

City of Maple Ridge

**COUNCIL WORKSHOP AGENDA**

**February 26, 2019**

**1:30 PM**

**Blaney Room, 1<sup>st</sup> Floor, City Hall**

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

**REMINDERS**

**DATE**

Council Meeting

7:00 p.m.

1. **APPROVAL OF THE AGENDA**
2. **ADOPTION OF MINUTES**
- 2.1 Minutes of the February 5 and 12, 2019 Council Workshop Meetings
3. **PRESENTATIONS AT THE REQUEST OF COUNCIL**
- 3.1 **TransLink – Area Transport Plan Update**
  - Sarah Ross, Matt Craig & Brian Soland
- 3.2 **Metro Vancouver- Lougheed Corridor Land Use Plan**
  - Erin Rennie, Senior Planner
  - James Stiver, Manager, Growth Management and Transportation
4. **UNFINISHED AND NEW BUSINESS**
- 4.1 **Lougheed Corridor Phase 1 Summary**

Staff report dated February 26, 2019 providing information on Lougheed Corridor Phase 1.

#### 4.2 2019 Property Assessment Review

Staff report dated February 26, 2019 providing information on the 2019 Property Assessment.

#### 5. *CORRESPONDENCE*


##### 5.1 Upcoming Events

February 27, 2019 7:00 – 9:00 p.m.	Pitt Meadows Airport - New Development Information Sessions Sky Helicopters: Unit #170 – 18799 Airport Way, Pitt Meadows
February 28, 2019 10:00 – 11:00 a.m.	Affordable Housing 101 – Webinar for Local Government Elected Officials Registration: <a href="https://bcnpha.ca/courses/affordable-housing-101-for-elected-officials-webinar/">https://bcnpha.ca/courses/affordable-housing-101-for-elected-officials-webinar/</a>
February 28, 2019 11:30 a.m.	BC High School Provincials Curling Championship Golden Ears Curling Club
March 3, 2019 2 p.m. to March 5 10:00 p.m.	2019 BC Economic Summit The Westin Wall Centre, 3099 Corvette Way, Richmond BC

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

#### 7. *MATTERS DEEMED EXPEDIENT*

#### 8. *ADJOURNMENT*

Checked by:   
Date: Feb 27/19

2.0 Minutes

**2.0**

City of Maple Ridge

**COUNCIL WORKSHOP MINUTES**

February 5, 2019

The Minutes of the City Council Workshop held on February 5, 2019 at 3:10 p.m. in the Blaney Room of City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

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**PRESENT**

*Elected Officials*

Acting Mayor Duncan  
Councillor J. Dueck  
Councillor C. Meadus  
Councillor G. Robson  
Councillor R. Svendsen  
Councillor A. Yousef

*Appointed Staff*

P. Gill, Chief Administrative Officer  
F. Quinn, General Manager Public Works and Development Services  
D. Pope, Acting General Manager Parks, Recreation and Community Engagement / Director, Recreation and Community Engagement  
L. Benson, Director, Corporate Administration  
T. Thompson, Chief Financial Officer

**ABSENT**

Mayor M. Morden

*Other Staff as Required*

C. Carter, Director of Planning  
Y. Chui, Recreation Manager Arts and Community Connections  
M. Millward, Facilities Operations Manager  
V. Richmond, Manager of Parks Planning and Development

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Note: These Minutes are posted on the City Web Site at [www.mapleridge.ca](http://www.mapleridge.ca)

**1. APPROVAL OF THE AGENDA**

R/2019-063

It was moved and seconded

That the agenda of the February 5, 2019 Council Workshop Meeting agenda be approved as circulated.

CARRIED

**2. ADOPTION OF MINUTES**

**2.1 Minutes of the January 22, 2019 Council Workshop Meeting**

R/2019-064

It was moved and seconded

That the minutes of the January 22, 2019 Council Workshop Meeting be approved.

CARRIED

3. *PRESENTATIONS AT THE REQUEST OF COUNCIL* – Nil

4. *UNFINISHED AND NEW BUSINESS*

4.1 Culture Plan Implementation Framework

Staff report dated February 5, 2019 recommending that the Maple Ridge Culture Plan Implementation Framework be endorsed.

D. Pope, Director, Recreation and Community Engagement introduced the item. Y. Chiu, Recreation Manager Arts and Community Connections introduced Patricia Huntsman and members of the Cultural Plan Task Group. Patricia Huntsman gave a PowerPoint presentation including the following information:

- a brief background on the item and thanked the community members of the task group
- the plan's framework and goal to enhance economic development;
- integrating and implementing cultural planning – economic development, tourism, health and social items, community planning
- six guiding principles with measurable and desired outcomes
- key highlights – extensive community consultation; participation of Katzie and Kwantlen First Nations; and, extensive development of youth and family arts
- six strategic priorities were presented
  - 1) connection, capacity and collaboration
  - 2) awareness and visibility
  - 3) cultural tourism and creative entrepreneurship
  - 4) youth & family arts
  - 5) indigenous cultural heritage and arts
  - 6) multiculturalism and social inclusion
- implementation timeframe, community partnerships identified, and need to track performance
- next steps to integrate the framework into annual business planning and other city initiatives; ongoing updates and continuous engagement; and, a progress review in year 5

Staff answered questions relative to staff commitment, community and School District No. 42 involvement, and funding the Plan.

R/2019-065

It was moved and seconded

That the Maple Ridge Culture Plan Implementation Framework be forwarded to the Council Meeting of February 12, 2019.

CARRIED

Councillor Robson and Councillor Yousef – OPPOSED

**4.2 Downtown Maple Ridge Business Improvement Association request to continue the Façade Improvement Program for three years commencing 2019**

Staff report dated February 5, 2019 recommending that \$25,000 be allocated to the Downtown Maple Ridge Façade Improvement Program for 2019 and that staff engage in consultation with stakeholders in the town centre and bring a report to Council to identify new partnership initiatives to continue to enhance downtown.

L. Siracusa, Director of Economic Development and Civic Properties provided background information.

Staff responded to questions relative to lighting and future initiatives, and the creation of more BIA's to increase community business awareness.

Councillor Robson left the meeting at 3:58 pm.

R/2019-066

It was moved and seconded

That Downtown Maple Ridge Business Improvement Association request to continue the Façade Improvement Program for three years commencing 2019 be forwarded to the Council Meeting of February 12, 2019.

CARRIED

Councillor Robson returned at 3:59pm

**4.3 2019 Community to Community Forum**

Staff report dated February 5, 2019 recommending that the City of Maple Ridge host a Community to Community Forum with Katzie First Nation and Kwantlen First Nation.

L. Benson, Director of Corporate Administration, provided details of the proposed forum, noting the success from the 2017 forum in providing an opportunity to discuss items of mutual interest.

Staff answered questions relative to staff time commitment, forum format and cost.

R/2019-067

It was moved and seconded

That the City of Maple Ridge host a Community to Community Forum with Katzie First Nation and Kwantlen First Nation be forwarded to the Council Meeting of February 12, 2019.

CARRIED

Councillor Robson – OPPOSED

4.4 **Leisure Centre Renovation Update (and Tour)**

- Michael Millward, Facilities Operations Manager

M. Millward, Facilities Operations Manager, presented a time lapsed video of the site over the last 9 months of renovations.

Staff answered questions relative to the project timeline and laid-off staff.

5. **CORRESPONDENCE – Nil**

5.1 **Upcoming Events**

January 31, 2019	UDI Fraser Valley Mayors' Panel & Municipal Expo
11:30 am – 2:00 pm	Langley Events Centre
February 9, 2019	Repair Café
11:00 am – 2:00 pm	Maple Ridge Public Library
February 9, 2019	Afro Gala
6:00 – 8:00 pm	St. Luke's Roman Catholic Church
February 9, 2019	For the Love of Youth
6:30 – 9:30 pm	SKY Hangar, Pitt Meadows
February 10, 2019	Farmers Helping Senior Pub Night
5:30 – 8:30 pm	The Haney Public House

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

Council asked that staff amend the Council Workshop report template to recommend moving the item to the next Regular Council meeting for consideration.

7. **MATTERS DEEMED EXPEDIENT – Nil**

8. **ADJOURNMENT – 4:17 p.m.**

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Councillor Duncan, Acting Mayor

Certified Correct

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L. Benson, Corporate Officer

City of Maple Ridge

**COUNCIL WORKSHOP MINUTES**

February 12, 2019

The Minutes of the City Council Workshop held on February 12, 2019 at 1:30 p.m. in the Blaney Room of City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

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**PRESENT**

*Elected Officials*

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

*Appointed Staff*

P. Gill, Chief Administrative Officer  
F. Quinn, General Manager Public Works and Development Services  
D. Pope, Acting General Manager of Parks, Recreation & Culture / Director of Parks and Facilities  
L. Benson, Director of Corporate Administration  
T. Thompson, Chief Financial Officer

**ABSENT**

Councillor J. Dueck

*Other Staff as Required*

C. Carter, Director of Planning  
D. Pollock, Municipal Engineer  
P. Irani, Manager of Transportation  
D. Hall, Planner 2, Development and Environmental Services

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Note: These Minutes are posted on the City Web Site at [www.mapleridge.ca](http://www.mapleridge.ca)

**1. APPROVAL OF THE AGENDA**

R/2019-069

It was moved and seconded

That the agenda of the February 12, 2019 Council Workshop Meeting agenda be approved as circulated.

CARRIED

**2. ADOPTION OF MINUTES**

**2.1 Minutes of the January 29, 2019 Council Workshop Meeting**

R/2019-070

It was moved and seconded

That the minutes of the January 29, 2019 Council Workshop Meeting be approved.

CARRIED



3. *PRESENTATIONS AT THE REQUEST OF COUNCIL* – Nil

4. *UNFINISHED AND NEW BUSINESS*

4.1 Transportation Plan Overview - Presentation

- David Pollock, Municipal Engineer

D. Pollock, Municipal Engineer gave a Power Point presentation including the following information:

- 2014 Strategic Transportation Plan Review and background
- Strategic Transportation Plan Components (Road Network Plan; Pedestrian Plan; Bicycle Plan and Transit Strategy)
- Proposed Major Road Projects and Key Areas of Focus
- Proposed Pedestrian Priorities and Interim Strategies for Growth Areas
- Bicycling Key Themes, Proposed Bicycling Upgrades and Priorities
- Transportation Plan Transit – Strategy and Initiatives, and funding,
- Key Initiatives Requiring Federal / Provincial Support
- Strategic Transportation Plan Next Steps

Mr. Pollock answered questions regarding:

- Provincial highway improvements on Loughheed Highway east of Spilsbury;
- Public notifications and consultations process on road expansions
- 203 railway crossing in the context of increased rail traffic in future;
- Pedestrian and cycling allowances on Dewdney Trunk Road east of 240 St;
- transit allowances for future expansion into Silver Valley and Thornhill;
- shovel-ready approach to senior government grant funding;

Councillor Robson left the meeting at 2:04 p.m.

4.2 240 Street Bridge to Silver Valley - Presentation

- Purvez Irani, Manager of Transportation

P. Irani, Manager of Transportation, gave a Power Point presentation including the following information:

- Project Background
- Recent Developments
- Bridge Concept
- Estimated Costs
- Next Steps including second crossing into Silver Valley and consideration of Abernethy Way Extension

Councillor Robson entered the meeting at 2:05 p.m.

Mr. Irani answered questions from Council regarding:

- DCC capital funding and TransLink Major Road Network funding;
- the 2001 identification of the need for this bridge as a second access in the Silver Valley Area Plan;
- mitigation of environmental impacts and involvement of community groups;
- traffic impacts and capacity relating to Golden Ears Provincial Park;
- connecting roads and urban/suburban land-use designations on either end.

#### 4.3 Regulations for the Production and Processing of Cannabis - Discussion Paper

Staff report dated February 12, 2019 recommending that staff be directed to prepare a policy on the processing of non-farm use applications where required by the Agricultural Land Commission for cannabis cultivation and be directed to prepare amendments to the Zoning Bylaw to regulate the processing, cultivation, research, testing and mail order sales on lands outside of the Agricultural Land Reserve.

C. Carter, Director of Planning, introduced the item noting the City's current bylaw deals with medical marijuana exclusively. She advised agenda item is an opportunity for Council to ask questions and provide feedback on other options relating to the cannabis industry, including the recreational cannabis sector. Through the back and forth discussion, staff will take the information back to refine recommendations that will be brought back to Council at a future meeting.

D. Hall, Planner 1, gave a Power Point presentation including the following information:

- Cannabis Production Federal / Provincial Changes and Land Use Implications
- 2013 Regulatory Context
- Federal Regulations and Licence Categories
- Provincial Changes and Industry Requests
- Land Use within the ALR
- Council Considerations
- Rural Residential and Industrial Land Use
- Next Steps

Council provided feedback relating to:

- Land Use and ALR lands;
- Neighbourhood Impact;
- Municipal Regulations in the ALR;
- Property Taxes and Revenue Options;
- Water supply, burden on aquifers, and metering;

- Retail Storefront Regulations;
- Appropriate Infrastructure to Support the Industry;
- Council involvement and public consultation in application process; and
- Risk considerations around cannabis growing operations in residential buildings.

The item was sent back to staff to continue work on the regulations, incorporating Council feedback.

## 5. **CORRESPONDENCE**

Councillor Robson declared a conflict of interest noting that his wife is the Executive Director of the Friends in Need Food Bank Society and left the meeting at 3:03 p.m.

### 5.1 **Friends in Need Food Bank Society – Perishable Food Recovery Program**

Correspondence dated February 6, 2019 from Mary Robson, Executive Director of Friends in Need Food Bank Society asking for a letter of support from the City of Maple Ridge for the expansion of the Perishable Food Recovery Program.

R/2019-071

It was moved and seconded

That the Friends in Need Food Bank Society request for a letter of support be forwarded to the February 26, 2019 Regular Council Meeting for consideration.

CARRIED

### 5.2 **Upcoming Events**

February 19, 2019 12:00 – 2:00 pm	North Fraser Pretrial Open House Port Coquitlam
February 21, 2019 11:30 am – 1:30 pm	UDI Luncheon “How Global Cities Tackle Affordability & What We Need to do Next” Regency Hotel, Vancouver
February 21, 2019 6:00 – 9:00 pm	Community Heritage Commission: Heritage Awards St. Andrews Church, 22289 116 Avenue
February 23, 2019 6:00 pm	Chamber of Commerce 2018 Business Excellence Awards Gala Thomas Haney Secondary School

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

## 7. **MATTERS DEEMED EXPEDIENT – Nil**

8. *ADJOURNMENT* – 3:14 p.m.

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M. Morden, Mayor

Certified Correct

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L. Benson, Corporate Officer

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

**MEETING DATE:** February 26, 2019  
**FILE REFERENCE:** 2019-032-CP  
**MEETING:** Workshop

**SUBJECT:** Lougheed Transit Corridor Phase 1 Summary

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#### **EXECUTIVE SUMMARY:**

On September 4, 2018, in response to the introduction of B-Line bus service to Maple Ridge, Council directed staff to proceed with a Lougheed Transit Corridor Study with the following resolution:

*That the process and engagement strategy for the Lougheed Transit Corridor Study outlined in the report titled "Lougheed Transit Corridor Study Scoping Report", dated September 4, 2018, and encompassing Phase 1 and Phase 2, be endorsed; and*

*That the study area boundaries outlined in Appendix C of the report titled "Lougheed Transit Corridor Study Scoping Report", dated September 4, 2018, with the addition of properties adjoining Dewdney Trunk Road, Carhill Street and Patterson Avenue, be endorsed.*

The implementation of the new B-Line bus service along the Lougheed Corridor in 2019 creates an opportunity to explore how land use designations within the study area are supportive of creating complete communities that take advantage of, and complement, the improved transit service level. Additionally, and as seen elsewhere in the region, transit investments can stimulate redevelopment interest for both residential and commercial markets. The rationale for such a land use review is further supported by the recommendations stemming from the City's Commercial and Industrial Strategy to accommodate additional employment opportunities in West Maple Ridge by 2042, and to better utilize existing commercial land for long-term commercial demand.

With that as context, in the Fall of 2018, Metro Vancouver led an initiative involving the municipalities along the B-Line bus route corridor intended to advance constructive discussions about transit-supportive land use options along the Lougheed B-Line route, and to generally explore better integration of growth corridors into regional planning. This Metro Vancouver process is called the Lougheed Corridor Land Use and Monitoring Study and formed the early research and background steps in the City's Lougheed Transit Corridor Study. With its conclusion, the City is now moving to the second stage of our Lougheed Transit Corridor Study, involving public consultation.

The purpose of this report is to provide an overview of the City's Lougheed Transit Corridor Study, summarize Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study findings and the concurrent work undertaken by Translink. As well, and based on Council's earlier direction, the report outlines a detailed communications and consultation strategy set to commence in March 2019.

#### **RECOMMENDATION:**

**For information only.**

## **BACKGROUND:**

### **a) Lougheed Highway B-Line Bus Service:**

Translink has identified the Lougheed Highway corridor west of the Town Centre as the location for a new B-Line bus service route, which will connect the Haney Transit Exchange to Coquitlam Central Station and the Evergreen Line skytrain. This new service is anticipated to begin in September 2019, with Maple Ridge bus stops along Lougheed Highway at Laity Street and 203 Street. A future bus stop at 222 Street may be added in the future.

### **b) Existing Official Community Plan Policies:**

The Official Community Plan (OCP) classifies Lougheed Highway, Dewdney Trunk, as well as six north-south streets along Lougheed Highway west of the Town Centre as Major Corridors, as well as Lougheed Highway as a transit corridor. Residential development fronting these roads is therefore subject to the Major Corridor Residential Infill policies. A range of residential forms focused on multi-family development, including apartments and townhouses, is supported in these locations. The maximum height permitted for residential development ranges between two and a half storeys for ground-oriented units and four storeys for apartments. In terms of commercial development, the OCP identifies principles and policies supporting the creation of integrated centres that are compact and neighbourhood serving. Existing commercial areas along Lougheed Highway and Dewdney Trunk Road west of the Town Centre are classified as *Commercial - General Commercial*, with the exception of a Community Commercial node at Dewdney Trunk Road and 216 Street

### **c) Commercial and Industrial Strategy:**

The Commercial and Industrial Strategy was endorsed by Council in 2014, and includes detailed employment analysis as well as land demand forecasting for industrial and commercial uses. The Strategy reinforces the Town Centre as the central focus for business, culture and entertainment in Maple Ridge. The largest share of commercial and office development is slated to be directed to the Town Centre, maintaining this area as Maple Ridge's primary commercial district.

Secondary to the Town Centre, a network of mixed-use commercial centres serving the surrounding neighbourhoods is envisioned in both the Commercial and Industrial Strategy and the OCP. West Maple Ridge, identified in the Commercial and Industrial Strategy as the area west of the Town Centre, represents the second largest commercial floor space area in the City. The Strategy projects that by 2042, approximately 443,000 square feet of new commercial floor space demand will be directed to West Maple Ridge independent of any future transit investment. This amount of commercial space translates to 23 to 38 acres (9 to 15 hectares) of land.

The Strategy concludes that while there is sufficient commercially designated land to accommodate future floor space demand in West Maple Ridge, it is either under-developed or currently vacant. Long-term demand could be achieved through the intensification of development on existing commercial properties and the rezoning of properties currently designated but not zoned for commercial uses. In addition to new retail and service commercial floor space, there could also be a local demand over the next 25 years for employment-based office space in West Maple Ridge.

**d) Metro Vancouver:**

Anticipating the 2019 launch of the B-Line bus service, Metro Vancouver undertook a regional-scale Lougheed Corridor Land Use and Monitoring Study in partnership with Translink, First Nations, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows and Maple Ridge. Metro Vancouver's study will monitor a number of key variables along the Lougheed Highway west of the Town Centre, towards the potential establishment of regional Frequent Transit Development Areas as secondary growth areas. Urban Systems, on behalf of Metro Vancouver, has prepared baseline population and employment floor space assessments for the entire Lougheed B-Line bus route.

Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study is now concluded and provides useful background research and analysis to inform our city-level planning process. The work undertaken by Metro Vancouver was at no cost to the City, and the study outcomes are non-binding for the City.

**e) Translink:**

In conjunction with Translink's B-Line bus awareness campaign, Translink has two ongoing planning processes that tie in to the future B-Line bus service.

Maple Ridge-Pitt Meadows Area Transport Plan:

Translink is currently in the process of updating the Maple Ridge-Pitt Meadows Area Transport Plan, and Phase 1 was completed in the spring of 2018. The revised Maple Ridge-Pitt Meadows Area Transport Plan will identify regional transportation priorities for transit, walking, and cycling as they relate to Maple Ridge and Pitt Meadows. Public engagement and plan preparation is occurring in conjunction with Translink's public outreach for the new Lougheed B-Line bus service. The updated Area Transport Plan is complimentary to the future B-Line bus service, as it identifies transportation improvements that address connectivity with current and in-stream transportation infrastructure.

Lougheed Corridor Long-Term Rapid Transit Study:

Complimentary to Metro Vancouver's work, Translink has initiated the Lougheed Corridor Long-Term Transit Study. This work examines the long term (15-30 years) options for transit on the Lougheed B-Line bus route, and will inform a future update to the Regional Transportation Strategy. The project further aligns with other work being conducted by Translink, including the Lougheed B-Line Implementation and the Maple Ridge-Pitt Meadows Area Transport Plan.

Translink's evaluation of long-term transit alternatives for the Lougheed Corridor is intended to assess and provide clarity around both the overall viability of rapid transit for the Lougheed Corridor and the viability of specific technologies, including dedicated lane bus rapid transit, dedicated lane at-grade light rail transit, and skytrain. The evaluation will be based on seven categories, such as land use, economic development, deliverability, and cost. As Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study has completed, Translink will use the demographic results to further inform the Lougheed Corridor Long-Term Transit Study and their Multiple Account Evaluation Framework. Translink plans to report to City Councils involved in the corridor studies to present the findings of this analysis in the coming months.

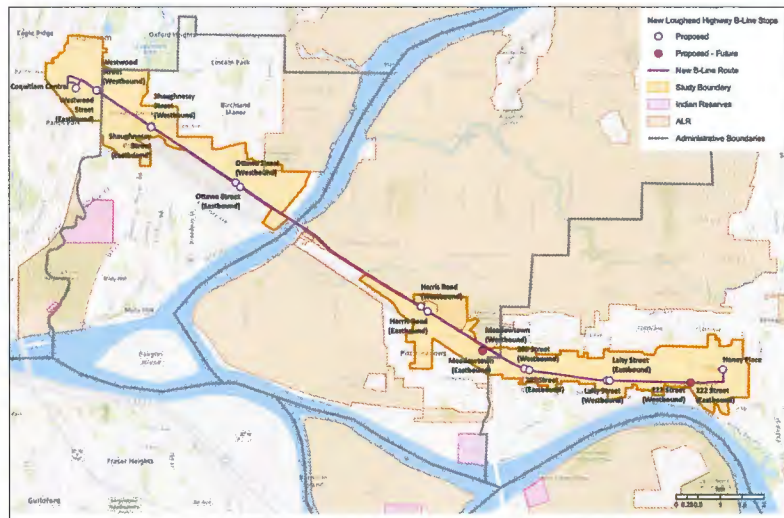


## DISCUSSION:

### a) Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study Outcomes:

The Lougheed Corridor Land Use and Monitoring Study is a multi-stakeholder initiative intended to advance constructive discussions about transit-supportive land use options along the Lougheed B-Line route, and to generally explore better integration of growth corridors into regional planning. The study was initiated in anticipation of the new B-Line frequent bus service being launched along the Lougheed Highway corridor in Fall 2019.

At the onset of the study, Metro Vancouver engaged with each municipality across the Lougheed B-Line route to determine their study area boundaries. In Maple Ridge's case, the Council endorsed study area was used as a starting point. The regional study boundary was then extended based on Census reporting boundaries to include much of the Town Centre core area, as well as some additional properties north of Dewdney Trunk Road and south of Lougheed Highway. As identified earlier, the regional study area was the subject of a demographic review and generalized market analysis, and includes a proposed monitoring program.



Source: Urban Systems 2019

In October 2018, Metro Vancouver engaged Urban Systems consultants to evaluate the anticipated urban development impact of the B-Line bus route in the Lougheed Corridor Study Area. The intent of this assessment was to:

- Evaluate local conditions and implications, including an assessment of walkability focusing on 5-10 minute walksheds and 800 m catchment areas surrounding proposed bus stops.
- Assess past decade of development activity.
- Interview area developers to gauge anticipated impact on development decisions and interest resulting from B-Line investment.
- Model anticipated impact on study area development potential by major land-use type for the 2019-2028 time period post B-Line bus introduction.

The assessment and analysis conducted by Urban Systems was high-level and generalized across the Lougheed Corridor, and provides valuable insight into both historic and projected conditions in the study area.



### Existing Corridor Conditions:

As an initial assessment of the study area, Urban Systems mapped 800 m catchment nodes surrounding each of the B-Line bus stops, including a stop at 222 Street which may be added at a later date. Overlaid with the 800 m catchment nodes, Urban Systems also mapped five and ten minute 'walksheds' surrounding each bus stop to represent the current distance that can be covered on foot to determine overall walkability. The results indicate that existing conditions such as the street network and topography are generally conducive for walking. Pedestrian connectivity is impacted by large properties such as the Maple Ridge Cemetery and Ridge Meadows Hospital, as well as elevation changes in proximity to the Fraser River.

Another factor used to understand existing conditions in the study area was building permit data. Urban Systems reviewed historical building permit activity over the 2008-2018 time period. Over this time span, Maple Ridge consistently saw a 20% portion of city-wide construction value investment in the study area. More specifically, an average of 42% of the City's multi-family construction value is invested in the study area. It is noted that the study area includes much of the Town Centre area, which provides a larger share of development activity than the balance of the Lougheed Corridor.

### Local Developer Feedback:

As part of the regional study, Urban Systems conducted interviews with developers active across the Lougheed Corridor, including Maple Ridge, to gain a stronger understanding of transit investment impact on the commercial and residential markets. In response, interviewees indicated very clearly that traditional, stand-alone office uses were not likely to be a significant land use opportunity throughout the Lougheed Corridor study area, with the exception of the Coquitlam Central station due to the existing skytrain proximity and established high-density residential and commercial node. Other B-Line bus stop locations are more likely to attract more local-serving office users, including professional services firms for whom these locations offer compelling commute times for management and staff. B-Line serviced nodes are also likely to attract office end users that generally cannot afford space in skytrain-serviced nodes, including small-scale local businesses and non-profit organizations.

Interviewees with land holdings in Maple Ridge see the introduction of the B-Line as having a more significant impact than communities further west, as it will result in significantly decreased travel times for public transit users. The service is therefore also viewed as a transportation amenity that should be referenced in marketing materials for residential market and rental housing projects.

Developers with holdings in Maple Ridge's Town Centre see the greatest impact, as the introduction of B-Line level service essentially puts the Maple Ridge core "on the map" in terms of public perception of a transit accessible neighbourhood. These groups see the B-Line bus service as being particularly essential in supporting growth of higher density multi-family apartment housing and, even more specifically, affordable housing developments geared toward populations that tend to be frequent public transit users.

### Anticipated Residential Demand:

Urban Systems combined dwelling unit projections prepared by Metro Vancouver and historic building permit records to understand the current and post-B-Line bus introduction demand for multi-family residential development along the Lougheed Corridor.

For the 2018-2028 period there is a projected need for approximately 1,800 multi-family dwelling units in the Maple Ridge portion of the study area, representing 28% of multi-family development expected across the entire B-Line bus route. These dwelling unit allocations are based on existing land use designations and the distribution of the past decade's building permits, keeping in mind that a good portion of the City's Lougheed Corridor is located in our Town Centre area. These allocations and the resulting multi-family unit numbers represent market-driven potential only, based on historical trends within a status quo (i.e. no B-Line) scenario, as they have not yet been vetted from a development capacity perspective.

Based on feedback from the development community, a second development scenario was also modelled, referred to as the "B-Line" scenario. In this scenario, the study area proportion of city-wide multi-family activity was increased marginally from 1,800 to 2,100 multi-family dwelling units to reflect an increased interest in the Lougheed Corridor due to new transit investment.

Additionally, and aside from market-driven demand, Urban Systems concludes that there could be an increased demand for rental and affordable multi-family residential units within proximity to rapid transit.

#### Anticipated Commercial Demand:

Urban Systems examined the potential demand of future supportable retail, service-commercial and office uses within the 800 m catchment zones of B-Line bus stops. Lougheed Highway is a major east-west corridor that has evolved over time as a commercial corridor, with a wide range of both local serving and regional-serving destination retail centres.

The high-level analysis prepared by Urban Systems concludes that with the introduction of the B-Line bus service, the largest demand for new commercial floor space will be in the Town Centre. Much smaller amounts of local serving retail uses are anticipated at the B-Line stops of 203 Street and Laity Street, as summarized in the table below.

Potential New Floor Area Demand by Category 2018-2028 (Urban Systems 2019)						
B-Line Bus Stop Catchment	Grocery & Convenience	Restaurant	Pharmacy & Personal Health	Liquor Stores	Service Commercial and Office	Total
203 Street	1,965 ft <sup>2</sup>	1,360 ft <sup>2</sup>	1,190 ft <sup>2</sup>	400 ft <sup>2</sup>	4,000 ft <sup>2</sup>	8,915 ft <sup>2</sup>
Laity Street	1,875 ft <sup>2</sup>	1,310 ft <sup>2</sup>	1,500 ft <sup>2</sup>	360 ft <sup>2</sup>	4,100 ft <sup>2</sup>	8,145 ft <sup>2</sup>
Town Centre	20,900 ft <sup>2</sup>	13,365 ft <sup>2</sup>	10,710 ft <sup>2</sup>	3,600 ft <sup>2</sup>	39,900 ft <sup>2</sup>	88,475 ft <sup>2</sup>

The report concludes that as the Lougheed Corridor is already very well served by regional-serving retail uses, additional retail-commercial development be small in scale and will take into account:

- walkability from residential units;
- uses that are under-served within existing catchment areas such as local-serving restaurant and service uses;
- non-traditional retail uses, such as professional and medical services.

#### Demographic Review:

To better understand the regional Lougheed study area, and create a baseline of information for future comparison, Urban Systems undertook an analysis of demographics within 800 m catchments of all proposed and future B-Line bus stops.

### *Population, Age and Household Summary:*

The highest population is in the Town Centre and the lowest population is at the 203 Street node. The median age (the number at which half of the values are below and the other half are above) is fairly similar across the study area (40s), although somewhat higher in the Town Centre (late 40s – early 50s). The largest household size is at 203 Street and Laity Street nodes (similar at 2.7 and 2.8). In contrast, the Town Centre has a lower household sizes (1.8 and 1.7).

The highest household income is at 203 Street, whereas the Town Centre node has household incomes of approximately half. This corresponds with the average household size, where the occurrence of two working adults is higher at 203 Street and more households in the Town Centre have one working adult.

### *Housing Characteristics Summary:*

The Laity Street and 203 Street nodes have the same mix of residential – more than half are single family homes, with the balance consisting of townhouses and apartments. In contrast, 222 Street and the transit exchange have a majority (60%+) of apartment with the balance consisting of single family homes and townhouses.

It is noted that there has been a very small amount of re-development around Laity Street and 203 Street over the past 12 years, with 70-80% of housing stock constructed before 1991. In contrast, the transit exchange node has the newest housing stock, with 45% of units built after 1991 and 18% built after 2006.

In terms of ownership, there is almost a 50/50 split with renting and owning for the Town Centre node, whereas at the 203 Street and Laity Street nodes, the majority (75-82%) of residential units are owned.

### Metro Vancouver Lougheed Corridor Land Use and Monitoring Study Summary:

As a result of Metro Vancouver's Lougheed Corridor Land Use and Monitory Study, Urban Systems has completed an evaluation of the anticipated urban development impact of the B-Line bus route along the Lougheed Corridor. In summary, the consultants found that although the new transit investment would not result in a large demand increase in the residential and commercial markets, the introduction of the B-Line bus service in Maple Ridge is viewed as desirable by the development community. While the study area, which includes much of the Town Centre area, already captures a significant portion of citywide commercial and multi-family development, this trend is expected to continue along the Lougheed Corridor. Specifically, additional small-scaled commercial demand for local-serving retail and services can be anticipated surrounding the B-Line bus stops. Also, the B-Line bus investment will draw ongoing multi-family residential development along the Lougheed Corridor, which is consistent with our existing Major Corridor Policies. As well, the proximity of improved transit may heighten market interest in rental and affordable housing along the bus route.

### Monitoring Program:

An important component of Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study is a twenty year monitoring initiative. The monitoring program will support the further integration of land use and transportation planning in the region by studying how improvements to transit service influence a variety of community and transportation planning outcomes. Furthermore, the monitoring program will help the region to better understand the role that B-Line rapid bus service can play in shaping travel behaviour and development as well as to better understand the role that corridors could play as regional growth structuring tools.

Over 30 indicators have been identified by Metro Vancouver for ongoing monitoring, in categories such as land use, housing, transportation, employment and urban design. The majority of the data will be collected by Metro Vancouver via a custom Census request supplemented by local permit related data from each municipality involved in the program. At five year intervals, Metro Vancouver will report out on all performance measures for review and discussion. The program will benefit the project municipalities by providing data to support the self-evaluation of local policies that are geared towards creating compact, complete, and transit-supportive communities.

#### **b) Communications and Consultation Strategy:**

Since the September 2018 workshop date, City staff have been participating in regional level studies with Metro Vancouver and Translink. These regional studies, expected to conclude at the end of last year, are now in the process of concluding. As well, and given Council's endorsement of the Lougheed Transit Corridor Study process, staff have concurrently been preparing a detailed communication and consultation strategy in partnership with Communications & Community Engagement staff, comprising of a suite of materials and strategies. Therefore, the second stage of the City-led process is gearing up now to launch in the coming months.

An innovative engagement strategy is proposed to communicate with the public. The focus audience of the Communication and Consultation strategy encompasses all of Maple Ridge generally, but specifically residents and business owners within the study area. Therefore, a more targeted degree of notification within the study area is proposed.

##### Direct Mail Communication:

Rather than mailing a letter notification, Communications & Community Engagement staff have developed a standardized two sided postcard (see Appendix A) that is colourful and features fun graphics to grab recipients' attention. A targeted mail campaign will focus on all property addresses (residential and commercial) within the regional study boundary, which is larger than the City study area and includes the Town Centre core and equates to approximately 11,500 addresses. The postcard will include contact information and links to online content, as well an invitation to the first open house with meeting details. A record of all addresses mailed will be kept for future reference.

##### In-Person Communication:

Another type of engagement proposed is face-to-face interactions, which form the key events for public consultation and feedback. The first series of in-person events are "Pop-Up" events, which will take place at various public locations in the study area such as primary shopping stores and public transportation stations. These events will take place during the morning commute and on the weekend and will bring the content about the study to the public, allowing staff to interact and connect with the public during their daily activities, rather than requiring the public to attend an evening event. Postcards will be handed out at these events to direct the public to online content and to participate in the first open house event.

The next in-person engagement event is the community-wide public open house, scheduled for the evening in early April at a local school. At this event, staff from various departments and Translink will be in attendance to share information about the Lougheed Transit Corridor Study and engage in conversation about the existing qualities and aspirational goals of the public.

Following the public open house, there will be a community co-design workshop led by the City in partnership with a consultant. Interested members of the public will register in advance to participate in a day-long event featuring guided small group drawing sessions to build on the open



house outcomes and help residents turn their ideas into illustrations and design options. The event will create a series of concept sketches that will be reviewed by the public at a second open house. Following the co-design effort a second open house will be held to make the results of the workshop available for City-wide comment; after which, all the results will be refined further by staff and the consultant team. Other concurrent city-led opportunities such as the Leaders' Community Forum, the Innovations Forum, and summer festivals will afford staff further opportunities to display study information and gain further input.

In the fall, staff propose to bring draft concept plans directly into to people's homes through "Pizza and a Planner" events. Residents organized in a minimum of ten people can sign up for city staff to bring a draft plan and dinner to a host's living room to review the document and answer questions. More information on the latter event will be brought forward as the process progresses.

#### Newspaper Communication:

As usual, newspaper advertising and media releases are proposed to increase public awareness for Maple Ridge News readers. Approximately eight newspaper colour advertisements will draw attention to the overall study, advertise the open house event, and promote the study's public survey.

#### Online Communication:

Online communication is an important aspect of the overall engagement strategy for the Lougheed Transit Corridor Study, as it is cost-effective, uses existing resources, and is accessible over a long time period. Communication material will use bright colours and images to stand apart from other promotional materials. The Lougheed Transit Corridor Study tagline is "Moving Maple Ridge Forward", which plays on the transportation theme, as well as the concept of broader community evolution. The tagline will serve as a hashtag (#movingmrforward) to connect social media posts together and identify social media content as part of the Lougheed Transit Corridor Study.

There are two exciting online engagement assets that are being created for the Lougheed Transit Corridor Study, first: an animated video will be featured on the project website, as well as on Facebook.

Second, a project website using a platform designed by the City's Information Technology group and their mapping provider called ArcGIS Hub platform will be linked through an icon on the City's homepage. The ArcGIS Hub platform is a new tool that is being explored with the Lougheed Transit Corridor Study, and includes supporting applications such as an online survey, event information, background reports and links, as well as email alert sign up. Events such as the open house will also be promoted through the "What's Happening Around Me" (WHAM) platform.

#### **c) Rezoning Application 2018-489-RZ**

An application has been received to rezone the subject properties, located at 20278 and 20292 Patterson Avenue within the Hammond Area Plan, from RS-1 (One Family Urban Residential) to RM-2 (Medium Density Apartment Residential) to permit a four storey apartment building. Approximately 82 units, ranging from studio to three bedrooms units, are proposed at this time. Council deferred the application on January 29, 2019 pending the outcomes of the Lougheed Transit Corridor Study and a review of the land use policies within the study area's boundaries.

In light of the neighbourhood concern over application 2018-489-RZ, a series of community coffee talk sessions is proposed with the landowners on Patterson Avenue. These sessions will be led by a consultant facilitator, and will seek to receive residents' concerns and determine solutions to

address these concerns. The timing of the consultation will occur prior to the public open houses in April. Landowners will be contacted by mailed letter.

## **CONCLUSION:**

In September 2018, Council directed staff to begin a Lougheed Transit Corridor Study in alignment with Translink's upcoming B-Line bus service along Lougheed Highway. This report has provided a summary of the first phase of this work, which included the development of a Communication and Consultation Strategy, the participation with the Metro Vancouver Lougheed Corridor Land Use and Monitoring Study, and Translink's Lougheed Corridor Long-Term Transit Study. As Council has previously endorsed the Lougheed Transit Corridor Study process, the next step in the City's study is to share the prepared background information with the public and engage in conversations surrounding the future of the Lougheed Corridor.

"Original signed by Amelia Bowden"

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*Prepared by:* **Amelia Bowden, M.Urb, MCIP, RPP  
Planner 1**

"Original signed by Brent Elliott" for

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

"Original signed by Frank Quinn"

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

"Original signed by Paul Gill"

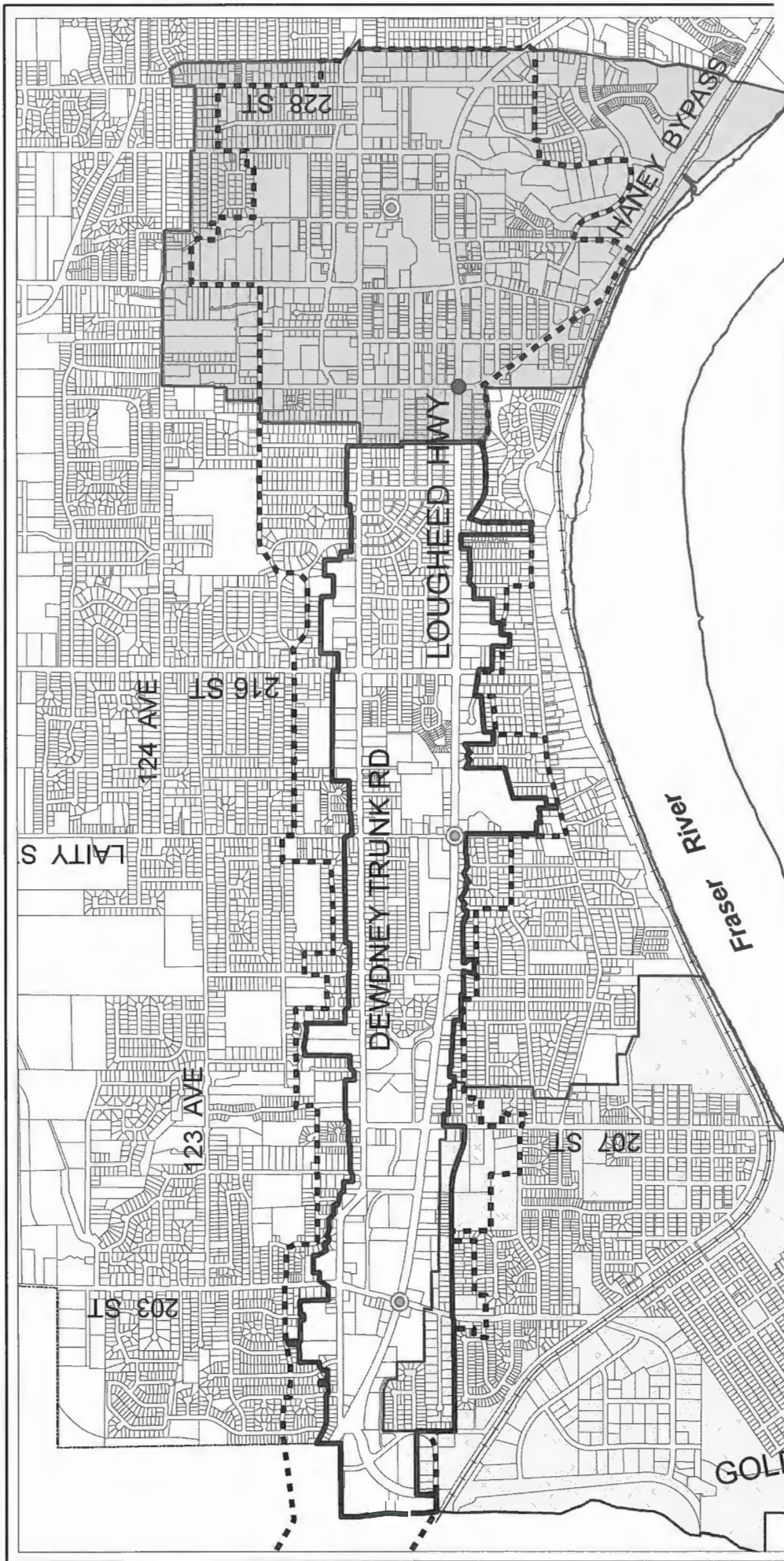
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*Concurrence:* **Paul Gill, CPA, CGA  
Chief Administrative Office**

Appendix A – Lougheed Corridor Study Area Boundaries

Appendix B – Project Timeline

Appendix C– Engagement Postcard



# APPENDIX A

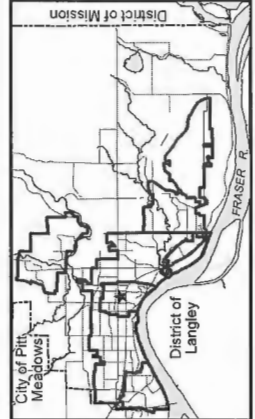
Loughheed Transit Corridor Study  
Study Area Boundary  
Municipal & Regional

PLANNING DEPARTMENT



mapleridge.ca

FILE: Loughheed Corridor Mapping\_StudyAreaBoundaries\_Municipal  
DATE: Feb 20, 2019 BY: /



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

## Legend

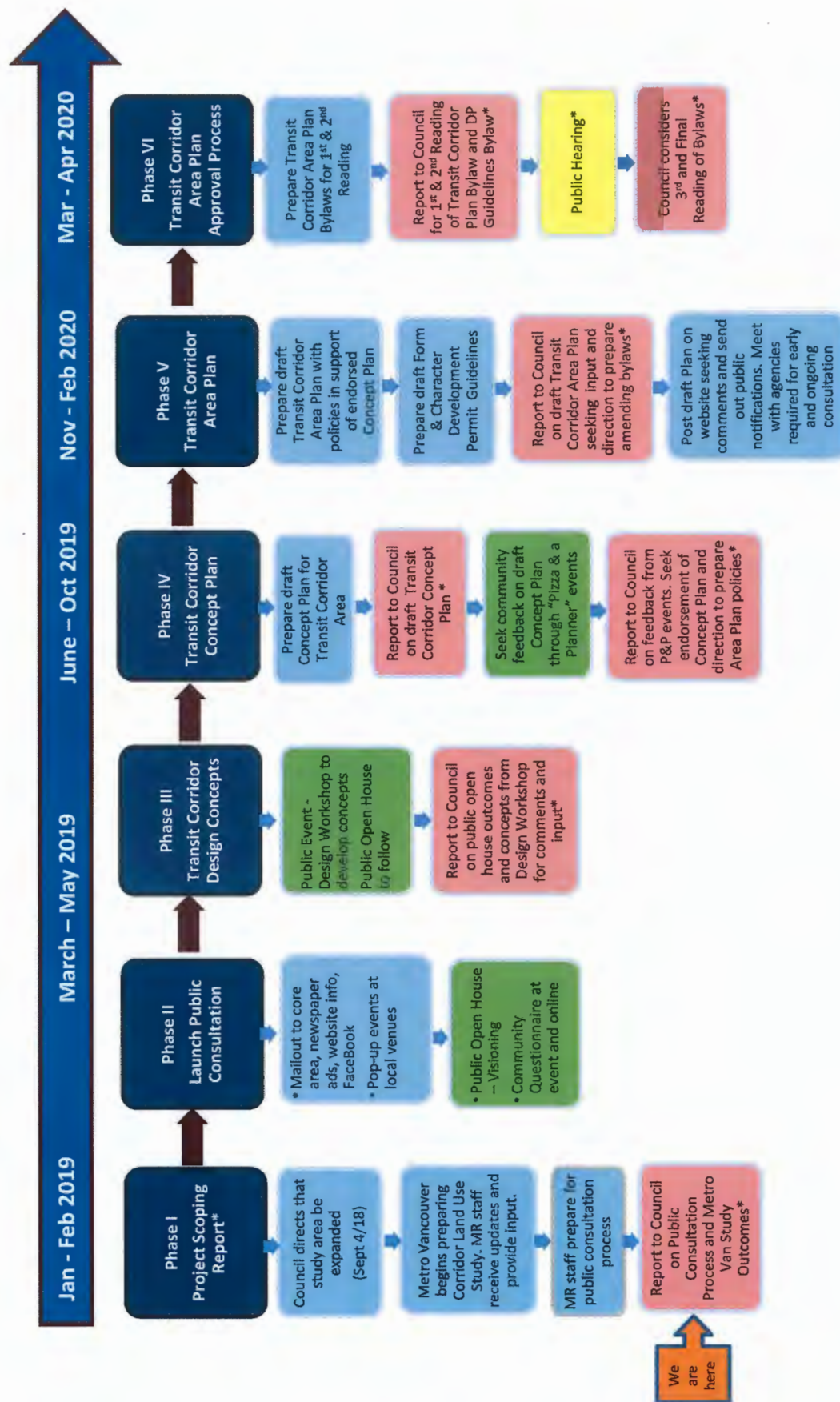
- City Boundary
- Railway (Generalized)
- Major Rivers & Lakes
- Hammond
- TownCentre
- Study Area Boundary - Regional
- Study Area Boundary - Council Approved
- Future B-Line Transit Stop
- Potential Future Transit Stop



Scale: 1:15,000



# Transit Corridor Area Plan Process



\*Council consideration required





#movingMRforward



# Let's move Maple Ridge Forward

with the new rapid bus service coming to Lougheed



In the fall of 2019 the new B-Line rapid bus service will start running on Lougheed, connecting our Downtown to the Evergreen Line in Coquitlam. As we look around the region, these high capacity transit corridors are places where people want to live and they tend to attract new businesses and development opportunities. In the coming weeks we are asking you to help shape the future of our community and share your thoughts on how this important east-west route through our city should evolve to meet the new opportunities that come with increased transit investment.

## IT'S YOUR TURN TO HELP SHAPE THE FUTURE!

Join us at the Transit Corridor Area Plan Open House to learn more about the project, share your thoughts and provide input.

**Wednesday April 10, 2019 5-9 pm**  
Glenwood Elementary Gymnasium  
21410 Glenwood Avenue  
Maple Ridge, BC V2X 3P6

Learn more:

**LougheedStudy.MapleRidge.ca**

Connect with us:

**@yourMapleRidge**  
**#movingMRforward**



**MAPLE RIDGE**  
**BRITISH COLUMBIA**

TO: His Worship Mayor Mike Morden  
and Members of Council  
FROM: Chief Administrative Officer  
SUBJECT: 2019 Property Assessment Review

MEETING DATE: Feb. 26, 2019  
MEETING: Workshop

---

## EXECUTIVE SUMMARY

BC Assessment released the preliminary property assessment report (also known as the assessment roll) for 2019 in early January; it is considered preliminary because property owners had until January 31 to appeal their assessments. The final roll will not be ready until April, but this preliminary roll will give Council a sense of the growth and market changes in Maple Ridge.

## RECOMMENDATION

For information only.

## DISCUSSION

Properties in Maple Ridge fall into seven classes:

- 01 - Residential
- 02 - Utilities
- 04 - Major Industry
- 05 - Light Industry
- 06 - Business and Other
- 08 - Recreational/Non-Profit
- 09 - Farm Land

Note that in this report, "Commercial" refers to a combination of Light Industry (05) and Business and Other (06).

This report focuses on the residential and commercial classes, which make up the bulk of the assessment base in Maple Ridge – residential (which includes single family residences and strata properties) accounts for 92.2% and commercial makes up 7.4%.

### Growth and Market Value

2019 property assessments are based on market conditions at July 1, 2018. The change in assessments from last year have two general components:

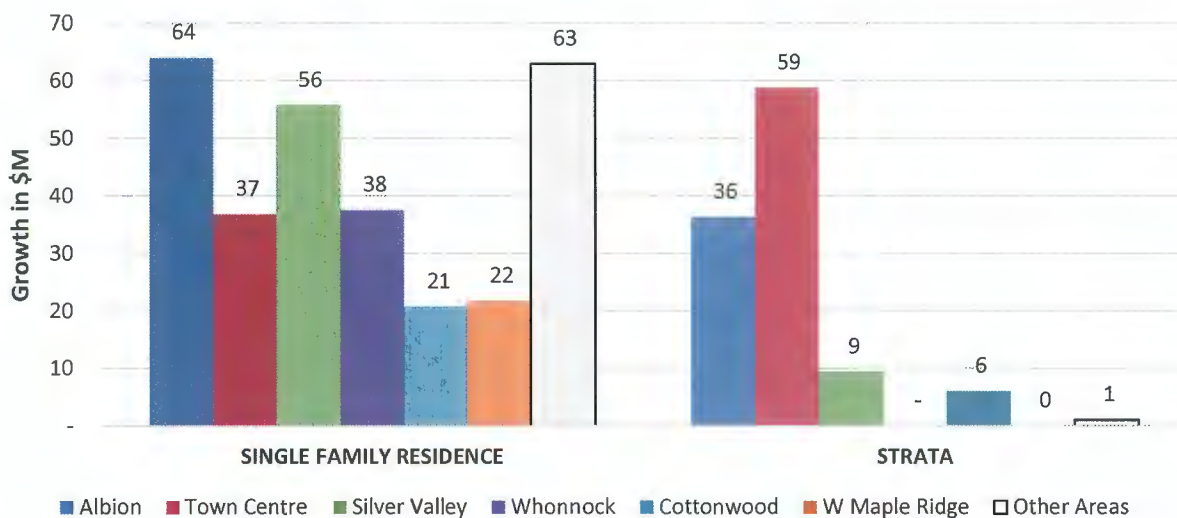
1. Real growth due to new construction (also called non-market change)
2. Market value



### Growth - Residential Properties

The residential property class had growth and new construction of \$411M, a 1.96% increase from the previous year. Single Family Residences increased \$300M (1.67%) and Strata Properties grew \$111M (3.6%). The chart and map below shows where growth occurred and its distribution between Single Family Residences and Strata properties.

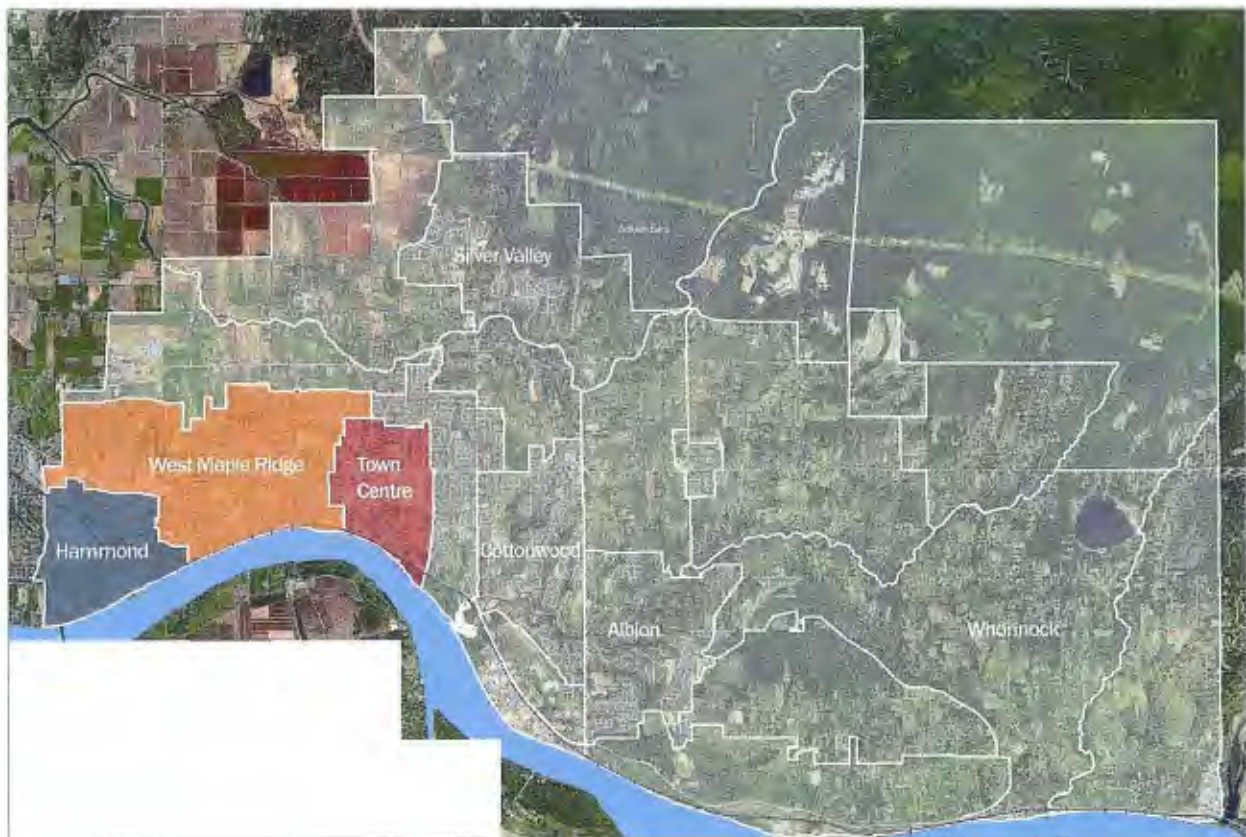
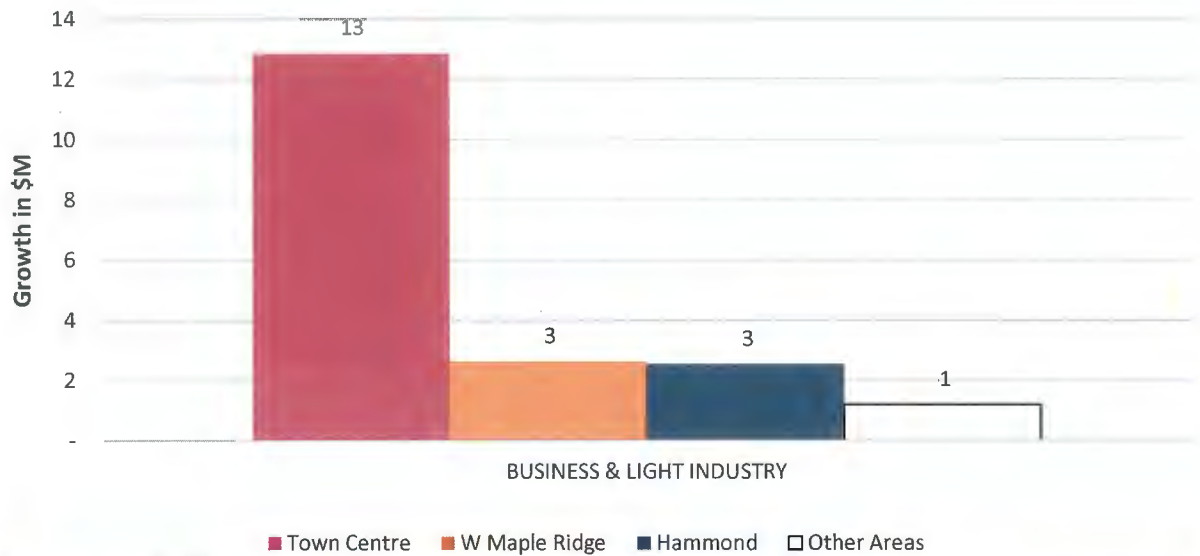
**Growth by Area and Property Type**



### Growth – Business & Light Industry Class

The commercial class had growth and new construction of \$19.2M, a 1.2% increase from last year. The chart and map below provides a sense of where Commercial growth occurred.

**Growth by Area**

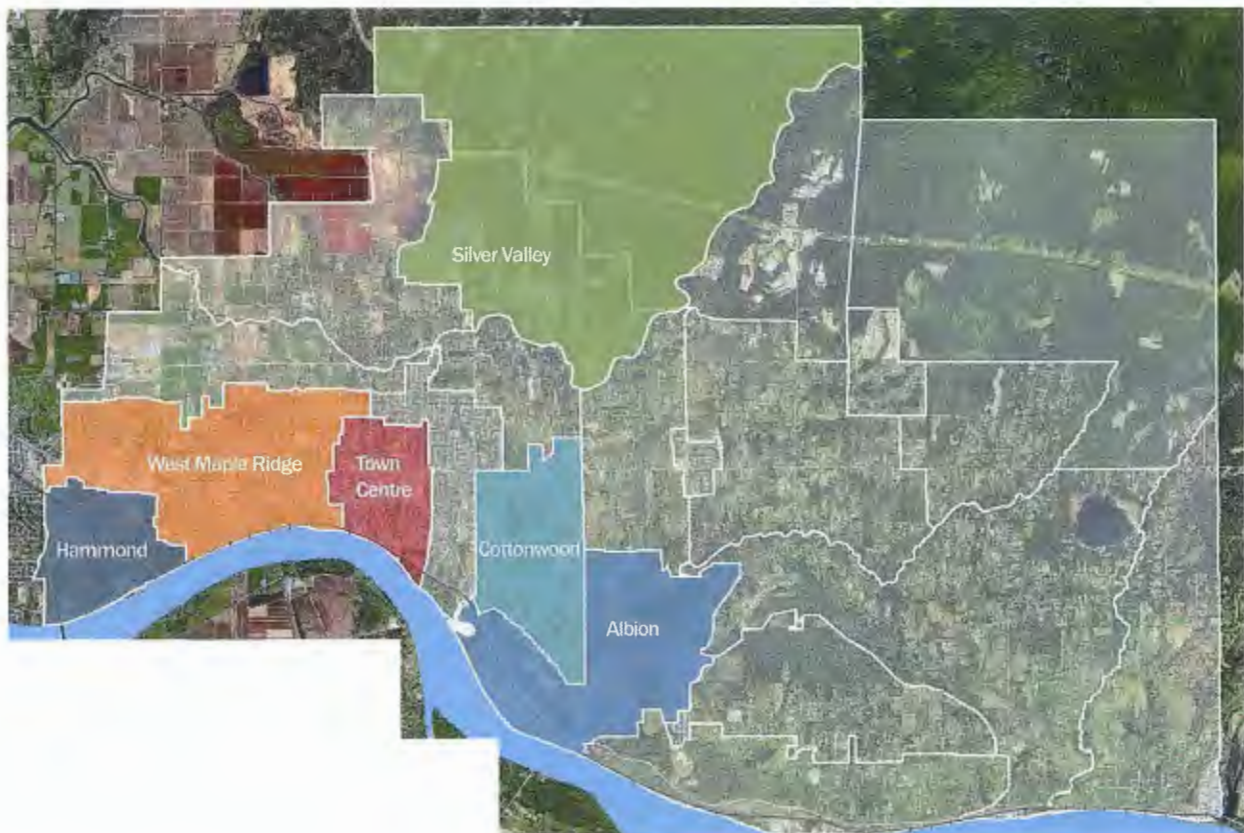
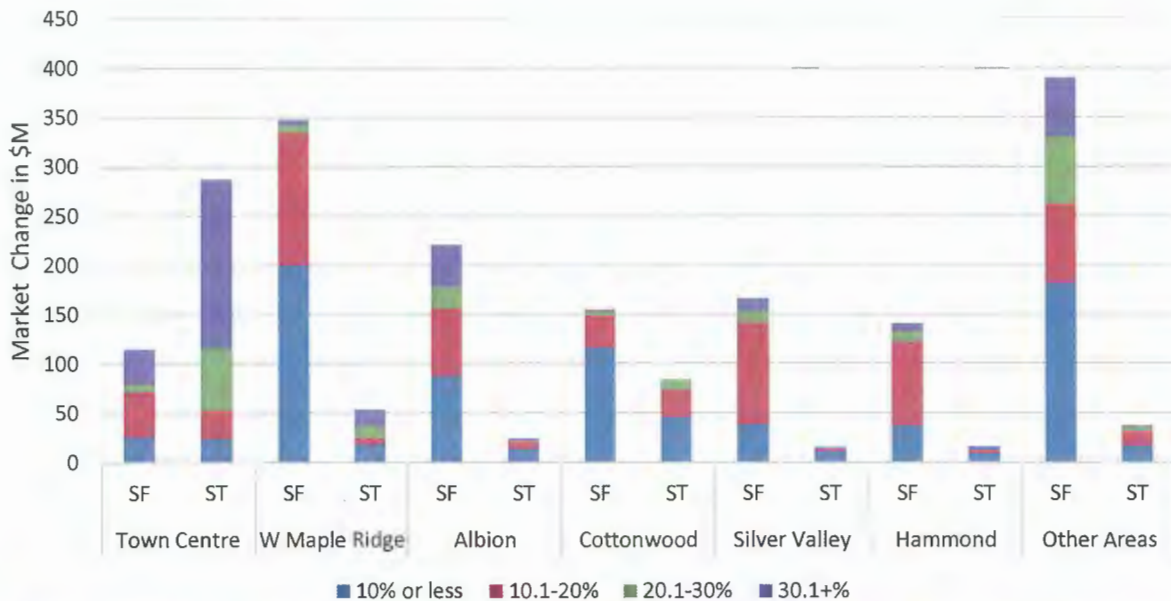




### Market Change – Residential Properties

Market change in the residential property class was \$2,051M, a 9.76% increase from last year. Single Family Residences increased \$1,535M (8.6%) while Strata Properties increased \$517M (16.7%). The chart and map shows where significant market change occurred and its distribution between Single Family Residences (SF) and Strata properties (ST).

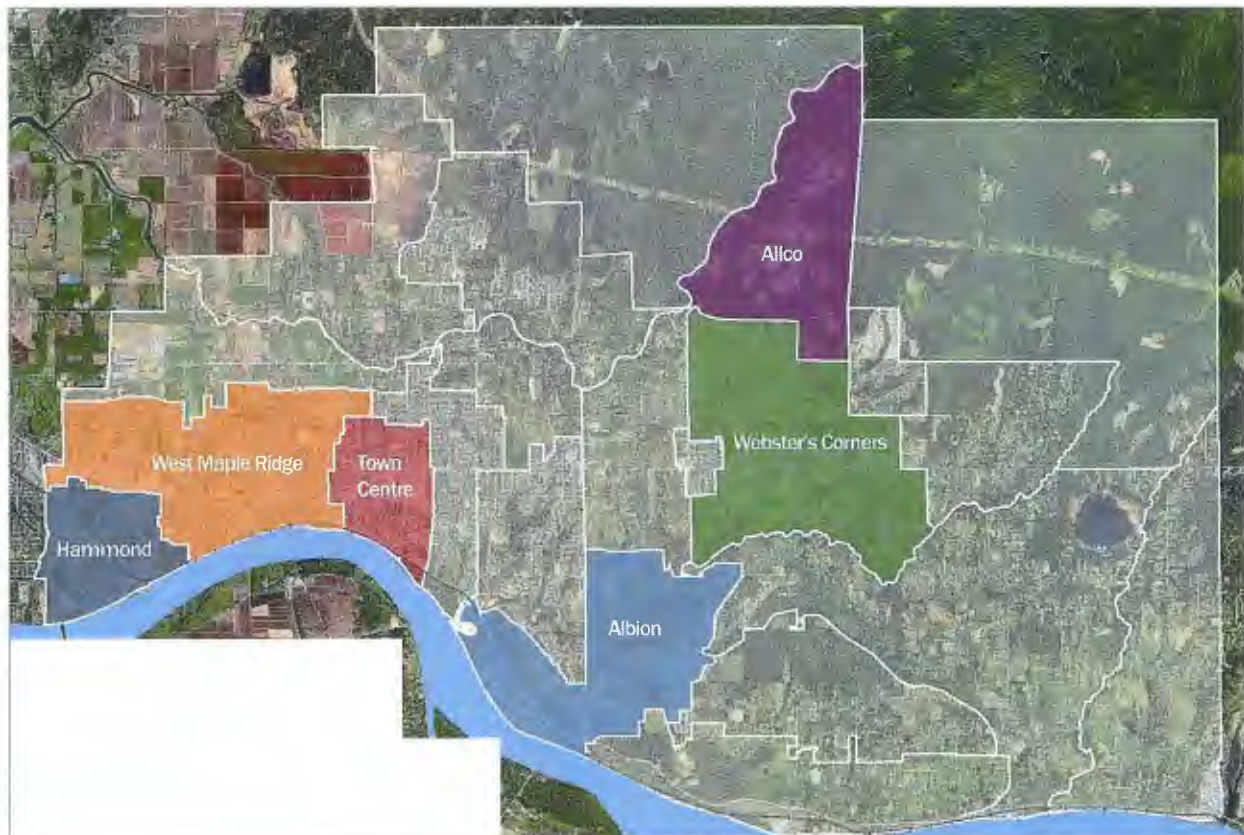
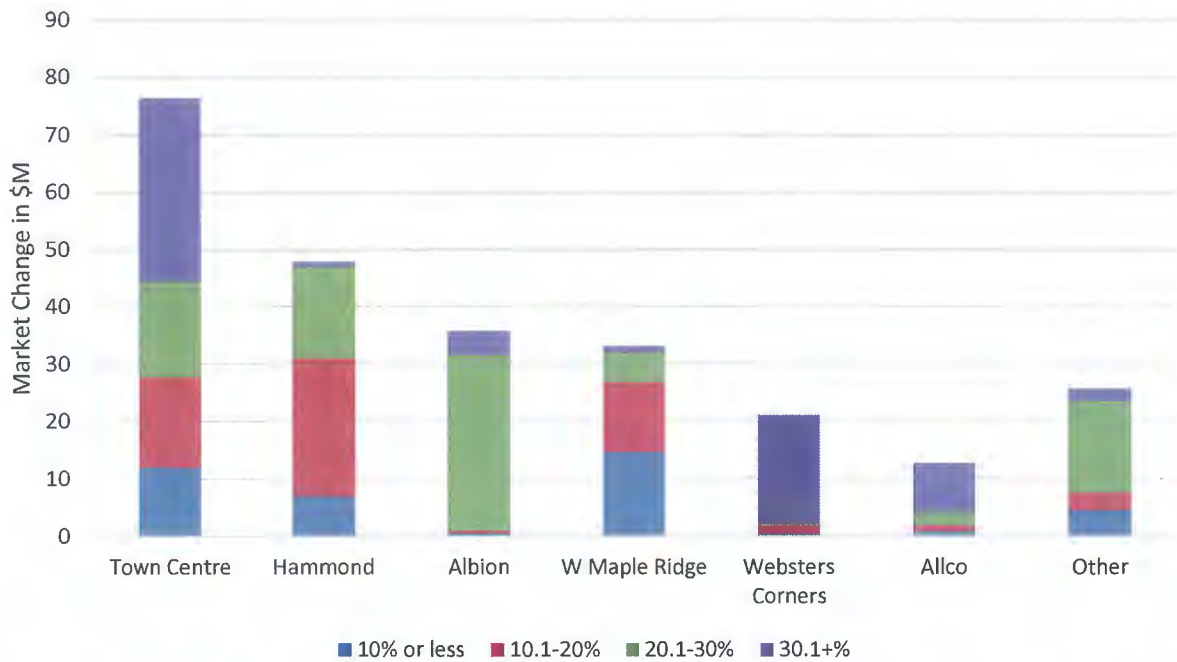
#### Market Change by Area and Property Type



### Market Change – Business and Light Industry Properties

Market change in the Business and Light Industry property class was \$252M, an increase of 15.7%. As in previous charts, the change varies by area.

**Market Change by Area**



### Impact on Property Tax Rates

The financial plan includes new revenue from growth, and property tax rates are:

1. based on the tax increase included in the approved financial plan
2. adjusted to offset average market value change in each class

As a result, properties with above-average market value increases for their class will have higher than average tax increases, and properties with below-average increases will experience lower than average tax increases. It is important for property owners to be aware that their own experience will change depending on how their property's assessment change compares to the average for their property class.

To better demonstrate this variability from property to property, we have been tracking the municipal taxes assessed against a sample of properties for a number of years and the data from that analysis is attached in Appendix "A".

While the impact to the average home, increasing in assessed value by 9.76%, amounts to a municipal tax increase of around 3.5%, there is significant variation around this average. The sample property in Lower Hammond (Sample 7) increased in value by 20.2% and, as that is above the average increase, will experience a higher than average increase in municipal taxes (13.4%) whereas the sample property in Cottonwood (Sample 2), which saw an increase in assessed value of only 6.4%, will experience a minimal municipal tax increase.

As noted earlier, strata properties as a group have had a larger than average increase, so they will experience a higher than average tax increase.


For this reason it was important that property owners reviewed their assessment notices; they had until January 31 to appeal to BC Assessment for a review. Property taxes are based on final assessed values and cannot be appealed.



## CONCLUSIONS:

Though the assessment information is preliminary, it does give a sense of how assessments changed last year. There can significant variability by area and in the case of residential properties, by single family residence or strata property.

As a result, property tax impact to individual properties will vary depending on how their assessment compares to the average for their property class.

  
Prepared by: C.K. Lee  
Manager of Revenue & Collections

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

  
Concurrence: Paul Gill, BBA, CPA, CGA  
Chief Administrative Officer

The following appendix is attached hereto:

Appendix A – History of Assessed Values and Taxation (Class 1)

Appendix B – Distribution of Assessment Change (Class 1)

## APPENDIX A – HISTORY OF ASSESSED VALUES AND TAXATION (CLASS 1)

### Assessed Values

	Location	2015	2016	2017	2018	2019
1	Silver Valley	797,000	876,000	1,172,000	1,347,000	1,336,000
2	Cottonwood	505,000	554,000	742,000	832,000	885,000
3	Whonnock	521,000	558,300	753,100	910,300	933,000
4	West Maple Ridge	439,500	415,600	577,500	664,000	760,900
5	Town Centre (Strata)	213,800	217,000	286,000	334,000	367,000
6	West Maple Ridge	654,000	705,000	979,000	1,072,000	1,173,000
7	Lower Hammond	242,900	270,000	393,500	474,300	570,100
8	Upper Hammond	506,000	560,000	727,000	819,000	863,000
	<b>Total</b>	<b>3,879,200</b>	<b>4,155,900</b>	<b>5,630,100</b>	<b>6,452,600</b>	<b>6,888,000</b>

### Change in Assessed Values

	Location	2015	2016	2017	2018	2019
1	Silver Valley	1.7%	9.9%	33.8%	14.9%	-0.8%
2	Cottonwood	0.2%	9.7%	33.9%	12.1%	6.4%
3	Whonnock	-2.7%	7.2%	34.9%	20.9%	2.5%
4	West Maple Ridge	11.1%	-5.4%	39.0%	15.0%	14.6%
5	Town Centre (Strata)	-3.7%	1.5%	31.8%	16.8%	9.9%
6	West Maple Ridge	2.3%	7.8%	38.9%	9.5%	9.4%
7	Lower Hammond	13.1%	11.2%	45.7%	20.5%	20.2%
8	Upper Hammond	15.3%	10.7%	29.8%	12.7%	5.4%
	<b>Total</b>	<b>3.90%</b>	<b>7.13%</b>	<b>35.47%</b>	<b>14.61%</b>	<b>6.75%</b>

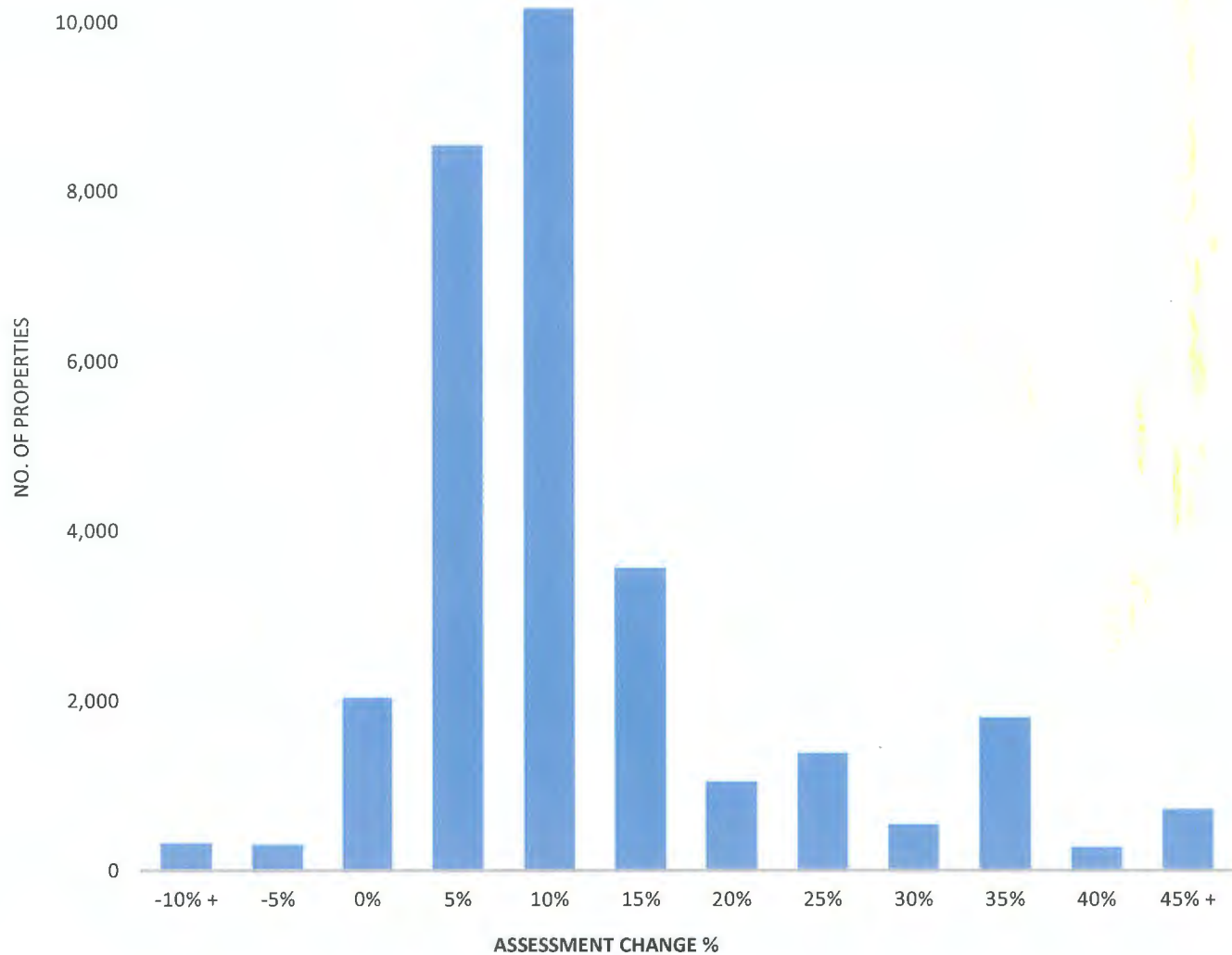
### Taxation (Municipal General/Drainage/Parks)

	Location	2015	2016	2017	2018	2019
1	Silver Valley	3,564	3,833	3,916	4,036	3,776
2	Cottonwood	2,258	2,424	2,479	2,493	2,502
3	Whonnock	2,330	2,443	2,516	2,727	2,637
4	West Maple Ridge	1,965	1,819	1,930	1,989	2,151
5	Town Centre (Strata)	956	950	956	1,001	1,037
6	West Maple Ridge	2,924	3,085	3,271	3,212	3,316
7	Lower Hammond	1,086	1,182	1,315	1,421	1,611
8	Upper Hammond	2,262	2,451	2,429	2,454	2,439
	<b>Total</b>	<b>17,345</b>	<b>18,187</b>	<b>18,812</b>	<b>19,333</b>	<b>19,469</b>

### Change in Taxation (Municipal General/Drainage/Parks)

	Location	2015	2016	2017	2018	2019
1	Silver Valley	1.9%	7.5%	2.2%	3.1%	-6.4%
2	Cottonwood	0.4%	7.4%	2.3%	0.6%	0.4%
3	Whonnock	-2.5%	4.8%	3.0%	8.4%	-3.3%
4	West Maple Ridge	11.3%	-7.4%	6.1%	3.1%	8.1%
5	Town Centre (Strata)	-3.5%	-0.6%	0.6%	4.7%	3.6%
6	West Maple Ridge	2.5%	5.5%	6.0%	-1.8%	3.2%
7	Lower Hammond	13.4%	8.8%	11.3%	8.1%	13.4%
8	Upper Hammond	15.5%	8.4%	-0.9%	1.0%	-0.6%
	<b>Total</b>	<b>4.1%</b>	<b>4.9%</b>	<b>3.4%</b>	<b>2.8%</b>	<b>0.7%</b>

## APPENDIX B – DISTRIBUTION OF ASSESSMENT CHANGE (CLASS 1)



### Estimated Property Tax Rate Change

Assessment Change	-10% +	-5%	0%	5%	10%	15%	20%	25%	30%	35%	40%	45% +
Property Tax Change*	-15.1% +	-10.3%	-5.7%	-0.9%	3.8%	8.5%	13.2%	18.0%	22.6%	27.4%	32.1%	36.8% +

\* Estimate of municipal taxes only; it does not include parcel charges, utilities or taxes collected on behalf of BC Assessment, GVRD, Municipal Finance Authority, Provincial School Tax and Translink