

City of Maple Ridge

**COUNCIL WORKSHOP AGENDA**

**December 3, 2019**

**3:00 p.m.**

**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.*

**1. APPROVAL OF THE AGENDA**

**2. ADOPTION OF MINUTES**

**2.1 Minutes of the November 26, 2019 Council Workshop Meeting**

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

**4. UNFINISHED AND NEW BUSINESS**

**4.1 2019-032-CP, Lougheed Transit Corridor Concept Plan**

Staff report dated December 3, 2019 recommending that the Lougheed Transit Corridor Concept Plan be endorsed and serve as a guide for development pending the adoption of the Lougheed Corridor Area Plan.

**4.2 Changes to Cheque Signing Protocols**

Staff report dated December 3, 2019 recommending that elected officials be removed as signing officers on the City's bank accounts effective January 1, 2020.

**4.3 Water Service to Large Lot Suburban Developments**

Staff report dated December 3, 2019 recommending endorsement of the implementation of the "Best Management Practice – Water Service for Large Lot Suburban Residential Development."

#### 4.4 Alouette River Ecosystem Partnership Update

Staff report dated December 3, 2019 providing Council with an update on the Alouette River Ecosystem Partnership (AREP).

### 5. CORRESPONDENCE

#### 5.1 Upcoming Events

##### By Invitation to Mayor and Council

Wednesday, December 4, 2019 11:30 am - 2:00 pm	Chamber of Commerce Nominees Christmas Luncheon, Pitt Meadows Golf Club Chamber of Commerce
Thursday, December 5, 2019 5:30 - 7:00 pm	Patient & Partner Advisory Committee Meeting, TBD Ridge Meadows Primary Care Network
Saturday, December 7, 2019 4:00 - 7:00 pm	Winter Fest, Memorial Peace Park City of Maple Ridge and Partners

##### General Community Events

Saturday, December 7 10:00 am - 3:00 pm	Ruskin Hall Christmas Market, Ruskin Community Hall
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##### Open Houses



None

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

### 7. MATTERS DEEMED EXPEDIENT

### 8. ADJOURNMENT

Approved:   
Date: Nov 28/19

Space below for Clerk's Department Use Only	
Checked by:  Date: <u>Nov 28, 2019</u>	Checked by:  Date: <u>Nov 28/19</u>

## 2.0 Adoption of Minutes

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City of Maple Ridge

**COUNCIL WORKSHOP MINUTES**

November 26, 2019

The Minutes of the City Council Workshop held on November 26, 2019 at 1:58 p.m. in the Blaney Room at 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 J. Dueck  
Councillor K. Duncan  
Councillor C. Meadus  
Councillor G. Robson  
Councillor R. Svendsen  
Councillor A. Yousef

*Appointed Staff*

A. Horsman, Chief Administrative Officer  
C. Carter, General Manager Planning & Development Services  
D. Pollock, General Manager Engineering Services  
D. Boag, Acting General Manager Parks, Recreation & Culture  
L. Benson, Director of Corporate Administration  
S. Nichols, Deputy Corporate Officer  
T. Thompson, Chief Financial Officer

*Other Staff as Required*

C. Goddard, Director of Planning  
D. Pope, Director of Recreation and Community Engagement  
D. Denton, Acting Director of Economic Development and Civic Properties  
B. Livingston, Business Retention & Expansion Officer  
M. Canning, Acting City Engineer  
P. Irani, Manager of Transportation Engineering

*Also in Attendance:*

B. Abelson, Project Manager, McElhanney Ltd

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Note: These Minutes are posted on the City Web Site at [www.mapleridge.ca](http://www.mapleridge.ca)  
Video of the meeting is posted at [media.mapleridge.ca/Mediasite/Showcase](http://media.mapleridge.ca/Mediasite/Showcase)

Note: Councillor Duncan was not in attendance at the start of the meeting.

**1. APPROVAL OF THE AGENDA**

R/2019-656

It was moved and seconded

That the agenda of the November 26, 2019 Council Workshop Meeting be approved as circulated.

CARRIED

2. *ADOPTION OF MINUTES*

2.1 Minutes of the November 12, 2019 Council Workshop Meeting

R/2019-657

It was moved and seconded

That the minutes of the Council Workshop Meeting of November 12, 2019 be adopted as circulated.

CARRIED

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

4. *UNFINISHED AND NEW BUSINESS*

4.1 Abernethy Way Extension Study (232 Street to 256 Street)

Staff report dated November 26, 2019 recommending that the Abernethy Way Extension study be endorsed and that Option 7 as identified in Appendix A of the staff report be selected as the preferred route.

Mr. Abelson, Project Manager, McElhanney Ltd., gave a detailed presentation outlining the various options available to Council.

Councillor Duncan entered the meeting at 2:03 p.m.

R/2019-658

It was moved and seconded

That the portion of the Abernethy Way Extension Study covering the 232 Street to 240 Street segment, as attached to the staff report, be endorsed.

CARRIED

R/2019-659

It was moved and seconded

That the portion of the Abernethy Way Extension Study covering the 240 Street to 256 Street segment be received.

CARRIED

4.2 2020 Council Meeting Schedule

Staff report dated November 26, 2019 recommending that the proposed 2020 Council meeting schedule as attached to the staff report titled “2020 Council Meeting Schedule” be adopted.

The Corporate Officer gave a presentation and responded to questions from Council.

R/2019-660

It was moved and seconded

That the 2020 Council Meeting Schedule attached to the staff report dated November 26, 2019 be adopted as amended by changing the start of the Council Workshop meetings to 11:00 a.m. from 10:00 a.m.

CARRIED

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4.3 Maple Ridge Festival Verbal Update

- Y. Chui, Manager of Arts and Community

The Manager of Arts and Community, gave a presentation and responded to questions from Council.

4.4 2019 Town Centre Business Walk Report

Staff report dated November 26, 2019 providing information on the 2019 Town Centre Business Walk (no resolution required).

The Business Retention and Expansion Officer gave presentation and responded to questions from Council.

4.5 Financial Plan Incremental Request

Staff report dated November 26, 2019 recommending that the incremental adjustments to the Financial Plan, as amended, be incorporated into the 2020-2014 Financial Plan Bylaw.

The Chief Financial Officer, gave a presentation and responded to questions from Council.

R/2019-661

It was moved and seconded

That the recommended incremental adjustments to the Financial Plan, as amended, be incorporated into the 2020-2024 Financial Plan Bylaw.

CARRIED

## CORRESPONDENCE

### 5.1 Upcoming Events

By Invitation to Mayor and Council:

Wednesday, November 27, 2019  
7:30 - 9:00 am

Salvation Army – Dignity Breakfast  
South Bonson Community Centre,  
Pitt Meadows  
Host: Salvation Army

Thursday, November 28, 2019  
8:30 am – 4:00 pm

CivX 2019: Civil Ideas for Less Civil Times  
Morris J. Wosk Centre for Dialogue in  
Vancouver  
Host: LMLGA & CivicInfo BC

Thursday, November 28, 2019  
5:00 – 8:00 pm

Golden Ears Gogo – African Dinner  
Fundraiser  
SRT, 10445 245 Street, Maple Ridge  
Host: Golden Ears Grandmothers to  
Grandmothers Campaign

Friday, November 29, 2019  
8:30 – 9:30 am

Operation Red Nose  
23283 McKay Avenue, Maple Ridge  
Host: Operation Red Nose

Open Houses:

Tuesday, November 26, 2019  
5:50 – 8:30 pm

Sign Bylaw Update  
City Hall's west entrance, 11995 Haney Place

Saturday, November 27, 2019  
4:00 – 8:00 pm

232 Street Improvements: Dewdney Trunk  
Road to 116 Avenue  
City Hall Foyer, 11995 Haney Place

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

### 7. MATTERS DEEMED EXPEDIENT

### 8. ADJOURNMENT – 4:36 p.m.

Certified Correct

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M. Morden, Mayor

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L. Benson, Corporate Officer

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

**MEETING DATE:** December 3, 2019  
**FILE REFERENCE:** 2019-032-CP  
**MEETING:** Workshop

**SUBJECT: Lougheed Transit Corridor Concept Plan**

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## **EXECUTIVE SUMMARY:**

The Lougheed Transit Corridor study was initiated in September 2018 to review the Official Community Plan land use designations for the area and ensure these align with anticipated growth. An extensive public consultation process commenced in March 2019 over a period of three months and included two public open house events, a community survey, and a design charrette. Over 500 people were reached through this process. The consultation outcomes were presented to Council at the June 25, 2019 Workshop for information and comments. At this meeting Council expressed a desire to see a Lougheed Transit Corridor land use plan in place as early as possible to guide current development applications.

On July 9, 2019 a process review report was presented at Council Workshop, wherein Council reaffirmed the Lougheed Transit Corridor Study planning process. The recommendation in this report is for Council to consider endorsement of the concept plan at this time and not proceed with the final consultation stage that was indicated in the February 26, 2019 Council Workshop report. This recommendation is based on the following:

- A recognition of Council's interest to advance this project as quickly as possible;
- The receipt of a detailed concept plan that provides solid direction on future land use along the corridor;
- Development applications in the study area requiring an endorsed concept plan to proceed; and
- Consideration of other Council priorities and limited Planning Department staff resources.

Endorsement of the concept plan at this time will enable it to become a guide for current development applications.

This report presents each element of the concept plan for Council's endorsement and outlines the timing and future work still to be undertaken in developing policies for a Lougheed Transit Corridor Area Plan. A separate report will be brought forward to outline the recommended land use changes for the South-west Lougheed Residential Sub-area and the implications to the active rezoning application in the area.

## **RECOMMENDATION:**

**That the Lougheed Transit Corridor concept plan, attached as Appendix B to the "Lougheed Transit Corridor Concept Plan" staff report dated December 3, 2019 be endorsed; and serve as a guide for development pending the adoption of the Lougheed Corridor Area Plan.**



## 1.0 BACKGROUND:

The Lougheed Transit Corridor Study was initiated in September 2018 to review the City's Official Community Plan (OCP) land use designations along the Lougheed Highway and surrounding area west of the Town Centre. The timing of this review coincided with the announcement of a new Lougheed Highway rapid bus service, beginning in January 2020, between downtown Maple Ridge and the Evergreen Skytrain line in Coquitlam. As well, regional initiatives such as Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study, Translink's Maple Ridge-Pitt Meadows Area Transport Plan and Transport 2050 consultation have provided information on anticipated regional growth and how this will influence growth in Maple Ridge. The outcomes of regional studies have reaffirmed the importance of land use planning in conjunction with transportation planning, and have highlighted the concept of transit-oriented communities. The 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.

Over spring 2019, an extensive public consultation program engaged approximately 500 people at events and through survey responses, with 23 thousand online interactions to digital content. Over 20 thousand postcards and letters were mailed and distributed. Feedback from the consultation was presented to Council at a workshop held on June 25, 2019.

### 1.1 Public Consultation Themes:

Several themes arose from the community input received through the public consultation process, with connectivity being a major theme that was inherent throughout.



Community input from the public consultation phase was organized into ten themes stemming from the concept of connectivity.

Comments received from the community spoke to a vision for physical connectivity of spaces to improve mobility, particularly for walking, cycling and transit purposes; and to reduce isolation of land uses through mixed-use redevelopments that would result in new retail, job, and housing form opportunities. Creating connections between urban areas and natural areas, such as creeks, trails, and park space was also a key message received through the consultation process.

In addition to physical connectivity, people also spoke to social connectivity with a desire to celebrate arts, culture, and Maple Ridge's local character, through public installations, gathering spaces, and architecture. Many statements were made about the benefits of living in vibrant, inclusive and safe neighbourhoods, which provided opportunities for residents to connect socially with other residents.

## 2.0 LOUGHEED TRANSIT CORRIDOR STUDY CONCEPT PLAN:

Building on the emerging themes discussed in section 1.1 above, a set of five guiding principles and supporting objectives were developed to form the foundation of the Loughheed Transit Corridor Concept Plan, which is attached as Appendix A. These guiding principles are:

1. Rapid transit stops are mixed-use employment hubs;
2. Mobility choice is enhanced;
3. The built environment is designed at a human scale;
4. Neighbourhoods are safe, diverse and inclusive; and
5. Green spaces connect people and nature.

The objectives under each guiding principle in Appendix A provide a vision for how the area will change and what kind of development will be encouraged. The land use designations, discussed below will help provide guidance on land use throughout the area, along with the forms of development and zones that will be supported for each.

### Land Use Concept and Designations:

There are six land uses proposed for the Loughheed Transit Corridor Concept Plan (see Appendix B). The purpose and building form for each is outlined briefly below:

- **Commercial Mixed-Use:** Allow a mixed-use form of development with ground floor commercial and apartments above at transit nodes and along 'high streets'. A maximum of six storeys building height is supported.
- **Flexible Commercial Employment:** Address ongoing market evolution and provide flexibility in the range of uses permitted, from highway commercial to light industrial employment. The supported form of development will range between one and three storeys, with a pedestrian focused design.
- **Employment Business Park:** Promote local jobs in proximity to an established transportation network and existing residential neighbourhoods. A business park form of development is permitted, with a consistent architectural standard, pedestrian focused design and a maximum height of two storeys.
- **Transit Corridor Multi-Family:** To continue multi-family residential densification through lot consolidation along key arterials such as Dewdney Trunk Road and Loughheed Highway. Supported multi-family residential forms of development include townhouses and apartments with a maximum height of six storeys.
- **Local Residential Infill:** Maintain existing single family character, while allowing for small-scale change. Sensitive infill options with a maximum of three storeys include secondary suites, detached garden suites and duplexes.
- **Intensive Attached Residential Infill:** Increase the choice of housing units in proximity to transit, services, and the West Ridge Greenway while maintaining the existing lot pattern. Attached residential housing forms such as duplexes, triplexes, and rowhomes to a maximum of three storeys are supported moderate density.

The proposed Concept Plan reflects both the community vision and guiding principles to create an urban environment with a focus on pedestrian rather than vehicular needs. Two primary mixed-use nodes are identified at rapid bus stop locations, and four north-south 'high streets' intersect with the West Ridge Greenway running in an east-west orientation. Employment and light industrial land uses are introduced to reflect a desire to increase local jobs and regional demand for employment lands. In terms of housing, a greater range of tenure and size is encouraged and targeted between Dewdney Trunk Road and Lougheed Highway.

Residential infill development, through detached garden suites, secondary suites, duplexes, triplexes and subdivisions in neighbourhoods to the north and south of the study area is an important aspect of building ridership for the R3 rapid bus as well as a customer base for node and 'high street' retail stores and services. Supporting infill policy work, through the creation of a new infill zone, development permit guidelines, and detached garden suite pilot project, is ongoing in the Planning Department.

### **3.0 SUPPORTING MARKET ANALYSIS STUDY:**

The land use concept plan is informed by a detailed study area market analysis prepared by Urban Systems consultants. Drawing on a regional-level study that evaluated the Lougheed Corridor along the entire R3 bus route between Coquitlam and Maple Ridge, Urban Systems provided additional analysis through a more micro assessment of trade areas surrounding the R3 bus stops on Lougheed Highway at the intersections of Laity Street and 203 Street, respectively. Urban Systems also provided a high level update on the City's Commercial and Industrial Strategy projections for the area. The findings of their analysis indicate the following:

- 14,000-20,000 sq. ft of new commercial floor space projected within 800 m of 203 Street and Lougheed node by 2029.
- 10,000 – 14,000 sq. ft of new commercial floor space projected within 800m of Laity Street and Lougheed node by 2029.
- Regarding long-term commercial demand, the shift towards online sales and the development of Fremont Village in Port Coquitlam has tempered the anticipated commercial floor space growth by approximately 20%.
- There continues to be increased demand for industrial land region-wide, with the Hazelwood Aquilini business park development in Hammond expected to be absorbed within one to two years.
- Specific demand for warehousing and distribution, as well as small bay strata industrial space will grow to support the changing nature of retail.
- Regionally, areas surrounding hospital sites have been successful locations for mixed-use re-development including areas near Surrey Memorial and Royal Columbian. Although Ridge Meadows Hospital is not a regional level facility, it can be expected that investment in supportive professional office spaces including pharmacies, doctor and specialist offices, and laboratories will be drawn to commercial land within walking distance of Laity Street and Lougheed Highway.

Based on the results stemming from the Urban Systems market analysis, the concept plan shows three commercial and industrial land uses to reflect the amount, type and location of future employment land needed in West Maple Ridge. Overall, the traditional commercial land base is reduced and concentrated at the R3 bus stop intersections and 'high streets' between Dewdney Trunk Road and Lougheed Highway. As re-development occurs, the supported form of development will be four to six storey mixed-use buildings, generally comprising of multiple residential floors above one or two storeys of commercial uses. Remaining areas currently designated *General Commercial* outside of key

development nodes are identified for the new land uses of *Flexible Commercial Employment* and *Business Park Employment*. These land uses reflect the higher demand and need for employment land both in the City and across the region to accommodate light industrial businesses and to support the changing retail model. Re-development of properties in these land uses will reflect a business park or highway commercial building form.

#### **4.0 OTHER LAND USE CONSIDERATIONS:**

Two small sub-areas that Council directed to be included in the study area are:

- South-west Loughheed Residential Sub-Area, which includes lands on Bruce Avenue, Patterson Avenue and 118<sup>th</sup> Avenue, which are currently in the Hammond Area Plan; and
- Properties fronting Carshill Avenue, on the southeast portion of the Loughheed Corridor close to the Town Centre Area.

Additional work went into these two areas to ensure local concerns were addressed through this planning process. The outcomes for each of these areas is discussed below.

##### **4.1 South-West Loughheed Residential Sub-Area:**

Through a Council resolution in September 2018, a portion of the Hammond Area Plan was added into the Loughheed Transit Corridor study area due to concerns raised by area residents regarding the Hammond Area planning process and an apartment building development proposal on Patterson Avenue.

The concerns expressed led to focused consultation for this sub-area, which provided valuable feedback in understanding residents' desires for the future of their neighbourhood. One thing learned through the Loughheed Transit Corridor study work is that there is ample redevelopment capacity for residential density available along the corridor, particularly at the transit nodes and along the 'high streets' where residential density will be focused. Neighbourhoods to the north and south of the study area will also support R3 rapid bus ridership through moderate infill redevelopment.

Recommended land use changes will be presented in a separate forthcoming report to Council that reflects the community feedback received. The report includes land use options that will consider reductions in density in this area or a status quo alternative. The upcoming report will also address the process for amending the Hammond Area Plan including public consultation requirements, alternatives, and implications to the active rezoning application in the area. It is anticipated that this report will be presented to Council in early January.

##### **4.2 Carshill Street:**

In 2014, Council asked staff to review three road corridors city-wide in terms of speed management. One of these corridors was River Road which included the intersection of Carshill Street and River Road. A consultant reviewed the River Road corridor and proposed traffic improvements at various locations. The intersection at Carshill Street and River Road was identified as a location where changes to the traffic control measures at the intersection may be beneficial. Following the consultant's findings and recommendations, Engineering staff met with residents of Carshill Street in December 2018 to explore support for restricting access from Carshill Street onto River Road. Feedback from residents at this time indicated a preference to leave the intersection open to provide a secondary access point in and out of their neighbourhood.

In terms of land use, the current *Urban Residential* land use designation provides a broad range of redevelopment options which continue to offer new infill options through the implementation of the



Housing Action Plan. Redevelopment along Carshill Street will need to take in account the requirements of the Fraser River Escarpment Area, and provide storm sewer.

## **5.0 CURRENT STUDY AREA DEVELOPMENT APPLICATIONS:**

### **5.1 2018-489-RZ Patterson Avenue:**

It is noted that development application 2018-489-RZ in the South-West Lougheed Residential sub-area that Council deferred pending the outcome of the Lougheed Transit Corridor planning process. This application, wherein a four storey apartment is proposed, could be impacted by a change in land use for the South-West Residential sub-area, discussed earlier in this report under Section 4.1, which will be the subject of an upcoming report to Council.

### **5.2 2018-180-RZ Lougheed Highway:**

This application received first reading on May 21, 2019 to permit a five storey apartment building under the RM-2 (Medium Density Apartment Residential), which is consistent with the proposed Transit Corridor Multi-Family. This application is able to proceed to second reading once an inter-departmental review has concluded, a Development Information Meeting is held, and the form and character is reviewed by the Advisory Design Panel.

### **5.3 2019-260-RZ Lougheed Highway:**

This application is scheduled for the December 10, 2019 Council meeting for consideration of first reading. The applicant has proposed a six storey mixed-use building with ground floor commercial uses and apartments above. To provide a transition to single family homes to the north, the building will not exceed three storeys along the northern property line. The subject property is identified for *Flexible Commercial Employment* in the concept plan, which supports commercial and employment uses in a one storey form, with the option to add a second storey for residential purposes provided the applicant complies with the density bonus provisions. As a result, the number of residential floors exceeds the form of development proposed in the concept plan; however, the proposal is supportable as pre-application discussions began in advance of the Lougheed Transit Corridor study. The development proposal achieves many of the job creation, commercial and residential uses outlined in the concept plan. This application is the subject of a separate staff report included on the December 3, 2019 Committee of the Whole agenda.

## **6.0 NEXT STEPS:**

Once the concept plan is endorsed by Council, it will provide a framework and context to guide property owners and staff in the review and assessment of land development. Following endorsement of the concept plan, staff will focus on area plan preparation with the following work items over the coming year:

1. Zone creation: The concept plan proposes the creation of two new zones, which will require a Zone Amending Bylaw.
2. Density Bonus program for the Lougheed Corridor: Two areas between Dewdney Trunk Road and Lougheed Highway have been identified in the Lougheed Transit Corridor Study that could benefit from incentives for increasing housing choice: between 210 Street and Laity Street, and east of 216 Street.
3. Development Permit Guidelines: The creation of design criteria will assist in guiding the form and character of development to help communicate the concept plan vision.
4. Parking Study: Recent parking utilization studies indicate that multi-family developments are over supplied with parking, with the greatest opportunities for reduced parking standards in

rental buildings in and around the Frequent Transit Network. Additional research in this area could support amendments to the City's Parking Bylaw through area plan preparation.

5. Transportation Study: To advance future Lougheed Highway planning with the Ministry of Transportation and Infrastructure, a Transportation Study to review the concept plan will be necessary.

The Planning Department will partner with the Engineering Department and explore opportunities to involve consultants in the delivery of the outlined work.

As discussed in Section 4.1, the process for amending the Hammond Area Plan will be the subject of a separate report to Council, and provide details on recommended land use changes, alternatives, implications to the active rezoning application in the area, and the public consultation requirements.

## **7.0 CONCLUSION:**

The Lougheed Transit Corridor Study was initiated in September 2018 to review the City's OCP land use designations along the Lougheed Highway and surrounding area west of the Town Centre. The timing of this review coincided with the announcement of a new Lougheed Highway rapid bus service between downtown Maple Ridge and the Evergreen skytrain in Coquitlam, beginning in January 2020.

Following a public engagement process, a draft concept plan has been prepared for Council consideration. It is recommended that Council endorse the draft concept plan.

"Original signed by Amelia Bowden"

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*Prepared by:* **Amelia Bowden, M.Urb, MCIP, RPP  
Planner 2**

"Original signed by Lisa Zosiak" for

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

"Original signed by Christine Carter"

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

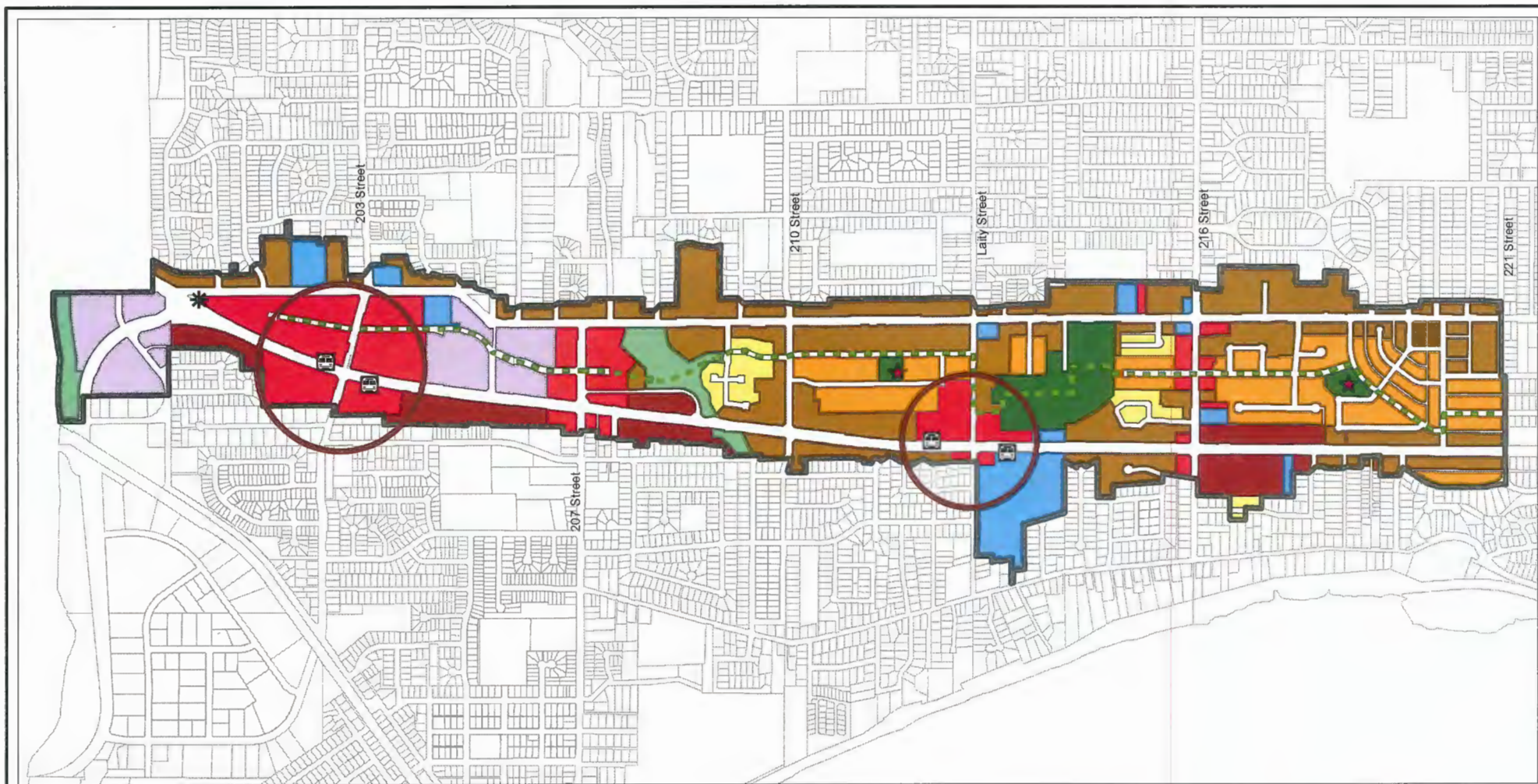
"Original signed by Al Horsman"

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*Concurrence:* **Al Horsman  
Chief Administrative Officer**

Appendix A – Lougheed Transit Corridor Land Use Maps

Appendix B – Lougheed Transit Corridor Concept Plan



#### Legend

- \* Landmark Feature
- ★ Neighbourhood Park
- R3 Bus Stop
- Greenway
- Study Area Boundary Option 1
- Commercial Mixed-Use
- Flexible Commercial Employment
- Employment Business Park
- Institutional
- Conservation
- Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill
- Corridor Node

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

#### Transit Corridor Land Use Concept Map



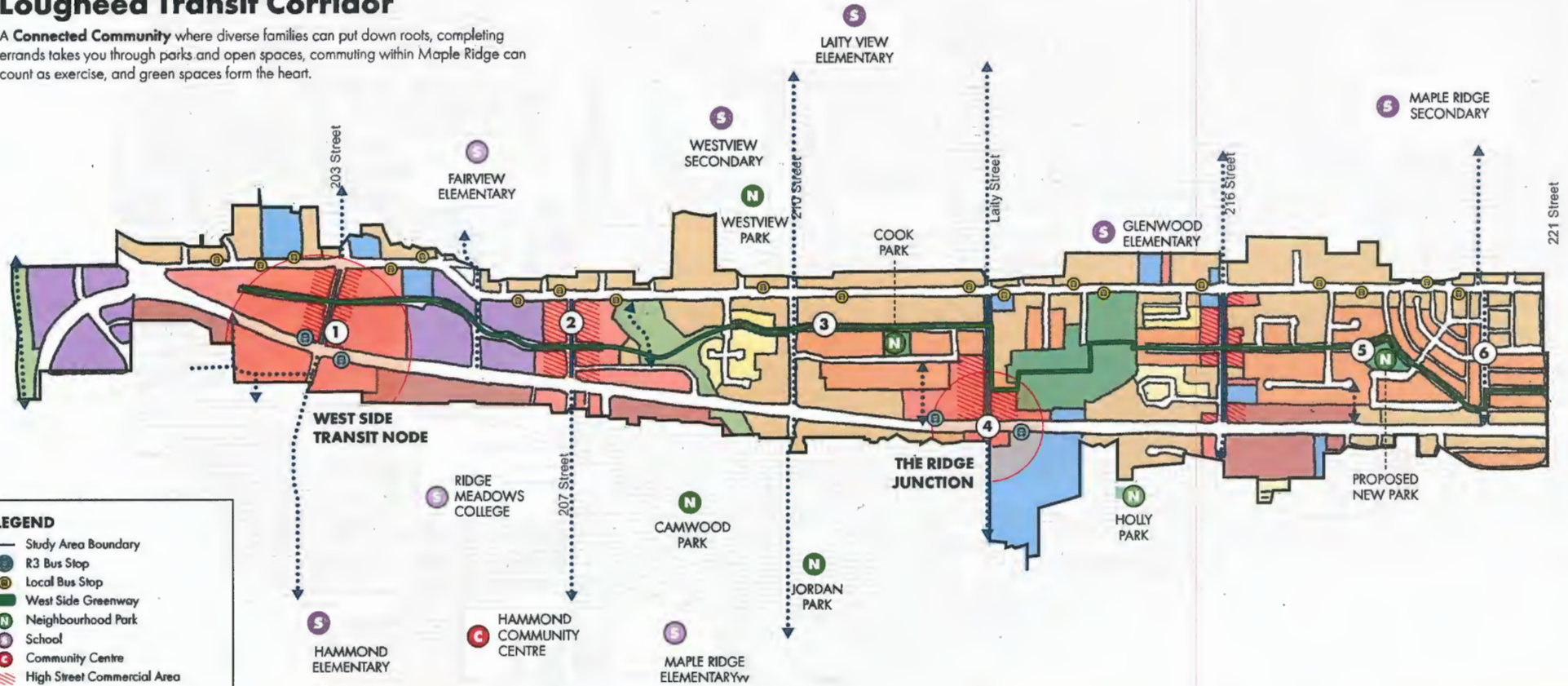
FILE: TransitCorridorLandUseConcept.mxd  
DATE: Nov 27, 2019

BY: D



# Lougheed Transit Corridor

A **Connected Community** where diverse families can put down roots, completing errands takes you through parks and open spaces, commuting within Maple Ridge can count as exercise, and green spaces form the heart.

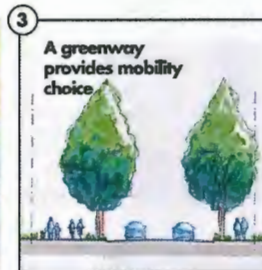


## LEGEND

- Study Area Boundary
- R3 Bus Stop
- Local Bus Stop
- West Side Greenway
- Neighbourhood Park
- School
- Community Centre
- High Street Commercial Area
- High Street
- Pedestrian Neighbourhood Connections
- Nodes

## LAND USE DESIGNATIONS

- Commercial Mixed-Use
- Flexible Commercial Employment
- Institutional
- Employment Business Park
- Conservation
- Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill





## Lougheed Transit Corridor Concept Plan

The Lougheed Transit Corridor Concept Plan is comprised of five main sections forming a comprehensive outline that will form the foundation for creating a Lougheed Transit Corridor Area Plan. The concept plan sections are as follows:

1. Guiding Principles
2. Neighbourhood Characteristics
3. Land Use Designations
4. Transportation and Connectivity
5. Park and Conservation
6. Land Use Map
7. 'Big Moves' Diagram
8. Connectivity and Routes Map

### Guiding Principles

The Lougheed Transit Corridor planning process has produced five Guiding Principles to help navigate content development for the concept plan. Supporting objectives have been developed to create clear linkages between the Guiding Principles and the policies that will be developed for the area plan bylaw.

1. Rapid transit stops are mixed-use employment hubs.

#### Objectives:

- Locate highest residential densities surrounding rapid transit stops and along adjacent 'high streets'.
- Focus medical offices and complimentary health services close to the Ridge Meadows Hospital.
- Connect Maple Ridge to the region through rapid transit.
- Increase the number and types of jobs within walking distance of rapid transit.
- Grow transit ridership to build a case for future rapid transit investment.
- Encourage a hierarchy of nodes that maintain the Town Centre as Maple Ridge's downtown.
- Promote architectural design excellence at prominent gateway sites.

2. Mobility choice is enhanced.

#### Objectives:

- Everyday needs and destinations are within walking distance.
- Streets are designed to be safe and enjoyable places to walk and cycle.
- Building complete communities makes walking and cycling more viable.
- Investigate strategies for public parking near rapid transit.
- Explore transportation demand management strategies.
- New roads and pathways create smaller blocks to reduce walking and cycling distances.

3. The built environment is designed at a human scale.

**Objectives:**

- Buildings and streets are designed to create vibrant and dynamic places.
- The form of development focuses on creating attractive streetscapes.
- Expand opportunities for both informal and formal gathering spaces.
- The form and character of new development is informed by local identity and context.
- Create 'high streets' that entice people to stop, meet, linger and connect.

4. Neighbourhoods are safe, diverse and inclusive.

**Objectives:**

- Provide for community gathering spaces through redevelopment.
- Integrate culture and heritage through public art installations.
- Support the adaptive re-use of heritage buildings.
- Reflect universal accessibility and Crime Prevention Through Environmental Design principles in all design considerations.

5. Housing for the needs of many.

**Objectives:**

- Respect the character of established residential neighbourhoods.
- Create new multi-family housing units in existing commercial areas.
- Increase and enhance the stock of rental housing.
- Ensure affordable housing units exist for current residents.
- Incentivize sensitive infill between Dewdney Trunk Road and Lougheed Highway.

6. Green spaces connect people and nature.

**Objectives:**

- Create a linear greenway route that supports walking and cycling for transportation and recreation.
- Provide new park spaces in infill areas.
- Improve access and visibility of existing green space and environmentally sensitive areas.
- Enhance and maintain health of environmentally sensitive areas.

## **2. Neighbourhood Characteristics**

The Lougheed Transit Corridor study area extends from 200 Street to 221 Street, bisecting numerous neighbourhoods and sub-areas in West Maple Ridge.

Throughout much of the corridor surrounding 203 Street and Laity Street, most homes have construction dates before 1991, with less than 3% of housing stock constructed since 2006. The predominant housing form is single family, with over 75% of units being owned compared to rented. The median age ranges between 40 and 42 years old and the average household size is 2.8.

The Lougheed Transit Corridor Concept Plan supports the creation of two high density transit-oriented development nodes where Lougheed Highway intersects with 203<sup>rd</sup> and Laity Streets, where the rapid bus stops will be located. These mixed-use high density development nodes are intended to be places for people to live, shop, work, and play.

#### **West Side Transit Node– The Commercial Heart of West Maple Ridge:**



The largest node is located at 203 Street and Lougheed Highway, surrounding a rapid transit stop. This node is the gateway into the city as the western entry point. Landmark buildings and features are desirable at the intersection of Dewdney Trunk Road and Lougheed Highway, where triangular lots lend themselves to creative architectural expression.

This node between Dewdney Trunk Road and Lougheed Highway is envisioned to transition from suburban strip malls to a vibrant urban village offering employment opportunities and multi-family housing in a mixed-use form. A public realm standard comparable with the Town Centre's will include attractive streetscapes focused on the West Ridge Greenway and outdoor plaza space for community gatherings. 203 Street between Dewdney Trunk Road and Lougheed Highway will be enhanced to create an inviting 'high street' streetscape connecting local and regional public transportation.

#### **The Ridge Junction Transit Node – An Urban Neighbourhood Steeped in Maple Ridge History:**



The key destinations of the Ridge Meadows Hospital and the Maple Ridge Cemetery surround the Laity Street Rapid Bus stop. The area's colonized history traces back to the 19<sup>th</sup> Century, when settlers first began establishing themselves along the Fraser River. St John's the Divine Church, identified as one of the oldest churches in the province, as well as numerous heritage homes in the neighbourhood stand as a legacy of the City of Maple Ridge's earlier times. Building off the

charm and important healthcare function of this neighbourhood, the concept plan seeks to increase commercial use in both retail and service industry opportunities. Ensuring affordable housing units for existing residents, as well as expanding housing options, will be an important focus in the neighbourhood.

New housing forms such as duplexes, triplexes and street townhouses are supported as an infill option between Dewdney Trunk Road and Lougheed Highway, with multi-family forms such as apartments fronting Major Corridors.

#### **Neighbourhood High Streets –Walkable Places Create Greenway Destinations**



Supporting the new key transit nodes at 203 Street and Laity Street, respectively, four 'high streets' connect Dewdney Trunk Road and Lougheed Highway at 203 Street, 207 Street, Laity Street, and 216 Street. 'High streets' at 203 Street and at Laity Street provide enjoyable routes that link local bus services on Dewdney Trunk Road to regional bus routes on Lougheed Highway, and are focal mixed-use areas that function with the node.

'High streets' along 207 and 216 Streets provide for neighbourhood destinations along the greenway, and serve primarily the surrounding neighbourhoods with daily goods and services. In conjunction with 203 Street and Laity Street, all 'high streets' are recognized as existing shopping locales that connect to neighbourhoods and destinations north and south of the Lougheed Corridor.



### **3. Land Use Designations**



There are six land uses proposed for the Lougheed Transit Corridor Concept Plan (see land use map attached):

- Commercial Mixed-Use
- Flexible Commercial Employment
- Employment Business Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill

The draft concept plan reflects both the community vision and transit-oriented development planning principles to create an urban environment that offers transportation choice. Two primary mixed-use nodes are identified at rapid bus stop locations, and four north-south 'high streets' intersect with the West Ridge Greenway running in an east-west orientation. Employment and light industrial land uses reflect a desire to increase local jobs and regional demand for employment lands. In terms of housing, a greater range of tenure and size is encouraged and targeted between Dewdney Trunk Road and Lougheed Highway.

- **Local Residential Infill**

Purpose: To maintain existing single family character, while allowing for small-scale change. Sensitive infill options with a maximum of three storeys include secondary suites, detached garden suites and duplexes.



- **Transit Corridor Multi-Family**

Purpose: To continue multi-family residential densification through lot consolidation along key arterials such as Dewdney Trunk Road and Lougheed Highway. Supported multi-family residential forms of development include townhouses and apartments with a maximum height of six storeys



- **Intensive Attached Residential Infill**

Purpose: To increase the choice of housing units in proximity to transit, services, and the West Ridge Greenway while maintaining the existing lot pattern. Attached residential housing forms such as duplexes, triplexes, and rowhomes to a maximum of three storeys are supported moderate density.



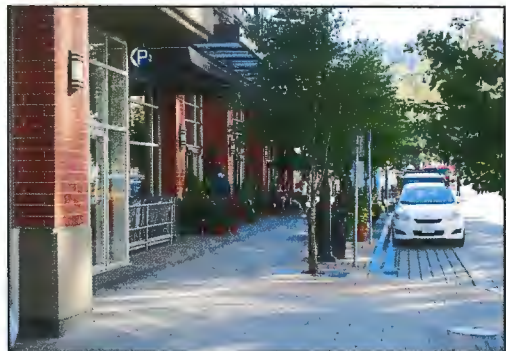
- **Flexible Commercial Employment:**

Purpose: To address ongoing market evolution and provide flexibility in the range of uses permitted, from highway commercial to light industrial employment. The supported form of development will range between one and three storeys, with a pedestrian focused design.



- **Mixed-Use Commercial :**

Purpose: To allow a mixed-use form of development with ground floor commercial and apartments above at transit nodes and along 'high streets'. A maximum of six storeys building height is supported.



- **Employment Business Park:**

Purpose: To promote local jobs in proximity to an established transportation network and existing residential neighbourhoods. A business park form of development is permitted, with a consistent architectural standard, pedestrian focused design and a maximum height of two storeys.



- **Conservation**

Purpose: To protect and enhance natural features. These environmentally sensitive areas have opportunities for expanded buffering through re-development. Larger conservation areas provide space for walking trails that create recreational opportunities and pedestrian connectivity.

- **Park**

Purpose: Active spaces are focal points in neighbourhoods for a range of purposes for residents including recreation and gathering, as well as environmental benefits for stormwater management such as permeable infiltration, tree canopy and biofiltration.



- **Institutional**

Purpose: This land use provides for services such as education, government, fire protection, public transit, health and welfare, and cultural/spiritual.





## Zoning Matrix

To align with the proposed new land uses in the concept plan, several existing and some new zones are proposed to realize the building form and range of uses envisioned through the land use concept plan.

Land Use	Supported Zones
Local Residential Infill	<ul style="list-style-type: none"><li>• R-1</li><li>• R-4*</li><li>• RT-1</li></ul>
Major Corridor Multi-Family	<ul style="list-style-type: none"><li>• RT-2 limited to fourplex and courtyard</li><li>• RM-1</li><li>• RM-2</li></ul>
Intensive Attached Residential Infill	<ul style="list-style-type: none"><li>• RST</li><li>• RT-1</li><li>• RT-2 limited to triplex</li></ul>
Mixed-Use Commercial	<ul style="list-style-type: none"><li>• C-7*</li></ul>
Employment Business Park	<ul style="list-style-type: none"><li>• M-6*</li><li>• M-3</li></ul>
Flexible Commercial Employment	<ul style="list-style-type: none"><li>• C-2</li><li>• CS-1</li><li>• M-3</li></ul>

\*These zones are currently not in the Zoning Bylaw, and would be brought forward with a development application.

## 4. Transportation and Connectivity

### **Lougheed Highway:**

A guiding principle of the concept plan is to enhance mobility choice. The Lougheed Highway will continue to be a high capacity east-west transportation route under the Ministry of Transportation and Infrastructure jurisdiction. The Lougheed Highway is identified as the future rapid transit corridor between the City's western boundary to the Town Centre. As a result, the City will work in consultation with the Ministry of Transportation and Infrastructure in reviewing development applications for properties fronting Lougheed Highway. As redevelopment occurs along this corridor, it will be important to obtain sufficient road right-of-way to accommodate future vehicular capacity and higher level forms of rapid transit. The City of Maple Ridge will also consult with the



Ministry of Transportation and Infrastructure in determining land requirements for future rapid transit stations at 203 Street and Laity Street.

#### **Transit Supportive Development:**

Another guiding principle is to create mixed-use employment hubs at rapid transit stops. Translink will begin service of the R3 Lougheed rapid bus route in January 2020 between Haney Transit Exchange and Coquitlam Central Station. The Maple Ridge stops will be located at Laity Street and 203 Street on Lougheed Highway. A future stop at 222 Street may be added in the future. Residential and commercial growth is focused at the two rapid transit stops, with improved amenities and public realm also envisioned for these areas. The 203 Street node will support taller buildings and a larger range of commercial uses, serving as the western gateway into Maple Ridge. The Laity Street node will support a smaller geographic growth area, with the focus on retail and professional services that serve existing destinations at this intersection and a range of housing options including seniors and adaptable housing units, as well as assisted living units.

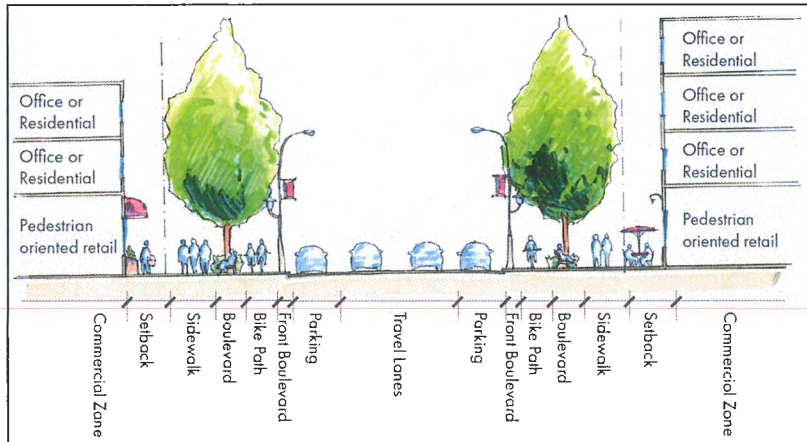
In order to create transit-oriented communities, a range of uses within a walkable distance of a rapid transit stop is necessary. The concept plan seeks to achieve this at 203 Street and Laity Street, with apartments, retail uses, neighbourhood services, and employment opportunities clustered at the intersections.

Beyond the rapid transit stops, a walkable, urban form of development is desired at the following intersections: 207 Street, extending between Dewdney Trunk Road and Lougheed; and at 216 Street, focused at Dewdney Trunk Road and Lougheed Highway. Between these four nodes of varying sizes, residential densities, and commercial uses, lower transitional forms of development are supported. This includes townhouses, fourplexes and courtyard forms of housing, service-oriented commercial uses, such as highway commercial (car dealerships, garden centres, lumber yards, and drive-through businesses), as well as business parks.

#### **West Ridge Greenway:**

To achieve enhanced mobility choice and to create re-imagined green spaces that connect people, and nature, a greenway between Dewdney Trunk Road and Lougheed connecting the Town Centre to the western City boundary is desired. The greenway will support pedestrian and cycling movement continuously from 202 Street to 224 Street, and will support vehicular traffic between 203 and 207 Street, between 210 and Laity Street, and east of 216 Street.

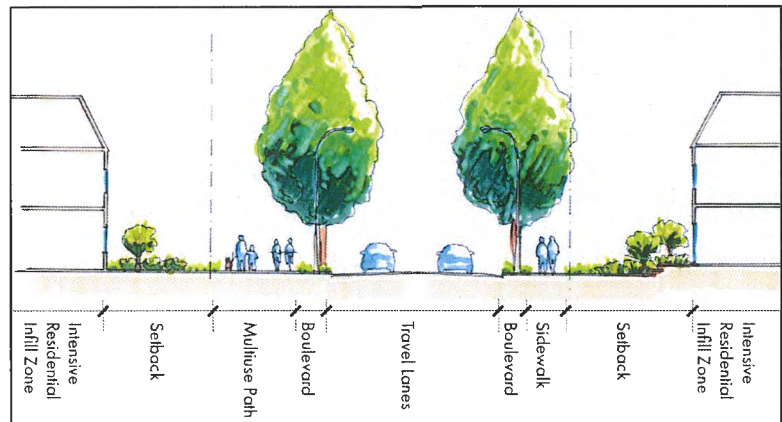
West of McKenney Creek, the greenway will feature a multi-use facility on both sides of the street,



creating a safe and attractive space for cyclists and pedestrians to use in a mixed-use setting. Allowing on-street parking on both sides of the street, will create a buffer between traffic and the multi-use path. An enhanced public realm standard, including double rows of street trees, seating, space for public art,

pedestrian level lighting, wayfinding signage, and garbage receptacles will further invite interactions and non-vehicular transportation on the greenway.

East of McKenney Creek, the greenway will travel through residential neighbourhoods with a multi-use path continuing on the north side of the street. A new pedestrian and cycling connection will be created at Laity Street through the Maple Ridge Cemetery. Fronting the greenway east of 216 Street, a new neighbourhood park is proposed. The West Ridge Greenway will connect into the Town Centre's network of cycling and pedestrian routes.



### New Connections:

The creation of new connections will enhance mobility choice and create re-imagined green spaces that connect people and nature, new road and path connections have been identified to improve movement in the study area.

1. Extend 119 Avenue west of 203 Street
2. Connect 119 Avenue east of 206 Street
3. Extend 119 Avenue east of 207
4. Pedestrian and cycling connection across McKenney Creek
5. Pedestrian connection from Cook Avenue neighbourhood south to Lougheed Highway
6. Improved access through Maple Ridge Cemetery
7. Pedestrian connection at Howison Avenue to Lougheed Highway.
8. Pedestrian connection from Bruce Avenue and Patterson Avenue to Lougheed Highway
9. North-south trail along McKenney Creek

## 10. North-south trail along Katzie Slough

### **Transportation Demand Management:**

In order to further support mobility choice through enhanced, walking, cycling and transit opportunities, transportation demand management will be encouraged by exploring potential for:

- Reduced parking standards for commercial development.
- Opportunities to reduce residential parking standards based on housing form and tenure.
- Encourage metered parking/pay parking in primary commercial node.
- Planning for bike infrastructure such as: storage lockers, lock up facilities, tool stations at key nodes and greenways, parks.
- Encouraging end of trip facilities at businesses or mixed-use buildings.
- Require short-term and long-term bike parking spaces in new mixed-use developments.

### **Parks and Conservation:**

Currently, the following park space and conservations areas are located within the Lougheed Transit Corridor:

- Maple Ridge Cemetery (park)
- McKenney Creek (conservation)
- Katzie Slough (conservation)

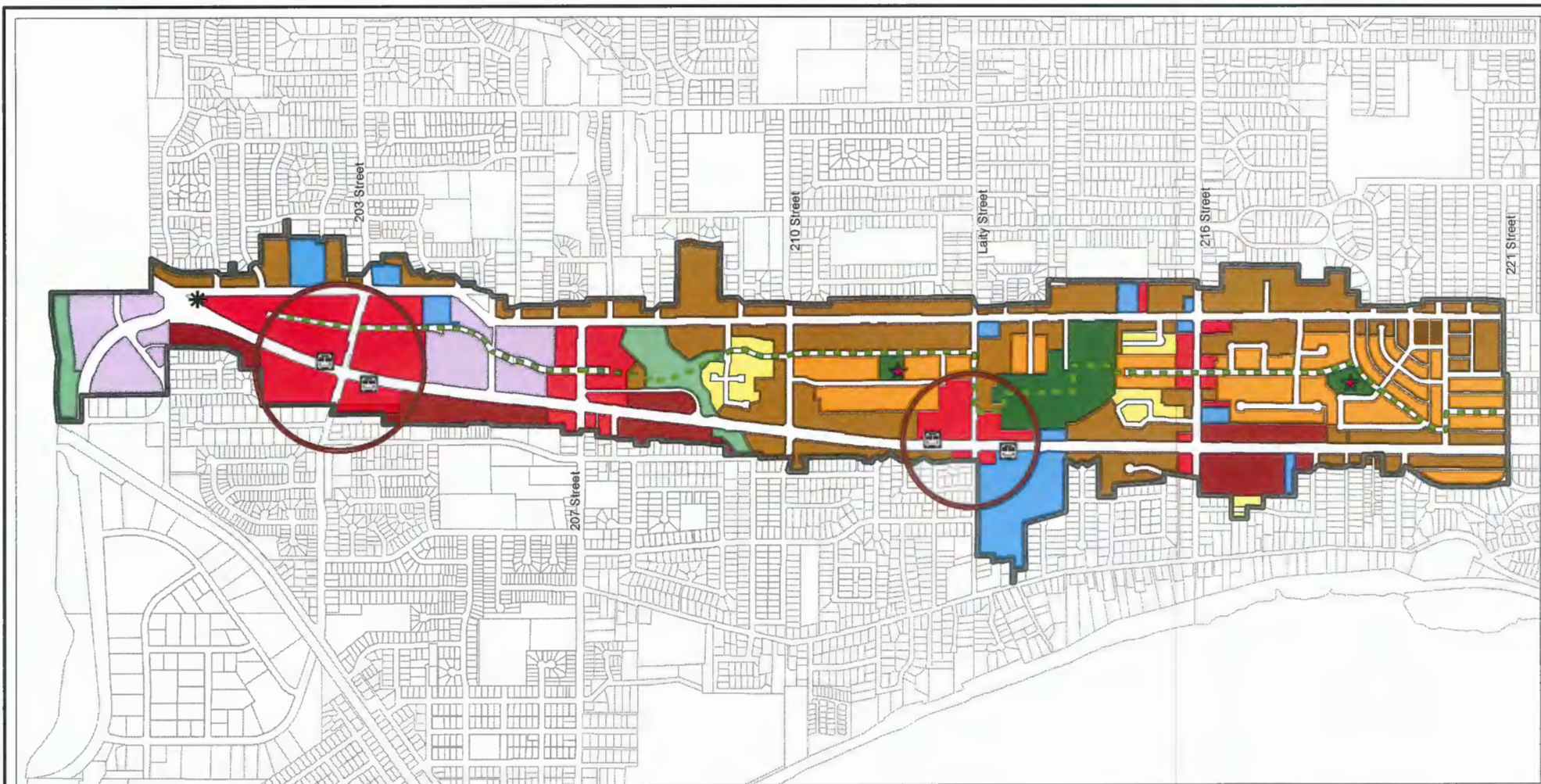
Improving connectivity to these spaces by way of the West Ridge Greenway will be sought through redevelopment. This will require some expansion of the conservation area along McKenney Creek and Katzie Slough to allow for walking trails that will connect with the larger road network.

Ensuring connectivity with the West Ridge Greenway is also intended for new neighbourhood parks being planned for the area. The aim for improved connectivity is to create local green spaces and enjoyable destinations as densities increase through infill development.

The existing Cook Park will be expanded to provide more recreational activities and a new park between Dewdney Trunk Road and Lougheed Highway east of 216 St has also been identified.

Urban gathering space opportunities will also be explored as redevelopment occurs, specifically in the 203 Street node. Examples include an outdoor plaza where small events could be hosted, or indoor multi-purpose rooms for public use.





Scale: 1:11,000

#### Legend

- \* Landmark Feature
- ★ Neighbourhood Park
- R3 Bus Stop
- Greenway
- Study Area Boundary Option 1
- Commercial Mixed-Use
- Flexible Commercial Employment
- Employment Business Park
- Institutional
- Conservation
- Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill
- Corridor Node

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

#### Transit Corridor Land Use Concept Map



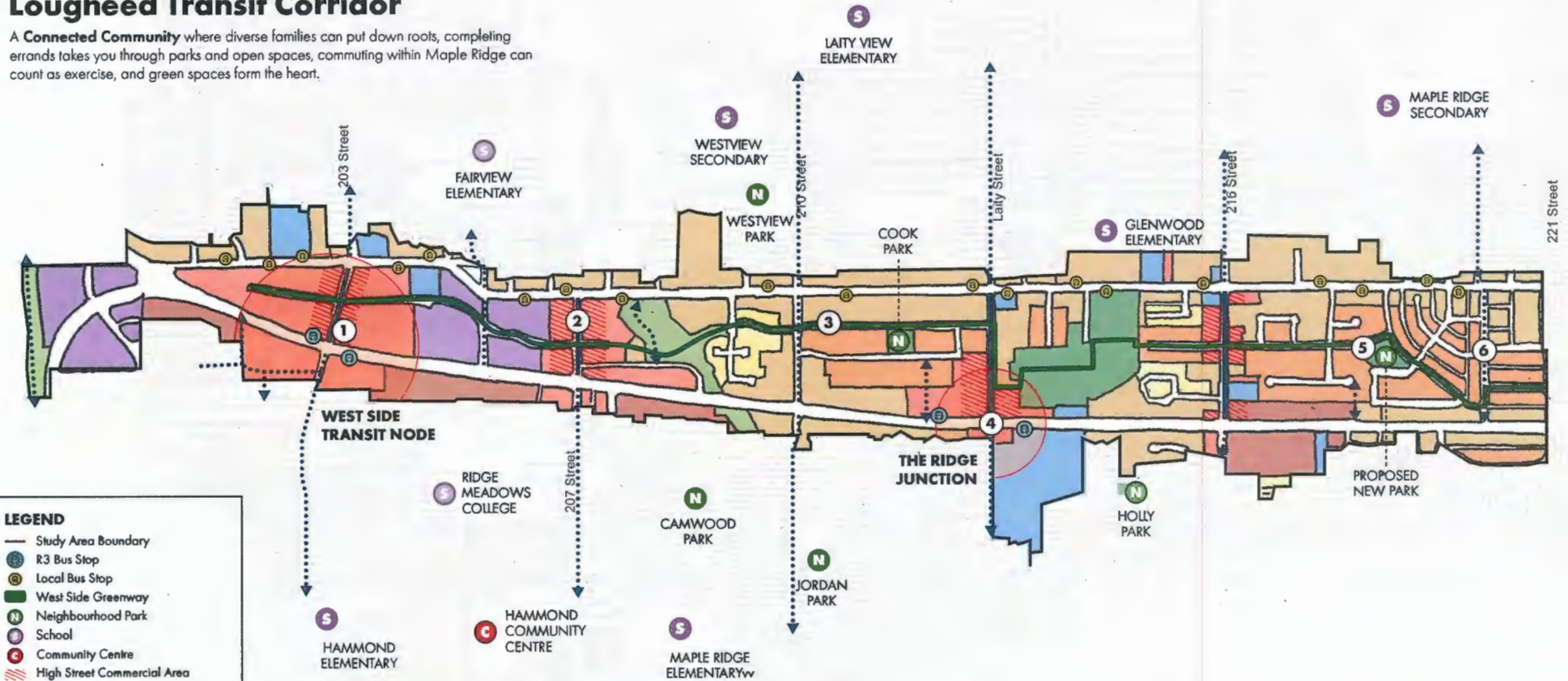
FILE: TransitCorridorLandUseConcept.mxd  
DATE: Nov 27, 2019

BY: DT



# Lougheed Transit Corridor

A **Connected Community** where diverse families can put down roots, completing errands takes you through parks and open spaces, commuting within Maple Ridge can count as exercise, and green spaces form the heart.

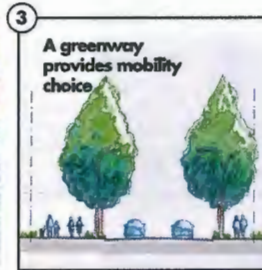


## LEGEND

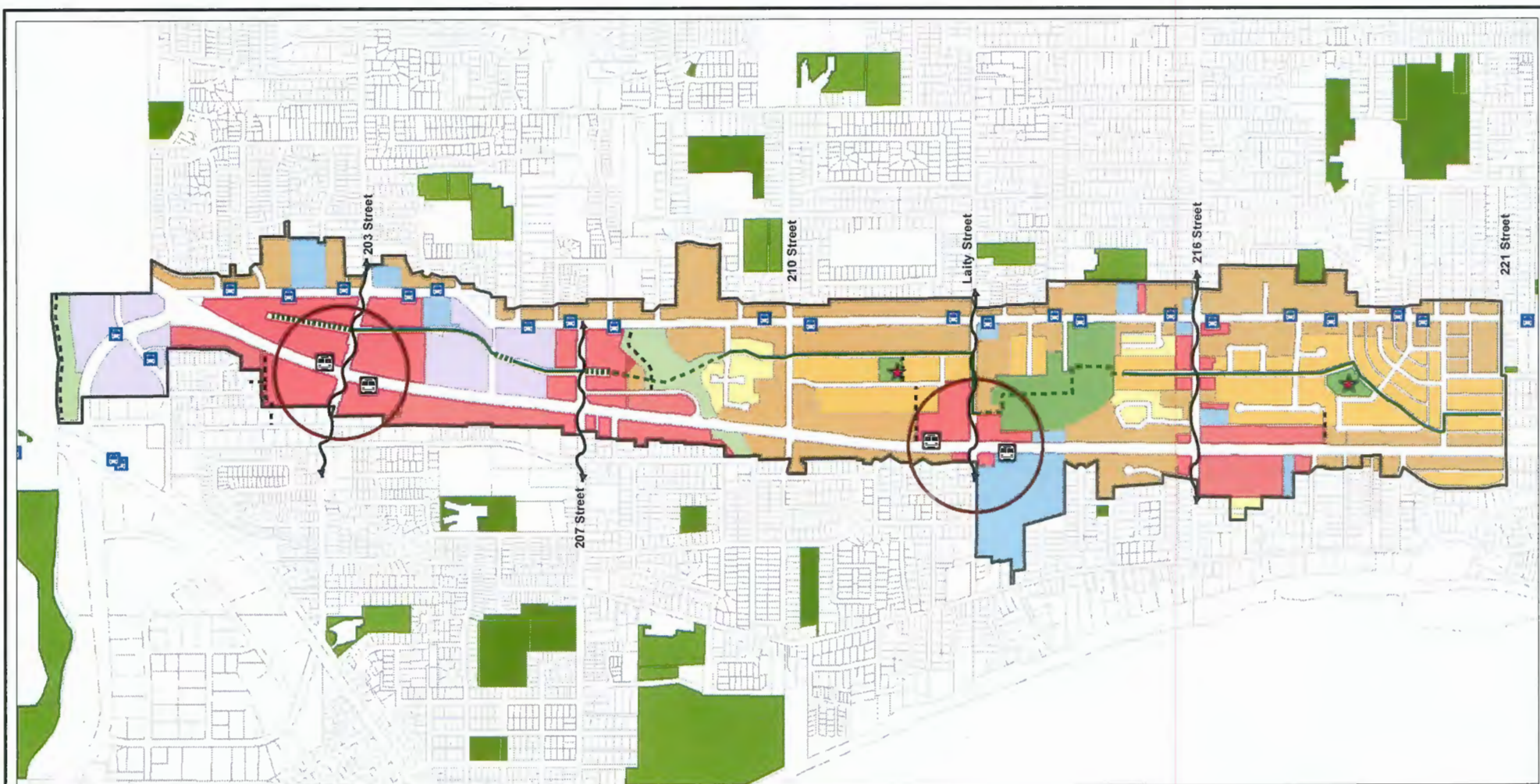
- Study Area Boundary
- R3 Bus Stop
- Local Bus Stop
- West Side Greenway
- Neighbourhood Park
- School
- Community Centre
- High Street Commercial Area
- High Street
- Pedestrian Neighbourhood Connections
- Nodes

## LAND USE DESIGNATIONS

- Commercial Mixed-Use
- Flexible Commercial Employment
- Institutional
- Employment Business Park
- Conservation
- Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill







Scale: 1:11,000

#### Legend

- ★ Neighbourhood Park
- R3 Bus Stop
- 701 Local Bus Stops
- High Street
- Pedestrian Trails & Walkways
- Off-Lougheed Greenway
  - Existing Road Connection
  - New Road Connection
  - Pedestrian Connection
- Study Area Boundary
- School & Park Destinations
- 5 Minute Walkshed

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

#### Transit Corridor Connectivity & Routes



FILE: ConnectivityAndRoutes.mxd  
DATE: Nov 27, 2019

BY: DT



**TO:** His Worship Mayor Michael Morden  
and Members of Council  
**FROM:** Chief Administrative Officer  
**SUBJECT:** *Changes to Cheque Signing Protocols*

**MEETING DATE:** Dec 3, 2019  
**FILE NO:** 2343873  
**MEETING:** Workshop

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**EXECUTIVE SUMMARY:**

Staff have recently reviewed the protocols in place for the city's cheque signing procedures. These have not been refreshed for some time and it is appropriate to review them from the perspective of looking for operational efficiencies and verifying that the right people are involved in the process at the right time.

At this time certain senior Finance Department staff and elected officials are the identified signing officers for the City's bank accounts. All payments are signed by one staff member and one elected official. The current process requires a member of Council to be in the office on any day where a payment run is processed in order to sign off on payments as required. This has created scheduling challenges in previous years, sometimes resulting in the need to cancel payment runs, or for elected officials to take time away from their job to sign payments. There is an internal control framework in place designed to ensure that any payments issued by the City are appropriately authorized and this framework is confirmed by the auditors each year.

The current process is out of alignment with Council's focus on delivering the objectives outlined in the strategic plan. Staff surveyed a number of other municipalities to see what practices were in place. The majority of municipalities surveyed did not include elected officials as signing officers on their bank accounts and similar internal control frameworks were in place to ensure that all payments were appropriately authorized, consequently, staff recommend our protocols be amended to remove elected officials as signing officers on the City's bank accounts and that all other controls remain in place. Staff will continue to provide Council the monthly Disbursements Report with descriptions for payments issued greater than \$15,000.

**RECOMMENDATION:**

**That elected officials be removed as signing officers on the City's bank accounts effective January 1, 2020.**

**DISCUSSION:**

**a) Background Context:**

Staff have recently reviewed the protocols in place for the City's cheque signing procedures. These have not been refreshed for some time and it is appropriate to review them from the perspective of looking for operational efficiencies, ensuring our internal controls are strong, and that the right people are involved in the process.

Currently, certain senior Finance Department staff and elected officials are the identified signing officers for the City's bank accounts. All payments are either electronically or manually signed by one member of staff and one elected official, usually the Mayor. This



practice has resulted in some operational challenges for both elected officials and staff, and in previous years has led to payment runs being cancelled on occasion, or elected officials being asked to take time away from their jobs to sign payments. Staff surveyed a number of other municipalities and identified that Maple Ridge was one of only a few that included elected officials as signing officers on bank accounts; consequently, staff are recommending that elected officials be removed as signing officers from the City's bank accounts.

The current internal control framework is designed to ensure that any payments released by the City are for expenditures authorized in the Financial Plan and that are appropriately approved. This involves both an initial and secondary review of all invoices or cheque requests prior to input into systems. Any payments greater than \$15,000 are reviewed greater in detail and the related payments are manually signed. Random checks are done for payments under this amount. The internal control framework is confirmed by the auditors each year. Staff recommend that the City move to having all payments electronically signed while retaining all other elements of the internal control framework. This would be consistent with best practices in other municipalities.

The Finance Department currently provides Council with a Disbursements Report each month that includes a description for any payments issued greater than \$15,000. Staff recommend that this practice continue in order to maintain existing levels of transparency.

**b) Desired Outcome:**

The intent of this report is to update the City's current protocols for signing of cheques in order to achieve operational efficiencies, maintain a strong internal control framework and continue our commitment to transparency through the existing Disbursements Report.

**c) Interdepartmental Implications:**

Adopting the recommendations outlined in this report will improve operational efficiencies and allow elected officials to better focus on the delivery of objectives outlined in the Strategic Plan

**d) Alternatives:**

Council could choose not to move forward with the recommendations outlined in this report and keep the existing protocols in place. That is not recommended as it would not allow the operational efficiencies outlined in the report to be realized.

**CONCLUSION:**

A review of current cheque signing protocols has identified an opportunity to improve operational efficiencies while maintaining a strong internal control framework. Staff suggest that the recommendations outlined in this report be implemented effective January 1, 2020.

  
Prepared by: **Catherine Nolan, CPA, CGA**  
**Corporate Controller**

  
Concurrence: **Al Horsman**  
**Chief Administrative Officer**





<b>TO:</b>	His Worship Mayor Michael Morden and Members of Council	<b>MEETING DATE:</b>	December 3, 2019
<b>FROM:</b>	Chief Administrative Officer	<b>FILE NO:</b>	11-5600-05
		<b>MEETING:</b>	Workshop
<b>SUBJECT:</b>	<b>Water Service to Large Lot Suburban Developments</b>		

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**EXECUTIVE SUMMARY:**

There are several RS-2 zoned (1 acre lot) developments proposed for the suburban residential designated lands in the north east area of Maple Ridge. These RS-2 zoned lots can be supported outside of the urban containment boundary as they do not require sanitary sewer service. They can be serviced with an on-site septic system, a watermain service connection and a stormwater service connection.

Many of the suburban residential designated areas that are attractive for this form of large lot residential development are located at the extremities of the City's water distribution network and require extension of the water system to provide the required water service. Extensions of the water distribution network require careful consideration of their configuration relative to future operational efforts. Many of the development servicing proposals received to date are seeking to install new dead-end watermains of considerable length.

Long dead-end watermains in suburban areas often do not have a high consumption rate relative to the volume of water stored in the main, which can lead to the water remaining in the pipe for a longer period of time than it does in more densely populated areas. As a strategy to refresh the water in these mains, the City periodically flushes our existing dead-end watermains either through the use of Operations staff manually flushing the mains from hydrant locations, or through the installation of an automatic flushing device fitted to the dead end. Both of these methods require a great deal of effort by our Operations staff by either performing the flushing manually or by maintaining the automatic flushing device.

The Engineering Department in conjunction with the Operations Department has developed a best management practice to allow for the installation of temporary dead-end watermains which will support the servicing of these large lot suburban residential developments. This best management practice will require that Fraser Health approval is received for the water system expansion, an automatic flushing device is installed on dead end mains, future looping of the system is planned for, and that a financial contribution is made by the developer to account for future maintenance costs.

This report has been brought forward to council for endorsement to confirm that council desires to support expansion of the City's water distribution system to service large lot residential development in the suburban area, and to inform council of the best management practice that is recommended to maintain water quality in the areas of expansion.

## RECOMMENDATION:

That the implementation of the “Best Management Practice – Water Service for Large Lot Suburban Residential Development” be endorsed.

## DISCUSSION:

### a) Background Context:

The City of Maple Ridge Zoning Bylaw allows for RS-2 zoned lots to be supported in portions of the City that are designated as Suburban Residential. RS-2 zoned properties are 0.4 ha (1 acre) and are typically utilized for estate homes outside of the urban containment boundary. Utility servicing for RS-2 lots require the provision of a water service connection and a stormwater service connection but do not require sanitary service connections as regulated by the “Maple Ridge Subdivision Development Servicing Bylaw No. 4800-1993”. Sanitary service can be provided to these properties through the utilization of on-site septic systems. As the development of these RS-2 zoned lots is predominantly located outside of the urban containment boundary they are typically desired in areas that are located at the extremities of the City’s water distribution network.

When contemplating expansion of the water distribution network, careful consideration of the future operation of the system is required. System extensions for the purpose of servicing large lot developments such as these RS-2 zoned developments are often proposed to be configured as long dead-end watermains which can lead to future operations challenges.

Long dead-end watermains in suburban areas often do not have a high consumption rate relative to the volume of water stored in the main, which can lead to the water remaining in the pipe for a longer period of time than it does in more densely populated areas. As a strategy to refresh the water in these mains, the City periodically flushes our existing dead-end watermains either through the use of Operations staff manually flushing the mains from hydrant locations, or through the installation of an automatic flushing device fitted to the dead end. Both of these methods require a great deal of effort by our Operations staff by either performing the flushing manually or by maintaining the automatic flushing device.

The City has recently received a number of rezoning applications that intend to utilize this RS-2 zone and the Engineering Department in conjunction with the Operations Department has developed a best management practice to allow for the expansion of the City’s water distribution system to service these developments. This best management practice as appended to this report will require that Fraser Health approval is received for the water system expansion, an automatic flushing device is installed on dead end mains, future looping of the system is planned for, and that a financial contribution is made by the developer to account for future maintenance costs.

### b) Desired Outcome:

To implement a best management practice to support water distribution network extensions required for large lot suburban residential developments.

### c) Citizen/Customer Implications:

Implementation of this best management practice will allow several proposed RS-2 zoned developments to proceed while ensuring that they will be serviced by high quality drinking water.

d) Financial Implications:

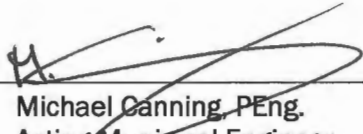
Developers wishing to proceed with large lot suburban residential development projects will be required to make a one-time contribution to the City to off-set the additional maintenance costs for the first 5 years of operation of the water system expansions. If future looping of temporary dead end watermains is not achieved in 5 years there will be additional maintenance costs taken on by the City.

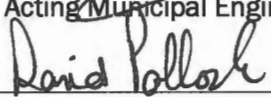
e) Alternatives:

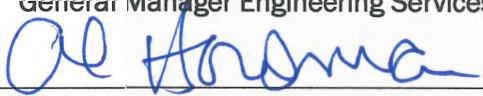
Alternately temporary dead-end water service could not be supported and developments would be required to assemble lands or statutory right-of-ways as required to strategically loop all watermain system extensions. This could result in proposed development projects not proceeding or being delayed indefinitely.

CONCLUSION:

Implementation of the proposed best management practice for water system extensions will support large lot suburban residential developments within the City of Maple Ridge.

  
Prepared by: Michael Canning, PEng.  
Acting Municipal Engineer

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

  
Concurrence: Al Horsman  
Chief Administrative Officer

Attachments:

(A) Best Management Practice



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**SUBJECT:** Best Management Practice - Water Service for Large Lot Suburban Residential Developments

**DATE:** Dec 3, 2019

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Please be advised that effective January 1, 2020 the Engineering Department will be implementing a Best Management Practice (BMP) to allow for the provision of water service to large lot suburban residential developments.

The Best Management Practice is as follows:

1. All extensions to the City's water system are required to be approved by Fraser Health Authority prior to receiving 4th reading for either rezoning of subdivision.
2. Watermain extensions to be looped wherever possible. Any dead-end watermain shall only be allowed where deemed necessary by the Municipal Engineer.
3. All dead-end watermain longer than 250m in length shall be temporary only and a clear plan for future looping will be required.
4. New temporary dead-end watermains longer than 250m shall be equipped with an automatic flushing device and a discharge plan that meets environmental requirements.
5. A one-time charge for maintenance of the automatic flushing device will be paid to the City prior to 4th reading to off-set the additional maintenance costs expected for the first 5 years of its operation.

Mike Canning, P.Eng.  
Acting Municipal Engineer



<b>TO:</b>	His Worship Mayor Michael Morden and Members of Council	<b>MEETING DATE:</b>	December 3, 2019
<b>FROM:</b>	Chief Administrative Officer	<b>FILE NO:</b>	11-5225-05
		<b>MEETING:</b>	Workshop
<b>SUBJECT:</b>	<b>Alouette River Ecosystem Partnership Update</b>		

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#### **EXECUTIVE SUMMARY:**

The Alouette River Ecosystem Partnership (AREP) was formed in 2018 following BC Hydro's application to renew the water use licence related to the Alouette-Stave-Ruskin hydroelectric system. AREP has four parties: the City of Maple Ridge, Katzie First Nation, Kwantlen First Nation and Alouette River Management Society (ARMS). A memorandum of Understanding (MOU) was signed by all parties in September 2018 with the goal of providing a strong, unified response to BC Hydro and the BC Comptroller of Water Rights regarding the water licence application.

The purpose of this report is to provide Council with a brief update on the work done to date.

#### **RECOMMENDATION:**

This report is submitted for information only.

#### **DISCUSSION:**

##### **a) Background Context:**

Following an application from BC Hydro to the BC Comptroller of Water Rights the City, along with the Katzie First Nation, Kwantlen First Nation and Alouette River Management Society (ARMS), formed the the Alouette River Ecosystem Partnership (AREP) and all parties signed a Memorandum of Understanding (MOU) in September 2018 to create a strong and aligned response to BC Hydro's licence renewal application.

The intent of the AREP is to have BC Hydro and the Province of BC provide funding to:

- Create a functional watershed ecosystem in the Alouette River area
- Provide a scientifically sound and functional fish passage that reconnects the watershed above the dam with the river for all species of salmon and freshwater fish
- Protect and enhance the current freshwater species
- Enhance wildlife resources in the ecosystem, and
- Develop recreational and educational opportunities with BC Parks and other stakeholders.



After the AREP was created and the MOU signed, BC Hydro did indicate a willingness to begin discussions and a workshop was tentatively scheduled for the spring of 2019 with the intent of sharing information between the AREP members and BC Hydro. The workshop did not occur and the only time the AREP Steering Committee met was in January 2019. City staff have been in ongoing communication with members of the AREP with the goal to re-establish dialogue between the parties before then meeting with BC Hydro but to date that has not happened.

At BC Hydro's request, the City hosted a meeting with stakeholders on September 13, 2019 to provide information on the dam safety, upcoming seismic upgrade projects and operations update for the overall system – not just for Alouette but also Hayward, Stave and Ruskin. BC Hydro then made a similar presentation at a Council Workshop meeting on October 29, 2019. Council did request that BC Hydro would attend a Council Workshop meeting early in 2020 to further the discussion.

Staff continue to work towards having the AREP partners come together to discuss their respective viewpoints and positions with the goal to better understand and appreciate each parties concerns, prior to a workshop meeting with BC Hydro. Should it not be possible to bring the AREP together by the end of the first quarter in 2020, then the City may elect to work directly with BC Hydro and the Province of BC to address the concerns around the Alouette and seek possible solutions in response to the water licence application.

**b) Desired Outcome:**

The goal is to secure an agreement with BC Hydro and the Province of BC to identify a suite of recommendations as outlined in the AREP MOU.

**c) Strategic Alignment:**

The goals of the AREP align with the Natural Environment section of Council's Strategic Plan.

**d) Citizen/Customer Implications:**

The Alouette watershed is a highly prized waterway, valued by all residents in the City of Maple Ridge and the community at large has a vested interest in protecting the Alouette River ecosystem.

**e) Interdepartmental Implications:**

The Engineering and Planning Departments are both working as a resource to the AREP.

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

The City has agreed to fund a project facilitator and legal counsel if deemed necessary with expected costs of \$10,000 to \$15,000.

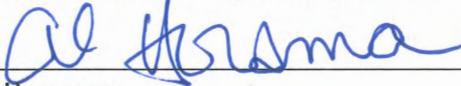
**CONCLUSION:**

The Alouette River Ecosystem is a valuable resource to not only City residents but to people all across the Metro Vancouver Region and the City has a vested interest in its preservation and protection and ultimately the improvement of the overall system.



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