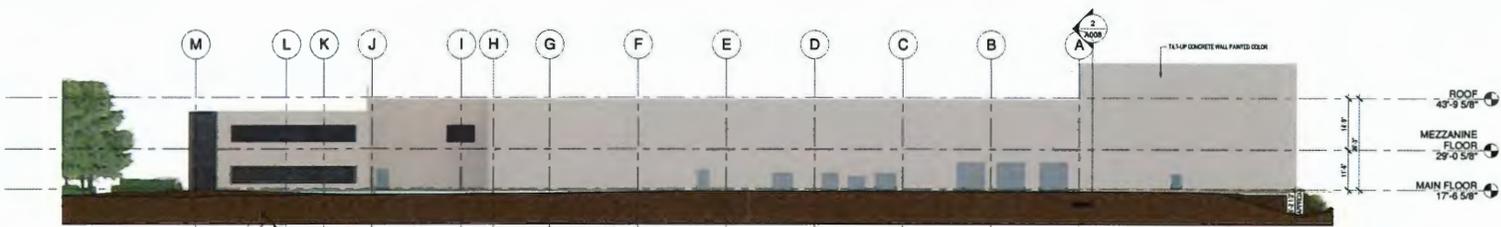
Project number: **21034**

A002

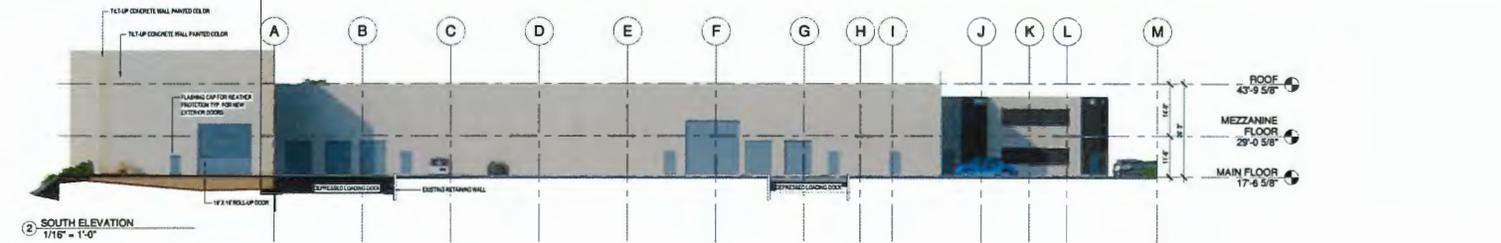
Scale:



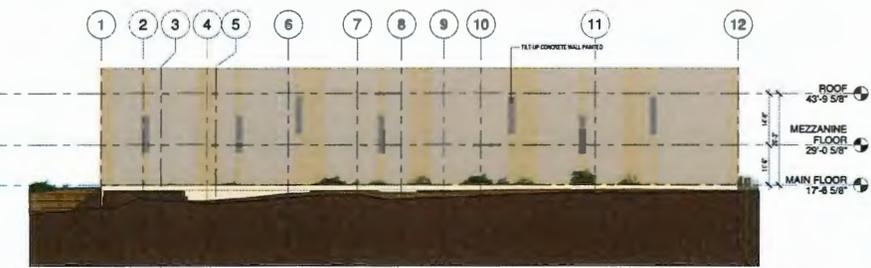
SKArchitect
 29420 Downsway Turnpike Road,
 Suite 202, Maple Ridge, BC
 T. 604.516.9953 www.skarchitect.ca



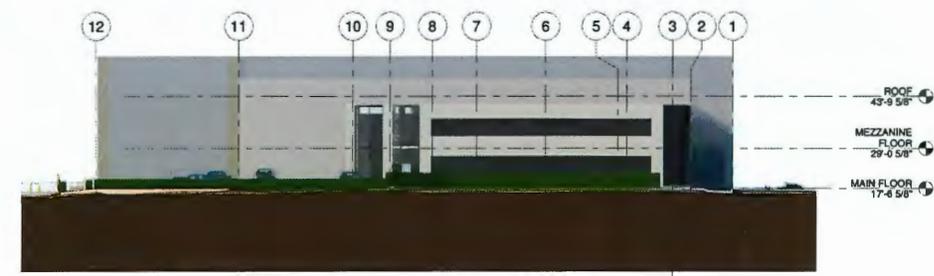
1 NORTH ELEVATION
1/16" = 1'-0"



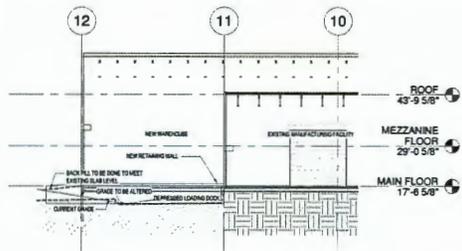
2 SOUTH ELEVATION
1/16" = 1'-0"



4 WEST ELEVATION
1/16" = 1'-0"



5 EAST ELEVATION
1/16" = 1'-0"



3 SOUTH-NORTH SECTION
1/16" = 1'-0"

4 ISSUED FOR DEVELOPMENT PERMIT 2021 09 13
 2 ISSUED FOR CLIENT 2021 07 22
 2 ISSUED FOR PRE APP MEETING 2021 06 09
 1 ISSUED FOR COORDINATION 2021 04 02

| ID | DESCRIPTION | DATE |
|----|-------------------------------|------------|
| 1 | ISSUED FOR DEVELOPMENT PERMIT | 2021 09 13 |
| 2 | ISSUED FOR CLIENT | 2021 07 22 |
| 2 | ISSUED FOR PRE APP MEETING | 2021 06 09 |
| 1 | ISSUED FOR COORDINATION | 2021 04 02 |

© Copyright reserved.
 The design and drawings prepared by the SK ARCHITECT are herewith made a service for the purposes of the work shown and are the property of the SK ARCHITECT. No part of this work shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of the SK ARCHITECT.
 Drawings shall not be used for any other purpose without the prior written consent of the SK ARCHITECT.
 The design documents are prepared solely for the use by the Party with whom the SK ARCHITECT has entered into a Contract and shall not be reproduced or otherwise used by the SK ARCHITECT for any Party with whom the SK ARCHITECT has not entered into a contract.
 Client

RST INSTRUMENTS

Project
BUILDING ADDITION

Address
 11545 KINGSTON STREET
 MAPLE RIDGE, BC

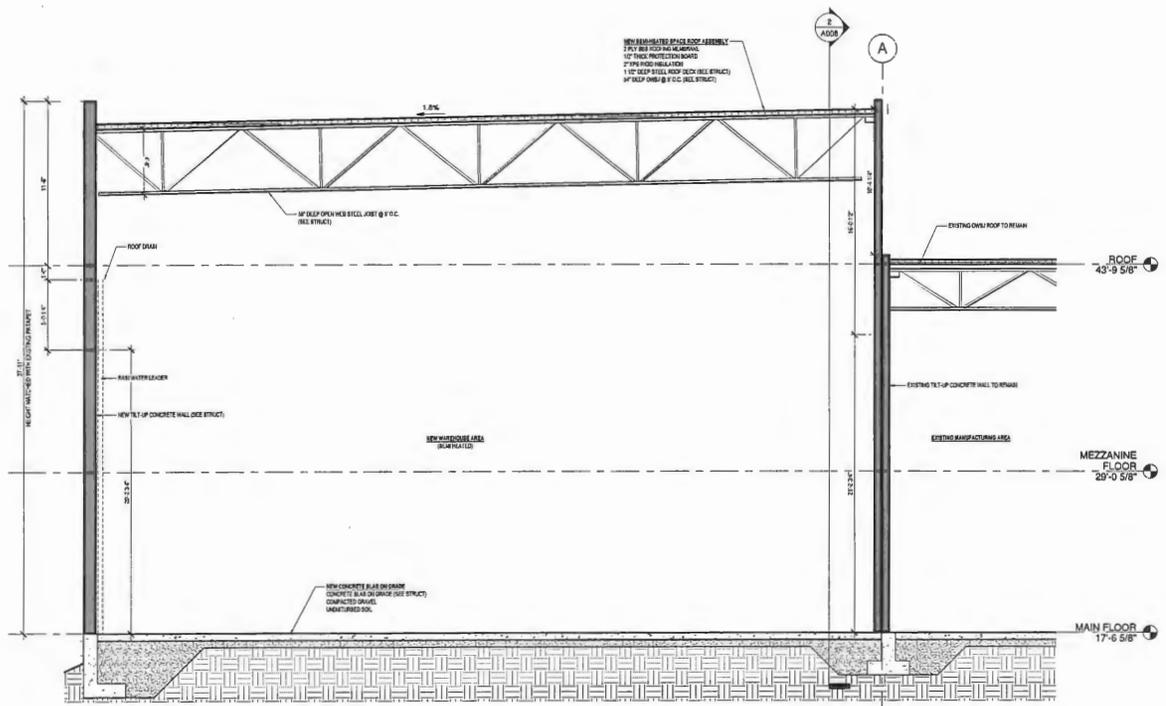
Sheet
ELEVATIONS & SECTIONS

Project number
 21034

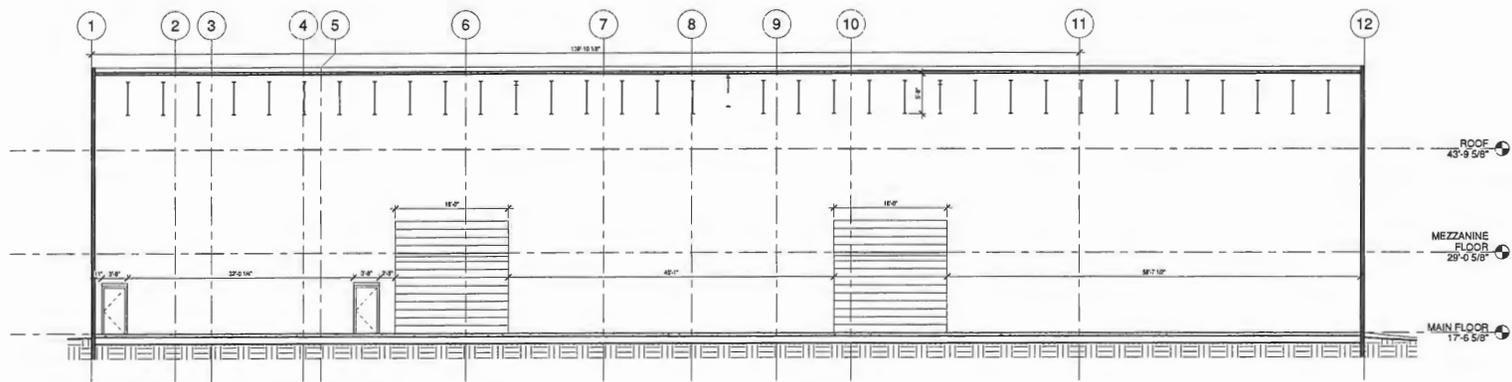
A006
 Scale 1/16" = 1'-0"

SK Architect
 22420 Dewdney Trunk Road,
 Suite 205, Maple Ridge, BC
 T. 604.518.8600 www.skarchitect.ca

2021-09-13 3:02:25 PM



① EAST-WEST SECTION
1/4" = 1'-0"



② EXISTING WEST EXTERIOR WALL
ELEVATION
1/8" = 1'-0"

| | | |
|----------------------------------|-------------|------|
| 4. REVIEW FOR DEVELOPMENT PERMIT | 2021 08 13 | |
| 3. ISSUED FOR CLIENT | 2021 07 23 | |
| 2. ISSUED FOR PRELIM MEETING | 2021 06 05 | |
| 1. ISSUED FOR COORDINATION | 2021 05 22 | |
| NO. | DESCRIPTION | DATE |

© Copyright reserved
The design and drawings prepared by the SK ARCHITECT are the property of the SK ARCHITECT. No part of this work may be reproduced or used in any way without the written consent of the SK ARCHITECT. The Contractor shall verify and be responsible for all dimensions, system, and materials prior to construction. All measurements are provided solely for the use by the Party with whom the SK Architect has entered into a Contract and there are no representations or any other made by the SK Architect to any Party with whom the SK Architect has not entered into contract.

Client

RST INSTRUMENTS

Project: **BUILDING ADDITION**

Address: **11545 KINGSTON STREET
MAPLE RIDGE, BC**

Sheet: **SECTION**

Project number: **21034**

A008

Scale: **As Indicated**

SKArchitect

2520 Deerpark Trail, Burnaby
Suite 202, Burnaby, BC V5A 4E9

T: 604.518.8953 www.skarchitect.ca



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Intensive Residential Development Permit
22829, 22831, and 22833 122 Avenue

MEETING DATE: February 15, 2022
FILE NO: 2021-112-DP
MEETING: C o W

EXECUTIVE SUMMARY:

An Intensive Residential Development Permit application has been received for the subject properties located at 22829, 22831, and 22833 122 Avenue to enable the construction of three intensive single detached residential dwellings.

The subject properties were originally rezoned and subdivided in September 2017 and an Intensive Residential Development Permit was previously approved under Development Application 2015-279-DP. The new owner would like a different design and the previous development permit has expired; therefore, a new Intensive Residential Development Permit is required. A lot width variance was approved with the previous application.

RECOMMENDATIONS:

1. That the Notice on Title CA6356664 be discharged from Title for the previous Intensive Residential Development Permit; and further
2. That the Corporate Officer be authorized to sign and seal 2021-112-DP respecting the properties located at 22829, 22831, and 22833 122 Avenue.

DISCUSSION:

a) Background Context:

| | |
|---------------------|--|
| Applicant: | A. Sangha |
| Legal Descriptions: | Lots 1 through 3 Section 2, Township 12 New Westminster District Plan EPP78055 |
| OCP : | |
| Existing: | Single-Family Residential |
| Proposed: | Single-Family Residential |
| Zoning: | |
| Existing: | R-3 (Single Detached (Intensive) Urban Residential) |
| Proposed: | R-3 (Single Detached (Intensive) Urban Residential) |

Surrounding Uses:

| | | |
|--------|--------------|---|
| North: | Use: | Single-Family Residential |
| | Zone: | RS-1 (Single Detached Residential) |
| | Designation: | Single-Family Residential |
| South: | Use: | Single-Family Residential |
| | Zone: | RS-1 (Single Detached Residential) |
| | Designation: | Single-Family Residential |
| East: | Use: | Single-Family Residential |
| | Zone: | RS-1 (Single Detached Residential) |
| | Designation: | Urban Residential |
| West: | Use: | Single-Family Residential |
| | Zone: | R-3 (Single Detached (Intensive) Urban Residential) |
| | Designation: | Single-Family Residential |

| | |
|---------------------------|--|
| Existing Use of Property: | Vacant |
| Proposed Use of Property: | Single-Family Residential |
| Site Area: | 842m ² (9,063 ft ²) |
| Access: | 122 Avenue and Greenwell Street |
| Servicing: | Urban Standard |
| Previous Applications: | 2015-279-RZ/SD/DP/VP (Council Approved) |

b) Project Description:

An Intensive Residential Development Permit application has been submitted to enable the development of three single-family dwelling units located on the subject properties (see Appendices A and B). As there is no lane servicing these lots, vehicle access will be from the street and parking is provided by attached double-car garages (see Appendix C). The *Off-Street Parking and Loading Bylaw No. 4350-1990* will require that at least one parking space have roughed-in electrical infrastructure capable of Level 2 charging for electric vehicles.

c) Planning Analysis:

Development Applications No. 2015-279-RZ/SD/DP/VP were approved by Council on September 12, 2017. This approval allowed for the rezoning and subsequent subdivision to allow the creation of three R-3 (Single Detached (Intensive) Urban Residential) zoned lots. As part of this development process, a lot width variance was applied for, which reduced the lot width from 10.5m (34.4ft) to 10.0m (32.8ft) to accommodate a lane to the west and its compliance with the neighborhood concept plan. The submitted drawings and plans for the subject Development Application No. 2021-112-DP meet the regulations of the R-3 (Single Detached (Intensive) Urban Residential) zone in *Zoning Bylaw No. 7600-2019*; no further variances are being requested.

Official Community Plan

Pursuant to Sections 8.8 Intensive Residential Development Permit Area Guidelines of the Official Community Plan (OCP), an Intensive Residential Development Permit is required for all new Intensive Residential developments with R-3 (Single Detached (Intensive) Urban Residential) zoning. The

purpose of an Intensive Residential Development Permit is to provide a greater emphasis on high standards in aesthetics and quality of the built environment, while protecting important qualities of the natural environment. The key guidelines for the development permit area are as follows, with the architectural designer's response below (see Appendices D, E, and F):

- 1. Neighbourhood cohesiveness and connectivity should be maintained through the design of varied yet compatible buildings, in materials used and in architectural styles, in landscapes and in recreational areas, and by facilitating a range of transportation choices.**

"The proposed development is located within the Town Centre Area Plan which the Plan itself promotes and supports a diverse range of housing forms which includes intensive residential single-family developments. The proposed development will be able to utilize the cycling and pedestrian network that is planned on Greenwell Street and 228 Street. The proposed development is architecturally compatible with adjacent intensive residential housing forms to the west."

- 2. A vibrant street presence is to be maintained through a variety of housing styles, by maintaining street parking and by directing garage structures and off-street parking to the rear of a property accessible by a lane.**

"Lots 1 & 2 double parking garages will be front-loaded and accessed from 122 Avenue while Lot 3 will be side-loaded and accessed from Greenwell Street. There is no lane accessible for these lots as the original subdivision plan did not include a lane. The single-family homes will provide direct pedestrian access to the fronting 122 Avenue. The streetscape will be improved from the intensive residential housing forms by featuring a multitude of color schemes and materials that will provide the desired variety of housing. There will be an improvement to the streetscape with the installation of sidewalks, street trees and landscaping from the proposed development."

d) Advisory Design Panel:

Intensive Residential Development Permits are not submitted to the Advisory Design Panel for review. This application has been assessed by planning staff to ensure the design meets the *Intensive Residential Development Permit Guidelines*.

e) Environmental Implications:

There are no environmental implications. The proposed development has been reviewed for landscaping and permeability requirements.

f) Financial Implications:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. Based on an estimated landscape cost, the security will be \$34,864.20.

CONCLUSION:

Staff have reviewed the proposed development application and are satisfied that it complies with the Intensive Residential Development Permit Guidelines of the OCP for form and character. It is recommended that the Corporate Officer be authorized to sign and seal 2021-112-DP respecting the subject properties.

“Original signed by Tyson Baker”

Prepared by: **Tyson Baker, B.Pl.
Planning Technician**

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

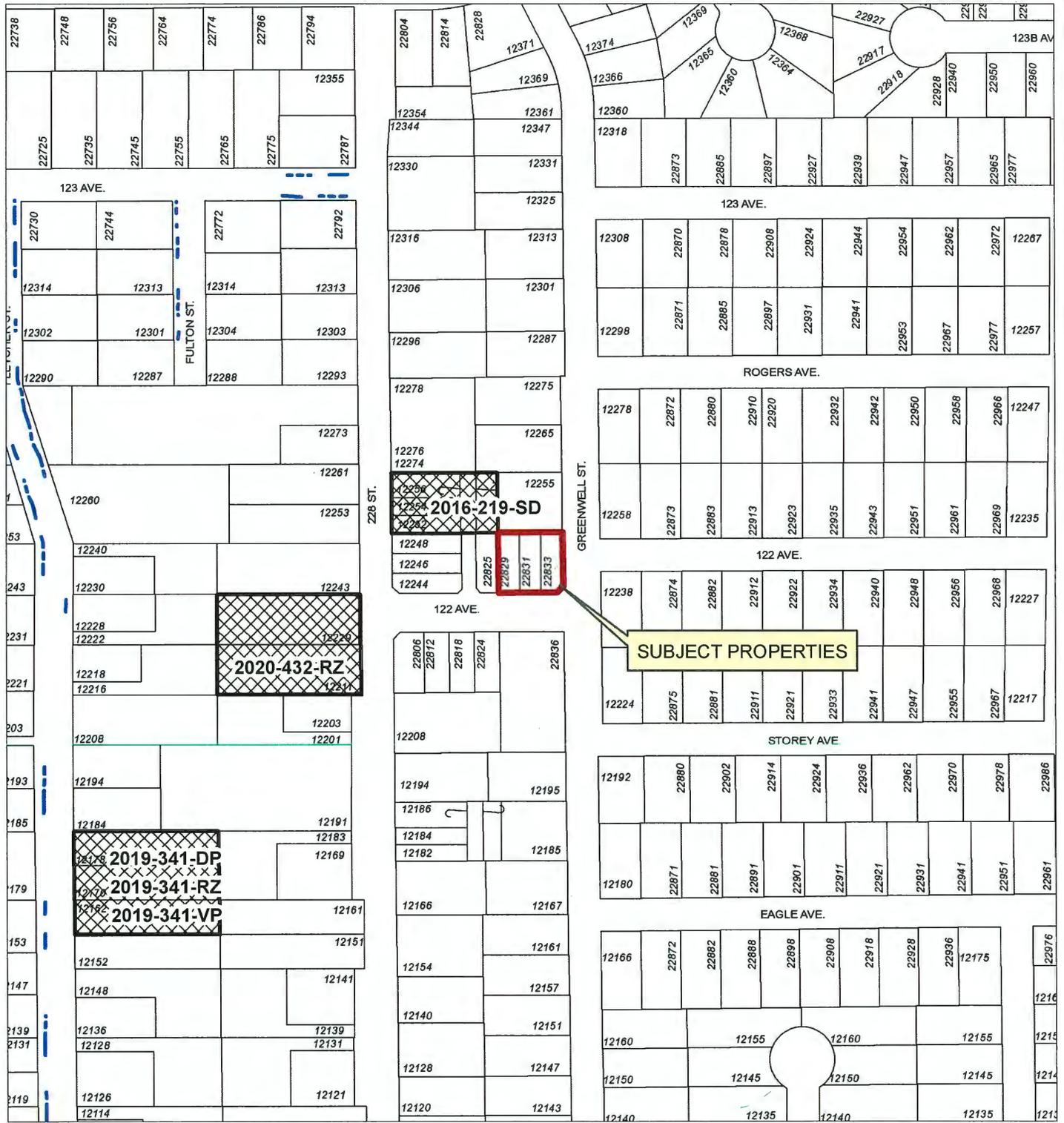
Approved by: **Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services**

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman
Chief Administrative Officer**

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Photo
- Appendix C – Site Plan
- Appendix D – Architectural Plans
- Appendix E – Landscaping Plan
- Appendix F – Building Rendering



Scale: 1:2,500

Legend

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

22829/31/33 122 AVE
PID: 030-330-734/742/751

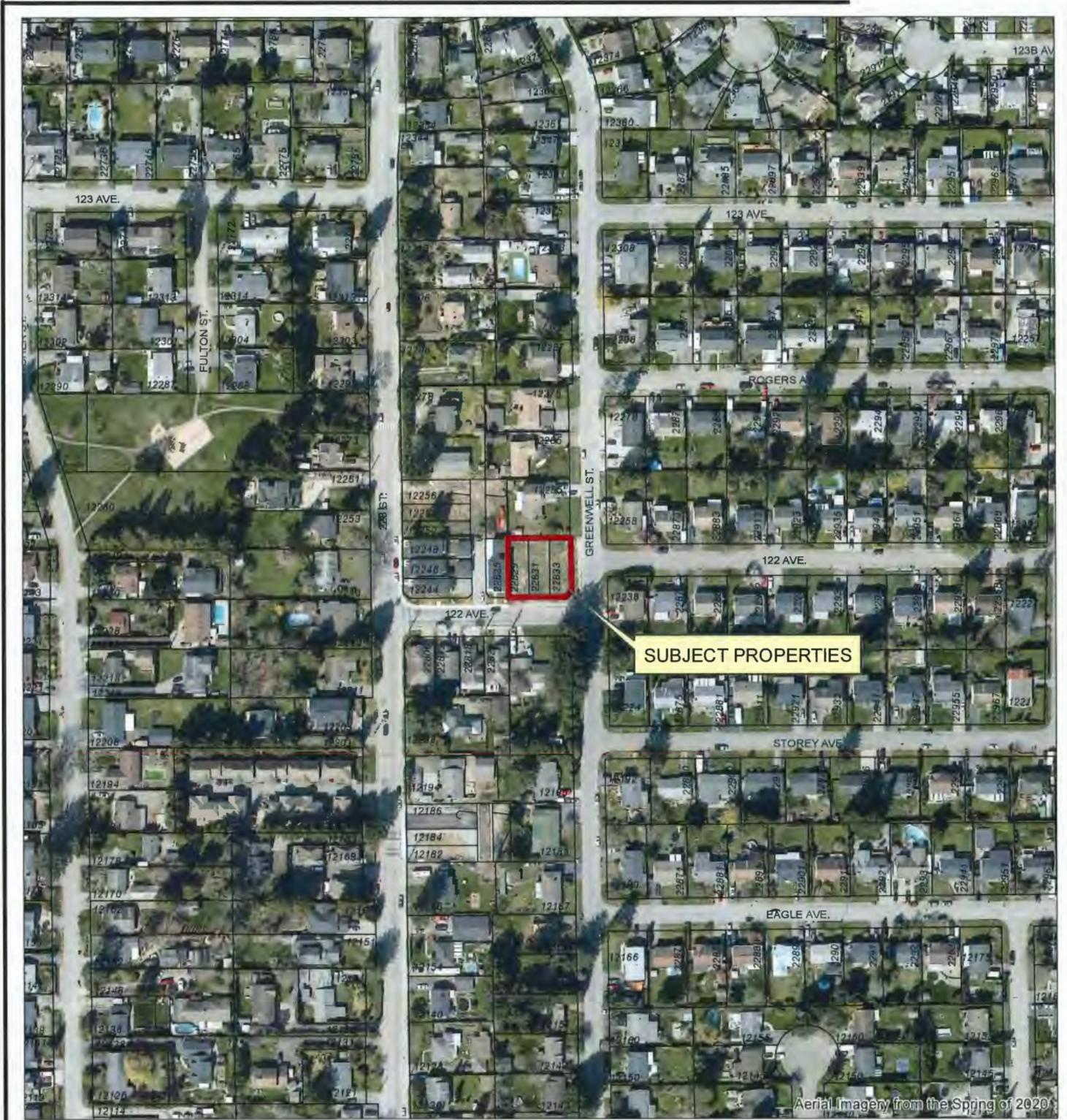
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-112-DP
DATE: Mar 1, 2021

BY: BD



SUBJECT PROPERTIES

Aerial Imagery from the Spring of 2020



Scale: 1:2,500

22829/31/33 122 AVE
PID: 030-330-734/742/751

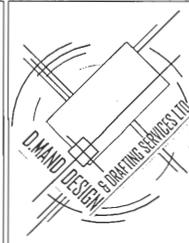
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-112-DP
DATE: Mar 1, 2021

BY: BD



14658 - 84 AVENUE
SURREY, BC
V3S 9K7
t: 6045971838
f: 6045971350
dmand@telus.net
www.dmanddesign.com

THESE PLANS CONFIRM TO PERMITS
CONSTRUCTION SHALL COMPLY WITH
THESE PLANS AND LOCAL BUILDING
BY-LAW.
CONTRACTOR SHALL CONFIRM ALL
DIMENSIONS PRIOR TO START UP
CONSTRUCTION.
THE DESIGNER ASSUMES NO LIABILITY
FOR ANY ERRORS OR OMISSIONS IN
THESE PLANS. IT IS THE BURDEN OF THE
PROPERTY OWNER TO VERIFY AND VERIFY
ALL LEVELS, DIMENSIONS AND
STRUCTURAL REQUIREMENTS PRIOR TO
CONSTRUCTION.
DO NOT SCALE DRAWINGS
** BUILDER'S NOTES:
THE OWNER/PROPERTY OWNER IS AWARE THAT
OTHER BUILDINGS AND UTILITIES LOCATIONS
MAY VARY DUE TO SITE CONDITIONS.
SQUARE FOOTAGE SHOWN ARE APPROXIMATE
THE DESIGNER RESERVES THE RIGHT TO MAKE
ANY CHANGES AND ADJUSTMENTS
FINAL HOME DESIGN AND MEASUREMENTS
MAY NOT MATCH AS PER PLANS.
IN ORDER TO COMPLY WITH BY-LAW,
SOME DIMENSIONS AND SITE CONDITIONS
MAY VARY DUE TO SITE CONDITIONS.
THESE PLANS ARE SUBJECT TO CHANGE
WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:
-
ADDRESS:
LOT #1, 2 & 3
22833 - 122 AVENUE
MAPLE RIDGE, B.C.
CLIENT:
-

DATE: AUG 2021
SCALE: 1/4" = 1'-0" (UND)
DRAWN: HARP
CHECKED: D.M.

APPENDIX C

CALCULATIONS :

LOT #1
R-3 ZONE

| | |
|-----------------------|-------------------------------|
| LOT SIZE: | 282.2 sq.m. (3,037.67 sq.ft.) |
| PROPOSED FLOOR AREAS: | |
| PRINCIPAL BUILDING: | |
| MAIN FLOOR: | 1,481 sq.ft. |
| UPPER FLOOR: | 1,230 sq.ft. |
| BASEMENT FLOOR: | 895 sq.ft. |
| GARAGE AREA: | 405 sq.ft. |
| TOTAL FAR: | 4,011 sq.ft. |
| LOT COVERAGE: | |
| PERMITTED (50%): | 1,518 sq.ft. |
| PROPOSED: | 1,919 sq.ft. |

CALCULATIONS :

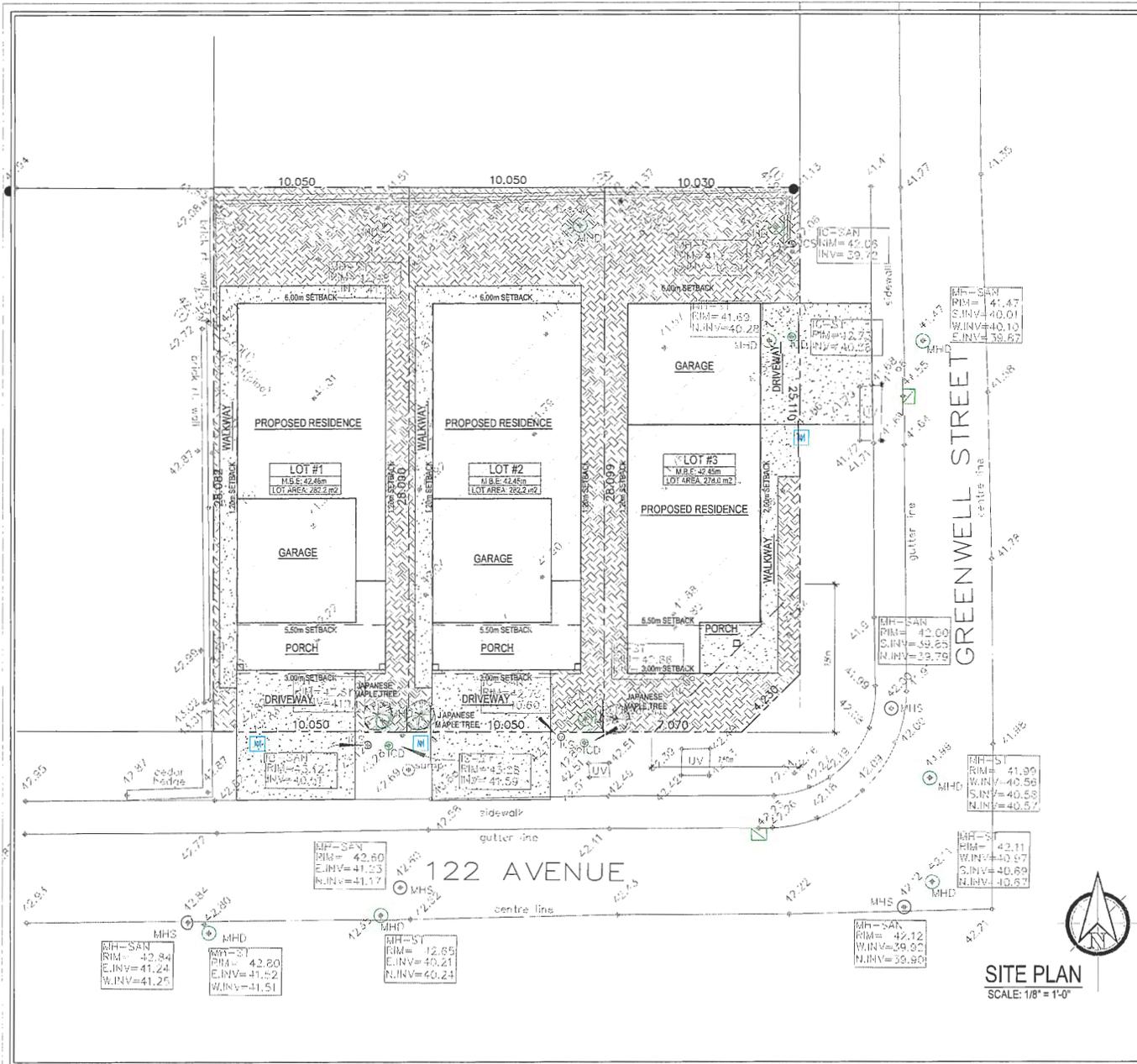
LOT #2
R-3 ZONE

| | |
|-----------------------|-------------------------------|
| LOT SIZE: | 282.2 sq.m. (3,037.67 sq.ft.) |
| PROPOSED FLOOR AREAS: | |
| PRINCIPAL BUILDING: | |
| MAIN FLOOR: | 1,481 sq.ft. |
| UPPER FLOOR: | 1,230 sq.ft. |
| BASEMENT FLOOR: | 895 sq.ft. |
| GARAGE AREA: | 405 sq.ft. |
| TOTAL FAR: | 4,011 sq.ft. |
| LOT COVERAGE: | |
| PERMITTED (50%): | 1,518 sq.ft. |
| PROPOSED: | 1,919 sq.ft. |

CALCULATIONS :

LOT #3
R-3 ZONE

| | |
|-----------------------|-------------------------------|
| LOT SIZE: | 278.0 sq.m. (2,992.46 sq.ft.) |
| PROPOSED FLOOR AREAS: | |
| PRINCIPAL BUILDING: | |
| MAIN FLOOR: | 1,245 sq.ft. |
| UPPER FLOOR: | 1,132 sq.ft. |
| BASEMENT FLOOR: | 892 sq.ft. |
| GARAGE AREA: | 458 sq.ft. |
| TOTAL FAR: | 3,687 sq.ft. |
| LOT COVERAGE: | |
| PERMITTED (50%): | 1,498 sq.ft. |
| PROPOSED: | 1,937 sq.ft. |



SITE PLAN
SCALE: 1/8" = 1'-0"



LOT #1

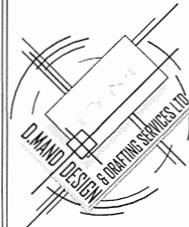
LOT #2

LOT #3

122 AVENUE



GREENWELL STREET



14658 - 84 AVENUE
SURREY, BC
V3S 9K7
t: 6045971338
f: 6045971350
dmand@telus.net
www.dmanddesign.com

THESE PLANS CONFORM TO BCBC 2018 CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND LOCAL BUILDING BY-LAWS.

CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.

THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. IT IS THE BUILDERS OWNED RESPONSIBILITY TO REVIEW AND VERIFY ALL LEVELS, DIMENSIONS AND STRUCTURAL DETAILS PRIOR TO CONSTRUCTION.

DO NOT SCALE DRAWINGS

**BUILDERS NOTES:
THE OWNER/BUYER IS AWARE THAT DOORS, WINDOWS AND BUILDING ELEVATIONS MAY VARY DUE TO SITE CONDITIONS.

SQUARE FOOTAGE SHOWN ARE APPROXIMATE. THE BUILDER RESERVES RIGHT TO MAKE ON GOING CHANGES AND ADJUSTMENTS. FINAL HOME DESIGN AND MEASUREMENTS MAY NOT MATCH AS PER PLANS.

IN ORDER TO COMPLY WITH BYLAWS, BUILDING CODES AND SITE CONDITIONS, THESE PLANS ARE SUBJECT TO CHANGE WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:

-

ADDRESS:

LOT #1, 2 & 3
22833 -122 AVENUE
MAPLE RIDGE, B.C

CLIENT:

-

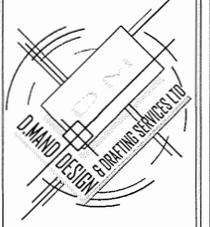
DATE: AUG 2021

SCALE: 1/4"=1'-0" (UND)

DRAWN: HARP | CHECKED: D.M.

APPENDIX D

LOT #1



14658 - 84 AVENUE
 SURREY, BC
 V3S 9K7
 t: 6045971838
 f: 6045971350
 dmand@telus.net
 www.dmanddesign.com

THESE PLANS CONFORM TO BCBC 2018
 CONSTRUCTION SHALL COMPLY WITH
 THESE PLANS AND LOCAL BUILDING
 BY LAWS.
 CONTRACTOR SHALL CONFIRM ALL
 DIMENSIONS PRIOR TO START OF
 CONSTRUCTION.

THE DESIGNER ASSUMES NO LIABILITY
 FOR ANY ERRORS OR OMISSIONS IN
 THESE PLANS. IT IS THE BUILDER/OWNER
 RESPONSIBILITY TO VERIFY AND CHECK
 ALL LEVELS, DIMENSIONS AND
 STRUCTURAL PRECEDENCES PRIOR TO
 CONSTRUCTION.

DO NOT SCALE DRAWINGS
 **BUILDERS NOTES:
 THE OWNER/BUYER IS AWARE THAT
 FINISH, WINDOW AND DOOR ELEVATIONS
 MAY VARY DUE TO SITE CONDITIONS

SQUARE FOOTAGE SHOWN ARE APPROXIMATE
 THE BUILDER RECEIVES RIGHT TO MAKE
 (IN GOING CHANGES AND ADJUSTMENTS
 FINAL HOME DESIGN AND MEASUREMENTS
 MAY NOT MATCH AS PER PLANS

IN ORDER TO COMPLY WITH BYLAWS,
 BUILDING CODES AND SITE CONDITIONS,
 THESE PLANS ARE SUBJECT TO CHANGE
 WITHOUT NOTICE TO CLIENT/BUILDER

JOB DESCRIPTION:
 -

ADDRESS:
 LOT #1.2 & 3
 22833 -122 AVENUE
 MAPLE RIDGE, B.C

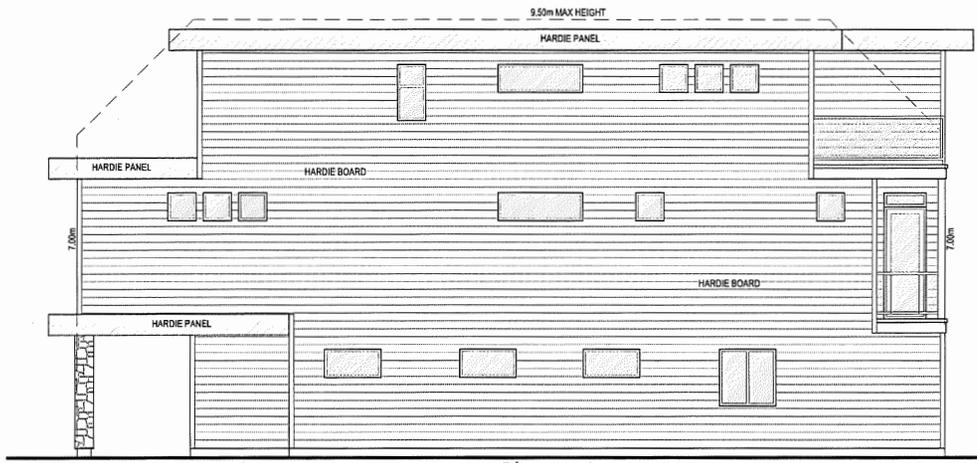
CLIENT:
 -

GATE: AUG 2021

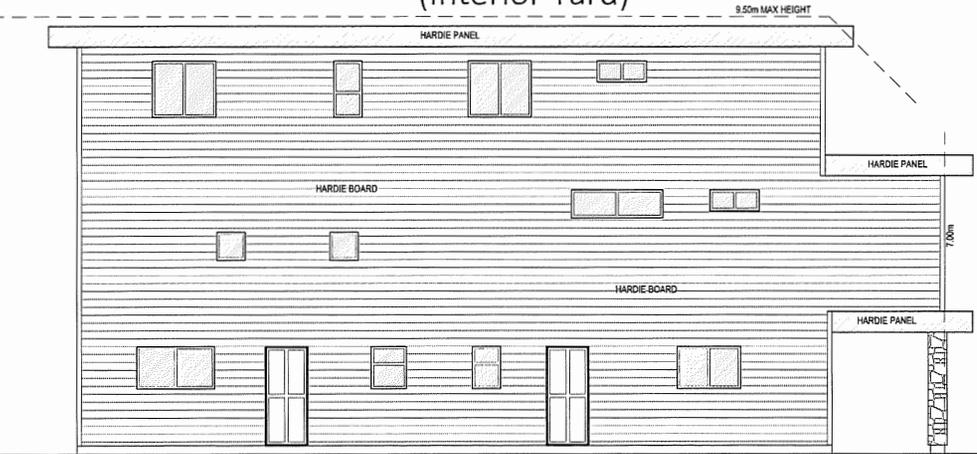
SCALE: 1/4" = 1'-0" (UND)

DRAWN: HARP CHECKED: O.M.

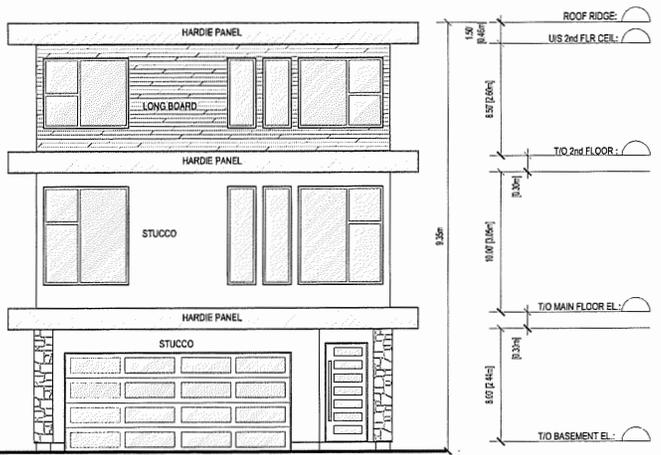
4



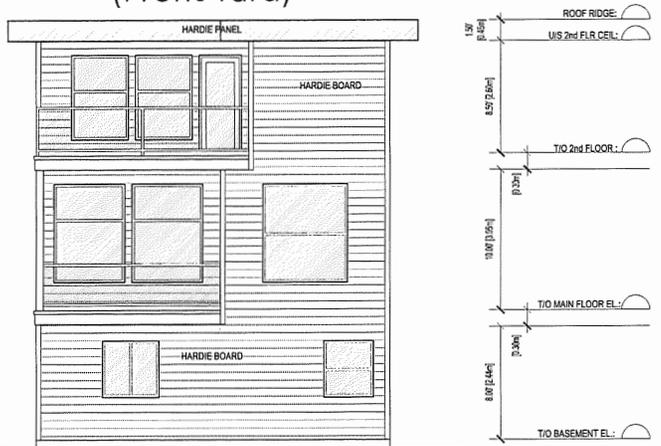
East Elevation
 (Interior Yard)



West Elevation
 (Interior Yard)



South Elevation
 (Front Yard)



North Elevation
 (Rear Yard)

LOT #2



14658 - 84 AVENUE
 SURREY, BC
 V3S 9K7
 t: 6045971838
 f: 6045971350
 dmand@telus.net
 www.dmanddesign.com

THESE PLANS CONFORM TO GCBC 2018 CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND LOCAL BUILDING BY-LAWS.
 CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
 THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. IT IS THE BUILDER/OWNER RESPONSIBILITY TO VERIFY ALL LEVELS, DIMENSIONS AND STRUCTURAL APPLICABLES PRIOR TO CONSTRUCTION.
 DO NOT SCALE DRAWINGS.
 * BUILDERS NOTES:
 THE OWNER/BUYER IS AWARE THAT THESE WINDOWS AND DOOR ELEVATIONS MAY VARY DUE TO SITE CONDITIONS.
 SQUARE FOOTAGE SHOWN ARE APPROXIMATE.
 THE BUILDER RECEIVES RIGHT TO MAKE OR OBTAIN CHANGES AND ADJUSTMENTS.
 FINAL HOME DESIGN AND MEASUREMENTS MAY NOT MATCH AS PER PLANS.
 IN ORDER TO COMPLY WITH BY-LAWS, BUILDING CODES AND SITE CONDITIONS, THESE PLANS ARE SUBJECT TO CHANGE WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:
 -

ADDRESS:
 LOT #1.2 & 3
 22833 -122 AVENUE
 MAPLE RIDGE, B.C.

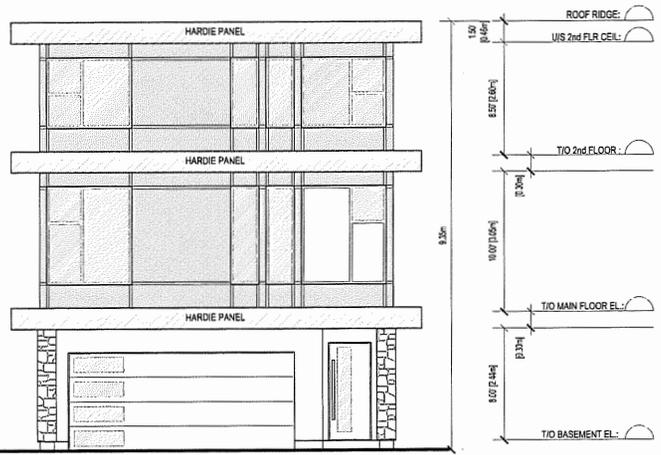
CLIENT:
 -

DATE: AUG 2021

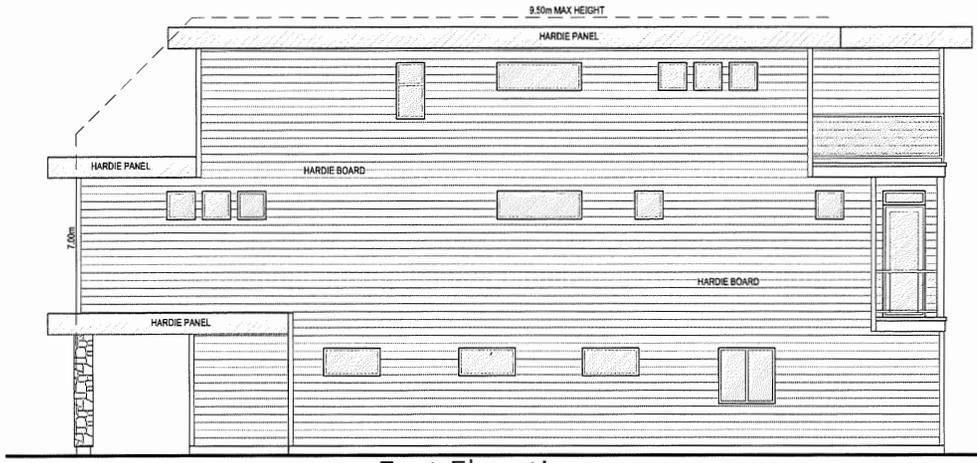
SCALE: 1/4" = 1'-0" (UND)

DRAWN: HARP | CHECKED: D.M.

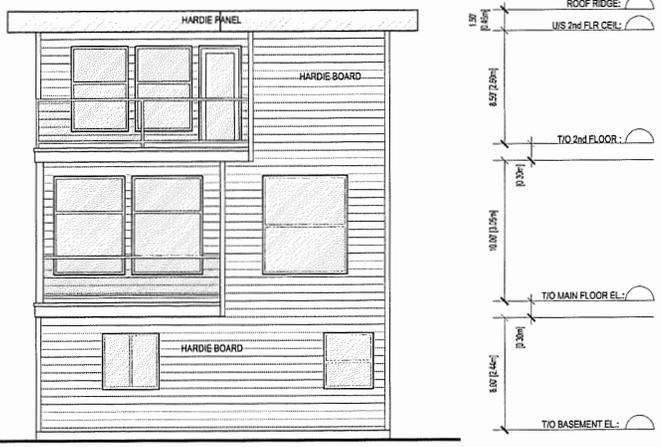
6



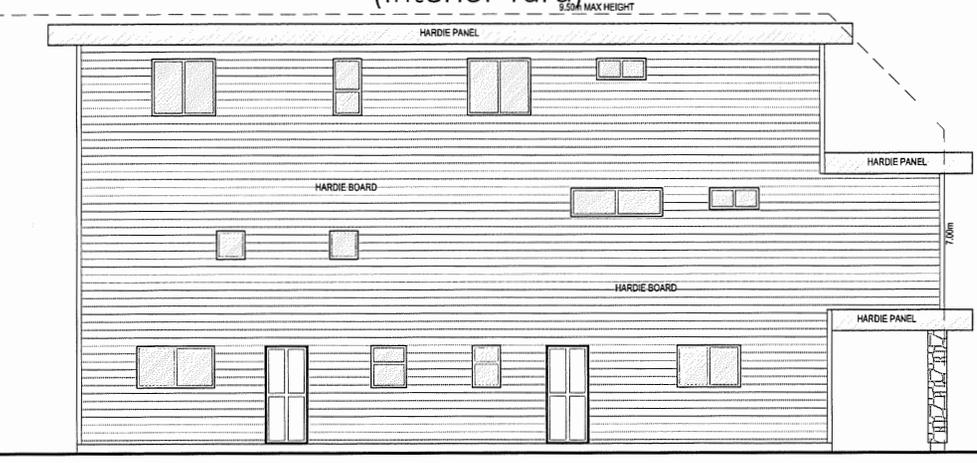
South Elevation
 (Front Yard)



East Elevation
 (Interior Yard)



North Elevation
 (Rear Yard)



West Elevation
 (Interior Yard)

LOT #3



14658 - 84 AVENUE
SURREY, BC
V3S 9K7
t: 6045971838
f: 6045971350
dmand@telus.net
www.dmanddesign.com

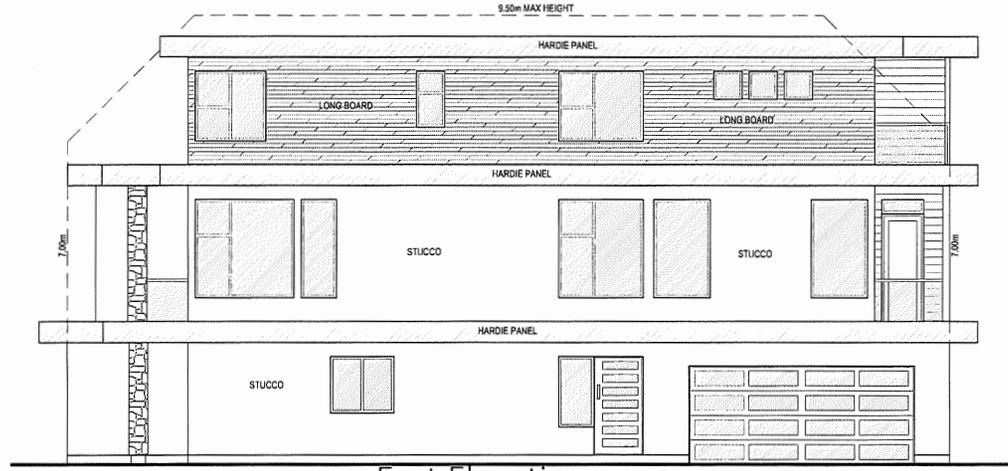
THESE PLANS CONFORM TO CBC 2018 CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND LOCAL BUILDING BY-LAWS.
CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. IT IS THE BUILDER/OWNER RESPONSIBILITY TO REVIEW AND VERIFY ALL LEVELS, DIMENSIONS AND STRUCTURAL ASSESSANCES PRIOR TO CONSTRUCTION.
DO NOT SCALE DRAWINGS.
**BUILDER'S NOTE:
THE OWNER/BUYER IS AWARE THAT FINISH, WINDOWS AND DOOR ELEVATIONS MAY VARY DUE TO SITE CONDITIONS.
SQUARE FOOTAGE SHOWN ARE APPROXIMATE.
THE BUILDER RECEIVES RIGHT TO MAKE ON GOING CHANGES AND ADJUSTMENTS.
FINAL HOME DESIGN AND MEASUREMENTS MAY NOT MATCH AS PER PLANS.
IN ORDER TO COMPLY WITH B.C. LAWS, BUILDING CODES AND SITE CONDITIONS, THESE PLANS ARE SUBJECT TO CHANGE WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:
-

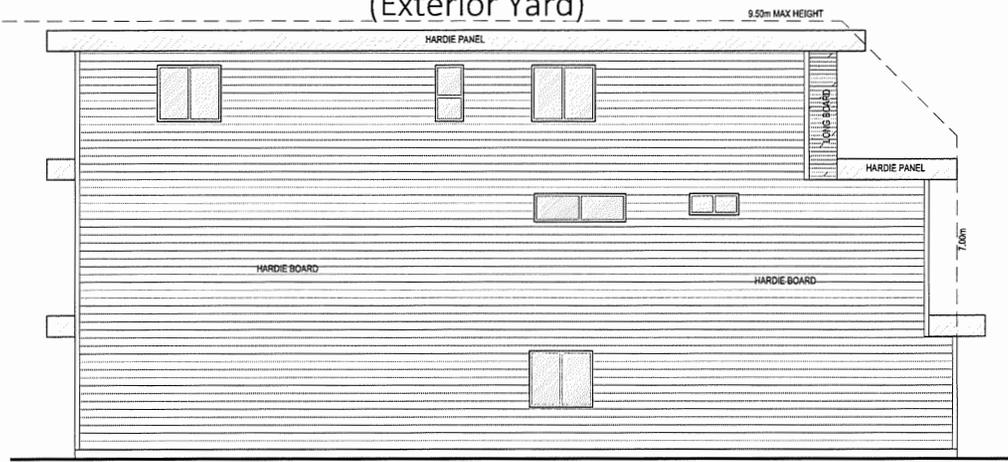
ADDRESS:
LOT #1, 2 & 3
22833 -122 AVENUE
MAPLE RIDGE, B.C.

CLIENT:
-

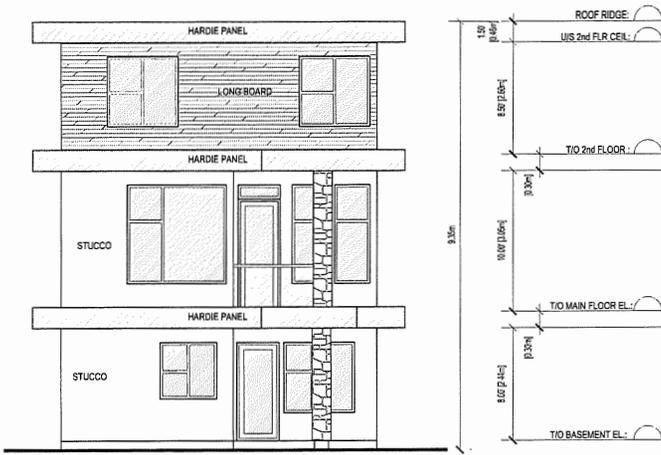
| | |
|----------|--------------------|
| DATE: | AUG 2021 |
| SCALE: | 1/4" = 1'-0" (UND) |
| DRAWN: | H.A.R.P. |
| CHECKED: | D.M. |



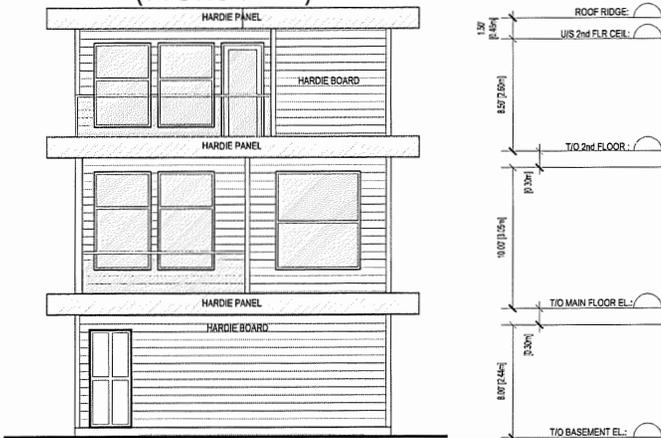
East Elevation
(Exterior Yard)



West Elevation
(Interior Yard)



South Elevation
(Front Yard)



North Elevation
(Rear Yard)



GREENWELL STREET

122 AVENUE



LANDSCAPING PLAN
SCALE: 1/8" = 1'-0"



14658 - 84 AVENUE
SURREY, BC
V3S 9K7
t: 6045971838
f: 6045971350
dmand@telus.net
www.dmandesign.com

THESE PLANS CONFORM TO B.C. CODE CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND LOCAL BUILDING BY-LAWS.

CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.

THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. IT IS THE BUILDER'S RESPONSIBILITY TO CHECK AND VERIFY ALL LEVELS, DIMENSIONS AND STRUCTURAL OBSTACLES PRIOR TO CONSTRUCTION.

DO NOT SCALE DRAWINGS

BUILDERS NOTE:

THE OWNER/BUILDER IS AWARE THAT EROSION, WINDROWS AND CURBING ELEVATIONS MAY VARY DUE TO SITE CONDITIONS.

SQUARE FOOTAGE SHOWN ARE APPROXIMATE.

THE BUILDER RESERVES RIGHT TO MAKE ON ROAD CHANGE AND ADJUSTMENTS.

FINAL HOME DESIGN AND MEASUREMENTS MAY NOT MATCH AS PER PLANS.

IN ORDER TO COMPLY WITH BYLAWS, BUILDING CODES AND REGULATIONS, THESE PLANS ARE SUBJECT TO CHANGE WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:

ADDRESS:
LOT #1, 2 & 3
22833 -122 AVENUE
MAPLE RIDGE, B.C.

CLIENT:

| | |
|----------|--------------------|
| DATE: | AUG 2021 |
| SCALE: | 1/4" = 1'-0" (LND) |
| DRAWN: | HARP |
| CHECKED: | D.M. |

APPENDIX E



14658 - 84 AVENUE
 SURREY, BC
 V3S 9K7
 t: 6045971338
 f: 6045971350
 dmand@telus.net
 www.dmanddesign.com

THESE PLANS CONFORM TO BCBC 2018
 CONSTRUCTION SHALL COMPLY WITH
 THESE PLANS AND LOCAL BUILDING
 BY-LAWS
 CONTRACTOR SHALL CONFIRM ALL
 DIMENSIONS PRIOR TO START OF
 CONSTRUCTION
 THE DESIGNER ASSUMES NO LIABILITY
 FOR ANY ERRORS OR OMISSIONS IN
 THESE PLANS. IT IS THE BUILDER/OWNER
 RESPONSIBILITY TO REVIEW AND VERIFY
 ALL LEVELS, DIMENSIONS AND
 STRUCTURAL REQUIREMENTS PRIOR TO
 CONSTRUCTION
 DO NOT SCALE DRAWINGS
 **BIM/BIMB NOTE:
 THE OWNER/BUILDER IS AWARE THAT
 DOORS, WINDOWS AND BUILDING ELEVATIONS
 MAY VARY DUE TO SITE CONDITIONS
 SQUARE FOOTAGE SHOWN ARE APPROXIMATE
 THE BUILDER RESERVES RIGHT TO MAKE
 ON GOING CHANGES AND ADJUSTMENTS
 FINAL HOME DESIGN AND MEASUREMENTS
 MAY NOT MATCH AS SHOWN
 IN ORDER TO COMPLY WITH BYLAWS,
 BUILDING CODES AND CITY REGULATIONS
 THESE PLANS ARE SUBJECT TO CHANGE
 WITHOUT NOTICE TO CLIENT/BUILDER.

JOB DESCRIPTION:
 -

ADDRESS:
 LOT #1, 2 & 3
 22833 -122 AVENUE
 MAPLE RIDGE, B.C

CLIENT:
 -

DATE: AUG 2021
 SCALE: 1/4"=1'-0" (UND)
 DRAWN: HARP | CHECKED: D.M.



LOT #1

LOT #2

LOT #3

122 AVENUE



GREENWELL STREET

1191 Administration (Including Fire and Police)



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: February 22, 2022
FILE NO: 07-2510-01

FROM: Chief Administrative Officer

MEETING: Council

SUBJECT: Award of a Contract RFP-HR21-33: Group Insurance and Administration
for Employee Benefits

EXECUTIVE SUMMARY:

The purpose of this report is to obtain Council approval to award the contract for the provision of group insurance and administration for employee benefits to PBC Health Benefits Society dba Pacific Blue Cross (Pacific Blue Cross).

A publicly advertised Request for Proposal for the provision of group insurance and administration for employee benefits was issued and following a detailed review and evaluation of the proposals received in accordance with the criteria disclosed in the RFP, Pacific Blue Cross provides the City with the best value.

Council approval is required to award the contract.

RECOMMENDATION:

That a five-year contract be awarded to PBC Health Benefits Society dba Pacific Blue Cross at a projected cost of \$888,000 per year, with an option to renew the contract for two additional one-year periods, and further

That the Corporate Officer be authorized to execute the contract.

DISCUSSION:

a) **Background Context:**

The City's intention through this RFP is to enter into an a five (5) year contract with an option to renew for an additional two (2) one (1) year periods, upon mutual agreement by both parties, for the provision of group insurance and administration for employee benefits.

RFP Process and Evaluation

A Request for Proposal (RFP-HR21-33) for the provision of group insurance and administration for employee benefits was publicly issued on October 20, 2021 with a closing date of November 12, 2021.

Proposal submissions were received from ten (10) firms and were reviewed by the evaluation team in accordance with the evaluation criteria identified in the RFP. After a detailed analysis, the team ranked Pacific Blue Cross's proposal the highest, providing the best value to the City.

The annual projected spend is \$888,000, requiring Council approval to award a contract.

To ensure best value to the City, the evaluation team split the provision of Accident Death & Dismemberment (AD&D) benefit out and will award this under separated contract to AIG Insurance Company of Canada as authorized by Delegation of Procurement Bylaw.

b) Desired Outcome:

Same, or enhanced, level of benefit coverage at a lower cost, with enhanced technology, customer service and customer satisfaction.

c) Strategic Alignment:

Consistent with providing high quality services in a cost-effective method and in alignment the Human Resources Benefit Strategic Plan.

d) Citizen/Customer Implications:

To ensure the City and its employees receive the maximum value for the dollars expended on employee benefits.

e) Business Plan/Financial Implications:

The switch from Manulife Financial to Pacific Blue Cross and AIG Insurance Company of Canada will save the City approximately \$246,000 annually. In addition, rate guarantees were negotiated that will hold several key premium rates in place for between three and five years. In particular, the long-term disability benefits, which are employee-paid, will be fixed for at least three years. Accounting for these guarantee periods and expected increases under the current vendor, the anticipated savings over the 5-year period exceed \$1.5M.

f) Alternatives:

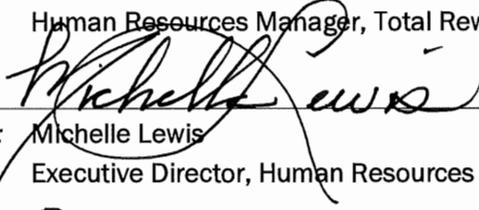
The alternative is to remain with Manulife but this would not optimize the savings to the City and its employees.

CONCLUSION:

Pacific Blue Cross has submitted the highest ranked proposal for the provision of group insurance and administration for employee benefits providing the best value to the City. This report recommends Council approval to award the contract to Pacific Blue Cross.



Prepared by: Cynthia Ulrich
Human Resources Manager, Total Rewards



Reviewed by: Michelle Lewis
Executive Director, Human Resources



Reviewed by: Daniela Mikes, SCMP
Manager of Procurement



Approved by: Christina Crabtree
General Manager, Corporate Services



Concurrence: Scott Hartman
Chief Administrative Officer