

City of Maple Ridge

COMMITTEE OF THE WHOLE

AGENDA

June 15, 2021

1:30 p.m.

Virtual Online Meeting including Council Chambers

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

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

1. CALL TO ORDER
2. ADOPTION OF MINUTES
 - 2.1 Minutes of the Committee of the Whole Meeting of June 1, 2021
3. DELEGATIONS / STAFF PRESENTATIONS (10 minutes each)
 - 3.1 Maple Ridge Innovation Challenge
 - Wendy Dupley, Director Economic Development
4. PLANNING AND DEVELOPMENT SERVICES

Note:

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

- 1101 2021-107-RZ, 20886 River Road. RS-1 to R-1 and RT-1

Staff report dated June 15, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7718-2021 to rezone from RS-1 (Single Detached Residential) to R-1 (Single Detached [Low Density] Urban Residential) and RT-1 (Two-Unit Urban Residential) to permit the future subdivision of approximately eight single-family lots and one duplex lot be given first reading and that the applicant provide further information as described on Schedule B of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

1102 2019-392-RZ, 22904, 22910 and 22922 Dewdney Trunk Road, RS-1 to CD-2-20

Staff report dated June 15, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7759-2021 to re-designate land use from Urban Residential to Commercial be given first and second reading and be forwarded to Public Hearing; that Maple Ridge Zone Amending Bylaw No. 7760-2021 to amend the Zoning Bylaw text to create the CD-2-20 Zone be given first and second reading and be forwarded to Public Hearing; that Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7763-2021 to establish parking requirements for the new CD-2-20 zone be given first and second reading; and that Maple Ridge Zone Amending Bylaw No. 7627-2020 to rezone from RS-1 (Single Detached Residential) to CD-2-20 (Comprehensive Development) to permit the construction of a six-storey, mixed use building be given second reading as amended and be forwarded to Public Hearing

1103 2021-198-RZ, Termination and Replacement of Land Use Contracts

Staff report dated June 15, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7708-2021 for property located at 11670/90 243 Street, Maple Ridge Zone Amending Bylaw No. 7741-2021 for property located at 12170 222 Street; Maple Ridge Zone Amending Bylaw No. 7742-2021 for property located at 22509 Royal Crescent and 11760 225 Street; Maple Ridge Zone Amending Bylaw No. 7743-2021 for property located at 11742 225 Street; Maple Ridge Zone Amending Bylaw No. 7744-2021 for the creation of Zone CD-1-21; Maple Ridge Zone Amending Bylaw No. 7745-2021 for property located at 12128 222 Street; Maple Ridge Zone Amending Bylaw No. 7746-2021 for property located at 12184-12190 224 Street; and Maple Ridge Zone Amending Bylaw No. 7751-2021 for property located North/East of 12184-12190 224 Street to start the early termination process for land use contracts and rezoning be given first and second reading and be forwarded to Public Hearing.

1104 2019-393-RZ, 20786 River Road, RS-1 to RT-2

Staff report dated June 15, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7614-2020 to rezone from RS-1 (Single Detached Residential) to RT-2 (Ground-Oriented Residential Infill) to permit future construction of eight dwelling units in the form of Courtyard Housing be given second reading as amended and be forwarded to Public Hearing.

1105 2020-363-DVP/DP, 11280 Pazarena Place

Staff report dated June 15, 2021 recommending that the Corporate Officer be authorized to sign and seal 2020-363-DVP to reduce setbacks and projecting features along the sides of some units and to allow minor increases to retaining wall heights and that the Corporate Officer be authorized to sign and seal 2020-363-DP to permit a 147 unit townhouse complex.

1106 Maple Ridge Taxi Regulation Bylaw No. 6409-2006

Staff report dated June 15, 2021 recommending that Maple Ridge Tax Regulation Bylaw No. 6409-2006 for licencing and regulating the owners and drivers of cabs in Maple Ridge be repealed in its entirety.

5. ENGINEERING SERVICES

1131 Final Maple Ridge–Pitt Meadows Area Transport Plan

Staff report dated June 15, 2021 recommending that TransLink’s Maple Ridge-Pitt Meadows Area Transport Plan be endorsed.

1132 Maple Ridge Soil Removal Amending Bylaw No. 7761-2021

Staff report dated June 15, 2021 recommending that Maple Ridge Soil Removal Amending Bylaw No. 7761-2021 to set out a maximum allowable rate of gravel extraction from a number of properties be given first, second and third reading.

6. CORPORATE SERVICES

1151 2020 Annual Report and 2020 Statement of Financial Information

Staff report dated June 15, 2021 recommending that the 2020 Annual Report be received as required by the Community Charter and that the 2020 Statement of Financial Information be approved as required by the Financial Information Act.

7. PARKS, RECREATION & CULTURE

1171 Award of Contract – RFP-PL21-16 Supply & Install of Synthetic Turf: Westview Sport Field

Staff report dated June 15, 2021 recommending that RFP-PL21-16 Supply & Install of Synthetic Turf: Westview Sport Field at Westview Secondary School be awarded to AstroTurf West Distributors Ltd., that the next Financial Plan bylaw amendment include a draw from the Turf Field Replacement Reserve to fund the replacement of the synthetic turf and that the Corporate Officer be authorized to execute the contract.

8. ADMINISTRATION

9. COMMUNITY FORUM

10. NOTICE OF CLOSED COUNCIL MEETING

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

Section 90(1)(c) Labour relations or employee negotiations.

Section 90(1)(e) The disposition of land if the council considers that disclosure might reasonably be expected to harm the interests of the municipality.

Section 90(1)(k) Negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

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

11. ADJOURNMENT

COMMUNITY FORUM

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

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

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

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

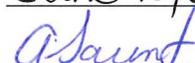
For detailed information on how to register for the meeting of interest, please refer to <https://www.mapleridge.ca/DocumentCenter/View/24663/Launch-Virtual-Meeting>

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

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

For more information contact:

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

APPROVED BY:			
DATE:	June 10, 2021		
PREPARED BY:		CHECKED BY:	
DATE:	June 10, 2021	DATE:	June 10/21

City of Maple Ridge

COMMITTEE OF THE WHOLE MEETING MINUTES

June 1, 2021

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

PRESENT

Elected Officials

Mayor M. Morden
Councillor J. Dueck
Councillor 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
C. Crabtree, General Manager Corporate Services
S. Hartman, General Manager Parks, Recreation & Culture
S. Nichols, Corporate Officer
D. Pollock, General Manager Engineering Services
T. Thompson, Director of Finance

Other Staff as Required

Y. Chui, Manager, Arts and Community Connections
C. Cowles, Manager, Community Social Safety Initiatives
C. Goddard, Director of Planning
M. Jones, Senior Manager, Police Services
A. Kopystynski, Planner 2
A. Durrani, Manager of Design & Construction
M. McMullen, Manager of Community Planning and Environmental Services
W. Mehat, Superintendent, Officer in Charge, Ridge Meadows RCMP Detachment
D. Pope, Director, Recreation & Community Engagement
A. Tieu, Planner
R. Tardiff, Planner

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

Note: Due to the COVID-19 pandemic, Councillor Dueck, Councillor Duncan, Councillor Meadus, Councillor Robson and Councillor Yousef chose to participate electronically. Councillor Svendsen chaired the meeting as Acting Mayor.

1. **CALL TO ORDER**

2. **ADOPTION OF MINUTES**

2.1 Minutes of the Committee of the Whole Meeting of May 18, 2021

It was moved and seconded

That the minutes of the May 18, 2021 Committee of the Whole Meeting be adopted.

CARRIED

3. **DELEGATIONS/STAFF PRESENTATIONS** – Nil

4. **PLANNING AND DEVELOPMENT SERVICES**

1101 2021-196-RZ, 12369 Garibaldi Street, RS-3 to RS-2

Staff report dated June 1, 2021 recommending that Maple Ridge Zone Amending Bylaw No. 7753-2021 to rezone from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential) to permit a future subdivision of three lots be given first reading and that the applicant provide further information as described on Schedule G of the Development Procedures Bylaw No. 5879-1999, along with the information required for a Subdivision application.

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

It was moved and seconded

That the staff report dated June 1, 2021 titled “First Reading, Zone Amending Bylaw No. 7753-2021, 12369 Garibaldi Street” be forwarded to the Council Meeting of June 8, 2021.

CARRIED

Councillor Duncan - OPPOSED

1102 2018-180-RZ, 22083 and 22057 Lougheed Highway and PID 005-293-910, RS-1 to RM-2

Staff report dated June 1, 2021 recommending that Maple Ridge Official Community Plan Amending Bylaw No. 7758-2021 to permit a site specific text amendment to increase the maximum height for apartments to six storeys for Major Corridor Residential development be given first and second reading and be forwarded to Public Hearing and that Maple Ridge Zone Amending Bylaw No. 7481-2018 to rezone from RS-1 (Single Detached Residential) to RM-2 (Medium

Density Apartment Residential) to permit a development of a six storey apartment building with approximately 106 strata units and underground parking be given second reading as amended and be forwarded to Public Hearing.

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

Note: Councillor Duncan left the meeting at 1:52 p.m.

It was moved and seconded

That the staff report dated June 1, 2021 titled "Official Community Plan Amending Bylaw No. 7758-2021; Second Reading, Zone Amending Bylaw No. 7 481-2018; 22083 and 22057 Loughed Highway and PID 005-293-910" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

Councillor Duncan was absent for the vote.

1103 2017-573-DVP/DP, 11575, 11587 223 Street and 22300 River Road

Staff report dated June 1, 2021 recommending that the Corporate Officer be authorized to sign and seal 2017-573-DVP to reduce the minimum setback to the building face, to reduce maximum projection of a balcony from the building face in specified areas, to reduce minimum setback for off-street parking in an underground structure and to increase the maximum permitted percentage of small car stalls and that the Corporate Officer be authorized to sign and seal 2017-573-DP to permit construction of a 36 unit apartment development.

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

Note: Councillor Duncan returned to the meeting at 2:02 p.m.

Amir Farbehi, Project Architect provided clarification on the historic character of the exterior of the building and on balcony setbacks.

It was moved and seconded

That the staff report dated June 1, 2021 titled "Development Variance Permit and Development Permit, 11575, 11587 223 Street and 22300 River Road" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

1104 2020-200-DP, 20170 115A Avenue

Staff report dated June 1, 2021 recommending that the Corporate Officer be authorized to sign and seal 2020-200-DP to permit construction of an industrial building.

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

It was moved and seconded

That the staff report dated June 1, 2021 titled "Development Permit, 20170 115A Avenue" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

5. ENGINEERING SERVICES

1131 Award of Contract ITT-EN21-35: 216 Street Watermain and Sanitary Sewer Replacement (124 Avenue to 128 Avenue)

Staff report dated June 1, 2021 recommending that Contract ITT-EN21-35: 216 Street Watermain and Sanitary Sewer Replacement (124 Avenue to 128 Avenue), be awarded to Richco Contracting Ltd., that a project contingency be approved to address potential variations in field conditions, that the existing ISL Engineering and Land Services Ltd. contract for Engineering Design Services for 216 Street Watermain and Sanitary Replacement (124 Avenue to 128 Avenue) be increased, that the Financial Plan be amended to increase the project funding from the Water Revenue Fund and Sewer Revenue Fund and that the Corporate Officer be authorized to execute the contract.

A. Durrani, Manager of Design & Construction provided a summary of the item and staff answered Council questions.

It was moved and seconded

That the staff report dated June 1, 2021 titled "Award of Contract ITT-EN21-35: 216 Street Watermain and Sanitary Sewer Replacement (124 Avenue to 128 Avenue)" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

6. CORPORATE SERVICES

1151 Integrated Safety Ambassador Team (ISAT)

Staff report dated June 1, 2021 recommending that the Integrated Safety Ambassador Team Initiative be endorsed.

The General Manager Corporate Services introduced the item.

W. Mehat, Superintendent, Officer in Charge, Ridge Meadows RCMP Detachment, B. Berkner, Crime Prevention Unit Coordinator and C. Cowles, Manager, Community Social Safety Initiatives provided a presentation and answered Council questions.

It was moved and seconded

That the staff report dated June 1, 2021 titled "Integrated Safety Ambassador Team (ISAT)" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

7. PARKS, RECREATION & CULTURE

1171 Maple Ridge Pitt Meadows Arts Council Operating and Lease Agreements for ACT Arts Centre – Renewal Discussion

Staff report dated June 1, 2021 recommending that the Maple Ridge Pitt Meadows Arts Council Society's Operating and Lease Agreements dated January 1, 2021 be approved for a three year term with an option to renew for an additional three years and that the Corporate Officer be authorized to execute the agreement.

S. Hartman, General Manager Parks, Recreation & Culture provided a brief history on the item. He advised on an expedited reopening in the first quarter of 2022.

It was moved and seconded

That the staff report dated June 1, 2021 titled "Maple Ridge Pitt Meadows Arts Council Operating and Lease Agreements for ACT Arts Centre - Renewal Discussion" be forwarded to the Council Meeting of June 8, 2021.

CARRIED

8. ADMINISTRATION – Nil

9. COMMUNITY FORUM

Natali Leduc

Ms. Leduc asked if the Arts Council, under the new agreement, will legally be allowed to eliminate curatorial staff positions should they need to cut expenses.

S. Hartman, General Manager Parks, Recreation & Culture advised that under the new agreement, the Arts Council will not be able to eliminate curatorial positions.

10. NOTICE OF CLOSED COUNCIL MEETING

It was moved and seconded

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

Section 90(1)(c) Labour relations or employee negotiations.

Section 90(1)(g) Litigation or potential litigation affecting the municipality.

Section 90(1)(j) Information that is prohibited or information that if it were presented in a document would be prohibited from disclosure under Section 21 of the Freedom of Information and Protection of Privacy Act.

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

CARRIED

11. ADJOURNMENT – 3:35 p.m.

R. Svendsen, Chair
Presiding Member of the Committee

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First Reading**
Zone Amending Bylaw No. 7718-2021
20886 River Road

MEETING DATE: June 15, 2021
FILE NO: 2021-107-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 20886 River Road, from RS-1 (Single Detached Residential) to R-1 (Single Detached (Low Density) Urban Residential) and RT-1 (Two-Unit Urban Residential), to permit the future subdivision of approximately eight single-family lots and one duplex lot. The subject property is located within 300m of the crest of the Fraser River Escarpment Area, therefore additional building and engineering considerations will apply, as discussed in the report.

Pursuant to Council Policy 6.31, this application is subject to the Community Amenity Contribution charge of approximately \$45,900.00 (9 x \$5,100 per single-family lot). Note that one unit of the duplex lot is exempt from paying the Community Amenity Contribution charge.

To proceed further with this application additional information is required as outlined below.

RECOMMENDATIONS:

1. That Zone Amending Bylaw No. 7718-2021 be given first reading; and
2. That the applicant provide further information as described on Schedules B of the *Development Procedures Bylaw No. 5879-1999*, along with the information required for a Subdivision application.

DISCUSSION:

a) **Background Context:**

Applicant:	D. Bowins
Legal Description:	Lot 8 Except: Part Subdivided by Plan 40699, District Lot 277, Group 1, New Westminster District Plan 19225
OCP:	
Existing:	Urban Residential
Proposed:	Urban Residential
Within Urban Area Boundary:	Yes
Area Plan:	No
OCP Major Corridor:	Yes

Zoning:
Existing: RS-1 (Single Detached Residential)
Proposed: R-1 (Single Detached (Low Density) Urban Residential) and RT-1 (Two-Unit Urban Residential)

Surrounding Uses:
North: Use: Single Family Residential
Zone: RS-1 (Single Detached Residential)
Designation: Urban Residential
South: Use: Maple Ridge Golf Course
Zone: P-6 (Civic)
Designation: Parks and Open Space
East: Use: Single Family Residential
Zone: RS-1 (Single Detached Residential)
Designation: Urban Residential
West: Use: Maple Ridge Elementary
Zone: P-1 (Park and School)
Designation: Institutional

Existing Use of Property: Vacant
Proposed Use of Property: Single Family Residential and a Duplex
Site Area: 0.55 ha (1.4 acres)
Access: River Road and 209 Street
Servicing requirement: Urban Standard

b) Project Description:

The subject property, located at 20886 River Road, is a long property running from River Road to the north, down to Golf Lane to the south. The subject property is relatively flat, with some trees located on the southern portion of the property (see Appendices A and B).

The applicant is proposing to rezone the southern portion into eight R-1 (Single Detached (Low Density) Urban Residential) zoned single-family lots and one RT-1 (Two Unit Urban Residential) zoned duplex lot on the northern portion, fronting River Road.

At this time, the current application has been assessed to determine its compliance with the Official Community Plan (OCP) and provide a land use assessment only. Detailed review and comments will need to be made once full application packages have been received. A more detailed analysis and further reports will be required prior to second reading. Such assessment may impact proposed lot boundaries and yields, OCP designations and Bylaw particulars, and may require application for further development permits.

c) Planning Analysis:

Official Community Plan:

The development site is located within the Urban Area Boundary and is currently designated *Urban Residential – Major Corridor*. This land use designation is intended for ground oriented housing forms such as single detached dwellings, garden suites, duplexes, triplexes, fourplexes, courtyard residential developments, townhouses, apartments, or small lot intensive. The proposed zones are

in compliance with the land use designation and an OCP amendment is not required for this application.

Zoning Bylaw:

The current application proposes to rezone the subject property from RS-1 (Single Detached Residential) to R-1 (Single Detached (Low Density) Urban Residential) and RT-1 (Two-Unit Urban Residential) (see Appendix C) to permit the future subdivision of approximately eight single-family lots and one duplex lot (see Appendix D). Any variations from the requirements of the proposed zone will require a Development Variance Permit application.

Development Permits:

No Development Permits are required to accompany this application; however, a restrictive covenant for form and character for the duplex will be a condition of final reading.

The subject property is located within 300m of the crest of the Fraser River Escarpment Area. Council policies 6.23 and 6.24 have been established relating to building construction within the area bounded by 207 Street to the west, 124 Avenue to the north, 224 Street to the east and the top of crest of the Fraser River Escarpment along the south. When a property is located within the Fraser River Escarpment Area, additional construction and engineering requirements and covenants may apply. The purpose of these policies is to set out conditions under which subdivision of, or building on land can be considered within the escarpment area without compromising the stability of the escarpment, and to have control of surficial and groundwater discharge in the area. As part of this rezoning, connections to the existing storm sewer will be required. A Geotechnical Report that will be peer-reviewed will also be required.

Advisory Design Panel:

As the proposed development is for single-family development, including a duplex, a Form and Character Development Permit is not required and the Advisory Design Panel does not need to review the project.

Development Information Meeting:

A Development Information Meeting is required for this application. Prior to second reading, the applicant is required to host a Development Information Meeting in accordance with Council Policy 6.20.

d) Interdepartmental Implications:

In order to advance the current application, after first reading, comments and input will be sought from the various internal departments and external agencies listed below:

- a) Engineering Department;
- b) Operations Department;
- c) Fire Department;
- d) Building Department
- e) Parks, Recreation and Culture Department;
- f) School District;
- g) Ministry of Transportation and Infrastructure; and
- h) Canada Post.

The above list is intended to be indicative only and it may become necessary, as the application progresses, to liaise with agencies and/or departments not listed above.

This application has not been forwarded to the Engineering Department for comments at this time; therefore, an evaluation of servicing and site access requirements have not been undertaken. We anticipate that this evaluation will take place between first and second reading.

e) Development Applications:

In order for this application to proceed, the following information must be provided, as required by *Development Procedures Bylaw No. 5879-1999*, as amended:

1. A complete Rezoning Application (Schedule B); and
2. A Subdivision Application.

The above list is intended to be indicative only, other applications may be necessary as the assessment of the proposal progresses.

CONCLUSION:

The development proposal is in compliance with the OCP, therefore, it is recommended that Council grant first reading subject to additional information being provided and assessed prior to second reading.

The proposed layout has not been reviewed in relation to the relevant bylaws and regulations governing subdivision applications. Any subdivision layout provided is strictly preliminary and must be approved by the Approving Officer.

"Original signed by Michelle Baski"

Prepared by: **Michelle Baski, ASCT, MA**
Planner

"Original signed by Chuck Goddard"

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

"Original signed by Christine Carter"

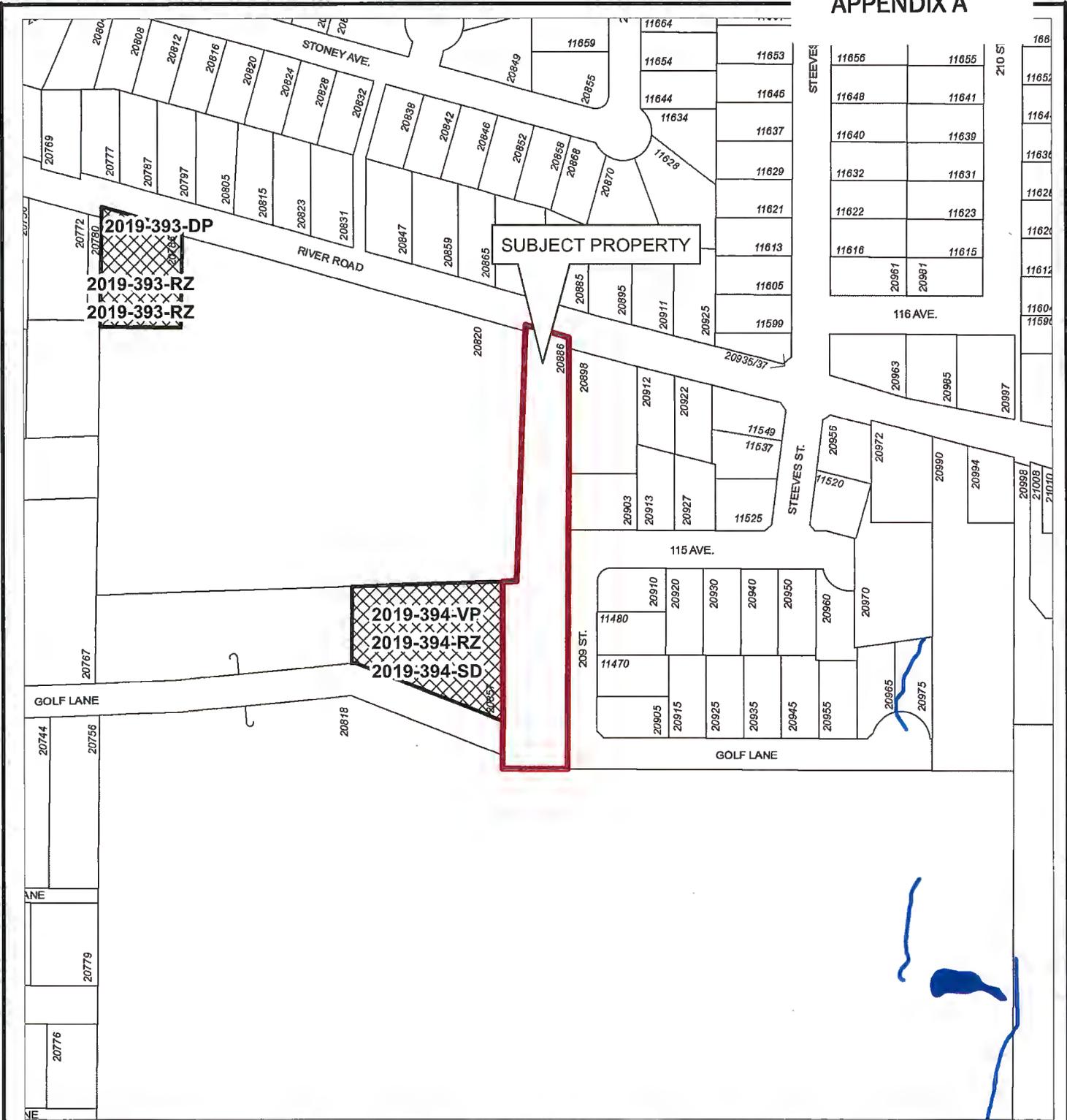
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

"Original signed by Al Horsman"

Concurrence: **Al Horsman**
Chief Administrative Officer

The following appendices are attached hereto:
Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – Zone Amending Bylaw No. 7718-2021
Appendix D – Proposed Subdivision Plan

APPENDIX A



Legend

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

Scale: 1:2,500

20886 RIVER RD
PID: 010-487-379

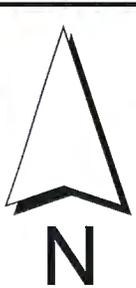
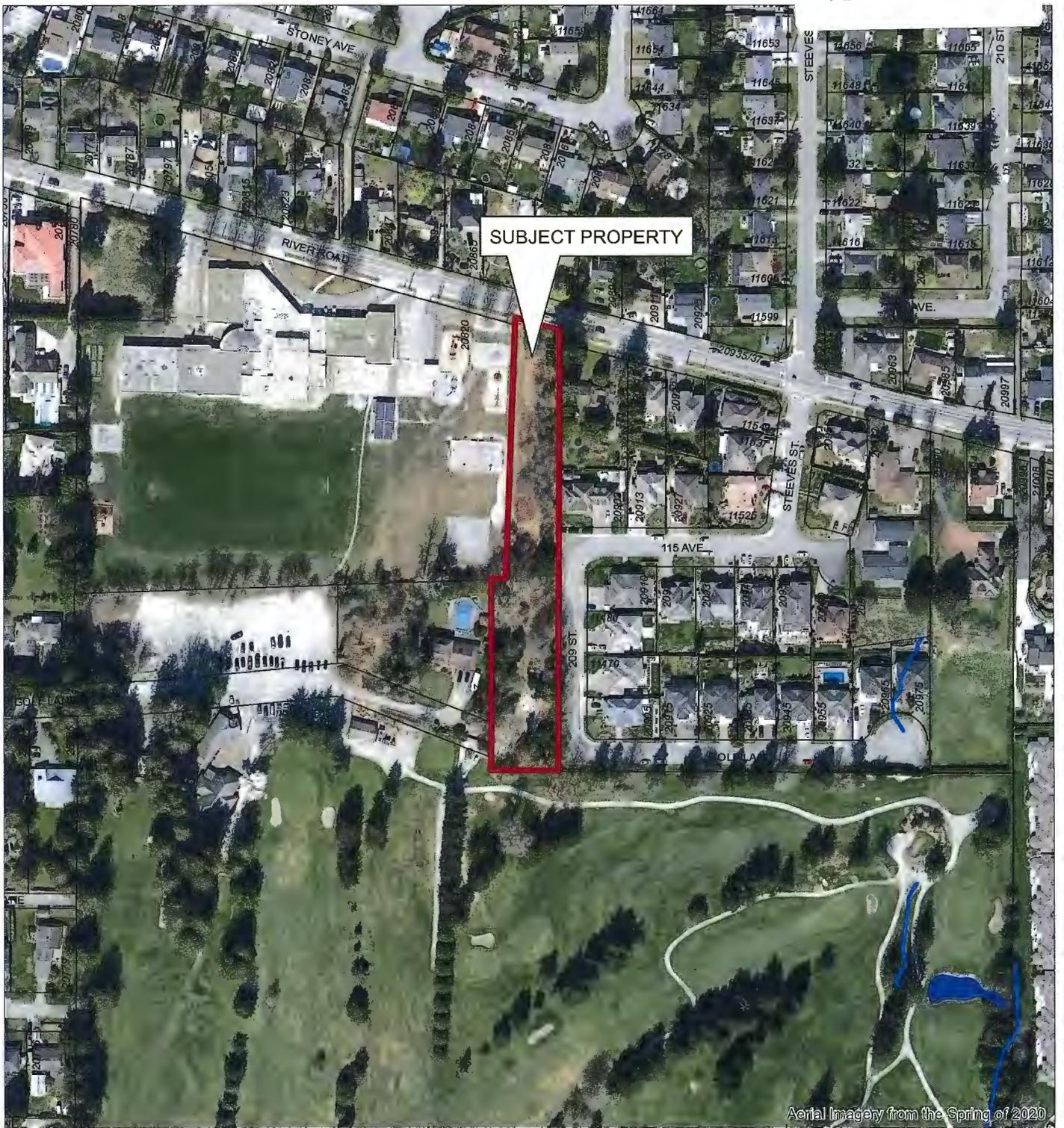
PLANNING DEPARTMENT



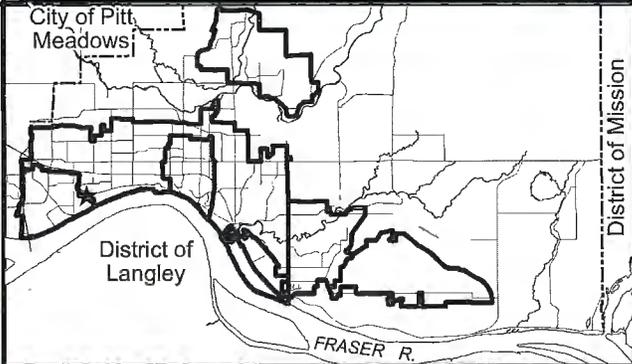
mapleridge.ca

FILE: 2021-107-RZ/SD
DATE: Feb 24, 2021

BY: AY



Scale: 1:2,500



2086 RIVER RD
 PID: 010-487-379

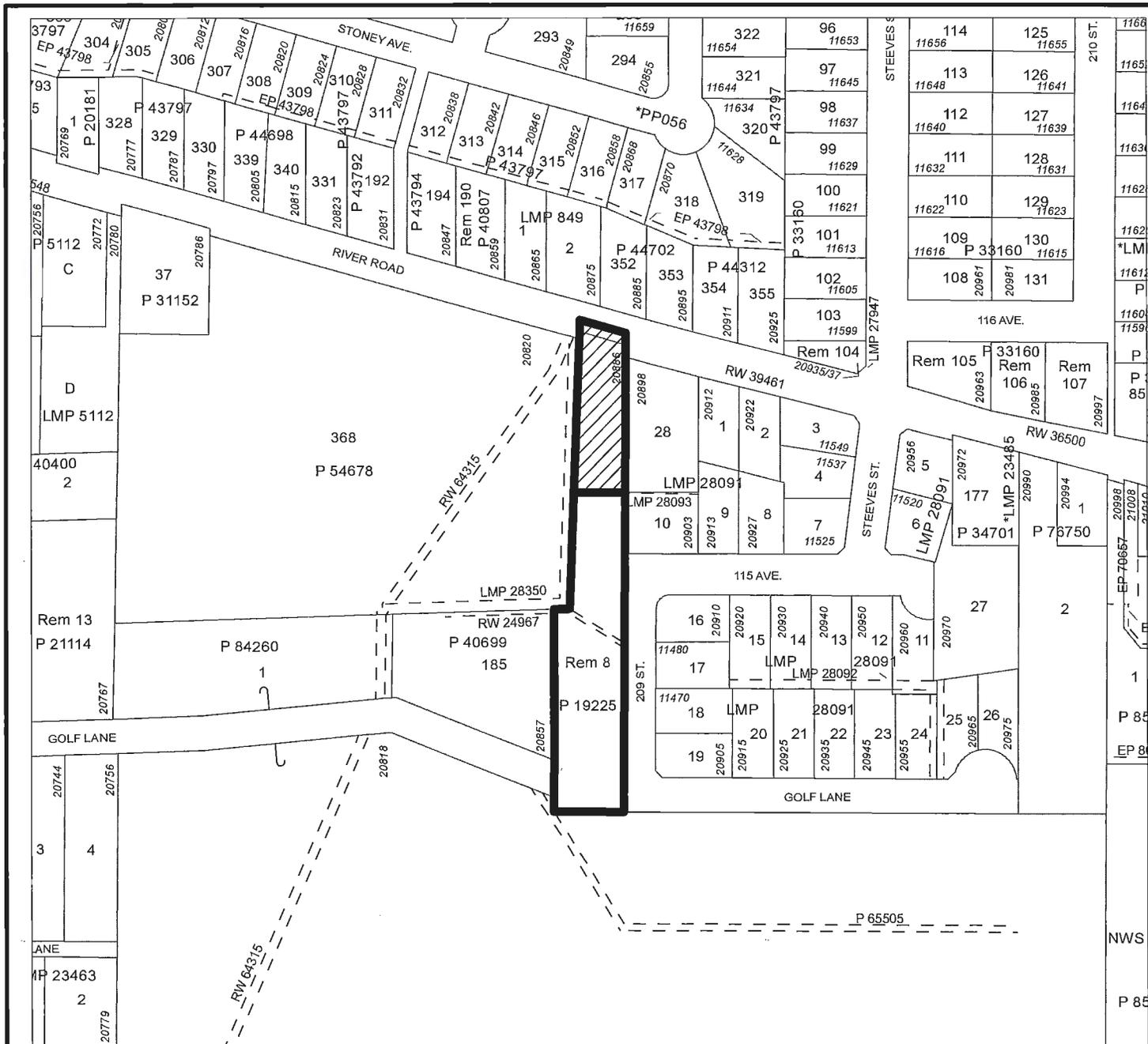
PLANNING DEPARTMENT



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FILE: 2021-107-RZ/SD
 DATE: Feb 24, 2021

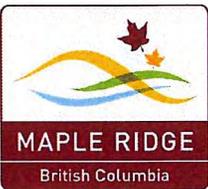
BY: AY



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7718-2021
 Map No. 1873
 From: RS-1 (Single Detached Residential)

To:  R-1 (Single Detached (Low Density) Urban Residential)
 RT-1 (Two-Unit Urban Residential)



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **First and Second Reading**
Official Community Plan Amending Bylaw No. 7759-2021;
First and Second Reading
Zone Amending Bylaw No. 7760-2021;
First and Second Reading
Off-Street Parking and Loading Bylaw Amending Bylaw No. 7763-2021;
Second Reading
Zone Amending Bylaw No. 7627-2020;
22904, 22910 and 22922 Dewdney Trunk Road

MEETING DATE: June 15, 2021
FILE NO: 2019-392-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject properties located at 22904, 22910 and 22922 Dewdney Trunk Road from RS-1 (Single Detached Residential) to CD-2-20 (Comprehensive Development), to permit the construction of a six-storey, mixed-use building with 127 units of apartment housing and approximately 180 m² of commercial space in two units on the ground floor. Council granted first reading to Zone Amending Bylaw No. 7627-2020 on March 31, 2020. This is being accompanied by Zone Amending Bylaw No. 7760-2021 to amend the Zoning Bylaw text to create the CD-2-20 Zone. Off-Street Parking and Loading Bylaw Amending Bylaw No. 7763-2021 is also being brought forward in order to establish a parking requirement for the new CD-2-20 Zone.

This application requires an amendment to the Official Community Plan (OCP) to re-designate the land use from Urban Residential to Commercial, and is being accompanied by Official Community Plan Amending Bylaw No. 7759-2021.

Pursuant to Council policy, this application is subject to the Community Amenity Contribution Program at a rate of (\$3,100.00 per apartment dwelling unit), for an estimated amount of \$393,700.00.

The applicant is proposing an increase in base density from 1.8 floor space ratio (FSR) to 2.6 FSR, which can be achieved through a cash contribution, typically applied in existing zones and contained in the proposed CD-2-20 Zone at \$161.46 per m² (\$15.00 per ft²). The cash contribution, which equates to 2,447.0 m² (26,339.0 ft²) of added floor area, would be approximately \$395,093.00. This proposed Amenity Contribution also aligns with Official Community Plan Policy 2-9, enabling Council the discretion to consider such an amenity contribution.

RECOMMENDATIONS:

- 1) That, in accordance with Section 475 of the *Local Government Act*, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7759-2021 on the municipal website and requiring that the applicant host a Virtual

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

- 2) That Official Community Plan Amending Bylaw No. 7759-2021 be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
- 3) That it be confirmed that Official Community Plan Amending Bylaw No. 7759-2021 is consistent with the Capital Expenditure Plan and Waste Management Plan;
- 4) That Official Community Plan Amending Bylaw No. 7759-2021 be given first and second readings and be forwarded to Public Hearing;
- 5) That Zone Amending Bylaw No. 7760-2021 be given first and second reading, and be forwarded to Public Hearing;
- 6) That Off-Street Parking and Loading Amending Bylaw No. 7763-2021 be given first and second reading;
- 7) That Zone Amending Bylaw No. 7627-2020 be given second reading as amended, and be forwarded to Public Hearing; and
- 8) That the following terms and conditions be met prior to final reading:
 - i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Amendment to Official Community Plan Schedule "B";
 - iii) Road dedication for the lane as required;
 - iv) Consolidation of the subject properties;
 - v) Removal of the existing buildings;
 - vi) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject property(ies) for the proposed development;
 - vii) Registration of a Statutory Right-of-Way plan and agreement for lane access over 22882 Dewdney Trunk Road;
 - viii) Registration of a Restrictive Covenant for protecting the Visitor Parking;
 - ix) Registration of a Restrictive Covenant for Stormwater Management including maintenance requirements;
 - x) In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject properties. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site;
 - xi) That a voluntary contribution, in the amount of \$ 393,700.00 (\$3,100.00/unit) be provided in keeping with the Council Policy with regard to Community Amenity Contributions;

- xii) That a voluntary contribution, in the amount of \$395,093.00.00 based on rate of \$161.46 per square metre (\$15.00 per square foot) for the additional density being sought in accordance with the proposed CD-2-20 zone in Zoning Bylaw No. 7600-2019; and
- xiii) That voluntary payment of \$16,000 be received in accordance with Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 - 1990 as cash-in-lieu for two (2) off street parking spaces provided for residential use respecting the properties located at 22904, 22910 and 22922 Dewdney Trunk Road.

DISCUSSION:

1) Background Context:

Applicant: Billard Architecture Inc.

Legal Descriptions: Lot 220 Section 17 Township 12 New Westminster District Plan 57165; Lot 229 Section 17 Township 12 New Westminster District Plan 58011; and Parcel "One" (Explanatory Plan 13671) Except: Part Road on Plan 80199; of Parcel "A" (Reference Plan 13362) Lot 3 Section 17 Township 12 New Westminster District Plan 13178

OCP:
 Existing: Urban Residential
 Proposed: Commercial

Within Urban Area Boundary: Yes
 OCP Major Corridor: Yes

Zoning:
 Existing: RS-1 (Single Detached Residential)
 Proposed: CD-2-00 (Comprehensive Development)

Surrounding Uses:

North:	Use:	Commercial
	Zone:	C-2 (Community Commercial) and CS-1 (Service Commercial)
	Designation:	Commercial
South:	Use:	Single Family Residential
	Zone:	RS-1 (Single Detached Residential)
	Designation:	Urban Residential
East:	Use:	Single Family Residential
	Zone:	RS-1 (Single Detached Residential)
	Designation:	Urban Residential
West:	Use:	Commercial, Service Station
	Zone:	CS-1 (Service Commercial)
	Designation:	Commercial

Existing Use of Property: Vacant
 Proposed Use of Property: Commercial and Apartment
 Site Area: 0.33 ha (0.8 acres)
 Access: Rear Lane
 Servicing requirement: Urban Standard
 Companion Applications: 2019-392-DP/DVP

2) Background:

The subject properties, located at 22904, 22910 and 22922 Dewdney Trunk Road (see Appendices A and B), are located south of Dewdney Trunk Road, east of Burnett Street and west of 230 Street. The subject properties are located outside of the Town Centre Area Plan. Consolidation of the subject properties will be a condition of final reading, which will have a combined area of approximately 0.33 ha (0.8 acres). All three lots are currently vacant, relatively flat, and have a combination of grasses, shrubs and trees located throughout each property.

This application was deferred at the February 11, 2020 Council meeting. The deferred application was proposing a 119 unit, five-storey apartment building with a proposed floor area of 7,246m² (78,002 ft²) and a floor space ratio (FSR) of 2.37. Council had suggested the applicant consider the addition of commercial at this location, as part of the subject development. Council had also suggested an increase in height to six storeys, which the applicant was willing to explore. Discussions with the applicant has resulted in two commercial units being included on the ground floor of this development, as well as a sixth floor with residential dwelling units being added to the building.

3) Project Description:

This application is for a 127 unit, six-storey apartment building with a proposed floor area of 7,986m² (78,002 ft²) and a floor space ratio (FSR) of 2.6. The allowable base FSR in the proposed CD-2-20 (Comprehensive Development) zone is 1.8, which is based on the RM-2 (Medium Density Apartment Residential) zone, on which the application was made. The applicant will exceed the allowable base FSR; therefore, the density bonus provisions will apply.

The applicant intends to bridge the current mid-century style of the adjacent single family homes with an apartment building design that will use modern materials and other forms inspired by new residential development within the community. The building is proposed to be stepped back at the third storey, along the southern elevation, providing both natural light for the outdoor courtyard space and to limit the impact on those adjacent single family lots to the south. The proposed building will contain a mix of studio, one, two and three bedroom units. Residential parking will be located in two underground parking levels and accessed via a rear lane loading from Burnett Street.

The proposed building will feature two (2) indoor amenity areas on the southern portion of the ground floor of the building. A prominent ground floor courtyard space will provide for an outdoor amenity area that is planned to be programmed as a children's play area and will feature natural surveillance from the interior units that face the courtyard space.

The landscape plan provides for a variety of trees, including Japanese maples, Serbian spruce, robin hill serviceberry and purple spire crabapple. These trees are accompanied by a large variety of shrubs that are generously spread throughout the ground floor of the development, providing for ample amounts of privacy for ground floor units. The rooftop amenity area is well programmed with a variety of seating areas, including a social seating area for larger gatherings of residents and backless benches that can accommodate smaller groups of residents.

4) Planning Analysis:

i) Official Community Plan:

The subject properties are located along Dewdney Trunk Road, where the OCP currently designates the subject properties *Urban Residential*, and development of the properties are subject to the *Major Corridor* infill policies of the OCP. The *Major Corridor* policies identify the various types of housing forms which are encouraged along major road corridors including apartments such as those being proposed. These policies also require that development be compatible with the surrounding neighbourhood, with particular attention given to site design, setbacks, and lot configuration with the existing pattern of development in the area.

An OCP amendment is required to re-designate the subject properties from *Urban Residential* to *Commercial* based on the addition of commercial units to the proposed building. This brings the commercially designated land east from the existing Husky Gas Station, located on the corner of Burnett Street and Dewdney Trunk Road, to include the subject properties (see Appendix B).

The redesignation of the subject land would reflect the existing General Commercial area identified in OCP Policy 6-23 on the north side of Dewdney Trunk Road to the subject site directly on the south side of Dewdney Trunk Road. This proposed development helps to support OCP Policy 6-25 by providing centres that accommodate the automobile, pedestrian and transit services and will integrate into the emerging character of the area.

ii) Zoning Bylaw:

The applicant had initially proposed to rezone the three subject properties from RS-1 (One Family Urban Residential) to RM-2 (Medium Density Apartment Residential) to allow for a five-storey building with approximately 119 units. This proposal included a mix of studio, one, two and three bedroom units. Council initially deferred the application and subsequently suggested, at the time of first reading, that the applicant consider the addition of commercial at this location, as well as the additional of a sixth floor to the building. As a result of these suggestions the applicant has updated their plan to include a six (6) storey building with two (2) commercial units on the ground floor.

The addition of commercial at this location, outside of the Town Centre, has necessitated a rezoning to a CD (Comprehensive Development) zone. The applicant is proposing to rezone the subject properties to a CD-2-20, which is being based on the RM-2 (Medium Density Apartment Residential) Zone, allowing a number of comparable commercial uses from the C-3 (Town Centre Commercial) zone. A comparison of the density, lot coverage, setbacks, building height, parking and permitted uses in the proposed CD-2-20 zone are provided in the following table:

Zone	RM-2 Zone	Proposed CD Zone
FSR	1.8 up to 2.5 with density bonus	1.8 up to 2.6 with density bonus
Lot Coverage	N/A	N/A
Setbacks	7.5 metres from all lot lines	Front – 4.5 metres Side – 6.1 metres Rear – 3.0 metres
Height	11 metres or 4 storeys outside of the Town Centre	22 metres or 6 storeys
Principal Permitted Uses	Apartment Residential	Apartment Residential, Assembly, Business Services, Cannabis Retail, Civic, Convenience Store, Financial Services, Indoor Commercial Recreation, Licensed Retail Store, Light Industrial (limited to Microbrewery), Liquor Primary Establishment, Media Production Studio, Personal Repair Services, Personal Services, Place of Worship, Private Hospital, Professional Services, Public Market, Restaurant, Retail (excluding Highway Retail) and Tourist Accommodation.
Parking	1.7 spaces per unit (including visitor)	1.2 spaces per unit (including visitor) *** This is the same rate as the C-3 and other mixed-use zones

The applicant is proposing an increase in base density from 1.8 floor space ratio (FSR) to 2.6 FSR, which can be achieved through cash contribution, at \$161.46 per m² (\$15.00 per ft²). The cash contribution, which equates to 2447.0 m² (26,339.0 ft²) of added floor area, would be approximately \$395,093.00. This proposed Amenity Contribution aligns with Official Community Plan Policy 2-9 in the OCP, as follows:

2-9 *Community Amenity Contribution and density bonuses may also be considered at Council's discretion for all Official Community Plan and Zoning Bylaw amending applications that are seeking a higher density than is envisioned in Schedule "A" and/or Schedule "B", to help provide a variety of amenities and facilities throughout the municipality.*

iii) Housing Action Plan:

City's Housing Action Plan (HAP) was endorsed by Council in 2014. It seeks to increase access to "safe, affordable, and appropriate housing that meets the diverse and changing needs of the community". The HAP also speaks of the need to provide a range of non-market, affordable and special needs housing. This was reaffirmed with the endorsement of the Housing Action Plan Implementation Framework in September, 2015.

The subject application does provide a mix of unit sizes to help in achieving housing diversity. This includes the following breakdown:

- 31 studio suites (24.41%)
- 51 one bedroom suites (40.16%);
- 26 two bedroom suites (20.47%); and
- 19 three bedroom suites (14.96%).

iv) Off-Street Parking And Loading Bylaw:

The proposed CD-2-20 Zone will have a similar parking requirement as other mixed-use zones, such as the C-3 (Town Centre Commercial) and C-2 (Community Commercial) Zones. The CD-2-20 Zone will require 1.0 concealed space per dwelling unit, plus 0.2 concealed spaces per dwelling unit designated for visitors. Commercial uses, such as retail or personal service uses, will need to provide 1 space per 30 m² gross floor area, the same as in the C-3 and C-2 Zones.

The following parking is being provided:

- The Off-Street Parking and Loading Bylaw requires 159 spaces; however, 157 parking spaces are being provided, seeking a reduction of two (2) parking spaces;
- 11 of the parking spaces are at grade, while 146 are located in two levels of underground parking;
- Four (4) of the spaces underground are in a tandem configuration;
- Three (3) of the above spaces are to be designed as accessible parking spaces. This has been provided in accordance with the bylaw;
- A total of twenty-nine (29) of the required parking spaces are designed to be small car spaces, which exceeds the 10% restriction in the Bylaw and will require a variance; and
- Thirty-one (31) long-term bicycle spaces and three (3) short term spaces.

With respect to the reduction of two (2) parking spaces, a variance is not required. Instead the applicant has elected to make a \$8,000.00 per space payment-in-lieu in accordance with the Off-Street Parking and Loading Bylaw. On this basis, the total payment for two (2) spaces totals \$16,000.00. The applicant is also proposing twenty-nine (29) small car spaces, which amounts to 18.5% of all spaces which will require a variance. The reduction of two (2) parking spaces is permitted by the Bylaw because:

- The cash-in lieu payment will contribute to a future municipal parking facility; and
- The site is located adjacent to the Town Centre Area, where residents can walk or cycle to stores, offices and recreation, and transit services already exist along the Dewdney Trunk Road within convenient walking distance.

The project will also comply with the electric vehicle charging requirements by having roughed-in infrastructure capable of providing Level 2 charging outlets for each residential parking space, and one Level 2 outlet each for every two (2) of the visitor parking spaces (i.e. at least 50%).

v) **Proposed Variances:**

A Development Variance Permit application has been received for this project and involves the following relaxations:

- *To permit up to 20% of all parking spaces to be small car or compact spaces.*

The requested relatively small variance will be the subject of a future Council report and represents an increase in thirteen (13) small car spaces from the 10% permitted in the Bylaw.

vi) **Development Permits:**

Pursuant to Section 8.5 of the OCP, a Commercial Development Permit application is required to address the current proposal's compatibility with adjacent development, and to enhance the unique character of the community. Accordingly, prior to final zoning approval, the Development Permit must be reviewed and approved. An application for the Development Permit has been received. Adherence of this project to the guidelines will be the subject of a future report to Council and a security will be taken as a condition of the issuance of the Development Permit to ensure that the Development Permit Area guidelines are met.

vii) **Advisory Design Panel:**

The Advisory Design Panel (ADP) reviewed the form and character of the proposed development and the landscaping plans at a meeting held on May 12, 2021 (see Appendices G, H and I).

The ADP concerns have been addressed and are reflected in the current plans. A summary of the resolutions and how the developer addressed the resolutions has been provided (see Appendix J). A detailed description of how these items were incorporated into the design will be included in a future development permit report to Council.

viii) **Development Information Meeting:**

Due to the COVID-19 pandemic, it was not possible for the developer to host an in-person Development Information Meeting. In lieu of Development Information Meetings, an interim process has been established to allow for a ten day Public Comment Opportunity. The notification requirements are the same as for the Development Information Meeting and include a mail-out, newspaper advertisements, and notice on the development signs that provides the contact information for the developer and the Public Comment period.

The Public Comment Opportunity was held between May 18 and May 28 2021. The developer received correspondence from one resident. A summary of the Public Comment Opportunity is attached to this report as Appendix K.

5) Interdepartmental Implications:

i) Engineering Department:

The Engineering Department has identified the following improvements for this development to proceed:

- The rear lane will need to be constructed, complete with road drainage, to meet lane standard.
- Street trees are required along Dewdney Trunk Road.
- A Statutory Right-of-Way will be required with the site to the west (Husky Site) to facilitate access to the rear lane.

ii) Building Department

The Building Department has reviewed the development application and has provided comments related to Building Code requirements which have been forwarded to the developer. These comments will be reviewed again at the Building Permit stage.

6) School District No. 42 Comments:

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

"The proposed application would affect the student population for the catchment areas currently served by Golden Ears Elementary and Thomas Haney Secondary School.

Golden Ears Elementary has an operating capacity of 517 students. For the 2019-20 school year the student enrolment at Golden Ears Elementary is 529 students (102% utilization) including 161 students from out of catchment.

Thomas Haney Secondary school has an operating capacity of 1200 students. For the 2019-20 school year the student enrollment at Thomas Haney Secondary School is 1156 students (96% utilization) including 650 students from out of catchment."

7) Intergovernmental Issues:

i) Local Government Act:

An amendment to the OCP requires the local government to consult with any affected parties and to adopt related bylaws in compliance with the procedures outlined in Section 477 of the *Local Government Act*. The amendment required for this application, OCP Amending Bylaw No. 7759-2021, is considered to be minor in nature. It has been determined that no additional consultation beyond existing procedures is required, including referrals to the Board of the Regional District, the Council of an adjacent municipality, First Nations, the School District or agencies of the Federal and Provincial Governments.

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

CONCLUSION:

It is recommended that first and second reading be given to OCP Amending Bylaw No 7759-2021, Zoning Text Amendment Bylaw No. 7760-2021, Off-Street Parking and Loading Amending Bylaw No. 7763-2021 and that second reading be given to Zone Amending Bylaw No. 7627-2020, and that application 2019-392-RZ be forwarded to Public Hearing.

“Original signed by René Tardif”

Prepared by: **Rene Tardif, BA, M.PL
Planner 1**

“Original signed by Chuck Goddard”

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

“Original signed by Christine Carter”

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

“Original signed by Al Horsman”

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

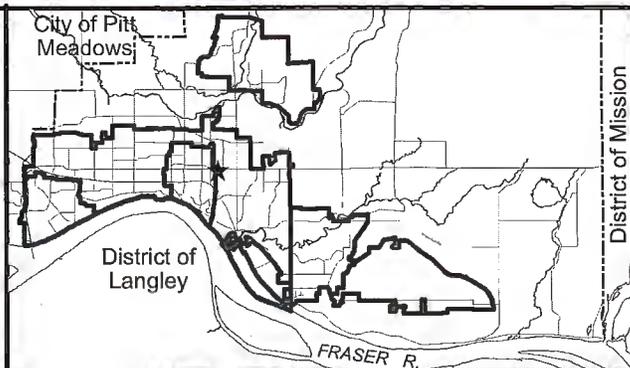
- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – OCP Amending Bylaw No. 7759-2021
- Appendix D – Zone Text Amendment Bylaw No. 7760-2021
- Appendix E – Off-Street Parking and Loading Amending Bylaw No. 7763-2021
- Appendix F – Zone Amending Bylaw No. 7627-2020
- Appendix G – Site Plan
- Appendix H – Building Elevation Plans
- Appendix I – Landscape Plan
- Appendix J – ADP design comments
- Appendix K – Public Comment Opportunity Comment



Aerial Imagery from the Spring of 2018



Scale: 1:2,500



22904/10/22 DEWDNEY TRUNK ROAD
 PID'S: 005-703-018, 005-562-171 &
 005-649-617

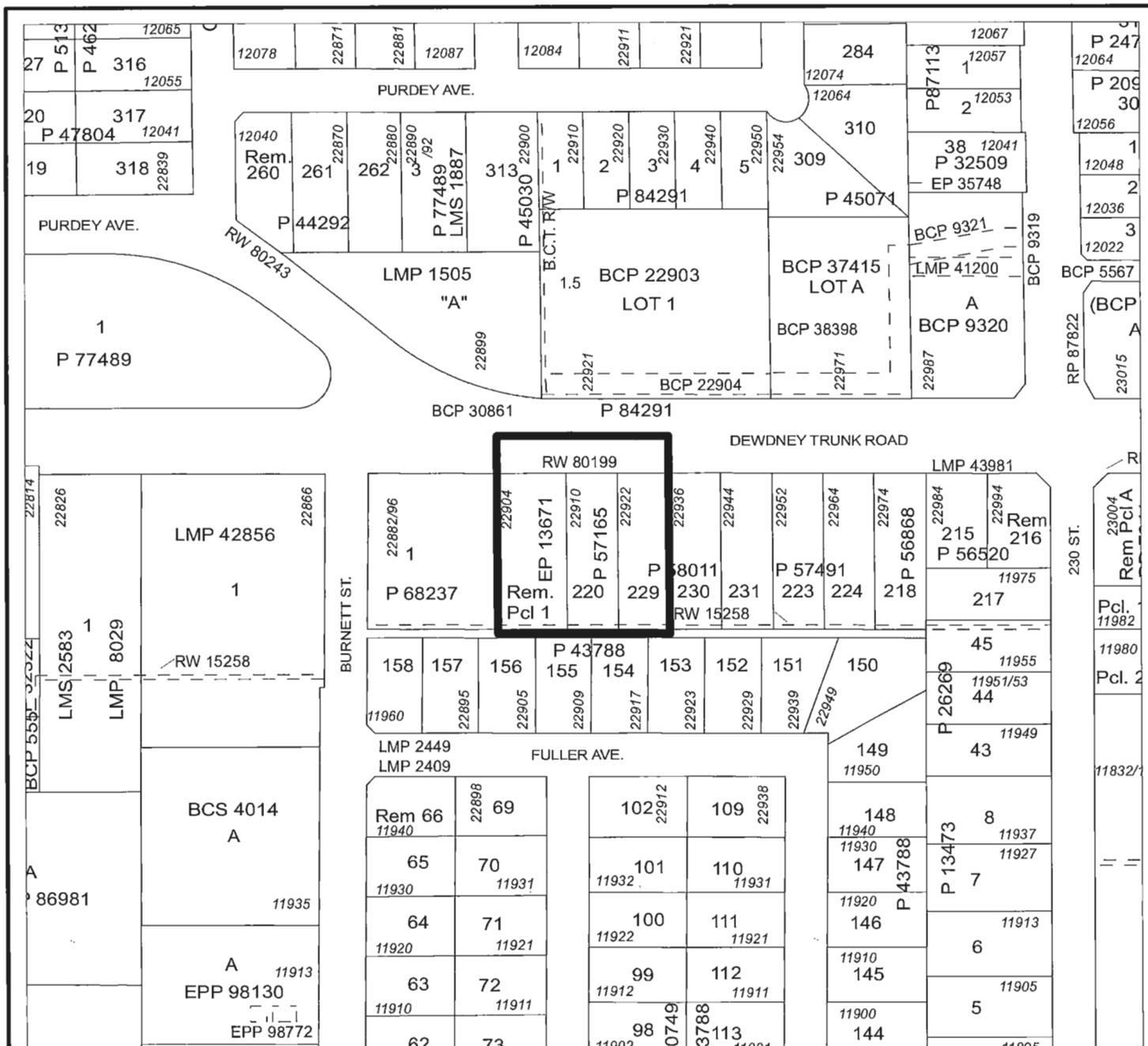
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2019-392-RZ
 DATE: Nov 15, 2019

BY: PC



**CITY OF MAPLE RIDGE
BYLAW NO. 7760-2021**

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

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

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

1. This bylaw may be cited as “Maple Ridge Zone Amending Bylaw No. 7760-2021”.
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended as follows:
3. PART 10, COMPREHENSIVE DEVELOPMENT ZONES, is amended by adding the following section in the correct sequential order:

SECTION 10 CD-2-20

PURPOSE

1. This Zone provides for a range of Commercial, service and Residential Uses with a maximum Building Height of four (4) to six (6) Storeys.

PRINCIPAL USES

1. The following Principal Uses shall be permitted in this Zone:
 - a. Apartment Residential;
 - b. Assembly;
 - c. Business Services;
 - d. Cannabis Retail;
 - e. Civic;
 - f. Convenience Store;
 - g. Financial Services;
 - h. Indoor Commercial Recreation;
 - i. Licensee Retail Store;
 - j. Light Industrial, limited to Microbrewery, Microwinery and Microdistillery;
 - k. Liquor Primary Establishment;
 - l. Media Production Studio;
 - m. Personal Repair Services;
 - n. Personal Services;
 - o. Place of Worship;
 - p. Private Hospital;

- q. Professional Services;
- r. Public Market;
- s. Restaurant;
- t. Retail, excluding Highway Commercial; and
- u. Tourist Accommodation.

ACCESSORY USES

1. The following shall be permitted as Accessory Uses to one of the permitted Principal Uses in this Zone:
 - a. Boarding; and
 - b. Home Occupation.
2. Refer to Sections 401 and 402 of this Bylaw for additional information.

LOT AREA and DIMENSIONS

1. Minimum Lot Area and dimensions shall be not less than:

a. in <u>Lot Area</u>	1,300.0 square metres
b. in <u>Lot Width</u>	30.0 metres
c. in <u>Lot Depth</u>	not applicable
2. Refer to Section 407 (Building Envelope) of the Bylaw for required minimum Building Envelope dimensions.

DENSITY

1. Floor Space Ratio shall not exceed a base Density of 1.8 times the Lot Area.
2. Additional Density, up to a maximum of 2.6 times the Lot Area, may be obtained with the following provisions:
 - a. an amount equal to 0.1 times the Lot Area may be added to the Floor Space Ratio for providing all parking spaces in an Underground Structure for parking; and
 - b. for Lots located within the Town Centre Area, as identified on Schedule "C" (Town Centre Area Plan) of this Bylaw or located adjacent to a "Major Corridor" as identified in Chapter 3 and Figure 4 in Schedule "A" of the Maple Ridge Official Community Plan Bylaw No. 7060-2014, an amount not to exceed 0.8 times the Lot Area may be added to the Floor Space Ratio for providing a cash contribution at a rate of \$161.46 per square metres (\$15.00 per square foot) as a Density Bonus. Refer to Section 402 (Density Bonus for Town Centre Area and Major Corridor Residential) of this Bylaw.
3. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

LOT COVERAGE

1. Not applicable.

SETBACKS

1. Minimum Setbacks for all Principal Buildings and Principal Structures shall be not less than:
 - a. from a Front Lot Line 4.5 metres
 - b. from a Rear Lot Line 3.0 metres
 - c. from an Interior Side Lot Line 6.1 metres
 - d. from an Exterior Side Lot Line 7.5 metres
2. Minimum Setbacks for an Off-Street Parking provided in an Underground Structure for parking that extends not more than 0.8 metres above Average Finished Grade and which is Landscaped and integrated to become a useable part of the yard area shall be not less than:
 - a. from a Front Lot Line 1.5 metres
 - b. from a Rear Lot Line 0.0 metres
 - c. from an Interior Side Lot Line 0.0 metres
 - d. from an Exterior Side Lot Line 1.5 metres
3. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

HEIGHT

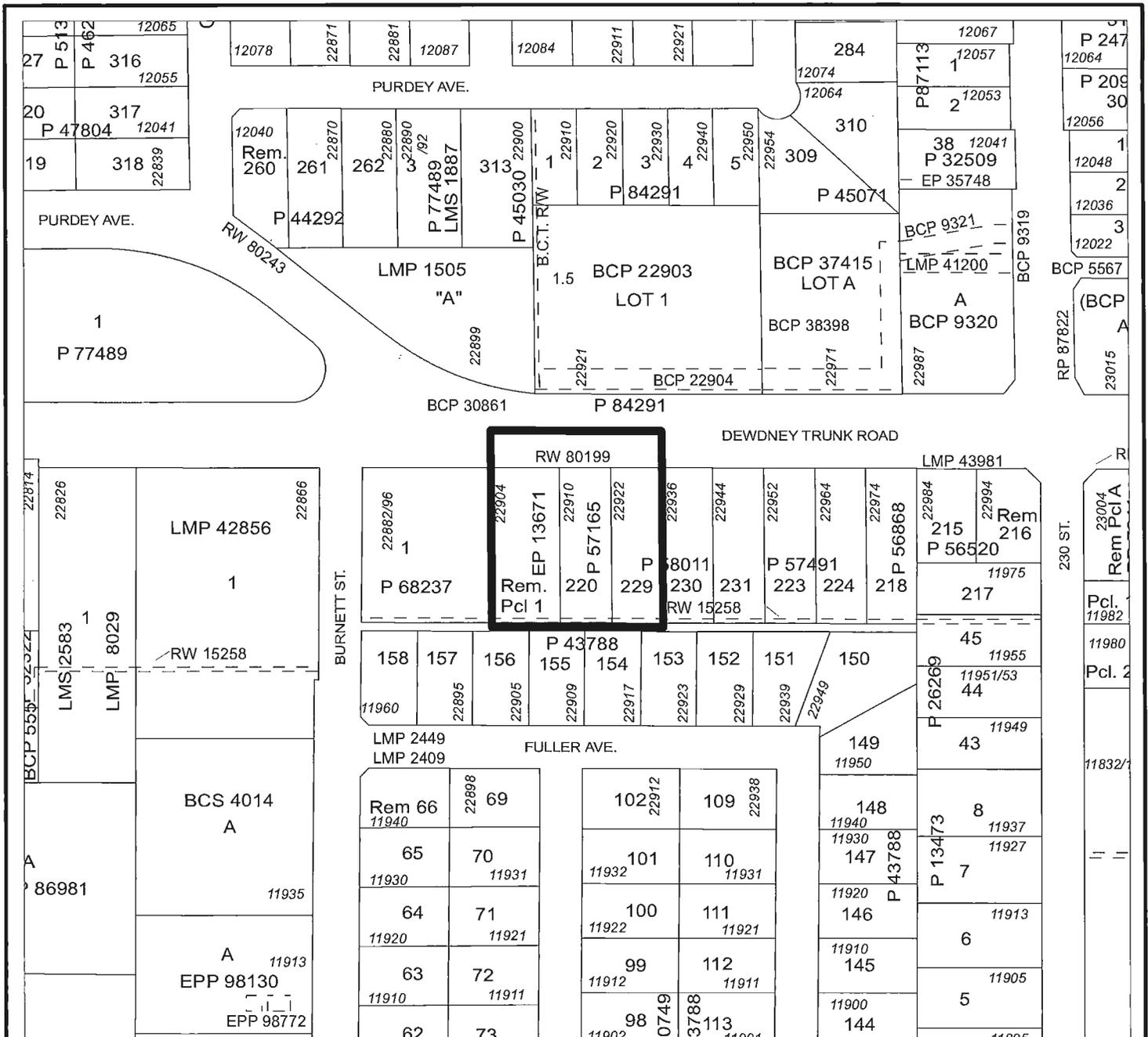
1. Building Height for Principal Buildings and Principal Structures shall not exceed 22.0 metres nor 6 Storeys, and shall be not less than 11.0 metres.
2. Building Height for Accessory Buildings and Accessory Structures shall not exceed 4.5 metres.
3. Refer to Section 403 (Building Height) of this Bylaw.

LANDSCAPING and SCREENING

1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

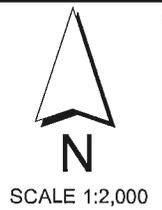
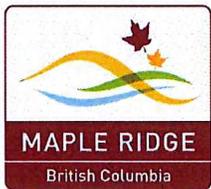
PARKING and LOADING

1. Off-Street Parking and Off-Street Loading shall be provided in accordance with Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990.
2. Accessory Off-Street Parking, except for that provided as visitor parking space, shall be Concealed Parking that extends no more than 0.8 metres above Average Finished Grade and which is Landscaped and integrated to become a useable part of the yard area.
3. Refer to Section 402 of this Bylaw.

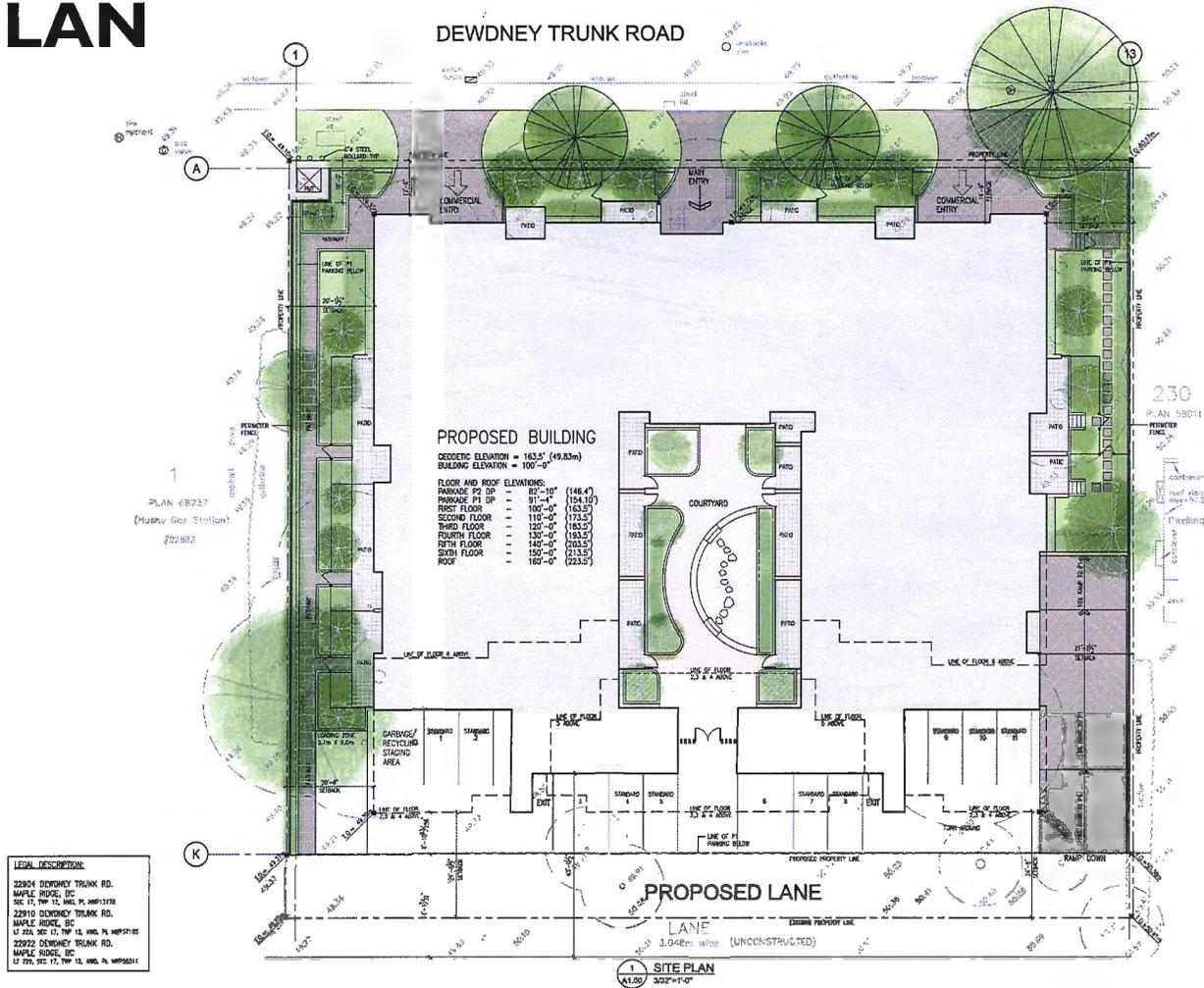


MAPLE RIDGE ZONE AMENDING

Bylaw No. 7627-2020
 Map No. 1833
 From: RS-1 (Single Detached Residential)
 To: CD-2-20 (Comprehensive Development)



SITE PLAN





DEWDNEY TRUNK ROAD

22904-22922 DEWDNEY TRUNK ROAD

MAPLE RIDGE, BRITISH COLUMBIA

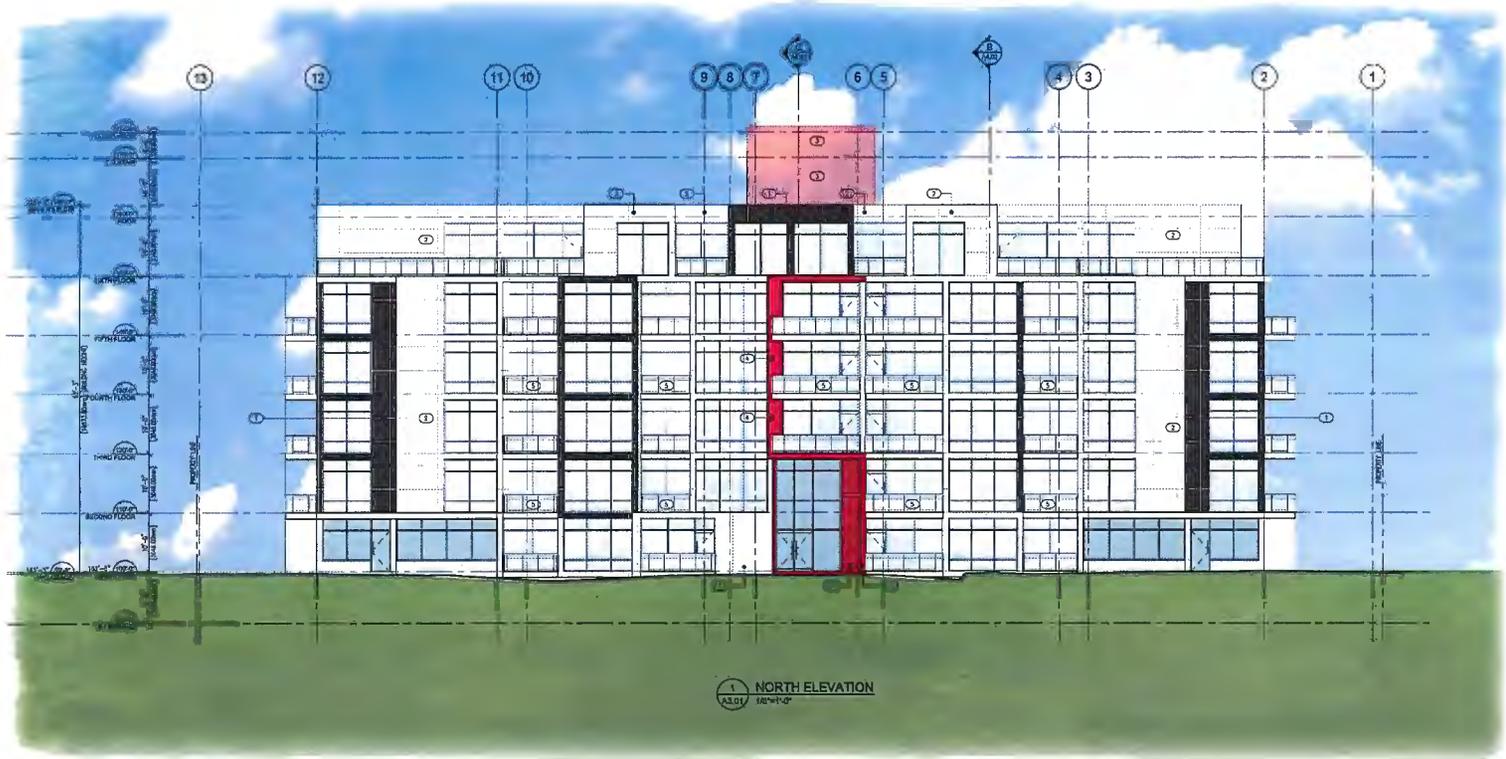
Prepared by

Billard Architecture Inc.

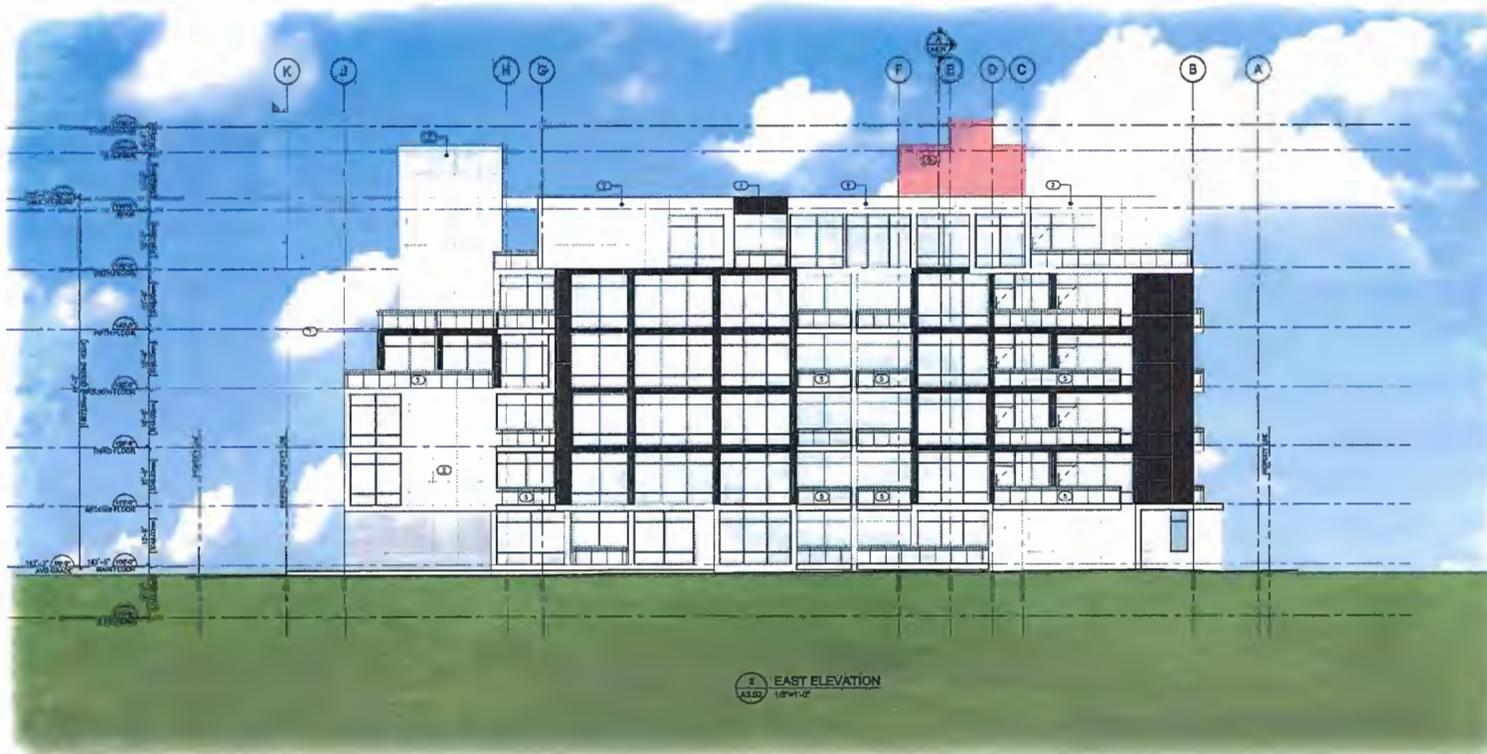
Billardarchitecture.ca



ELEVATIONS - NORTH



ELEVATIONS – EAST

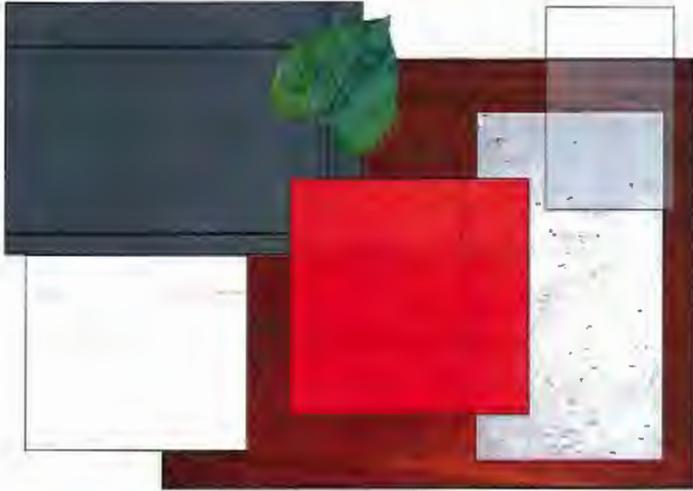


ELEVATIONS - SOUTH



Note: Sunshades to be installed above windows on this elevation to reduce solar heat gain.

MATERIAL BOARD



METAL COMPOSITE PANEL - BLACK w/ REVEAL



METAL COMPOSITE PANEL - WHITE w/ REVEAL



CONCRETE PLANTERS



GLASS AND ALUMINUM GUARDS



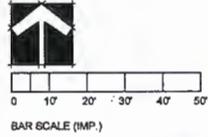
METAL COMPOSITE PANEL- RED w/ REVEAL



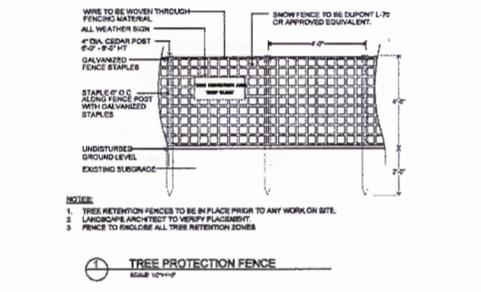
ALUMINUM PLANK – WOODGRAIN

LANDSCAPE TREE MANAGEMENT

PROPOSED PLANTING - MAIN
 Details provided by PMG Landscape Architects.



PLANT SCHEDULE	COMMON NAME	PROP. PLANT NUMBER	PLANT SIZE / FINISH
1	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"
2	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"
3	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"
4	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"
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49	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"
50	ACER PALMATE	JAN-100	2 1/2" x 2 1/2"



LANDSCAPE TREE MANAGEMENT

PROPOSED PLANTING - ROOF
 Details provided by PMG Landscape Architects.

PLANT SCHEDULE	COMMON NAME	PLANTED SIZE / QUANTITY
1	ASPERULIFOLIUM	2.5M HT. 800
2	ADONIS VITIFOLIUM	40 PCT. 800
3	AMALANCHIER C. ROBUSTA	2.5M HT. 800
4	AMALANCHIER C. ROBUSTA	2.5M HT. 800
5	AMALANCHIER C. ROBUSTA	2.5M HT. 800
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99	AMALANCHIER C. ROBUSTA	2.5M HT. 800
100	AMALANCHIER C. ROBUSTA	2.5M HT. 800



LANDSCAPE ROOF DECK

The roof deck will provide space for residents to have private social gatherings, a children's play area, and personal gardens.

Utilizing sustainable methods for shade and cooling, the roof will support the heating/cooling of the building naturally.

Final plans will be made in consultation with **PMG Landscape Architects**.



Project: **2019-393-F Z 22904-22922 Dewdney Trunk Road**

Date: **May 21, 2021**

To: City of Maple Ridge, Advisory Design Panel Review Response

Dear Panel,

Following the second Design Review on May 12th, 2021, please see our responses to the comments provided. These responses should be reviewed in conjunction with our revised drawings submitted On May 20, 2021

2019-392-R Z 22904 - 22922 Dewdney Trunk Road		
Item	Architectural Comments	Response
1	Reconsider commercial component; OCP suggest multi-family residential. Proposed parking at rear is awkward and compromises potential for green space;	Presently, the commercial components are provided at the request of Council. In terms of moving the together adjacent the gas station, we feel that their present location provides better symmetry for the building and, given the development of the adjacent site, having commercial closer to that larger residential building will be more appropriate.
2	Renderings are not consistent with coloured elevations. Please coordinate all plans;	Completed
3	Generally the site is over built. Livability is compromised. Consider a larger courtyard and or removing units at the south to create a U-shaped building. Over shadowing will be a concern.;	We have been able to widen the courtyard and have redesigned access to it from adjacent residents. We have also stepped back the fifth floor more from the courtyard in order to allow more light. Care has been taken to provide ample outdoor space for all residents in either the courtyard, the ample patios and the very large roof top amenity. This project has, by far, more outdoor space provided than many other similar projects on just 3 lots.
4	Over heating will be of a concern on the south and west elevations. Consider greater overhangs and or solar shading device;	Greater overhangs and sun shading will be provided. Vertical shading elements will be considered for areas of the West facade.
5	Consider locating the indoor amenity room with direct access to the outdoor amenity.	Completed. This has further benefited the functionality of the courtyard.
Item	Landscape Comments	Response
1	Provide a coordinated Landscape submission. Submission needs to be consistent with the Architect Plan;	Completed
2	Provide more pedestrian circulation and access to the courtyard. Strongly suggest to include gates from adjacent residential units;	Completed

3	In conjunction with the reconsideration of the commercial space consider where additional green space could be added to enhance livability and complement the courtyard;	The courtyard has been redesigned to make it more inviting. It also, now, has direct access to both amenity rooms while keeping the gate through to the parking. With Engineering's request to remove additional pathways to the sidewalk, this has again provided more area for planting.
Item	Engineering Comments	Response
1	It is doubtful that you can retain the trees along the west and east p/l as proposed as they are taking their parkade to p/l. Ownership should be established and permission granted to remove if needed prior to going to final adoption.	Agreed. Agreement will be sought. as the properties to the west are presently in the design phase for a larger development, this can easily be achieved.
2	The 2 extra sidewalk connections on the east and west should be removed. These are proposed inside the City's ROW and Engineering would like only 1 sidewalk connection to the building.	Agreed. To be Completed through further discussion with Engineering.
3	Please show Hydro transmission lines on their renderings and highlight to their architect to consider them.	These will be added to the rendering.
4	Your excavation plan cannot anticipate encroaching into the City's ROW and impacting the sidewalk.	Agreed

If you have any questions please contact Robert Billard at 604-619-0529, extension #1003.

Regards,



Robert G. Billard, Architect, AIBC, MRAIC, LEED AP
 Principle/Chief Architect
 Billard Architecture Inc.

DEWDNEY TRUNK ROAD

22904-22922 DEWDNEY TRUNK ROAD

MAPLE RIDGE, BRITISH COLUMBIA

Public Comment Opportunity Report

FILE NO: 2019-392-RZ

LOCATION: 22904 - 22922 Dewdney Trunk Road, Maple Ridge

PUBLIC COMMENT OPPORTUNITY: May 18 – 27, 2021

Prepared by

Billard Architecture Inc.

Billardarchitecture.ca



NOTIFICATION TO THE PUBLIC – NEWSPAPER ADVERTISEMENTS

The Public Comment Opportunity for 2019-392-RZ, 22904 - 22922 Dewdney Trunk Road, Maple Ridge was advertised in the Maple Ridge-Pitt Meadows News in the May 7, 2021 edition both in print and online <https://issuu.com/blackpress/docs/i20210507020307455/26>

The Public Comment Opportunity was advertised in the Maple Ridge-Pitt Meadows News again on May 14, 2021 edition in print and online <https://issuu.com/blackpress/docs/i20210514020006154/10>

A26 Friday, May 7, 2021

The Maple Ridge Pitt Meadows News

Public Comment Opportunity for Proposed Development

You are invited to participate in a Public Comment Opportunity where representatives of Billard Architecture are available by email or phone to provide details on Rezoning Application 2019-392-RZ.

Development Application No. 2019-392-RZ

Development Site Address: 22904-22922 Dewdney Trunk Rd., Maple Ridge

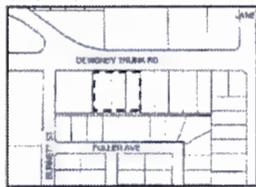
Public Comment Opportunity Period: May 18 to May 27, 2021

Email or call for info and to provide comments:

info@billardarchitecture.ca @ 604-619-0529

Purpose of the Application: To develop 22904-22922 Dewdney Trunk Road into a 6-storey mixed-use multi-family property with 127 units and 2 commercial spaces. The intent of the Public Comment Opportunity is to seek input from the area residents on the proposed application and address any questions which may arise.

Your thoughts are important to us. If you would like information regarding this proposal, please contact Billard Architecture at 604-619-0529, info@billardarchitecture.com, or the City of Maple Ridge Planning Department, at 604-467-7391.



Arts&life

Studio hol

Artist interviews, demost

Culleen Flanagan
cflanagan@pittmeadowsnews.com

Vicula Art Studio is holding a Virtual Spring Art Show with artist interviews, demonstrations, door prizes, and the recently completed work of its creative talents.

"The spring art show will showcase our artists' latest and best work. Through art-making, our artists can stay grounded and optimistic," said studio director Dhanita Lee.

Vicula Art Studio is owned and operated by the Ridge Meadows Association for Community Living, and is supported by funding from the provincial



Michelle Gillis works

A16 Friday, May 14, 2021

The Maple Ridge Pitt Meadows News

Auditor

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WE BUY GOLD & DIAMONDS
At low, fair prices
At Maple Ridge

Gold, Silver, Platinum, Diamonds, Jewellery, Watches, Coins, Bullion, etc.

Free Appraisal
No Fees
No Hassle

Maple Ridge location
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Maple Ridge, BC V2X 1S2
Tel: 604-477-0999

FOOT CARE

Your health is important to us!
By appointment only!

Dr. David Dixon, Podiatrist
102-2251 Dewdney Trunk Rd.
Maple Ridge
604-477-0999

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The city auditor, who...
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Public Comment Opportunity for Proposed Development
The public comment opportunity for the proposed development at 22904-22922 Dewdney Trunk Road is available for the public to provide comments on the proposed development. The public comment opportunity will be held from May 18 to May 27, 2021.

Development Application No. 2019-392-RZ
Development Site Address: 22904-22922 Dewdney Trunk Rd., Maple Ridge

Public Comment Opportunity Period: May 18 to May 27, 2021

Email or call for info and to provide comments:
info@billardarchitecture.ca @ 604-619-0529

Your thoughts are important to us. If you would like information regarding this proposal, please contact Billard Architecture at 604-619-0529, info@billardarchitecture.com, or the City of Maple Ridge Planning Department, at 604-467-7391.

Purpose of the Application: To develop 22904-22922 Dewdney Trunk Road into a 6-storey mixed-use multi-family property with 127 units and 2 commercial spaces. The intent of the Public Comment Opportunity is to seek input from the area residents on the proposed application and address any questions which may arise.

Development Application No. 2019-392-RZ
Development Site Address: 22904-22922 Dewdney Trunk Rd., Maple Ridge

Public Comment Opportunity Period: May 18 to May 27, 2021

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Your thoughts are important to us. If you would like information regarding this proposal, please contact Billard Architecture at 604-619-0529, info@billardarchitecture.com, or the City of Maple Ridge Planning Department, at 604-467-7391.

RCMP leade

Supr. Wendy Mehat is the new officer in charge

RCMP leade

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RCMP leade

NOTIFICATION TO THE PUBLIC – SITE SIGN & MAILOUT

A sticker was placed on the site sign informing the public of the Public Comment Opportunity on May 7, 2021



Public Comment Opportunity for Proposed Development

May 7, 2021

2019-392-RZ

Public Comment Opportunity for Proposed Development at 22904 - 22922 Dewdney Trunk Road

Dear Neighbour,

You are invited to participate in Public Comment Opportunity to review and provide comments on the proposed development at 22904 - 22922 Dewdney Trunk Road, Maple Ridge. The intent of this opportunity is to seek input from the area residents on the proposed amendments and address any questions which may arise.

The proposal includes the following components as attached to this letter:

- Official Community Plan - Urban Residential, no change
- Rezoning from RS-1 to CD
- 6-storey mixed-use building with 127 strata units, and two commercial units to replace 3 single-family dwellings
- Lot size 3330.0sm



PUBLIC COMMENT OPPORTUNITY
DATE: May 18 - 27, 2021

EMAIL FOR INFO & TO PROVIDE COMMENTS:
info@billardarchitecture.ca
604-619-0529 ext 1001

To view the presentation and provide comments online, type the following link into an internet browser:
<https://forms.gle/Cwcfb9XQ79A4V7RA4>

Your thoughts are important to us. If you require additional information or and/or would like to provide your comments, please do not hesitate to contact the undersigned at info@billardarchitecture.ca 604-619-0529 ext 1001 or the City of Maple Ridge Planning Department 604-467-7341.

Sincerely,

Billard Architecture

Please note that all comment and attendance sheets produced as a result of this Public Comment Opportunity will be provided to the City of Maple Ridge and form part of the public record that is available for viewing by the public upon request.

On May 7, 2021 notices were mailed to 191 neighbours within 100 metres of the development site, inviting the public to provide feedback by email, phone, and a Google webform.

PRESENTATION MATERIALS



Public Comment Opportunity for Proposed Development at 22904 - 22922 Dewdney Trunk Road

2019-392-RZ

*Required

PUBLIC COMMENT OPPORTUNITY: MAY 18 - 27, 2021

You are invited to participate in Public Comment Opportunity to review and provide comments on the proposed development at 22904 - 22922 Dewdney Trunk Road, Maple Ridge. The intent of this opportunity is to seek input from the area residents on the proposed amendments and address any questions which may arise.

The proposal includes the following components:

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- Rezoning from RS-1 to CD
- 6-storey mixed-use building with 127 strata units, and two commercial units to replace 3 single-family dwellings
- Lot size 3330.0sm

The presentation is available to view here

<https://www.dropbox.com/s/ggp8udya606hb9y/Public%20Comment%20Opportunity%20-%202019-392-RZ%2022904-22922%20Dewdney%20Trunk%20RD.pdf?dl=0>

Your thoughts are important to us. If you require information in addition to the following presentation or and/or would like to provide your comments, please do not hesitate to contact the undersigned at info@billardarchitecture.ca and/or 604-619-0529 ext 1001, or the City of Maple Ridge Planning Department 604-467-7341.

Sincerely,

Billard Architecture

Please note that all comment and attendance sheets produced as a result of this Public Comment Opportunity will be provided to the City of Maple Ridge and form part of the public record that is available for viewing by the public upon request.

- The web address in the mailout provided a link to a Google webform which displayed information about the Public Comment Opportunity, project details, the City's mandatory disclaimer, as well as a link to view and download the presentation and a form to provide feedback

ANALYSIS AND RESPONSE TO COMMENTS

There was one neighbour that provided comments by phone, webform, and email.

Question/Concern

The neighbour has concerns regarding privacy and visibility into their yard.

The neighbour has concerns that the height will completely diminish the sunlight.

The neighbour has concerns that the development will devalue their property.

The neighbour has concerns about how waste management will be handled and is concerned about an increase in rodents and dumpster diving.

The neighbour has concerns about the noise from waste management service vehicles.

Response

The design of the project has taken great care to step back away from the neighbouring properties to the south. It steps back significantly at each floor above the third storey. In addition, the design has oriented most of its windows to the east and west to avoid overlook. Finally, with the addition of the lane, the building has been moved as far away from the neighbouring properties as possible.

The building is located to the north of the neighbouring properties. Therefore no sunlight falling on the neighbouring properties will be impacted.

This project fits the Official Community Plan and as such the community as a whole has determined that this form of project is beneficial to the neighbourhood. Additionally, studies have shown that adding quality multifamily homes to an area increases neighbourhood amenities and other advantages. There has been no indication that providing such housing decreases property values.

The project has located its garbage staging area against the eastern edge of the property adjacent the Husky Gas Station. This area is just used on the day of garbage and recycling pick-up. The private hauler collects the bins from the underground garbage and recycling room, brings them to the staging area outside on the day of collection. The bins are then returned to the underground garbage/recycling room after collection. As such there is very little chance of interference with the bins.

As the garbage and recycling schedule would fall on the same day as for the existing properties, there would be no increase in disruption.

RESPONSE TO COMMENTS

Question/Concern

The neighbour is concerned about the availability of street parking with increased density.

The neighbour claims that the Husky Gas station owners are concerned about additional with traffic from this laneway interfering with RV and trailer line-ups at the dumping station.

The neighbour has concerns about increased traffic and safety and noted that there are no traffic lights at nearby intersection.

The neighbour is concerned that current infrastructure of the neighbourhood is inadequate to support the size of the development.

The neighbour is concerned about the number of deliveries that the commercial units will be requiring for operation and that the noise from the delivery and commercial trucks will be intrusive.

The neighbour is concerned about noise and exhaust pollution from the laneway traffic.

Response

The projects meets the city's off street parking bylaws in terms of the number of stall required.

The creation of the laneway is mandated by the City of Maple Ridge. Its creation and use is independent of this project. The Husky Station has already entered into a Memorandum of Understanding with the developer.

A comprehensive traffic study has been completed by professional traffic engineers and has been reviewed by the City of Maple Ridge Engineering Department.

The City of Maple Ridge Engineering Department has reviewed the project's Civil Engineering reports and designs as they pertain to loads on the existing infrastructure and have determined that the project will comply.

The two commercial units are very small and are intended to be neighbourhood cafés or of similar use. As such, the requirement for significant deliveries is very small. In addition, given the deliveries and servicing to the existing Husky Gas Station, any additional deliveries will not equate to any significant or noticeable increase.

The creation of the laneway is mandated by the City of Maple Ridge. Its creation and use is independent of this project. It is not anticipated that there would be a significant amount of disruption from the lane. Certainly, any amount of exhaust pollution would be very small by comparison to the existing Husky Gas Station.

RESPONSE TO COMMENTS

Question/Concern

Response

The neighbour is concerned about light pollution from the exterior lighting.

As mentioned, the project dramatically steps back away from the neighbouring properties. In addition, care will be taken to specify lighting that not only protects residents in the lane, deters loitering and does not shed light onto the neighbouring properties. This is a standard process in today's lighting design.

The neighbour is concerned about potential criminal activity in the lane.

As noted, the design of the lighting and access to the building will be designed in such a way as to deter any unwanted activity in and around the lane.

The neighbour is concerned about potential loitering and homeless individuals using building overhangs for shelter.

As noted, the design of the lighting and access to the building will be designed in such a way as to deter any unwanted activity in and around the lane.

The neighbour is concerned the design does not fit into the neighbourhood.

This project fits the Official Community Plan and as such the community as a whole has determined that this form of project is beneficial to the neighbourhood.

The neighbour would like to know if it is possible to use the lane to provide access to a future coach house.

The City of Maple Ridge would need to be consulted on this. However, it is generally accepted that laneways provide the opportunity for the neighbours to create laneway homes.

The neighbour is concerned about the noise from construction and the duration of construction.

The project will be subject to the noise bylaws of the City of Maple Ridge and care will be taken to build a positive relationship with the neighbours and to minimize impact during construction.

CONCLUSION

- The Public Comment Opportunity has concluded, and we have received comments by phone, email, and webform from one neighbour. We have adequately addressed their concerns and we will continue to work with the community to ensure the success of the neighbourhood.





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City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

FROM: Chief Administrative Officer

MEETING DATE: June 15, 2021
FILE NO: 2021-198-RZ
MEETING: C o W

SUBJECT: **First and Second Reading**
Termination and Replacement of Land Use Contracts;
Zone Amending Bylaw No. 7708-2021 – 11670/90 243 Street;
Zone Amending Bylaw No. 7741-2021, 12170 222 Street;
Zone Amending Bylaw No. 7742-2021, 22509 Royal Crescent and 11760 225 Street;
Zone Amending Bylaw No. 7743-2021, 11742 225 Street;
Zone Amending Bylaw No. 7744-2021, Creation of Zone CD-1-21;
Zone Amending Bylaw No. 7745-2021, 12128 222 Street;
Zone Amending Bylaw No. 7746-2021, 12184-12190 224 Street; and
Zone Amending Bylaw No. 7751-2021, North/East of 12184-12190 224 Street.

EXECUTIVE SUMMARY:

In May 2014, the Province enacted Bill 17, which made changes to the *Local Government Act* that stipulates that all Land Use Contracts in British Columbia will be automatically terminated on June 30, 2024. Municipalities are required to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022. The *Local Government Act* also allows municipalities to terminate contracts prior to 2024 provided zoning is enacted for the affected lands.

At the October 13, 2020 Council Workshop meeting, the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. On April 27, 2021, the first bundle of seven rezoning bylaws for properties that were associated with six Land Use Contracts was adopted. The purpose of this report is to start the early termination process for six (6) Land Use Contracts (bundle #2), and rezone eighty-five properties, of which 8 are regular fee simple lots and 77 are strata.

To meet provincial legislated deadlines, the strategy is to terminate as many Land Use Contracts as possible by bringing bundles of rezoning bylaws to Council meetings over the course of 2021 (three separate bundles are anticipated in total). The applicable bylaws to rezone the property are presented in Appendices B to I. A Land Use Contract termination bylaw will be presented once the rezoning bylaws have been adopted.

RECOMMENDATION:

11670/90 243 Street

- 1. That Zone Amending Bylaw No. 7708-2021 be given first and second reading and forwarded to Public Hearing;**

1103

12170 222 Street

2. That Zone Amending Bylaw No. 7741-2021 be given first and second reading and forwarded to Public Hearing;

22509 Royal Crescent and 11760 225 Street

3. That Zone Amending Bylaw No. 7742-2021 be given first and second reading and forwarded to Public Hearing;

11742 225 Street

4. That Zone Amending Bylaw No. 7743-2021 be given first and second reading and forwarded to Public Hearing;

Creation of Zone CD-1-21

5. That Zone Amending Bylaw No. 7744-2021 be given first and second reading and forwarded to Public Hearing;

12128 222 Street

6. That Zone Amending Bylaw No. 7745-2021 be given first and second reading and forwarded to Public Hearing;

12184-12190 224 Street

7. That Zone Amending Bylaw No. 7746-2021 be given first and second reading and forwarded to Public Hearing; and

North/East of 12184-12190 224 Street

8. That Zone Amending Bylaw No. 7751-2021 be given first and second reading and forwarded to Public Hearing.

1.0 BACKGROUND:

Between 1971 and 1978, the *Municipal Act* (now called the *Local Government Act*) allowed local governments to enter into Land Use Contracts with property owners. In May 2014, the Province made changes to the *Local Government Act* requiring municipalities to enact zoning regulations for all properties affected by Land Use Contracts prior to June 30, 2022 and that all Land Use Contracts will automatically be terminated after June 30, 2024.

On October 13, 2020, at a Council Workshop meeting, the process for early termination of Land Use Contracts and the strategy to meet provincial deadlines was presented. The strategy is to bring bundles of rezoning bylaws to Council meetings over the course of 2021. A Land Use Contract termination bylaw will be presented once the rezoning bylaws have been adopted.

To ensure the process and implications were clearly communicated to property owners, staff mailed tailored information packages to all property owners involved, created a page on the City's website that includes general information on Land Use Contracts and invited all affected property owners to an information session. However, due to low registration of property owners for the information session, the information session was cancelled and staff have been meeting with interested property owners on a case by case basis. A Development Information Meeting is not required as no new development is being proposed.

On April 27, 2021, the first bundle of seven rezoning bylaws for properties with a Land Use Contract was adopted.

The properties within this report will continue to be regulated by their Land Use Contract until the Land Use Contract termination bylaw has been adopted and 1 year has passed. Essentially, this report is to propose underlying zoning for each property.

2.0 DISCUSSION:

The purpose of this report is to start the early termination process for six (6) Land Use Contracts (bundle #2), and rezone eighty-five properties, of which 8 are regular fee simple lots and 77 are strata. Sections 2.1 to 2.6 provide the background information on the existing development, the proposed zone, and the planning analysis. For a summary of the addresses, proposed zoning, and surrounding area context, see Appendix A.

2.1 Zone Amending Bylaw No. 7708-2021, 11670/90 243 Street

The property located at 11670 243 Street is currently regulated by a Land Use Contract established in 1975 to permit the use of:

- 1 single family dwelling
- 10 turkey barns
- 9 bulk storage feed bins
- 1 processing shed (New York Dressing Facilities Evisceration for Door Sales)
- Storage facility
- Incinerator
- Door Sales of Turkeys, maximum period of fifteen (15) days per year

The property is 2.097ha (5.18 acres) in area and is bounded by single detached rural residential properties. The property located at 11670/90 243 Street is proposed to be rezoned from the Land Use Contract to A-1 Small Holding Agricultural (see Appendix B). At the time of writing the report, the property owner had not contacted staff about the rezoning of the property.

The property is currently designated Agricultural in the OCP and is located within the Agricultural Land Reserve. The OCP policies, as per the Zoning Matrix, support the proposed A-1 zone on lots exceeding 2.0 hectares. As the lot size for the property exceeds the minimum lot size requirement, the proposed A-1 Small Holding Agricultural zone is consistent with the OCP policies and is thus supportable.

The existing development does not meet the front or rear lot line setbacks regulations for the A-1 Zone, which means that the property will become non-conforming with the Zoning Bylaw under this zone. However, even though the property does not meet some of the setback regulations, it may continue with current uses and any redevelopment inquiries received can still be submitted and reviewed by staff.

2.2 Zone Amending Bylaw No. 7741-2021, 12170 222 Street

The property located at 12170 222 Street is currently regulated by a Land Use Contract established in 1975 to permit the use of:

- One 77 dwelling unit condominium project

- Accessory Off Street parking
- One Swimming Pool
- Accessory Residential Uses

The property is 0.707ha (1.747 acres) in area and is bounded by single detached residential, townhouse residential, and apartment residential properties. The property located at 12170 222 Street is proposed to be rezoned from the Land Use Contract to RM-2 Medium Density Apartment Residential (see Appendix C). At the time of writing the report, staff have been in contact with the president of the strata council and no concerns were raised. The Public Hearing will provide further opportunity for the property owners and the strata to raise any concerns.

The property is currently designated Low-Rise Apartment in the Town Centre Area Plan. The OCP policies, as per the Zoning Matrix, supports the proposed RM-2 zone on lots exceeding 1,300 m² (0.32 acres). As the lot size for the property exceeds the minimum lot size requirement, the proposed RM-2 Medium Density Apartment Residential zone is consistent with the OCP policies and is thus supportable.

The existing development does not meet the front, interior, or exterior lot line setback regulations for the RM-2 zone, which means that the property will become non-conforming with the Zoning Bylaw under this zone. However, even though the property does not meet some of the setback regulations, it may continue with current uses and redevelopment inquiries can still be submitted and reviewed by staff.

2.3 Zone Amending Bylaw No. 7742-2021, 22509 Royal Crescent / 11760 225 Street

The property located at 22509 Royal Crescent/11760 225 Street is currently regulated by a Land Use Contract established in 1971 to permit the use of "Nine units for living accommodations".

The property is 0.162ha (0.400 acres) in area and is bounded by single detached residential use and properties with a commercial use. The property located at 22509 Royal Crescent/ 11760 225 Street is proposed to be rezoned from the Land Use Contract to RM-2 Medium Density Apartment Residential (see Appendix D). At the time of writing the report, the property owner had been notified of the land use contract termination and rezoning process, and the property owner had not contacted staff with any questions or concerns.

The property is currently designated Low-Rise Apartment in the Town Centre Area Plan. The OCP policies, as per the Zoning Matrix, supports the proposed RM-2 zone on lots exceeding 1,300 m² (0.32 acres). As the lot size for the property exceeds the minimum lot size requirement, the proposed RM-2 Medium Density Apartment Residential zone is consistent with the OCP policies and is thus supportable.

The existing development does not meet the front, interior, or exterior lot line setbacks regulations for the RM-2 zone, which means that the property will become non-conforming with the Zoning Bylaw if under this zone. However, even though the property does not meet some of the setback regulations, it may continue with current uses and redevelopment inquiries can still be submitted and reviewed by staff.

2.4 Zone Amending Bylaw No. 7743-2021, 11742 225 Street

The property located at 11742 225 Street is currently regulated by a Land Use Contract established in 1975 and amended in 1982 to permit the use of “A Boarding House to accommodate 38 Boarders; and Accessory Off Street Parking”. The property is currently registered as an “Assisted Living Residence” with the Province.

The property is 0.146ha (0.360 acres) in area and is bounded by a single detached residential use and properties with a commercial use. The property located at 11742 225 Street is proposed to be rezoned from the Land Use Contract to CD-1-00 (see Appendix E). At the time of writing the report, the property owner had been notified of the land use contract termination and rezoning process, and the property owner had not contacted staff with any questions or concerns.

The proposed zone, CD-1-00, permits the principal uses of “Apartment Residential for Seniors” and a “Congregate Care/Assisted Living” as an accessory use. The property is currently designated Low-Rise Apartment in the Town Centre Area Plan. The OCP policies, as per the Zoning Matrix, supports the proposed CD-1-00 zone.

The existing development does not meet the front, interior, or exterior lot line setbacks regulations for the CD-1-00 zone, which means that the property will become non-conforming with the Zoning Bylaw under this zone. However, even though the property does not meet some of the setback regulations, it may continue with current uses and redevelopment inquiries can still be submitted and reviewed by staff.

2.5 Zone Amending Bylaw No. 7744-2021; Creation of CD-1-21 Zone for Rental Apartment Use

The proposed new comprehensive development zone, CD-1-21, is tailored to allow for two apartment rental properties regulated by a Land Use Contract (see Sections 2.5.1 and 2.5.2 below). The proposed CD-1-21 zone is similar to the RM-2 zoning regulations, but specifies the existing rental use and reduces the setbacks by 1.5m to eliminate most of the non-conformities that would have occurred for these properties under the RM-2 zone (see Appendix F).

The strategy in selecting a zone for properties regulated by a Land Use Contract is to review the use and regulations permitted in the Land Use Contract and attempt to align these with a current zone. Currently, the City of Maple Ridge does not have a rental-only zone. The proposed new CD-1-21 aligns with the uses permitted in the Land Use Contract and protects long-term rental housing in the City.

2.5.1 Zone Amending Bylaw No. 7745-2021, 12128 222 Street

The property located at 12128 222 Street is currently regulated by a Land Use Contract established in 1977 to permit the use of:

- 45 residential rental units
- Accessory off-street parking

The property is 0.338ha (0.835 acres) in area and is bounded by apartment residential use and single detached residential use. The property located at 12128 222 Street is proposed to be rezoned from the Land Use Contract to CD-1-21 as noted above in section 2.5 (see Appendix G). At the time of writing the report, the property owner had not contacted staff about the rezoning of the property.

The property is currently designated Low-Rise Apartment in the Town Centre Area Plan. The OCP policies, as per the Zoning Matrix, supports the RM-2 zone on lots exceeding 1,300 m² (0.32 acres). However, while the proposed CD-1-21 is similar to the RM-2 zone, it better aligns with the uses permitted in the existing Land Use Contract as it specifies the existing rental use.

The existing development does not meet one of interior lot line setbacks regulations in the CD-1-21 zone, which means that the property will become non-conforming with the Zoning Bylaw under this zone. The interior lot line setback that would become non-conforming is approximately 2.5 metres from the lot line. Although, the proposed CD-1-21 zone reduces all four of the RM-2 lot line setbacks by 1.5 metres (making the regulation 6.0 metres), reducing the interior lot line setback to 2.5 metres is a reduction that is not needed for both interior lot line setbacks. Nonetheless, the property's use and the majority of the lot line setbacks would conform under the proposed new CD-1-21 zone.

2.5.2 Zone Amending Bylaw No. 7746-2021, 12184 - 12190 224 Street

The property located at 12184 - 12190 224 Street is currently regulated by a Land Use Contract established in 1977 to permit the use of:

- 147 residential rental units
- Accessory off-street parking

The property is 1.261ha (3.11 acres) in area and is bounded by apartment residential use and park. The property located at 12184 - 12190 224 Street is proposed to be rezoned from the Land Use Contract to CD-1-21 as noted above in section 2.5 (see Appendix H). At the time of writing the report, the property owner had not contacted staff about the rezoning of the property.

The property is currently designated Low-Rise Apartment in the Town Centre Area Plan. The OCP policies, as per the Zoning Matrix, supports the RM-2 zone on lots exceeding 1,300 m² (0.32 acres). The proposed CD-1-21 is similar to the RM-2 zone and better aligns to the uses permitted in the existing Land Use Contract. At the time of writing the report, staff have been in contact with the property owner's agent and no concerns were raised.

2.6 Zone Amending Bylaw No. 7751-2021, North East of 12184-12190 224 Street.

The property located just north/east of 12184-12190 224 Street was sold to the City in 1994 as part of the Land Use Contract that regulates the property to the south/west (see section 2.5.2 12184-12190 224 Street). The Land Use Contract stipulates that 0.32 acres of land be sold to the municipality for park, which was completed in 1994.

The property is bounded by parkland on the north and east and is proposed to be rezoned from the Land Use Contract to P-1 (Park and School) (see Appendix I). It is currently designated Conservation in the OCP. The OCP policies, as per the Zoning Matrix, supports the proposed P-1 zone, as there is no minimum lot size for park area. Therefore, rezoning the property from a Land Use Contract to P-1 Park and School zone is consistent with the OCP land use designation and is thus supportable.

3.0 CONCLUSION:

In May 2014, the province made changes to the *Local Government Act* that requires municipalities to enact zoning regulations, prior to June 30, 2022, for all properties affected by Land Use Contracts. The purpose of this report is to start the early termination process for six (6) Land Use Contracts

(bundle #2), and rezone eighty-five properties, of which 8 are regular fee simple lots and 77 are strata, in order to meet provincial legislated deadlines.

This report contains bundle two out of a total of three rezoning bundles being brought before Council. The properties contained within the first bundle of Land Use Contracts received final reading for rezoning on April 27, 2021. Once all the properties regulated by Land Use Contracts have underlying zoning in place, a Land Use Contract early termination bylaw will be brought forward.

"Original signed by Krista Gowan"

Prepared by: **Krista Gowan, HBA, MA**
Planner 1

"Original signed by Chuck Goddard"

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

"Original signed by Christine Carter"

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

"Original signed by Al Horsman"

Concurrence: **Al Horsman**
Chief Administrative Officer

The following appendix is attached hereto:

- Appendix A - Context and Background
- Appendix B - 11670/90 243 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7708-2021
- Appendix C - 12170 222 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7741 -2021
- Appendix D - 22509 Royal Crescent/ 11760 225 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7742 -2021
- Appendix E - 11742 225 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7743 -2021
- Appendix F - Zone Amending Bylaw No. 7744-2021 Creation of Zone CD-1-21
- Appendix G - 12128 222 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7745 -2021
- Appendix H - 12184, 12186, 12188, and 12190 224 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7746 -2021
- Appendix I - North East of 12184-12190 224 Street Subject Map and Ortho Map
- Zone Amending Bylaw No. 7751 -2021

Associated Bylaws	Address	Existing Zone	Proposed Zone	OCP Designation	Surrounding Uses			
					North	South	East	West
Zone Amending Bylaw No. 7708-2021	11670/90 243 Street	LUC	A-1 Small Holding Agricultural	Agricultural	Single Detached Rural Residential	Single Detached Rural Residential	Single Detached Rural Residential	Single Detached Rural Residential
Zone Amending Bylaw No. 7741-2021	12170 222 Street	LUC	RM-2 Medium Density Apartment Residential	Low Rise Apartment	Single Detached Residential	LUC	Townhouse Residential	Apartment Residential
Zone Amending Bylaw No. 7742-2021	22509 Royal Crescent/ 11760 225 Street	LUC	RM-2 Medium Density Apartment Residential	Low Rise Apartment	Commercial	LUC	Single Detached Residential	Commercial
Zone Amending Bylaw No. 7743-2021	11742 225 Street	LUC	CD-1-00	Low Rise Apartment	LUC	Apartment Residential	Single Detached Residential	Apartment Residential
Zone Amending Bylaw No. 7745-2021	12128 222 Street	LUC	CD-1-21	Low Rise Apartment	LUC	Apartment Residential	Apartment Residential	Single Detached Residential
Zone Amending Bylaw No. 7746-2021	12184 - 12190 224 Street	LUC	CD-1-21	Low Rise Apartment	Apartment Residential	Apartment Use & Elderly Citizens Rec Centre	Park and School	Apartment Residential
Zone Amending Bylaw No. 7751-2021	North/East of 12184-12190 224 Street	LUC	P-1 Park and School	Conservation	Park	LUC	Park	LUC

APPENDIX B



SUBJECT PROPERTY

Aerial Imagery from the Spring of 2020



Scale: 1:2,500

Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  Lake or Reservoir

11670/90 243 ST

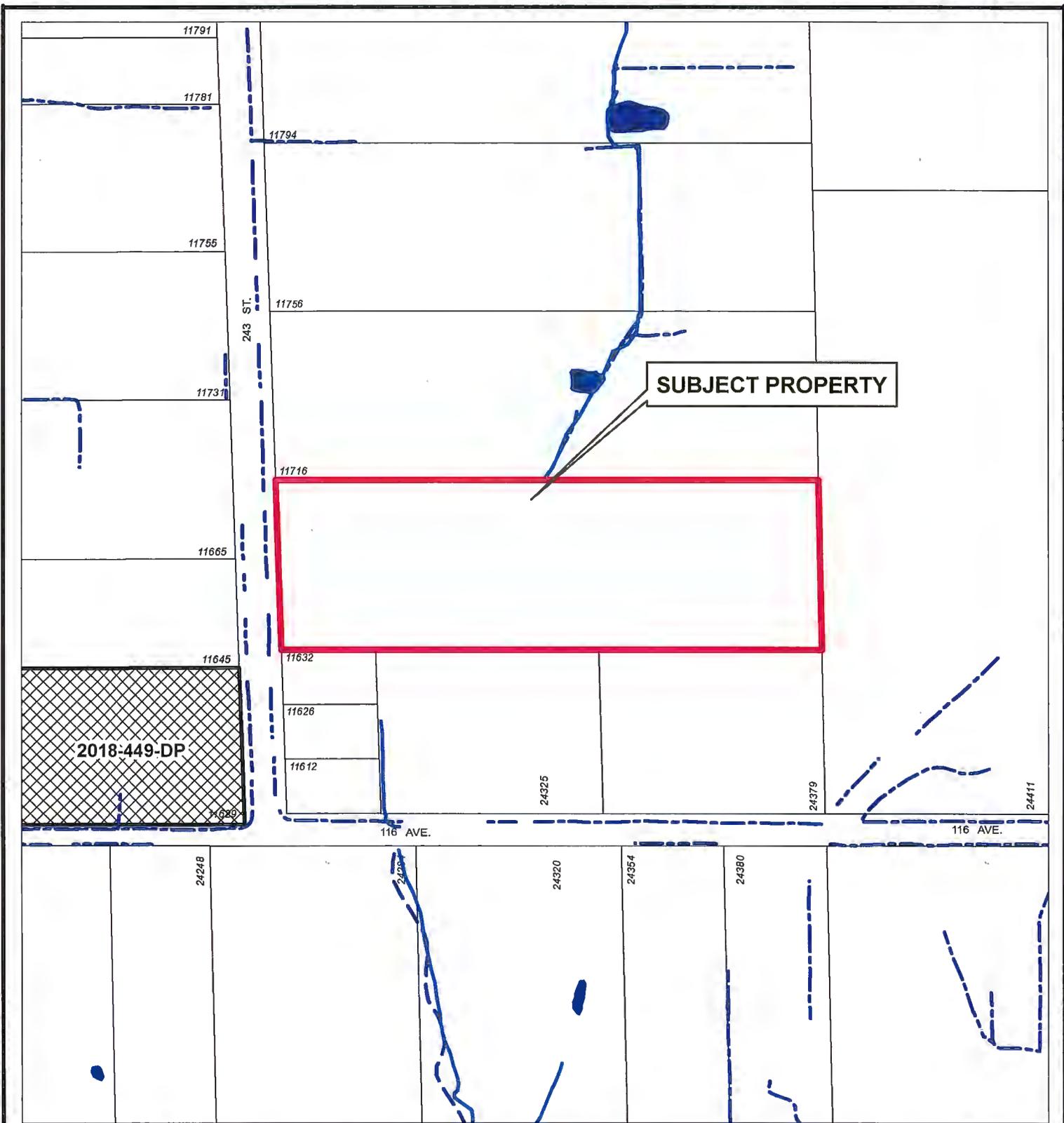
PLANNING DEPARTMENT



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FILE: 2021-198-RZ
DATE: May 28, 2021

BY: AY



SUBJECT PROPERTY

2018-449-DP



Scale: 1:2,500

Legend

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

11670/90 243 ST

PLANNING DEPARTMENT

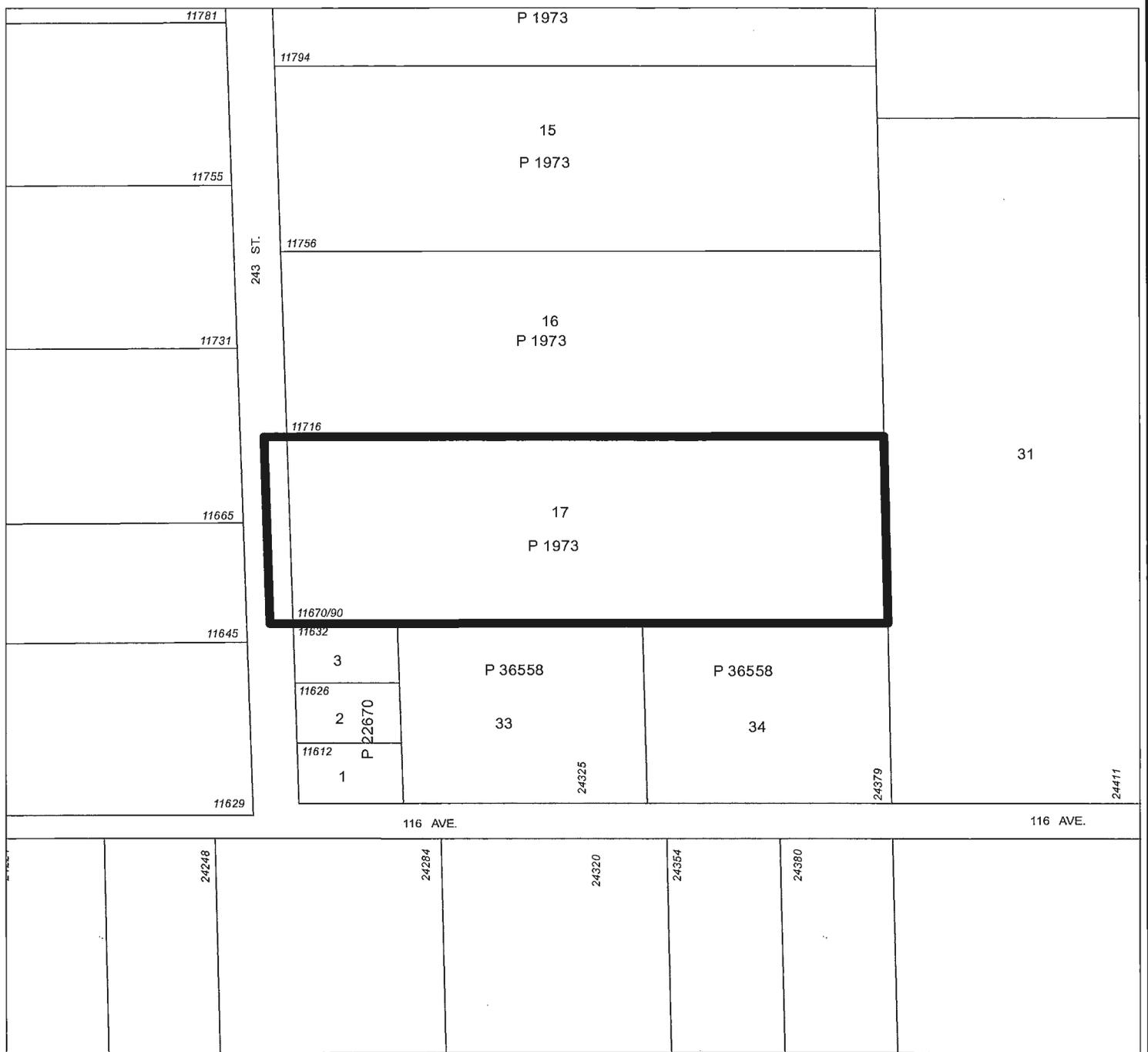


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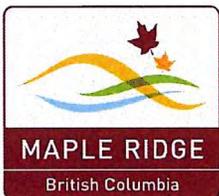
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DATE: May 28, 2021

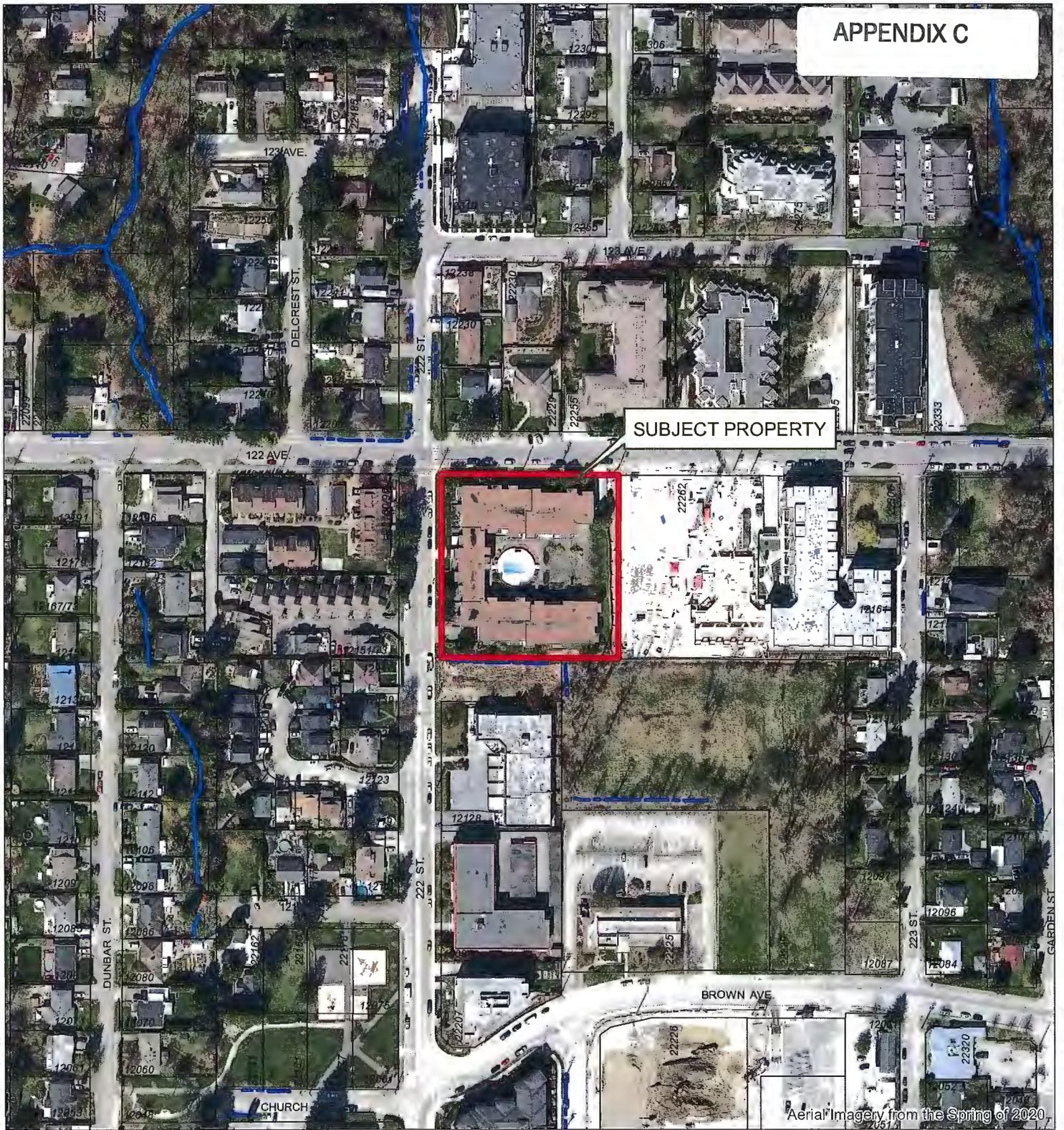
BY: AY



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7708-2021
 Map No. 1867
 From: LUC (Land Use Contract)
 To: A-1 (Small Holding Agricultural)





Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  River Centreline (Topographic)

Scale: 1:2,500

12170 222 St

PLANNING DEPARTMENT

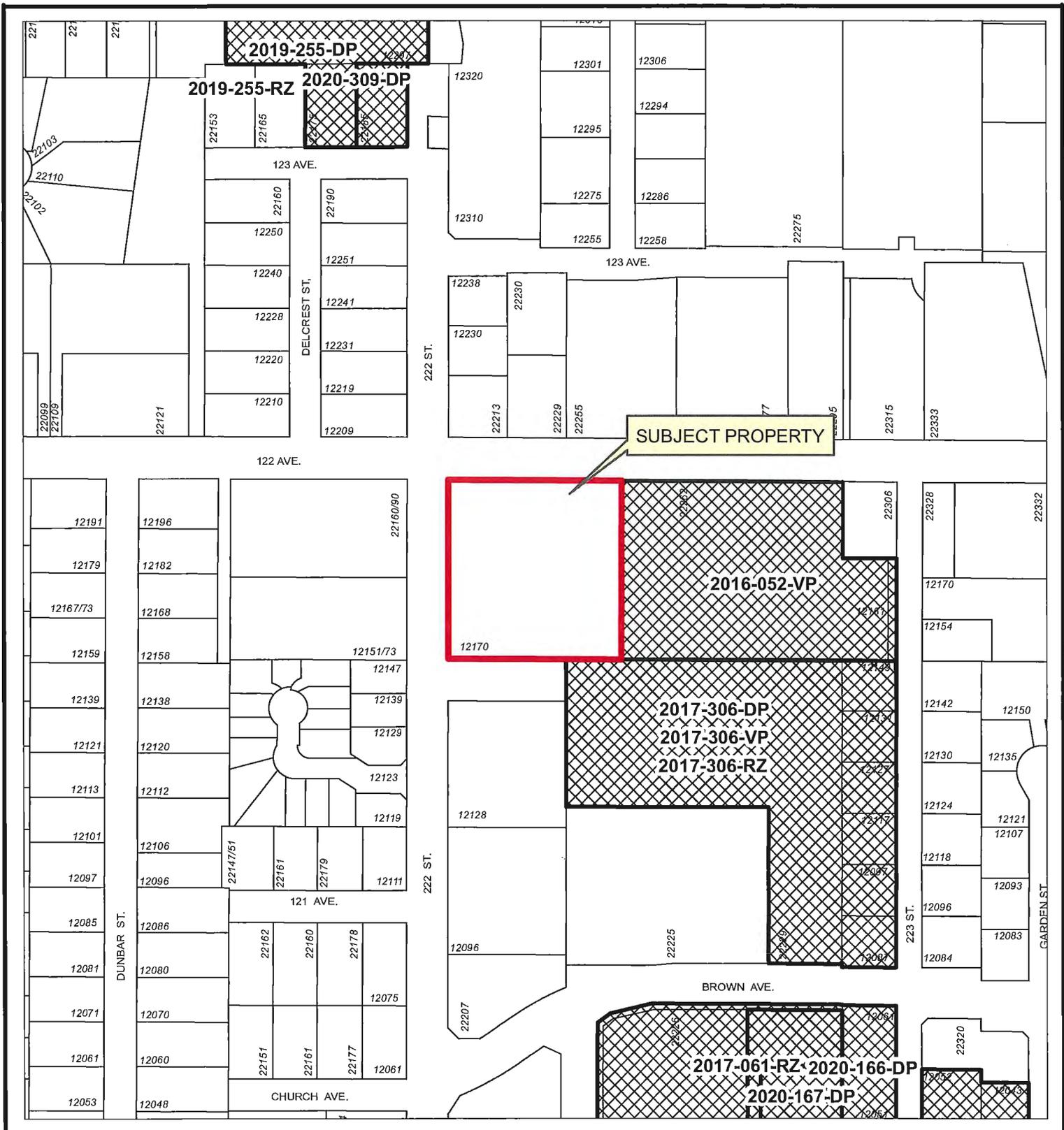


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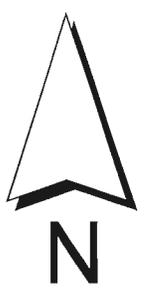
FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT



SUBJECT PROPERTY



Scale: 1:2,500

Legend

 Active Applications (RZ/SD/DP/VP)

12170 222 St

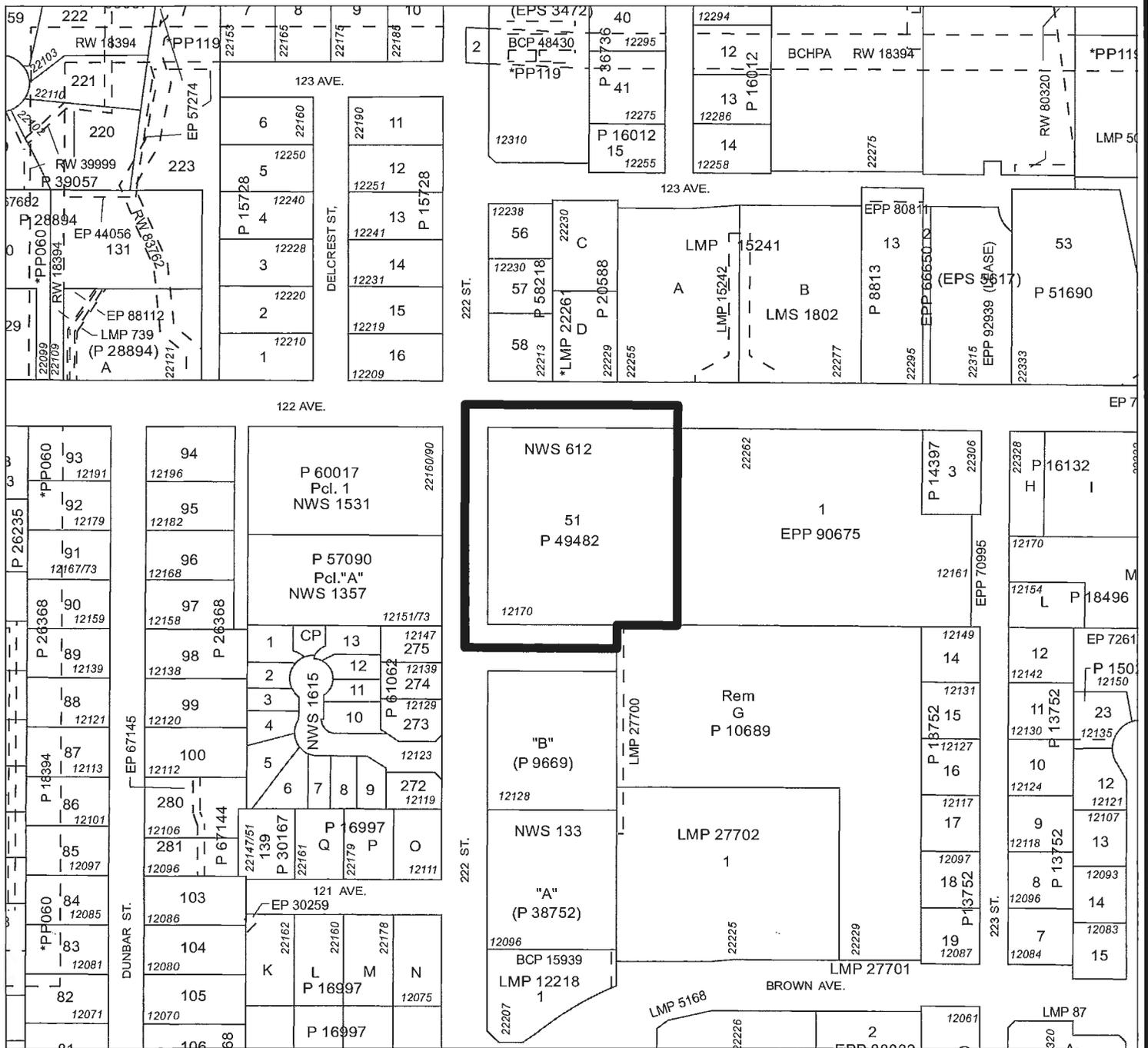
PLANNING DEPARTMENT



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FILE: 2021-198-RZ.mxd
DATE: Apr 16, 2021

BY: DT



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7741-2021

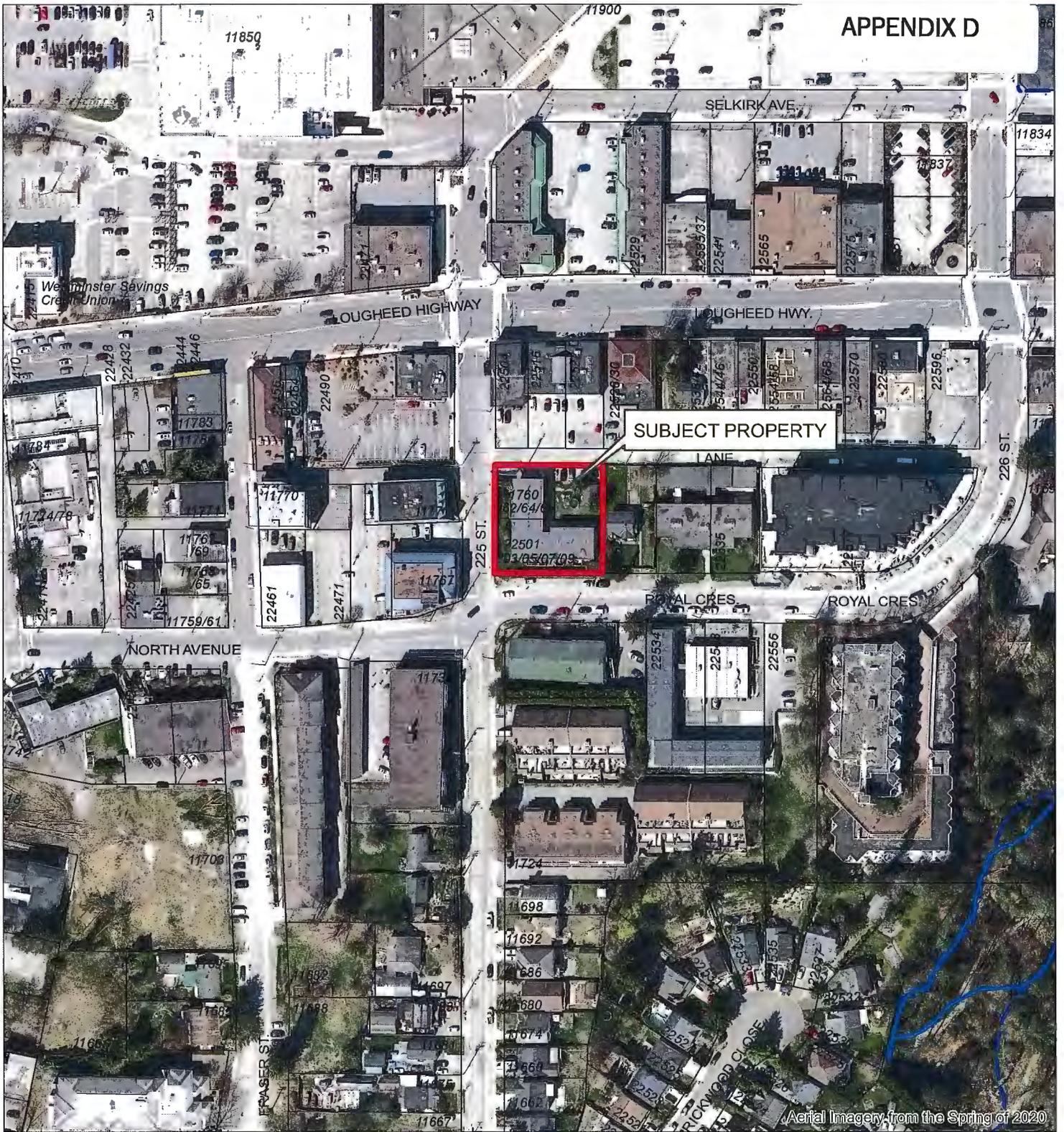
Map No. 1880

From: LUC (Land Use Contract)

To: RM-2 (Medium Density Apartment Residential)



SCALE 1:2,500



SUBJECT PROPERTY



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek

Scale: 1:2,000

22509 Royal Cr
11760 225 St

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

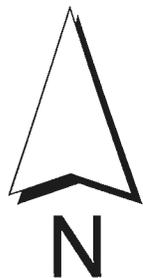
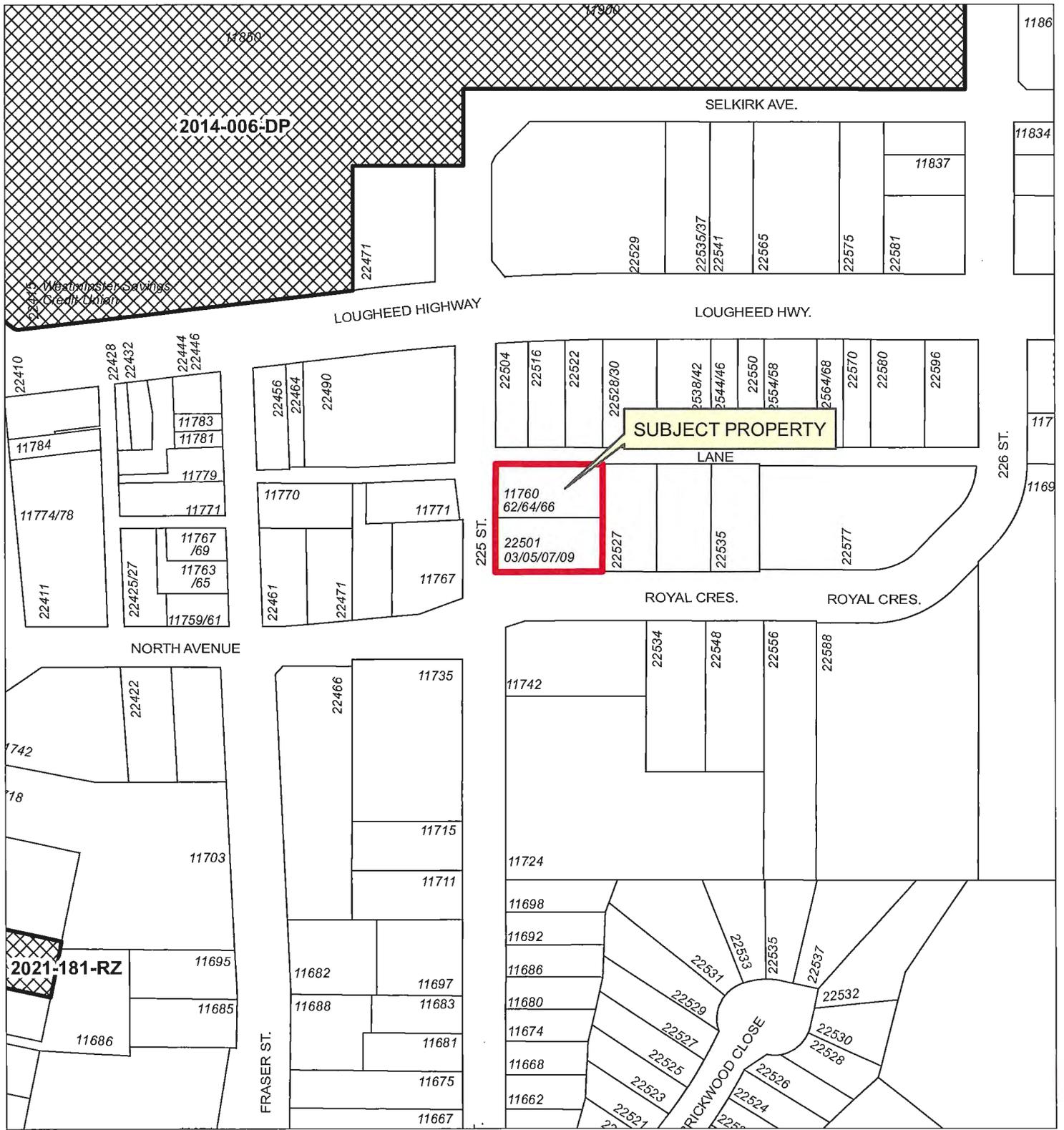
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FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT

Aerial Imagery from the Spring of 2020



Scale: 1:2,000

Legend

 Active Applications (RZ/SD/DP/P)

22509 Royal Cr
11760 225 St

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

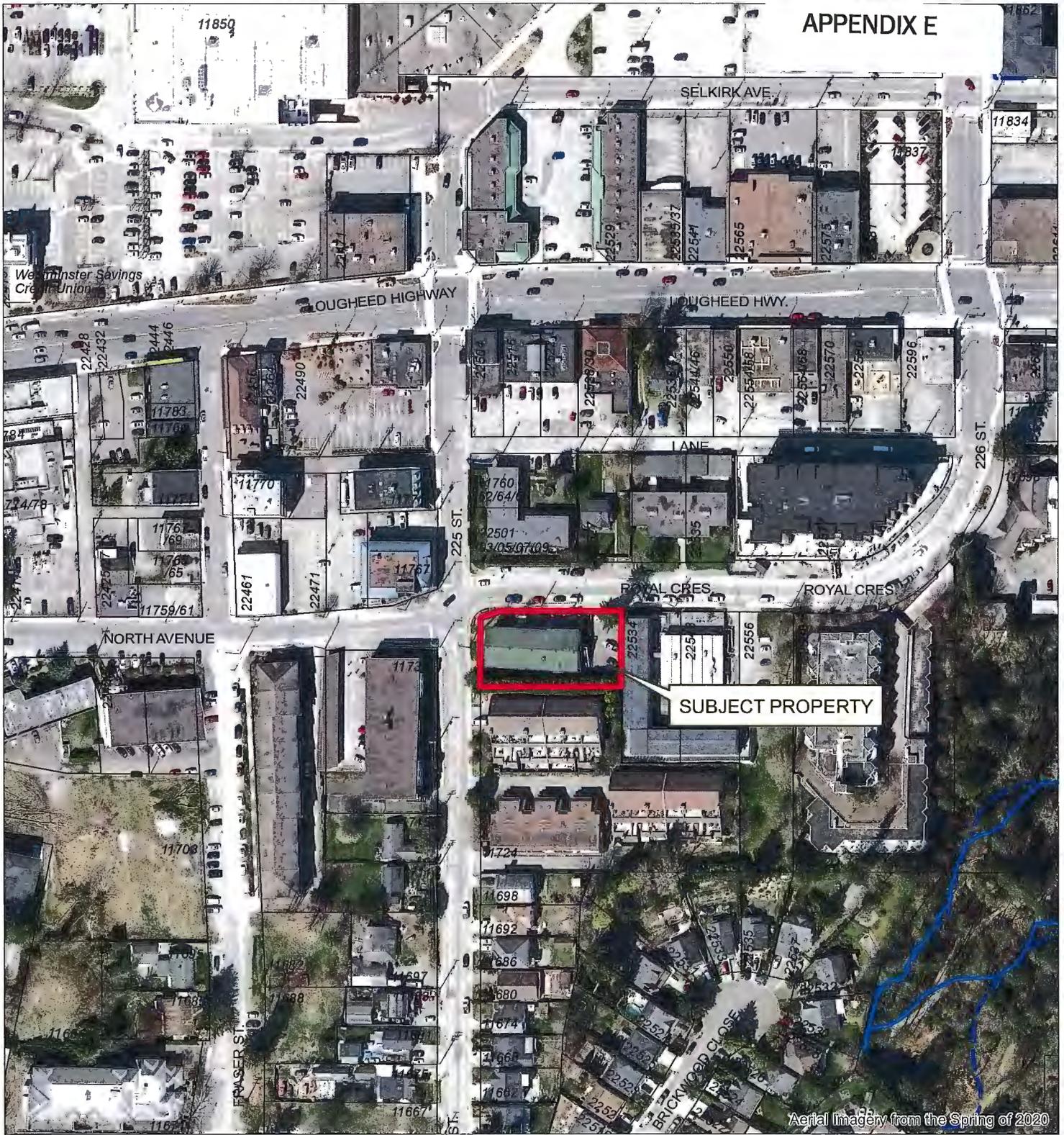
mapleridge.ca

FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT

APPENDIX E



Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek

Scale: 1:2,000

11742 225 St

PLANNING DEPARTMENT



MAPLE RIDGE

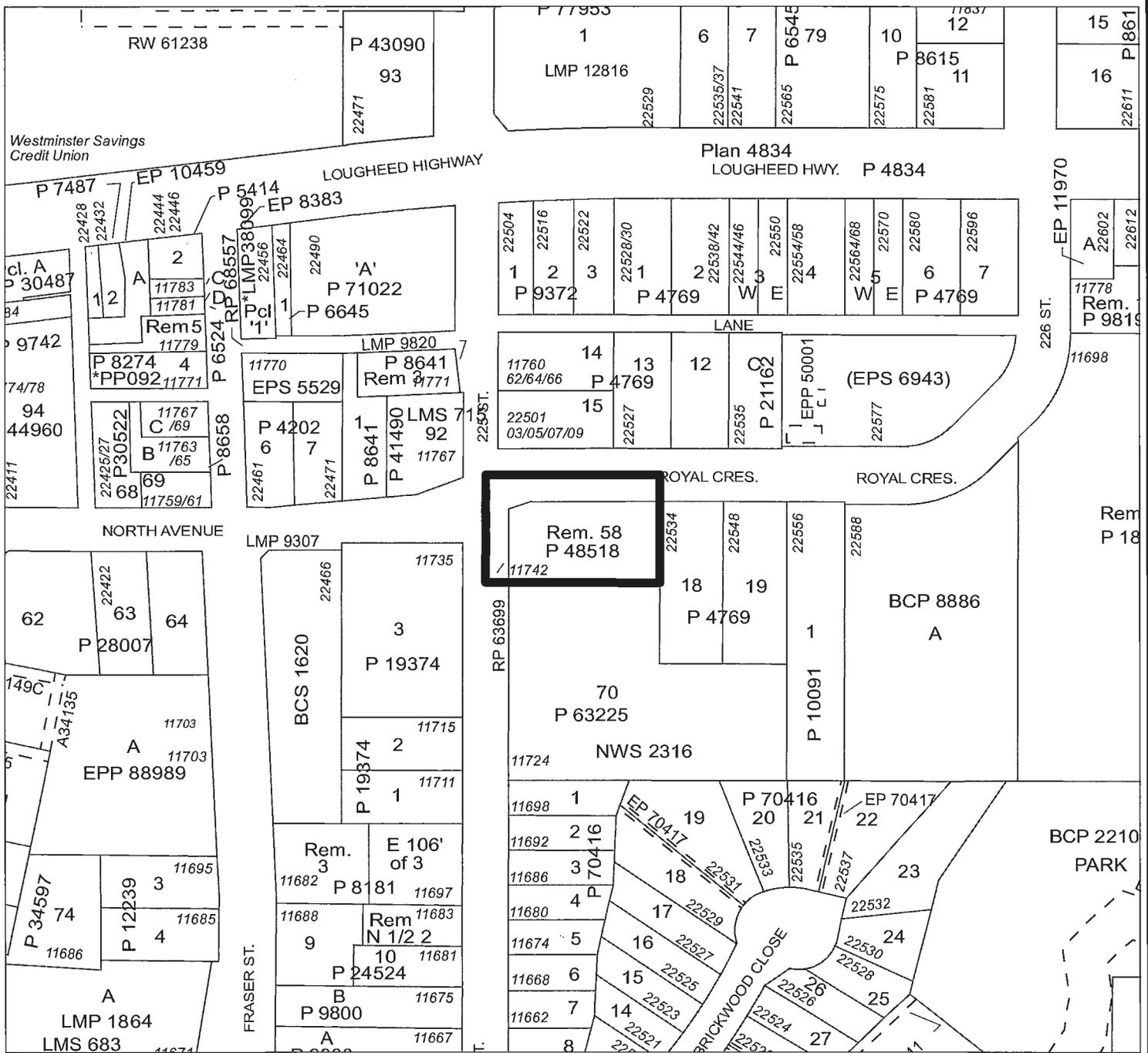
British Columbia

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FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7743-2021
 Map No. 1882
 From: LUC (Land Use Contract)
 To: CD-1-00 (Comprehensive District)



SCALE 1:2,000

**CITY OF MAPLE RIDGE
BYLAW NO. 7744-2021**

A Bylaw to amend the text forming part of Zoning Bylaw No. 7600 - 2019 as amended

WHEREAS, it is deemed desirable to create a new comprehensive development zone called “**CD-1-21 Medium Density Rental Apartment Residential**”;

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7744-2021."
2. Maple Ridge Zoning Bylaw No. 7600-2019 is amended as follows:
 1. THAT PART 10 COMPREHENSIVE DEVELOPMENT ZONES is amended by inserting the following after Section “1034 CD-1-05”:

1035 CD-1-21 Medium Density Rental Apartment Residential

1035.1 PURPOSE

1. This zone provides for a medium Density Rental Apartment Residential use with a maximum Building Height of six (6) Storeys.

1035.2 PRINCIPAL USES

1. The following Principal Uses Shall be permitted in this Zone;
 - a. Rental Apartment Residential

1035.3 ACCESSORY USES

1. The following shall be permitted as Accessory Uses to one of the permitted Principal Uses in this Zone;
 - a. Boarding; and
 - b. Home Occupation
2. Refer to Sections 401 and 402 of this Bylaw for additional information

1035.4 LOT AREA AND DIMENSIONS

1. Minimum Lot Area and dimensions shall be not less than;

a. in Lot Area	1,300.0 square metres
b. in Lot Width	30.0 metres
c. in Lot Depth	not applicable
2. Refer to Section 407 Building Envelope of the Bylaw for required minimum Building Envelope dimensions

1035.5 DENSITY

1. Floor Space Ratio shall not exceed a base Density of 1.8 times the Lot Area.

1035.6

LOT COVERAGE

1. Not applicable

1035.7

SETBACKS

1. Minimum Setbacks for all Principal Building and Principal Structures shall be not less than:
 - a. from a Front Lot Line 6.0 metres
 - b. from a Rear Lot Line 6.0 metres
 - c. from an Interior Side Lot Line 6.0 metres
 - d. from an Exterior Side Lot Line 6.0 metres
2. An Underground Structure, for Off-Street Parking, will not extend more than 0.8 metres above the Average Finished Grade and the above grade area is to be landscaped to become a useable part of the yard area. Minimum setbacks for the Underground Structure shall be not less than:
 - a. from a Front Lot Line 1.5 metres
 - b. from a Rear Lot Line 0.0 metres
 - c. from an Interior Side Lot Line 0.0 metres
 - d. from an Exterior Side Lot Line 1.5 metres
3. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

1035.8

HEIGHT

1. Building Height for Principal Buildings and Principal Structures shall not exceed 22.0 metres nor 6 Storeys, and shall be not less than 10.0 metres.
2. Building Height for Accessory Buildings and Accessory Structures shall not exceed 4.5 metres.
3. Refer to Section 403 (Building Height) of this Bylaw.

1035.9

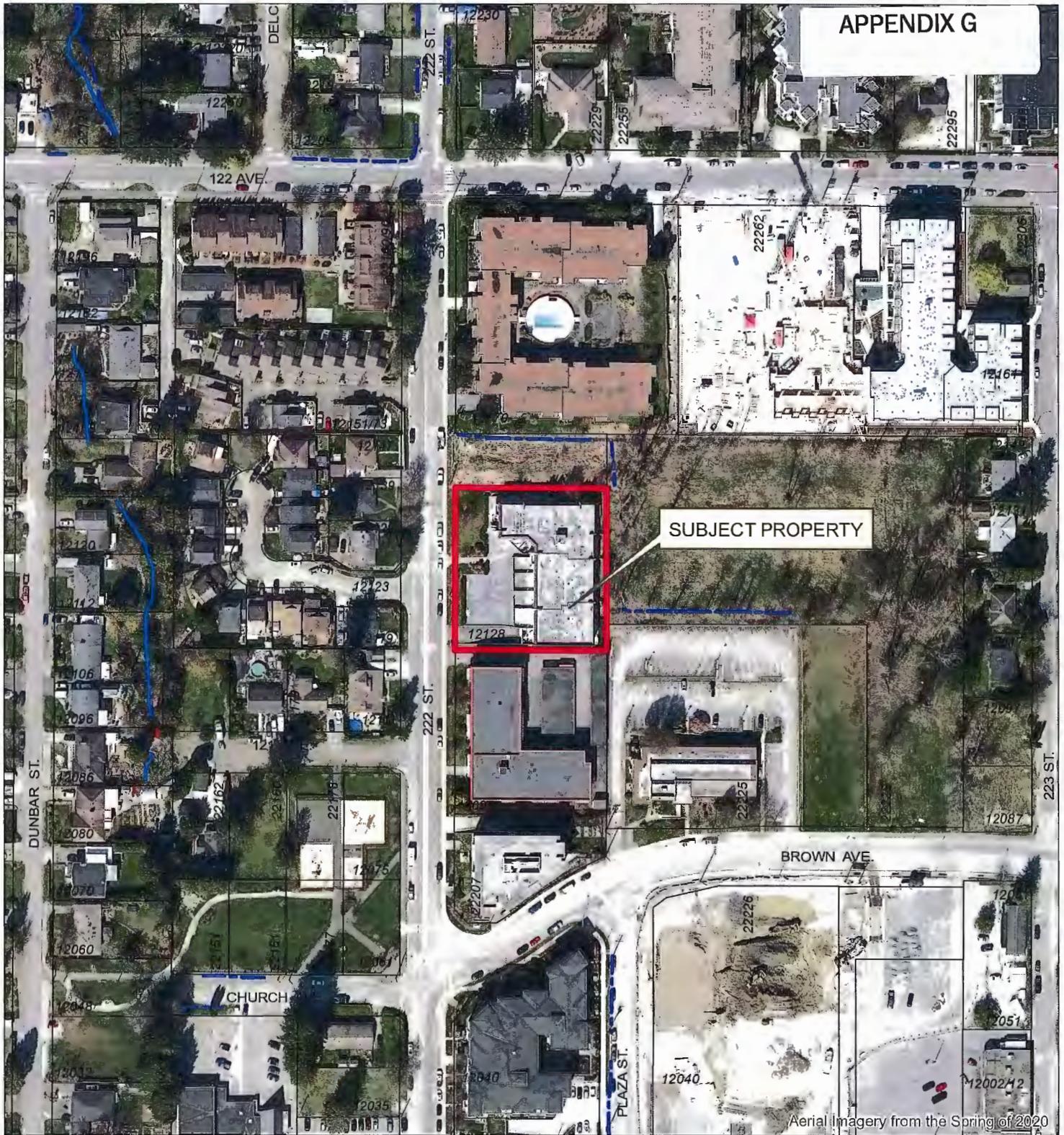
LANDSCAPING

1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

1035.10

PARKING AND LOADING

1. Off-Street Parking and Off-Street Loading shall be provided in accordance with Multi-family residential RM-2 regulations in the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990.
2. Accessory Off-Street Parking, except for that provided as visitor parking space, shall be Concealed Parking that extends no more than 0.8 metres above Average Finished Grade and which is Landscaped and integrated to become a useable part of the yard area.
3. Refer to Section 402 of this Bylaw.



SUBJECT PROPERTY

12128

BROWN AVE

CHURCH

Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  River Centreline (Topographic)

Scale: 1:2,000

12128 222 St

PLANNING DEPARTMENT

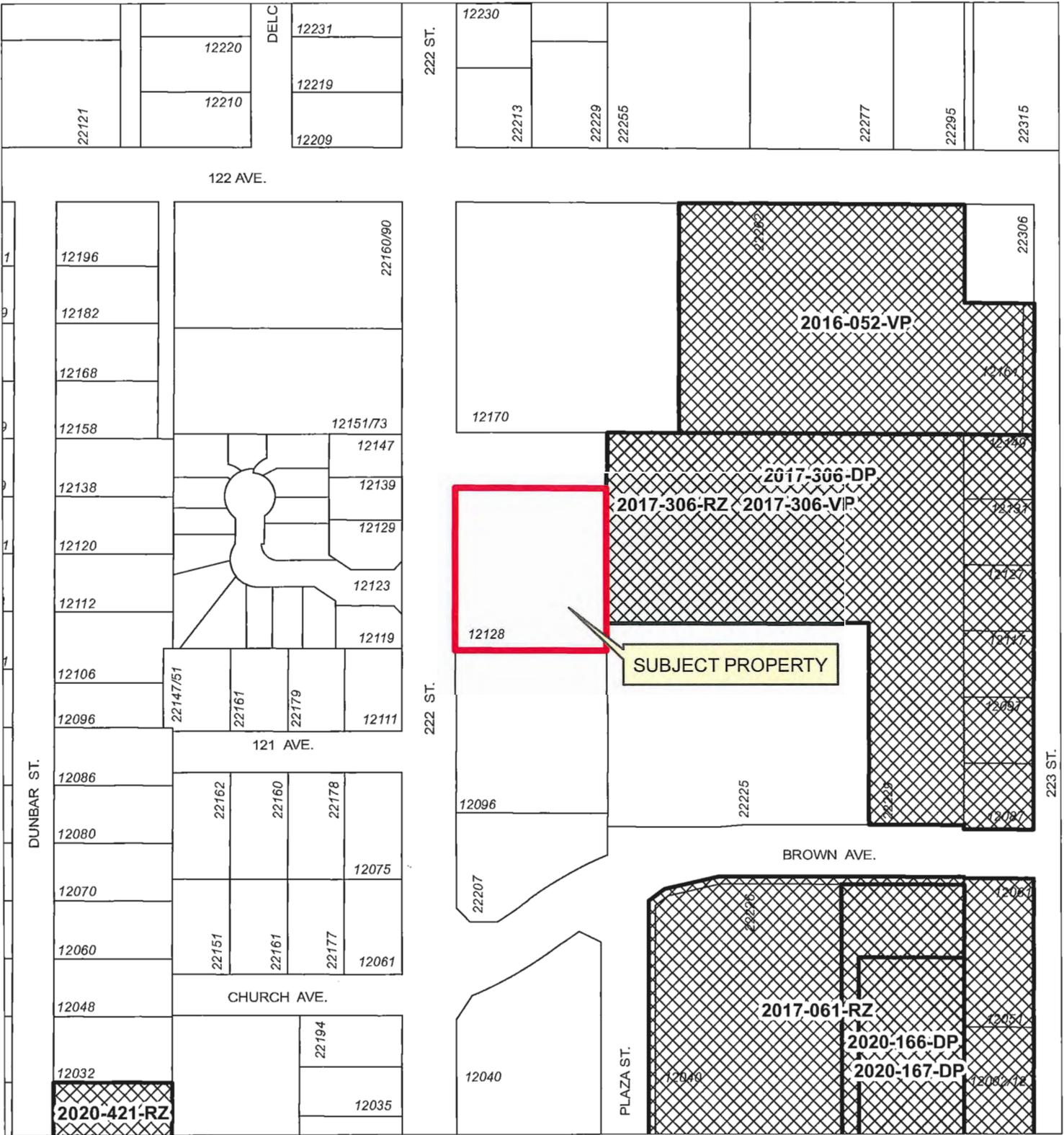


mapleridge.ca

FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT



Legend

 Active Applications (RZ/SD/DP/VP)

Scale: 1:2,000

12128 222 St



FILE: 2021-198-RZ.mxd
DATE: Apr 16, 2021

BY: DT



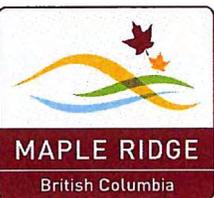
MAPLE RIDGE ZONE AMENDING

Bylaw No. 7745-2021

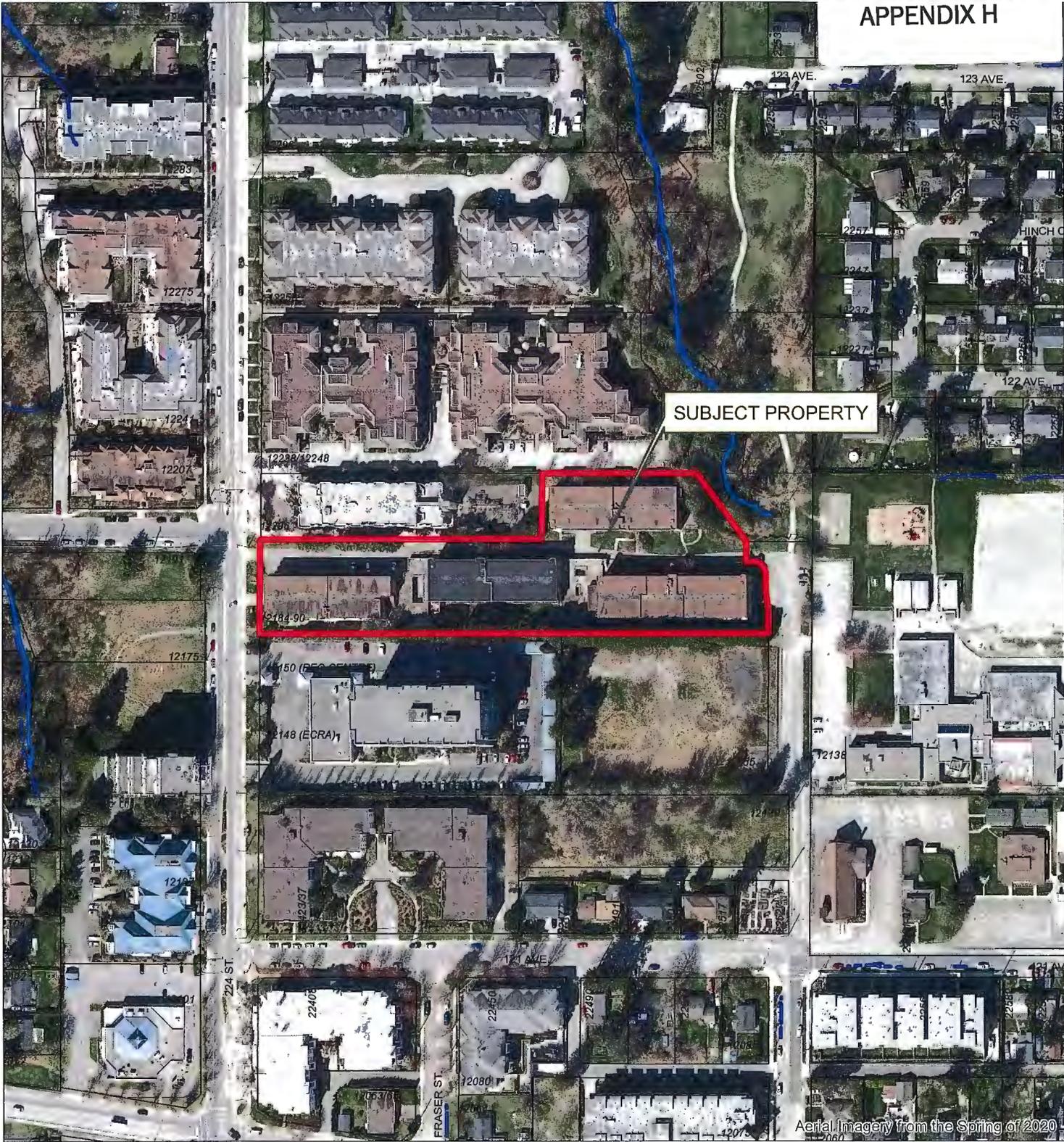
Map No. 1884

From: LUC (Land Use Contract)

To: CD-1-21 (Comprehensive Development)



SCALE 1:2,500



SUBJECT PROPERTY

Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek
-  Lake or Reservoir

Scale: 1:2,500

12184-12190 224 St

PLANNING DEPARTMENT



MAPLE RIDGE

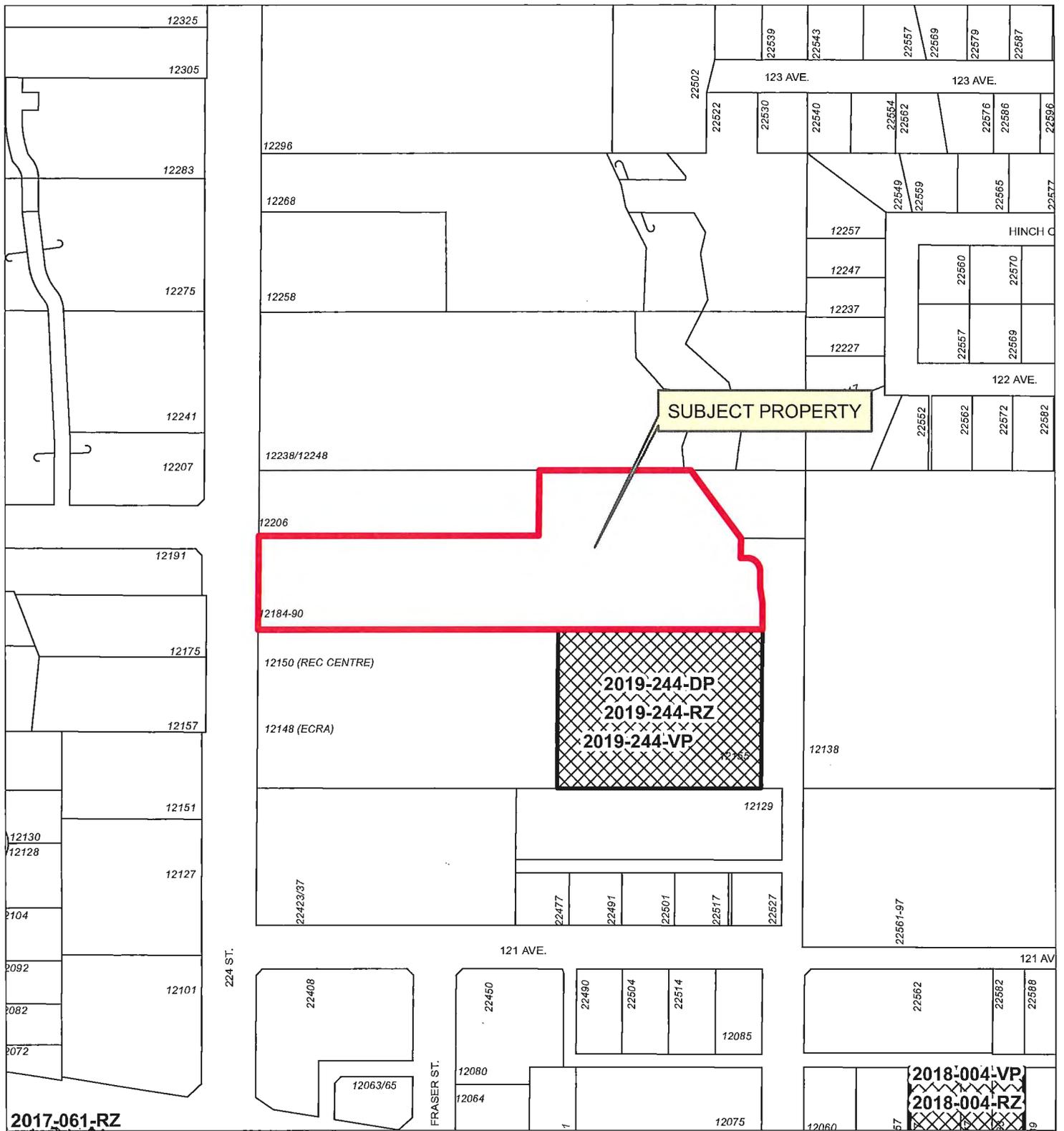
British Columbia

mapleridge.ca

FILE: 2021-198-RZ.mxd

DATE: Apr 16, 2021

BY: DT



Scale: 1:2,500

Legend

 Active Applications (RZ/SD/DP/VP)

12184-12190 224 St

PLANNING DEPARTMENT

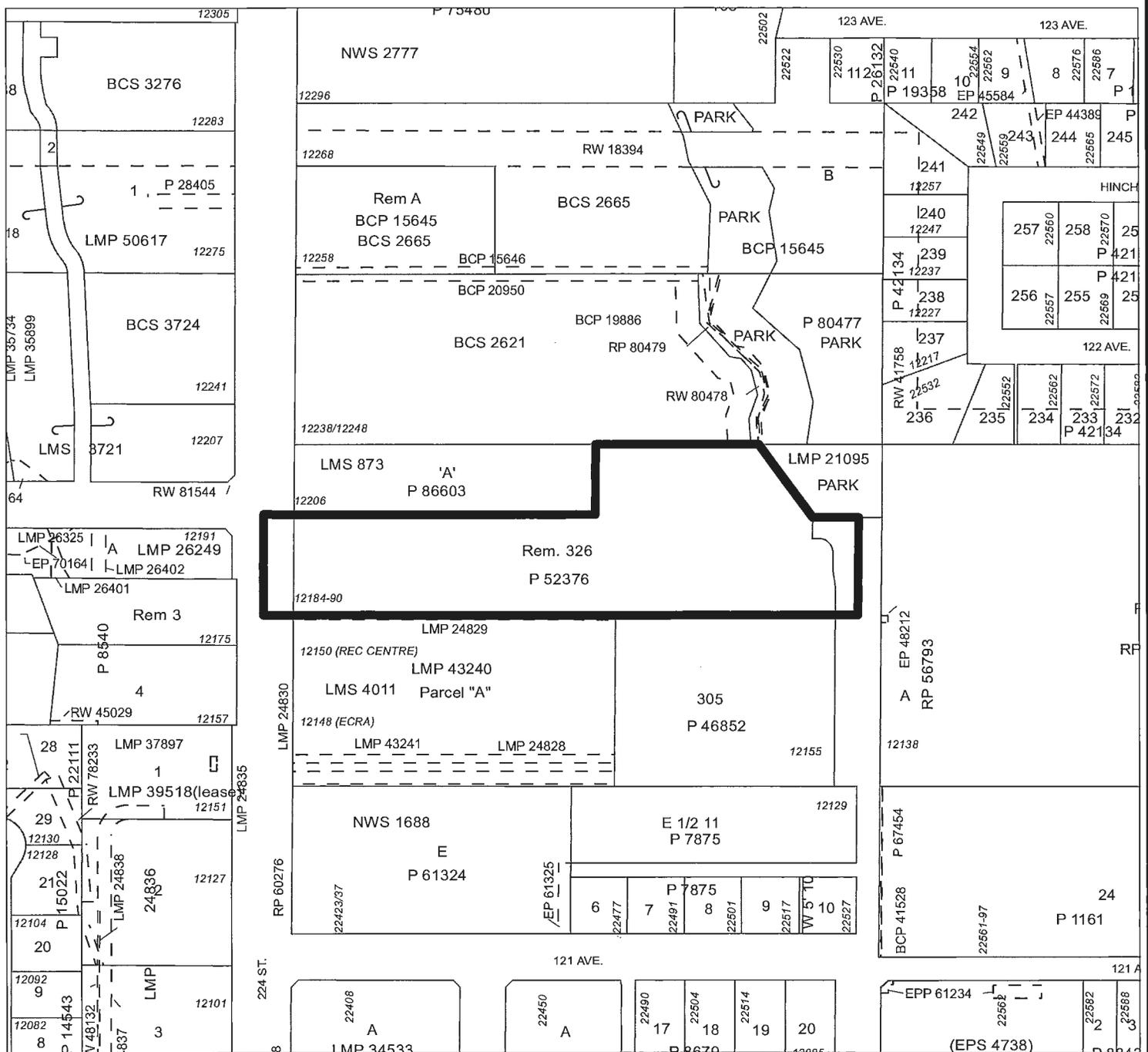


MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2021-198-RZ.mxd
DATE: Apr 16, 2021

BY: DT



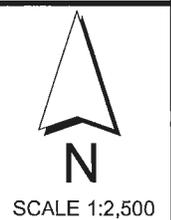
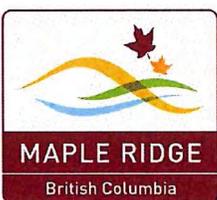
MAPLE RIDGE ZONE AMENDING

Bylaw No. 7746-2021

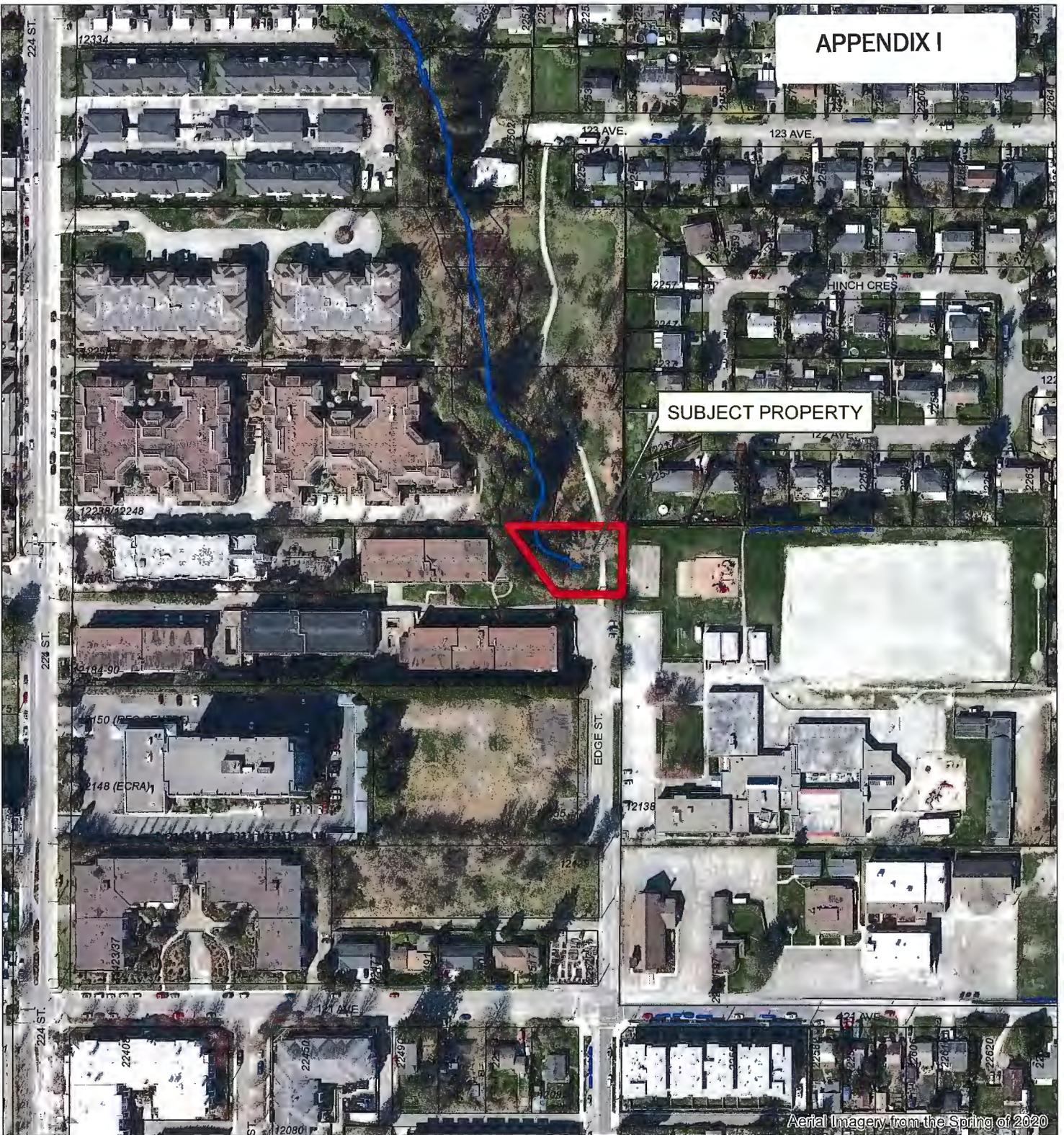
Map No. 1885

From: LUC (Land Use Contract)

To: CD-1-21 (Comprehensive Development)



APPENDIX I



SUBJECT PROPERTY

Aerial Imagery from the Spring of 2020



Legend

-  Stream
-  Ditch Centreline
-  Indefinite Creek

Scale: 1:2,500

FOLIO: 52697-0101-0
LEGAL: SEC 20; TWP 12; NWD;
PL LMP21095

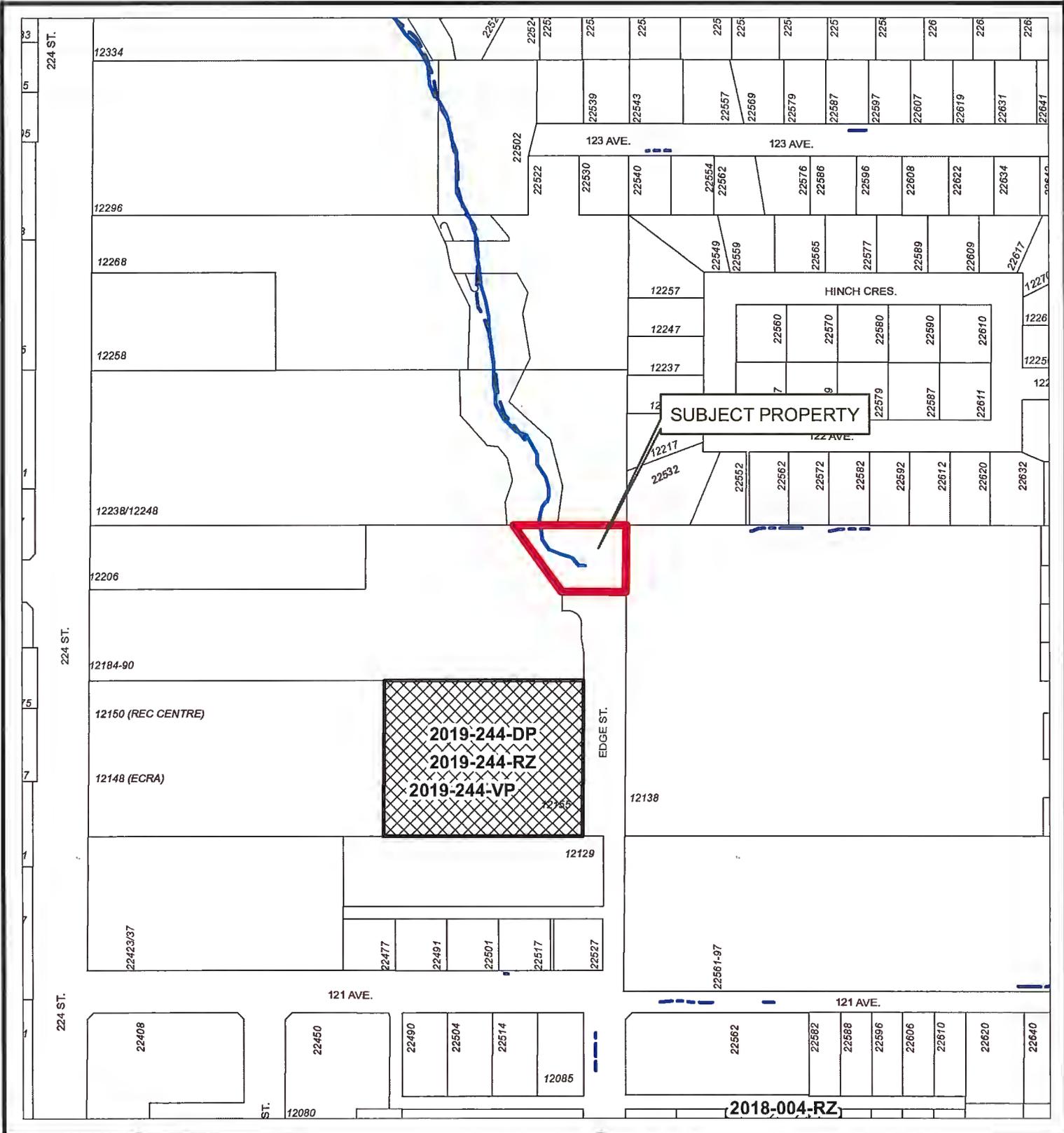
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-198-RZ.mxd
DATE: Apr 22, 2021

BY: DT



SUBJECT PROPERTY

2019-244-DP
 2019-244-RZ
 2019-244-VP

2018-004-RZ



Legend

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

Scale: 1:2,500

FOLIO: 52697-0101-0
 LEGAL: SEC 20; TWP 12; NWD;
 PL LMP21095

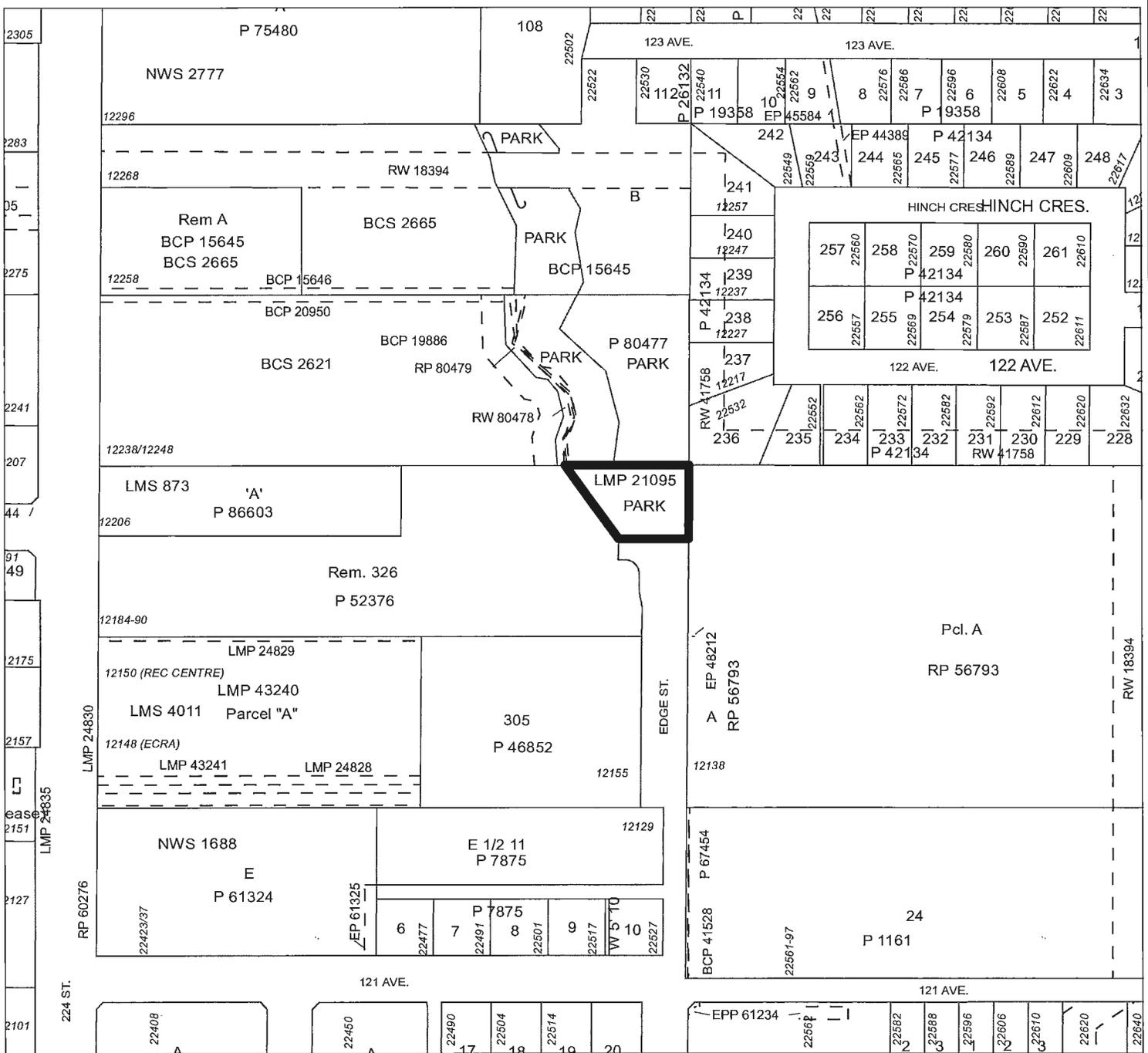
PLANNING DEPARTMENT



mapleridge.ca

FILE: 2021-198-RZ.mxd
 DATE: Apr 22, 2021

BY: DT



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7751-2021
 Map No. 1886
 From: LUC (Land Use Contract)
 To: P-1 (Park and School)



SCALE 1:2,500

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **Second Reading**
Zone Amending Bylaw No. 7614-2020;
20786 River Road

MEETING DATE: June 15, 2021
FILE NO: 2019-393-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property located at 20786 River Road from RS-1 (Single Detached Residential) to RT-2 (Ground-Oriented Residential Infill), to permit a future construction of eight (8) dwelling units in the form of Courtyard Housing. Council granted first reading to Zone Amending Bylaw No. 7614-2020 on March 10, 2020.

This application is in compliance with the OCP.

Pursuant to Council policy, this application is subject to the Community Amenity Contribution Program at a rate of \$4,100.00 per ground-oriented dwelling unit, for an estimated amount of \$32,800.00.

RECOMMENDATIONS:

- 1) That Zone Amending Bylaw No. 7614-2020 be given second reading as amended, and be forwarded to Public Hearing;
- 2) That the following terms and conditions be met prior to final reading:
 - i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Approval from the Ministry of Transportation and Infrastructure;
 - iii) Road dedication on River Road as required;
 - iv) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject property for the proposed development;
 - v) Registration of a Restrictive Covenant for protecting the Visitor Parking;
 - vi) Registration of a Restrictive Covenant for Tree Protection;
 - vii) Registration of a Restrictive Covenant for Stormwater Management, including maintenance requirements;

- viii) **Removal of existing building:**
- ix) **In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject property. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.**
- x) **That a voluntary contribution, in the amount of \$32,800.00 (\$4,100.00/unit) be provided in keeping with the Council Policy with regard to Community Amenity Contributions.**

DISCUSSION:

1) Background Context:

Applicant: Zeyuan Zhou

Legal Description: Lot 37 District Lot 277 Group 1 NWD Plan 31152

OCP:

Existing: Urban Residential
 Proposed: Urban Residential

Within Urban Area Boundary: Yes
 OCP Major Corridor: Yes

Zoning:

Existing: RS-1 (Single Detached Residential)
 Proposed: RT-2 (Ground-Oriented Residential Infill)

Surrounding Uses:

North:	Use:	Residential
	Zone:	RS-1 (Single Detached Residential)
	Designation:	Urban Residential
South:	Use:	Maple Ridge Elementary School
	Zone:	P-1 (Park and School)
	Designation:	Institutional
East:	Use:	Maple Ridge Elementary School
	Zone:	P-1 (Park and School)
	Designation:	Institutional
West:	Use:	Residential
	Zone:	RS-1 (Single Detached Residential)
	Designation:	Single-Family & Compact Residential (Hammond Area Plan)

Existing Use of Property: Residential
 Proposed Use of Property: Residential
 Site Area: 0.20 HA (0.5 acres)
 Access: River Road
 Servicing requirement: Urban Standard
 Companion Applications: 2019-393-DP/DVP

2) Background:

The subject site located at 20786 River Road is relatively flat and vacant, with some trees and shrubs along the front as well as along the side and rear common to the adjacent Maple Ridge Elementary School. The subject property is 0.20 HA (0.5 acres) in size and is located in the general urban area, on the eastern border of the Hammond area. Council granted first reading to Zone Amending Bylaw No. 7614-2020 on March 10, 2020.

The application was submitted under former *Zoning Bylaw No. 3510-1985* to allow the subject property to be rezoned from RS-1 to RT-2. It should be noted that the RT-2 zone under the former Zoning Bylaw allowed a maximum height for principal structures to be not more than 9.5m. However, when Council adopted *Zoning Bylaw No. 7600-2019*, the RT-2 zone height regulations changed in the way height is measured for principal structure from 9.5m to top of roof to 8.0m to mid-point of roof. As a result of these changes, the applicant is now seeking a variance to the allowable height of the proposed buildings. The Zone Amending Bylaw No. 7614-2020 will be adopted under the new *Zoning Bylaw No. 7600-2019*.

3) Project Description:

An application has been received for the property located at 20786 River Road for a courtyard housing development consisting of eight (8) dwelling units in the built form of four (4) duplexes. There will be two courtyard open spaces traversing the site; one in the south west corner and the other on the eastern portion of the site mid-way. An internal drive aisle will provide access to the garage of each unit. All eight (8) units will feature side by side parking garages, as well as one visitor space will be provided. Special surface treatment will be applied over the portion of the drive aisle connecting the courtyard area.

The proposed eight (8) unit courtyard housing development is designed to be of a similar scale to the adjacent single family houses, and is meant to interface with the surrounding neighbourhood. The development proposes four buildings containing two (2) units each, with each unit featuring a separate ground floor entrance, which gives it the appearance of single family housing. The developments form and character are similar in scale to the overall neighbourhood and respects the height of the existing homes in the area.

The River Road elevation of the development reads as two single residential units, while the bulk of the massing of both units is contained primarily on the first and second floors. This elevation integrates well overall with the single family streetscape along this portion of River Road. The courtyard is the project core and it emphasizes this importance by incorporating corner glazing facing common amenity spaces and the driveway. All of the units have fenced rear yards and landscape areas along the property line. The outdoor amenity areas have also received a generous landscaped treatment, which is meant to maximize the privacy from adjacent properties. The courtyard space has been broken up, in order to retain a significant offsite cedar tree labelled as OS-1 in the landscaping plans, located in the south west corner of the site.

4) Planning Analysis:

i) Official Community Plan:

The OCP designates the subject properties *Urban Residential – Major Corridor*, and development of the properties are subject to the *Major Corridor Residential* policies of the OCP. The *Major Corridor Residential* category identifies the various types of housing forms which are encouraged along major

road corridors to include ground oriented housing forms such as: single detached dwellings, garden suites, duplexes, triplexes, fourplexes, courtyard residential developments, townhouses, apartments, or small lot intensive residential. These policies require that development be compatible with the surrounding neighbourhood, with particular attention given to site design, setbacks, and lot configuration with the existing pattern of development in the area.

It is noted that one of the underlying principles in the OCP is to encourage growth within the Urban Area Boundary (UAB) and to accommodate growth through infill by promoting a mix of housing types and tenures (Policy 3-1).

The proposed RT-2 (Ground-Oriented Residential Infill) Zone to support the development of a courtyard aligns with the intent of these OCP and neighborhood residential infill policies.

A number of OCP Infill Policies apply to this site and are evaluated with respect to the proposal's design as follows:

- The overall OCP objective is to encourage growth within the Urban Area Boundary (UAB), including growth through infill by a mix of housing types and tenures (Policy 3-1).

This is achieved by the increased density being proposed through this project. The proposed courtyard housing form also represents a new type of housing in the City of Maple Ridge, which will help by introducing an intermediate form of housing.

- In changing the single family residential to a Courtyard Housing form, Policy 3-19-b sets the criteria with respect to achieving street-oriented buildings, including developing a design "that resemble a single detached dwelling, with an emphasis on orientation to the street."

The two units immediately on River Road are front facing and will achieve this requirement. The detailed design will be refined through the Development Permit process.

- Policy 3-21 requires attention be paid to having site plans, setbacks and building massing that respects existing development patterns and are sensitive to the surrounding neighbourhood.

The massing is sensitive to the surrounding neighbourhood. With Maple Ridge Elementary School parking lot on the two other sides, the setback and height variances can be justified.

ii) Zoning Bylaw:

The current application proposes to rezone the subject property from RS-1 (Single Detached Residential) to RT-2 (Ground-Oriented Residential Infill) to permit the development of a courtyard residential building with eight (8) units (see Appendix C). The subject property is 2020m², which is larger than the 950m² minimum lot size required for a courtyard development.

The courtyard residential development is supported on this property because it will be similar in scale with the surrounding established single family neighbourhood. The RT-2 zone (triplex, fourplex and courtyard) is intended to resemble a single family home and integrate with the existing

neighbourhood. Each dwelling unit is provided with greenspace, while access to off-street parking areas can be accessed from the lane behind the subject property (see Appendices D and F).

The proposal has a density (Floor Space Ratio) of 0.75 which complies with the maximum density of 0.75 FSR in the proposed RT-2 Zone.

Housing Action Plan:

The City's Housing Action Plan (HAP) was endorsed by Council in 2014. It seeks to increase access to "safe, affordable, and appropriate housing that meets the diverse and changing needs of the community". Strategy #1 of the Housing Action Plan articulates the importance of a diverse housing mix, the importance of housing innovation and encourages the City to "support the development of a mix of housing forms".

iii) Off-Street Parking And Loading Bylaw:

The Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 – 1990 requires that triplexes, fourplexes and courtyard residential developments are to provide two off-street parking spaces per dwelling unit. Both spaces for each unit are side by side and there is also an opportunity to park one additional vehicle on the apron in front of each garage. The proposed courtyard meets these requirements by providing a total of seventeen parking spaces, two spaces per unit and one visitor parking. Bicycle parking can be accommodated in the accessory detached garage for each unit.

iv) Proposed Variances:

A Development Variance Permit application has been received for this project and involves the following relaxations (see Appendix D):

- Reduction in the Front Lot Line setback from 6.0 metres to 4.5 metres;
- Reduction in the Rear Lot Line setback from 7.5 metres to 1.5 metres;
- Increase in the allowable Building Height from 8.0 metres to 9.41 metres; and
- To relax the road standard on River Road from 20.0 metres to 18.0 metres.

The requested variances to the RT-2 zone will be the subject of a future Council report.

As stated previously in this report, the application was made under the former *Zoning Bylaw No. 3510-1985*, which permitted a maximum building height of 9.5 metres in the RT-2 Zone. The request for a height variance is therefore supportable based on the timing of this application and the changes in the new *Maple Ridge Zoning Bylaw No. 7600-2019*. The proposed Front Yard setback is supportable because it enhances the pedestrian environment and as the development is dedicating approximately 5 metres along River Road. The Rear Yard setback variance brings one of the proposed units closer to the Maple Ridge Elementary School site; however, this portion of the site includes the parking lot and will be buffered by ample landscaping.

v) Development Permits:

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

The application is subject to the Ground-Oriented Residential Infill Development Permit Area Guidelines which were adopted into the OCP on November 24, 2020. These guidelines provide applicants with information and examples of design principles for triplex, fourplex, and courtyard housing that align with vision of the *Official Community Plan*.

Accordingly, prior to final zoning approval, the Development Permit must be reviewed and approved. An application for the Development Permit has been received. Adherence of this project to the guidelines will be the subject of a future report to Council and a security for the landscaping will be taken as a condition of the issuance of the Development Permit to ensure that the Development Permit Area guidelines are met.

vi) Advisory Design Panel:

The Advisory Design Panel (ADP) reviewed the form and character of the proposed development and the landscaping plans at a meeting held on March 17, 2021 (see Appendices F and G).

The ADP concerns have been addressed and are reflected in the current plans. A summary of the resolutions and how the developer addressed the resolutions has been provided (see Appendix H). A detailed description of how these items were incorporated into the final design will be included in a future development permit report to Council.

vii) Development Information Meeting:

Due to the COVID-19 pandemic, it was not possible for the developer to host an in-person Development Information Meeting. In lieu of Development Information Meetings, an interim process has been established to allow for a ten day Public Comment Opportunity. The notification requirements are the same as for the Development Information Meeting and include a mail-out, newspaper advertisements, and notice on the development signs that provides the contact information for the developer and the Public Comment period.

The Public Comment Opportunity was held between April 27 and May 6, 2021. The developer received correspondence from four (4) people. A summary of the Public Comment Opportunity is attached to this report as Appendix I.

5) Environmental Implications:

This project's site proposal will have to conform to the City's three tier stormwater management requirements. Because the subject property is within the Fraser River Escarpment, no infiltration is permitted.

6) Traffic Impact:

As the subject property is located within 800 metres of the Lougheed Highway, a referral has been sent to the Ministry of Transportation and Infrastructure.

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

7) Interdepartmental Implications:

i) Engineering Department:

The Engineering Department has identified the following improvements required for this development to proceed:

- River Road will require 5 metres of dedication and widening across the frontage to reflect the width that is established across the frontage of Maple Ridge Elementary School.
- Street trees and installation of LED street lights required along River Road.

ii) Building Department:

The Building Department has reviewed the development application and has provided comments related to Building Code requirements which have been forwarded to the developer. These comments will be reviewed again at the Building Permit stage.

8) School District No. 42 Comments:

A referral was sent to School District No. 42 and the following comments were received:

"The proposed application would affect the student population for the catchment areas currently served by Maple Ridge Elementary and Westview Secondary School.

Maple Ridge Elementary has an operating capacity of 471 students. For the 2020-21 school year the student enrolment at Maple Ridge Elementary is 426 students (90.5% utilization) including 164 French Immersion students and 122 students from out of catchment.

Westview Secondary school has an operating capacity of 1200 students. For the 2020-21 school year the student enrollment at Westview Secondary School is 651 students (54.2% utilization) including 270 French Immersion students and 724 students from out of catchment."

Please note that the out of catchment numbers are from the 2019-20 school year.

CONCLUSION:

It is recommended that second reading be given to Zone Amending Bylaw No. 7614-2020, and that application 2019-393-RZ be forwarded to Public Hearing.

"Original signed by René Tardif"

Prepared by: **Rene Tardif, BA, M.PL**
Planner 1

"Original signed by Chuck Goddard"

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

"Original signed by Christine Carter"

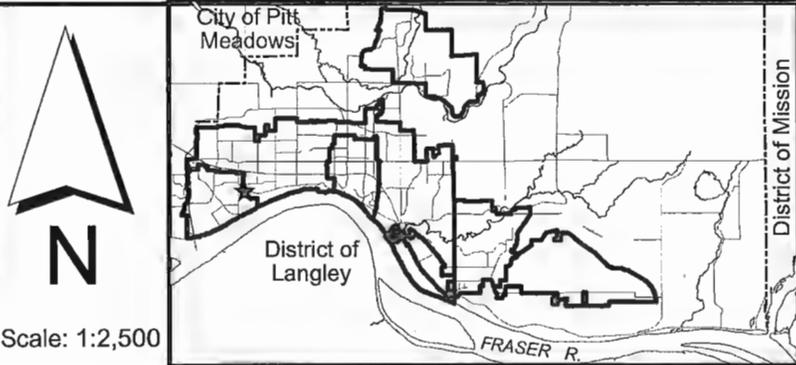
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

"Original signed by Al Horsman"

Concurrence: **Al Horsman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Zone Amending Bylaw No. 7614-2020
- Appendix D – Site Plan
- Appendix E – Building Elevation Plans
- Appendix F – Landscape Plan
- Appendix G – ADP design comments
- Appendix H – Public Comment Opportunity Report



Scale: 1:2,500

20786 RIVER ROAD
PID: 006-579-868

PLANNING DEPARTMENT



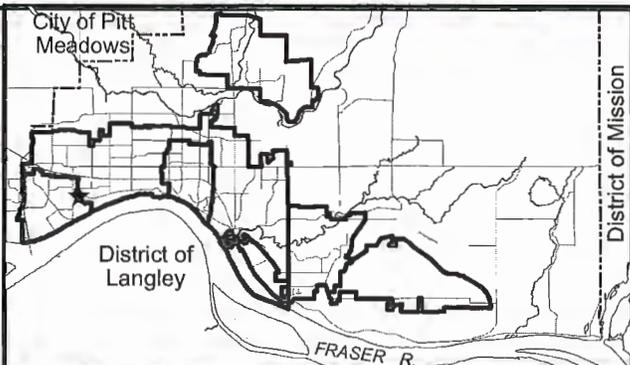
mapleridge.ca

FILE: 2019-393-RZ
DATE: Nov 15, 2019

BY: PC



Scale: 1:2,500



20786 RIVER ROAD
PID: 006-579-868

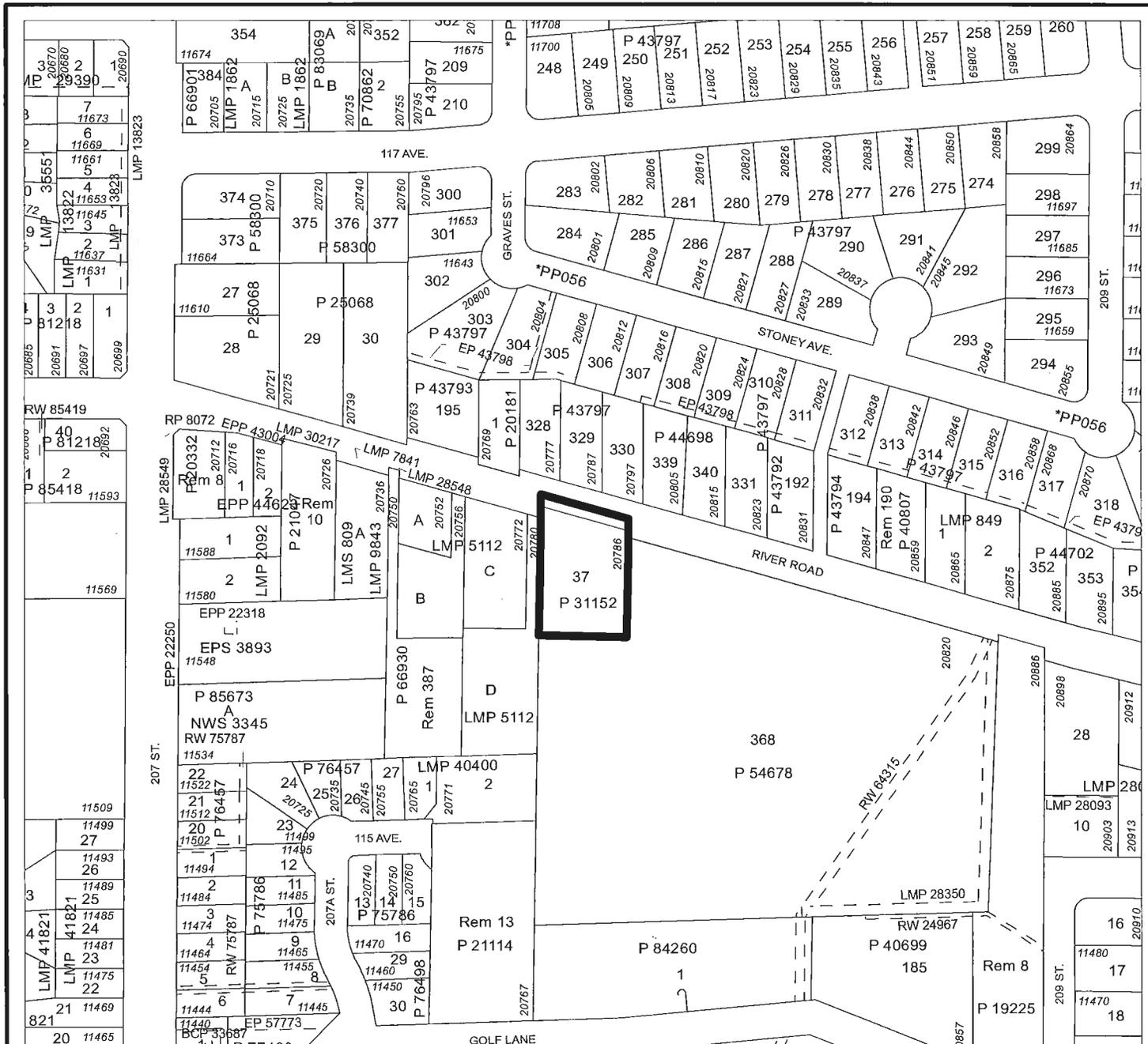
PLANNING DEPARTMENT



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FILE: 2019-393-RZ
DATE: Nov 15, 2019

BY: PC



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7614-2020

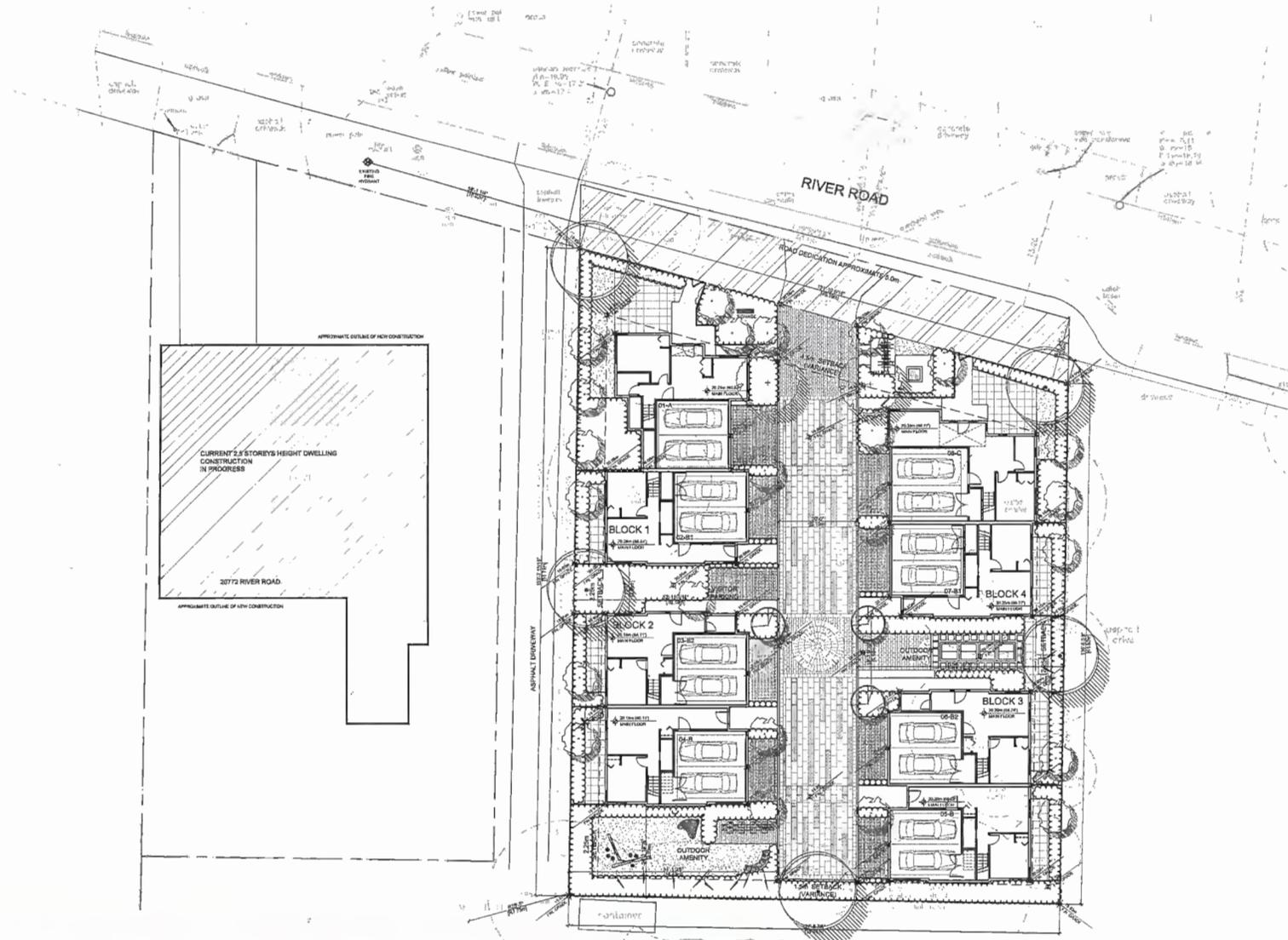
Map No. 1828

From: RS-1 (Single Detached Residential)

To: RT-2 (Ground-Oriented Residential Infill)



SCALE 1:2,500



1 DP1.0 SITE PLAN 1:150

PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021

DP 1.0
SITE PLAN

SCALE: 1:150

APPENDIX D



EAST ELEVATION - BLOCK 2 (COURTYARD/ DRIVEWAY)



NORTH ELEVATION - BLOCK 4 (RIVER ROAD)

- 1  WOODTONE FIBER CEMENT SIDING COASTAL GRAY
- 2  TRIMS DARK GRAY
- 3  FIBER CEMENT PANEL WHITE
- 4  FIBER CEMENT PANEL LIGHT GRAY
- 5  FASCIA/ COLUMNS PAINTED BENJAMIN MOORE COLOR AUTUMN LEAF
- 6  PERFORATED METAL SOFFIT
- 7  CULTURED STONE PLATINUM PRO-FIT LEDGESTONE
- 8  CULTURED STONE WINTERHAVEN PRO-FIT ALPINE LEDGESTONE
- 9  VINYL WINDOW (BLACK)
- 10  ALUMINUM GUARD RAILS WITH GLASS
- 11  FIBERGLASS GARAGE DOOR COLOUR CEDAR
- 12  FIBERGLASS GARAGE DOOR COLOUR TO MATCH WALL FINISH

PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021

DP 0.8

COLOUR/
MATERIAL SCHEDULE

SCALE: 1:75



PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

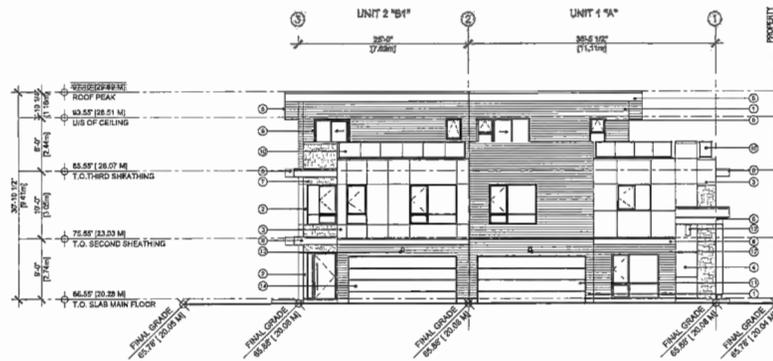
BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021



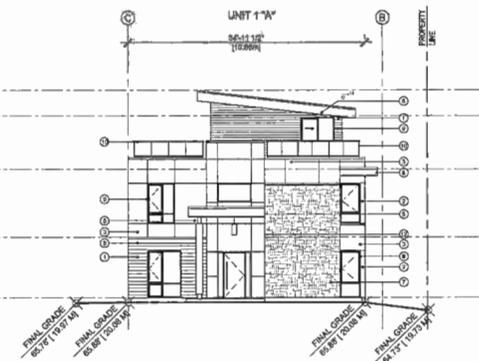
DP 0.9

STREETScape

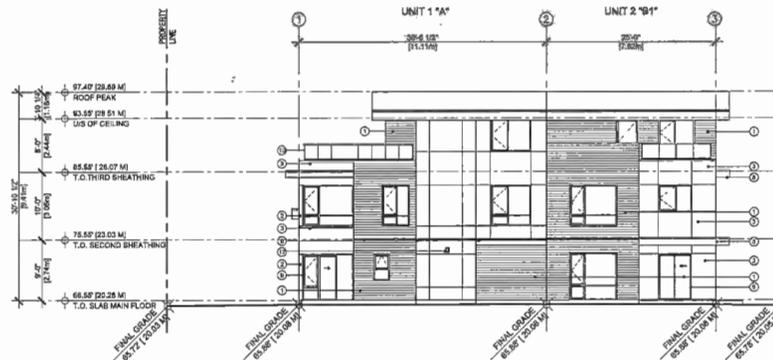
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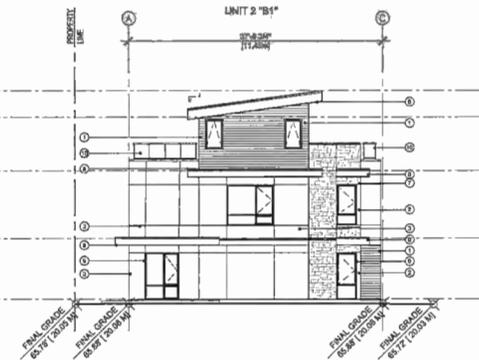
**BLOCK 1
EAST ELEVATION (DRIVEWAY)
SCALE: 1:100**



**BLOCK 1
NORTH ELEVATION (RIVER ROAD)
SCALE: 1:100**



**BLOCK 1
WEST ELEVATION (YARD)
SCALE: 1:100**



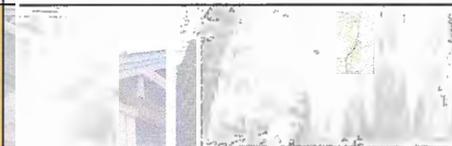
**BLOCK 1
SOUTH ELEVATION (AMENITY)
SCALE: 1:100**

MATERIALS LEGEND	
①	CEMENT SIDING COASTAL GRAY
②	TRIMS PAINTED BLACK (MATCHING WINDOW HARDWARE)
③	FIBER CEMENT PANEL WHITE
④	FIBER CEMENT PANEL GRAY
⑤	FASCIA/ COLUMNS PAINTED BENJAMIN MOORE COLORS AUTUMN LEAF
⑥	PERFORATED METAL SOFFIT
⑦	CULTURED STONE WINTERHAVEN PRO-FIT ALPINE LEDGESTONE
⑧	TRIMS DARK GRAY
⑨	VINYL WINDOW (BLACK)
⑩	ALUMINUM GUARD RAILS WITH GLASS
⑪	FIBERGLASS GARAGE DOOR COLOUR CEDAR
⑫	DECORATIVE LIGHT FIXTURE
⑬	CULTURED STONE PLATINUM PRO-FIT LEDGESTONE
⑭	FIBERGLASS GARAGE DOOR COLOUR TO MATCH WALL FINISH

PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

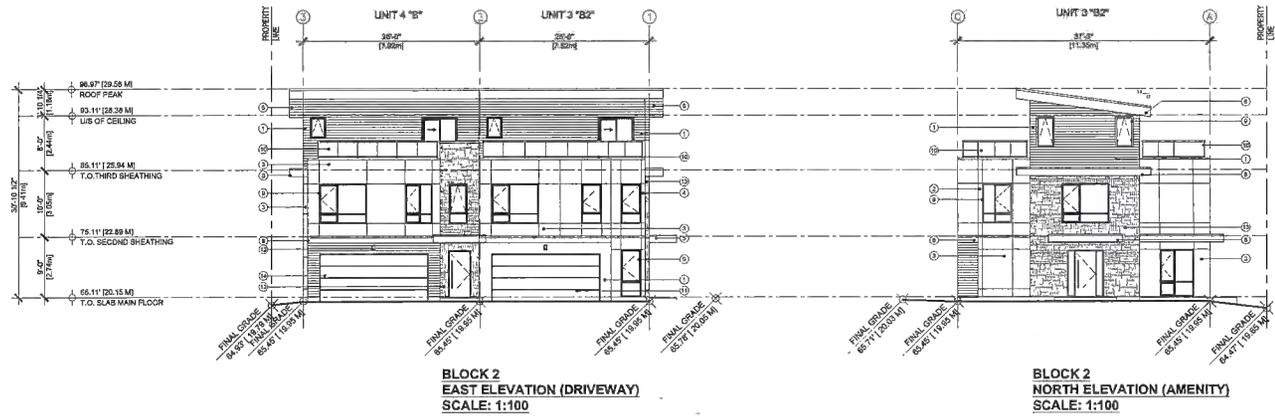
BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021



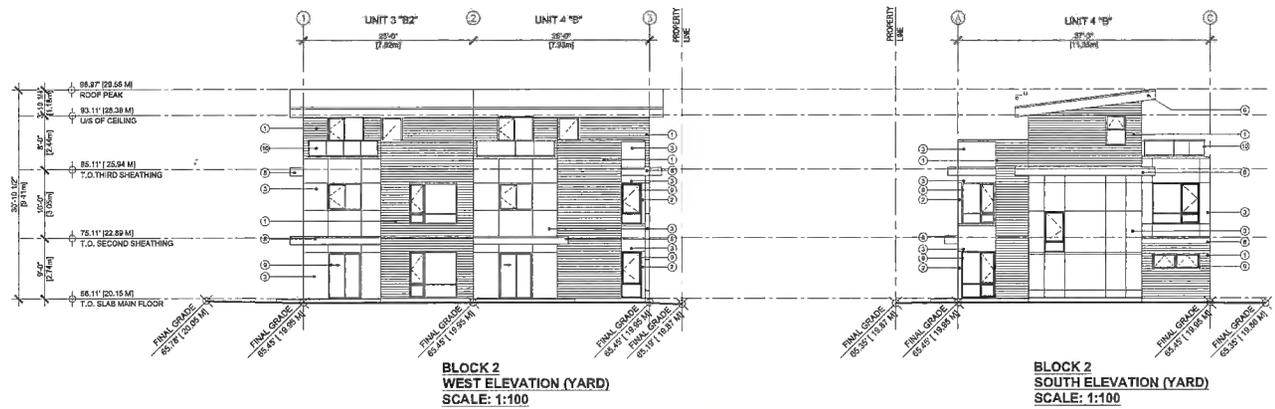
DP 3.1

BLOCK 1
CONCEPT ELEVATIONS

SCALE: 1:100



MATERIALS LEGEND	
①	CEMENT SIDING COASTAL GRAY
②	TRIMS PAINTED BLACK (MATCHING WINDOW HARDWARE)
③	FIBER CEMENT PANEL WHITE
④	FIBER CEMENT PANEL GRAY
⑤	FASCIA/ COLUMNS PAINTED BENJAMIN MOORE COLORS AUTUMN LEAF
⑥	PERFORATED METAL SOFFIT
⑦	CULTURED STONE WINTERHAVEN PRO-FIT ALPINE LEDGESTONE
⑧	TRIMS DARK GRAY
⑨	VINYL WINDOW (BLACK)
⑩	ALUMINUM GUARD RAILS WITH GLASS
⑪	FIBERGLASS GARAGE DOOR COLOUR CEDAR
⑫	DECORATIVE LIGHT FIXTURE
⑬	CULTURED STONE PLATINUM PRO-FIT LEDGESTONE
⑭	FIBERGLASS GARAGE DOOR COLOUR TO MATCH WALL FINISH



PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

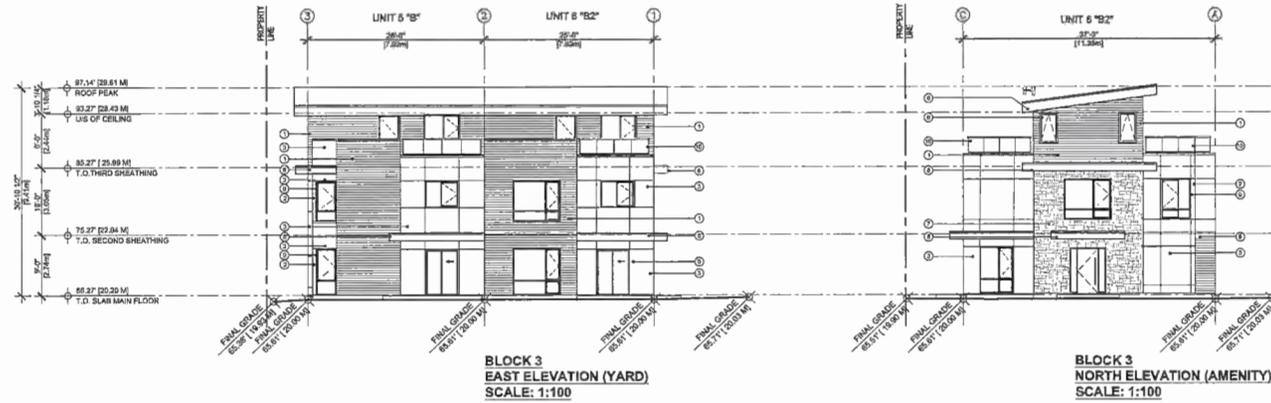
BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021



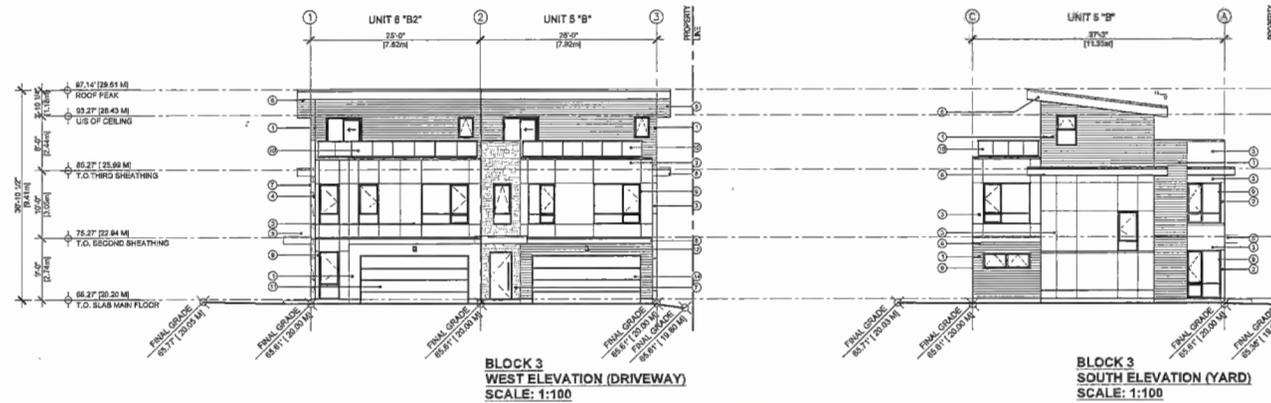
DP 3.2

BLOCKS 2
CONCEPT ELEVATIONS

SCALE: 1:100



MATERIALS LEGEND	
①	CEMENT SIDING COASTAL GRAY
②	TRIMS PAINTED BLACK (MATCHING WINDOW HARDWARE)
③	FIBER CEMENT PANEL WHITE
④	FIBER CEMENT PANEL GRAY
⑤	FASCIA/ COLUMNS PAINTED BENJAMIN MOORE COLORS AUTUMN LEAF
⑥	PERFORATED METAL SOFFIT
⑦	CULTURED STONE WINTERHAVEN PRO-FIT ALPINE LEDGESTONE
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PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

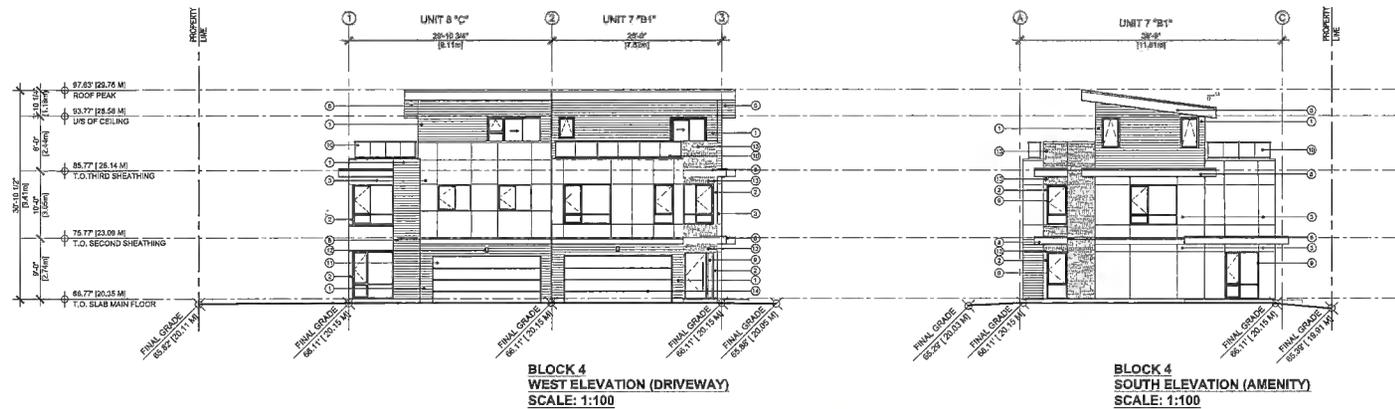
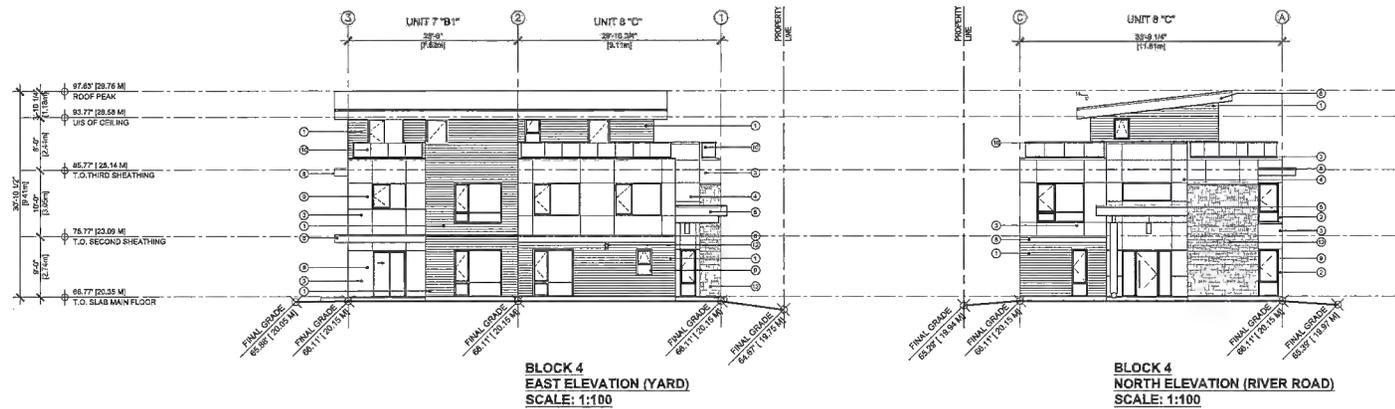
BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021



DP 3.3

BLOCK 3
CONCEPT ELEVATIONS

SCALE: 1:100



MATERIALS LEGEND	
①	CEMENT SIDING COASTAL GRAY
②	TRIMS PAINTED BLACK (MATCHING WINDOW HARDWARE)
③	FIBER CEMENT PANEL WHITE
④	FIBER CEMENT PANEL GRAY
⑤	FASCIA/ COLUMNS PAINTED BENJAMIN MOORE COLORS AUTUMN LEAF
⑥	PERFORATED METAL SOFFIT
⑦	CULTURED STONE WINTERHAVEN PRO-FIT ALPINE LEDGESTONE
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PROPOSED RT-2 COURTYARD RESIDENTIAL DEVELOPMENT

20786 RIVER ROAD, MAPLE RIDGE, B.C.

BRIMMING CAPITAL INC.
ATELIER PACIFIC ARCHITECTURE INC.
APRIL 1, 2021



DP 3.4

BLOCK 4
CONCEPT ELEVATIONS

SCALE: 1:100

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pmg
LANDSCAPE ARCHITECTS
Suite C100 - 4185 8th Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:



PLANT SCHEDULE					PMG PROJECT NUMBER: 19-072	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS		
1	8	ACER RUBRUM 'KARPIK'	KARPOK RED MAPLE	8CM CALL: 1.2M STD; 8&B		
2	29	CARPINUS BETULUS 'FRANS FONTAINE'	FRANS FONTAINE HORNBEEAM	8CM CALL: 1.2M STD; 8&B		
3	2	CERCIDOPHYLLUM JAPONICUM	KATUMURA TREE	8CM CALL: 1.8M STD; 8&B		
4	5	FRAXINUS ORNUS	FLOWERING ASH	8CM CALL: 2.0M STD; 8&B		

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CHLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. * DEFINITION OF CONDITIONS OF AVAILABILITY: * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



ACER RUBRUM 'KARPIK' CARPINUS BETULUS 'FRANS FONTAINE' CERCIDOPHYLLUM JAPONICUM FRAXINUS ORNUS



NO.	DATE	REVISION DESCRIPTION	DR.
1	23-MAR-20	REVISION REAR YARDS	JR
2	23-MAR-20	COLOUR KINGSIDE	JR
3	23-APR-20	REVISION FOR NEW SITE PLAN	JR
4	23-MAY-20	REVISION FOR NEW SITE PLAN	JR
5	23-JUL-20	REVISION UPGRADE	JR
6	23-JAN-21	REVISION FOR NEW SITE PLAN	JR

PROJECT:
8 UNIT TOWNHOUSE DEVELOPMENT
20785 RIVER ROAD
MAPLE RIDGE

DATE: 19-07-20

APPENDIX F

DRAWING NUMBER:

L1

OF 4

19-072

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pmg
LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6C9
p. 604 294-0311 ; f. 604 294-0322

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
6	21 MAR 20	REVISE REAR YARDS	JR
5	21 MAR 20	EDIT REVISIONS	JR
4	21 MAR 20	REVISE PER NEW SITE PLAN	JR
3	30 MAY 20	REVISE PER NEW SITE PLAN	JR
2	20 FEB 20	REVISE LAYOUT	JR
1	20 JAN 20	REVISE PER NEW SITE PLAN	JR

CLIENT:

PROJECT:

8 UNIT TOWNHOUSE DEVELOPMENT
20786 RIVER ROAD
MAPLE RIDGE

DRAWING TITLE:

SHRUB PLAN

DATE: 19 JUL 13 DRAWING NUMBER:

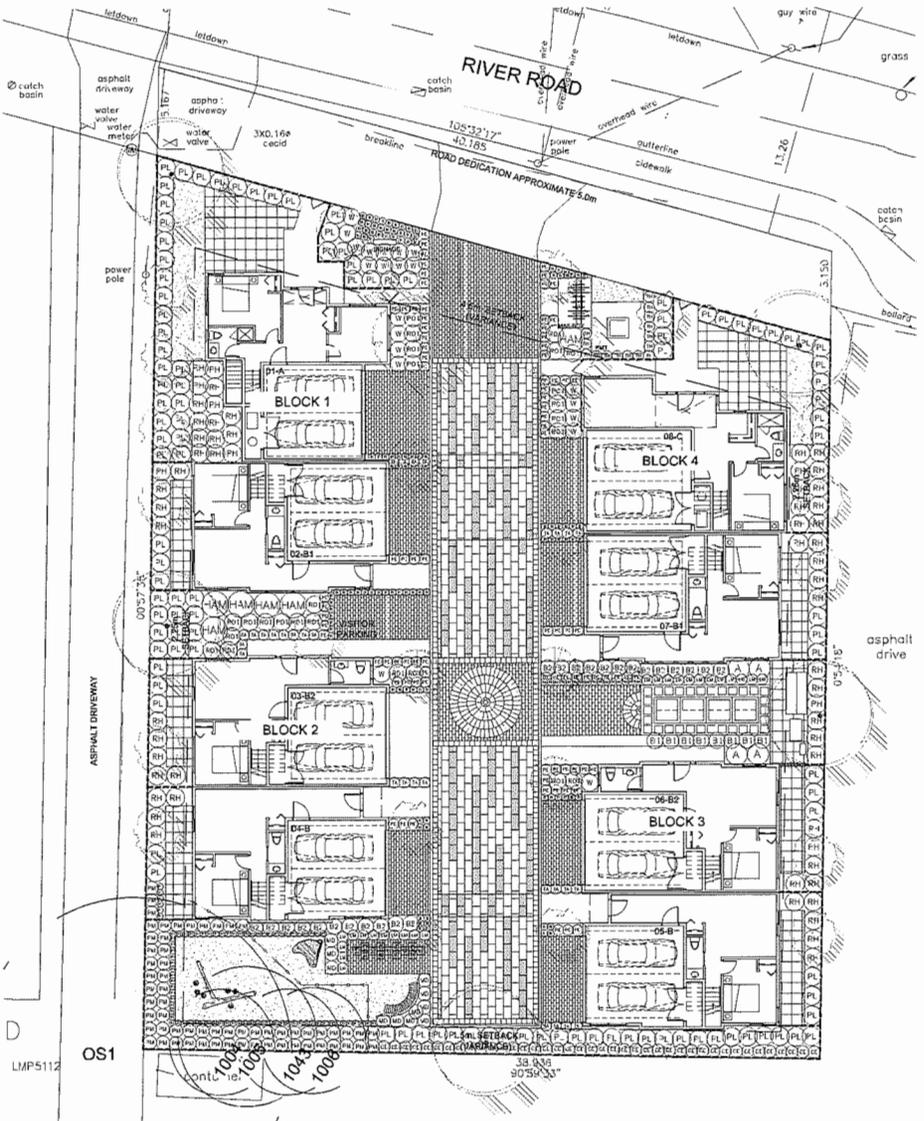
SCALE: 3/32"=1'-0"

DRAWN: JR **L2**

DESIGN: JR

CHKD: MCY OF 4

PMG PROJECT NUMBER: 19-072



PLANT SCHEDULE				PMG PROJECT NUMBER: 19-072
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB	4	ARBITRUS UNEDO COMPACTA	COMPACT STRAWBERRY BUSH	#3 POT, 80CM
	6	HAMAMELIS MOLLE	CHINESE WITCH HAZEL	#3 POT, 80CM
	111	FRAXINUS LAUROCARBASSUS 'OTTO LYXEN'	OTTO LYXEN LAUREL	#2 POT, 80CM
	60	RHOODENDRON 'MRS FURNIVAL'	RHOODENDRON; ROSE PINK; MAY	#3 POT, 50CM
	25	ROSA 'MEIFELAND BONICA'	MIDLAND ROSE; PINK	#2 POT, 40CM
	30	TAXUS X MEDIA 'HILL'	HICKS YEW	1.5M B&B
	15	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.5M H; B&B
	24	VACCINIUM 'POLARIS'	POLARIS BLUEBERRY	#3 POT, 20CM
	21	WEGELIA FLORIDA 'PURPUREA'	PURPLE WEGELIA	#3 POT, 80CM
GRASS	110	CAREX CAR. 'THE BEATLES'	THE BEATLES SEDGE	#1 POT
	11	MISCANTHUS SINENSIS 'BAGDIO'	MAIDEN GRASS	#1 POT
	87	PERANISSETUM ALOPECUROIDES 'MAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
PERENNIAL	24	LAVERDULA ANGUSTIFOLIA 'VANSTEAD'	ENGLISH LAVENDER, COMPACT; VIOLET-BLUE	#1 POT
	18	FRAGARIA x MANASSA	GARDEN STRAWBERRY	5CM POT
	80	PACHYSANDRA TERMINALIS 'GREEN SHEEN'	JAPANESE SPURGE	5CM POT
	61	POLYPODIUM MUNITUM	WESTERN SWORD FERN	#1 POT, 20CM
	8	VACCINIUM 'SUNSHINE BLUE'	BLUEBERRY	#2 POT, 20CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CMA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR OPTIONAL CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. * AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. * DEFINITION OF CONDITIONS OF AVAILABILITY: * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



19072-6-20



atelier **pacific** architecture inc.

Planning Department
City of Maple Ridge
11995 Haney Place
Maple Ridge, B.C.
V2X 6A9

April 1, 2021

Re: Courtyard Development at 20786 River Road, Maple Ridge, B.C.

Application # 2019-393-RZ – Responses to the Advisory Design Panel comments/requests

Dear Mr. Rene Tardif,

Please find below our responses for the Advisory Design Panel (March 17, 2021) comments.

- **Consider deleting sod lawn in small backyards and replacing with large patios.**
 - *The backyards were revised by deleting the sod lawn and enlarging the patios. Please refer to pages DP1.0 and DP1.2.*
 - *For additional details, please refer to landscape drawings.*

- **Consider privacy of neighbouring residential with rooftop patios.**
 - *The intent of the rooftop decks were to reduce the building's massing from all sides.*
 - *It was also intended to allow a secured and private roofdeck areas for each unit. The activities on Blocks 1 & 2 would have quieter activities facing the residential neighbours to the west, and noisier activities facing the internal road. For Blocks 3 & 4, quieter activities could face the internal road, while noisier activities could face the school to the east. E.g.: Barbecue unit would be located on the 'noisy' side of the roofdeck, where gatherings would occur.*

- **Consider removing parking stall in front of the community garden space and expanding space to be visible from internal road.**
 - *The greenspace at the west between blocks 1 and 2 was not intended to be an outdoor amenity space. This space is a landscaped buffer between the two buildings and provides access to the unit with a side entry (block 2).*

- *In addition, we reviewed the exterior elevations of blocks 1 and 4, facing River Road. Members of the ADP noted that massing seemed large and out of scale to the adjacent single family neighborhood.*
 - *We have proposed reducing the height of the entry porches and the height of the 'stone' walls. Although we prefer the originally presented design, we are amenable to making this change. The proposed revisions are included in the resubmission package.*

We hope that you find everything in order. If you have any questions, please do not hesitate to contact our office by 604-662-8689.

Best regards,

Jessie Arora Architect AIBC, SAA, AAA, MRAIC, RA, OAA, MAA
Principal
Atelier Pacific Architecture Inc.
E-mail: accounts@atelierpacific.com

#350-10851 shellbridge way richmond, bc canada v6x 2w9
t 604.662.8689 | f 604.662.8655
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[jessie arora](#) | architect aibc saa aaa mraic ra oaa maa



atelier **pacific** architecture inc.

May 14, 2021

Maple Ridge File No.: 2019-393 RZ
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC, V2X 6A9

Attention: Rene Tardif

Dear Sir,

Re: Summary of Public Comment Opportunity (PCO) - File No. 2019-393 RZ

Atelier Pacific Architecture as the agent on file for 2019-393 RZ held a Public Comment Opportunity regarding subdivision application 2019-393 RZ for the property located at 20786 River Road Maple Ridge, BC.

The following is a summary of the conversations and comments received during the comment period, and afterward up to the date of this letter.

Date Range: May 4th – May 13th, 2021

Consultant: Brian Shigetomi, Atelier Pacific Architecture

NOTIFICATION

Notification Decal

A Development Information Meeting notification decal was posted on the development site's development sign on April 23th, 2021, over ten days prior to the meeting date to accommodate the holiday season schedule. The decal included the contact email and date range to submit comments.

Newspaper advertisement

A Public Comment Opportunity advertisement was published in two consecutive issues of the local newspaper, The Maple Ridge Pitt Meadows News, as per Maple Ridge Council Policy No. 6.20. The first advertisement was located on Page A13 of the April 23th, 2021 issue and the second advertisement was located on page A18 of the April 30th, 2021 issue.

PCO Notification Letter

A list of 40 mailing labels was prepared for all property owners and residents within 100 meters of the development site by the City of Maple Ridge. Brimming Development Management mailed all 82 notification letters on April 27th, 2020, over ten days in advance of the PCO date range, as per Maple Ridge Council Policy No. 6.20.

A copy of the decal and newspaper issues have been attached to this summary.



atelier **pacific** architecture inc.

As of May 13, 2021, none of the letters have been returned to Brimming Development Management as "No such address (NSA)".

PCO RESULTS & ANALYSIS

During the comment date range, Atelier Pacific Architecture received comments from 5 people from the surrounding area.

- 4 people do not support the development as it is proposed: and,
- 1 requested more information but did not provide an opinion either way.

The common concerns were:

- Parking
- Building height
- Increased density; and,
- Traffic increase

A copy of all correspondence sent in during the Public Comment Opportunity date range is attached.

Should you have any further questions, please contact the undersigned at 604-662-8689.

Yours Sincerely,

Atelier Pacific Architecture Inc.

Brian Shigetomi, Senior Associate

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: June 15, 2021
FILE NO: 2020-363-DVP
2020-363-DP

FROM: Chief Administrative Officer

MEETING: C o W

**SUBJECT: Development Variance Permit
Development Permit
11280 Pazarena Place**

EXECUTIVE SUMMARY:

This report addresses the development permit and development variance permit applications for a 147 unit townhouse complex at 11280 Pazarena Place (Appendices A and B). This forms part of the overall Provenance development, which consists of: two townhouse phases, the first phase under construction and consisting of about 125 townhouse units; two completed single family subdivisions with a total of 89 lots; and a mixed use phase consisting of 929m² (10,000ft²) of commercial space and 24 rental apartment units under a housing agreement subject to a separate development permit report.

The overall project is governed by two restrictive covenants that were conditions of the original zoning application (2015-297-RZ). The first covenant has guidelines for a compact community, comprehensively designed and interconnected by public and private pedestrian paths. The other, an environmental protection covenant, governs building locations along the hillside, in the vicinity of significant trees and the ravine permitting setbacks not less than 3.0 metres where there are yards spaces associated with a dwelling and 1.6 metres where there are no such yards. These reduced setbacks parameters were provided in exchange for a greater amount of land either dedicated as conservation area (e.g. creek and ravine) or protected in its natural state (hillside area).

Variations being requested are as follows:

- In accordance with the second covenant, the 7.5 metre setbacks for RM-1 zone were assessed on a building-by-building basis. This resulted in ten (10) of the 32 buildings having variances, ranging between 3.33 and 4.1 metres at their closest point; and
- Minor increases to retaining wall heights, from 1.2 metres in the Zoning bylaw to between 1.49 and 2.41 metres, are proposed to enhance the usability of yards and to address the variable amount of invasive vegetation growth interfacing with the adjacent green and conservation areas.

RECOMMENDATION:

1. That the Corporate Officer be authorized to sign and seal 2020-363-DVP respecting property located at 11280 Pazarena Place; and
2. That the Corporate Officer be authorized to sign and seal 2020-363-DP respecting property located at 11280 Pazarena Place.

DISCUSSION:

a) Background Context:

Applicant:	Polygon Provenance Homes Ltd. Craig Simms
Legal Description:	Lot E District Lots 402 and 403 New Westminster District Plan EPP79514
OCP :	
Existing:	Urban Residential
Proposed:	Urban Residential
Zoning:	
Existing:	RM-1 (Townhouse Residential)
Proposed:	RM-1 (Townhouse Residential)
Surrounding Uses:	
North:	Use: Vacant (Proposed Provenance mixed use commercial/apartment under 2020-262-DP) Zone: C-1 (Neighbourhood Commercial) Designation: Commercial
South:	Use: Vacant Kanaka Creek Regional Park (across Haney Bypass and CP Rail ROW) Zone: RS-3 (One Family Rural Residential) Designation: Park
East:	Use: Open space (ravine and creek) Zone: RS-3 (One Family Rural Residential) Designation: Conservation
West:	Use: Residential and Park Zone: RM-1 (Low Density Townhouse Residential) P-1 (Park and School) and RS-3 (One Family Rural Residential) Designation: Urban Residential, Conservation and Park
Existing Use of Property:	Vacant (northern portion has approved Clubhouse previously reviewed by the Advisory Design Panel)
Proposed Use of Property:	Residential
Site Area:	3.726 HA
Access:	Pazarena Place (emergency access from Haney Bypass)
Servicing:	Pazarena Place
Previous Applications:	2020-211-DP (for the Clubhouse at the entrance to this project serving the entire Provenance community)

a) Project Description:

The proposal is for 147 townhouse units forming the second and last townhouse project of the Polygon/Provenance development (Appendix C). It will be sequenced in three phases, through a phased strata plan having three (3) phases. Council has already approved the Clubhouse amenity building and outdoor recreation space close to Pazarena Place in a separate development permit (2020-211-DP). The architectural style for the subject townhouses is "English Cottage" with an emphasis on cedar shingles and board and batten expression and a restrained, classical colour palette, with distinct individual human scale entries (Appendix D).

The site slopes away and down to the Haney Bypass from Pazarena Place. A ravine is located to the east and hillside bisects the site. The hillside area is an environmentally sensitive subject to a no disturb slope protection covenant. The buildings, structures, private yards, open spaces, trail system, play areas, visitor parking and looping of vehicle access between phases are in accordance with the City's covenant for the development of these lands and the environmental development permit issued for the overall Polygon/Provenance development as part of the original rezoning (2015-297/280-RZ). This covenant will be discharged before building permits will be issued.

There will be 32 buildings on the site with between two (2) and six (6) townhouses each. Three types of unit designs will be incorporated into these buildings, depending on what is most appropriate for the topography in a given buildings location. This includes the terracing of some units. Some buildings backing against the upward slope abutting the slope protection covenant, will present only a two-storey elevation from the uphill side, with rear yards accessed directly from the main living space. In the middle and the northeast portions of the site, will be three (3) bedroom plus den units with mews entries that have front yards along the entry drive.

The internal pathway system feeds into the overall public system envisioned as part of the original rezoning 2015-297-RZ. That includes: connections to the pathway system in the parkland to the east that leads north to the future commercial area and south to a location where a pedestrian fly-over of the Haney Bypass to Kanaka Regional Park is possible, to the City neighbourhood park in the center of the Provenance site, to the pedestrian statutory right of way in Phase 1 Townhouse portion of the Provenance site interconnecting with neighbourhoods to the north and northwest.

The townhomes will have 2-car garages with side-by-side parking for 101 units and tandem parking for 46 units, equating to 31% overall tandem parking. The tandem townhouse units have a width of 16' with one internal parking stall and one exterior parking stall completely located beneath the unit.

Vehicular access is from Pazarena Place is provided with a mutual access agreement to permit a secondary flow through of traffic with Phase 1. There are agreements registered as Restrictive Covenants, provided as part of rezoning 2015-297-RZ, with the Ministry of Transportation and Infrastructure and the City, that the permanent emergency only access on Haney Bypass is to be controlled with a gate or bollards, and it will not become a secondary site access for non-emergency vehicles to the subject townhouse complex.

b) Planning Analysis:

The overall Polygon Provenance development is a comprehensively planned neighbourhood, based on a development concept and Provenance Development Supplementary Design Guidelines registered on title as a covenant as part of the original rezoning.

The form and character of the proposed 147 townhouses are consistent with the design objectives of the first phase as well as complying with the Provenance Development Supplementary Design Guidelines and with the OCP Multi-Family Design Guidelines.

The proposal respects the Key Guideline Concepts of the OCP Multi-Family Design Guidelines as described by the project architect below:

Key Guideline Concept

Project Architect Response

- | | |
|---|--|
| <ol style="list-style-type: none">1. New development into established areas should respect private spaces, and incorporate local neighbourhood elements in building form, height, | <p>The variety of townhouse units provides private rear yards in some cases and semi-private front yards forming a green entry mews for those unit types. The proposed</p> |
|---|--|

architectural features and massing.

architectural form, height, features and massing of town homes draws from the local neighborhood that is for the most part a 'Craftsman' archetype. We are proposing three architectural characters within the 'Craftsman' archetype family to provide a variety of distinct neighborhoods within the proposed development.

2. Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low rise ground oriented housing located to the periphery of a higher density developments.

The majority of the proposed development is three storey townhomes.

3. Large scale developments should be clustered and given architectural separation to foster a sense of community, and improve visual attractiveness.

The architectural characters being proposed incorporate a variety of material palettes that define distinct neighborhoods and foster a sense of community and identity for the homeowner.

4. Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property.

Attractive streetscapes attained through landscaping with appropriate street lighting and architectural details is proposed to enhance the pedestrian experience throughout the development. All townhome units have internal parking for two cars. No external driveway parking is proposed.

c) Variance Analysis:

The Zoning Bylaw establishes general minimum and maximum regulations for development. A Development Variance Permit allows Council some flexibility in the approval process. The variances being requested are:

1. *Maple Ridge Zoning Bylaw No 7600-2019, Part 6, Section 617.7 (2)* is varied by reducing the setbacks and allowing projections as follows:

Building	Required (m)	To Building Face (m)	To Supporting Structural Element (m)	Roof Projection to Property Line (m)
Building 4	7.5 (South)	1.25	1.25	0.63
	7.5 (West)	2.88	2.33	1.71
	7.5 (North)	3.29	3.29	2.74
Building 7	7.5 (East)	4.14	3.54	3.61
Building 9	7.5 (East)	4.47	3.62	3.82
Building 11	7.5 (East)	4.29	3.54	3.51
Building 14	7.5 (East)	3.80	3.23	3.35

Building 16	7.5 (East)	5.01	4.37	3.91
Building 18	7.5 (East)	5.13	4.58	4.10
	7.5 (South)	4.51	4.42	3.69
Building 24	7.5 (West)	1.26	1.26	0.63
Building 25	7.5 (South)	0.96	0.96	0.35
	7.5 (West)	5.14	4.54	4.07
Building 27	7.5 (North)	3.33	3.33	3.33
	7.5 (West)	5.14	4.56	4.08
	7.5 (South)	1.78	1.78	1.17

The parcel for the subject development site (Lot E) was created and configured as part of the original rezoning (2015-297-RZ) and the provisions for the natural features and watercourse protection development permit (2016-279/280-DP). This parcel maximized the environmental areas left undeveloped, by protection of the hillside traversing through the central portion of the site, or reflecting the Arborist recommendations for lot line jogs keeping significant trees and root structures within green spaces along the western boundary, or by dedication of the creek/ravine system to the east. With more area and a wider environmental area being dedicated, a reduction in setbacks are justified because the required geotechnical or environmental setbacks are maintained. Consequently, the covenant establishes setbacks of not less than 3.0 metres (where there are yards spaces associated with a dwelling) and 1.6 metres (where there are no such yards). The proposal complies with this.

The resulting setback variances and the associated building projections in the table above and as shown in Appendix E, are established from a building-by-building assessment. This resulted in ten (10) of the 32 buildings requiring variances, ranging between 3.33 metres and 4.1 metres at their closest point for the facades with yards.

2. *Maple Ridge Zoning Bylaw No 7600-2019*, Part 4, Section 403.9 is varied by increasing the retaining wall height behind selected buildings and units as indicated below:

- Building 9 Units 1027 - 1029: Increase from 1.2 metres to between 1.74 metres and 2.41 metres;
- Building 11: Increase from 1.2 metres to 1.68 metres;
- Building 14 Units 1053 - 1055: Increase from 1.2 metres to 1.49 metres;
- Building 16 Units 1062 and 1063: Increase from 1.2 metres to 1.74 metres;
- Building 18: Increase from 1.2 metres to 1.98 metres; and
- Building 27: Increase from 1.2 metres to 1.49 metres.

Some retaining walls, along the boundaries of the rear yards and the environmentally sensitive areas need a height variance. This is due, in part, to the variable amount invasive growth and its removal. Although most will comply with City regulations, there are wall segments associated with six (6) buildings where in field assessment may be required to ensure sensitive transitioning toward the environmentally sensitive area to the east. This variance is being requested to allow for the necessary flexibility.

Advisory Design Panel:

The Advisory Design Panel (ADP) reviewed the development plans for form and character of the proposed development and the landscaping plans at a meeting held on March 31, 2021. The ADP supported the project. Staff are of the opinion that the ADP comments and suggestions have been well addressed by project landscape architect and architect as summarized in Appendix F.

d) Financial Implications:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. To permit the landscaping security to be released phase-by-phase, there are three (3) securities being collected for this project in the following amounts:

- Strata Phase 1: \$390,277.25
- Strata Phase 2: \$424,752.63
- Strata Phase 3: \$535,712.37

CONCLUSION:

This project within the Polygon Provenance development represents the completion of the townhouse residential portion of the Provenance community. Care has been taken with the interface between the townhouse buildings and the hillside slope and the townhouse rear yards and the environmentally sensitive ravine and creek along the east side of the site. The pedestrian path system provides for convenient private and public interconnections.

The townhouse buildings comply with the Polygon Development Supplementary Design Guidelines as well as the Official Community Plan. The proposed variances arise mainly to ensure compatible interfaces with the hillside area through the mid-section of the site and with the ravine and creek along the eastern edge of the site.

It is recommended that these applications be favourably be considered and the Corporate Officer be authorized to sign and seal Development Permit 2020-363-DP and 2020-363-DVP.

"Original signed by Adrian Kopystynski"

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

"Original signed by Chuck Goddard"

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

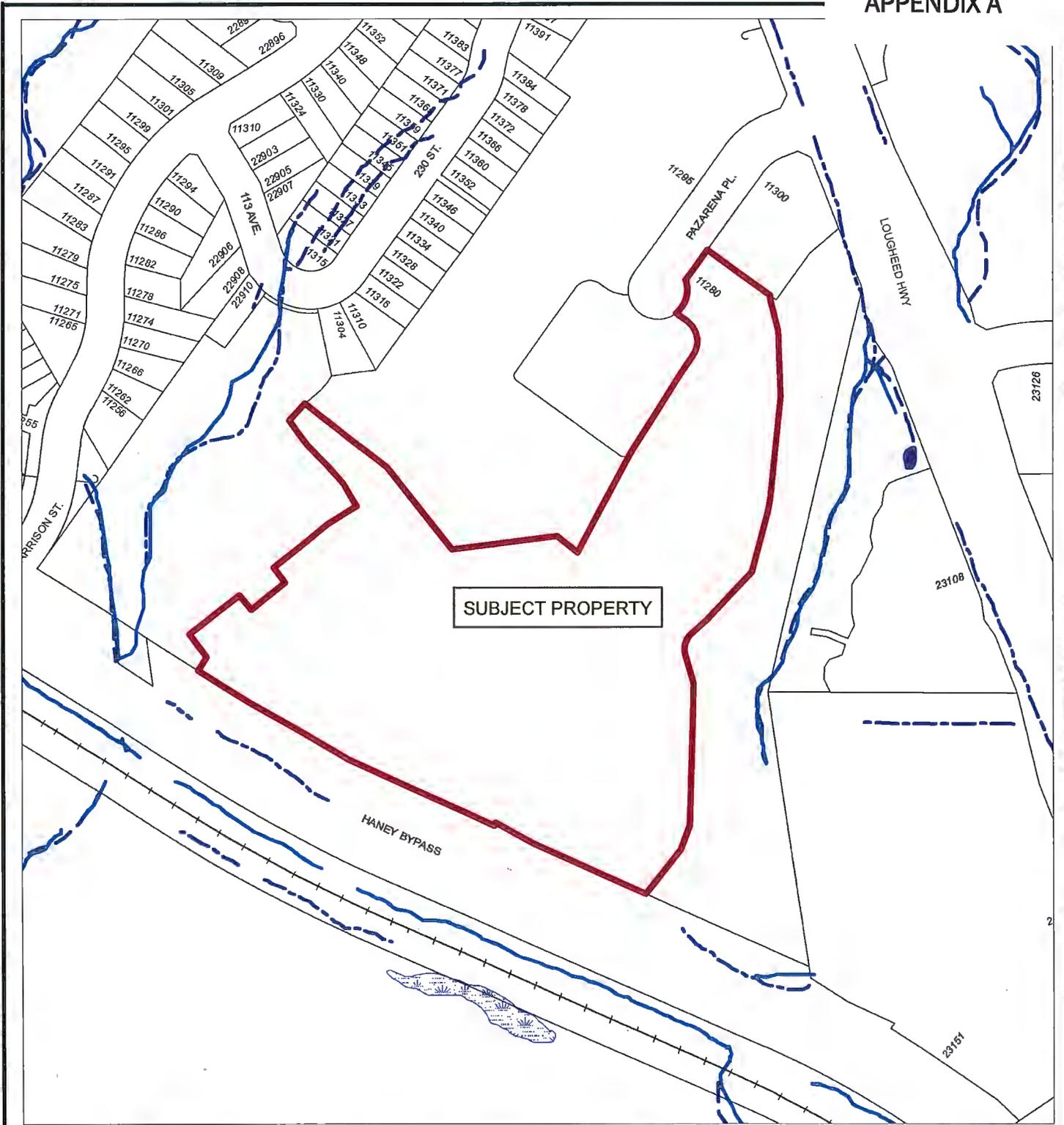
"Original signed by Christine Carter"

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

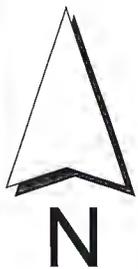
"Original signed by Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:
Appendix A - Subject Map
Appendix B - Ortho Map
Appendix C - Site Plan
Appendix D - Site Plan, Architectural and Landscaping Plans
Appendix E - Setback Variances
Appendix F - ADP Comments and Responses



SUBJECT PROPERTY



Scale: 1:2,500

Legend

-  Stream
-  Ditch Centreline
-  Edge of Marsh
-  Indefinite Creek
-  Lake or Reservoir
-  Marsh

11280 PAZARENA PLACE
PID: 030-627-800

PLANNING DEPARTMENT



mapleridge.ca

FILE: 2020-363-DP
DATE: Oct 20, 2020

BY: PC

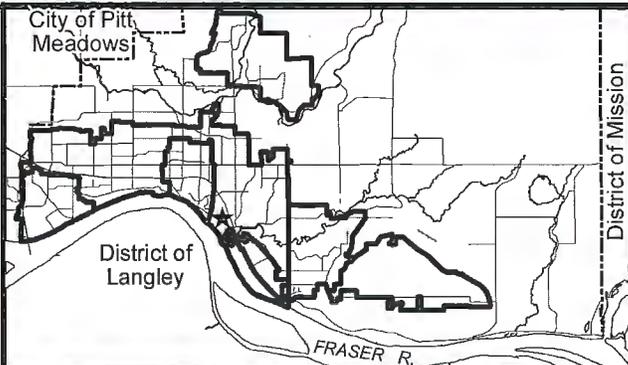


SUBJECT PROPERTY

Aerial Imagery from the Spring of 2018



Scale: 1:2,500



11280 PAZARENA PLACE
PID: 030-627-800

PLANNING DEPARTMENT



mapleridge.ca

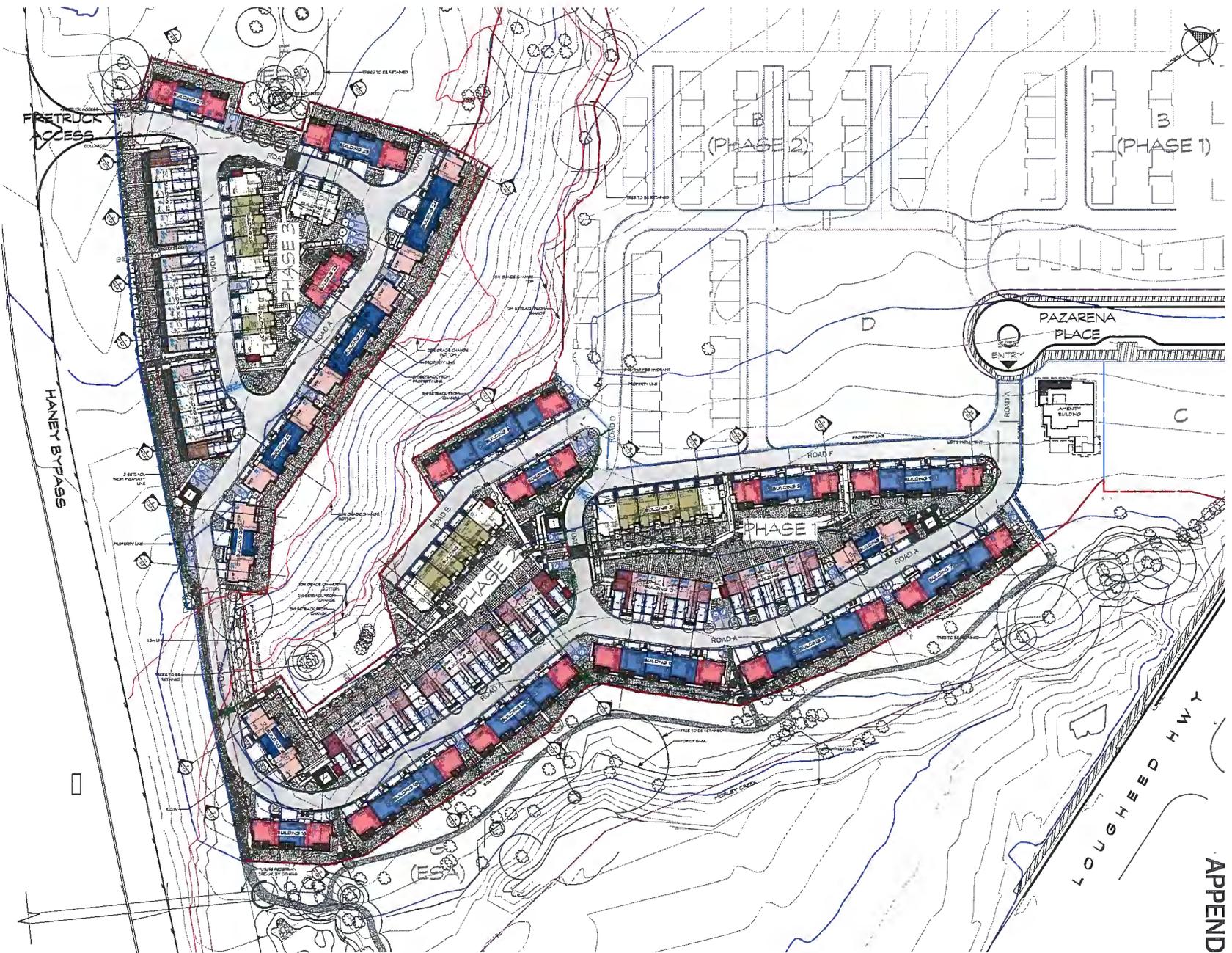
FILE: 2020-363-DP
DATE: Oct 20, 2020

BY: PC

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REVISION:		
NO.	DATE	DESCRIPTION

ISSUE:		
DATE	DESCRIPTION	BY
2012.03.05	ISSUED FOR DP	
04.13.2012	REBARRED FOR DP	
10.13.2012	REBARRED FOR DP	
28.03.2013	ISSUED FOR TENDER	
18.04.2013	REBARRED FOR DP	



CICCOTZI
ARCHITECTURE

15TH FLOOR
1095 WEST PENDER STREET
VANCOUVER, B.C.
CANADA V6E 2M6
TEL: (604) 687-4741



POLYGON

PROJECT:
PROVENCE SOUTH

11252 Pazarena Place
MAPLE RIDGE, BC

DATE:	01	CREATED BY:	DL/RC
SCALE:	1:500	PROJECT NO.:	365

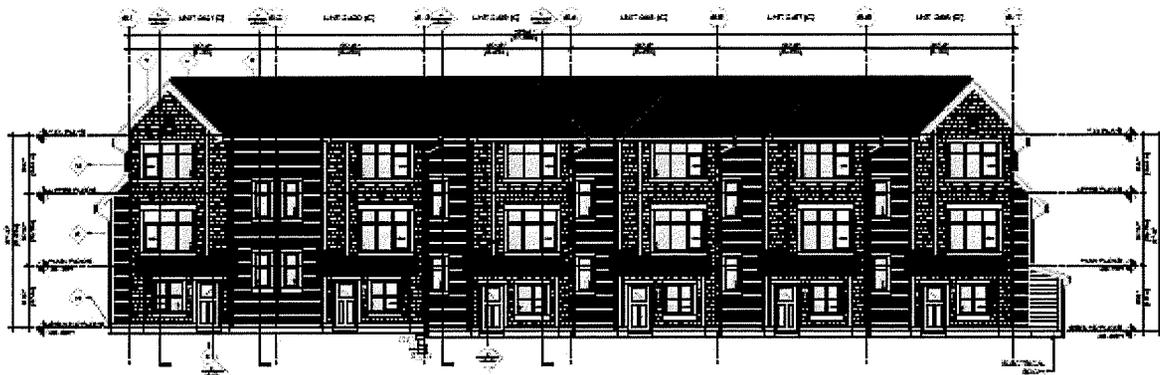
SITE PLAN

NUMBER:	-	DRAWING:	A1.02.0
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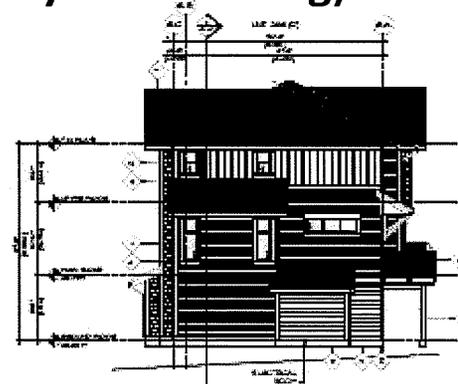
APPENDIX C

FILE: 102171017.DWG DATE: 2012.03.05 11:52:28 AM

Typical 6 Townhouse Unit Building (Side-by-side Parking)



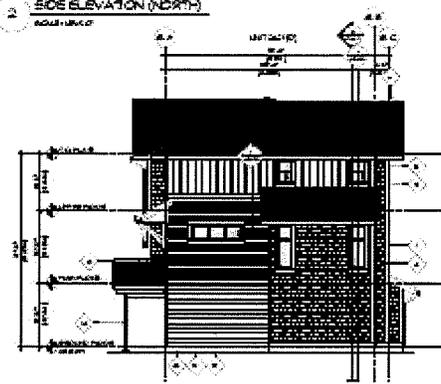
1 FRONT ELEVATION (EAST)
SCALE: 1/8" = 1'-0"



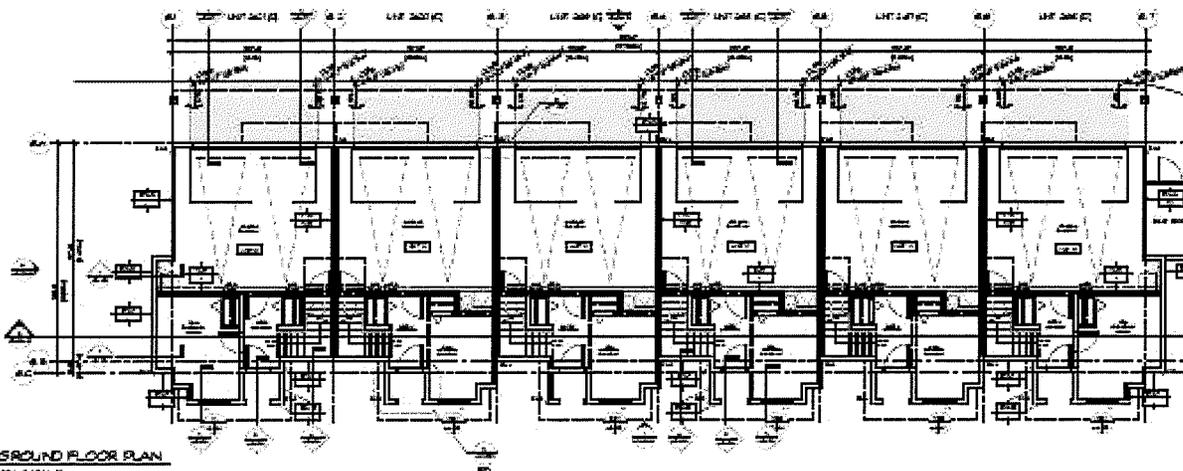
2 SIDE ELEVATION (NORTH)
SCALE: 1/8" = 1'-0"



3 BACK ELEVATION (WEST)
SCALE: 1/8" = 1'-0"

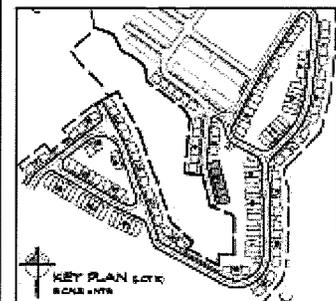


4 SIDE ELEVATION (SOUTH)
SCALE: 1/8" = 1'-0"



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

- MATERIAL LEGEND - HOUSES 1 TO 6**
- 1. ASPHALT/ROCK DRIVE & SIDEWALK
 - 2. CERAMIC TILE W/ 1/4" GROUT
 - 3. POLISHED CONCRETE
 - 4. PAINTED MASONRY
 - 5. PAINTED WOODWORK
 - 6. PAINTED WOODWORK (BASE)
 - 7. PAINTED WOODWORK (TRIM)
 - 8. PAINTED WOODWORK (CABINETS)
 - 9. PAINTED WOODWORK (DOORS)
 - 10. PAINTED WOODWORK (STAIRS)
 - 11. PAINTED WOODWORK (RAMP)
 - 12. PAINTED WOODWORK (BENCH)
 - 13. PAINTED WOODWORK (SEAT)
 - 14. PAINTED WOODWORK (TABLE)
 - 15. PAINTED WOODWORK (BENCH)
 - 16. PAINTED WOODWORK (SEAT)
 - 17. PAINTED WOODWORK (TABLE)
 - 18. PAINTED WOODWORK (BENCH)
 - 19. PAINTED WOODWORK (SEAT)
 - 20. PAINTED WOODWORK (TABLE)



NOTES:
1. REFER TO THE ARCHITECT'S GENERAL NOTES FOR ALL NOTES.
2. REFER TO THE ARCHITECT'S GENERAL NOTES FOR ALL NOTES.
3. REFER TO THE ARCHITECT'S GENERAL NOTES FOR ALL NOTES.
4. REFER TO THE ARCHITECT'S GENERAL NOTES FOR ALL NOTES.
5. REFER TO THE ARCHITECT'S GENERAL NOTES FOR ALL NOTES.

REVISIONS:

NO.	DATE	DESCRIPTION

SCALE:

SCALE	DESCRIPTION
1/8" = 1'-0"	GENERAL
1/4" = 1'-0"	FOUNDATION
1/2" = 1'-0"	FOUNDATION
3/4" = 1'-0"	FOUNDATION
1" = 1'-0"	FOUNDATION

CICCOZZI
ARCHITECTS
15TH FLOOR
855M ST PENDER STREET
VANCOUVER, B.C.
CANADA V6C 2N6
TEL: (604) 674-7441



PROVENANCE
SOUTH
1280 PAVANINA PLACE
VANCOUVER, B.C.

DATE	SCALE

**BUILDING 6
ELEVATIONS**

NO.	DESCRIPTION

PLANT LIST

TREES				SHRUBS/PERENNIALS				PERENNIALS/GRASSES			
SYM	QTY	SYMBOL NAME	COMMON NAME	SYM	QTY	SYMBOL NAME	COMMON NAME	SYM	QTY	SYMBOL NAME	COMMON NAME
1	10	Aspen	Aspen	1	10	Aspen	Aspen	1	10	Aspen	Aspen
2	10	Aspen	Aspen	2	10	Aspen	Aspen	2	10	Aspen	Aspen
3	10	Aspen	Aspen	3	10	Aspen	Aspen	3	10	Aspen	Aspen
4	10	Aspen	Aspen	4	10	Aspen	Aspen	4	10	Aspen	Aspen
5	10	Aspen	Aspen	5	10	Aspen	Aspen	5	10	Aspen	Aspen
6	10	Aspen	Aspen	6	10	Aspen	Aspen	6	10	Aspen	Aspen
7	10	Aspen	Aspen	7	10	Aspen	Aspen	7	10	Aspen	Aspen
8	10	Aspen	Aspen	8	10	Aspen	Aspen	8	10	Aspen	Aspen
9	10	Aspen	Aspen	9	10	Aspen	Aspen	9	10	Aspen	Aspen
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49	10	Aspen	Aspen	49	10	Aspen	Aspen	49	10	Aspen	Aspen
50	10	Aspen	Aspen	50	10	Aspen	Aspen	50	10	Aspen	Aspen

LANDSCAPE NOTES

- All work shall meet or exceed the requirements as outlined in the current Edition of the B.C. Landscape Standard.
- Plant sizes and related container classes are specified according to the B.C. Landscape Standard current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, height and container class shall be as shown in the plant list. Specifically, when the plant list call for #3 class containers, these shall be as defined in the BCNTA (ANSI) Standard.
- All trees to be staked in accordance with BCNTA Standards.
- ALL STREET TREES: Install 6" x 24" Deep Root Barrier centred on each tree between top pit and sidewalk (ON BOTH SIDES CURB AND SIDEWALK).
- For all existing on site services and survey symbols refer to survey drawings.
- All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed develop must not require an occupancy permit, and thereafter permanently maintained in good conditions.
- All Patios shall be equipped with hose bibs.
- All irrigation valve boxes equipped with quick-couplers.

LANDSCAPE KEY

	CIP CONCRETE TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	ASPHALT PAVING TYPICAL FINISH: COMPACTED MIN. 4" THICK
	PATIO PAVERS TYPICAL FINISH: COMPACTED MIN. 4" THICK
	SOD LAWN ON GRADE
	FEATURE CONCRETE PAVING AT ROAD CROSSINGS TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	FEATURE CONCRETE PAVING AT UNIT ENTRY TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	2" INCHES ROCK UNDER PAVEMENT
	WOOD MATRIX PAVING TYPICAL FINISH: COMPACTED MIN. 4" THICK
	COMPACTED GRAVEL PATH
	PRIVACY HEDGE
	SHRUB & PERENNIAL PLANTING
	MASONRY RETAINING WALL TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TIMBER CHIPPING/RETAINING TYPICAL FINISH: COMPACTED MIN. 4" THICK
	CIP CONCRETE STEPS TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TYPICAL WOOD FENCING TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TYPICAL WOOD PRIVACY FENCING TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TYPICAL WOOD GATE TYPICAL FINISH: BROOM FINISH MIN. 4" THICK

SITE FURNISHING & PLANT EQUIPMENT

	6" x 4" WOOD AMENITY BENCH TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	SAW TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	MULE SPRINGER TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TWO SEAT SWING TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	LOG EDGERS & STUMPS
	LANDSCAPE BOLLARD LIGHTING TYPICAL FINISH: BROOM FINISH MIN. 4" THICK
	TRAIL MARKER TRELLIS TYPICAL FINISH: BROOM FINISH MIN. 4" THICK

GRADING & MECHANICAL KEY

	TW TOP OF WALL
	BW BOTTOM OF WALL
	ELEVATION SPOT ELEVATION (METERS)
	DIRECTION STAIN RUN & DIRECTION
	SLOPE SLOPE DIRECTION & PERCENTAGE
	HOSEBB ELEV. TO MECHANICAL

DRAWING LIST

L1.00 COVER SHEET	L2.01 PLANTING PLAN	L3.1 SECTIONS
L1.01 MATERIALS & GRADING PLAN	L2.02 PLANTING PLAN	L3.2 SECTIONS
L1.02 MATERIALS & GRADING PLAN	L2.03 PLANTING PLAN	L3.3 SECTIONS
L1.03 MATERIALS & GRADING PLAN	L2.04 PLANTING PLAN	
L1.04 MATERIALS & GRADING PLAN	L2.05 PLANTING PLAN	
L1.05 MATERIALS & GRADING PLAN	L2.06 PLANTING PLAN	
L1.06 MATERIALS & GRADING PLAN	L2.07 PLANTING PLAN	
L1.07 MATERIALS & GRADING PLAN	L2.08 PLANTING PLAN	
L1.08 MATERIALS & GRADING PLAN	L2.09 PLANTING PLAN	
L1.09 MATERIALS & GRADING PLAN	L2.10 PLANTING PLAN	
L1.10 MATERIALS & GRADING PLAN	L2.11 PLANTING PLAN	
L1.11 MATERIALS & GRADING PLAN	L2.12 PLANTING PLAN	

4	APR 14-21	ISSUED FOR ADP-RESPONSE
3	DEC 18-20	RE-ISSUED FOR DP
2	DEC 4-20	RE-ISSUED FOR DP
1	SEPT 21-23	ISSUED FOR DP
NO.	DATE	REVISION

KL KENNEDY LANDSCAPE LTD.
100-11827 West 9th Avenue
VANCOUVER BC V6V 1K5
T: 604 584 4811
F: 604 584 0577
www.klbc.ca

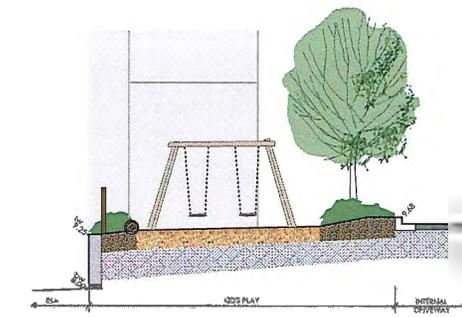
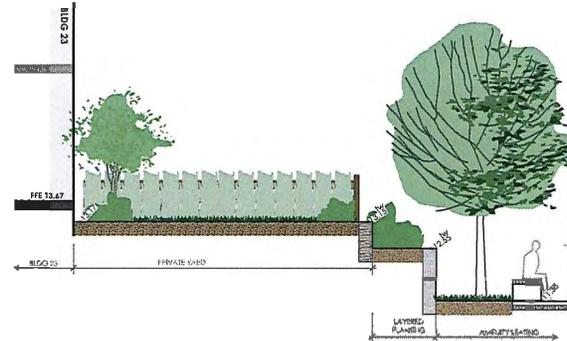
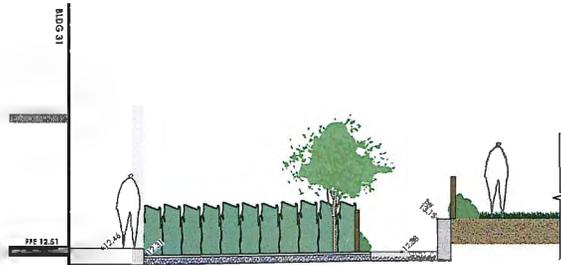
POLYGON
900-1333 WEST BROADWAY
VANCOUVER, BC

PROJECT:
PROVENANCE LOT E
11280 Pazararena Place
Maple Ridge, BC

DRAWN BY:	AG
CHECKED BY:	PK
DATE:	JANUARY 2020
SCALE:	1:300
DRAWING TITLE:	COVERSHEET

Project No.:	19081
Sheet No.:	

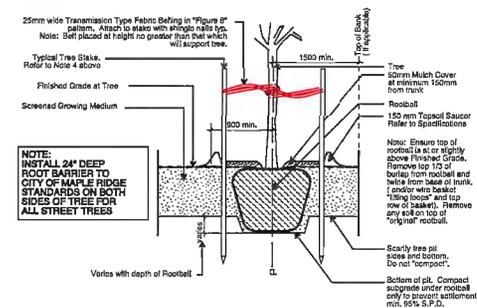
L1.00



SECTION P: BUILDING 31 FRONT YARD
SCALE 1:50

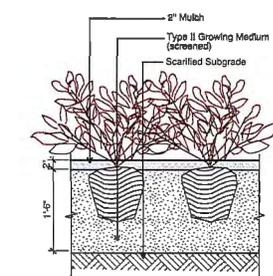
SECTION Q: BLDG 23 TO INTERNAL COURTYARD
SCALE 1:50

SECTION R: KID'S PLAY AREA
SCALE 1:50



- General Notes:**
1. Do not cut Tree Leader.
 2. Protect tree from damage during planting. Ensure rootball protected from Sun, Frost or Desiccation.
 3. Ensure tree location does not conflict with Underground Services. "Call before digging".
 4. All street trees to be staked with 2" x 100mm @ x 2.5m long. Minimum depth of stake embedment is 1m. Ensure stakes do not penetrate or damage rootball. Ensure all stakes are aligned parallel to sidewalk on tree pit curbside.
 5. Provide min. 5 cubic meters of growing medium per tree.
 6. Refer to Growing Medium Chart below for surface area of Growing Medium.

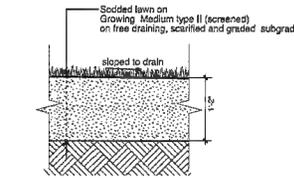
Depth of Growing Medium Total (mm)	Area (M2)	Variation 1 Size of Surface Square	Variation 2 Size of Surface Circle
450	11.11	3.2 M x 3.2 M	3.60 M Ø
600	8.33	2.8 M x 2.8 M	3.25 M Ø
750	6.67	2.5 M x 2.5 M	2.20 M Ø



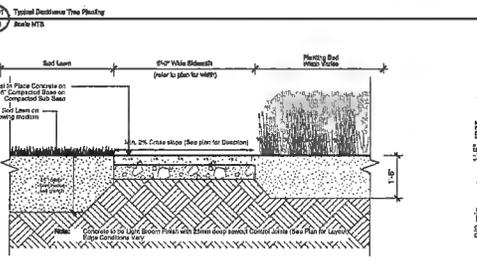
Typical Bush Planting
Scale 1/4"

Note:

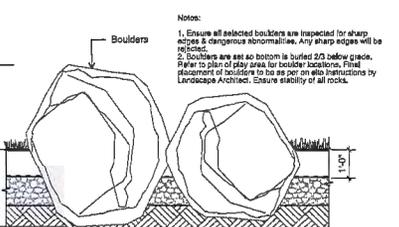
1. See specifications for all sodded lawn equipments.
2. Refer to landscape plan for lawn area grading and elevation information.
3. Ensure sodded lawn area is free of existing debris such as organic material (stumps/branches) and rocks etc. Ensure level and consistent sodded sub-grade throughout entire lawn area.



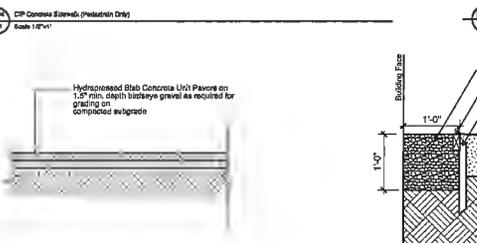
Sodded Lawn
Scale 1/4"



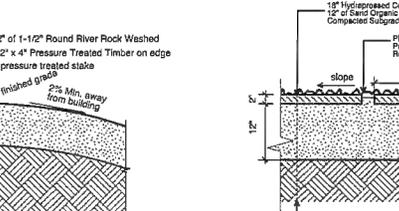
Typical Concrete Tree Planting
Scale 1/4"



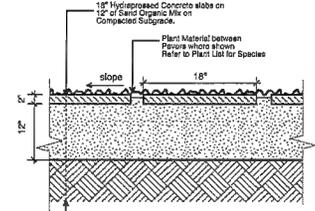
Boulder Placement
Scale 1/4"



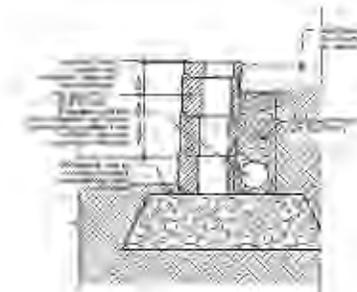
CIP Concrete Slabs
Scale 1/4"



River Rock Dry Site
Scale 1/4"



Hydropressed Slab in Planting
Scale 1/4"



Stacked Masonry Walls
Scale 1/4"

4 APR 14-21 ISSUED FOR ACP-RESPONSE
2 DEC 4-20 RE-ISSUED FOR DP
1 OCT 7-20 ISSUED FOR DP
no. | date | item
Revisions:



Project:
PROVENANCE LOT E
11280 Pazarena Place
Maple Ridge, BC

Drawn by: AG
Checked by: PK
Date: JANUARY 2020
Scale: 1:50

Drawing Title:
LANDSCAPE SECTIONS

Project No.:
19081
Sheet No.:

L3.3

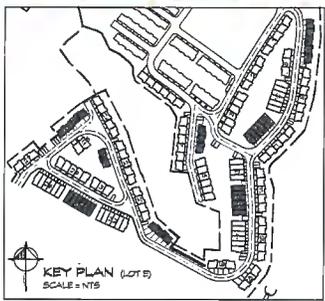
- A**  **ROOF SHINGLES**
IKO RESIDENTIAL ROOFING SHINGLES
TRADITIONAL SHAWN DUAL BLACK
FLASHING MAIN METALS, SS 23, BLACK
VENT CAP PRIMEK, BLACK
- B**  **PAINTED HARDIE SHINGLE SIDING**
BENJAMIN MOORE PAINT
847 HC - 183 DUNBURY GRAY
FLASHING MAIN METALS, SS 23, "WEATHERED ZINC"
VENT CAP PRIMEK, DARK GREY
- C**  **PAINTED VERTICAL HARDIE BOARD & BATTEN**
BENJAMIN MOORE PAINT
847 HC - 183 DUNBURY GRAY
FLASHING MAIN METALS, SS 23, "MAISON WHITE"
VENT CAP PRIMEK, SNOW WHITE
- D**  **4" HORIZONTAL VINYL SIDING**
KAYCAN
TERESA VERDE
FLASHING MAIN METALS, SS 23, "SLIP WHITE"
VENT CAP PRIMEK, LIGHT GREY
- E**  **6" HORIZONTAL VINYL SIDING**
KAYCAN
TERESA VERDE
FLASHING MAIN METALS, SS 23, "SLIP WHITE"
VENT CAP PRIMEK, LIGHT GREY

- F**  **PAINTED WOOD TRIMS & FASCIA**
BENJAMIN MOORE PAINT
847 HC - 183 DUNBURY GRAY
FLASHING MAIN METALS, SS 23, "MAISON WHITE"
VENT CAP PRIMEK, SNOW WHITE
- G**  **PAINTED WOOD TRIMS**
BENJAMIN MOORE PAINT
847 HC - 183 DUNBURY GRAY
FLASHING MAIN METALS, SS 23, "MAISON WHITE"
VENT CAP PRIMEK, SNOW WHITE
- H**  **PAINTED METAL CLAD DOORS**
2024-10 - WROUGHT IRON
FLASHING MAIN METALS, SS 23, BLACK
- J**  **CONCRETE**
- K**  **VINYL WINDOWS & GLAZING**
FRAME WHITE
GLASS CLEAR

SCHEME 2 - OLIVE

- L**  **GARAGE DOOR**
- M**  **ALUM. GUTTER/
GUARDRAILS**
WHITE
- N**  **VINYL SOFFIT**
SENTEK
SNOW WHITE
- P**  **BALCONY MEMBRANE**
TREMCO SEALANTS & MEMBRANES
VIAHURT 301 - GREY
FLASHING MAIN METALS, SS 23, "MAISON WHITE"

BUILDING CHARACTER



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REVISION:

NO.	DATE	DESCRIPTION

ISSUE:

DATE	DESCRIPTION
21.04.2024	ISSUED FOR DP
04.04.2024	RE-ISSUED FOR DP
29.03.2024	ISSUED FOR TENDER
10.04.2024	RE-ISSUED FOR DP



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POLYGON

PROJECT:
PROVENCE SOUTH
11280 FAZARENA PLACE
MAPLE RIDGE, BC

DESIGN:	AL	DESIGN BY:	EC
SCALE:	N/A	PROJECT NO.:	GG5

SHEET TITLE:
CHARACTER & ELEVATIONS (SCHEME 2 - OLIVE)

REVISION:	DATE:
-	A2.00.2

FILE: 165 Provence South (2024) - Provenc 02 - ELEVATIONS

June 4, 2021

Provenance Lot E – Setback Variances Request
11280 Pazarena Place Maple Ridge, BC

Setback Variances:

Sheet #	Building #	Required (m)	Closest to Building Face (m)	Closest to Supporting Structural Element (m)	Closest Roof Projection to Property Line (m)
A1.05.0	Building 4	7.5 (North)	3.29	3.29	2.74
	Building 7	7.5 (East)	4.14	3.54	3.61
	Building 9	7.5 (East)	4.47	3.62	3.82
	Building 11	7.5 (East)	4.29	3.54	3.51
	Building 14	7.5 (East)	3.80	3.23	3.35
	Building 16	7.5 (East)	5.01	4.37	3.91
	Building 18	7.5 (East)	5.13	4.58	4.10
		7.5 (South)	4.51	4.42	3.69
A1.05.1	Building 24	7.5 (West)	1.26	1.26	0.63
	Building 25	7.5 (South)	0.96	0.96	0.35
		7.5 (West)	5.14	4.54	4.07
	Building 27	7.5 (North)	3.33	3.33	3.33
		7.5 (West)	5.14	4.56	4.08
		7.5 (South)	1.78	1.78	1.17

Note: Setback variance dimensions are taken to the worst case of noted building.

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 Architect AIBC, AAA,
 AIA, B.Arch.
 PRINCIPAL

Shannon Seefeldt
 Architect AIBC, AIA,
 NCARB, B.Arch.
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 Cert. Tech.
 Sr. Technologist
 ASSOCIATE

March 31, 2021 ADP meeting comments for 2020-263-DP

That the Advisory Design Panel has reviewed application No. 2018-180-DP and recommends the following concerns be addressed and digital versions of revised drawings & memo be submitted to Planning staff; and further that Planning staff forward this on to the Advisory Design Panel for information.

Architectural Comments:

- Consider additional colour schemes for variety on the street scape;
- Provide further clarification on screening to Haney Bypass from the internal road.

Landscape Comments:

- Provide multiple play opportunities throughout the site. Consider reasonable proximity to unit clusters;
- Consider additional vegetative screening to create privacy were public walkways or streets that are separated from private yards by fences only;
- Consider walkable aggregate under second floor building overhangs to provide more functional areas;
- Provide social gathering opportunities in the south area of the site;
- Provide way finding signage in detail design;
- Consider planting and materials to enhance the bench locations;
- Consider using a different material to differentiate visitor parking from resident driveways.

Comments from the project Architect and Landscape Architect comments are attached.

TO: His Worship Mayor Michael Morden **MEETING DATE:** June 15, 2021
and Members of Council **FILE NO:** 09-4560-20

FROM: Chief Administrative Officer **MEETING:** COW

SUBJECT: Maple Ridge Taxi Regulation Bylaw No. 6409-2006

EXECUTIVE SUMMARY:

On September 16, 2019, the Province adopted legislation that significantly changed how passenger transportation is administered throughout the Province. Municipalities are no longer responsible for the regulation of Passenger Directed Vehicles (PDVs) which include chauffeur licensing, taxi cabs, limousines, ride hailing and other Transportation Network Systems (TNS). Along with this legislation, the Province and Translink have created a regional inter-municipal business licence scheme for all approved TNS or ride hailing companies. As a result of this change it is recommended the Maple Ridge Taxi Bylaw No. 6409-2006 be repealed in its entirety.

RECOMMENDATION:

1. That Maple Ridge Taxi Regulation Bylaw No. 6409-2006 be repealed in its entirety.

DISCUSSION:

a) **Background Context**

As of September 2019, the Province now regulates all PDVs, which include taxis, limousines and TNS vehicles, in addition to administering chauffeur permits, ensuring vehicles are safe, taxi meters are calibrated, standards of service are being met, etc.

Prior to the change in Provincial legislation, local governments were responsible for regulating this industry, including the issuance of chauffeur permits and inspection of vehicles. The Maple Ridge Taxi Regulation Bylaw is now redundant and is no longer required.

The Business Licencing and Regulation Bylaw No. 6815-2011 regulates licensing fees and any related traffic issues can be addressed under Highway and Traffic Bylaw No. 6704-2009, therefore repealing the entire Taxi bylaw would not cause any loss of needed regulations for the operation of taxis in Maple Ridge.

All municipalities that are participating in the regional inter-municipal ride hailing program have been asked to amend their bylaws to align with the current regulations.

The following is a list of municipalities who have already amended or repealed their taxi bylaws:

- **Abbotsford:** repealed "Vehicle for Hire" bylaw, moved non-obsolete provisions to business license bylaw. Full copy of the report including amendments: <https://abbotsford.civicweb.net/document/55934>
- **Burnaby:** repealed taxi bylaw; re-aligned fees
- **Hope:** no changes made
- **Richmond:** no changes made
- **White Rock:** amendment to existing bylaws, mainly definitions
- **Vancouver:** removed Taxi and Limo from Vehicles for Hire (V4H) Bylaw. Also removed language from V4H about chauffeurs permit; added new bylaw information into the Licence Bylaw. Taxi, Limo and TNS defined as Passenger Directed Vehicles. Section 26.5 <https://bylaws.vancouver.ca/4450c.PDF>

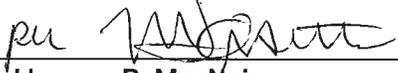
Local governments continue to have the authority to issue business licences, set business licence requirements and regulate the use of municipal roadways.

b) Desired Outcome:

To repeal Maple Ridge Taxi Bylaw No. 6409-2006 in its entirety.

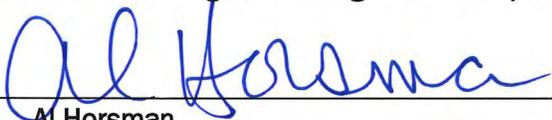
CONCLUSIONS:

A consistent approach to PDVs and TNS vehicles for Metro municipalities provides a smooth transition to this new form of passenger transportation. The collaboration with the Province, Translink and participating municipalities ensures that all have uniform and consistent regulations.


 Prepared by: **R. MacNair**
 Senior Advisor, Bylaw & Licensing Services


 Co-Prepared by: **Michelle Orsetti**
 Director, Bylaw & Licensing Services


 Approved by: **Christine Carter, MCIP, M.PI**
 General Manager: Planning and Development Services


 Concurrence: **Al Horsman**
 Chief Administrative Officer

Attachments:

Appendix II: Maple Ridge Taxi Regulation Bylaw No. 6409-2006

APPENDIX I

THE FOLLOWING DOCUMENT HAS BEEN REPRODUCED FOR CONVENIENCE ONLY and is a consolidation of the following:

1. Maple Ridge Taxi Regulation Bylaw No. 6409-2006
2. Maple Ridge Taxi Regulation Amending Bylaw No. 6754-2010
3. Maple Ridge Taxi Regulation Amending Bylaw No. 7075-2014

Individual copies of any of the above bylaws can be obtained by contacting the Clerk's Department.

District of Maple Ridge Taxi Bylaw No. 6409-2006

A bylaw for licencing and regulating the owners
and drivers of cabs in the District of Maple Ridge

WHEREAS the Council of The Corporation of the District of Maple Ridge deems it expedient to provide for standards of maintenance and operation of Vehicles for Hire;

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

1. Citation

- 1.1. This Bylaw may be cited as "Maple Ridge Taxi Regulation Bylaw No. 6409-2006".

2. Severability

- 2.1. If a portion of this Bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this Bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.
- 2.2. Every provision of this Bylaw is subject to the *Passenger Transportation Act* and its regulations, the *Motor Vehicle Act* and its regulations; and any other statute or regulations of British Columbia and in the event of any conflict the provisions of Section 10 of the *Community Charter* shall apply.

3. Previous Bylaw Repeal

- 3.1. Maple Ridge Taxi Bylaw No. 2815-1980, as amended, is hereby repealed.

4. Definitions

In this Bylaw:

"Applicant" means the person who makes and signs an application for any Licence, or transfer of any Licence, or Chauffeur's Permit.

"Business" means every person subject to this Bylaw who makes available in the District to the public, a telephone number for the purpose of soliciting a customer in the District.

"Business Licence Bylaw" means the Business Licence Bylaw of the District.

"Cab" means any Vehicle for Hire used for the transportation or conveyance of a person or persons.

"Cab Premises" means an established place of business in the commercial or industrial zones of the District with telephone, dispatch and off street parking facilities from which any Cab is operated or in which orders for Hire are received or dispatched.

"Charter Bus" means a Motor Vehicle having a seating capacity of ten (10) or more passengers and operated either as a sightseeing venture over a fixed or predetermined route of travel and charging a certain sum per person for each trip or by charter to transport persons on a prearranged basis to a specified location.

"Charter Limousine" means a Motor Vehicle having a seating capacity of not less than six (6) and not more than nine (9) passengers and used for carrying persons by charter for a fixed fee or hourly rate where arrangements respecting the hire of the vehicle have been made prior to its arrival to pick up passengers.

"Chauffeur" means any person who drives or operates a Cab which is driven or operated for Hire, or who, as an employee hired or engaged solely or in part for the purpose of driving a Cab of another person, drives or operates that Cab.

"Chauffeur's Permit" means the permit required to be held by a Chauffeur pursuant to the *Motor Vehicle Act*.

"Chief of Police" means the senior member in rank of members of the RCMP or his duly authorised representative.

"Council" means the Council of The Corporation of the District of Maple Ridge.

"District" means the District of Maple Ridge.

"Dual Taxicab", means a Motor Vehicle of a type and design of a sedan, bus or a van that is appropriately designed, constructed or modified, and used primarily for transporting people who have a disability or disabilities, including persons who use a wheelchair, scooter or other necessary Mobility Aid, and which may preclude them from accessing, using, or utilizing a Taxicab.

"Hire" means the fare, toll, gain, fee or rate charged or collected from any person for the transportation of a person or persons, or chattels of persons by or in a Vehicle for Hire, and includes remuneration of any kind paid, promised or demanded, direct or indirect, as well as personal services or the sharing of any expense of the operation of a Vehicle for Hire.

"Inspector" means the Licence Inspector of the District duly appointed by the Council, and the Chief of Police or any Peace Officer duly appointed by Council or any assistants of the Inspector.

"Licence" means the Licence required or issued under the provisions of Business Licence Bylaw No. 2542-1978, as amended, or any bylaw enacted in its place.

"Mobility Aid" means a device or thing, including a manual wheelchair, electric wheelchair and scooter, that is used to facilitate the transport, in a normally seated orientation, of a person with a physical disability, and for the purposes of this Bylaw shall include a guide or seeing eye dog used by a visually impaired person as an aid assisting in their mobility and shall also include a "guide animal" as defined in the *Guide Animal Act* of British Columbia.

"Motor Vehicle Act" means the *Motor Vehicle Act*, R.S.B.C. 1996 c. 301.

"Motor Vehicle" includes automobiles, motorcycles and all other vehicles propelled otherwise than by muscular power, except the cars of electric and steam railways and other vehicles running only upon rails or tracks, and excepting trailers.

"Municipal Clerk" means the Clerk of The Corporation of the District of Maple Ridge.

"Owner" includes the proprietor or other person having the conduct or operation of any Vehicle for Hire or the business incidental thereto.

"Passenger Transportation Pool Vehicle" means any Motor Vehicle, other than a Vehicle for Hire that is operated at any time on a highway under the following conditions:

- a. for the transportation of persons to a place of employment or to a common destination adjacent thereto or in the case of an employer-operated vehicle, for the transportation of that employer's employees to and from a place of employment;
- b. the carriage of such persons is conducted in conjunction with a transportation pooling arrangement for passengers which is sponsored and co-ordinated by an organization or agency working in conjunction with the federal government of Canada, the government of British Columbia, the governing body of any municipality in British Columbia or any combination of these governmental bodies or private non-profit charitable organizations; and,
- c. the compensation charged to passengers for such transportation does not exceed, in the aggregate, an amount equivalent to that required to pay operating costs and capital costs of the vehicle used for such transportation during the period of usage when the vehicle is employed in providing such transportation.

"**Peace Officer**" means any person defined as a peace officer by the *Interpretation Act* R.S.B.C. 1996, c. 238 and includes a Bylaw Enforcement Officer or a Parking Enforcement Officer appointed by Council.

"**Person**" includes persons of either sex, associations, co-partnerships, partnerships, corporations, whether acting by themselves or by a servant, agent or employee.

"**Public Place**" includes streets, lanes, avenues, ways, drives, boulevards, sidewalks, squares, triangles, school grounds, public places and all rights of way open to the use of the public in the said District.

"**Seating capacity**" means the rated passenger load assigned to a Motor Vehicle by its manufacturer, but when used in combination with "passengers" does not include the driver.

"**Shuttle Cab**" means a Cab having a seating capacity of not less than four (4) and not more than eight (8) which is used exclusively for carrying passengers on an agreed shared trip originating or terminating within the District of Maple Ridge where arrangements have been made prior to arrival to pick up passengers but does not include any other Vehicle for Hire described in this Bylaw.

"**Stand**" means those areas designated by the District and which are signed for the purpose of a Taxicab or Dual Taxicab to stop or park while waiting for Hire.

"**Street**" means all streets and includes public highways in the District.

"**Taxicab**" includes a Motor Vehicle for Hire having a Taximeter and a seating capacity of not more than eight (8) passengers but does not include a shuttle cab or charter limousine.

"**Taximeter**" means any mechanical or electronic instrument or device by which the charge for transportation in any Taxicab is mechanically or electronically calculated either for distance travelled or for waiting time, or both, and upon which the charge is indicated by means of figures or words.

"**Used**", where it appears in any subsection of this section, means used or intended, designed or kept for use.

"**Vehicle for Hire**" means a Motor Vehicle used for the carrying, transportation or conveyance of persons or property for hire and, without limiting the generality of the foregoing, shall for the purpose of this Bylaw include, but not be limited to, Charter Bus, Charter Limousine, Dual Taxicab, Taxicab and Shuttle Cab but does not include rental private passenger vehicles.

5. Exemption From Regulation

5.1. The following are exempt from the regulations of this Bylaw:

5.1.1. the operation of any Vehicle for Hire by the Coast Mountain Bus Company Ltd or as part of a service established under the *BC Transit Act* or the *Greater Vancouver Transportation Authority Act*;

5.1.2. the operation of any Passenger Transportation Pool Vehicle.

6. Permit Application and Identification Display

6.1. No person shall drive, operate or be in charge of a Vehicle for Hire without holding a valid and subsisting Chauffeur's Permit.

6.2. Every Applicant for a Chauffeur's Permit shall make application to the Chief of Police who may grant, suspend or refuse to grant a permit.

6754-2010

6.3. Every Applicant for a Chauffeur's Permit shall disclose whether the Applicant has ever been denied or refused a Chauffeur's Permit and must not make any false statement or declaration in an application for a Chauffeur's permit under this bylaw.

6.4. The following documents must be provided by the Applicant at the time of application:

(a) Copy of a valid BC driver's licence;

(b) Two colour passport sized photos;

(c) Copy of recent ICBC claims history (within 30 days of the application date);

(d) Copy of Canadian birth certificate, Canadian citizenship card, valid Canadian passport OR proof of legal entitlement to work in Canada;

(e) Letter of employment by potential taxi company; and,

(f) Payment to the District for a criminal records check.

6.5. Notwithstanding the generality of subsection 6.2., the Chief of Police may issue a permit once he is satisfied that the Applicant:

7075-2014

6.5.1. has successfully completed the Taxi Host Pro Program certification from the Justice Institute of British Columbia;

6.5.2. is nineteen (19) years of age or older; can speak, read and write the English language at a level competent to communicate with passengers; possesses a reasonable intimate knowledge of the District traffic regulations and of this Bylaw; and is willing and able to maintain a continuous and satisfactory service to the public during the currency of the Chauffeur's Permit;

- 6.5.3. is a Canadian citizen or landed immigrant, or otherwise legally entitled to work in Canada;
- 6.5.4. has fully disclosed all outstanding criminal charges and/or convictions; and,
- 6.5.5. has provided a recent ICBC claims history at time of application or renewal.

6754-2010

- 6.6. In the event of a refusal to issue, suspension or cancellation of a Chauffeur's Permit by the Chief of Police, the Applicant or permit holder may appeal to the Council within 30 calendar days of such refusal, suspension or cancellation. The Applicant or permit holder shall be given an opportunity to appear before Council as per Section 36 of the Motor Vehicle Act to show cause why the Applicant or permit holder should be issued a Chauffeur's Permit or why the Chauffeur's Permit should not be suspended or cancelled. Council may confirm; reverse; or vary the refusal, suspension or cancellation and in doing so may impose terms and conditions.
- 6.7. The driver of a Cab shall at all times while operating a Taxicab, Dual Taxicab or a Shuttle Cab have displayed in the interior of such Cab and alongside the tariff card, a valid photo identification card which shall be in a form approved by the Chief of Police. The identification card shall indicate in clearly printed letters, the name of the Licencee of the Taxicab, Dual Taxicab or Shuttle Cab, the number of the provincial licence plate assigned to such, the first name of the driver then on duty and a phone number to call in order to lodge a complaint with respect to the operation of such Taxicab, Dual Taxicab or Shuttle Cab.
- 6.8. Every person who, at the time of the adoption of this Bylaw, has held a Maple Ridge Chauffeur's Permit for three (3) consecutive years will be exempt from completing the Taxi Host Level One and Two programs on application and approval of the Inspector.

6754-2010

- 6.9. Chauffeur's Permits shall be issued and valid for a period of 12 months for a new or renewal application.
- 6.10. Notwithstanding subsection 6.11, the Chief of Police may issue a Chauffeur's Permit on a probationary basis for any period less than that provided for subsection 6.11 where the Chief of Police considers it to be in the public interest.
- 6.11.
 - (a) Every re-applicant for a Chauffeur's Permit shall make application to the Chief of Police who may grant, suspend or refuse to grant a permit.
 - (b) Re-application for a Chauffeur's Permit may not be made within 12 months of refusal, suspension or cancellation of the Chief of Police or upon appeal as confirmed, reversed or varied by Council

7. Business Licence

- 7.1. No person shall carry on the business of a Vehicle for Hire without holding a valid and subsisting Licence and approval under the *Passenger Transportation Act*.
- 7.2. Every holder of a Licence to operate a Cab business must:
 - 7.2.1. keep Cab Premises;
 - 7.2.2. notify the Chief of Police and Inspector, in writing, of the address of the Cab Premises where the Licence holder keeps the books and records of operation of the business;
 - 7.2.3. post the Licence in a conspicuous place in the Cab Premises;
 - 7.2.4. ensure that every driver of a Cab operated pursuant to that Licence holds a valid Chauffeur's Permit;
 - 7.2.5. immediately notify Chief of Police and the Inspector, in writing, of any change or error in the Cab Premises;
 - 7.2.6. at all reasonable times, permit the Chief of Police, the Inspector, or any other Peace Officer or employee of the District to inspect any place, premise or thing in respect of which such Licence has been granted; and,
 - 7.2.7. on a bi-monthly basis, forward to the Inspector a list of all complaints received during that period and the disposition of each complaint.
- 7.3. No Licence shall be issued for the operation of a Cab unless the business has a business telephone and is or will be listed in the telephone directory under a trade name.
- 7.4. More than one Licence holder may operate from a Cab Premises.
- 7.5. Upon application to the Inspector for a Licence, the Inspector may issue a Licence if he is satisfied that the vehicle or vehicles which will be operated pursuant to the Licence:
 - 7.5.1. are suitable for the use intended;
 - 7.5.2. are equipped as required by this Bylaw; and,
 - 7.5.3. otherwise comply in all respects with applicable provisions of the *Motor Vehicle Act* and the *Passenger Transportation Act*.
- 7.6. The Inspector is authorised to suspend any Licence, subject to the provisions of the Business Licence Bylaw, for such period as he may determine.
- 7.7. Every Applicant for a Licence must inform the Inspector whether the Applicant has within the preceding five (5) years, been convicted of any offence under any Statute

of Canada, any Statute of any Province of Canada, or under any bylaw of the District of Maple Ridge. If the Inspector considers the nature of any offence for which the Applicant has been convicted relates to the business which the application has been made, the Inspector may refuse to issue the Licence.

- 7.8. Applications may not be approved while outstanding criminal matters are before the courts. Any other charges or convictions will be reviewed on a case by case basis.
- 7.9. Matters under the mental health act will be reviewed on a case by case basis supported by medical reports/recommendations from the applicant's caregiver.
- 7.10. If the Inspector declines to issue a Licence, the Applicant may appeal to Council who may grant or refuse the application.
- 7.11. The Inspector shall provide written reasons for the refusal to issue or suspension of a Business Licence.
- 7.12. Notwithstanding section 7.1., and subject to the provisions of the *Passenger Transportation Act*, a person not licenced pursuant to this Bylaw but holding a valid Taxicab licence from another municipality and who is approved and licenced under the *Passenger Transportation Act* to operate a Taxicab may pick up passengers within the District provided that the passengers have made prior arrangements for the pickup. Such passengers must not have a destination within the District municipality.
- 7.13. Every Licence holder shall, upon request by the Inspector, provide the District with such information deemed by the District to be relevant to the maintenance of the Licence, and which may be needed from time to time during the currency of the Licence.

8.0 Age of Vehicle

- 8.1. A vehicle must not be used as a Cab, Taxicab, Dual Taxicab or Shuttle Cab if the age of the vehicle exceeds seven (7) years, except that the Inspector may, at his or her discretion, grant up to two (2) one (1) year extensions to allow for replacement if, in the opinion of the Inspector, the exterior and interior appearance of the vehicle is of an acceptable standard, and upon successful completion of a mechanical inspection by a government approved testing facility.
- 8.2. A vehicle used as a Dual Taxicab, which is to be used primarily for transporting people who have a disability or disabilities, including persons who use a wheelchair, scooter or other necessary mobility aid, and which may preclude them from accessing, using, or utilizing a Taxicab, may be excluded from the age restriction in subsection 8.1. if, in the opinion of the Inspector, the vehicle is in a condition commensurate with its original construction, and the vehicle is mechanically sound in all aspects. The decision to allow such an exemption shall be completely at the discretion of the Inspector. A vehicle exempted under this subsection may be reassessed on a bi-annual basis by the Inspector who will determine whether or not such an exemption may continue.

9. Suspension or Revocation

- 9.1. The Inspector may suspend a Licence if:
- 9.1.1. a vehicle in respect of which the Licence has been issued fails to pass a safety inspection under the provisions of the *Motor Vehicle Act* and the Licence thereof shall remain suspended until the vehicle has been re-inspected and approved pursuant to the provisions of that Act;
 - 9.1.2. the Licence holder does not hold a valid policy of liability insurance pertaining to the vehicle(s) with a minimum coverage of \$5,000,000.00;
 - 9.1.3. the Licence holder employs, for consideration, his or her Vehicle for Hire for the purposes other than for which the Licence holder is licenced; or,
 - 9.1.4. the Licence holder fails to comply with the provisions of a District Bylaw.
- 9.2. It is an express condition of any licence that the licensee shall observe all bylaws of the District.
- 9.3. Any person whose Licence has been suspended by the Inspector may appeal the suspension in accordance with provisions set out in the Business Licence Bylaw.

10. Transfer of Licence

- 10.1. Any person seeking to obtain a transfer of any Licence, or an interest in any Licence held by another person, must apply in the same manner as required to obtain a Licence. The powers, conditions, requirements and procedures relating to the granting and refusal of a Licence shall apply.
- 10.2. No person who acquires all or part of the interest of a Licence holder shall carry on or continue the business, trade, profession or other occupation so purchased without first having obtained either a transfer of the Licence or a new Licence.
- 10.3. Where any Licence is transferred, the applicant shall pay a fee in accordance with the provisions set out in the Business Licence Bylaw.

11. Vehicle for Hire Plate

- 11.1. The Inspector shall furnish to each person holding a Licence with respect to the operation of a Vehicle for Hire, where the Cab Premises is located in the District, a numbered plate for each vehicle kept and used by that person. The plate shall remain the property of the District and on the expiration, cancellation or suspension of the Licence corresponding or represented thereby, such person shall forthwith return such plate to the Inspector.

- 11.2. Every person to whom a plate has been furnished pursuant to this section shall keep such plate on each such Vehicle for Hire in a place designated by the Inspector, and shall not transfer the plate from the vehicle to which it was assigned by the District.
- 11.3. It shall be unlawful for any person so licenced to use or exhibit on any Vehicle for Hire any District plate other than the plate issued with the Licence, except those vehicles authorised under the *Passenger Transportation Act* to transport persons to the Vancouver International Airport, and which may display an additional plate providing authorization for such business activity.
- 11.4. If a Vehicle for Hire plate furnished pursuant to this section has become lost, mutilated or destroyed, the Inspector may, upon receipt of written proof satisfactory to the Inspector setting out such loss, mutilation or destruction, issue a replacement plate.
- 11.5. No driver of a Vehicle for Hire shall pick up, take on or carry any passenger unless the vehicle displays a valid decal indicating that the vehicle has passed a safety inspection under the provisions of the *Motor Vehicle Act*.

12. Standards of Service

- 12.1. Every holder of a Licence to operate a Taxicab shall provide a 24-hour service to all persons, and if approved under the *Passenger Transportation Act* to do so, shall include a Dual Taxicab service to persons who have a disability or disabilities, and any person who may use a wheelchair, scooter, or other required or necessary Mobility Aid.
- 12.2. Every holder of a Licence to operate a Dual Taxicab service shall, upon telephone or other notification, and after the person has identified themselves as one who requires the service because of a handicap or who uses a wheelchair, scooter or other Mobility Aid, give priority of access to a Dual Taxicab to such customers, and must ensure that Dual Taxicabs are available to primarily serve such customers at all times that a Vehicle for Hire service is available to the public.
- 12.3. The holder of a Licence to provide a Vehicle for Hire service, including a Dual Taxicab service, shall ensure that all requests for service, from a person or persons who have a disability or disabilities, or any person who may use a wheelchair, scooter, or other required or necessary Mobility Aid, are satisfied in a timely and efficient manner and that a sufficient number of vehicles are available at all times to provide such service. For the purpose of this Bylaw, timely and efficient shall mean the average time of response to customers requesting a Taxicab.

13. Dual Taxicab

- 13.1. Every Dual Taxicab:
 - 13.1.1. shall be equipped with a sufficiently high door and have sufficient ceiling height to permit easy access for people with disabilities, inclusive of their wheelchair, scooter or other Mobility Aid;

- 13.1.2. shall configure within the design of the interior of the Dual Taxicab such space so as to easily accommodate passengers' wheelchairs, scooters, or other Mobility Aids;
- 13.1.3. shall have posted on each side of the vehicle the International Symbol of Accessibility for people with disabilities (see Schedule "A"); and,
- 13.1.4. shall have displayed, in a position on each side at the rear windows and so as to be easily seen and identifiable by a person seated inside the vehicle in a wheelchair or scooter, the cab identification number.

14. Dual Taxicab Owner Requirements

14.1. Every Licence holder of a Dual Taxicab:

- 14.1.1. shall ensure that every Dual Taxicab contains adequate facilities for securing a passenger in a wheelchair and the wheelchair to the floor of the vehicle and that all straps and belts, buckles and clasps shall be maintained in good order and shall be kept clean and dry;
- 14.1.2. shall ensure that each driver of a dual taxicab is suitably trained for, and is physically capable of assisting in, the correct and safe loading and unloading of people who have a disability or disabilities and who may use a wheelchair, scooter or other Mobility Aid;
- 14.1.3. shall ensure that each driver of a Dual Taxicab records, on a daily record, every trip that involved the transporting of a person with a disability, stating in each case whether such person used a wheelchair, a scooter or other Mobility Aid;
- 14.1.4. shall at all times carry liability insurance in the amount of \$5,000,000.00 that insures all drivers of such Dual Taxicabs against all loss, damage, and claims arising out of, or in connection with, the loading, unloading or transporting of people with disabilities;
- 14.1.5. shall ensure that the vehicle used as a Dual Taxicab is equipped with a properly maintained and working hydraulic lift or ramp, or other such approved equipment that is satisfactory to the Inspector, to enable the provision of service to persons who have a disability or disabilities, and any person who may use a wheelchair, scooter, or other required or necessary Mobility Aid; and,
- 14.1.6. shall place or amend an advertisement in the Yellow Pages of the Telephone Directory providing information to residents of the District, and under the trade name under which the Licence holder operates, indicating that the vehicle is capable to serve handicapped and wheelchair passengers and others who may use a Mobility Aid and that requests for service from these classes of persons shall receive priority over all other service requests.

15. Taxicab Recognition Requirements

- 15.1. No person shall use or operate a Taxicab unless it has an illuminated sign bearing the word "Taxi" or "Cab" and complying in all respects with the regulations made pursuant to the *Motor Vehicle Act*. The sign must be placed on the front of the Taxicab, either outside above the windshield, or inside behind the windshield in a position satisfactory to the Inspector. The sign shall be illuminated between dusk and dawn at such time that the taxicab is available for hire.
- 15.2. No person shall drive or operate a Taxicab unless there is painted on or otherwise permanently affixed to the vehicle:
 - 15.2.1. a business name and the words "Taxi" or "Cab" in figures not less than five (5) cm high which shall be placed on either the rear doors or front doors on each side of the Taxicab;
 - 15.2.2. a number which uniquely identifies that Taxicab in figures not less than eight (8) cm high which shall be placed on both sides of the Taxicab near the front and on the rear of the Taxicab in a position satisfactory to the Inspector; and,
 - 15.2.3. the same number which is referred to in subsection 15.2.2. which shall be placed on the inside of the vehicle in a prominent location that is visible to passengers in the rear seat.
- 15.3. No trade name shall be used on any Taxicab unless such trade name has first been approved by and recorded with the Inspector; and no licenced owner or driver shall use or publish, or permit to be used or published, any advertising matter or sign indicating, implying or suggesting fares or charges lower than the tariff of fares and charges which owners or drivers of Taxicabs are entitled to receive or charge under the provisions of the Motor Carrier Commission.
- 15.4. No Taxicab shall be equipped with tinted windows, blinds or other devices that would restrict vision in either direction through all windows.
- 15.5. Every Taxicab shall be equipped with a functioning interior light, sufficient to illuminate the entire passenger compartment.

16. Owner/Driver Requirements

- 16.1. Every person in charge of any Cab shall:
 - 16.1.1. be neatly and properly dressed, neat and clean in person, and be civil and well-behaved;
 - 16.1.2. remain within seven (7) metres of the Cab when the Cab is at a stand;
 - 16.1.3. keep the doors of the Cab closed when the Cab is waiting for passengers at a Taxi stand; and,

- 16.1.4. not stand in such a manner so as to obstruct the free use of the sidewalk or make any loud noise or disturbance, nor use obscene, impudent or abusive language, nor molest, annoy or insult the owners, occupiers, inmates or inhabitants of any building, house or residence, or any passenger, pedestrian or other person whatsoever.
- 16.2. No driver of any Cab shall seek employment by driving the Cab to and fro upon any street, or by interfering with the proper and orderly access to or egress from, or by cruising or hovering in front of any theatre, hall, hotel, railway or ferry station, or other place of public gathering; provided, however, that the driver of a Taxicab may accept passengers at any place of public gathering so long as the Taxicab is lawfully parked on a street or at a Taxi stand in the vicinity of the place or building where such public gathering is taking place.
- 16.3. Every driver of a Taxicab shall proceed by the most direct travelled route to the point of destination, unless otherwise specifically directed by the passenger.
- 16.4. Every driver of a Taxicab shall keep a daily record of all trips made. The record must contain the following information:
 - 16.4.1. the date, time, origin and destination of each trip, which shall be entered in the record as soon as practical after the completion of the trip;
 - 16.4.2. the driver's name and address;
 - 16.4.3. the Provincial Licence number of the Taxicab; and,
 - 16.4.4. the odometer reading at the start and finish of the driver's shift.
- 16.5. Every driver of a Taxicab shall, no later than twenty-four (24) hours after completion of each shift, deposit in the business office of the owner of the Taxicab the daily record required by section 16.4. that relates to that shift.
- 16.6. Before accepting the daily trip record from the driver, the owner of a Taxicab shall ensure that each trip is legibly and properly noted in the record.
- 16.7. The records referred to in section 16.4. shall be kept by the owner of the Taxicab at the owner's place of business for a period of six (6) months, and during that time shall be produced for inspection at any time on request by the Chief of Police or the Inspector.
- 16.8. Every owner and driver of a Taxicab, excluding a Dual Taxicab, shall accommodate the persons who desire the service of a Taxicab in the order of their application, and if a Taxicab is not available to give the desired service within a reasonable time, then the applicant shall be informed.
- 16.9. No owner or driver of a Taxicab shall refuse or neglect to convey any orderly person or persons upon request in the District unless previously engaged or unable or prohibited by the provisions of this Bylaw or permitted to refuse service pursuant to the *Motor Carrier Act* or any regulations there under.

- 16.10. No owner or driver of a Taxicab shall convey any person or persons other than the person or persons first engaging the Taxicab, and the carrying of passengers for separate fares is prohibited unless authorised under the *Passenger Transportation Act*.
- 16.11. No motor vehicle shall be operated as a Cab except its registered owner or by a driver employed by and directly responsible to the owner. Every owner granted a Licence to operate a Cab shall, on the engagement of any driver, ascertain the number and date of the driver's licence to operate a Cab and Chauffeur's Permit, and forthwith report the same to the Chief of Police and shall, during the term of the driver's employment, keep a record of such Licence and Chauffeur's Permit.
- 16.12. Every Taxicab shall be equipped with a two-way radio or other communication device, which shall be maintained in good working order and capable of receiving and acknowledging calls for customer service.

17. Driver Identification

- 17.1. No person shall operate or drive a Cab unless a current photograph of the driver identified by his or her first name is placed on the inside of the vehicle in a prominent location that is visible to passengers in the rear seat. Such identification shall meet the requirements contained in Schedule B of this Bylaw.

18. Charges and Fees

- 18.1. No owner or driver of a Taxicab shall charge, demand, collect or receive any fare or charge except as set out under the *Passenger Transportation Act*. Nor shall any owner or driver refund or remit in any way any portion of the fares so specified.
- 18.2. No owner of a Taxicab shall publish or use or permit to be published or used any rates or fares other than those authorised under the *Passenger Transportation Act*, whether such rates or fares are determined by Taximeter or by time.
- 18.3. No owner of a Vehicle for Hire shall, either directly or indirectly, carry or permit to be carried without charge any passenger, unless the passenger is an officer, agent or employee of the owner or unless the ride is for a charitable purpose.
- 18.4. If authorised to do so under the *Passenger Transportation Act*, any person operating a Taxicab may operate on a time or mileage basis at the request of a passenger and for rates and charges as authorised under the *Passenger Transportation Act* in respect to time rates or fares for such vehicle.
- 18.5. The owner and driver of every Taxicab and Shuttle Cab shall display therein a tariff card of the rates and charges for such Cabs as authorised under the *Passenger Transportation Act*. Such tariff card shall be kept displayed so as to face the

passenger and so it is clearly and easily able to be viewed by the passenger from the rear seated position. No person shall remove such tariff card or mutilate, deface or otherwise dispose of same.

- 18.6. No driver or owner of a Shuttle Cab shall charge, demand, collect or receive a fare, charge or remuneration of any kind, which exceeds the maximum charges as authorised under the *Passenger Transportation Act* for the provision of such service.
- 18.7. Every driver or owner of any Taxicab and Shuttle Cab shall carry written proof of the certification required with respect to the mechanical inspection and testing required under this Bylaw.

19. Taximeter

- 19.1. No person shall drive or operate or engage in the business of operating a Taxicab unless such Taxicab is equipped with a Taximeter which complies in every respect with the requirements hereinafter set out and the requirements of the *Passenger Transportation Act*.
- 19.2. All Taximeters shall mechanically or electronically register the distance and corresponding rate or charge thereof while under hire, and shall be kept in a condition ensuring accuracy and continuous registration during hire, and shall be so installed as to be automatically operated when the Taxicab is in motion as well as when such vehicle is standing under hire.
- 19.3. No person shall use or permit to be used in any Taxicab a Taximeter which shall register more than 2% (two percent) incorrectly.
- 19.4. At the request of the Inspector, and in any event once every 6 (six) months, every Taximeter shall be tested to ensure that it displays the correct tariff authorised under the *Passenger Transportation Act*, is accurate subject to section 19.3. and is otherwise in good working order.
- 19.5. The operator of a Taxicab shall ensure that its Taximeter is:
 - 19.5.1. adequately illuminated at all times when in use between dusk and dawn;
 - 19.5.2. installed and placed at the right side of the driver and in such a position that the fare to be paid by the passenger may be easily read from the rear passenger compartment, and shall be so placed in the Cab that the face of the meter is in plain view both from within and without the Cab;
 - 19.5.3. adjusted in accordance with the distance rates or fares specified under the *Passenger Transportation Act*;
 - 19.5.4. used only when the seal thereon is intact; and,
 - 19.5.5. maintained in good working condition at all times, and not used when defective in any way.

- 19.6. No driver of a Taxicab may, while carrying passengers or under engagement, indicate that the Cab is not engaged or, when the Cab is not engaged, indicate that the Cab is engaged.
- 19.7. The driver of every Taxicab or Dual Taxicab shall place the meter in the hired mode only when the passenger is securely in the vehicle and the vehicle is put into motion, and shall be disengaged from the hired mode when the vehicle has ceased motion at the termination of such trip, and shall then call the attention of the passenger to the amount of the fare registered on the meter. An exception may be made only if, within three (3) minutes of arrival the driver identifying himself or herself to the passenger, the passenger is not visible to the driver and proceeding to the Taxicab or Dual Taxicab. In such cases the Taxi Meter may be placed in the hired mode after the three (3) minute period has expired, or after a waiting period determined by the Taxicab owner, whichever is the longer waiting period.
- 19.8. Where an owner or driver of a Taxicab is required to collect a tax imposed by a government, such tax shall be included in the fare shown on the Taximeter and may be demanded, collected or received in addition to any fare or charge demanded, collected or received pursuant to this section. A sign clearly indicating that the fare shown includes such tax shall be posted inside the Taxicab.

20. Vehicle Condition

- 20.1. The interior and exterior of every Vehicle for Hire shall be kept clean and in good repair. Whenever the owner of any Vehicle for Hire receives notice, either given to the owner personally or to a driver of the vehicle, signed by the Inspector, that such Vehicle for Hire is not in a fit or proper condition for use, stating briefly the condition complained of, such owner shall forthwith cease to use such vehicle and, within the time mentioned in such notice, shall remedy the condition referred to in the complaint.
- 20.2. No person shall carry in any Vehicle for Hire a greater number of passengers than the seating capacity for the vehicle or the number of passengers such vehicle is designed to accommodate, whichever is the lesser.
- 20.3. No person owning or operating any Vehicle for Hire shall load, carry or transport any baggage on the outside of the vehicle, except in properly designed and constructed racks for that purpose.
- 20.4. The owner of any Vehicle for Hire in respect of which a Licence has been issued shall, when requested, forthwith submit the vehicle for examination to the Inspector, and no owner or driver shall at any time prevent or hinder the Inspector from entering the owner's garage or other building for the purpose of inspecting such vehicle.
- 20.5. Where an owner of a Vehicle for Hire disposes of it and acquires another Vehicle for Hire, such owner shall submit the replacement vehicle to the Inspector for approval in conformity with the provisions of this Bylaw before using the vehicle for the purpose of the business.

- 20.6. Where a Vehicle for Hire is not in service due to a mechanical failure or has been involved in an accident that requires that the vehicle is removed from service for repair, then a replacement vehicle may be temporarily used to provide service if the following is met:
- 20.6.1. the vehicle is approved under the *Passenger Transportation Act* to be used as a Taxi to provide service to the public;
 - 20.6.2. the vehicle is mechanically sound in all respects and if, in the opinion of the Inspector, the exterior and interior appearance of the vehicle is of an acceptable standard, and upon successful completion of a mechanical inspection by a government approved testing facility;
 - 20.6.3. the vehicle is equipped with a Taximeter which complies in every respect with the requirements of the *Passenger Transportation Act*; and,
 - 20.6.4. such vehicle must comply in all respects with this Bylaw and the requirements of the *Passenger Transportation Act*.
- 20.7. Any temporary replacement vehicle shall cease to be used when repairs have been completed on the vehicle that it is replacing, and that vehicle is able to resume service to the public.

21. Driver Employment

- 21.1. No owner of any Vehicle for Hire shall employ, engage or permit any person to operate the vehicle unless that person holds a valid driver's licence and Chauffeur's Permit of the type required by the *Motor Vehicle Act* or its regulations for the operation of that vehicle.
- 21.2. Every owner of a Vehicle for Hire shall, on the engagement of a driver, ascertain the number and date of the driver's licence to operate a vehicle, and forthwith report the same to the Chief of Police and shall, during the term of the driver's employment, keep a record of such licence.
- 21.3. Owners of Vehicles for Hire who employ both male and female drivers shall arrange suitable and separate washroom accommodation for each gender.
- 21.4. Within two (2) days of the engagement of a driver, every owner of a Vehicle for Hire shall notify the Chief of Police that the driver has been employed, and when such driver ceases to be so employed, the owner shall, within two (2) days thereafter, notify the Chief of Police, giving the reasons for such cessation of employment.

22. Owner/Driver Responsibilities

- 22.1. Every owner and driver of any Vehicle for Hire shall at all times obey the lawful orders and directions respectively of the Chief Constable and Inspector.

- 22.2. No owner of a Vehicle for Hire who drives his or her own vehicle shall spend more hours in any one day in operating the vehicle than the maximum hours of work for a Cab driver as provided in the *Motor Vehicle Act* of the Province of British Columbia, and the *Employment Standards Act*.
- 22.3. Each owner referred to in subsection 22.2. of this section shall keep a true and accurate record in ink or indelible pencil in the English language of the hours worked each day in personally operating the vehicle. Such records shall be produced for inspection at all reasonable times on demand of the Inspector or Chief of Police.
- 22.4. Every person to whom a licence has been granted shall, at all reasonable times, permit the Chief of Police, Inspector, or any other Peace Officer or official of the District to inspect any place, premises or thing in respect of which such Licence has been granted.
- 22.5. Every person licenced under this Bylaw to operate a Vehicle for Hire shall, upon changing address or establishing additional premises, so notify the Chief of Police and the Inspector within two (2) days by providing the new or additional address and such other particulars as the Chief of Police or the Inspector may require. Every person holding a Chauffeur's Permit issued by the Chief of Police shall, upon changing his or her home address, so notify the Chief of Police within two (2) days, giving the new address and such other particulars as the Chief of Police may require.
- 22.6. No person licenced to operate or operating a Vehicle for Hire shall employ or allow a runner or other person to, on a street, assist or act in concert with such owner or operator in soliciting any person.
- 22.7. No person shall assist or act in concert with the owner or operator of a Vehicle for Hire on any street in soliciting any person.
- 22.8. Every owner and driver of any Vehicle for Hire shall immediately provide for the proper disinfecting of such Cab after it has, to his knowledge, conveyed any person suffering from any contagious or infectious disease.
- 22.9. Every owner and driver of any Vehicle for Hire shall take due care of all property delivered or entrusted to him or her for conveyance and, immediately upon the termination of any hiring or engagement, shall carefully search the vehicle for any property lost or left therein. All property and money left in the Vehicle for Hire shall be forthwith delivered to its owner; or
- 22.9.1. if the owner of the property or money cannot at once be found, the property or money shall be delivered to the Cab Premises of the Vehicle for Hire for safe keeping until such time that the owner of the property or money is found;
- 22.9.2. information relevant to identify that property or money shall be recorded in a log specifically kept for that purpose and shall be available for inspection upon request by the Chief of Police; and,

- 22.9.3. the property or money shall be stored in such a way as to ensure the integrity of such property or money with all information which might assist in establishing ownership of said property or money;
- 22.9.4. every owner and driver of a Vehicle for Hire in which property or money is found shall make every reasonable effort to locate and contact the owner of the property or money. In the event that an owner cannot be located and contacted, the property or money shall be held for a period not less than thirty (30) days; and,
- 22.9.5. if the property or money is not claimed, it shall be delivered to the Chief of Police with all information which might assist to establish ownership of said property or money.

23. Offences or Infractions

- 23.1. Non-compliance with any of the provisions of this or any other bylaw applicable to a Licence or failure to maintain the standard of qualification for the issue of a Licence as herein provided shall be deemed to be an infraction of this Bylaw and shall render a Licence holder liable to penalties or to suspension or cancellation of the Licence.
- 23.2. No person shall make a false statement in any application for a Licence under the provisions of this Bylaw.
- 23.3. Every person who offends against any of the provisions of this Bylaw, or who suffers or permits any act or thing to be done in contravention or in violation of any of the provisions of this Bylaw, or who neglects to do, or refrains from doing anything required to be done by any of the provisions of this Bylaw, or who does any act or thing which violates any of the provisions of this Bylaw, commits an offence under this Bylaw.

24. Penalty

- 24.1. Every person who commits an offence against this Bylaw is liable to a fine and penalty of not more than \$10,000.00 and not less than \$500.00 for each offence.

25. Enforcement

- 25.1. This Bylaw may be enforced by means of a ticket in the form prescribed for the purpose pursuant to section 264 of the *Community Charter*.
- 25.2. This Bylaw may be enforced by members of the RCMP, Municipal Inspectors, Municipal Bylaw Enforcement Officers or duly authorised Peace Officers.

Schedules

Schedule A – International Symbol of Accessibility

Schedule B – Driver Identification Card

READ a first time the 12th day of June, 2006.

READ a second time the 25th day of July, 2006.

READ a third time the 25th day of July, 2006.

RESCINDED & READ a third time the 28th day of August, 2006.

RECONSIDERED AND ADOPTED the 29th day of August, 2006.

MAYOR

CLERK

District of Maple Ridge
Taxi Bylaw No. 6409-2006

Schedule "A"

International Symbol of Accessibility



District of Maple Ridge
Taxi Bylaw No. 6409-2006

Schedule "B"

Driver Identification Card



DRIVER IDENTIFICATION

**Photo
ID**

Name

Company

Chauffeur's Permit Number

To be placed on the inside of the vehicle in a prominent location that is visible to all passengers.

The size of the card shall be 15.24 cm (6 inches) wide x 10.16 cm (4 inches) high.

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: June 15, 2021
FILE NO: 16-8330-20

FROM: Chief Administrative Officer

MEETING: COW

SUBJECT: Final Maple Ridge–Pitt Meadows Area Transport Plan

EXECUTIVE SUMMARY:

The original draft Area Transport Plan (ATP) was presented to Council at the October 8, 2019 Workshop meeting and Council identified five priority items for further discussion. At the February 25, 2020 Workshop meeting, staff provided an update on the progress for the five priority items. At the April 27, 2021 Workshop meeting, Council endorsed the proposed amendments to the draft ATP with direction that the final ATP be brought forward for endorsement.

The final Area Transport Plan as attached, now incorporates the direction from the April 27, 2021 Workshop.

This report recommends endorsement of TransLink's Maple Ridge-Pitt Meadows Area Transport Plan.

RECOMMENDATION:

That TransLink's Maple Ridge-Pitt Meadows Area Transport Plan be endorsed.

DISCUSSION:

a) Background Context:

The last Area Transit Plan for the North East Sector including Maple Ridge, was created in 2003. In 2018, TransLink committed to updating and revising the existing plan for Maple Ridge and Pitt Meadows; this is now the draft Maple Ridge-Pitt Meadows Area Transport Plan.

Through 2018 and 2019, TransLink worked with the City of Maple Ridge, the City of Pitt Meadows, Ministry of Transportation and Infrastructure (MoTI), and the public to develop the draft ATP that considered transit service, infrastructure, walking, cycling, driving and goods movement through and within Maple Ridge and Pitt Meadows, as well as inter-municipal connections. The draft ATP was presented at the October 8, 2019 Workshop meeting at which time Council identified items of concern to be addressed.

At the February 25, 2020 Workshop meeting, staff provided an update on the progress for the five priority items. At the April 27, 2021 Workshop meeting, Council endorsed the proposed amendments to the draft ATP with direction that the final ATP be brought forward for endorsement.

Changes identified at the April 27, 2021 Workshop are now formally included in final Maple Ridge-Pitt Meadows Area Transport Plan, as attached.

b) Desired Outcome:

The ATP lays out strategies to improve transit and multi-modal transportation in Maple Ridge over the next 10 to 15 years in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver's Regional Growth Strategy. Changes proposed at the April 27, 2021 Council Workshop were supported by TransLink and included in the final Maple Ridge-Pitt Meadows Area Transport Plan. It is recommended that the Maple Ridge-Pitt Meadows Area Transport Plan be endorsed.

c) Strategic Alignment:

The ATP aligns with Council's priority focus on Growth by implementing strategic plans related to infrastructure, transportation corridors, transit and key amenities.

d) Interdepartmental Implications:

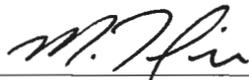
The ATP will be built into the City's Transportation capital projects and will serve as a reference document in updating the City's Strategic Transportation Plan. Transportation goals are embedded within the OCP to assist in land use planning.

e) Business Plan/Financial Implications:

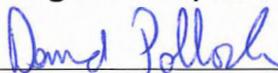
TransLink is an important funding and transportation partner; having a mutually agreed and endorsed ATP is an important part of that relationship.

CONCLUSION:

The Maple Ridge Pitt-Meadows Area Transport Plan provides a strategic assessment of existing transportation services available in Maple Ridge and will improve bus service coverage and frequency over the short term and direction for potential future improvements. The ATP will also provide improved access to grant opportunities for walking, cycling and road improvement projects identified through the ATP.



Prepared by: **Mark Halpin, BA, PMP**
Manager of Transportation



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



Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

(A) Final TransLink Maple Ridge-Pitt Meadows Area Transport Plan

Bay
2

T  
Bus Stop #
57577

701 Haney Place
701 Mission City Station
Limited service
722 Bonson
791 Haney Place

For more bus routes, visit www.translink.ca or call 604.671.1333

Maple Ridge- Pitt Meadows Area Transport Plan

MAY 2021



Maple Ridge-Pitt Meadows Area Transport Plan

MAY 2021

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3. PHASE 1 CONSULTATION SUMMARY
4. PHASE 1 CONSULTATION HIGHLIGHTS HANDOUT
5. PHASE 2 CONSULTATION SUMMARY

Note: appendix documents are referenced throughout the document and can be reviewed online at www.translink.ca/mrpm

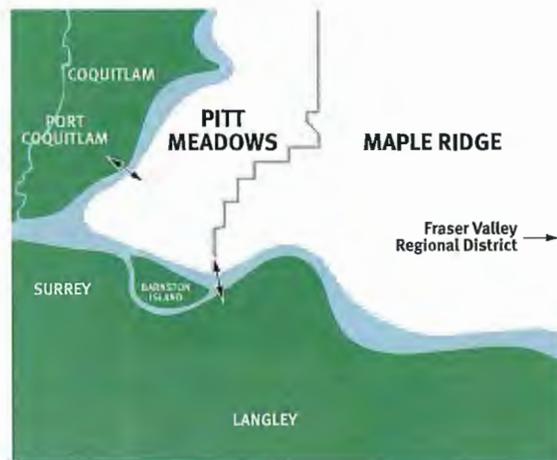
Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. Recognizing that Metro Vancouver is large and diverse, TransLink focuses on smaller sub-regions through Area Transport Plans in order to ensure local context and needs are understood and reflected in our planning. To plan for transit service and infrastructure, walking, cycling, driving and goods movement in Maple Ridge and Pitt Meadows as well as important connections to nearby areas, TransLink worked with municipal partners, stakeholders, the BC Ministry of Transportation and Infrastructure (MoTI), and the public.

The Maple Ridge-Pitt Meadows Area Transport Plan establishes a “blueprint” for how resources can be allocated over the next ten to fifteen years to improve transit and transportation in the sub-region in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver’s Regional Growth Strategy.

Area Transport Plans support and inform key planning processes like TransLink’s *Transport 2050* (currently under development) and the Mayors’ Council 10-Year Vision– which work together to establish the region’s long-term transportation vision, overall goals, targets, policy direction, and investment priorities. Area Transport Plans also consider municipal land use and transportation plans, to ensure that the local transit network supports existing and expected land use and travel patterns. The planning process considers customer experience, transportation and ridership data, and feedback from the public, stakeholders and local governments.

Plan recommendations will be considered for implementation alongside other regional priorities and as funding allows, with funding



levels being set in investment plans that balance TransLink expenditures and revenues. TransLink’s legislation requires investment plans to be updated every three years at a minimum.

The plan will help to ensure that current and future transportation investment decisions in Maple Ridge and Pitt Meadows are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and the transportation network to provide more travel options for people who travel in or through the sub-region.

Major Investments in Transit and Future Transit Planning

TRANSPORT 2050

The Maple Ridge-Pitt Meadows Area Transport Plan is focused on improving the local transportation network over the next 10 years. However, there are several larger projects that are beyond the scope of the Area Transport Plan that will be reviewed as part of TransLink's update to the Regional Transportation Strategy, *Transport 2050*.

- **Rapid transit expansion:** Regional priorities for rapid transit investment will be considered as part of the *Transport 2050* process. Planning for investments in rapid transit can take multiple years and is outside the scope of the Area Transport Plan, which focuses on improvements over the next 10-15 years.
- **Additional West Coast Express service:** Some West Coast Express upgrades were included as part of the Mayors' 10-Year Vision including expanded capacity and upgraded train vehicles. Additional opportunities for expansion including more trips, reverse commute direction service, and additional stations are outside the scope of the Area Transport Plan and would be addressed through an update to the *West Coast Express Strategy*.
- **Lougheed Corridor Long-Term Transit Study:** This study is happening concurrently with the Area Transport Plan in coordination with Metro Vancouver, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, and the BC Ministry of Transportation and Infrastructure. The purpose of this study is to gain a greater understanding of the potential for rapid transit on the Lougheed corridor between the cities of Coquitlam and Maple Ridge. It assesses the potential benefits of rapid transit and the relative performance of various rapid transit technologies and explores the linkages to regional and municipal growth and development.

Visit the [Transport 2050](#) page to learn more.

RAPIDBUS

With the launch of R3 RapidBus (Lougheed Highway) in 2020, Maple Ridge and Pitt Meadows will have a fast and frequent connection to Coquitlam Central SkyTrain Station. Key features of RapidBus service include frequent all-day service, new articulated buses with hybrid engines, distinctive branding, and real-time information at bus stops.

Developing the plan

The Area Transport Plan planning process included analysis of current transportation challenges, an assessment of community values and expectations, and ultimately the identification and prioritization of various strategies and actions. These tasks took place in the following two phases and were guided by ongoing stakeholder and public consultation.



Phase 1: Identifying Issues and Opportunities

This phase involved a thorough review of local transit service and the condition of supporting infrastructure, as well as aspects of cycling and walking within the area. It included research into land use planning and anticipated future growth, current travel patterns and other local conditions. Stakeholder and public engagement during this phase focused on gathering feedback from the community on what's important and what we can do to improve the transit and transportation network

Phase 2: Developing Strategies and Actions

Phase 2 focused on the development of transportation strategies and actions that make the most of the opportunities identified in Phase 1. In this phase we sought public and stakeholder input on more than 20 potential changes to bus routes throughout the sub-region, as well as other walking, cycling, and road network strategies. Our final recommendations were based on the feedback we received along with technical analysis and input from our local government partners.

Process for Developing Strategies and Actions in Phase 2

Step 1 - Idea Generation

Develop concepts, working ideas, and concepts

Step 2 - Collaborate

Share and refine ideas with internal experts and municipal partners

Step 3 - Consultation

Share ideas and consult with City Councils and public

Step 4 - Evaluate

Assess options using the evaluation framework

Step 5 - Review and Revise

Review and adjust based on feedback from public, staff, and City Council

Working with Advisory Committees and Government Partners

- **Public Advisory Committee:** Membership comprised of selected individuals who live in Maple Ridge or Pitt Meadows and who were currently serving on existing municipal advisory committees related to transportation. The Public Advisory Committee supported the public and stakeholder engagement process, helped to interpret input from the public, and reviewed engagement materials in advance of public distribution. This group met two times during the planning process.
- **Government Working Group:** Membership included local government transportation planning staff. Roles included providing review and guidance on technical content and the planning process. This group met ten times throughout the process.
- **Mayor and Council:** The TransLink team presented to the Mayor and Council of Maple Ridge and Pitt Meadows throughout the course of developing the plan. These check-ins were to provide updates on the planning process, including feedback from public consultation events, and to receive strategic direction at critical stages in the development of the Area Transport Plan. City Council meeting check-ins occurred six times for each municipality.

Issues and opportunities

Early in the planning process technical work was done to understand the local context, trends, and anticipated future developments that could influence transit and transportation demand in Maple Ridge and Pitt Meadows. Findings from this work, along with public and stakeholder feedback, informed the recommendations in this plan.

Technical work to analyze issues and opportunities included the following.

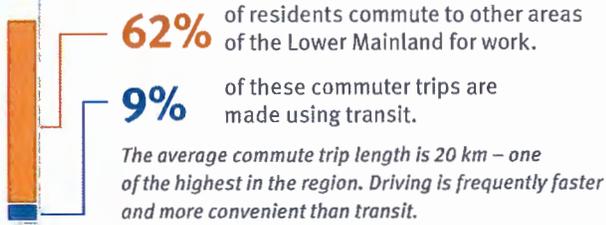
- 1. Land use analysis:** Reviewed municipal official community plans, local neighbourhood plans, and the Metro Vancouver *Regional Growth Strategy*. We looked at growth patterns and how they align with Transit Service Guidelines relating to transit-supportive land use and demand.
- 2. Travel market analysis:** Examined the *2011 Trip Diary* and other sources of data to better understand travel patterns to, from and within Maple Ridge and Pitt Meadows. This involved analyzing the origins and destinations for all trips, and whether those trips were made by transit, driving, walking, or cycling.
- 3. Transit analytics:** Analyzed the transit service metrics for each route using measures defined in the Transit Service Guidelines.
- 4. Transportation analysis:** Reviewed municipal transportation plans for walking, cycling, and regional roads. Identified issues and opportunities related to safety, gaps in the network, and missing connections to transit, among others.
- 5. Customer feedback and perceptions:** Reviewed customer feedback provided over the past several years related to transit service in the Maple Ridge and Pitt Meadows area, as well as in quarterly customer satisfaction and performance reviews, to better understand public perceptions and values related to transit and transportation.
- 6. Stakeholder and public engagement:** We asked the people who live, work or visit Maple Ridge and Pitt Meadows for input on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable.



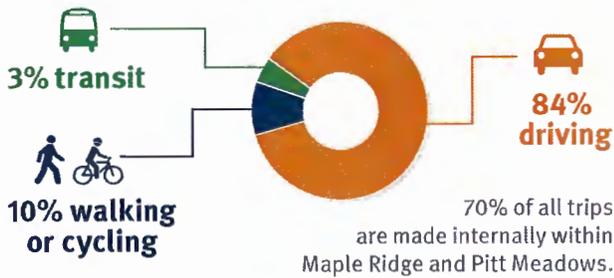
For more details on the issues and opportunities, refer to [Appendix 1](#) and [Appendix 2](#).

Current Context in Maple Ridge and Pitt Meadows

Few residents use public transit to commute to other cities for work



Transit is not well-used for local trips within Maple Ridge and Pitt Meadows



Transit options are typically not competitive with driving

- In order to provide transit to the less dense areas of the region, the existing transit network includes many circuitous, low frequency routes instead of direct, more frequent routes.
- Most parking is free throughout the area, making driving a more appealing option compared to transit.



Prior residential development outside the downtown core is mostly low-density and car-oriented

Rural areas of the region have limited east-west connections and poor connectivity that make it difficult to serve effectively and efficiently with transit.

Pedestrian safety is an issue outside of each community's Downtown

- There are gaps in the sidewalk network along the new R3 RapidBus corridor, as well as north-south connections to planned future RapidBus stops.
- There is a lack of safe pedestrian facilities along several corridors, including Haney Bypass.
- Safety issues include visibility, vehicle speed, safe crossing opportunities, and long distance between designated crosswalks.



Gaps and inconsistencies in the cycling network and supporting facilities

- Connections between Downtown Maple Ridge and Downtown Pitt Meadows need strengthening.
- Opportunity for high quality cycling support facilities at West Coast Express stations and in urban centres.



Some roadways have slower travel speeds and reliability issues

Slower and unreliable travel conditions near the Golden Ears and Pitt River Bridges may negatively impact the reliability of goods movement and efficient people movement by transit.

Road safety along Lougheed Highway may be improved

Between 2013 and 2017, the three locations in this sub-region with the greatest number of collisions leading to casualties were:

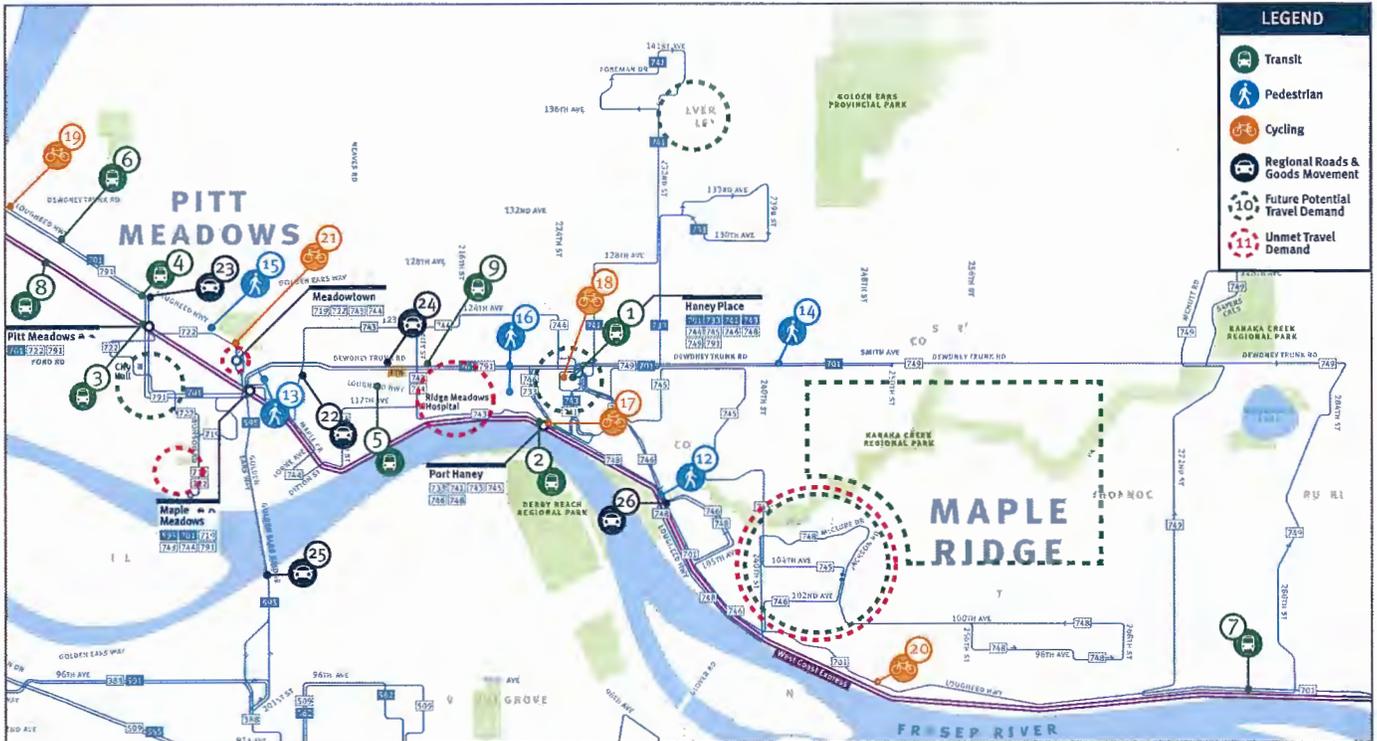
- Lougheed Highway at Harris Road
- Lougheed Highway at 203 Street
- Lougheed Highway at E Haney Bypass-Kanaka Way.



Issues & Opportunities

The issues and opportunities identified in the map below reflect feedback we received from the community during Phase 1 public engagement, input from municipal staff and each of their respective councils, as well as the technical analysis described earlier. This map is not intended to identify all of the transportation issues and opportunities in Maple Ridge-Pitt Meadows but rather illustrate selected “highlights” from each of the more detailed mode-specific maps contained in the appendices.

Figure 1: Issues & Opportunities map



Transit

- ① Transit exchanges, including Haney Place, and West Coast Express stations lack additional amenities such as washrooms. Implementation of the R3 RapidBus in 2020 will attract more riders to Haney Place.
- ② Buses that connect to the Port Haney West Coast Express are often full and pass-ups are common. The site is physically constrained and has limited operational flexibility.
- ③ Increasingly frequent rail traffic at Harris Road impacts transit speed, reliability and connections to the West Coast Express.
- ④ No transit connection at Harris and Lougheed from local transit service to the future RapidBus.
- ⑤ Lougheed Hwy may support additional transit priority measures.
- ⑥ 791 does not currently provide weekend service. No direct access on weekends to New West or the Expo Line.
- ⑦ Limited weekday-only service to Mission.
- ⑧ West Coast Express frequency and span of service is limited.
- ⑨ Regular congestion along Dewdney Trunk and Lougheed Hwy impacts transit speed and reliability.
- ⑩ Future Transit Demand: These are areas where population and job growth is likely to occur in the future, and that have limited or no transit service.
- ⑪ Unmet Transit Demand: These areas were identified during community engagement and identify locations where demand for transit exceeds current service levels.

 **Walking**

- 12 Poor pedestrian infrastructure along Haney Bypass. High traffic speeds and limited opportunities to cross safely.
- 13 Opportunity to improve lighting and crossing safety along Hammond Road near Maple Meadows Station.
- 14 Limited sidewalks along Dewdney Trunk east of 240 St. High traffic speeds with limited opportunities to cross safely.
- 15 Opportunity to address gaps in the multi-use path along Lougheed Hwy.
- 16 Limited pedestrian crossing opportunities along Lougheed Hwy and Dewdney Trunk Road.

 **Cycling**

- 17 Poor north-south cycling connectivity between Haney Place, Port Haney and 124 Avenue.
- 18 Opportunity for expanded bike parking at Haney Place Transit Exchange.
- 19 Improve cycling connections from Pitt Meadows through Mary Hill Bypass.
- 20 Potential future separated bike lane.
- 21 Opportunity to address gaps in the Major Bike Network along Lougheed Highway

 **Regional Roads & Goods Movement**

- 22 Intersection of Lougheed Hwy and 203 St ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 23 Intersection of Harris and Lougheed Hwy ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 24 High traffic volume corridor that is regularly congested.
- 25 Following the toll removal, peak traffic volumes have increased by 20-35% resulting in constrained mobility conditions at the Golden Ears Bridge northside bridgehead — along the Lougheed Highway, Maple Meadows Way, and 113B Ave-203 St corridors.
- 26 Intersection of Lougheed Hwy, Kanaka Way and Haney Bypass ranks in the top 3 in the sub-region in terms of collisions that result in casualties.

Public engagement

Public and stakeholder engagement is a fundamental aspect of developing an Area Transport Plan. Whether engaging with residents who rely on public transit for their daily commute or hearing from those who only occasionally travel through an area, understanding the everyday issues and concerns allows TransLink to better understand the communities we serve.

What we did

The public consultation program was designed to engage a broad cross-section of the community and to allow for multiple opportunities to provide input. We used a variety of methods to reach out to the public and stakeholders to make sure they were aware of the planning process and opportunities to provide feedback. The Public Advisory Committee provided feedback on the consultation program, which included community public information sessions, meetings with specific stakeholder groups and an extensive public awareness campaign. Phase 1 consultation provided an early opportunity to engage those who live, work and play in the area

and begin the process of identifying opportunities to improve the local transportation network. This included a survey that utilized interactive web-map technology, in which respondents were able to note specific areas that were either challenging or provided positive transportation experiences. This feedback, along with our technical analysis, allowed us to identify issues and opportunities specific to transit, cycling and walking in Maple Ridge and Pitt Meadows.

A summary of public and stakeholder outreach and engagement activities is provided below.



Outreach

Phase 1 (April-June 2018)

3,700 posters and postcards distributed

- 3 unique media stories in print and online
- 2 newspaper advertisements
- 2 WCE station advertisements
- 20 bus pole advertisements
- 1,209 impressions on Facebook
- 644 video views on Facebook
- 2,174 project web page visits via personal computers
- 3,203 project web page visits via mobile devices

Phase 2 (April 2019)

5,200 postcards distributed

- 2 unique media stories in print and online
- 3 newspaper advertisements
- 4 WCE station advertisements
- 87 bus pole advertisements
- 3,522 clicks via social media (Facebook, Instagram, Google)
- 1,866 project web page visits via personal computers
- 4,407 project web page visits via mobile devices



Engagement summary



Engagement

Phase 1 (April-June 2018)

- 1 online survey
- 6 public information sessions
- 1 meeting with public advisory committee (PAC)
- 2 city council workshops
- 6 presentations to stakeholder groups
- 1,160 online surveys completed
- 872 in-person interactions

Phase 2 (April 2019)

- 1 online survey
- 2 pop-ups at transit locations
- 4 public information sessions
- 1 information session for students
- 1 information session for transit operators
- 1 meeting with public advisory committee (PAC)
- 2 city council workshops
- 931 online surveys completed
- 237 in-person interactions





Participation

Phase 1 (April – June 2018)

- ✓ **1,160** online surveys completed
- ✓ **872** in-person interactions

Phase 2 (April 2019)

- ✓ **931** online surveys completed
- ✓ **237** in-person interactions

What we heard

What we heard in Phase 1

In 2018, we asked people for their thoughts on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable. The following is a summary of the themes we heard. An interactive map-based online survey tool was used to collect location-specific feedback.



How would you improve Transit Service?

- More frequent service (701, WCE, Community Shuttle Routes)
- Faster service (701)
 - Additional weekend service (WCE, Community Shuttle Routes, 791)
- Earlier and/or later service (WCE, Community Shuttle Routes)
- More reliable service (701, to/from WCE)



What improvements would make cycling safer and more enjoyable?

- Bike lanes with separation from traffic
- Bike lanes
- Intersection improvements
- Directional signage
- Bike parking



What improvements would make walking to transit **safer and more enjoyable?**

- Improve intersection crossings
- Better lighting
- Fix uneven sidewalks, remove obstacles
- Mid-block crosswalks

How we responded in Phase 1

Engagement with the public, elected officials, and stakeholders, along with technical analysis, informed our understanding of the overall issues and opportunities related to transit and transportation in Maple Ridge and Pitt Meadows. This information was then used to develop strategies and actions to improve the transportation network. It was these actions and strategies which were consulted on in Phase 2 of the planning process.

**For more details on Phase 1 public engagement and what we heard, refer to [Appendix 3](#) and [Appendix 4](#).*

What we heard in Phase 2

In 2019, following the conclusion of Phase 1, we shared proposals related to potential bus service changes. We also assessed support for various regional cycling and walking strategies, as well as emerging new mobility options.

How we responded in Phase 2

Feedback received during the engagement period was carefully considered, and ways were sought in which to respond to areas of concern. Most proposals received broad support and were advanced as originally proposed. Proposals that received low levels of support were either modified or abandoned completely. Where warranted, further refinements, based on feedback, were made to some proposals to create even stronger recommendations.

For more details on Phase 2 public engagement and what we heard, refer to [Appendix 5](#).

The following are some of the key themes related to transit, walking and cycling strategies:

Key Themes



- Improve frequency, hours and days of operation for bus service. Support was highest for introducing Sunday service to a number of routes, notably providing transit access to the hospital seven days a week. Concern was expressed about re-routing for the 749 and a potential route change to the 744, which would have removed service to Port Hammond.
- Improve walking infrastructure to transit, followed by support a safe pedestrian network.
- Support a safe regional cycling network, followed by connect the Major Bike Network within the community.
- Broad support was expressed for on-demand transit approaches to expand transit service or improve frequency in more rural areas, as well as establishing a bike share system in Maple Ridge and Pitt Meadows.

Evaluating recommendations

Recommendations made for transit, walking, cycling, and regional roads were evaluated using a Multiple Account Evaluation process.

Multiple Account Evaluation criteria

The Multiple Account Evaluation process considered seven different factors to identify the potential benefits and impacts for each recommended change to the transit network and improvement strategy. Each account is related to something we value as a region, with measurable criteria. All improvements and strategies were evaluated against a Business as Usual scenario, where the network remains the same as it is today. The evaluation helped prioritize investments relative to overall benefits, helping to set expectations regarding the order in which recommendations might be implemented.

Multiple Account Evaluation criteria

ACCOUNT		CRITERIA
	ECONOMY	<input type="checkbox"/> Access to jobs <input type="checkbox"/> Goods movement
	ENVIRONMENT	<input type="checkbox"/> Emissions reduction <input type="checkbox"/> VKT reduction
	FINANCIAL	<input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
	SOCIAL AND COMMUNITY	<input type="checkbox"/> Access to transit <input type="checkbox"/> Customer Experience <ul style="list-style-type: none"> • Convenience (i.e. frequency, transfers) • Service reliability • Passenger comfort (pass-ups and overcrowding) • Travel times
	HEALTH	<input type="checkbox"/> Access to transit for seniors, youth, low income <input type="checkbox"/> Impact on number of people being active <input type="checkbox"/> Facility and operational safety
	LAND USE	<input type="checkbox"/> Support for applicable plans, policies or initiatives <input type="checkbox"/> Mode choice in employment areas <input type="checkbox"/> Improved access to key destinations
	DELIVERABILITY	<input type="checkbox"/> Ease of implementation <input type="checkbox"/> Public and stakeholder support

Recommendations

Identifying recommendations for transit and transportation improvements within Maple Ridge and Pitt Meadows – as well as future regional investments beyond the scope of this plan – is important for ensuring expectations are aligned for TransLink, municipal partners, the public, and stakeholders.

Recommendations have been identified for the following areas:

 **Transit service and infrastructure**

 **Regionally-significant cycling**

 **Regionally-significant walking**

 **Regional roads and goods movement**

Transit service and infrastructure

This Area Transport Plan includes five strategies and related recommended actions for transit service and infrastructure. More than a third of the proposed network changes were revised and re-evaluated based on feedback received during the public and stakeholder engagement periods. The five strategies are based on findings from the issues and opportunities analysis as well as through public and stakeholder engagement.

Specific recommended actions are identified for each strategy.

Linking Land Use and Transit

TransLink coordinates with municipal and regional partners to align the transit network with existing and planned growth and development. This helps create services that meet demand and grow ridership. TransLink's Transit Service Guidelines (2018) outline land use and built environment elements that influence demand for transit. These elements, known as the 6 D's, include: destinations, distance, design, density, diversity, and demand management.



DESTINATIONS
Coordinate land use and transportation



DISTANCE
Create a well-connected street network



DENSITY
Concentrate and intensify activities near frequent transit



DIVERSITY
Encourage a mix of uses



DESIGN
Create places for people



DEMAND MANAGEMENT
Discourage unnecessary driving

Strategy T1—Expand and improve frequency, span, and days of operation

This strategy identifies increases to frequency, extensions to the span of service, and adding Saturday and Sunday service to selected local routes.

Recommended Actions

The Table below describes the recommended actions for expanding and improving frequency, span, and days of operation.

ROUTE	DESCRIPTION	Current Frequency Peak (weekday)	Current Frequency Off-peak(weekday)	Target Frequency Peak (weekday) [1]	Target Frequency Off-peak weekday, weekends	Improve Frequency	Extend hours of Operation [2]	Add Weekend Service [2]
719	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
722	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
743	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
744	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
745	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
746	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
748	Add Sunday service	120	120					✓
749	Add Sunday service	120	120					✓

[1] While frequency improvements are expected for the routes identified in the near-term, target frequency may be phased through longer implementation.

[2] Target minimum hours of operation and weekend service

Weekday	719, 722, 743, 744, 745, 746	6 am to 10 pm
Saturday	719, 722, 743, 744, 745, 746	8 am to 10 pm
	748, 749	8 am to 8 pm
Sunday	719, 722, 743, 744, 745, 746, 748, 749	9 am to 8 pm

Strategy T2—Make routes more direct and functional

The recommended routing changes will prioritize service to employment areas and dense residential areas, provide faster and more reliable service, and facilitate connections to the R3 RapidBus (Lougheed Highway).

Recommended Actions

The following packages of recommended routing changes are interrelated and are required to be implemented at the same time.

719/722/743/744 Routing Changes

- Extend existing routing to provide a connection from the 722 to the new R3 RapidBus service at Harris and Lougheed. Service along Park Road will be maintained by an extension of the 743 and/or 744 routes.
- The other recommended change is for the 722 to continue along Harris Road past Hammond Road and to introduce service to the Golden Ears Business Park. In order to maintain service along Bonson Road service between Fraser Way to Hammond Road, the 719 would no longer serve Wildwood Crescent.
- Considerations for implementation: new service to sections of Harris Road will require new bus stops.

745/746/748 Routing Changes

- Shift 745 service from 104 Avenue to McClure Drive, providing more frequent service to a denser residential area of Albion. At the same time the 748 (Haney Place/Thornhill) will be rerouted from McClure Drive to 104 Avenue.
- Remove the under-utilized diversion along Jim Robson Way and Lougheed Highway and have the 746 remain on 105 Avenue from Tamarak Lane to 104 Avenue.
- Considerations for implementation: new service areas along 104 Avenue, 105 Avenue and 240 Street will require new bus stops.

Transit Network Approach

Many of the local bus routes within Maple Ridge and Pitt Meadows are coverage-based. While providing service to the more rural areas of Maple Ridge and Pitt Meadows, these routes are often circuitous, resulting in longer travel times. The minor route changes recommended in this plan will help improve travel time, improve the legibility of the transit network, while continuing to connect transit users with their destinations.

Figure 2: 719/722/743/744 Routing changes

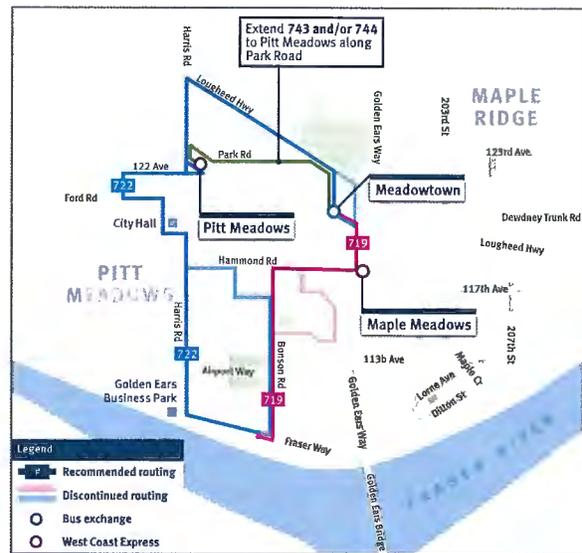
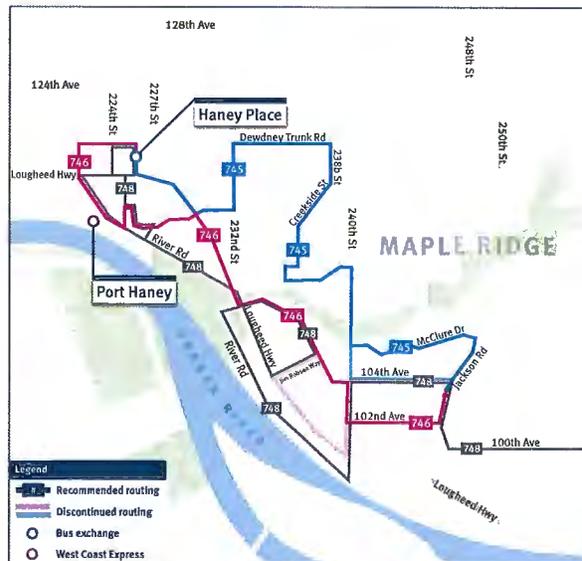


Figure 3: 745/746/748 Routing changes



Strategy T3—Improve speed and reliability

Frequent traffic congestion and high-volume rail crossings can impact transit speed and reliability. All routes within Maple Ridge and Pitt Meadows were analyzed and three locations were identified:

- **Harris Road:** The 701, 722, and 791 all cross the Harris Road rail crossing as part of their current routing. Between traffic congestion and increasingly frequent train traffic, these routes frequently experience delays which negatively impact reliability. *Note, potential rail grade separation would improve transit speed and reliability along Harris Road.*
- **Dewdney Trunk Road:** The 701 and 791 experience delay and reliability issues along Dewdney Trunk Road and especially at the intersection of Dewdney Trunk Road and Lougheed Highway. The 701, 741, 743, 744, and 791 buses all utilize segments of this corridor and are similarly impacted.
- **Lougheed Highway:** The R3 RapidBus may experience speed and reliability issues along the Lougheed Highway where bus priority measures have not been implemented. Continual expansion and improvement of transit priority measures along this corridor will enhance transit performance, improve the rider experience, and set the stage for potential future rapid transit.

Recommended actions:

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation and Infrastructure to develop, fund, and deliver **expanded bus priority lanes** along the Lougheed corridor.
- Work with Maple Ridge and the Ministry of Transportation and Infrastructure to develop, fund and deliver expanded bus priority lanes along the Lougheed Highway corridor, including further bus priority measures at the intersection of 203 St., subject to available resources. Other priority corridors include:
 - Dewdney Trunk Road
 - Harris Road

Figure 4: Existing speed and reliability



Strategy T4—Connect to regional destinations



The introduction of the R3 RapidBus along Lougheed Highway between Coquitlam Central Station and Haney Place provides an important regional connection for residents of Maple Ridge and Pitt Meadows. Through the Area Transport Plan planning process other connections were identified that would improve regional connectivity between Maple Ridge and Pitt Meadows and other areas of the region, including Surrey, Langley, and Mission.

Recommended Actions

Suggested routes for implementation in future Investment Plans, include:

- **791 weekend service:** Provide weekend service on the 791 from Haney Place to Braid SkyTrain Station in New Westminster.
- **New direct route to Surrey:** A new direct connection between Maple Ridge and Pitt Meadows to Surrey Metro Centre.
- **New route to Langley Centre:** Identified as a future RapidBus route in the Mayors' 10-year Vision.
- **New, expanded route to Mission:** Service between Maple Ridge and Mission is currently provided Monday to Friday by the West Coast Express and four 701 trips each day, there is no weekend service. This new route is envisioned as a Basic service that will replace the existing four 701 trips, providing additional frequency, weekend service, and potentially additional local stops between Haney Place and Downtown Mission. Unlike service in Maple Ridge and Pitt Meadows, the current connection to Mission is provided via a partnership between TransLink and the District of Mission. Any potential changes to this connection, including increased frequency or additional days of operation, would require agreement from the District of Mission.
- Explore other opportunities to improve transportation options in the growing Albion area, including development of a mobility hub.

Strategy T5—Improve access to the system



Improving access to the transit network is an important component of this plan and includes the following elements: park and ride amenities, new mobility options, and education and awareness. Note that cycling and walking connections, which are key to improving access to the system, are addressed specifically later in the Recommendations section.

Recommended Actions

Park and Ride opportunities

- Work with municipalities to identify potential locations for surface park and ride or shared lots near RapidBus stops.

Amenities at stations, stops and exchanges

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation to identify high performing stops with below standard amenities.
- Work with TransLink Facilities to increase amenities at TransLink owned/operated facilities with below standard amenities, including updated shelters, secure bicycle parking, and real-time arrival signage, among others.

New Mobility options, including “Transit On-Demand”

- Work with TransLink’s New Mobility team to explore a Transit On-Demand pilot project for acceptability and proof of concept.
 - If higher quality of service is attainable with Transit On-Demand, consider replacing very low performing routes in low density areas.

Education and awareness

- Explore additional opportunities to use TransLink’s TravelSmart program for education and awareness

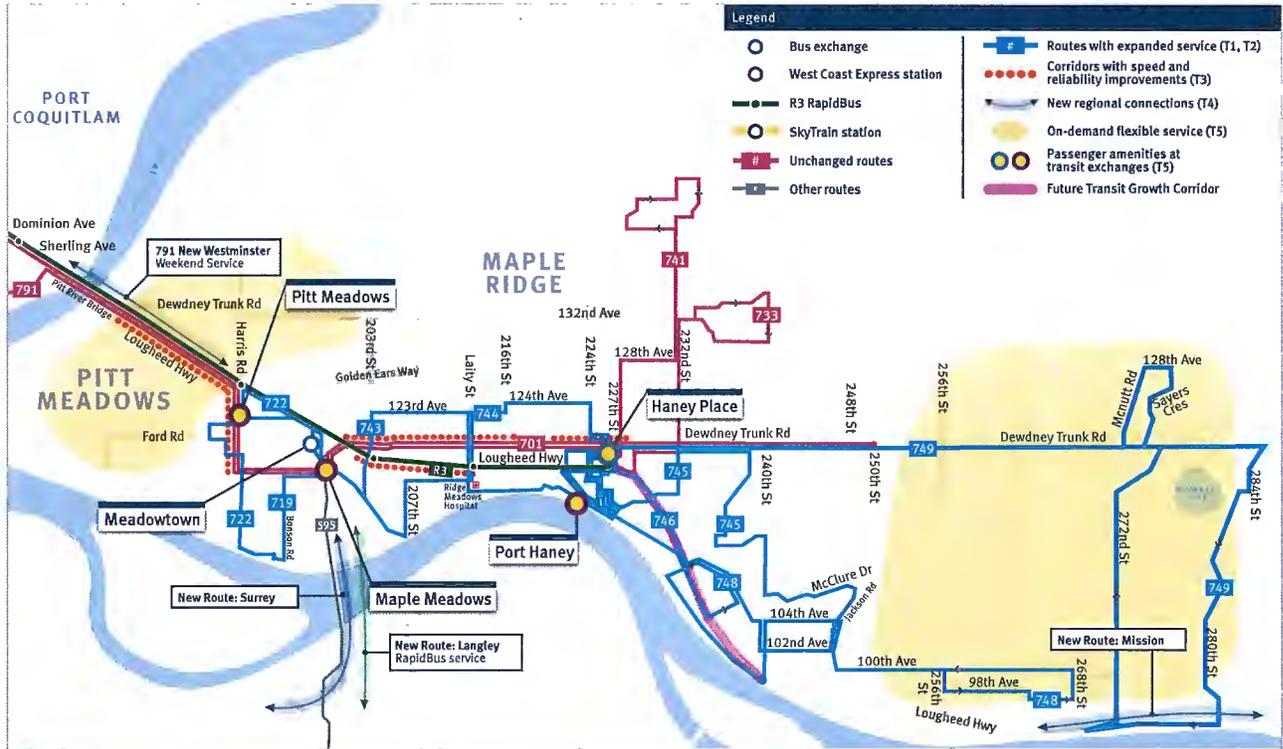
Implementation of transit recommended actions

Recommended actions are grouped into three different tiers to reflect the order in which they may be implemented over the next 10-15 years: near-term, medium-term, and long-term. Near-term actions will likely be advanced first as part of the current 2018 Investment Plan, Phase Two of the 10-Year Vision, which has allocated funding for additional bus service in Maple Ridge and Pitt Meadows. Medium-term and long-term actions will be considered based on future funding conditions or may be allocated through other funding mechanisms, including cost-sharing programs or future investment plans. However, the actions described may be implemented as opportunities arise (e.g. new development or changes to the road network); therefore, it is conceivable that some medium-term or long-term actions could be advanced before all near-term recommendations are implemented.

Potential Funding Sources

- **2018 Investment Plan, Phase Two of the 10-Year Vision:** The current investment plan includes funding for the RapidBus and investment in new routes, including the new service to Silver Valley. It also includes 10,000 new service hours for Maple Ridge and Pitt Meadows that can be used to implement near-term actions in this Area Transport Plan.
- **Capital Investment and Cost-Sharing programs:** TransLink provides funding through cost-sharing programs for bus speed and reliability, bus infrastructure, etc.
- **Future Investment Plans:** Not all actions will be implemented through the current investment plan and will require funding through a future investment plan.

Figure 5: Improving access to the system map



Service Improvements and Route(s)	Strategy	Project Lead
IMPLEMENTATION TARGET: NEAR-TERM		
Add Sunday Service: 719/722, 743/744, 748, 749	T1	TransLink
Increase Weekday Frequency: 719/722, 743/744, 745/746	T1	TransLink
Increase Weekend Frequency: 719/722, 743/744, 745/746	T1	TransLink
Extend Span: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
Route Changes: 719/722, 743/744, 745/746, 748	T2	TransLink
IMPLEMENTATION TARGET: MEDIUM-TERM AND MEDIUM-TERM ONGOING		
Speed and Reliability Improvements: ongoing	T3	Municipality, MoTI, TransLink
On-demand Flexible Service Pilot	T5	TransLink
Amenities at exchanges	T5	TransLink
Amenities at stops: ongoing	T5	Municipality, MoTI
IMPLEMENTATION TARGET: MEDIUM TO LONG-TERM		
New Regional Connections to Langley (identified in Mayors' 10-year Vision)	T4	TransLink
Park and Ride opportunities	T5	Municipality or TransLink
Further Increases to Frequency: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
IMPLEMENTATION TARGET: LONG-TERM		
Add Weekend Service to New Westminster: 791	T4	TransLink
Potential New Regional Connections to Surrey	T4	TransLink
Potential New Regional Connections to Mission	T4	TransLink



Regionally Significant Walking



The strategies and actions for regionally significant walking focus on improvements that broadly support Maple Ridge's and Pitt Meadows local active transportation plans, reflect community feedback received during public consultation, and which may be eligible for TransLink cost-sharing programs. It's important to note that in Metro Vancouver, municipalities are responsible for planning, constructing, and maintaining walking facilities. The following five strategies and potential actions support Maple Ridge's and Pitt Meadows' ability to improve regionally significant walking infrastructure.

What is Regionally Significant Walking?

What we define as regionally significant walking can apply within or between a range of different land use designations. This includes designated urban centres, such as downtown Maple Ridge and downtown Pitt Meadows, which support higher densities and a wider mix of land uses. Regionally significant walking also occurs along Frequent Transit corridors such as Harris Road, Hammond Road, and Dewdney Trunk Road, and along the future R3 RapidBus corridor along Lougheed Highway. Pedestrian approaches to these corridors as well as West Coast Express stations are also regarded as regionally significant.

Regionally significant walking facilities should be of high quality and consistent with local active transportation plans. When we say high quality, we mean safe, fully accessible, well-lit, and contiguous. Ideally, sidewalks should run on both sides of the street – especially along transit routes, arterial and collector roads.

Strategy W1—Improve Walking Infrastructure to Transit

Recommended Actions

- Improve connections to and from R3 RapidBus and frequent transit network corridors and stops, including:
 - Complete the sidewalk network along the Lougheed Highway RapidBus route.
 - Construct connector facilities connecting RapidBus stops to surrounding neighbourhoods.
 - Support safe, designated pedestrian crossings near RapidBus and Frequent Transit Network stops.
 - Improve walking connectivity to other standard transit stops.
- Improve pedestrian connections to the West Coast Express.
- Improve bus stop amenities, including improved wayfinding to and from stops.

Strategy W2—Improve Walking within Urban Centres

Recommended Actions

- Complete the pedestrian network within urban centres, Frequent Transit Development Areas, and major employment areas
- Support safe pedestrian crossing opportunities (per traffic engineering warrants)

Strategy W3—Support a Safe and Accessible Regional Pedestrian Network

Recommended Actions

- Address pedestrian safety issues at crossings along Major Road Network facilities or frequent transit routes
- Improve lighting at RapidBus and Frequent Transit Network stops and at West Coast Express stations, as well as along pedestrian approaches to stops/stations
- Improve lighting along Haney Bypass
- Identify and fix key wheelchair accessibility gaps in the regional pedestrian network

Strategy W4—Connect the Pedestrian Network to Regional Gateways

Recommended Actions

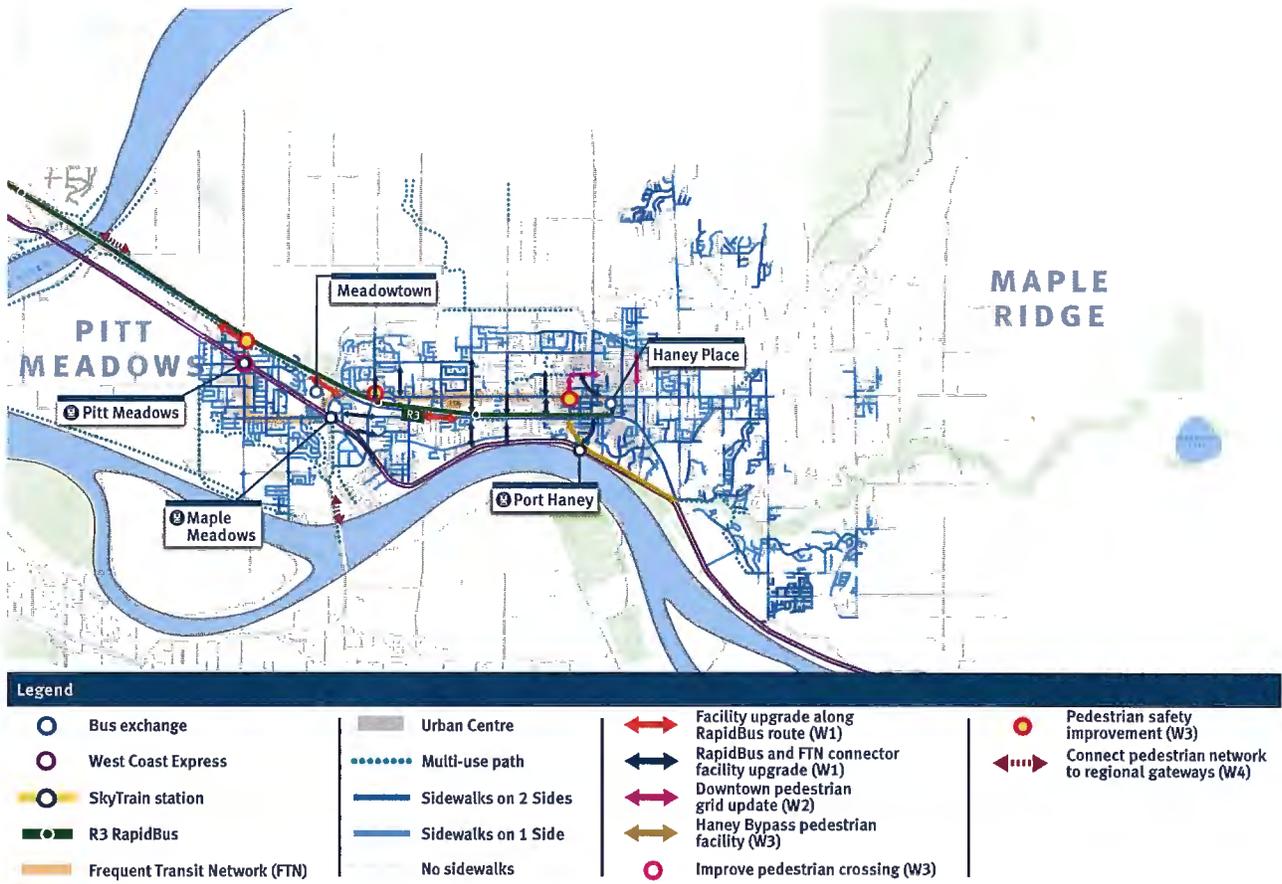
- Improve pedestrian connectivity to sub-regional gateways including Pitt River and Golden Ears Bridges
- Improve wayfinding to sub-regional gateways including Pitt River and Golden Ears Bridges

Strategy W5—Support Programs that Encourage Walking

Recommended Actions

- Safe routes to school programs
- Walking education and promotion
- Local walking maps

Figure 6: Regional Walking Strategies



TransLink Walking Investment Programs

The following programs are offered by TransLink and complement other local and provincial funding sources.

Walking Infrastructure to Transit (WITT)

WITT was created to advance regional goals to improve walking access to transit by providing local governments access to funding. Altogether \$22.5M has been funded for walking access to transit under Phase 1 and 2 of the Regional 10-Year Vision.

Transit Related Road Infrastructure Program (TRRIP)

TRRIP supports projects such as passenger loading pads, wheelchair loading pads, lighting (at individual bus stops), pedestrian railings (for channelization), and small-scale projects involving construction of a single pedestrian crossing at, or a short connecting sidewalk to the nearest intersection.

TravelSmart

TravelSmart is TransLink’s Transportation Demand Management (TDM) Program that allows us to connect with customers on a personal level through a unique combination of face to face outreach, tools, resources, and strategic partnerships.



 **Regionally Significant Cycling**



The strategies and recommended actions below focus on cycling infrastructure improvements that may be eligible for TransLink cost-sharing programs, broadly support Maple Ridge’s and Pitt Meadows’ local transportation master plans, and reflect community feedback received during public consultation. Like walking recommendations in the preceding section, the construction and maintenance of cycling facilities are the responsibility of the municipalities. The six strategies and recommended actions below support municipalities as they work towards improving regionally significant cycling.

What is Regionally Significant Cycling?

What we consider regionally significant cycling is generally related to the Major Bike Network, a cohesive and well-connected regional bikeway that will augment high-volume local bikeways. When completed, the Major Bike Network will parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways. This will require enhancing connections to the Major Bike Network, developing new infrastructure in areas of high cycling potential, and ensuring safe access to key destinations. Regional cycling facilities should be comfortable for all ages and abilities and may include either Class 1 or Class 2 facilities.

Facility Class	Required Infrastructure
Class 1: Comfortable for All Cyclists	<ul style="list-style-type: none"> Protected Bike Lane with separation from vehicles Off-Street Path Neighbourhood Street Bikeway (<500 Vehicles per day)
Class 2: Comfortable for Most Cyclists	<ul style="list-style-type: none"> Painted Bike Lane (≤50 km/hr, ≤4,000-5,000 VPD) Neighbourhood Street Bikeway (<2500 Vehicles per day)

Strategy C1—Complete the Major Bike Network

The Major Bike Network through Maple Ridge and Pitt Meadows includes Lougheed Highway (Pitt River Bridge to Harris Road and Golden Ears Way to Mission), Golden Ears Way (Lougheed Highway to south of the Fraser River), Harris Road (Lougheed Highway to Airport Way), and Airport Way (Harris Road to Golden Ears Way).

Recommended Actions

- Adjust the Major Bike Network to include Lougheed highway between Harris Road and Golden Ears Way.
- Develop Class 1 or Class 2 facilities connecting:
 - Downtown Maple Ridge and Downtown Pitt Meadows
 - Downtown Maple Ridge and eastern neighbourhoods, such as Albion
 - Central Maple Ridge with the Mission gateway

Strategy C2—Connect the Major Bike Network spine to urban centres, public transit, major employment areas, and residential neighbourhoods

Recommended Actions

- Establish connector facilities that connect to the Major Bike Network, including from:
 - Local neighbourhoods
 - Major employment areas
- Connect the Major Bike Network to RapidBus stops and West Coast Express stations
- Improve cycling wayfinding between the Major Bike Network, urban centres, major employment areas, and public transit

Strategy C3—Develop a cycling grid in the urban cores

Recommended Actions

- Support the establishment of municipal bike network plans in Downtown Maple Ridge and Downtown Pitt Meadows
- Establish bike facilities along urban core grid desire lines

Strategy C4—Support a safe regional cycling network

Recommended Actions

- Address intersection safety:
 - Along the Major Bike Network
 - Along Major Bike Network connector facilities
 - Within designated Urban Centres

Strategy C5—Provide end-of-trip facilities near transit, within urban centres, and major employment areas

Recommended Actions

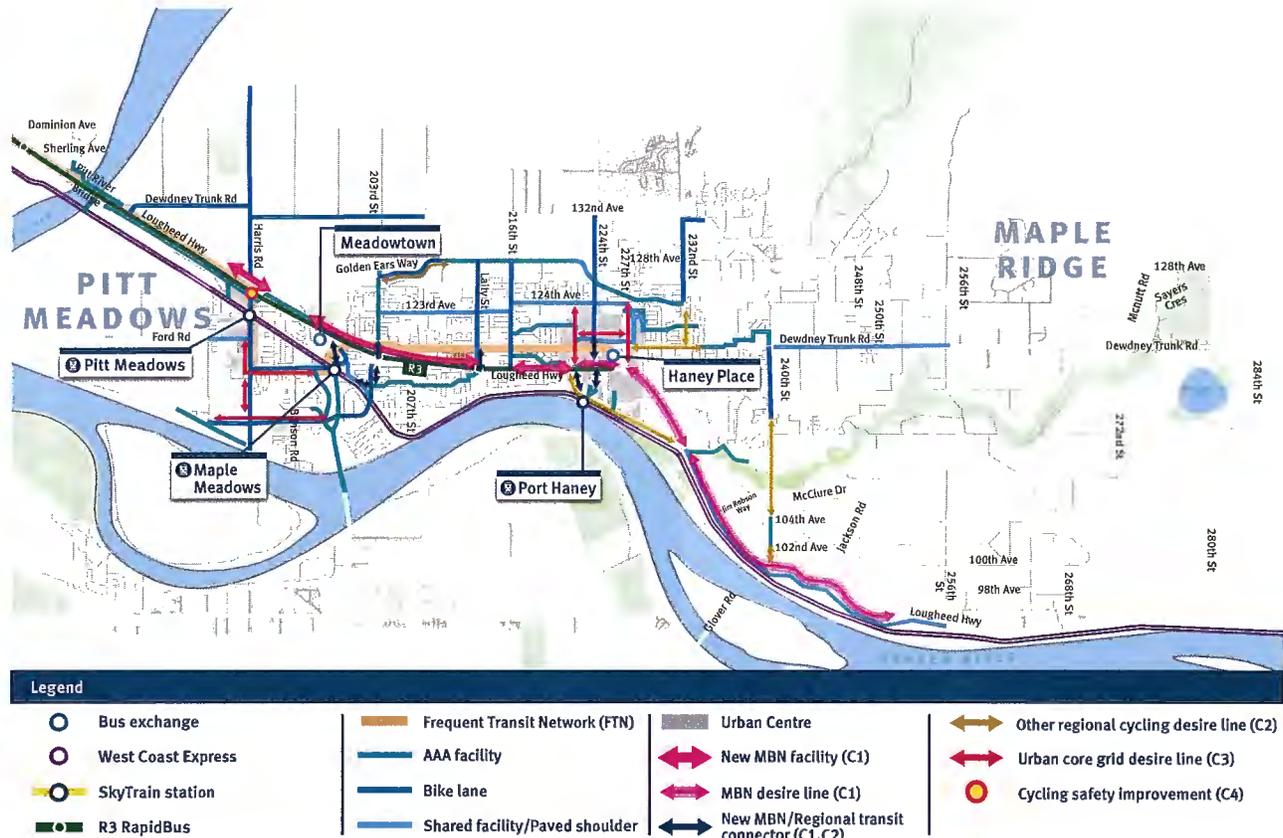
- Improve end-of-trip facilities:
 - Near Haney Place Exchange
 - Near West Coast Express stations
- Provide secure bicycle parking at RapidBus stops

Strategy C6—Support policies and programs that encourage cycling

Recommended Actions

- Safe routes to school programs
- Cycling education/promotion
- Local cycling maps
- Cycling clubs
- Establish a modern bike share, e-bike share or other micro-mobility share system

Figure 7: Regional Cycling Strategies



Regional Cycling Investment Programs

The Mayors’ Council 10-Year Vision prioritizes early and significant investment in regionally significant cycling infrastructure. The following programs are offered by TransLink and complement other local and provincial funding programs for walking.

Major Road Network and Bike Program (MRNB)

The MRNB Program includes minor capital road projects and bike infrastructure associated with the Major Road Network (MRN). The objective is to improve safety, local and regional connectivity, and the efficiency of the Major Road Network. \$13.7 M in funding was provided in 2017.

Bicycle Infrastructure Capital Cost-Share (BICCS)

The BICCS Program includes funding for new or significantly improved bicycle facilities, including but not limited to on-street bicycle facilities, multi-use pathways, bicycle crossings, and other cycling safety improvements; wayfinding; bicycle parking; marketing and cycling promotion materials; and/or lighting. Altogether \$54M has been funded for regional cycling initiatives under Phase 1 and 2 of the Mayors’ Council 10-Year Vision.



Regional Roads and Goods Movement



This plan identifies four strategies and recommended actions for improving regional roads and goods movement. Strategy R1 relates to potential future expansion of the Major Road Network. Strategies R2, R3, and R4 represent potential interventions that aim to increase people and goods movement capacity and reliability of the regional road network.

What are Regional Roads?

The Regional Road Network is the platform for regionally significant vehicle trips, regionally oriented bus trips (including RapidBus and the Frequent Transit Network), and goods movement. The Regional Road Network includes Provincial Highways, the Major Road Network, and many municipal arterial corridors. The network connects regionally significant destinations, gateways, and other highways and major road facilities.

Regional Goods Movement Strategy

TransLink's Regional Goods Movement Strategy (2017) notes the importance of balancing Metro Vancouver's twin roles as a large metropolitan region and a major multi-modal international trading hub. In support of a vision to maintain economic competitiveness through efficient goods and service delivery while protecting the environment, health, safety and livability of communities, the Regional Goods Movement Strategy advances three strategies:

1. **Invest strategically to maintain and expand the transportation system;**
2. **Manage the transportation system to be more efficient and user-focused;**
3. **Partner to make it happen.**

The Maple Ridge-Pitt Meadows sub-region is a major multi-modal international trading hub. There are several different international shipping/receiving activity centres along the Lougheed Highway corridor, including CP's intermodal terminal in Pitt Meadows and three empty container storage facilities, with one located near the Mary Hill Bypass and the other two on either side of the Pitt River Bridge.

Strategy R1—Strategically Expand the Major Road Network

A region-wide 10% expansion of the Major Road Network occurred in 2018 during which time several candidate corridors were evaluated for inclusion in the expanded Major Road Network. The 2018 expansion included Old Dewdney Trunk Road (203 Street to 210 Street), 210 Street (Abernethy Way to Old Dewdney Trunk Road), Dewdney Trunk Road (232 Street to 240 Street), and 240 Street (Dewdney Trunk Road to Lougheed Highway). Future consideration will be based on performance criteria against regional objectives, and likely reflect municipally-chosen candidate corridors that were unsuccessful in 2018, which in Maple Ridge and Pitt Meadows included:

- Harris Road (Lougheed Highway to Airport Way)
- Airport Way (Pitt Meadows Airport to Golden Ears Way)
- Dewdney Trunk Road (240 Street to 256 Street)
- 256 Street (Dewdney Trunk Road to Industrial Park)

Strategy R2—Manage Demands

Traffic demand is currently managed by investments in walking, cycling, and transit. Future actions include developing additional demand management initiatives and potentially implementing mobility pricing region-wide.

Recommended Actions

- Invest in:
 - Regional walking
 - Regional cycling
 - Improved transit service
 - Lougheed Highway transit priority improvements
- Consider the future of mobility pricing in the region to manage demands

Strategy R3—Manage Existing Facilities

Managing existing facilities consists of implementing localized operational and safety improvements as well as maintaining roadway assets in a state of good repair.

Recommended Actions

- Pursue safety reviews at identified collision prone intersections on the Major Road Network
- Pursue targeted intersection safety improvements at collision prone intersections, mainly along Lougheed Highway and Dewdney Trunk Road
- Develop and implement mobility related improvements near the Golden Ears Bridge / Lougheed Highway junction and near the Pitt River Bridge

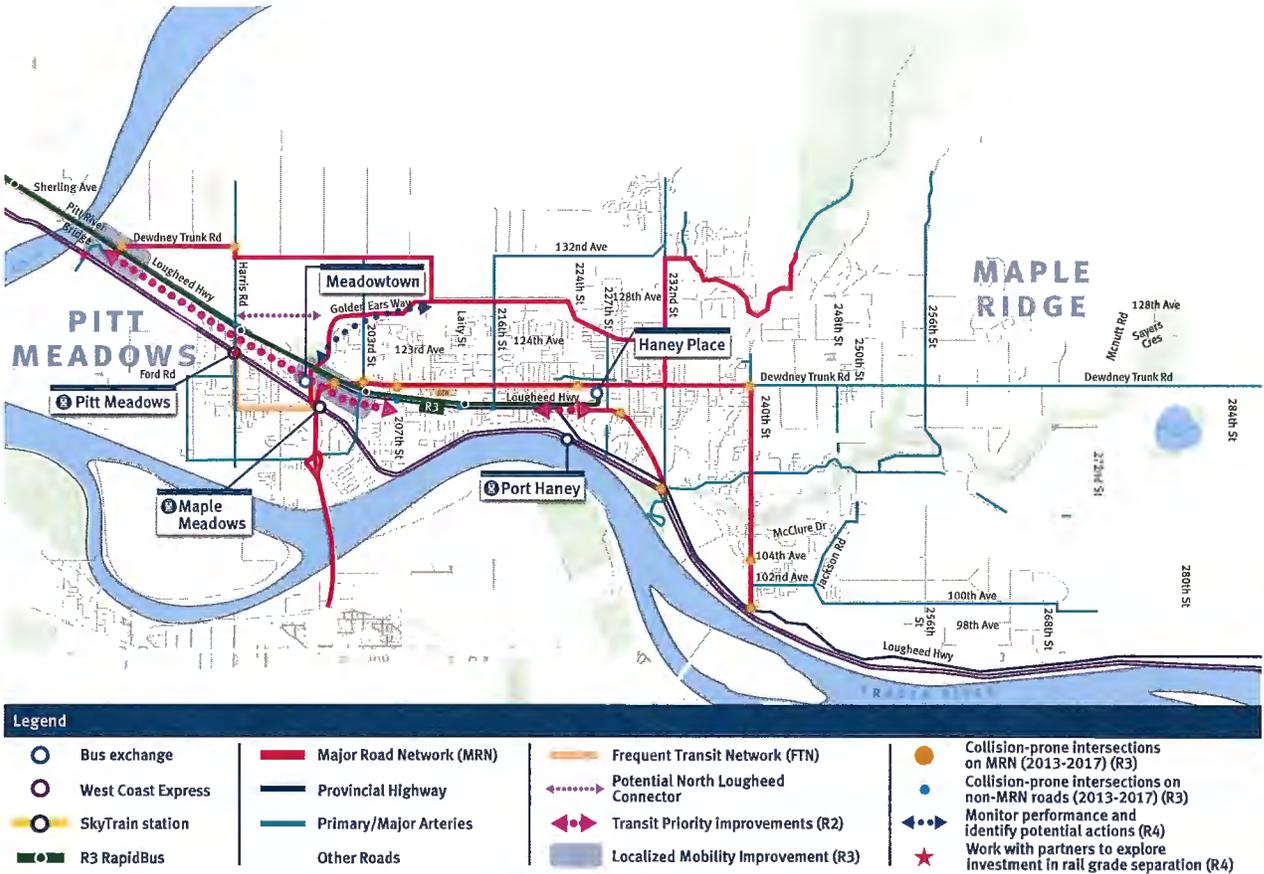
Strategy R4—Infrastructure Investments

Beyond managing demands and existing Major Road Network facilities, investments in major road infrastructure may still be required for Maple Ridge and Pitt Meadows.

Recommended Actions

- Work with partners to explore investment in rail grade separation
- Undertake a corridor study along Golden Ears Way (Lougheed Highway to 210 Street) in order to assess whether capacity improvements are necessary based on the demands of the network. This study will be completed in the first half of 2021. If the study indicates that capacity improvements are required then TransLink will seek to advance them through existing funding programs or an Investment Plan process

Figure 8: Regional Roads and Goods Movement Strategies



Major Road Network Investment Programs

While TransLink provides funding for the operation, maintenance and rehabilitation of the Major Road Network, ownership and operational responsibilities remain with the respective municipalities. TransLink also shares in the cost of road, bike and pedestrian related projects on the Major Road Network with municipal partners and other stakeholders, such as the Ministry of Transportation.

Operation, Maintenance and Rehabilitation (OMR) Program

TransLink is responsible for providing funding to municipalities to operate, maintain, and rehabilitate the Major Road Network. The OMR Program distributes funds to municipalities based on the number of lane-kilometres of Major Road Network in each of their jurisdictions.

Major Road Network and Bike Program (MRNB)

The MRNB Program was designed to strategically distribute TransLink capital funds dedicated to managing and improving the capacity, efficiency, and safety of the Major Road Network. Additionally, it aims to encourage the construction of more bicycle routes and related facilities in order to remove barriers to cycling across the region.

Next steps

The Maple Ridge-Pitt Meadows Area Transport Plan identifies recommendations related to transit service and infrastructure, regionally significant walking and cycling, and the Major Road Network and goods movement. This plan is a living document and TransLink will continue to work collaboratively with local government partners to implement the actions outlined. We will also continue to engage with the public to determine if we are on track or need to adjust course to deliver the recommendations in this plan.

Implementation

Recommendations in this plan may be implemented in a number of different ways. For example, transit recommendations that can be implemented using allocated funding from the 2018 investment plan may be advanced through our quarterly transit service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions. Additionally, individual recommendations will likely be implemented incrementally over time (e.g. steadily improving service frequency until it reaches the level identified in this plan). Further public engagement may be necessary prior to implementation of recommendations that involve significant trade-offs or impacts for customers.

Of the recommendations related to cycling, walking and regional roads and goods movement, some will likely be implemented through cost-share funding programs offered by TransLink, which local governments can apply to on an annual basis.

Additionally, roadway corridors identified by local governments as priorities for moving people and goods will be considered for any future expansion of the Major Road Network through a separate planning process unrelated to this plan.

Tracking progress

Following the completion of an Area Transport Plan, ongoing monitoring will take place to track the status of the plan and report back on progress. We will also work with our municipal partners to ensure that land use and transportation planning continue to be coordinated.

Thank you

Thank you to everyone who participated in the process by getting engaged and sharing their feedback to improve the future of transit and transportation in Maple Ridge and Pitt Meadows.



City of Maple Ridge

TO: His Worship Mayor Michael Morden **MEETING DATE:** June 15, 2021
and Members of Council **FILE NO:** 09-3900-20
FROM: Chief Administrative Officer **MEETING:** CoW
SUBJECT: Maple Ridge Soil Removal Amending Bylaw No. 7761-2021

EXECUTIVE SUMMARY:

In the northern portion of 256 Street, underlying the industrial area there are considerable gravel resources, encompassing privately-owned lands, municipal property and Crown lands.

The City adopted a Gravel Strategy in 2000 that recognized the value of gravel as a non-renewable resource to be extracted prior to the development of properties and this was reflected in the City's 2006 OCP.

Soil Removal Bylaw No. 6398-2006 sets out the maximum allowable rate of gravel extraction from a number of identified properties as listed in Schedule A of the bylaw.

The City lands currently has the largest annual allocation of gravel, however there are no active gravel extraction operations on City lands at this time. This report considers the reallocation of gravel extraction volumes for a minimum period of five years, transferring the unused volumes to the privately-owned lands in the area as identified in Schedule A of the bylaw.

The intent of this report is to propose an amendment to Soil Removal Bylaw No. 6398-2006 for the volume allocations to the properties listed in Schedule A of the bylaw.

RECOMMENDATION:

That the Maple Ridge Soil Removal Amending Bylaw No. 7761-2021 be given first, second and third reading.

DISCUSSION:

a) **Background Context:**

Gravel Extraction to Date

Significant gravel deposits exist on the lands at the northern end of 256 Street in the area of the industrial lands. A Gravel Strategy was adopted in 2000 that outlined a number of principles pertaining to gravel extraction in the City of Maple Ridge. The two main principles recognizing that gravel is a non-renewable resource and the annual rate of extraction should be limited to 300,000 cubic metres per annum, equivalent to historical levels unless a secondary road access be constructed.

The Gravel Strategy estimated that there was between 1 -2 million cubic metres on City lands, 2 -3 million cubic metres of gravel on private lands between 5 -8 million cubic metres on Crown lands.

The value of gravel as a non-renewable resource is recognized in Section 6.4.1 of the City's Official Community Plan, and Policy 6-50 speaks to gravel reserves being removed prior to development.

In 2006 Council adopted Soil Removal Bylaw No. 6398-2006 to regulate the removal of soil within the City; the bylaw included a Schedule A with a number of designated lands identified for the commercial removal of soil at set limits. Of the four properties specified, three are in the 256 Street area – two are privately held, the third is land owned by the City and the fourth is in the Albion area and no longer active.

The two private properties both currently have annual extraction allocations of 50,000 cubic metres and there has been ongoing gravel extraction operations although the volume extracted can vary. Following a lengthy public consultation process, the City entered into a contract with a commercial entity for approximately eight years with an annual extraction of up to 200,000 cubic metres but there is currently no extraction operations underway.

Future Gravel Extraction.

It is recommended that the current total annual level of gravel extraction be maintained for the next five years at least, at which time there could be a further review.

Potential future uses for the City lands on 256 Street, noted as Lands #3 on Schedule A of Soil Removal Bylaw No. 6398-2006, such as the possible expansion of the gravel removal area, potential development of the lands will be the subject of a future review. In the next five years it is not likely there will be significant gravel extraction but there may be limited operations and it would be prudent to reserve an allocation, albeit considerably smaller than the current 200,000 cubic metres. It is suggested that the annual allocation be reduced to 25,000 cubic metres for the next five years. If it is deemed by the City that any or all of the 25,000 cubic metre allocation not be required by the City then the two other properties in Schedule A could utilize the unused volume upon request.

The property owner of the lands noted as Lands #2 on Schedule A of Bylaw No. 6398-2006 has noted that their level of extraction is not likely to increase in the next five years so their annual allocation is suggested to remain at 50,000 cubic metres.

For Lands #1 on Schedule A, the owner is seeking an increase in the annual gravel extraction rates and it is suggested that the annual allocation be increased to the balance of the remaining volume, namely 225,000 cubic metres.

The property owners of Lands #1 and #2 will continue to pay soil removal fees as outlined in the revised bylaw for any gravel extracted.

Lands #4 in Schedule A are no longer actively mined for gravel extraction and have been removed from the Schedule.

b) Desired Outcome:

The reallocation of annual gravel extraction volumes will support the current operations in the 256 Street area and permit the owners to access gravel resources without exceeding the current historical level of 300,000 cubic metres per year.

c) Strategic Alignment:

Reallocation of gravel resources will permit private gravel companies to access additional volumes of gravel to bid on local construction contracts and support Council's desire for Growth.

d) Citizen/Customer Implications:

The proposed revision to the bylaw will not change the current annual total of gravel extracted in the 256 Street area so there should not be any substantive change to the volume of gravel truck traffic in the area.

e) Business Plan/Financial Implications:

There is a soil removal fee for each cubic metre of gravel extracted so there is the potential for annual revenue of up to \$150,000.

f) Policy Implications:

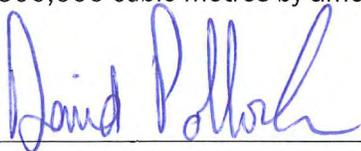
Maple Ridge Soil Removal Bylaw No. 6398-2006 will be amended as attached.

g) Alternatives:

Council may elect to retain the gravel extraction rates as identified in the current bylaw, or may select a different allocation for each property noted in Schedule A of Bylaw No. 6398-2006.

CONCLUSION:

The Soil Removal Bylaw No. 6398-2006 allocates gravel extraction volumes to a number of properties in the 256 Street area, the largest of which has been the City-owned lands (Lands #3 of Schedule A). There are currently no gravel extraction operations on the City lands so this presents an opportunity to consider a reallocation to other private operations, while staying within the current annual level of extraction of 300,000 cubic metres by amending the bylaw.



Prepared by: **David Pollock, P.Eng.**
General Manager Engineering Services



Concurrence: **Al Horsman**
Chief Administrative Officer

Attach Attachments:

- (A) Maple Ridge Soil Removal Amending Bylaw No. 7761-2021
- (B) Maple Ridge Soil Removal Bylaw No. 6398-2006

CITY OF MAPLE RIDGE

BYLAW NO. 7761-2021

A Bylaw to amend Maple Ridge Soil Removal Bylaw No. 6398-2006

WHEREAS the Council of the City of Maple Ridge deems it expedient to amend Maple Ridge Soil Removal Bylaw No. 6398-2006;

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

1. This Bylaw may be cited as Maple Ridge Soil Removal Amending Bylaw No. 7761-2021.
2. Maple Ridge Soil Removal Bylaw No. 6398-2006 be amended as follows:
 - (a) By deleting "Schedule A" in its entirety and replacing with a new "Schedule A – Designated Lands", as attached hereto and forming part of this bylaw;
 - (b) By deleting "Corporation of the District of Maple Ridge" and "Corporation" in its entirety and replacing with "City of Maple Ridge" and "City"; and
 - (c) By deleting "Municipal Engineer" in its entirety and replacing with "Director of Engineering".
3. Maple Ridge Soil Removal Bylaw No. 6398-2006 as amended, be amended accordingly.

READ a first time the day of , 2021

READ a second time the day of , 2021

READ a third time the day of , 2021

ADOPTED, the day of , 2021

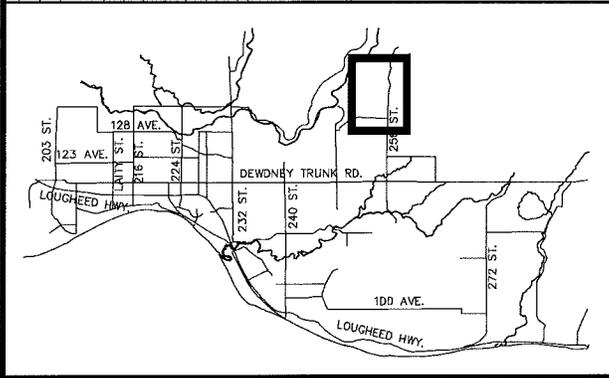
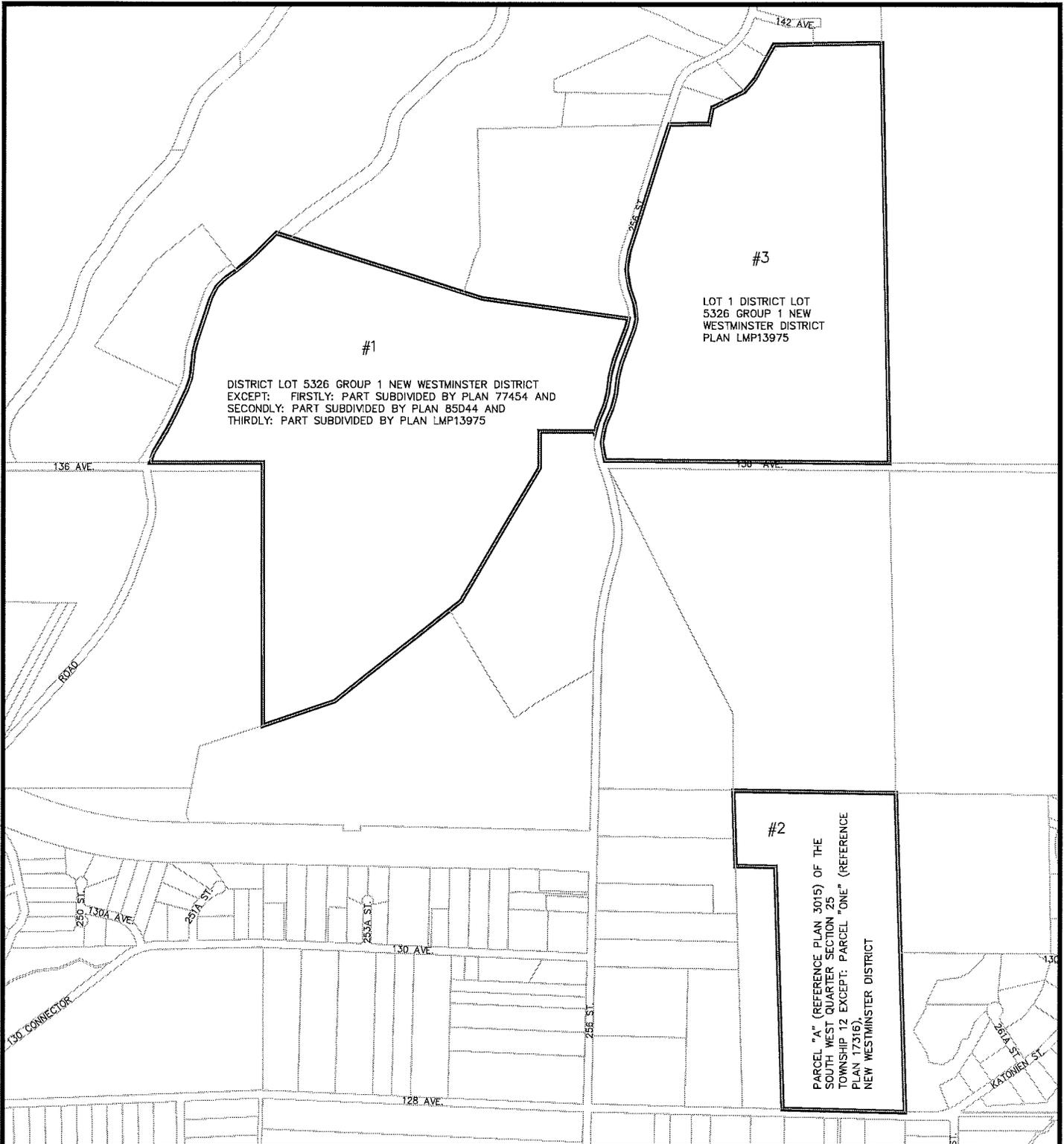
PRESIDING MEMBER

CORPORATE OFFICER

Schedule A - Designated Lands

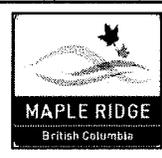
Pursuant to Section 6., the commercial removal of soil for sale is permitted on the following lands in the annual quantities set out:

Legal Description of Lands	Annual Quantity
1. DISTRICT LOT 5326, GROUP 1, NEW WESTMINSTER DISTRICT, EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 77454 AND SECONDLY: PART SUBDIVIDED BY PLAN 85044 AND THIRDLY: PART SUBDIVIDED BY PLAN LMP13975 PARCEL IDENTIFIER: 000-947-261	225,000 cubic metres
2. PARCEL "A" (REFERENCE PLAN 3015) OF THE SOUTH WEST QUARTER, SECTION 25, TOWNSHIP 12, EXCEPT: PARCEL "ONE" (REFERENCE PLAN 17316), NEW WESTMINSTER DISTRICT PARCEL IDENTIFIER: 013-301-764	50,000 cubic metres
3. LOT 1, DISTRICT LOT 5326, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN LMP13975 PARCEL IDENTIFIER: 018-603-785	25,000 cubic metres



N

SCALE:
N.T.S.



CITY OF MAPLE RIDGE
ENGINEERING
DEPARTMENT

Bylaw No. 7761-2021
Schedule A
Designated Lands

DATE:	June 2021	FILE/DWG No	PitLocationsLegal
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CORPORATION OF THE DISTRICT OF MAPLE RIDGE

BY-LAW NO. 6398 – 2006

A By-law to regulate the removal of soil, sand, gravel, rock or other substances of which land is composed (“Soil”) from lands within the Corporation of the District of Maple Ridge.

WHEREAS the Council may regulate the removal of Soil within the District and require a permit for such removal and fix fees for permits and fees for Soil removal and may make different regulations for different areas;

AND WHEREAS the Council deems it desirable and in the public interest to regulate the removal of Soil and to fix fees.

NOW THEREFORE the Municipal Council of the Corporation of the District of Maple Ridge **ENACTS AS FOLLOWS:**

1. This By-law may be cited for all purposes as “Maple Ridge Soil Removal By-law No. 6398 – 2006”.

DEFINITIONS:

2. In this by-law unless the context otherwise requires:

Berm – shall include an embankment or buffer area built of earth material for the purpose of reducing the transmission of noise emanating from soil removal operations and for screening the soil removal operations from the view of the users of properties adjoining the soil removal operations. The minimum width of such berm shall be 7.5 metres.

Chief Inspector of Mines – is the Chief Inspector appointed pursuant to the provisions of the “Mines Act, R.S.B.C., 1996” and amendments thereto.

Corporation - shall mean the Corporation of the District of Maple Ridge.

Council – shall mean the Municipal Council of the Corporation of the District of Maple Ridge.

Date of Flying – shall mean the calendar day on which the aerial photography is taken for the volumetric computation.

Days – means any period of time expressed in days shall be exclusive of Sundays, Christmas Day, Good Friday, Easter Monday, Dominion Day, Victoria Day, British Columbia Day, Labour Day, Remembrance Day, New Year’s Day, the 26th day of December and a day fixed by the Parliament of Canada, or by the B.C. Legislature, or appointed by Proclamation of the Governor General or the Lieutenant Governor to be observed as a public holiday.

Designated Lands – means lands legally described in Schedule “A”

Engineer – shall mean the Municipal Engineer of the Corporation appointed from time to time or such other employee or agent of the Corporation authorized or designated to carry out the duties with respect to the provisions of this By-law.

Mine – means a mine as defined in the “Mines Act, R.S.B.C., 1996” and amendments thereto and includes gravel pits and necessary incidental operations thereto.

Mines Permit – means a permit issued by the Minister pursuant to the “Mines Act, R.S.B.C., 1996”.

Municipality – shall mean the geographic area of the Corporation of the District of Maple Ridge or any part thereof.

Permit – shall mean a written authority granted and issued by the Engineer in the form designated in Schedule “C” of this by-law for the removal of soil from the area designated in the permit upon the terms, conditions, plans and specifications relating to the application for such removal.

Permit Fee – shall mean the fee to be paid to the Municipality for the Permit, pursuant to Section 18 of this By-law.

Person – includes any individual, firm, corporation, partnership, society, association, limited partnership or any agent or employee thereof.

Professional Engineer – means a person registered or duly licensed as such under the provisions of the “Engineers and Geoscientists Act, R.S.B.C., 1996,” and amendments thereto, but does not include any so qualified individual who is an employee of the Corporation.

Soil – means soils, sand, gravel, rock or other substance of which land is composed and includes the entire mantle of any such material above bedrock.

Soil Removal – shall mean soil or topsoil moved, removed, excavated, extracted or taken from its natural place or location within the lands defined in the permit.

Soil Removal Fee – shall mean the volumetric fee to be paid to the Municipality for the removal of soil, pursuant to Section 19 of this By-law.

Topsoil – shall mean any and all of the substance of which land is composed from the surface of the land to a depth of one metre and includes soil materials prepared or manufactured for sale.

Volumetric Computation – shall mean the calculation of the volume of soil extracted from a designated area during the term of the Permit based upon aerial photographs taken on the date of flying.

GENERAL

3. Except as provided in Section 5, Soil must not be removed from any lands within the Municipality, that are not Designated Lands
4. Except as provided in Section 5, Soil must not be removed from any lands in the Municipality without a permit
5. Soil may be removed from any lands within the Municipality without a permit as follows:

- (a) Soil removal for other than commercial purposes where the annual amount thereof does not exceed one hundred cubic metres from any one parcel of land within the Municipality.
 - (b) Any person lawfully engaged in the development or improvement of land within the Municipality or the construction of buildings on land within the Municipality where Soil removal is necessary for such development, improvement, or construction and where engineering drawings for such development or improvement have been approved by the Municipality or a building permit has been issued by the Municipality as the case may be, and where no approval and permit pursuant to the Mines Act is required.
 - (c) Soil removal from any area within the Municipality by any florist, nurseryman or farmer for use by him on the same parcel of land from which the said Soil was removed for the purpose of his bona fide business as a florist, nurseryman or farmer; provided however, no Soil removal shall be below the established grade of the street which abut the area from which the Soil is removed, or the established roadway from which access is provided from the area.
 - (d) Soil removal for the installation and maintenance of utilities or the construction of roads or other public works within the public rights-of-way or registered easements.
- 6. The amount of soil removed in any year from each of the designated lands must not exceed the quantities set out in Schedule A.
 - 7. Sections 8 through 35 of this By-law do not apply to Soil removal from any land in respect of which this By-law does not require a permit to be issued for such purpose.
 - 8. Soil removal shall not be permitted in Agricultural Land Reserve areas within the Municipality unless approval in writing and a permit is first obtained from the local authority appointed by the Provincial Agricultural Land Commission established under the "Agricultural Land Commission Act" and a permit is issued under the terms and conditions of this By-law.
 - 9. Soil removal is prohibited within the Municipality on Sundays or statutory holidays, except for emergency situations where life or property is endangered and authority is granted by the Engineer.
 - 10. Soil removal operations shall be permitted only between 0700 hours and 2100 hours, except for emergency situations where life or property is endangered and authority is granted by the Engineer.

EXEMPTIONS

- 11. The Engineer shall have the right at all times to enter upon and inspect and measure all lands and premises for which a permit has been issued pursuant to the provisions of this By-law and he may give notice in writing to any person of a breach of any of the provisions of this By-law or any permit issued pursuant to the terms of this By-law and any such person shall forthwith cease and desist soil removal from either stockpiles or natural location or any other place whatsoever on or in the land described in the permit until such break is remedied. Where such person fails to remedy the break within seven (7) days of receiving the aforesaid notice, the Engineer shall forthwith cancel the permit.

PERMITS

- 12. An application for a permit shall be filed with the Engineer in accordance with the terms and conditions prescribed in Schedule "B" to this By-law.

13. Permits shall be granted in the form prescribed in Schedule "C" to this By-law.
14. No permit issued pursuant to the terms of this By-law may be transferred, assigned or sold.
15. A permit may be issued for any period not exceeding one year and all permits shall expire not later than the date of flying, following the date of the issuance of the permit. A permit issued during the month of October in any year, shall expire on the last day of that October in the same year.
16. Applications for a permit shall be made to the Engineer and will be accepted only from the owner or owners of the land in respect of which the Permit is applied for. Where such lands are leased from the Crown or others, then the application for a Permit will be made by the Lessee on submission of adequate proof of the lease of the lands to be covered by the Permit.
17. Before a permit is issued, the applicant shall have first obtained all permits and permissions required from the District of Maple Ridge and any other authority having jurisdiction and without limiting such requirement, a Mines Permit.

FEES

18. The fee for each Permit shall be one hundred dollars (\$100.00) and shall be payable to the Municipality.
19. In addition to the payment of the Permit Fee, a Soil Removal Fee shall be paid to the Municipality for the removal of Soil, which Soil Removal Fee shall impose a charge for each volumetric unit of Soil removed and shall be calculated in accordance with the provisions of Schedule "D" to this By-law. The Soil Removal fee may be different for different areas of the Municipality.
20. The amount of Soil Removal Fee to be paid shall be finally adjusted and determined by volumetric computation, provided by the Municipality. Any notice of refund or demand for adjustment to the Soil Removal Fee actually paid by the permit holder during the permit period, shall be in writing to the permit holder. The final adjustment of the Soil Removal Fee will include all soil removed between two consecutive dates of flying.
21. In the case of a permit which expires or has been cancelled prior to the date of flying, following the date of issue of the permit, the volume of soil removed by the Permit Holder following the issuance of the permit will, at the expense of the Permit Holder, be determined by the Engineer utilizing those methods which are at his disposal.
22. Should an independent volumetric computation, certified by a Professional Engineer (called the second computation) differ from the volumetric computation submitted by the Municipality for soil removed from lands covered by the permit by an amount of ten (10) percent or more, then a third computation shall be made by a company appointed by the Engineer and the final and binding assessment shall be the arithmetic mean of the three computations.
23. Should the second computation differ from the volumetric computation submitted by the Municipality for soil removed from lands covered by the permit by an amount of less than ten (10) percent, then the Municipality's volumetric computation shall be binding on both the Permit Holder and the Municipality.
24. The second computation shall be received by the Engineer, not later than forty (40) days after the mailing of written notification pursuant to Section 20 of this By-law.

If the second computation is not received by the Engineer in compliance with the provisions of the previous paragraph, the Final Adjustment of Soil Removal Fees shall be made in accordance with Section 19 of this By-law. The cost of the second computation shall be borne by the Permit Holder.

25. The cost of the third computation shall be borne:
- (a) by the Municipality in whole if the difference between the second computation and third computation is equal to or less than three (3) percent of the second computation.
 - (b) by the Permit Holder in whole, if the difference between the Municipality's computation and the third computation is equal to or less than three (3) percent of the volumetric computation
 - (c) equally by the Municipality and Permit Holder if (a) above and (b) above are not applicable.

If sub paragraphs (b) and (c) are applicable, should the Permit Holder's share of the cost of the third computation not be received within fourteen (14) days of the posting of the demand for such share, then any permit issued under this By-law affecting the same lands shall be deemed to be cancelled forthwith.

SECURITY

26. Prior to receiving a permit, each applicant shall deposit with the Municipality, cash or an irrevocable letter of credit from a chartered bank of Canada, in an amount prescribed in Schedule "E" to this By-law. The irrevocable letter of credit, or cash, as the case may be, will be held by the Municipality until the applicant has complied with all the relevant terms and conditions of this By-law. If, upon the expiration of a permit, the applicant has complied with all the relevant terms and conditions of this By-law, the irrevocable letter of credit or cash will forthwith be returned to the applicant. If for any reason the applicant fails to comply with the relevant provisions of this By-law, or any permit issued pursuant thereto, the Engineer may at any time demand payment of the irrevocable letter of credit. Upon such failure as aforesaid the Engineer may apply any cash to rectify any breach of the terms and conditions of this By-law. If the cost of such rectification is less than the amount of cash deposited by the applicant or the amount of cash received by demand upon the irrevocable letter of credit, then the Municipality shall forthwith pay such excess to the applicant. If the cost of such rectification exceeds the amount of cash deposited by the applicant or the amount of cash received by demand upon the irrevocable letter of credit, then the applicant shall forthwith, upon written demand by the Engineer pay such deficiency to the Municipality. If such deficiency is not paid to the Municipality within thirty (30) days from the demand as aforesaid, the amount of the deficiency may be recovered by the Municipality, together with interest at twelve (12) percent per annum with costs in a like manner as municipal taxes.

OPERATIONS

27. In addition to the requirements of this By-law, an application for a permit shall have attached to it the plan of the system under which it is proposed to work the mine as submitted to the Chief Inspector of Mines, pursuant to the Mines Act.
28. All stockpiles of soil shall be confined to the lands designated in the permit and all such stockpiles shall be maintained so as not to undermine or in any way adversely affect adjacent property. No soil shall be deposited **within 7.5 metres** of any road allowance or adjacent property, unless the owner of the property agrees in writing.
29. Soil removal operations shall not encroach upon, undermine or physically damage any adjoining land, road allowance or statutory right-of-way.

30. All vehicles and machinery used for soil removal shall be kept within the confines of a berm or buffer area designed to minimize noise emanating from the said vehicles and machinery and to screen the said vehicles and machinery from the view of persons using adjoining land or highways.
31. At no time during any soil removal operations shall the noise level of stationary equipment (at any property line of the designated lands) exceed fifty-five (55) decibels.
32. The Permit Holder shall remove from the lands covered by the permit, not later than ten (10) days after the issue or reissue of such permit all tree and foliage cover in the area the Permit Holder plans to remove soil from between the date of issuance or reissuance of the permit to the first day of the following October. The Permit Holder shall also remove tree and foliage cover from a distance surrounding the said area of fifteen (15) metres in width, excepting where such additional fifteen (15) metres in width would infringe on lands not with the Permit Holder's permit, in which case the removal will be up to fifteen (15) metres in width, if any such width is possible. The tree and foliage cover removal is to permit the Municipality to calculate by means of aerial photography and such methods as may be necessary, the height and contours of that portion of the said lands where soil is to be removed as described. Upon every October thereafter, the Permit Holder shall also remove tree and foliage cover in the area the Permit Holder plans to remove soil between the date of reissuance of the permit and the first day of the following October, for the same purpose and in the same manner. No soil shall be removed by the Permit Holder until the area which the Permit Holder plans to remove soil from has been defoliated and approval by the Engineer to commence removal has been given.
33. Soil removal shall not be permitted in any manner that does not assure positive gravity drainage for the bottom of all excavations at all times. This paragraph shall not be construed to prevent a Permit Holder from establishing settling ponds.
34. Soil removal shall not be permitted within 7.5 metres of any improved road allowance.
35. All damage to adjacent municipal or privately owned drainage facilities, road, lanes, or other municipally or privately owned property or natural watercourses resulting from the excavation, removal or the deposit of soil shall be repaired by the Permit Holder. All adjacent drainage facilities and natural watercourses shall be kept free of silt, clay, sand, rubble, debris, gravel and any other matter or thing originating from any excavation or filling of any lands and causing obstruction to such drainage facilities or natural watercourses. Drainage facilities or natural watercourses shall not be polluted.

OFFENCE

36. Every person who violates or contravenes or permits any breach of the provisions of this By-law shall be guilty of an offence punishable on summary conviction and shall be liable to pay a maximum fine of two thousand dollars (\$2,000.00). Each day of any violation, contravention or breach of this By-law shall be deemed to be a separate and distinct offence.

SEVERABILITY

37. If any section, subsection or clause of this By-law is declared or held to be invalid by a court of competent jurisdiction, then that invalid portion shall be severed and the remainder of this by-law shall be deemed to have been enacted and adopted without the invalid and severed section.
38. This By-law shall come into force and effect on adoption.

39. Maple Ridge Soil Removal By-law No. 4109 – 1988 as amended is hereby repealed.

READ a first time the 11th day of April, 2006.

READ a second time the 11th day of April, 2006.

READ a third time the 11th day of April, 2006.

APPROVED by the Minister of Community Services the 30th day of October, 2006.

RECONSIDERED AND ADOPTED the 14th day of November, 2006.

MAYOR

CLERK

SOIL REMOVAL BYLAW NO. 6398 - 2006
SCHEDULE A

Pursuant to S.6, the commercial removal of soil for sale is permitted on the following lands in the annual quantities set out:

Legal Description of Lands	Annual Quantity
<p>1. District Lot 5326, Group 1, and N.W.D. except parts subdivided by Plan 77454, Plan 85044 and Plan LMP 13975.</p> <p>Parcel C, (Exp. Plan 7858) North West Quarter Section 26, Township 12 except part shown on Highway Plan 51582 and part subdivided by Plan 65044, NWD</p>	50,000 cubic metres
<p>2. Parcel A, (Reference Plan 3015) of the South West Quarter of Section 25, Township 12, Except Parcel One (Reference Plan 17316) N.W.D.</p>	50,000 cubic metres
<p>3. Lot 1, District Lot 5326, Group 1, NWD, Plan LMP 13975</p>	200,000 cubic metres
<p>4. Lot 1, South East Quarter, Section 10, Township 12, Plan 12923, N.W.D.</p> <p>Lot 2, South East Quarter, Section 10, Township 12, Plan 12923, N.W.D.</p>	Limits Not Applicable

CORPORATION OF THE DISTRICT OF MAPLE RIDGE

SOIL REMOVAL BY-LAW NO. 6398 - 2006

SCHEDULE B

APPLICATION FOR SOIL REMOVAL PERMIT

1. I/We

_____ name

of

_____ address

do hereby make application for a permit for soil removal on the lands herein described:

_____ Legal description

2. The following are all persons, firms or corporations having any right, title, or interest in and to the said lands:

Name

and their consent in writing to such soil removal is attached.

3. The following is a brief description of the proposed soil removal operation:

4. The total estimated volume of soil to be removed is _____ cubic metres.

- 5. The estimated annual volume of soil to be removed is _____ cubic metres.
- 6. I have read and understood the contents of the District of Maple Ridge Soil Removal By-law No. 6398 – 2006 which By-law controls soil removal in the Municipality.
- 7. The following person or company is hereby appointed as agent to act on my (our) behalf in processing this application:

Name

Address to which communication is to be sent

- 8. The following information is attached in support of this application:

- 9. Applicant's Name: _____
Applicant's Signature: _____
Date of Application: _____

CORPORATION OF THE DISTRICT OF MAPLE RIDGE

SOIL REMOVAL BY-LAW NO. 6398 - 2006

INSTRUCTION TO APPLICANTS

1. A soil removal permit application shall be accompanied by:
 - a) The plan of the system under which it is proposed to work the mine as submitted to the Chief Inspector of Mines pursuant to Section 27 of this by-law.
 - b) A copy of a valid Mines Permit issued by the Minister pursuant to the Mines Act, S.B.C. 1996, and amendments thereto.
 - c) A plan of the site from which the soil is intended to be removed at a scale of 1:500, showing:
 - i) Pertinent topographic features, building, structures, roads, rights-of-way, utilities, drainage features and significant tree stands.
 - ii) Proposed access to the site.
 - iii) Proposed location of fencing for site safety and security.
 - iv) Proposed area of operation for which a permit is sought.
 - v) Proposed location and size of berms, stockpiles, and buffer zones.
 - d) A written report detailing the following:
 - i) Proposed methods of drainage control within the designated area. If drainage is to be discharged to local watercourses methods of sediment elimination and any other pollution prevention processes must be detailed.
 - ii) Proposed method of erosion control on reclaimed and cleared but unmined areas.
 - iii) Proposed haul routes to be used.
 - iv) Estimated volume of truck traffic to be generated on the proposed haul route and the type of hauling vehicles to be used (including gross vehicle weight).
 - v) Proposed method by which the applicant will reclaim the site to conform to the Mines Permit.

CORPORATION OF THE DISTRICT OF MAPLE RIDGE

SOIL REMOVAL BY-LAW NO. 6398 - 2006

SCHEDULE C

P E R M I T

1. This permit issued to:

2. This permit authorizes soil removal from the lands described as:

Civic Address

Legal Description

3. The soil removal operation must conform to the operation plans on file with the Engineering office of the Municipality and must at all times be in accordance with the provisions of Maple Ridge Soil Removal By-law No. 6398 - 2006.

Date Issued

Expiry Date

Municipal Engineer

THE CORPORATION OF THE DISTRICT OF MAPLE RIDGE

SOIL REMOVAL BY-LAW NO. 6398 - 2006

SCHEDULE D

SOIL REMOVAL FEE

1. The Soil Removal Fee shall be calculated on the basis of fifty (\$0.50) cents for each cubic metre of soil estimated by the applicant to be removed from the designated area during the term of the permit; but in any event, the applicant's estimate of the soil to be removed as aforesaid shall not be less than the volume of soil removed from the designated area during the previous year.

Remittance of the Soil Removal Fee shall be paid to the Municipality as follows:

- a) by payment of one lump sum at the beginning of the term of the permit based on the estimated amount of soil to be removed from the designated area; or
 - b) by equal monthly payments during the term of the permit payable on or before the 25th day of each month during the term of the permit.
2. Where payments are made pursuant Section 1 (b) the applicant shall make one final payment to the Municipality on or before the 28th day of February in the year following the expiration of the permit, such final payment being adjusted and determined by the volumetric computation as determined in accordance with Section 19 to 25 of the By-law as the case may be.
 3. Any permit issued under this By-law shall be deemed to be cancelled forthwith if there is a failure to remit any fee when payable.

CORPORATION OF THE DISTRICT OF MAPLE RIDGE

SOIL REMOVAL BY-LAW NO. 6398 - 2006

SCHEDULE E

SECURITY DEPOSIT

The applicant shall deposit with the Municipality an irrevocable letter of credit from a Chartered Bank of Canada or cash in an amount calculated as follows:

For the area within the Designated Lands from which soil is proposed to be removed:

- | | |
|--|---------|
| a) up to and including two hectares: | \$5,000 |
| b) an additional sum per hectare or portion thereof for all area in excess of two hectares of: | \$2,500 |



mapleridge.ca

CITY OF MAPLE RIDGE

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: 2020 Annual Report and 2020 Statement of Financial Information

MEETING DATE: June 15, 2021
FILE NO: 05-1880-20
MEETING: CoW

EXECUTIVE SUMMARY:

The 2020 Annual Report has been prepared in accordance with Section 98 of the Community Charter and it is required that Municipal Council receive this report before June 30. A major component of the report is the 2020 Audited Consolidated Financial Statements. These statements were presented to Council at the May 4, 2021 Committee of the Whole meeting and Council passed a resolution formally accepting the statements at the May 11, 2021 Council meeting. The 2020 Annual Report will be submitted to the Government Finance Officers Association for consideration for the Canadian Award for Financial Reporting, an award the City has received for the past thirty years.

Under the Financial Information Act, the City is required to file a Statement of Financial Information with the Province of British Columbia prior to June 30 each year. This report must be approved by Council and the Corporate Financial Officer.

RECOMMENDATION:

That the 2020 Annual Report be received as required by the Community Charter, and

That the 2020 Statement of Financial Information be approved as required by the Financial Information Act.

DISCUSSION:

The 2020 Annual Report has been prepared in accordance with Section 98 of the Community Charter. As required in the Charter, the report contains our Audited Consolidated Financial Statements; a Progress Report detailing municipal objectives and progress toward their achievement; a Development Cost Charges report showing collections and expenditures for each component; information about the services provided by municipal departments; and lists the Permissive Tax Exemptions awarded for the 2020 fiscal year. The report was made available for public inspection on June 11, 2021 and notice was posted in the local newspaper as required by Section 94 of the Charter indicating that the report is being presented at the Council meeting of June 22, 2021.

The City of Maple Ridge has been a recipient of the Canadian Award for Financial Reporting for the past thirty years. This award is presented by the Government Finance Officers Association (GFOA) to recognize Municipalities that publish high quality financial reports that are easily readable, efficiently organized and clearly communicate the government's financial picture. The 2020 Annual Report will be submitted to the GFOA for consideration for this year's award.

In addition to the Annual Report required by the Community Charter, the City of Maple Ridge is required to publish an annual Statement of Financial Information (SOFI) under the Financial Information Act. This

report must be approved by Council and the Corporate Financial Officer, and filed with the Province of British Columbia prior to June 30, 2021.

The SOFI is attached for your review and approval. The package consists of:

- The City's Audited Financial Statements
- A schedule of guarantee and indemnity agreements
- A schedule of remuneration and expenses
- A statement of severance agreements
- A schedule of payments made for the provision of goods or services

Citizen/Customer Implications:

The Annual Report and the SOFI provide additional information to the residents of Maple Ridge and the general public, contributing to Council's commitment to transparency.

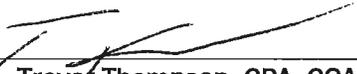
CONCLUSIONS:

Prior to June 30 of each year, Council is required to receive the City's Annual Report in accordance with Section 98 of the Community Charter and to approve the Statement of Financial Information in accordance with the Financial Information Act. It should be noted that a detailed presentation of our 2020 Audited Consolidated Financial Statements was provided at the May 4, 2021 Committee of the Whole meeting and Council passed a resolution formally accepting the statements at the May 11, 2021 Council meeting.

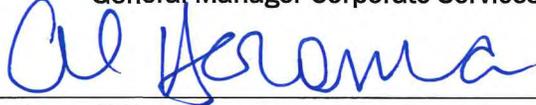
The Statement of Financial Information is attached and the Annual Report is available for viewing on the City of Maple Ridge website.


Prepared by: **Trevor Hansvall**
Accountant 1


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


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


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


Approved by: **Al Horsman**
Chief Administrative Officer

City of Maple Ridge

Statement of Financial Information

2020



May 31, 2021

Notice to Reader

The Financial Information Act requires municipalities and other Government organizations to prepare annual financial information and make it available to the public within six months of their fiscal year end.

The information required by the Act for a municipality encompasses audited financial statements and schedules disclosing guarantee and indemnity agreements, employee remuneration and amounts paid to suppliers for the provision of goods and services.

A detailed extract of the regulations accompanies this introduction and explains in some detail the nature of this information.



Catherine Nolan, CPA, CGA
Deputy Director of Finance

Compliance with the Financial Information Regulation

The Financial Information Act (the Act) identifies organizations that must prepare financial information and make it available to the public within six months of their fiscal year end. The City of Maple Ridge (the City) is one of the organizations identified and therefore the attached Statement of Financial Information has been prepared in order to comply with this legislation.

The Financial Information Regulation specifies the required content for these statements and schedules. As such the City's Statement of Financial Information includes the following:

- The 2020 Consolidated Financial Statements including a Schedule of Debt (Schedule 4). The statements are prepared in accordance with generally accepted accounting principles and include the accounting policies followed in preparing the financial statements.
- The 2020 Schedule of Guarantee and Indemnity Agreements includes a list of financial guarantees and indemnity agreements in force at December 31, 2020. The list includes the names of the entities and the amount of money involved.
- The 2020 Schedule of Remuneration and Expenses the Schedule includes an alphabetical list of each elected official & employee earning in excess of \$75,000, the total amount of remuneration paid, the value of benefits received and the total amount of expenses paid to or on behalf of that employee during 2020. The total amount of expenses recorded includes only expenses reimbursed with City funds. Expenses reimbursed by other organizations are excluded. In addition, the schedule includes a total paid to all other employees during 2020 where earnings are less than the \$75,000 threshold.
- The 2020 Statement of Severance Agreements includes the number of severance agreements made during 2020 by the City in respect of non-union employees and the number of equivalent months gross salaries represented by these agreements.
- The 2020 Schedule of Payments for the Provision of Goods or Services includes an alphabetical list of the individuals or corporations where the total amount paid during 2020 exceeds \$25,000. In addition, the schedule includes a total of all amounts paid to all other suppliers during 2020 where the amounts paid are less than the \$25,000 threshold.

City of Maple Ridge
2020 Statement of Financial Information
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City of Maple Ridge

Financial Statements and Auditor's Report

For the Year Ended December 31, 2020



Management's Responsibility for Financial Reporting

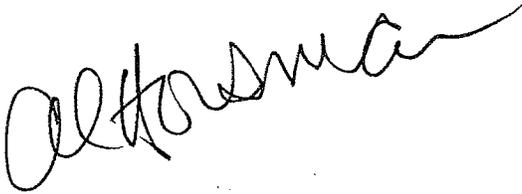
The information in this report is the responsibility of management. The consolidated financial statements have been prepared in accordance with Canadian Public Sector accounting guidelines as outlined under "Significant Accounting Policies". These include some amounts based on management's best estimates and careful judgment.

Management maintains a system of internal accounting controls to provide reasonable assurance that assets are safeguarded and that transactions are authorized, recorded, and reported properly. Management also administers a program of proper business compliance.

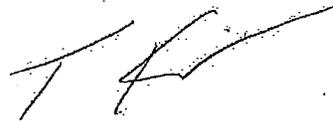
BDO Canada LLP, the Municipality's independent auditors have audited the accompanying financial statements. Their report accompanies this statement.

Council carries out its responsibility for the consolidated financial statements jointly with its Audit and Finance Committee. The Committee meets with management on a scheduled basis and at least semi-annually with BDO Canada LLP to review their activities and to discuss auditing, internal control, accounting policy, and financial reporting matters.

BDO Canada LLP has unrestricted access to the Municipality and Council. Council approves the consolidated financial statements and reviews the recommendations of the independent auditors for improvements to controls as well as the actions of management to implement such recommendations.



Al Horsman
Chief Administrative Officer



Trevor Thompson, BBA, CPA, CGA
Director of Finance

Independent Auditor's Report

To the Mayor and Council of the City of Maple Ridge

Opinion

We have audited the consolidated financial statements of the City of Maple Ridge (the "City"), which comprise the consolidated Statement of Financial Position as at December 31, 2020, the consolidated Statements of Operations, Change in Net Financial Assets and Cash Flows for the year then ended, and notes and schedules, comprising a summary of significant accounting policies and other explanatory information.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of the City as at December 31, 2020 and its results of operations, changes in net financial assets, and cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section of our report. We are independent of the City in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of Matter - Restated Comparative Information

We draw attention to Note 24 of the financial statements, which explains that certain comparative information presented for the year December 31, 2019 has been restated. Our opinion is not modified in respect of the matter.

Responsibilities of Management and Those Charged with Governance for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the City's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the City or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the City's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.



Auditor's Responsibilities for the Audit of the Consolidated Financial Statements (Continued)

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the City's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the City to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Unaudited Information

We have not audited, reviewed or otherwise attempted to verify the accuracy or completeness of schedule 7 of the City of Maple Ridge's consolidated financial statements.

BDO Canada LLP

Chartered Professional Accountants

Vancouver, British Columbia
May 11, 2021

Consolidated Statement of Financial Position
as at December 31, 2020

	2020	2019 Restated - Note 24
Financial Assets		
Cash and cash equivalents (Note 1)	\$ 130,961,876	\$ 63,790,576
Portfolio investments (Note 2)	90,320,234	164,538,143
Accounts receivable (Note 3)	15,032,584	17,657,538
Recoverable local improvements (Note 4)	1,175,712	1,693,971
Other assets (Note 5)	814,397	797,977
Inventory available for resale	<u>56,169</u>	<u>56,169</u>
	238,360,972	248,534,374
Liabilities		
Accounts payable and accrued liabilities (Note 6)	23,613,524	31,126,120
Deferred revenue (Note 8)	15,286,398	16,801,812
Restricted revenue (Note 9)	30,738,864	36,581,674
Refundable performance deposits and other	20,473,999	23,625,735
Employee future benefits (Note 10)	3,348,200	3,999,000
Debt (Note 11, Schedule 4)	<u>20,676,495</u>	<u>23,291,350</u>
	114,137,480	135,425,691
Net Financial Assets	<u>124,223,492</u>	<u>113,108,683</u>
Non Financial Assets		
Tangible capital assets (Note 12, Schedule 5)	1,122,447,588	1,079,740,901
Undeveloped land bank properties (Note 13)	15,526,529	15,526,529
Supplies inventory	461,953	317,502
Prepaid expenses	<u>853,216</u>	<u>665,550</u>
	<u>1,139,289,286</u>	<u>1,096,250,482</u>
Accumulated Surplus (Note 14)	<u>\$ 1,263,512,778</u>	<u>\$ 1,209,359,166</u>



Al Horsman
Chief Administrative Officer



Trevor Thompson, BBA, CPA, CGA
Chief Financial Officer

The accompanying summary of significant accounting policies and notes to the Consolidated Financial Statements are an integral part of this statement.

Consolidated Statement of Operations

For the year ended December 31, 2020

	Actual 2020	Budget 2020 (Note 19)	Actual 2019 Restated - Note 24
Revenue (Segment Report, Note 22)			
Taxes for municipal purposes (Note 15)	\$ 94,914,905	\$ 94,680,030	\$ 90,205,710
User fees and other revenue	45,433,301	47,142,875	45,678,005
Government transfers (Note 16)	11,004,973	12,968,552	5,427,368
Development revenue	13,801,911	44,089,991	15,026,277
Interest and investment income	5,286,485	2,413,004	5,636,251
Gaming revenues	323,738	1,500,000	1,703,170
Refinancing and asset disposal gains (losses)	(3,099,311)	-	226,258
Contributed tangible capital assets (Note 12)	<u>21,023,012</u>	<u>20,000,000</u>	<u>24,889,361</u>
	188,689,014	222,794,452	188,792,400
Expenses (Segment Report, Note 22)			
Protective services	40,353,746	44,922,846	39,271,854
Transportation services	22,354,372	25,615,526	20,755,224
Recreation and cultural	19,197,925	24,375,065	19,176,835
Water utility	15,351,570	17,450,962	13,952,992
Sewer utility	12,899,985	15,050,873	12,427,643
General government	17,633,091	19,755,448	16,433,566
Planning, public health and other	<u>6,744,713</u>	<u>7,535,741</u>	<u>11,142,947</u>
	134,535,402	154,706,461	133,161,061
Annual Surplus	<u>54,153,612</u>	<u>68,087,991</u>	<u>55,631,339</u>
Accumulated Surplus - beginning of year	<u>1,209,359,166</u>	<u>1,209,359,166</u>	<u>1,153,727,825</u>
Accumulated Surplus - end of year (Note 14)	<u>\$ 1,263,512,778</u>	<u>\$ 1,277,447,157</u>	<u>\$ 1,209,359,166</u>

The accompanying summary of significant accounting policies and notes to the Consolidated Financial Statements are an integral part of this statement.

Consolidated Statement of Change in Net Financial Assets

For the year ended December 31, 2020

	Actual 2020	Budget 2020 (Note 19)	Actual 2019 Restated - Note 24
Annual Surplus	\$ 54,153,612	\$ 68,087,991	\$ 55,631,339
Add (Less):			
Change in Tangible Capital Assets			
Acquisition of tangible capital assets	(69,544,005)	(197,634,460)	(82,864,958)
Amortization	23,641,391	22,622,738	21,268,133
Proceeds from disposal of tangible capital assets	96,614	-	928,432
(Gain) loss on disposal of tangible capital assets	<u>3,099,312</u>	<u>-</u>	<u>2,583,364</u>
	(42,706,688)	(175,011,722)	(58,085,029)
 Change in Other Non Financial Assets			
Decrease (increase) in supplies inventory	(144,450)	-	8,861
Decrease (Increase) in prepaid expenses	<u>(187,666)</u>	<u>-</u>	<u>575,353</u>
	(332,116)	-	584,214
 Increase (decrease) in Net Financial Assets	 11,114,808	 (106,923,731)	 (1,869,476)
 Net Financial Assets beginning of the year	 <u>113,108,683</u>	 <u>113,108,683</u>	 <u>114,978,159</u>
 Net Financial Assets end of the year	 <u>\$ 124,223,492</u>	 <u>\$ 6,184,952</u>	 <u>\$ 113,108,683</u>

The accompanying summary of significant accounting policies and notes to the Consolidated Financial Statements are an integral part of this statement

Consolidated Statement of Cash Flow

For the year ended December 31, 2020

	Actual 2020	Actual 2019 Restated - Note 24
Operating transactions		
Annual surplus	\$ 54,153,612	\$ 55,631,339
Items not utilizing cash		
Amortization	23,641,391	21,268,133
Loss on disposal of assets	3,099,311	(226,258)
Contributed tangible capital assets	(21,023,012)	(24,889,361)
Actuarial adjustment on debt	(399,333)	(359,245)
Restricted revenues recognized	(13,155,174)	(13,852,584)
	(7,836,817)	(18,059,315)
Change in non-cash operating items		
Increase in prepaid expenses	(187,666)	575,353
Decrease (increase) in supplies inventory	(144,451)	8,861
Decrease (increase) in accounts receivable	2,624,954	(2,142,120)
Decrease (increase) in recoverable local improvements	518,259	(314,899)
Decrease (increase) in other assets	(16,420)	(18,164)
Increase (decrease) in accounts payable and accrued liabilities	(7,512,596)	6,267,828
Increase (decrease) in deferred revenue	(1,515,409)	1,041,308
Increase (decrease) in refundable performance deposits	(3,151,736)	1,716,869
Increase (decrease) in employee future benefits	(650,799)	(663,100)
	(10,035,864)	6,471,936
 Cash provided by operating transactions	 36,280,931	 44,043,960
Capital transactions		
Proceeds on disposal of tangible capital assets	96,614	928,432
Cash used to acquire tangible capital assets	(48,520,994)	(57,975,597)
	(48,424,380)	(57,047,165)
Investing transactions		
Proceeds on disposal of land available for sale	-	5,213,038
Decrease (increase) in portfolio investments	74,217,909	37,127,939
	74,217,909	42,340,977
Financing transactions		
Debt repayment	(2,215,522)	(2,172,036)
Collection of restricted revenues	7,312,362	14,438,100
	5,096,840	12,266,064
Increase (decrease) in cash and cash equivalents	67,171,300	41,603,836
Cash and cash equivalents - beginning of year	63,790,576	22,186,741
Cash and cash equivalents - end of year	\$ 130,961,876	\$ 63,790,577

The accompanying summary of significant accounting policies and notes to the Consolidated Financial Statements are an integral part of this statement

**Summary of Significant Accounting Policies
For the year ended December 31, 2020**

The City of Maple Ridge (the "City") is a municipality in the province of British Columbia and operates under the provisions of the Community Charter. The City provides municipal services such as fire, public works, planning, parks, recreation and other general government services.

(a) Reporting Entity and Basis of Consolidation

These financial statements have been prepared in accordance with Canadian Public Sector Accounting Standards (PSAS) using guidelines developed by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

They consolidate the activities of all of the funds of the City and the City's wholly owned subsidiaries C.D.M.R. Developments Ltd. and Maple Ridge Municipal Holdings Ltd. Transactions between the City's funds and wholly owned subsidiaries have been eliminated and only transactions with outside entities are reported.

(b) Basis of Accounting

The basis of accounting followed in these financial statements is the accrual method and includes revenues in the period in which the transactions or events occurred that gave rise to the revenues and expenses in the period the goods and services were acquired and a liability was incurred.

(c) Non-financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of business.

(d) Tangible Capital Assets

Tangible capital assets are a special class of non-financial assets and are recorded at cost less accumulated amortization. Cost includes all costs directly attributable to acquisition or construction of the tangible capital asset including transportation and installation costs, design and engineering fees, legal fees and site preparation costs. Interest costs are not capitalized during construction. Amortization is recorded on a straight line basis over the estimated life of the tangible capital asset commencing once the asset is put into use. Assets under construction are not amortized. Contributed tangible capital assets are recorded at estimated fair value at the time of the contribution and are also recorded as revenue.

Estimated useful lives of tangible capital assets are as follows:

Buildings (including building components)	7 to 50 years
Transportation network	10 to 75 years
Storm sewer system	10 to 75 years
Fleet and equipment	8 to 20 years
Technology	3 to 25 years
Water system	10 to 85 years
Sanitary sewer system	30 to 75 years
Furniture and fixtures	3 to 20 years
Structures	15 to 75 years

Natural resources, works of art and historic assets are not recorded as assets in these consolidated financial statements.

(e) Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic or radioactive material or live organism that exceeds an environmental standard.

A liability for remediation of a contaminated site is recognized when a site is not in productive use or an unexpected event occurs and the following criteria are met:

- i. an environmental standard exists;
- ii. contamination exceeds the environmental standards;
- iii. the City is directly responsible or accepts responsibility;
- iv. it is expected that future economic benefits will be given up; and
- v. a reasonable estimate of the amount can be made.

The liability is recognized as management's best estimate of the cost of remediation and post-remediation, including operation, maintenance and monitoring, that are an integral part of the remediation strategy for a contaminated site. Management has assessed its potential liabilities for contamination, including sites that are no longer in productive use and sites for which the City accepts responsibility. There were no such sites that had contamination in excess of an environmental standard requiring remediation at this time, therefore no liability was recognized at December 31, 2020 or December 31, 2019.

(f) Landfill Closure and Post Closure Costs

The Ministry of Environment establishes certain requirements for the closure and post closure monitoring of landfill sites. The obligation for closure and post closure costs associated with the City's former landfill is based on the present value of estimated future expenses.

(g) Expense Recognition

Expenses are recorded using the accrual basis of accounting whereby expenses are recognized as they are incurred and measurable based upon receipt of goods and services and/or the legal obligation to pay.

**(h) Revenue Recognition
Taxation**

Taxes are recorded at estimated amounts when they meet the definition of an asset, have been authorized and the taxable event occurs. Annual levies for non-optional municipal services and general administrative services are recorded as taxation for municipal purposes in the year they are levied. Taxes receivable are recognized net of an allowance for anticipated uncollectable amounts. Levies imposed by other taxing authorities are not included as taxes for municipal purposes.

Through the British Columbia Assessments' appeal process, taxes may be adjusted by way of supplementary roll adjustments. The effects of these adjustments on taxes are recognized at the time they are awarded.

User fees and other revenue

Charges for sewer and water usage are recorded as user fees and other revenue when the services are provided.

Government transfers

Government transfers are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. Government transfers are recorded as deferred revenue when transfer stipulations give rise to a liability and are recognized in the statement of operations as the stipulated liabilities are settled.

Development revenues

Receipts that are restricted by the legislation of senior governments or by agreement with external parties are a liability of the municipality and are reported as Restricted Revenues at the time they are received. When qualifying expenditures are incurred Restricted Revenues are brought into revenue as development revenue.

Investment income

Investment income is recorded on the accrual basis and recognized when earned. Investment income is allocated to various reserves and operating funds on a proportionate basis.

To the extent that financial instruments have no stated rate of return, investment income is recognized as it is received.

Contributed tangible capital assets

Subdivision developers are required to provide subdivision infrastructure such as streets, lighting, sidewalks, and drainage etc. Upon completion, these assets are turned over to the City. Tangible capital assets received as contributions are recorded at their estimated fair value at the date of receipt and are also recorded as revenue.

(i) Use of estimates/measurement uncertainty

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Significant areas requiring use of management estimates relate to the useful lives of tangible capital assets, determination of employee future benefits, landfill closure and post closure obligations, the outcome of litigation and claims, and the percentage of completion of buildings and subdivision inspections. Actual results could differ from those estimates.

(j) Budget figures

The budget figures reported in the Consolidated Financial Statements represent the 2020 component of the Financial Plan Bylaw adopted by Council on May 12, 2020.

(k) Financial instruments

The City's financial instruments consist of cash and cash equivalents, portfolio investments, accounts receivable, recoverable local improvements, other assets, accounts payable and accrued liabilities, refundable performance deposits and debt. Unless otherwise indicated, it is management's opinion that the City is not exposed to any significant interest, credit or currency risks arising from these financial instruments.

(l) Cash and cash equivalents

Cash and cash equivalents are comprised of the amounts held in the City's bank accounts and investments with an original maturity date of three months or less.

(m) Portfolio Investments

Investments with an original maturity date of more than three months from the date of acquisition are reported as portfolio investments. Investments and pooled investments are reported using the cost method. Provisions for declines in the market value of investments are recorded when they are considered to be other than temporary. Declines in the market values of investments are considered to be other than temporary when the carrying value exceeds market value for more than three years.

(n) Basis of segmentation

Municipal services have been segmented by grouping services that have similar service objectives (by function). Revenues that are directly related to the costs of the function have been attributed to each segment. Interest expense is allocated to functions based on the purpose of specific borrowings.

(o) Employee future benefits

The City and its employees make contributions to the Municipal Pension Plan, and the employees accrue benefits under this plan based on service. The City's contributions are expensed as incurred. As this is a multi-employer plan, no liability is attributed to the City and no liability is recorded in the financial statements.

Sick leave benefits and retirement severance benefits are also available to the City's employees. The costs of these benefits are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The liabilities under these benefit plans are accrued based on projected benefits prorated as the employees render services necessary to earn the future benefits.

Notes to the Consolidated Financial Statements
For the year ended December 31, 2020

1. Cash and cash equivalents

Cash and cash equivalents as at December 31, 2020 were comprised as follows:

	<u>Dec 31, 2020</u>	<u>Dec 31, 2019</u>
Cash	\$ 40,786,407	\$ 14,879,814
Cash equivalents	<u>90,175,469</u>	<u>48,910,762</u>
	<u>\$ 130,961,876</u>	<u>\$ 63,790,576</u>

Cash equivalents were comprised of high-interest savings accounts or term deposits held at Canadian banking institutions with effective interest rates of **0.82 - 1.90%** (2.46% - 2.56% for 2019).

2. Portfolio Investments

Portfolio investments include Canadian bank notes and BC Credit Union term deposits with effective interest rates of 0.9% - 4.0%. A portion of the bank notes held have interest payments linked to the performance of a set of equities or a financial index without stated or certain interest rates. In 2020 gains were \$319,170 (\$Nil for 2019).

The carrying value of Portfolio Investments at December 31, 2020 was **\$90,320,234** (\$164,538,143 for 2019). The market value at December 31, 2020 was **\$90,540,977** (\$165,918,543 for 2019).

3. Accounts Receivable

	<u>2020</u>	<u>2019</u>
Property Taxes	\$ 6,824,750	\$ 5,377,517
Other Governments	1,394,155	2,375,904
General and Accrued Interest	4,320,952	4,591,556
Development Cost Charges	<u>2,660,826</u>	<u>5,564,102</u>
	15,200,683	17,909,079
Less: Allowance for Doubtful Accounts	<u>(168,099)</u>	<u>(251,541)</u>
	<u>\$ 15,032,584</u>	<u>\$ 17,657,538</u>

4. Recoverable Local Improvements

The City provides interim financing for certain geographically localized capital projects. It recovers these amounts from benefiting property owners. Interest rates are established at the outset of the process and are a function of borrowing rates at the time. Repayment is typically made over fifteen years.

5. Other Assets

Debt Reserve Fund:

The Municipal Finance Authority of British Columbia (MFA) provides capital financing for regional districts and their member municipalities. The MFA is required to establish a Debt Reserve Fund. Each regional district, through its member municipalities who share in the proceeds of a debt issue, is required to pay into the Debt Reserve Fund certain amounts set out in the debt agreements. The MFA pays into the Debt Reserve Fund these monies from which interest earned thereon less administrative expenses becomes an obligation to the regional districts. It must then use this fund, if at any time there are insufficient funds, to meet payments on its obligations. If this occurs, the regional districts may be called upon to restore the fund.

Upon the maturity of a debt issue the unused portion of the Debt Reserve Fund established for that issue will be discharged to the City. The City has estimated that there is only a remote possibility that these funds will not be recovered and therefore these funds have been included in Other Assets of **\$814,397** (\$797,977 for 2019).

6. Accounts Payable and Accrued Liabilities

	<u>2020</u>	<u>2019</u>
Accounts Payable:		
General	\$ 8,237,574	\$ 11,368,913
Other Governments	8,516,981	12,029,889
Salaries and Wages	<u>960,069</u>	<u>2,071,496</u>
	17,714,624	25,470,298
Accrued Liabilities:		
Landfill Liability	4,078,820	4,078,820
Vacation Pay	686,557	547,507
Other Employment Benefits	<u>1,133,523</u>	<u>1,029,495</u>
	<u>5,898,900</u>	<u>5,655,822</u>
	<u>\$ 23,613,524</u>	<u>\$ 31,126,120</u>

The City's Landfill closed in 1989 and legislation requires closure and post closure care of solid waste landfill sites. Closure is estimated to be completed in 2030 and includes final covering, landscaping, erosion control, leachate and gas management. Post closure requirements extend for 30 years beyond completion of the closure plan and includes inspection and maintenance of the final covering, ground water monitoring, gas management systems operations, inspections and annual reports.

The liability recognized in the consolidated financial statements is the present value of the expected future cash flows for the closure and post closure care activities and is subject to measurement uncertainty. The inflation rate used was 2% (2% for 2019) and the discount rate was 2.43%. (2.43% for 2019) As at the Financial Statement date a revised closure plan is being drafted for submission to the Province. It is expected that the updated plan will increase the liability. The unfunded liability for the landfill will be paid for per the annual approved Financial Plan.

7. Contingencies, Commitments and Unrecognized Liabilities:

(a) Third Party Claims

Where losses related to litigation are likely and can be reasonably estimated management accrues its best estimate of loss. These amounts are included in accounts payable and accrued liabilities.

There are various other claims by and against the City, the outcome of which cannot reasonably be estimated. Any ultimate settlements will be recorded in the year the settlements occur and are not expected to be material.

(b) Contractual Obligations

In 1998 the City entered into an agreement to purchase ice sheet time for five years commencing in 1999, with five five-year renewal options. In 2018, the agreement was renewed for an additional five-year period. The minimum annual payment due for the provision of ice time is \$706,000. Additional ice time is purchased separately. These payments are recorded as expenses when the ice time is provided.

(c) Contingent Liability

The City holds shares in an organization that provides protective services to its members. Should the organization dissolve or the City choose to withdraw from the organization the City would be liable for its proportionate share of any debt the organization held at that time. The liability is expected to be discharged over time through payments by the City and others for the provision of these services by the organization. Due to the ongoing operations of the organization the liability could only be quantified if the City chose to withdraw. Consequently no liability has been recognized in these financial statements.

8. Deferred Revenues

Deferred revenues held by the City were comprised as follows:

	December 31, 2019	Additions	Revenue earned	December 31, 2020
Property taxes	\$ 7,602,103	\$ 15,332,406	\$ 15,302,554	\$ 7,631,955
Connection Revenues	1,464,311	699,401	682,422	1,481,290
Other	<u>7,735,398</u>	<u>4,016,837</u>	<u>5,579,082</u>	<u>6,173,153</u>
	<u>\$ 16,801,812</u>	<u>\$ 20,048,644</u>	<u>\$ 21,564,058</u>	<u>\$ 15,286,398</u>

9. Restricted Revenues

Restricted revenues held by the City were comprised as follows:

	December 31, 2019	Collections/Interest	Disbursements	December 31, 2020
Development cost charges	\$ 25,663,429	\$ 4,169,891	\$ (14,802,468)	\$ 15,030,852
Parkland acquisition charges	1,742,236	325,524	4,213	2,071,973
Other	<u>9,176,009</u>	<u>2,816,949</u>	<u>1,643,081</u>	<u>13,636,039</u>
	<u>\$ 36,581,674</u>	<u>\$ 7,312,364</u>	<u>\$ (13,155,174)</u>	<u>\$ 30,738,864</u>

10. Employee Future Benefits

The City provides employee future benefits in the form of severance benefits and vested and non-vested sick leave to qualifying employees. These benefits are not separately funded.

Severance benefits are cash settlements paid to employees who cease their employment with the City after a specified period of time. Employees hired before February 11, 1999 qualify for five days pay per year of employment, provided they either work a minimum of 20 years with the City or retire as defined by the Public Sector Pension Plan Act. Full time employees hired after February 11, 1999 qualify for 20 days pay provided they work a minimum of 10 years with the City and retire as defined by the Public Sector Pension Plan Act.

The City permits regular employees to accumulate up to 18 days per year of service for future illnesses up to a maximum of 250 days. For certain qualifying employees a portion of this benefit vests; for the balance, this benefit does not vest and cannot be converted to any other type of benefit.

An actuarial valuation of these benefits was performed to determine the City's liability and accrued benefit obligation as at December 31, 2018 and updated for December 31, 2020. The valuation resulted in a cumulative unamortized actuarial gain of \$30,300 at December 31, 2020, (cumulative unamortized gain of \$669,600 for 2019). Actuarial gains or losses are amortized over the expected average remaining service life of employees. The benefit liability at December 31, 2020 was \$3,184,300, (\$3,999,000 for 2019) comprised as follows:

	<u>2020</u>	<u>2019</u>
Accrued benefit obligation, beginning of year	\$ 3,329,400	\$ 3,800,900
Add:		
Current service costs	172,200	169,000
Interest on accrued benefit obligation	96,800	107,800
Actuarial (gain)/loss	574,800	116,500
Less: Benefits paid during the year	<u>(855,300)</u>	<u>(864,800)</u>
Accrued benefit obligation, end of year	3,317,900	3,329,400
 Add: Unamortized actuarial gain	 <u>30,300</u>	 <u>669,600</u>
Accrued Benefit liability	<u><u>3,348,200</u></u>	<u><u>3,999,000</u></u>

10. Employee Future Benefits (cont'd)

Actuarial assumptions used to determine the City's accrued benefit obligation are as follows:

	<u>2020</u>	<u>2019</u>
Discount rate (long-term borrowing rate)	1.50 %	3.00 %
Expected future inflation rate	2.00 %	2.00 %
Merit and inflationary wage and salary increases averaging	2.59 %	2.63 %
Estimated average remaining service life of employees (years)	11.0	11.0

11. Debt (Schedule 4)

The City obtains debt instruments through the Municipal Finance Authority (MFA), pursuant to security issuing bylaws under authority of the Community Charter, to finance certain capital expenditures. Debt is reported net of Sinking Fund balances and interest expense is reported net of Sinking Fund earnings.

The City carries no debt for others.

The following debenture debt amounts plus projected Sinking Fund earnings are payable over the next five years and thereafter are as follows:

	<u>Debt Payments</u>
2021	\$ 2,260,235
2022	2,306,211
2023	2,353,485
2024	2,402,094
2025	2,452,075
Thereafter	5,045,462
Sinking Fund earnings	<u>3,856,933</u>
	<u>\$ 20,676,495</u>

The City has the following authorized but un-issued financing available as at December 31, 2020:

<u>L/A Bylaw</u>	<u>L/A Amount</u>	<u>L/A Bylaw</u>	<u>L/A Amount</u>
#6558	\$ 6,000,000	#6560	\$ 275,000
#6679	1,100,000	#7370	3,500,000
#7371	7,000,000	#7372	8,500,000
#7373	1,000,000	#7374	2,500,000
#7375	1,000,000	#7376	<u>2,500,000</u>
#7377	23,500,000	Total	<u>56,875,000</u>

12. Tangible Capital Assets

	<u>Net book value</u>	
	<u>2020</u>	<u>2019</u>
Land	\$ 271,742,707	\$ 247,666,235
Buildings	77,357,035	68,972,369
Transportation network	216,737,333	220,113,788
Storm sewer system	222,065,866	219,574,010
Fleet and equipment	17,771,496	16,931,359
Technology	6,516,919	5,418,866
Water system	134,784,335	131,621,386
Sanitary sewer system	138,719,265	136,838,710
Other	<u>36,752,632</u>	<u>32,604,180</u>
	<u>\$ 1,122,447,588</u>	<u>\$ 1,079,740,901</u>

For additional information, see the Schedule of Tangible Capital Assets (Schedule 5)

12. Tangible Capital Assets (cont'd)

During the year there were no write-downs of assets (2019 - \$Nil). In addition, the fair value of roads and related infrastructure, underground networks and land contributed to the City totaled **\$21,023,012** (\$24,889,361 for 2019) and was capitalized and recorded as revenue at the time of recognition.

Natural assets, works of art, artifacts, cultural and historic assets are not recorded as assets in these financial statements. The City controls various works of art and historical treasures including artifacts, paintings, sculptures and mosaics located at City sites and public display areas.

13. Undeveloped Land Bank

The City owns property in various areas identified for future growth in the Official Community Plan. These properties are not currently used in the provision of service to the citizens of Maple Ridge. The properties represent a strategic, non-renewable resource available for the advancement of Council's strategic plan.

14. Accumulated Surplus

Accumulated Surplus is comprised of operating surpluses and equity in tangible capital assets held in the general, sewer and water funds as well as reserves. Accumulated surplus for 2020 is **\$1,265,644,971** (\$1,208,921,629 for 2019) and is distributed as follows:

		<u>2020</u>	<u>2019</u> (Restated)
Operating surplus (Schedule 1)	General	\$ 11,096,393	\$ 8,398,038
	Sewer	6,270,330	7,216,552
	Water	<u>16,656,631</u>	<u>15,518,140</u>
		34,023,354	31,132,730
Equity in the capital funds (Schedule 2)	General	822,245,719	799,336,713
	Sewer	139,718,499	137,959,466
	Water	<u>138,119,026</u>	<u>135,053,573</u>
		1,100,083,244	1,072,349,752
Reserves (Schedule 3)	Funds	37,237,663	33,375,907
	Accounts	<u>92,168,517</u>	<u>72,500,777</u>
		129,406,180	105,876,684
Accumulated Surplus		<u>\$ 1,263,512,778</u>	<u>\$ 1,209,359,166</u>

15. Property Tax Levies

In addition to its own tax levies, the City is required to collect taxes on behalf of various other taxing authorities. These include the provincial government for local school taxes, incorporated dyking districts located within the City and organizations providing regional services in which the City has become a member. Taxes levied for other agencies are not included in City revenues. Total tax levies were comprised as follows:

	<u>2020</u>	<u>2020 Budget</u>	<u>2019</u>
Municipal Tax Levies	\$ 94,914,905	\$ 94,680,030	\$ 90,205,710
Levies for other authorities			
School taxes	35,174,508	32,593,472	38,718,718
Translink	7,617,871	7,625,131	6,929,231
British Columbia Assessment	1,210,627	1,211,600	1,142,457
Metro Vancouver Regional District	1,476,913	1,477,952	1,232,350
Dyking Districts	730,556	719,400	700,801
Municipal Finance Authority	<u>5,644</u>	<u>5,647</u>	<u>5,671</u>
Total Collections for Others	<u>46,216,119</u>	<u>43,633,202</u>	<u>48,729,228</u>
Total Tax Levies	<u>\$ 141,131,024</u>	<u>\$ 138,313,232</u>	<u>\$ 138,934,938</u>

16. Government Transfers

Government transfers recognized as revenues during the year were comprised of the following:

	2020		2019	
	Capital	Operating	Capital	Operating
Federal Gov't	\$ 543,562	\$ 375,434	\$ 269,954	\$ 653,340
Provincial Gov't	98,226	8,105,925	1,438,038	1,307,077
TransLink	68,588	1,769,914	714,413	994,798
Other	42,574	750	49,747	-
Total	\$ 752,950	\$ 10,252,023	\$ 2,472,152	\$ 2,955,215

17. Trust Funds

Certain assets have been conveyed or assigned to the City to be administered as directed by an agreement or statute. The City holds the assets for the benefit of, and stands in a fiduciary relationship, to the beneficiary. The following trusts are excluded from the City's consolidated financial statements:

	Balance Dec 31, 2019	Interest Earned	Receipts	Disbursements	Balance Dec 31, 2020
Latecomer Fees	\$ 417,999	\$ -	\$ 68,298	\$ 471,063	\$ 15,234
Cemetery Perpetual Care	1,272,913	31,189	62,908	31,189	1,335,821
Election Surplus	8,451	191	-	-	8,642
Metro Vancouver Sewer & Drainage District	1,940,609	-	1,480,887	2,687,764	733,732
TransLink	-	-	285,738	65,663	220,075
Albion Dyking District	1,837,259	579	290,021	18,106	2,109,753
	<u>\$ 5,477,231</u>	<u>\$ 31,959</u>	<u>\$ 2,187,852</u>	<u>\$ 3,273,785</u>	<u>\$ 4,423,257</u>

18. Expenses and Expenditures by Object

	Operations	Capital Acquisitions	2020 Total	2020 Budget	(Restated) 2019 Total
Goods and services	\$ 65,170,323	\$ 47,728,745	\$ 112,899,068	\$ 257,669,358	\$ 124,038,808
Wages and salaries	44,406,123	792,249	45,198,372	49,657,483	44,367,422
Interest	1,317,565	-	1,317,565	2,391,342	1,462,295
Total	<u>110,894,011</u>	<u>48,520,994</u>	<u>159,415,005</u>	<u>309,718,183</u>	<u>169,868,525</u>
Amortization expenses	23,641,391	-	23,641,391	22,622,738	21,268,133
Contributed tangible capital assets	-	21,023,012	21,023,012	20,000,000	24,889,361
Total Expenses and Expenditures	<u>\$ 134,535,402</u>	<u>\$ 69,544,005</u>	<u>\$ 204,079,407</u>	<u>\$ 352,340,921</u>	<u>\$ 216,026,019</u>

19. Budget

Budget amounts represent the Financial Plan Bylaw adopted by Council on May 12, 2020. The Financial Plan anticipated use of surpluses accumulated in previous years to balance against current year expenditures in excess of current year revenues.

The following shows how these amounts were combined:

	Financial Plan Bylaw	Financial Statement Budget
Revenue		
Taxation	\$ 94,680,030	\$ 94,680,030
User fees and other revenue	47,142,875	47,142,875
Other	60,971,547	60,971,547
Contributed subdivision infrastructure	<u>20,000,000</u>	<u>20,000,000</u>
Total Revenue	<u><u>222,794,452</u></u>	<u><u>222,794,452</u></u>
Expenses		
Protective services	44,922,846	44,922,846
Transportation services	25,615,526	25,615,526
Recreation and cultural	24,375,065	24,375,065
Water utility	17,450,962	17,450,962
Sewer utility	15,050,873	15,050,873
General Government	19,755,448	19,755,448
Planning, public health and other	<u>7,535,741</u>	<u>7,535,741</u>
Total expenses	<u><u>154,706,461</u></u>	<u><u>154,706,461</u></u>
Annual Surplus	<u><u>\$ 68,087,991</u></u>	<u><u>\$ 68,087,991</u></u>
Less:		
Capital expenditures	197,634,460	
Debt repayment	3,868,773	
Add:		
Interfund transfers	59,298,959	
Amortization	22,622,738	
Borrowing proceeds	<u>51,493,545</u>	
	<u><u>\$ -</u></u>	

20. Contractual Rights

Contributed Tangible Capital Assets

There are a number of development projects in progress throughout the City where there is a requirement for the developer to provide infrastructure to the City, such as roads, sewers, sidewalks and street lighting. The estimated fair value of the infrastructure is recognized as "contributed tangible capital assets" revenue in these consolidated financial statements when the City accepts responsibility for the infrastructure. Estimated fair value is determined at the time the assets are recognized.

21. Municipal Pension Plan

The City of Maple Ridge and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31 2019, the plan has about 213,000 active members and approximately 106,000 retired members. Active members include approximately 41,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as of December 31, 2018, indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The City of Maple Ridge paid **\$3,672,047** (2019 \$3,438,370) for employer contributions while employees contributed **\$3,087,136** (2019 \$2,876,127) to the plan in fiscal 2020.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

22. Segmented Information

The City is a diversified municipal government entity in the province of British Columbia that provides a wide range of services to its citizens. Municipal services have been segmented by grouping activities that have similar service objectives (by function) and separately disclosed in the segment report. Where certain activities cannot be attributed to a specific segment they have been reported as unallocated. The segments and the services they provide are as follows:

Protective Services

Protective Services is comprised of the Ridge Meadows RCMP detachment, the Maple Ridge Fire Department, bylaw enforcement, inspection services and emergency services. Services provided by the segment are focused on protecting the citizens of Maple Ridge.

Transportation Services

Transportation Services is comprised of Engineering, Operations, Drainage and Roads. Services provided by the segment include the construction and maintenance of transportation related infrastructure.

Recreation and Cultural

Recreation and cultural services provides library services, access to recreation facilities and maintains and operates City parks.

Water Utility

The Water Utility, in conjunction with Metro Vancouver, provides safe, clean, reliable water to the residents and businesses of the City of Maple Ridge.

Sewer Utility

The Sewer Utility collects waste water and transports it to treatment plants operated by Metro Vancouver in addition to maintaining the sanitary sewer infrastructure.

General Government

General Government provides administrative, legislative and support services for the City. Functions include financial planning and reporting, information technology, economic development and communications.

22. Segmented Information (cont'd)

Planning, Public Health and Other

This segment is comprised of Planning, Recycling, Cemetery and Social Planning. Activities include land use guidelines, development of the City's official community plan, management of the recycling contract and improving the social well-being of the community.

Unallocated

Unallocated includes revenues that cannot be directly attributed to the activities of an identified functional segment.

23. Significant Events

The global pandemic known as COVID-19 continues to bring a level of uncertainty into the global economy and continues to impact City operations. While disruption from the pandemic is expected to be temporary the full potential impact to the City cannot be estimated with certainty due to the dynamic nature of the event. The City continues to focus on service provision within the guidelines issued by public health officials, as amended from time to time, and within the financial resources available to the City.

24. Prior Period Adjustment

In 2020, the City retroactively adjusted its financial statements to reflect new information about the City's inventory of tangible capital assets and to recognize certain employee excess future benefits payments that had accumulated with the service provider and are available to use against future benefits claims.

The impact of these changes was to:

- decrease closing accumulated surplus by \$13,798,685 as follows:

	2019 Previously Reported	2019 Increase (Decrease)	2019 Restated
Opening accumulated surplus	\$1,158,703,214	\$(4,975,389)	\$1,153,727,825
Accounts receivable	16,882,073	775,465	17,657,538
Net financial assets	112,333,218	775,465	113,108,683
Tangible capital assets	1,094,315,052	(14,574,151)	1,079,740,901
Revenues	197,611,071	(8,818,671)	188,792,400
Expenses	133,156,434	4,627	133,161,061
Accumulated surplus	\$1,223,157,851	\$(13,798,685)	\$1,209,359,166

Consolidated Report of Segmented Revenue and Expenses

For the year ended December 31, 2020

	Protective Services	Transportation Services	Recreation and Cultural	Water Utility	Sewer Utility
Revenue					
Tax revenue	\$ -	\$ -	\$ -	\$ 166,483	\$ 971,285
Other revenues	5,859,426	682,932	1,063,458	18,705,492	12,713,153
Government transfers	137,521	2,289,150	614,318	-	264,826
Development revenue	71	530,119	12,102,816	107,998	734,489
Interest and investment income	-	-	-	-	-
Gaming Revenues					
Asset disposal gain(loss)	3,273	(2,561,593)	(6,735)	(245,101)	(288,674)
Contributed infrastructure	-	12,691,324	4,526,400	1,415,596	2,389,692
Total Revenue	6,000,291	13,631,932	18,300,257	20,150,468	16,784,771
Expenses					
Operating:					
Goods and services	21,300,036	4,862,635	9,039,208	11,115,734	9,694,391
Labour	17,259,262	5,823,466	6,824,859	1,551,479	468,230
Debt Servicing	7,861	-	636,026	-	-
Sub total	38,567,159	10,686,101	16,500,093	12,667,213	10,162,621
Amortization	1,786,587	11,668,271	2,697,832	2,684,357	2,737,364
Total Expenses	40,353,746	22,354,372	19,197,925	15,351,570	12,899,985
Excess (deficiency) of revenue over expenses	\$ (34,353,455)	\$ (8,722,440)	\$ (897,668)	\$ 4,798,898	\$ 3,884,786

General Government	Commercial Tower	Planning Public Health & Other	Unallocated	Total 2020 Actual	Total Budget	(Restated) Total 2019 Actual
\$ -	\$ -	\$ 2,282,223	\$ 91,494,914	\$ 94,914,905	\$ 94,680,030	\$ 90,205,710
1,765,812	1,815,714	2,827,314	-	45,433,301	47,142,875	45,678,005
7,655,408	-	43,750	-	11,004,973	12,968,552	5,427,368
315,281	-	11,137	-	13,801,911	44,089,991	15,026,277
-	-	-	5,286,485	5,286,485	2,413,004	5,636,251
-	-	-	323,738	323,738	1,500,000	1,703,170
(481)	-	-	-	(3,099,311)	-	226,258
-	-	-	-	21,023,012	20,000,000	24,889,361
<u>9,736,020</u>	<u>1,815,714</u>	<u>5,164,424</u>	<u>97,105,137</u>	<u>188,689,014</u>	<u>222,794,452</u>	<u>188,792,400</u>
4,652,346	667,934	3,838,039	-	65,170,323	80,034,898	67,039,401
9,843,562	-	2,635,265	-	44,406,123	49,657,483	43,391,232
<u>184,997</u>	<u>441,830</u>	<u>46,851</u>	<u>-</u>	<u>1,317,565</u>	<u>2,391,342</u>	<u>1,462,295</u>
14,680,905	1,109,764	6,520,155	-	110,894,011	132,083,723	111,892,928
<u>1,842,422</u>	<u>-</u>	<u>224,558</u>	<u>-</u>	<u>23,641,391</u>	<u>22,622,738</u>	<u>21,268,133</u>
<u>16,523,327</u>	<u>1,109,764</u>	<u>6,744,713</u>	<u>-</u>	<u>134,535,402</u>	<u>154,706,461</u>	<u>133,161,061</u>
<u>\$ (6,787,307)</u>	<u>\$ 705,950</u>	<u>\$ (1,580,289)</u>	<u>\$ 97,105,137</u>	<u>\$ 54,153,612</u>	<u>\$ 68,087,991</u>	<u>\$ 55,631,339</u>

Schedule of Change in Operating Accumulated Surplus
For the year ended December 31, 2020

	Actual 2020	Budget 2020	(Restated) Actual 2019
Revenue			
Taxes for municipal purposes	\$ 94,914,905	\$ 94,680,030	\$ 90,205,710
User fees and other revenues	45,433,301	47,142,875	45,678,005
Government transfers	10,252,023	3,446,265	2,955,216
Development Revenue	814,316	1,356,621	1,081,524
Interest and investment income	3,727,268	1,867,988	4,018,149
Gaming revenues	323,738	1,500,000	1,703,170
Refinancing and other gains	<u>96,614</u>	<u>-</u>	<u>6,141,470</u>
	155,562,165	149,993,779	151,783,244
Expenses			
Protective services	38,567,159	43,510,973	37,886,970
Transportation services	10,686,101	13,980,777	9,988,084
Recreation and cultural	16,500,093	22,071,087	16,926,935
Water utilities	12,667,213	14,740,619	11,552,263
Sewer utilities	10,162,621	12,329,795	9,777,038
General government	15,790,669	18,146,198	14,842,068
Public and environmental health	<u>6,520,155</u>	<u>7,304,274</u>	<u>10,919,570</u>
	110,894,011	132,083,723	111,892,928
Annual Surplus	44,668,154	17,910,056	39,890,316
Internal transfers			
Transfers to capital funds	(5,738,345)	(17,370,800)	(8,727,102)
Transfers to reserves	<u>(36,039,185)</u>	<u>(5,313,949)</u>	<u>(34,223,273)</u>
Increase (decrease) in operating accumulated surplus	2,890,624	(4,774,693)	(3,060,059)
Operating accumulated surplus-beginning of year	<u>31,132,730</u>	<u>31,132,730</u>	<u>34,192,789</u>
Operating accumulated surplus-end of year (Note 14)	<u>\$ 34,023,354</u>	<u>\$ 26,358,037</u>	<u>\$ 31,132,730</u>

Schedule of Change in Capital Funds
For the year ended December 31, 2020

	Actual 2020	Budget 2020	Actual 2019
Revenue			
Subdivision infrastructure contributions	\$ 21,023,012	\$ 20,000,000	\$ 24,889,361
Government transfers	752,950	9,522,287	2,472,152
Development fees	12,665,853	40,997,027	13,374,516
Other capital contributions	321,742	1,736,344	570,237
Disposal of land available for sale	-	-	(2,403,416)
Disposal of tangible capital assets	<u>(3,195,925)</u>	<u>-</u>	<u>(3,511,796)</u>
Total Revenue	31,567,632	72,255,658	35,391,054
Expenses			
Amortization	<u>23,641,391</u>	<u>22,622,738</u>	<u>21,268,133</u>
Total Expenses	23,641,391	22,622,738	21,268,133
Annual Surplus	7,926,241	49,632,920	14,122,921
Internal Transfers			
Transfers from revenue funds	5,738,345	17,370,800	8,727,102
Transfers from reserves	<u>14,068,906</u>	<u>59,733,203</u>	<u>34,198,741</u>
Increase in capital funds	27,733,492	126,736,923	57,048,764
Capital funds - beginning of the year	<u>1,072,349,752</u>	<u>1,072,349,752</u>	<u>1,015,300,988</u>
Capital funds - end of the year (Note 14)	\$ <u>1,100,083,244</u>	\$ <u>1,199,086,675</u>	\$ <u>1,072,349,752</u>

Schedule of Change in Reserves

For the year ended December 31, 2020

	Actual 2020	Budget 2020	Actual 2019
Revenue and Transfers			
Revenue			
Interest and investment income	\$ 1,559,217	\$ 545,016	\$ 1,618,102
Add (less)			
Internal transfers			
Transfers from revenue funds	36,039,185	5,313,949	34,223,273
Transfers to capital funds	<u>(14,068,906)</u>	<u>(59,733,203)</u>	<u>(34,198,741)</u>
Increase (decrease) in Reserved Accumulated Surplus	23,529,496	(53,874,238)	1,642,634
Reserved Accumulated Surplus - Beginning of the Year	<u>105,876,684</u>	<u>105,876,684</u>	<u>104,234,050</u>
Reserved Accumulated Surplus - End of Year (Note 14)	<u>\$ 129,406,180</u>	<u>\$ 52,002,446</u>	<u>\$ 105,876,684</u>

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Continuity Schedule of Debenture Debt

For the year ended December 31, 2020

	Date of Issue/Maturity	Bylaw/MFA	Function/Purpose	Interest Rate
Long Term Debts				
	Apr 2005/2027	6246/93	Recreation/Downtown Civic Properties	5.7 %
	Apr 2005/2027	6246/93	General Government/Downtown Office Complex	5.7 %
	Dec 2006/2026	6246/99	General Government/Downtown Office Complex	5.0 %
	Oct 2012/2027	6560/121	Protective Services/Animal Shelter	2.9 %
	Oct 2012/2037	6559/121	Public Health/Cemetery Expansion	2.9 %
	Oct 2012/2037	6679/121	Public Health/Cemetery Expansion	2.9 %
			Subtotal	
LESS:				
Sinking Funds				
	Dec 2006/2026	6246/99	General Government/Downtown Office Complex	5.0 %
	Oct 2012/2027	6560/121	Protective Services/Animal Shelter	2.9 %
	Oct 2012/2037	6559/121	Public Health/Cemetery Expansion	2.9 %
	Oct 2012/2037	6679/121	Public Health/Cemetery Expansion	2.9 %
			Subtotal	
Net Amount				

Dec 31, 2019 Balance Outstanding	New Debt Issued During the year	Principal/ Sinking Fund Payments	Sinking Fund Earnings	2020 Balance Outstanding	Interest Paid/ Earned For The Year
\$ 12,289,807	\$ -	\$ 1,390,764	\$ -	\$ 10,899,043	\$ 636,026
1,704,378	-	192,855	-	1,511,523	88,197
16,300,000	-	-	-	16,300,000	813,370
625,000	-	-	-	625,000	18,125
1,520,000	-	-	-	1,520,000	44,080
700,000	-	-	-	700,000	20,300
<u>33,139,185</u>	<u>-</u>	<u>1,583,619</u>	<u>-</u>	<u>31,555,566</u>	<u>1,620,098</u>
9,173,854	-	547,384	371,540	10,092,778	371,540
248,902	-	31,213	10,264	290,379	10,264
291,045	-	36,498	12,002	339,545	12,002
<u>134,034</u>	<u>-</u>	<u>16,808</u>	<u>5,527</u>	<u>156,369</u>	<u>5,527</u>
9,847,835	-	631,903	399,333	10,879,071	399,333
<u>\$ 23,291,350</u>	<u>\$ -</u>	<u>\$ 2,215,522</u>	<u>\$ 399,333</u>	<u>\$ 20,676,495</u>	<u>\$ 1,220,765</u>

Schedule of Tangible Capital Assets

For the year ended December 31, 2020

	Land ²	Building	Transportation Network	Storm System
Historical Cost ¹				
Opening cost	\$ 247,666,235	\$ 121,734,249	\$ 350,117,328	\$ 289,324,461
Additions	24,076,472	11,617,557	5,859,284	6,842,099
Disposals	-	(126,128)	(4,092,439)	(571,530)
	<u>271,742,707</u>	<u>133,225,678</u>	<u>351,884,173</u>	<u>295,595,030</u>
Accumulated Amortization				
Opening balance	-	52,761,879	130,003,544	69,750,451
Amortization expense	-	3,232,700	7,018,962	3,989,558
Effect of disposals	-	(125,936)	(1,875,666)	(210,845)
	<u>-</u>	<u>55,868,643</u>	<u>135,146,840</u>	<u>73,529,164</u>
Net Book Value as at December 31, 2020	<u>\$ 271,742,707</u>	<u>\$ 77,357,035</u>	<u>\$ 216,737,333</u>	<u>\$ 222,065,866</u>
Net Book Value as at December 31, 2019	\$ 247,666,235	\$ 68,972,369	\$ 220,113,788	\$ 219,574,010

¹ Historical cost includes work in progress at December 31, 2020 of **\$20,064,975** (\$36,971,312 for 2019) comprised of: Land \$631,732 (\$613,121 for 2019); Buildings \$10,259,878 (\$29,849,671 for 2019); Transportation network \$806,550 (\$777,851 for 2019); Storm system \$180,344 (\$163,785 for 2019); Fleet and equipment \$169,640 (\$527,388 for 2019); Technology \$416,509 (\$116,834 for 2019); Water system \$2,383,718 (\$1,587,256 for 2019); Sanitary system \$5,039,278 (\$3,021,387 for 2019); and Other \$177,325 (\$314,019 for 2019). Work in progress is not amortized.

² Additions to land are net of \$-Nil (\$-Nil for 2019) of land reclassified to inventory available for sale.

³ "Other" at net book value includes Furniture and Fixtures at \$1,091,973 (\$745,594 for 2019) and Structures at \$35,660,657 (\$31,858,580 for 2019)

Fleet and Equipment	Technology	Water System	Sanitary System	Other³	Total
\$ 31,423,963	\$ 13,118,304	\$ 170,535,047	\$ 188,019,151	\$ 49,505,594	\$ 1,461,444,334
2,654,911	2,240,592	5,917,395	4,880,430	5,455,266	69,544,006
<u>(356,764)</u>	<u>(131,871)</u>	<u>(441,933)</u>	<u>(533,389)</u>	<u>(41,307)</u>	<u>(6,295,361)</u>
33,722,110	15,227,025	176,010,509	192,366,192	54,919,553	1,524,692,979
14,492,604	7,699,438	38,913,661	51,180,439	16,901,416	381,703,432
1,772,695	1,141,630	2,509,346	2,678,568	1,297,932	23,641,391
<u>(314,685)</u>	<u>(130,962)</u>	<u>(196,833)</u>	<u>(212,080)</u>	<u>(32,427)</u>	<u>(3,099,434)</u>
<u>15,950,614</u>	<u>8,710,106</u>	<u>41,226,174</u>	<u>53,646,927</u>	<u>18,166,921</u>	<u>402,245,389</u>
<u>\$ 17,771,496</u>	<u>\$ 6,516,919</u>	<u>\$ 134,784,335</u>	<u>\$ 138,719,265</u>	<u>\$ 36,752,632</u>	<u>\$ 1,122,447,588</u>
\$ 16,931,359	\$ 5,418,866	\$ 131,621,386	\$ 136,838,710	\$ 32,604,180	\$ 1,079,740,901

Continuity Schedule of Reserves

For the year ended December 31, 2020

	<u>Balance</u> <u>Dec. 31, 2019</u>	<u>Interest</u> <u>Allocated</u>
Reserve Funds		
Local Improvements	\$ 2,634,001	\$ 27,125
Equipment Replacement	17,947,672	397,644
Capital Works	7,825,553	181,592
Fire Department Capital Acquisition	2,902,739	104,603
Sanitary Sewer	1,314,082	29,036
Land	<u>751,860</u>	<u>17,060</u>
Total Reserve Funds	33,375,907	757,060
Reserve Accounts		
Specific Projects - Capital	13,055,935	-
Specific Projects - Operating	7,441,715	-
Self Insurance	797,435	18,064
Police Services	10,118,279	226,391
Core Development	2,284,873	59,182
Recycling	3,505,911	87,911
Community Safety Initiatives	1,457,181	-
Building Inspections	3,470,853	78,754
Gravel Extraction	839,625	19,461
Community Works (Gas Tax)	918,291	15,292
Facility Maintenance	960,805	68,258
Snow Removal	850,061	-
Park & Recreation Improvements	158,904	-
Cemetery Maintenance	118,658	-
Infrastructure Sustainability (Town Centre Buildings)	-	-
Infrastructure Sustainability (Road Network)	4,216,204	103,475
Infrastructure Sustainability (Drainage)	2,281,112	55,733
Drainage Improvements	2,759,211	69,636
Gaming Revenues	2,733,709	-
Self Insurance (sewer utility)	160,889	-
Self Insurance (water utility)	139,244	-
Specific Projects (sewer utility)	7,405,603	-
Specific Projects (water utility)	<u>6,826,279</u>	<u>-</u>
Total Reserve Accounts	<u>72,500,777</u>	<u>802,157</u>
Total Reserves	<u>\$ 105,876,684</u>	<u>\$ 1,559,217</u>

<u>Transfers Revenue Funds</u>	<u>Transfers Capital Funds</u>	<u>Balance Dec 31, 2020</u>
\$ -	\$ -	\$ 2,661,126
3,310,070	(3,158,719)	18,496,667
3,385,199	(826,638)	10,565,706
1,574,919	(1,035,590)	3,546,671
-	(144,545)	1,198,573
-	-	768,920
<u>8,270,188</u>	<u>(5,165,492)</u>	<u>37,237,663</u>
5,732,516	(2,818,751)	15,969,700
3,816,556	-	11,258,271
(81,238)	-	734,261
2,505,673	(20,221)	12,830,122
468,148	-	2,812,203
375,359	(42,417)	3,926,764
(503,563)	(46,761)	906,857
-	-	3,549,607
32,297	-	891,383
301,264	(517,034)	717,813
44,269	(952,745)	120,587
-	-	850,061
1,835,307	2,744,391	4,738,602
45,859	-	164,517
6,280	-	6,280
3,578,834	(2,464,789)	5,433,724
890,344	(505,611)	2,721,578
1,603,164	(217,422)	4,214,589
(698,997)	(4,030)	2,030,682
4,547	-	165,436
6,504	-	145,748
4,358,219	(1,647,434)	10,116,388
<u>3,447,655</u>	<u>(2,410,590)</u>	<u>7,863,344</u>
<u>27,768,997</u>	<u>(8,903,414)</u>	<u>92,168,517</u>
<u>\$ 36,039,185</u>	<u>\$ (14,068,906)</u>	<u>\$ 129,406,180</u>

Schedule for BC Safe Restart Grant
For the year ended December 31, 2020
(unaudited)

Grant Received	
BC Safe Restart Grant	\$ 6,417,000
Application of Grant	
Lost revenue*	3,292,600
Operational adaptations**	<u>838,000</u>
Total Application	<u>\$ 4,130,600</u>
Balance Remaining	<u>\$ 2,286,400</u>

* Lost revenues are comprised of revenue shortfalls associated with the closure of City Recreation facilities and the City's share of revenues from the local gaming facility.

**Operational adaptations are comprised of expenditures incurred to facilitate remote work and meeting attendance for staff and Council, the installation of physical barriers in the workplace, increased cleaning and various other incremental costs.

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City of Maple Ridge
Financial Information Act

Schedule of Guarantee and Indemnity Agreements
for 2020

"This organization has no guarantees or indemnities under the Guarantees and Indemnities Regulation."

City of Maple Ridge
Financial Information Act

Schedule Showing the Remuneration and Expenses
Paid to or on Behalf of Each Employee
for 2020

1 Elected Officials

Remuneration includes car allowances and Acting Mayor's pay
Benefits and other compensation includes group life insurance, accidental death and disability premiums, extended health and dental premiums

Name	Position	Remuneration	Taxable Benefits & Other	Expenses
Dueck, Judy	Councillor	56,523.14	4,890.30	94.52
Duncan, Kiersten	Councillor	55,983.47	4,890.30	781.20
Meadus, Chelsa	Councillor	56,473.95	6,916.86	646.82
Morden, Michael	Mayor	131,112.12	5,414.18	80.00
Robson, Gordon	Councillor	55,618.80	4,529.40	414.20
Svendsen, Ryan	Councillor	56,168.67	354.63	921.82
Yousef, Ahmed	Councillor	55,983.46	6,916.86	841.80
Total All Elected Officials		\$ 467,863.61	\$ 33,912.53	\$ 3,780.36

2 Employees

Taxable Benefits & Other includes group life insurance and accidental death and disability premiums, car allowances, pay for performance, paid overtime and call out, premiums (shift differential, dirty work, first aid, etc...) payout of earned time for vacation and banked time. service awards, SEIB maternity payment, and service severance

Name	Job Title	Remuneration	Taxable Benefits & Other	Expenses
Albrecht, Michael	Tradesperson 2 - Plumber	85,064.19	636.83	736.80
Alijani, Arash	Site Grading Technologist	82,129.46	627.69	256.25
Andre, Colin	Network Analyst	89,217.03	1,021.34	577.80
Armour, Douglas	Assistant Fire Chief - Prevention & Operations	79,924.03	43,300.43	-
Armstrong, Fred	Manager - Corporate Communication	131,860.77	10,057.85	752.80
Balatti, Christa	Manager - Health and Wellness	129,269.56	2,905.43	723.24
Balbacal, Joselito	Maintenance Technician	76,372.81	433.20	577.80
Barrett, Kevin	Fire Training Officer	147,277.51	11,836.06	727.38
Baski, Michelle	Planner 2	105,849.29	6,874.49	380.00
Baski, Sebastian	Assistant Fire Chief - Fire Prevention & Communications	113,115.25	10,774.75	1,041.81
Bayley, Christopher	Fire Captain	129,026.70	10,178.45	-
Bean, Joshua	Fire Fighter	106,764.85	21,899.32	-
Benson, Laura	Senior Policy & Sustainability Analyst	143,963.63	3,001.31	2,688.95
Bevilacqua, Jim	Fire Captain	131,283.24	18,016.67	-
Bhandari, Anita	Manager - Integrated Talent Management	128,793.02	8,568.35	4,573.97
Billard, Aaron	Supervisor - Horticulture Arboriculture Sports Field	90,258.08	504.21	1,218.23
Boag, David	General Manager - Parks, Rec & Culture	201,786.83	16,814.66	1,408.75
Bonderud, Edward	Fire Fighter	103,144.75	9,096.48	-
Bonifazi, Marco	Fire Fighter	110,767.15	4,327.04	-
Bosma, Richard	Business Operations Coordinator	85,392.24	1,299.88	-
Bruce, Robert	Fire Fighter	110,002.44	6,630.92	-
Brummer, Russell	Manager - Business Operations	109,683.44	2,746.53	577.80
Camire, Tracy	Executive Assistant	80,416.67	2,589.41	698.81
Carmichael, Rhys	Fire Fighter	103,355.92	4,460.39	115.00
Carter, Christine	General Manager - Planning and Development	205,207.35	5,392.86	1,738.16
Christensen, Robert	Fire Captain	129,400.92	13,479.73	-
Christiansen, Mark	Tradesperson 2 - Carpenter	85,228.32	481.23	577.80
Christianson, Paula	Supervisor 2	81,451.20	460.41	997.13
Chui, Yvonne	Manager - Arts & Community Connections	128,554.75	2,963.33	681.27
Clegg, Douglas	Fire Fighter	85,806.72	11,012.00	-
Clelland, James	Assistant Fire Chief - Prevention & Emergency Program	143,963.70	4,213.49	1,553.35
Collard, Shaun	Fire Fighter	107,220.77	8,487.64	-
Collette, Chris	Equipment Operator 4a	70,688.22	6,013.86	342.00
Collette, Michelle	Environmental Technician	81,829.58	727.02	828.16
Cooke, David	Manager - Business Solutions	119,749.62	7,290.33	5,628.60
Cooper, Wendy	Planner 1	97,036.31	535.53	564.00
Cote, Glen	Supervisor 2	81,964.17	460.41	622.80
Cote-Rolvink, Stephen	Chief Building Officer	152,900.89	3,111.26	1,219.33
Cotroneo, Tony	Manager - Youth and Neighbourhood Services	119,988.07	8,721.56	580.48
Cotter, Steve	Fire Fighter	106,824.01	8,673.05	-
Cowles, Chad	Manager - Bylaws and Community Social Safety Initiatives	104,636.92	3,047.21	994.70
Crabtree, Christina	General Manager - Corporate Services	177,071.31	42,222.74	2,201.74
Cramb, Donald	Manager - Senior Recreation	18,869.53	-	93,670.29
Crapo, Ryan	Tradesperson 2 Electrical	85,228.32	10,871.50	986.58
Cratty, Jason	Equipment Operator 4a	70,672.85	10,940.50	1,356.00
Cummings, Clark	Building Inspector 1	76,604.44	435.00	1,219.33
Cummings, Travis	Fire Fighter	102,720.64	8,758.07	-
Dashti, Sanaz	Engineering Technologist 1	85,590.90	479.55	479.00
D'Auteuil, Pierre	Water System Worker	74,484.73	5,162.98	358.00
Davis, Craig	Fire Fighter	126,931.07	20,797.61	110.00
Davis, Jeffery	Fire Fighter	108,561.25	4,758.74	-
Delmonico, Jordan	Fire Fighter	106,807.86	13,573.25	-
Delmos, Eugene	Water System Operator 1	74,629.37	15,570.01	1,318.55
Denton, Darrell	Manager - Property & Risk	139,098.60	2,608.37	577.80
Dingwall, William	Manager - Utility Engineering	143,963.68	2,997.05	2,024.03
Dipalo, David	Tradesperson 2 - Mechanic	85,031.82	486.21	100.00
Dorrell, Robert	Supervisor	96,377.18	5,595.97	-
Dupley, Wendy	Director - Economic Development	145,099.17	8,673.22	2,073.95
Dyer, Robert	Trades Inspector	89,217.03	499.17	2,013.33
East, Robert	Tradesperson 2 - Carpenter	85,228.32	582.02	577.80
Eng, Michael	Traffic & Transportation Tech	97,036.31	2,046.50	1,530.60

Ettinger, Glenn	Fire Fighter	116,387.62	14,618.88	13.81
Exner, Howard	Fire Chief	163,850.24	9,868.75	2,041.80
Fiehn, Mark	Electronics Technician	76,378.40	460.25	1,067.12
Fiorini, Amanda	Executive Assistant	78,823.70	2,561.24	655.90
Foster, Mary	Fire Captain	134,851.47	5,395.69	13.81
Franklin, Steven	Fire Captain	130,106.23	23,583.91	225.00
Frederick, Petra	Community Coordinator	86,302.16	486.33	619.96
Friesen, Jesse	Fire Fighter	105,146.33	18,075.36	-
Gailling, Bruce	Process Automation Technician	78,874.22	5,630.66	1,284.57
Gaudette, Christopher	Fire Fighter	107,184.56	15,509.85	100.00
Gaunt, Amanda	Confidential Secretary	80,504.99	5,072.83	487.50
Gill, Alexandra	Crime Analyst	76,810.23	434.91	2,150.00
Gill, Paul	Chief Administrative Officer (ret)	-	163,956.00	-
Gjaltema, Michael	Superintendent - Electrical Mechanical	126,277.61	2,950.36	848.13
Goddard, Charles	Director - Planning	164,338.17	9,762.91	1,495.69
Gratzer, Franz	Supervisor 3	90,258.08	17,537.13	919.16
Grochowich, Amanda	Planner 2	101,152.27	1,206.77	918.08
Grootendorst, Arnold	Supervisor 2	78,374.88	4,228.94	582.55
Guerra, Maria	Senior Project Engineer	116,347.99	4,049.78	1,437.60
Guingcangco, Teresa	Plan Checker 2	78,824.62	5,257.56	641.53
Guy, Ronald	Engineering Inspector 3	34,136.14	44,367.92	984.02
Hamilton, Josef	Fire Fighter	90,658.29	13,223.97	-
Hampton, Warren	Fire Fighter	107,518.22	7,309.14	-
Hansen, Damon	Fire Fighter	101,988.68	1,346.69	72.00
Haydu, John	Fire Fighter	108,913.57	11,803.69	-
Hewson, Glen	Trades Inspector	89,217.03	1,697.88	1,219.33
Hopper, Clinton	Fire Captain	121,376.00	7,028.21	-
Horsman, Albert	Chief Administrative Officer	258,293.03	1,353.20	2,373.01
Howe, Stephanie	Facilities Project Coordinator	88,137.53	506.85	577.80
Howe, Steven	Fire Fighter	104,264.49	16,507.46	20.00
Irwin, George	Supervisor - Mapping and Drafting	93,013.27	516.78	-
Jonat, Cameron	Fire Fighter	114,597.26	16,609.86	-
Jones, Maureen	Manager - Police Services	119,756.63	16,069.10	587.14
Juurakko, Timo	Assistant Fire Chief - Community and Admin Services	143,963.71	11,107.21	652.80
Kabanov, Andrey	Fire Fighter	106,474.65	18,018.96	-
Kane, Sian	Coordinator - Licences and Permits	69,631.03	14,206.50	577.80
Kang, Amritpal	Engineering Technologist 1	79,023.98	5,601.41	276.00
Kelleher, Jonathan	Fire Fighter	102,809.09	9,161.62	-
Kelly, Paul	Electrical Inspector 1	89,217.03	7,688.60	577.80
Klaussner, Markus	Supervisor 2	81,770.46	1,170.41	605.80
Kopystynski, Adrian	Planner 2	105,568.43	1,485.17	696.94
Kovach, Natalie	Business Systems Analyst	97,036.34	6,390.82	4,249.30
Lackner, Andrew	Engineering Technologist	90,451.26	499.17	1,679.40
Lane, Kelly	Manager - Inspection Services	117,850.51	2,075.47	1,999.33
L'Arrivee, Michael	Building Inspector 1	89,217.05	6,390.21	1,430.92
Lavia, Anna	Senior Bylaw Compliance Officer	77,426.80	2,302.74	1,012.38
Laxton, Shannon	Accountant 3	85,590.89	606.11	1,685.00
Lazzo-Hild, Andres	Financial Analyst	85,590.89	481.11	1,780.00
Lee, Chin-Kuan	Manager - Revenue & Collections	110,174.06	3,189.49	1,456.72
Lee, Joo Young	Business Systems Analyst	97,036.33	1,361.61	1,795.00
Lewis, Michelle	Executive Director - Human Resources	172,872.12	23,263.97	8,090.71
Lim, Dong Young	System Analyst I	79,703.74	445.29	2,808.54
Livingstone, Bruce	Business Retention & Expansion	90,085.28	504.21	2,490.07
Long, Ashley	Fire Fighter	83,023.47	7,765.00	-
Loo, Thomas	Environmental Technician	82,129.46	465.75	1,202.80
Lowe, Derek	Fire Fighter	94,266.20	6,100.36	-
Macdonald, Robert	Fire Fighter	96,352.82	2,977.59	-
Maddigan, Susan	Human Resources Associate	72,359.60	4,479.31	-
Mah, Edwin	Building Inspector 1	89,217.03	3,228.22	1,219.33
Maitland, Craig	Storekeeper 2	76,378.40	1,193.95	-
Marfleet, William	Fire Fighter	106,501.63	10,347.10	125.00
Matsui, Shawn	Bylaw Compliance Officer	72,728.88	4,756.73	1,189.50
McAusland, Andrew	Facilities Operations Supervisor	90,641.68	504.21	637.80
McCullough, Samuel	Fire Fighter	81,480.14	9,526.39	110.00
McCurry, Aaron	Supervisor 2	81,991.66	10,177.42	772.70
McDougall, Malcolm	Supervisor - Horticulture Arboriculture Sports Field	90,258.08	519.66	1,481.80
McIntosh, Nicolas	Tradesperson 2 - Electrical	85,228.32	522.48	2,454.25
McKee, Christopher	Fire Captain	129,010.54	23,278.00	-
McLeod, Kirk	Engineering Inspector 3	92,500.24	8,417.89	1,037.80
McMullen, Mark	Manager - Development & Environmental Services	128,613.02	2,872.08	658.58
Melvin, Paula	Executive Assistant	80,500.80	2,711.77	-
Michaud, Dayne	Fire Fighter	104,871.07	17,799.92	-
Mickleborough, Joshua	Director - Engineering Services	99,046.08	5,267.08	9,106.53
Middleton, Christopher	Tradesperson 2 - Mechanic	86,991.86	4,601.39	115.00
Mikes, Daniela	Manager - Procurement	128,935.93	2,905.43	1,609.99
Millward, Michael	Manager - Facilities Operations	128,554.73	1,305.43	761.65
Moerman, Andrew	Electrical Inspector 1	89,217.04	12,793.11	577.80
Moore, Kelly	Fire Captain	128,858.91	8,862.03	150.00
Morin, Eric	Engineering Inspector 2	86,302.16	13,856.36	1,460.30
Morris, Darcy	Budget Analyst	78,824.62	445.29	-
Munroe, Ross	Recreation Coordinator	75,795.53	779.56	591.16
Myers, Mikaela	Marketing and Communications Coordinator	86,302.16	705.11	-
Nagra, Dhaminder	Human Resources Advisor	93,356.34	4,401.30	866.25
Nairn, Cale	Tradesperson 2 Electrical	85,228.32	11,945.80	1,093.66
Narayan, Sureshwar	Senior Analyst Programmer	97,072.45	15,211.97	2,371.97
Neufeld, Chad	Manager - Parks Planning & Operations	107,286.71	3,332.74	1,485.47
Nichols, Stephanie	Deputy Corporate Officer	107,644.67	2,207.07	-
Nikula, Matthew	Fire Fighter	111,786.15	8,563.78	-
Nolan, Catherine	Corporate Controller	152,914.62	11,796.40	1,788.70
Ogilvie, Ralph	Fire Fighter	116,439.39	3,391.47	1,000.00
Oleschak, Walter	Superintendent Roads and Fleet	129,698.45	4,095.66	1,413.48

Olivieri, Daniel	Research Technician	71,203.72	9,686.20	1,129.02
Ollenberger, Rachel	Manager - Infrastructure Development	116,750.28	10,646.38	1,264.42
Orsetti, Michelle	Director of Bylaw and Licensing Services	133,702.16	7,004.99	664.02
Ozeroff, William	Manager - Permit Services	119,749.59	2,262.63	1,416.53
Patel, Brian	Recreation Coordinator	86,302.16	3,762.39	697.80
Perkin, Kevin	Fire Captain	128,709.23	5,630.37	-
Pollock, David	General Manager - Engineering Services	205,207.32	16,998.52	2,697.96
Pope, Danielle	Director - Recreation	152,452.37	1,798.14	1,267.80
Porter, Gary	Fire Captain	144,209.93	14,617.34	-
Pym, Mike	Environmental Planner 1	97,036.33	535.53	1,281.87
Quinn, Frank	General Manager - Public Works & Development Services (ret)	-	86,847.20	-
Ramsay, Devin	Fire Fighter	96,473.25	9,283.69	-
Richmond, Valoree	Director - Parks & Facilities	144,594.70	728.13	2,719.80
Rieu, Adam	Planner 1	86,121.29	2,834.07	2,512.71
Romeo, Bradley	Engineering Technologist - Projects	79,616.18	453.00	853.80
Salsbury, Scott	Superintendent - Sewer works	129,895.02	932.71	947.14
Schmidt, Kristofer	Water System Worker	75,330.98	12,253.18	676.80
Schramm, Aaron	Supervisor 3	90,258.08	3,838.91	3,407.92
Schurer, Oliver	Business Systems Analyst	97,036.31	12,035.21	577.80
Schwaiger, Harry	Building Inspector 1	82,833.74	473.55	1,219.33
Serediuk, Sean	Manager - Infrastructure and Security Services	119,749.59	2,917.08	577.80
Seward, Adam	Fire Captain	128,496.82	16,187.19	-
Slevin, Darlene	Recreation Coordinator	86,928.81	486.33	577.80
Snow, Roy	Fire Captain	125,990.52	13,728.17	115.00
Speers, David	Recreation Coordinator	86,591.46	545.42	647.86
Spinelli, Jennifer	Plan Checker 2	78,740.75	445.29	641.53
Squires, Sherry	Manager - Labour & Employee Relations	125,812.59	3,387.04	3,217.80
St. Amand, Cameron	Fire Fighter	83,571.06	10,684.73	-
Stetin, Velimir	Engineering Technologist - Projects	89,217.03	499.17	2,241.91
Stevenson, David	Business Support Analyst	78,620.79	611.68	577.80
Stewart, Michael	Fire Training Officer	145,653.94	4,169.76	399.65
Storey, James	Director - Engineering Operations	167,929.15	9,802.76	1,228.14
Stott, Rodney	Environmental Planner 2	105,568.41	2,309.77	577.80
Stripp, Mitchell	Supervisor	97,818.16	32,857.70	1,585.17
Swift, Kelly	Special Advisor to the CAO	23,593.89	239,883.29	-
Szostek, Gail	Environmental Coordinator	97,036.31	760.53	843.37
Taylor, Adam	Fire Fighter	103,241.31	10,242.96	-
Thind, Amandeep	Network Support Specialist	97,036.31	4,665.93	577.80
Thompson, Christopher	Fire Fighter	89,406.04	10,191.93	-
Thompson, Trevor	Director - Finance	152,155.08	19,032.87	2,341.80
Tieu, Tran	Mapping & Graphics Technician	75,514.40	429.78	300.00
van der Lee, Caroline	Network Analyst	89,449.72	563.53	2,722.80
Van Dop, Michael	Deputy Fire Chief	152,900.88	6,181.68	1,786.80
van Wordragen, Therese	Planning Technician	81,529.70	465.75	-
Vanderjagt, Ryan	Fire Fighter	110,385.78	7,368.62	-
VanPelt, Craig	Groundskeeper	76,727.13	429.78	1,587.23
Varcoe, Thomas	Supervisor 2	81,545.00	864.56	755.83
Veltin, George	Tradesperson 2 - Mechanic	86,647.76	510.21	677.80
Vinje, Brock	Fire Fighter	126,119.15	17,153.63	28.00
Vinje, Bryan	Assistant Fire Chief - Training and Safety	143,963.69	8,944.18	2,439.57
Virs, Nicholas	Fire Fighter	108,677.40	16,236.74	10.77
Vogel, Michael	Computer Support Specialist	72,690.52	11,899.29	577.80
Walsh, Nichole	Supervisor	85,909.68	481.11	1,609.99
Warmerdam, Peter	Landscape Technician	75,514.39	429.78	577.80
Watson, Christopher	Labourer	72,515.07	4,759.59	314.00
Waunch, Brian	Draftsperson 2	28,633.58	55,400.39	-
Westwick, Chris	Recreation Coordinator	79,719.92	448.97	577.80
Wetherill, Michelle	Manager - Human Resources	129,693.38	3,209.69	182.97
Wicklund, Everett	Supervisor 3	87,661.99	2,211.21	891.80
Williamson, Dustin	Fire Fighter	94,704.56	10,949.61	20.00
Wilson, Davin	Superintendent - Waterworks	128,793.01	2,921.77	2,311.38
Wing, Graham	Fire Fighter	111,696.25	5,515.18	-
Zezchuk, Edward	Trades Inspector	89,217.03	577.97	1,876.43
Zosiak, Lisa	Manager - Community Planning	130,756.61	2,914.69	812.00
Subtotal		\$ 22,230,468.74	\$ 2,080,350.56	\$ 200,338.14
2 Employees below \$ 75,000				
Consolidated total of employees with remuneration less than \$75,000		\$ 14,088,708.98	\$ 596,939.04	\$ 984,907.84
Total All Employees		\$ 36,319,177.72	\$ 2,677,289.60	\$ 1,185,245.98

3 Reconciliation

Total Remuneration

	Remuneration	Taxable Benefits & Other	
Elected Officials	\$ 467,863.61	\$ 33,912.53	
Other Employees	\$ 36,319,177.72	\$ 2,677,289.60	
Subtotal	\$ 36,787,041.33	\$ 2,711,202.13	\$ 39,498,243.46

Other reconciling items

Employer portion of:	CPP	1,256,530.69
	EI	480,009.80
	Accruals	(1,708,384.21)
	WCB	575,197.29
	Pension	3,672,047.00
	Other employer costs (Medical & Dental)	1,424,727.97

Wages & Salaries per Consolidated Financial Statements,
Annual Report, Page 18

\$ 45,198,372.00

**City of Maple Ridge
Financial Information Act**

Statement of Severance Agreements for 2020

There was 1 severance agreement under which payment commenced between the City of Maple Ridge and its non-unionized employees during the fiscal year 2020

This agreement represents 3 months of compensation. *

* "Compensation" was determined based on salary and benefits

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

1) Alphabetical list of suppliers who received aggregate payments exceeding \$25,000

Supplier Name	Aggregate amount paid to supplier
0946235 BC Ltd	\$212,415.00
A&G Supply Ltd	\$52,087.81
Absolute Industrial Mechanical	\$61,411.52
Accent Glass & Locksmith	\$46,934.98
ADS Environmental Technologies	\$103,550.63
Almazhar Dry Clean Ltd	\$25,511.26
Alouette River Management Society	\$56,935.20
Alsco Linen & Uniform	\$27,797.38
Altec Industries Inc	\$166,669.44
Amazon.Ca, Inc	\$55,023.00
Amiante Environmental	\$90,594.00
Andrew Sheret Ltd	\$51,831.49
Apex Granite & Tile Inc	\$25,200.21
Aplin & Martin Consultants Ltd	\$156,878.18
Aptean Canada Corporation	\$211,126.41
Aqua Silva Resource Management	\$29,676.91
Aquatech Solutions Canada	\$26,092.50
Associated Engineering (BC) Ltd	\$198,392.23
Associated Fire Safety	\$53,059.56
Atlas Power Sweeping	\$33,867.75
ATS Traffic	\$29,642.24
AVO Vehicle Outfitting Inc	\$25,408.24
AW Fire Guard & Supplies Ltd	\$43,928.01
BA Blacktop	\$2,365,735.45
BA Blackwell & Associates Ltd	\$26,148.91
Badger Daylighting LP	\$351,249.20
Bartle & Gibson Co Ltd	\$69,698.86
BC Hydro	\$1,738,702.64
BC Municipal Safety Association	\$29,085.00
BC Plant Health Care Inc	\$104,724.50
BC SPCA	\$407,088.00
BDO Canada LLP	\$61,110.00
Bearcom Canada Corporation	\$73,538.85
Bell Mobility Inc	\$151,161.43
Black Press Group Ltd	\$68,335.03
Bob's A-Z Rentals Ltd	\$26,132.20
Boileau Electric & Pole Ltd	\$235,077.39
Brandt Tractor Ltd	\$127,361.72
Braun Geotechnical Ltd	\$51,364.49
Brenco Industries Ltd	\$33,420.80
Brett Young	\$27,776.00
C3 Mainline Inspections Inc	\$277,994.51
Calytera Software Inc	\$61,068.86
Cambie Roofing	\$34,874.95
Canada Pipe Company Ltd	\$46,193.12
Canadian Pacific Railway	\$440,430.88
CDW Canada Inc	\$172,272.38
Cedar Crest Lands (BC) Ltd	\$1,355,279.91
Centralsquare Canada Software	\$47,774.61
Centrix Control Solutions LP	\$31,360.00
Chairlines	\$30,506.01
Chandos Construction Ltd	\$3,160,569.31
Chase Office Interiors	\$134,796.41
Chroma Communications Inc	\$38,819.95
City of Pitt Meadows	\$108,322.50
Cloud9 Solutions Inc	\$76,021.31

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

Supplier Name	Aggregate amount paid to supplier
Coast Water Systems Inc	\$25,168.00
Cobing Building Solutions	\$332,672.66
Commercial Aquatic Supplies	\$82,441.88
Convergent Technologies Ltd	\$51,282.07
Conwest Contracting Ltd	\$432,714.88
Coolin, Cassandra	\$834,313.10
Co-Pilot Industries Ltd	\$27,783.00
Coronet Cyber Security	\$26,726.38
Craven Huston	\$77,349.93
Cummins Western Canada	\$41,377.54
Curtis Personalized Health	\$62,247.83
Custom Blacktop	\$160,531.88
Dams Ford Lincoln	\$29,930.20
The Davey Tree Expert Company	\$29,169.73
Dialog BC Architecture	\$32,254.42
Dobney Foundry Ltd	\$49,325.01
Double V Construction Ltd	\$5,318,856.58
Dougness Holdings Ltd	\$110,639.05
Drake Excavating	\$433,744.93
DTM Systems Corporation	\$57,688.90
Eagle West Crane & Rigging	\$36,793.26
Eecol Electric Corporation	\$214,239.70
Emco Corporation	\$32,702.20
E-Comm Emergency Communications	\$1,154,600.00
Envirochem Services Inc	\$46,203.38
ESRI Canada Limited	\$103,073.95
Falcon Equipment Ltd	\$103,293.99
Family Education & Support Centre	\$40,485.95
Fast Signs	\$28,887.22
Finning International Inc	\$41,660.02
Fitness Edge	\$65,334.65
First Truck Centre	\$35,598.85
Fort Fabrication & Welding Ltd	\$72,304.28
Fortis BC Energy Inc	\$175,152.26
Fraser City Installations Ltd	\$365,823.45
Fraser Valley Refrigeration	\$213,029.35
Fraser Valley Regional Library	\$3,048,875.00
Frazer Excavation Ltd	\$215,556.22
Fred Surridge Ltd	\$229,671.46
Geoadvice Engineering Inc	\$38,099.88
GHD Ltd	\$84,118.36
Gibson Waterworks Supply Inc	\$59,290.85
Golden Ears Alarm Systems	\$29,417.62
Golden Globe Construction Ltd	\$437,104.86
Great Northern Engineering Consultants	\$26,062.61
Greater Vancouver Sewerage & Drainage District	\$149,263.87
Greater Vancouver Water District	\$9,670,791.47
Green Landscape Experts Ltd	\$33,321.48
Gregg Distributors	\$80,582.72
Guillevin International Inc	\$162,557.18
Hain, Neil	\$77,207.00
Hallmark Facility Services Inc	\$431,087.36
Harbour International Trucks	\$186,740.96
Harris & Company	\$55,513.58
Healthline Medical Equipment	\$47,035.00

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

Supplier Name	Aggregate amount paid to supplier
Homewood Health Inc	\$29,429.45
Hub Fire Engines & Equipment	\$1,550,582.23
Hunter, Cheryl	\$44,087.88
ICBC	\$269,483.00
Iconix Waterworks LP	\$81,720.13
IDRS	\$55,340.62
Ikonic Enterprises Ltd	\$26,064.78
Image Painting & Restoration	\$168,724.50
Imaginit Technologies	\$40,781.83
Inland Kenworth Partnership	\$225,568.31
Interprovincial Traffic Services	\$182,639.52
ISL Engineering & Land Services	\$109,394.98
Island Key Computer	\$45,532.48
Jacks Automotive & Welding	\$119,429.38
Johnston Davidson	\$34,596.36
Jordair Compressors Inc	\$37,572.41
Justice Institute of BC	\$64,744.38
Kaake, Karen	\$32,589.00
Kerr Wood Leidal Associates	\$91,661.75
Lafarge Canada Inc	\$625,156.56
Leaders International Executive	\$54,567.81
Linden, Charlene	\$36,888.85
Lindsay Kenney LLP - In Trust	\$3,399,316.29
Lock-Block Ltd	\$27,132.00
Lordco Parts Ltd	\$93,737.09
Mainland Civil Site Services	\$29,096.64
Manulife Financial	\$1,307,679.26
Maple Leaf Disposal Ltd	\$193,606.35
Maple Ridge & PM Arts Council	\$721,752.88
Maple Ridge Historical Society	\$205,519.00
Marathon Surfaces Inc	\$71,717.10
Marten Timmer Excavating Ltd	\$31,160.85
McEachern Harris & Watkins	\$11,090,594.58
McElhanney Consulting Services	\$71,401.57
MDT Technical Services Inc	\$35,865.21
Mertin Chevrolet Buick GMC	\$80,921.12
Metro Motors Ltd	\$82,152.00
Microserve	\$86,331.08
Microsoft Canada Inc	\$405,620.37
Minister of Finance - Department of Transportation	\$935,806.12
Mission Contractors Ltd	\$334,447.64
Miza Architects Inc	\$190,324.83
MK Illumination Canada	\$107,914.88
Morningstar Homes Ltd	\$192,295.25
MR PM Katzie Seniors Network	\$76,406.92
Municipal Insurance Association of British Columbia	\$741,588.80
Municipal Pension Plan	\$3,673,537.49
Murphy, Amanda	\$39,005.55
Nicholson Mechanical Ltd	\$26,513.92
Noble British Columbia	\$35,108.33
North of 49 Enterprises Ltd	\$35,405.59
Nova Pole International Inc	\$70,463.68
Nustadia Recreation Inc	\$348,071.55
Ocean Pipe	\$40,995.30

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

Supplier Name	Aggregate amount paid to supplier
Onsite Engineering Ltd	\$27,987.26
Open Storage Solutions	\$37,946.72
Opus Consulting Group Ltd	\$79,565.71
Oracle Corporation Canada	\$48,638.83
Organized Crime Agency of British Columbia	\$41,256.89
Overhead Door Company	\$32,610.94
Pacific Flow Control Ltd	\$63,617.40
Paladin Technologies	\$110,426.78
Paul Bunyan Tree Services	\$36,162.00
Pedre Contractors Ltd	\$270,904.93
Perfectmind Inc	\$25,046.69
Pit Stop Portable Toilets	\$34,673.87
Pitney Works	\$47,890.22
Pomerleau Inc	\$299,057.71
Prairie Coast Equipment Inc	\$114,488.83
Prime Traffic Solutions Ltd	\$435,251.96
Progressive Fence Installation	\$25,944.65
Promix Concrete Ltd	\$35,506.62
Province of British Columbia - Employer Health Tax	\$382,374.48
Province of British Columbia - IHIT	\$622,696.10
PW Trenchless Construction Inc	\$121,012.69
Ranger Construction	\$87,116.13
RCMP - Receiver General	\$32,392.50
RCMP - Receiver General	\$20,670,174.72
Re/Max Lifestyles Realty Ltd	\$40,000.00
Receiver General - Payroll Deduction	\$1,411,843.39
RF Binnie & Associates Ltd	\$135,503.06
RG Arenas (Maple Ridge) Ltd	\$840,179.09
Ricoh Canada Inc	\$266,056.49
Ridge Meadows Search & Rescue	\$34,500.00
Ridge Meadows Seniors Society	\$216,149.75
Ridge Meadows Recycling Society	\$3,107,665.48
Road Warrior Cutting	\$25,881.06
Rocky Mountain Phoenix	\$93,407.51
Rollins Machinery Ltd	\$143,776.64
RTR Terra Contracting Ltd	\$261,752.14
Sandpiper Contracting LLP	\$943,614.71
Sanscorp Products Ltd	\$214,460.98
Sap Canada Inc	\$64,280.98
Scottish Line Painting Ltd	\$236,142.54
Seal Tec Industries Ltd	\$48,982.78
SFE Ltd	\$35,962.50
Shape Architecture Inc	\$39,605.86
Shaw Cablesystems	\$31,278.48
Simcic + Uhrich Architects	\$45,681.30
Sinco Gates & Fencing	\$59,850.00
Single Source Rentals	\$54,355.42
Skylark Management Corporation	\$33,899.68
Southern Butler Price LLP	\$25,595.85
Standard Electric BC Ltd	\$109,493.30
Stantec Consulting Ltd	\$152,964.24
Staples - Corporate Express Canada	\$87,468.26
Stellar Power & Control Solutions	\$31,391.33
Stewart Mcdannold Stuart	\$170,244.40
Strata Plan LMS Commercial	\$212,992.08

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

Supplier Name	Aggregate amount paid to supplier
Streamline Fencing Ltd	\$97,266.75
Streetwise Traffic Controllers	\$285,245.83
Suncor Energy Products	\$738,459.68
Surrey Fire Service	\$107,596.36
Swing Time Distributors Ltd	\$70,593.53
Targa Contracting Ltd	\$234,709.65
Telus	\$104,329.22
Telus Communications Company	\$34,086.98
Tempest Development Group	\$83,907.98
Tenold Transportation Ltd	\$25,904.65
Tetra Tech Canada Inc	\$91,836.90
The Get Go Inc	\$59,248.34
Thiessen, Rob	\$30,570.83
Thunderbird Plastics Ltd	\$26,040.00
Tikal Construction Ltd	\$1,079,924.52
Tirecraft	\$59,939.39
Total Power Ltd	\$126,548.52
Transtech Data Services Ltd	\$30,492.00
Triahn Enterprises (2018) Ltd	\$381,109.04
Tundra Plumbing Ltd	\$86,293.79
Turning Point	\$1,021,741.37
Turning Point Resolutions Inc	\$29,979.61
TX Contracting Ltd	\$34,125.00
Uline Canada Corporation	\$55,815.34
Unicorn Products Ltd	\$84,139.21
Urban Lumberjack Tree Services	\$47,822.30
Urban Systems	\$33,387.24
Valley Geotechnical Engineering Services	\$179,924.99
Wade And Associates Land Survey	\$32,869.20
Warrington PCI Management	\$1,120,728.67
Water Street Engineering Ltd	\$30,744.54
Westridge Security Ltd	\$446,936.05
Whitestar Property Services	\$323,888.75
Wholesale Fire & Rescue Ltd	\$31,711.35
Windmill Flooring	\$68,206.71
Wolseley Canada Inc	\$36,084.98
Wood Wyant Inc	\$41,738.39
Workers Compensation Board	\$636,276.17
WSP Canada Inc	\$139,104.80
X10 Networks	\$97,913.19
Xylem Canada Company	\$153,542.73
Yellowridge Construction Ltd	\$7,970,358.23
Zone West Enterprises Ltd	\$46,296.22
Zoom Audio Visual Networks Inc	\$239,998.08
	\$117,978,933.55

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2020

2) Consolidated total paid to suppliers who received aggregate payments of \$25,000 or less

\$	3,674,637.53
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3) Total payments to suppliers for grants and contributions exceeding \$25,000

Consolidated total of grants exceeding \$25,000	-
Consolidated total of contributions exceeding \$25,000	-
Consolidated total of all grants and contributions exceeding \$25,000	-

4) Reconciliation

Total of aggregate payments exceeding \$25,000 paid to suppliers	\$117,978,933.55
Consolidated total of payments of \$25,000 or less paid to suppliers	\$ 3,674,637.53
Consolidated total of all grants and contributions exceeding \$25,000	-
Reconciling Items	<i>Explanation below</i>
Total per Financial Statements, Expenditures & Expenses, Good & Services including Capital	\$ 112,899,068.00
Variance	\$ (8,754,503.08)

Expenditures in the statements are on an accrual basis, whereas amounts paid are on a cash basis. It is important to note that not all payments are expenditures and that not all expenditures are payments. It is not practical to reconcile to those sets of data.

TO: His Worship Mayor Michael Morden **MEETING DATE:** June 15, 2021
and Members of Council **FILE NO:** 01-0640-30-2021

FROM: Chief Administrative Officer **MEETING:** CoW

SUBJECT: RFP-PL21-16 Supply & Install of Synthetic Turf: Westview Sport Field – Award of Contract

EXECUTIVE SUMMARY:

This Award of Contract recommendation is for supply and installation of the sports field synthetic carpet as part of the planned carpet lifecycle replacement at Westview Secondary School (WSS). Five submissions were received from two firms for this project on May 14, 2021. Staff reviewed the proposals in accordance with the evaluation criteria contained within the Request for Proposal (RFP) and are recommending the best value submission for the contract.

The proposals received for the replacement are on budget and are contained within the available Turf Field Replacement Reserve. Council approval to award the contract is required for the work to proceed.

RECOMMENDATIONS:

That RFP-PL21-16 Supply & Install of Synthetic Turf: Westview Sport Field at Westview Secondary School be awarded to AstroTurf West Distributors Ltd. in the amount of \$842,000 (excluding GST); and

That the next Financial Plan Bylaw amendment include a draw of \$842,000 from the Turf Field Replacement Reserve to fund the replacement of the synthetic turf at Westview Secondary Field; and further

That the Corporate Officer be authorized to execute the contract.

DISCUSSION:

a) **Background Context:**

Westview Secondary Field was installed in 2006 and the synthetic field surface has lasted well past its expected lifespan and requires replacement to continue to provide a safe, playable surface. The field re-carpeting involves two separate work components, one for the civil work which includes removal and recycling of the old carpet, testing the drainage system and providing a level, compacted surface for the new carpet. The second work component includes

the supply and installation of the new carpet. The Lifecycle Reserve, which funds the replacement of parks and facilities infrastructure, covers the cost of the civil component of the work, while the Turf Field Replacement Reserve covers the carpet supply and installation. The synthetic turf field supply/installation was estimated at \$775,000 and the pricing received is within the industry accepted variation for this preconstruction costing.

Sports groups and School District No. 42 were consulted on the field lining. Staff have coordinated the scheduling of this work with School District No. 42 facilities staff and the project is anticipated to be complete by September 2021.

A Request for Proposal (RFP) was advertised on BC Bid on April 16, 2021 for the supply and installation of the Westview Secondary School sports field synthetic turf carpet (RFP-PL21-16) and included a shock pad underlay, the synthetic turf carpet and infill material. The proposals were evaluated using the criteria included in the RFP, with the proposal submitted by AstroTurf West Distributors Ltd. for the turf product GTQ 64mm and TPE infill providing the best value considering qualifications, experience, product performance, warranty and price.

b) Desired Outcome:

That the replacement synthetic carpet be supplied and installed for project completion by September 2021.

c) Citizen/Customer Implications:

Sports user groups will benefit from the field synthetic surface replacement which will result in significant improvements to the sports user experience including improved safety, durability and playability.

d) Business Plan/Financial Implications:

Funding for the Westview Secondary School field synthetic carpet replacement is contained within the Turf Field Replacement Reserve which has the capacity to accommodate a draw of \$842,000. This draw of \$842,000 from the Turf Field Replacement Reserve would be included in the next Financial Plan Bylaw amendment.

CONCLUSION:

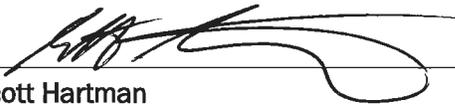
The planned lifecycle replacement of the sports field synthetic turf surface at Westview Secondary School is needed to continue to provide a safe surface for play. The project proposals received have been evaluated, have an assigned budget and are included in the staff work plans. In order for the project to proceed, staff recommend that the contract be awarded to AstroTurf West Distributors Ltd.


Prepared by: **Chad Neufeld, MBCSLA**
Manager of Parks Planning & Development


Reviewed by: **Daniela Mikes, SCMP, CRM**
 **Manager of Procurement**



Reviewed by: **Valoree Richmond, MBCSLA**
Director of Parks & Facilities



Approved by: **Scott Hartman**
General Manager, Parks, Recreation & Culture



Approved by: **Trevor Thompson, CPA, CGA**
Director of Finance



Concurrence: **Al Horsman**
Chief Administrative Officer