

City of Maple Ridge

COUNCIL MEETING AGENDA

June 28, 2022

7:00 p.m.

Virtual Online Meeting including Council Chambers

Meeting Decorum:

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

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

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

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

100 CALL TO ORDER

200 AMENDMENTS TO THE AGENDA

300 APPROVAL OF THE AGENDA

400 ADOPTION OF MINUTES

401 Minutes - June 14, 2022

500 PRESENTATIONS AT THE REQUEST OF COUNCIL

600 DELEGATIONS

601 WorkBC

Presentation by Michael Morris highlighting Work BC's services and efforts in the community and proposing collaboration and utilization of their services.

700 CONSENT AGENDA

701 **Minutes**

701.1 Development Agreements Committee:

- June 14, 2022
- June 22, 2022

702 **Reports**

702.1 Disbursements for the month ended May 31, 2022

702.2 Council Expenses

702.3 Drinking Water Quality Report 2021

703 **Correspondence**

703.1 **Protecting B.C.'s Coasts from Acidic Washwater Dumping**

Correspondence dated June 17, 2022, from Anna Bardforth, Canada Shipping Campaigner with Stand.earth, requesting support for the motion "Protecting B.C.'s Coasts from Acidic Washwater Dumping" at the September UBCM convention.

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

705 **Recommendation to Receive Items on Consent**

800 UNFINISHED BUSINESS

900 CORRESPONDENCE

1000 BYLAWS

Note: Items 1001 to 1005 are from the June 21, 2022 Public Hearing

For Third Reading

1001 **2021-323-RZ, 23348 141 Avenue**

1001.1 **Official Community Plan Amending Bylaw No. 7847-2022**

To re-designate portions of the subject property from Eco Cluster to Conservation.

1001.2 Zone Amending Bylaw No. 7774-2021

To rezone portions of the subject property from RS-3 (Single Detached Rural Residential) to R-1 (Single Detached (Low Density) Urban Residential) and R-2 (Single Detached (Medium Density) Urban Residential).

1002 2018-289-RZ, 10309 & 10337 240 Street and 10320 & 10350 Slatford Place

1002.1 Official Community Plan Amending Bylaw No. 7542-2019

To re-designate portions of the subject properties from Urban Residential to Conservation.

1002.2 Zone Amending Bylaw No. 7543-2019

To rezone portions of the subject properties from RS-2 (Single Detached Suburban Residential) and RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential).

1003 2018-458-RZ, 11310 Kingston Street

1003.1 Zone Amending Bylaw No. 7522-2018

To rezone the subject property from RS-3 (Single Detached Rural Residential) to M-3 (Business Park Industrial).

1004 2018-489-RZ, 20278 and 20292 Patterson Avenue

1004.1 Zone Amending Bylaw No. 7523-2018

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

For Third Reading and Adoption

1005 2022-159-RZ, 21973 132 Avenue

1005.1 Zone Amending Bylaw No. 7853-2022

To create a new Comprehensive Development Zone, CD-1-22, for the use of Equestrian Facility and Restaurant, and to rezone the property from LUC (Land Use Contract) to CD-1-22 (Comprehensive District).

For Adoption

1006 2017-471-RZ, 11384 207 Street, RS-1 to RT-2

Staff report dated June 28, 2022, recommending that Zone Amending Bylaw No. 7407-2017 be adopted.

1007 2018-160-RZ, 24387 110 Avenue, RS-3 to RS-1d

Staff report dated June 28, 2022, recommending that Official Community Plan Amending Bylaw No. 7625-2020 and Zone Amending Bylaw No. 7407-2017 be adopted.

1100 COMMITTEE REPORTS AND RECOMMENDATIONS

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

Planning and Development Services

1101 Cannabis Retail Store Application - 21768 Lougheed Highway

Staff report dated June 21, 2022, recommending that Council make the necessary resolution regarding Team Cannabis based upon the staff recommendations set out in this report.

1102 2019-032-CP, Lougheed Transit Corridor Area Plan and Development Permit Guidelines

Staff report dated June 21, 2022, recommending that Official Community Plan Amending Bylaw No. 7781-2021 be given second reading as amended, and forwarded to Public Hearing and that staff proceed with implementation of the Lougheed Transit Corridor Area Plan.

1103 2018-349-RZ, 21745 River Road, RS-1 to RS-1b

Staff report dated June 21, 2022, recommending that Zone Amending Bylaw No. 7503-2018 to rezone from RS-1 (Single Detached Residential) to RS-1b (Single Detached (Medium Density) Residential) to permit a future subdivision of two lots, be given second reading as amended and forwarded to Public Hearing.

**1104 2019-426-RZ, 24877, 24909, 24929, 24947, 24979, 24985, and 24989
112 Avenue, RS-3 to RM-1**

Staff report dated June 21, 2022, recommending that Official Community Plan Amending Bylaw No. 7607-2020 be given first and second reading and forwarded to Public Hearing and that Zone Amending Bylaw No. 7608-2020, as amended, to rezone from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of approximately 165 townhouse units, be given second reading and forward to Public Hearing.

1105 2021-061-RZ, 21783 Lougheed Highway, C-2 to C-7

Staff report dated June 21, 2022, recommending that Zone Amending Bylaw No. 7119-2021 and Zone Amending Bylaw No. 7721-2021, as amended, to rezone from C-2 (Community Commercial) to C-7 (Lougheed Transit Corridor Mixed-Use), to permit the future contraction of a six-storey, purpose-built rental apartment building, be given second reading and forward to Public Hearing and that Off-Street Parking and Loading Amending Bylaw No. 7860-2022, to establish a parking requirement for the new C-7 (Lougheed Transit Corridor Mixed-Use) zone be given first, second and third reading.

1106 2017-471-DVP/DP, 11384 207 Street

Staff report dated June 21, 2022, recommending that the Corporate Officer be authorized to sign and seal 2017-471-DP and 2017-471-DVP to reduce the rear yard and exterior side setbacks for the building face, porch and roof overhang.

Engineering Services

1131 Statutory Right of Way - Metro Vancouver Forcemain

Staff report dated June 21, 2022, recommending that staff commence public engagement through the Alternative Approval Process for the proposed Park Use Bylaw to permit a Metro Vancouver sanitary forcemain in Dedicated Park Land and that staff develop said Bylaw.

1132 Award of Contract ITT-EN22-19: 223 Street Road Improvements and Watermain Replacement

Staff report dated June 21, 2022, recommending that that Contract ITT-EN22-19: 223 Street Road Improvements and Watermain Replacement, be awarded to Drake Excavating (2016) Ltd. in the amount of \$802,815.00, exclusive of taxes, a construction contingency of \$80,000.00 be approved and that the Corporate officer be authorized to execute the contract.

Corporate Services

1151 Fee for Service Policy Framework

Staff report dated June 21, 2022, recommending that Policies No. 5.49 Financial Support Process and No. 5.56 Community Grants be amended, Policy No. 5.60 Fee for Services be adopted and that Policy No. 4.15 Partnership Agreements – Leases and Fee for Services Proposals be rescinded.

1152 2021 Annual Report and Statement of Financial Information

Staff report dated June 21, 2022, recommending that the 2021 Annual Report be received and that the 2021 Statement of Financial Information be approved.

Parks, Recreation and Culture

Other Committee Issues

Administration (including Fire and Police)

1300 OTHER MATTERS DEEMED EXPEDIENT

1400 PUBLIC QUESTION PERIOD

1500 MAYOR AND COUNCILLOR REPORTS

1600 NOTICES OF MOTION AND MATTERS FOR FUTURE MEETING

1700 ADJOURNMENT

PUBLIC QUESTION PERIOD

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

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

Please check our website for the latest updates on how the City is facilitating public participation in response to evolving Provincial Public Health Orders:

<https://www.mapleridge.ca/2408/COVID-19-Information>

We encourage the public to watch the video recording of the meeting via live stream or any time after the meeting via

<http://media.mapleridge.ca/Mediasite/Showcase>.

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

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

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

For more information on these opportunities contact:

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

APPROVED BY: Patrick Hlavac-Winson

DATE: June 22, 2022

PREPARED BY: Corinn Howes

DATE: June 22, 2022

CHECKED BY: _____

DATE: _____

400 ADOPTION AND RECEIPT OF MINUTES

401 Minutes of Regular and Special Council Meetings

City of Maple Ridge

COUNCIL MEETING MINUTES

June 14, 2022

The Minutes of the City Council Meeting held virtually and hosted in Council Chambers on June 14, 2022 at 7:00 p.m. at City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

<i>PRESENT</i>	<i>Appointed Staff</i>
<i>Elected Officials</i>	S. Hartman, Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	C. Crabtree, General Manager Corporate Services
Councillor C. Meadus	D. Pollock, General Manager Engineering Services
Councillor G. Robson	S. Labonne, General Manager Parks, Recreation & Culture
Councillor R. Svendsen	P. Hlavac-Winsor, General Counsel and Executive Director, Legislative Services, Acting Corporate Officer
Councillor A. Yousef	A. Nurvo, Deputy Corporate Officer
<i>ABSENT</i>	<i>Other Staff as Required</i>
Councillor K. Duncan	C. Goddard, Director of Planning
	F. Smith, Director of Engineering
	V. Richmond, Director of Parks & Facilities
	C. Nolan, Deputy Director of Finance
	L. Zosiak, Manager of Community Planning
	J. Kim, Computer Support Specialist

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

Note: Councillor Robson and Councillor Yousef participated electronically.

100 **CALL TO ORDER**

200 **AMENDMENTS TO THE AGENDA**

300 **APPROVAL OF THE AGENDA**

R/2022-CM-182

It was moved and seconded

That the agenda of the Regular Council Meeting of June 14, 2022 be adopted as circulated.

CARRIED

400 *ADOPTION AND RECEIPT OF MINUTES*

401 Minutes of the Regular Council Meeting of May 24, 2022

R/2022-CM-183

It was moved and seconded

That the minutes of the Regular Council Meeting of May 24, 2022 be adopted as circulated.

CARRIED

402 Report of Public Hearing of May 17, 2022.

R/2022-CM-184

It was moved and seconded

That the Report of Public Hearing of May 17, 2022 be adopted as circulated.

CARRIED

500 *PRESENTATIONS AT THE REQUEST OF COUNCIL - Nil*

600 *DELEGATIONS - Nil*

700 *ITEMS ON CONSENT*

701 Minutes

701.1 Meetings of the Development Agreements Committee

- May 26, 2022
- May 27, 2022
- June 8, 2022

703 Correspondence

704 Release of Items from Closed Council Status

705 Recommendation to Receive Items on Consent

R/2022-CM-185

It was moved and seconded

That items on the Consent Agenda of the June 14, 2022 Council Meeting be received into the record.

CARRIED

800 *UNFINISHED BUSINESS*

801 Draft Regional Growth Strategy Metro 2050 - Letter of Acceptance

Staff report dated June 14, 2022, with a draft, for review by Council, of a Letter of Acceptance to Metro Vancouver accepting the proposed Metro 2050 Regional Growth Strategy.

R/2022-CM-186

It was moved and seconded

That the letter of acceptance to Metro Vancouver accepting the proposed Metro 2050 Regional Growth Strategy included in the June 14, 2022 Council Meeting agenda be approved as drafted.

CARRIED
Councillor Robson Opposed

900 *CORRESPONDENCE - Nil*

1000 *BYLAWS*

Bylaws for Adoption

1001 2019-244-RZ, 12155 Edge Street

Staff report dated June 14, 2022, recommending that Housing Agreement Bylaw No. 7855-2022 be adopted and further that Zone Amending Bylaw No. 7567-2019 be adopted.

R/2022-CM-187

It was moved and seconded

That Housing Agreement Bylaw No. 7855-2022 be adopted.

CARRIED

R/2022-CM-188

It was moved and seconded

That Zone Amending Bylaw No. 7567-2019 be adopted.

CARRIED

1100 *REPORTS AND RECOMMENDATIONS*

Planning and Development Services

1101 2019-055-RZ, 11839 and 11795 267 Street, RS-3 to RS-2

Staff report dated June 7, 2022, recommending that Official Community Plan Amending Bylaw No. 7834-2022 be given first and second reading and forwarded to Public Hearing and that Zone Amending Bylaw No. 7539-2019, as amended, to rezone from RS-3 (Single Detached Rural Residential) to RS-2 (Single Detached Suburban Residential) to permit a future subdivision of approximately fifteen single-family lots, be given second reading and forwarded to Public Hearing.

R/2022-CM-189

It was moved and seconded

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. 7834-2022 on the municipal website, and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;
2. That Official Community Plan Amending Bylaw No. 7834-2022 be given first and second reading and forwarded to Public Hearing;
3. That Zone Amending Bylaw No. 7539-2019, as amended, be given second reading and forwarded to Public Hearing;
4. 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) Road dedication and upgrading to the Rural Local Road standard, on 118 Avenue and 267 Street, as required;
 - iii) Park dedication as required, including construction of walkways; and a letter confirming removal of all debris and garbage from park land;
 - iv) Consolidation of the properties;
 - v) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject properties for the proposed development;
 - vi) Registration of a Restrictive Covenant for the protection of an Agricultural Landscape Buffer adjacent to Agricultural Land Reserve lands to the west;
 - vii) Registration of a Statutory Right-of-Way plan for a municipal storm sewer;
 - viii) Registration of a Restrictive Covenant for Tree Protection;
 - ix) Registration of a Restrictive Covenant for Stormwater Management;
 - x) Registration with Fraser Health for septic disposal, and registration of a Restrictive Covenant for the protection of the septic field areas;
 - xi) Registration with the Ministry of Environment Water Protection and Sustainability Branch for water wells;
 - xii) A Professional Engineer's certification that adequate water quantity for domestic and fire protection purposes can be provided;

- xiii) In addition to the Ministry of Environment Site Disclosure Statement, 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, then a Stage 1 Site Investigation Report is required to ensure that the subject properties are not contaminated sites; and
- xiv) That a voluntary contribution be provided, in keeping with the Council Policy 6.31 with regard to Community Amenity Contributions.

CARRIED
Councillor Robson Opposed

1102 2022-036-RZ, Zone Amending Bylaw No. 7827-2022

Staff report dated June 7, 2022, recommending that Zone Amending Bylaw No. 7827-2022 to include housekeeping amendments to Maple Ridge Zone Amending Bylaw No. 7600-2019 be given first and second reading and that a Public Hearing be waived in accordance with the Local Government Act Section 464(2).

R/2022-CM-190

It was moved and seconded

1. That Zone Amending Bylaw No. 7827-2022 be given first and second reading; and further
2. That a Public Hearing for Zone Amending Bylaw No. 7827-2022 be waived in accordance with the Local Government Act Section 464(2).

CARRIED

1103 2020-413-RZ, 10366 240 Street, RS-2 to RM-1

Staff report dated June 7, 2022, recommending that Zone Amending Bylaw No. 7699-2021 to rezone from RS-2 (Single Detached Suburban Residential) to RM-1 (low Density Townhouse Residential), to permit the future construction of approximately 30 townhouse units, be given second reading and forwarded to Public Hearing.

R/2022-CM-191

It was moved and seconded

1. That Zone Amending Bylaw No. 7699-2021 be given second reading and 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) Road dedication on 240 Street, 240A Street and the Lane as required;
- iii) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject property for the proposed development;
- iv) Registration of a Restrictive Covenant for the protection of Visitor Parking;
- v) Registration of a Restrictive Covenant for Stormwater Management with a schedule describing maintenance requirements;
- vi) Removal of existing buildings;
- vii) 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.
- viii) That a voluntary contribution, in the amount of \$123,000.00 (\$4,100.00 x units), or such rate applicable at third reading of this application, be provided in keeping with the Council Policy 6.31 with regard to Community Amenity Contributions.
- ix) That a voluntary contribution under the Albion Density Bonus Program, in the amount of \$93,000.00 (\$3,100.00 x units).

CARRIED

1104 2019-244-DVP/DP, 12155 Edge Street

Staff report dated June 7, 2022, recommending that the Corporate Officer be authorized to sign and seal 2019-244-DVP to reduce setbacks for the buildings and projections, front line setback for the parkade, residential and visitor parking stalls along with short term bike parking stalls, and that the Corporate Officer be authorized to sign and seal and 2019-244-DP to permit the construction of a 209 unit apartment building.

R/2022-CM-192

It was moved and seconded

1. That the Corporate Officer be authorized to sign and seal 2019-244-DVP respecting property located at 12155 Edge Street; and further
2. That the Corporate Officer be authorized to sign and seal 2019-244-DP respecting property located at 12155 Edge Street.

CARRIED

Engineering Services

Corporate Services

Parks, Recreation & Culture

1171 Albion Community Centre Childcare Operator Lease Agreement

Staff report dated May 17, 2022, recommending that a five (5) year lease be awarded to the YMCA of Great Vancouver, including an option to renew and that the Corporate Officer be authorized to execute the contract.

R/2022-CM-193

It was moved and seconded

1. That a five (5) year lease agreement attached to the June 7, 2022, report titled "Albion Community Child Care Lease" be awarded to the YMCA of Greater Vancouver, including an option to renew for an additional two terms of five (5 years); and further,
2. That the Corporate Officer be authorized to execute the contract.

CARRIED

1172 Public Places, Parks and Recreation Facilities Regulation Bylaw No. 7854-2022

Staff report dated June 7, 2022, recommending that Public Places, Parks and Recreation Facilities Regulation Bylaw No. 7854-2022 be given first, second and third readings that that Maple Ridge Parks and Recreation facilities Regulation Bylaw No. 7085-2014 be repealed in its entirety upon adoption of the Public Places, Parks and Recreation Facilities Regulation Bylaw No. 7854-2022.

R/2022-CM-194

It was moved and seconded

That Public Places, Parks and Recreation Facilities Regulation Bylaw No. 7854-2022 be given first, second and third readings.

CARRIED

Administration

1200 STAFF REPORTS - Nil

1300 OTHER MATTERS DEEMED EXPEDIENT - Nil

1400 PUBLIC QUESTION PERIOD

There were no questions from members of the public.

1500 *MAYOR AND COUNCILLORS' REPORTS*

Council members provided their reports on activities participated in during the past few weeks.

1600 NOTICES OF MOTION AND MATTERS FOR FUTURE MEETINGS - Nil

1700 *ADJOURNMENT* – 7:39 p.m.

M. Morden, Mayor

Certified Correct

P. Hlavac-Winsor, Acting Corporate Officer

700 ITEMS ON CONSENT

701 Minutes

**CITY OF MAPLE RIDGE
DEVELOPMENT AGREEMENTS COMMITTEE**

June 14, 2022
Mayor's Office

CIRCULATED TO:

Michael Morden, Mayor
Chair

Scott Hartman, Chief Administrative Officer
Member

Patrick Hlavac-Winsor, Recording Secretary

1. 2019-244-RZ

LEGAL: Lot 305 Section 20 Township 12 New Westminster District Plan
46852

PID: 006-147-828

LOCATION: 12155 Edge Street

OWNER: Edge Street Holdings Ltd.

REQUIRED AGREEMENTS: Rezoning Service Agreement, Geotechnical Covenant,
Visitor Parking Covenant, Statutory Right-of-Way,
Stormwater Management Covenant, Tree Protection
Covenant, Housing Agreement, Sanitary Pump Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING
DOCUMENTS AS THEY RELATE TO 2019-244-RZ.

CARRIED

2. 19-119869

LEGAL: Lot 62 East Half Section 28 Township 12 New Westminster District
Plan LMP35466

PID: 023-928-905

LOCATION: 13380 McCauley Crescent

OWNER: Danielle Cabrita, Michael Kelly Ottman and Nevada Nikita Cabrita

REQUIRED AGREEMENT: Building Development Agreement

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENT AS IT RELATES TO 19-119869.

CARRIED

3. 2016-240-RZ

LEGAL: Strata Lots 1 to 13, 15 to 21, 23 to 25, 27 to 37, 30 to 72, District Lot 401, Group 1, New Westminster District Strata Plan EPS4632, and The Common Property Strata Plan EPS4632

Strata Lots 11, 12, 22, 23, 33 District Lot 401 Group 1 New Westminster District Strata Plan EPS8489 and Lot 4 District Lot 401 Group 1 New Westminster District Plan EPP65496

PID: 031-214-762, 031-214-771, 031-214-789, 031-214-797, 031-214-801, 031-214-819, 031-214-827, 031-214-835, 031-214-843, 031-214-851, 031-214-860, 031-214-878, 031-214-886, 031-214-908, 031-214-916, 031-214-924, 031-214-932, 031-214-941, 031-214-959, 031-214-967, 031-214-983, 031-214-991, 031-214-009, 031-215-025, 031-215-033, 031-215-041, 031-215-050, 031-215-068, 031-215-076, 031-215-084, 031-215-092, 031-215-106, 031-215-114, 031-215-122, 031-215-149, 031-215-157, 031-215-165, 031-215-173, 031-215-181, 031-215-190, 031-215-203, 031-215-211, 031-215-220, 031-215-238, 031-215-246, 031-215-254, 031-215-262, 031-215-271, 031-215-289, 031-215-297, 031-215-301, 031-215-319, 031-215-327, 031-215-335, 031-215-343, 031-215-351, 031-215-360, 031-215-378, 031-215-386, 031-215-394, 031-215-408, 031-215-416, 031-215-424, 031-215-432, 031-215-441, 031-215-459, 031-215-467, 031-215-475, EPS4632

EPS8489 and 301-163-641

LOCATION: 11865 227 Street

OWNER: Falcon Village Development Ltd. (Inc No. BC1106837)

REQUIRED AGREEMENTS: Covenant Modification and Release

Development Agreements Committee
June 14, 2022

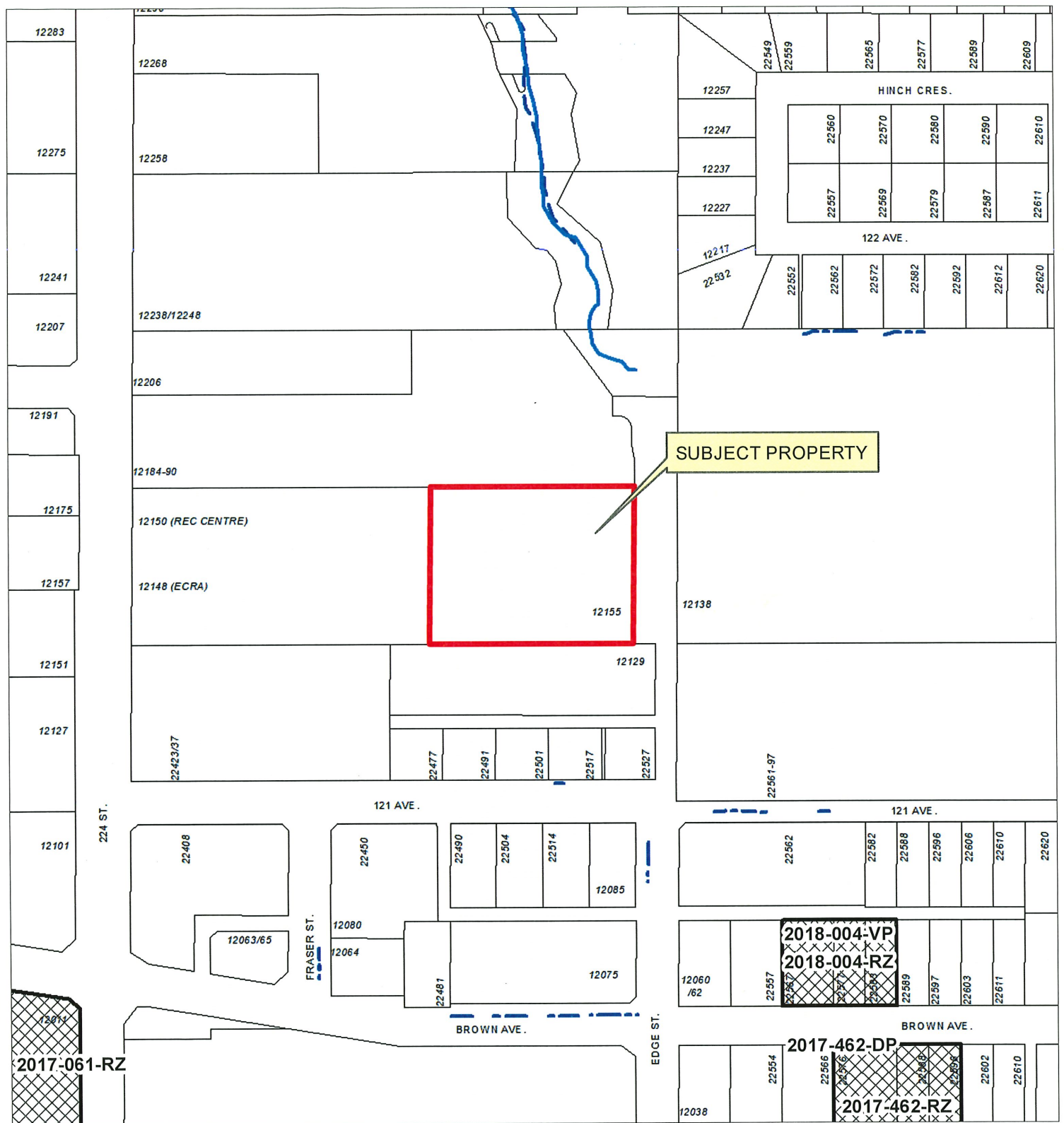
THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING
DOCUMENT AS IT RELATES TO 2016-240-RZ.

CARRIED



Michael Morden, Mayor
Chair

Scott Hartman, Chief Administrative Officer
Member



Scale: 1:2,500

Legend

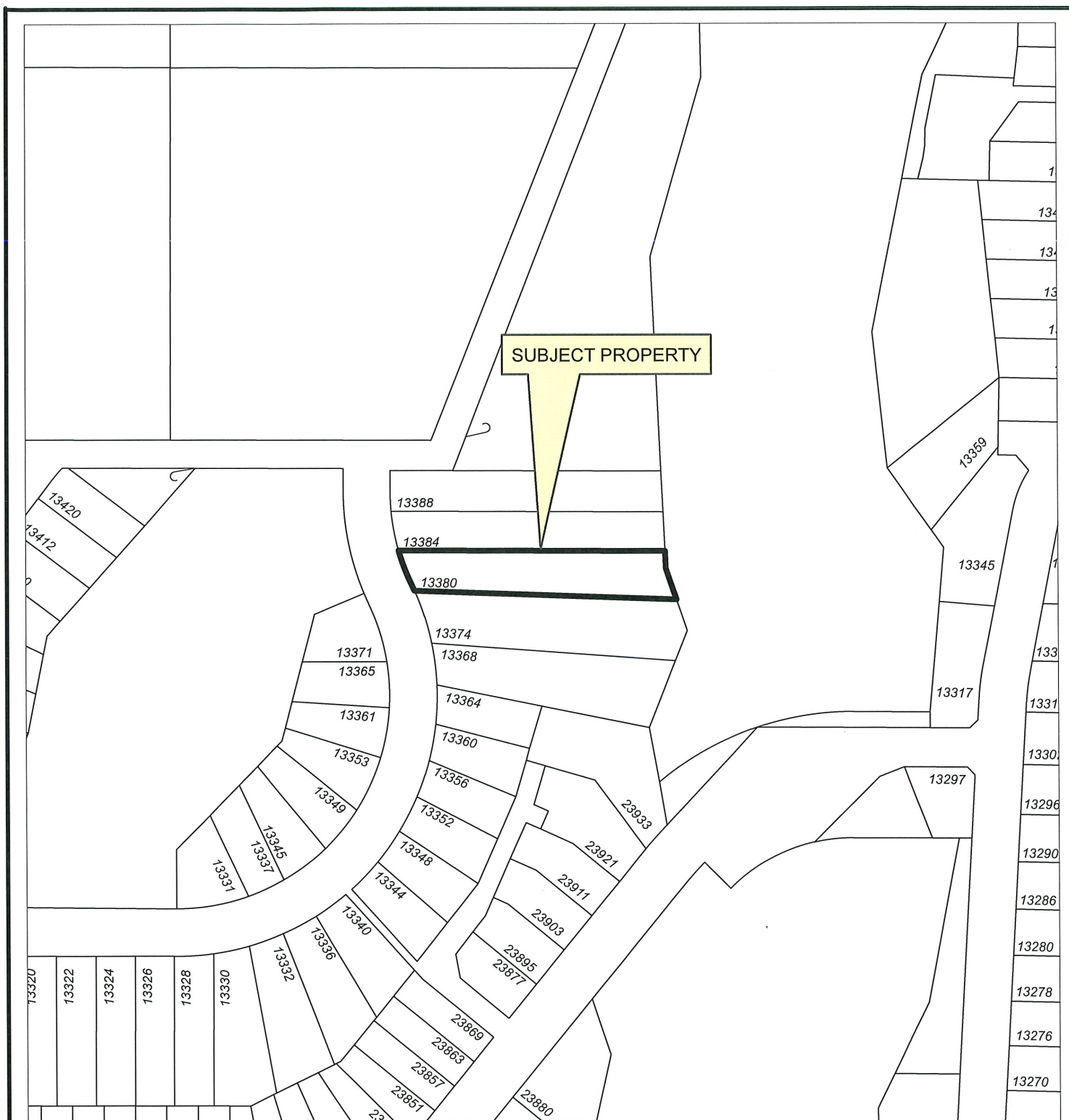
- Stream
- Ditch Centreline
- Indefinite Creek
- XXXXXX Active Applications (RZ/SD/DP/VP)

12155 EDGE STREET

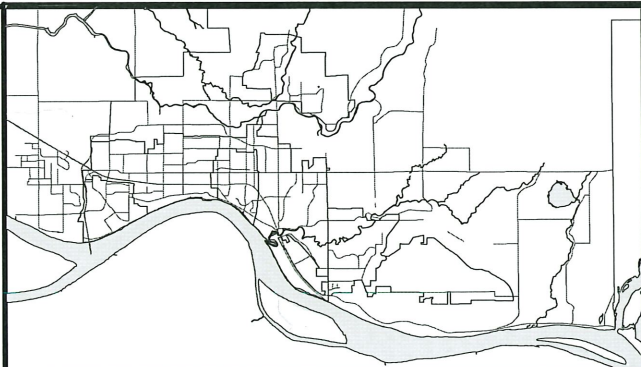


FILE: 2019-244-RZ
DATE: Jul 5, 2019

BY: DT



Scale: 1:2,000



13380 MCCAULEY CRES.

LICENCES, PERMITS & BYLAWS DEPT.



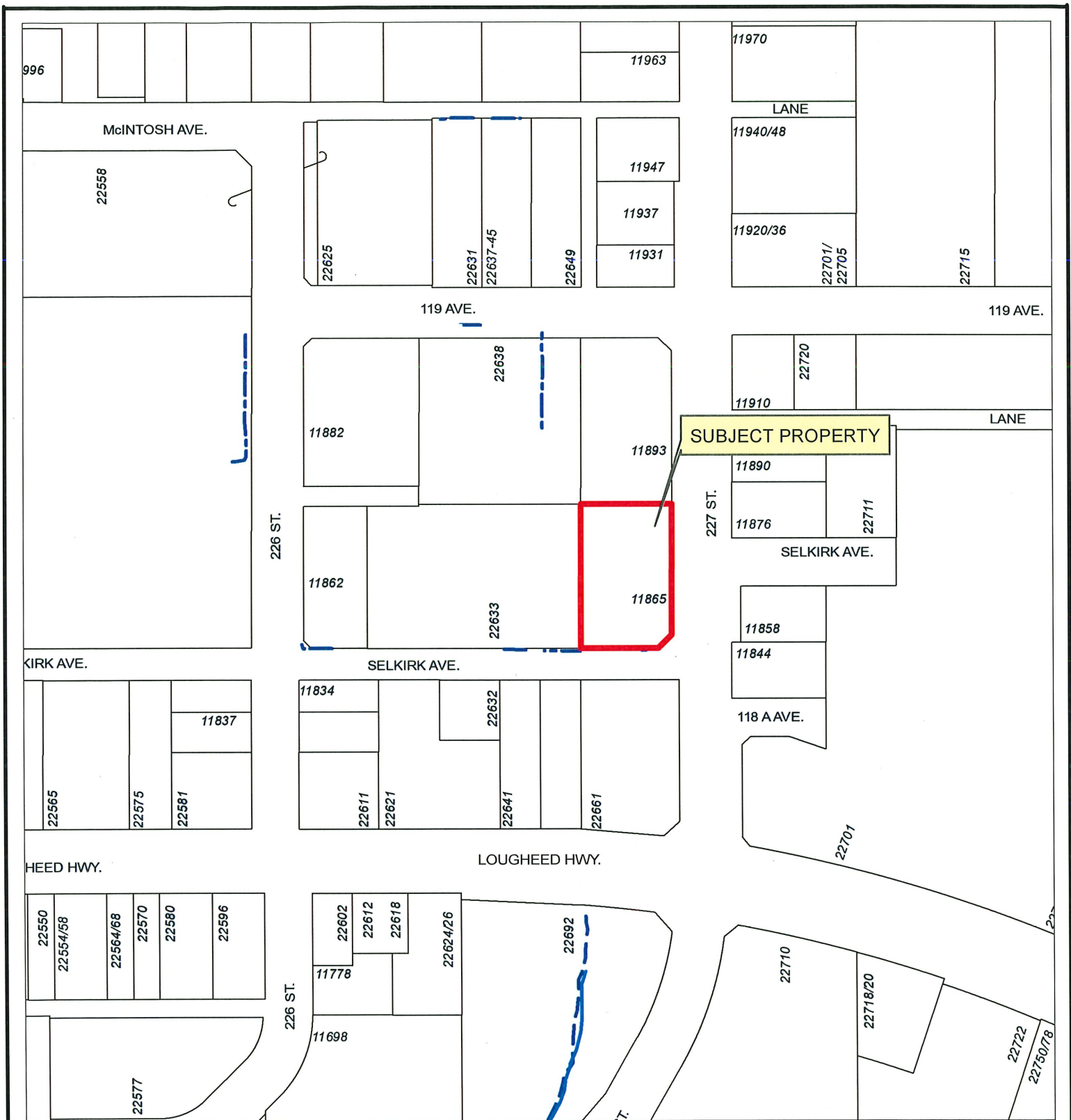
MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: Subject Map
DATE: Jun 9, 2022

BY: RA



Scale: 1:2,000

Legend

- Stream
- - - Ditch Centreline
- - - . Indefinite Creek

11865 227 STREET



FILE: 2017-500-DP
DATE: Jan 2, 2018

BY: DT

CITY OF MAPLE RIDGE
DEVELOPMENT AGREEMENTS COMMITTEE

June 22, 2022
Mayor's Office

CIRCULATED TO:

Michael Morden, Mayor
Chair

Scott Hartman, Chief Administrative Officer
Member

Patrick Hlavac-Winsor, Recording Secretary

1. 22-106533-BG

LEGAL:	Lot 8 Section 16 Township 12 New Westminster District Plan LMP31331
PID:	023-651-989
LOCATION:	23889 114A Avenue
OWNER:	Matthew T. Suddaby
REQUIRED AGREEMENTS:	Release of No-Suite Covenant

THAT THE MAYOR AND CORPORATE OFFICER BE AUTHORIZED TO SIGN AND SEAL THE PRECEDING DOCUMENTS AS THEY RELATE TO 22-106533-BG.

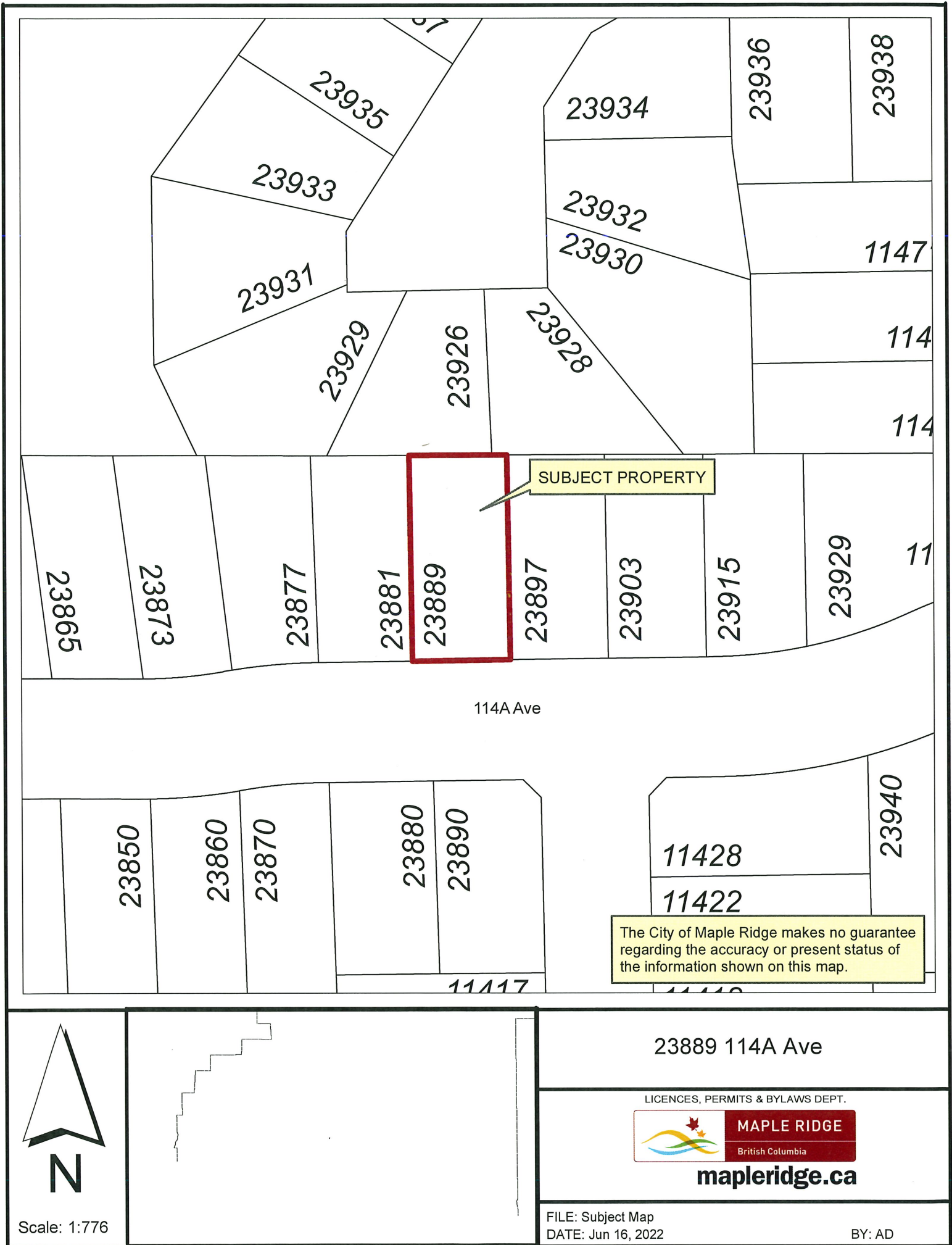
CARRIED



Michael Morden, Mayor
Chair



Scott Hartman, Chief Administrative Officer
Member



702 Reports

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Disbursements for the month ended May 31, 2022

MEETING DATE: June 28, 2022
FILE NO: 05-1630-01-2022
MEETING: Council

EXECUTIVE SUMMARY:

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

RECOMMENDATION:

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

GENERAL	\$	7,603,835
PAYROLL	\$	2,160,509
PURCHASE CARD	\$	<u>150,089</u>
	\$	<u>9,914,433</u>

DISCUSSION:

a) Background Context:

The adoption of the Five Year Consolidated Financial Plan has appropriated funds and provided authorization for expenditures to deliver municipal services. All disbursements are subjected to the appropriate approvals through the City's Purchasing Policy.

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

b) Citizen/Customer Implications:

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

c) Business Plan/Financial Implications:

Highlights of larger items included in Financial Plan or Council Resolution

• BC Hydro – Electricity	\$	135,792
• City of Pitt Meadows – Maple Ridge drainage/diking contribution	\$	291,700
• Eurovia British Columbia - 232 St & 116 Ave multi use path	\$	160,509
• GPM Civil Contracting Inc - Silver Valley gathering place	\$	211,658
• Greater Vancouver Water District - Water consumption	\$	561,954
• Ridge Meadows Recycling Society - Monthly contract for recycling	\$	285,302
• Suttle Recreation Inc - Supply & install playground (Albion park)	\$	189,694

d) Policy Implications:

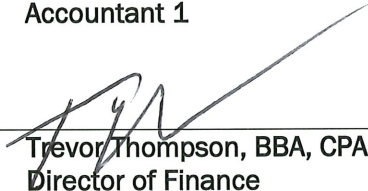
Corporate governance practice includes reporting the disbursements to Council monthly.

CONCLUSION:

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



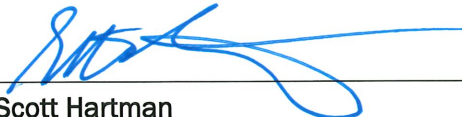
Prepared by: **Trevor Hansvall, CPA**
Accountant 1



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



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



Concurrence: **Scott Hartman**
Chief Administrative Officer

CITY OF MAPLE RIDGE
MONTHLY DISBURSEMENTS - May 2022

<u>VENDOR NAME</u>	<u>DESCRIPTION OF PAYMENT</u>	<u>AMOUNT</u>
1075754 BC Ltd	Security refund	394,679
677560 BC Ltd	Security refund	21,610
Associated Engineering (BC) Ltd	225 St forcemain upgrade	37,785
Badger Daylighting Lp	Hydro-excavation (multiple locations)	35,305
BC Hydro	Electricity	135,792
BC SPCA	Contract payment	33,924
CUPE Local 622	Union dues	39,209
Cambie Roofing	Roof replacement (Ridge Meadows Senior Society)	42,000
CDW Canada Inc	Software maintenance	49,716
City of Nanaimo	Firefighter courses/training	15,829
City of Pitt Meadows	Maple Ridge drainage/diking contribution	291,700
Clearcable Inc	Connected Community Strategy	18,200
Davey Tree Expert Co	Roadside brush chipping	25,077
DS Tactical	Firefighter equipment	15,157
Eurovia British Columbia	232 St road improvements & 116 Ave multi use path	160,509
Florwest Developments	Security refund	360,040
Fortis BC	Natural Gas	25,130
Fred Surridge Ltd	Waterworks supplies	21,266
Global Industrial Canada	Furniture (Albion Community Centre)	45,162
Golden Ears Alarm Systems	Security maintenance	16,413
GPM Civil Contracting Inc	Silver Valley gathering place	211,658
Greater Vancouver Water District	Water consumption	561,954
Hallmark Facility Services Inc	Janitorial services & supplies	36,797
IDRS	Tax notice mailing	30,576
Image Painting & Restoration	Painting & restoration services	16,800
ISL Engineering & Land Services	Drainage upgrade program	33,664
Lafarge Canada Inc	Roadworks materials	17,407
Lit Aquatics Ltd	Aquatics partner program	26,170
Manulife Financial	Employer/employee remittance	207,300
Maple Leaf Disposal Ltd	Refuse container and litter collection	22,924
Maple Ridge & PM Arts Council	Arts Centre contract	59,822
	Program revenue	52,500
	Deposit for seasonal lighting display (Glow 2022)	31,822
MK Illumination Canada West In	Equipment maintenance	17,945
Morfco Supplies Ltd	Tax refund	18,620
MR Landmark 2000 Centre Ltd	Insurance deductibles	26,113
Municipal Insurance Association	Employer/employee remittance	835,555
Municipal Pension Plan BC	Street pole inventory	50,624
Nova Pole International	Security refund	19,161
Pav Rahra Personal Real Estate Corporation	Traffic control	39,558
Prime Traffic Solutions Ltd	Design - 232 St (Dewdney- 116 Ave)	19,540
RF Binnie & Associates Ltd	Professional fees	20,764
RC Strategies Inc	Employer/employee remittance	1,617,082
Receiver General For Canada	Ice rentals	72,248
RG Arenas (Maple Ridge) Ltd	2021 share of commodities profit/loss	78,186
Ridge Meadows Recycling Society	Monthly contract for recycling	285,302
		363,488

<u>VENDOR NAME</u>	<u>DESCRIPTION OF PAYMENT</u>	<u>AMOUNT</u>
Skylark Management Corporation	Tree replacements	35,836
Smith, Fraser	Professional fees	29,400
Strata Plan LMS Commercial	Panorama strata fees	18,423
Suncor Energy Products	Gasoline & diesel fuel	78,254
Suttle Recreation Inc	Supply & install playground (Albion park)	189,694
Thunderbird Plastics Ltd	5000 15L Recycling box containers	29,064
Urban Lumberjack Tree Services	Roadside brush and chipping	23,890
Warrington PCI Management	Tower common costs/building envelope work	118,303
Waterbeek, Willard & Annette	Security refund	15,000
Westridge Security Ltd	Community patrols & static guard service	15,352
Whitestar Property Services	Parks mowing & trimming + light landscape	24,075
WSP Canada Inc	Design fees (240 St -Granite Way)	32,920
Young, Anderson - Barristers	Professional fees	21,086
Disbursements In Excess \$15,000		6,825,891
Disbursements Under \$15,000		777,944
Total Payee Disbursements		7,603,835
Payroll	PP22/09 & PP22/10	2,160,509
Purchase Cards - Payment		150,089
Total Disbursements May 2022		9,914,433

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

MEETING DATE: June 28, 2022
FILE NO: 05-1880-20-2022
MEETING: Council

EXECUTIVE SUMMARY:

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

RECOMMENDATION:
For information.

DISCUSSION:

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


Prepared by: Trevor Hansvall, CPA
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


Concurrence: Scott Hartman
Chief Administrative Officer

Attachment: 2022 Council Expenses

Month of Event	Reason for expense	Conferences & Seminars	Community Events	Cell Phones / iPads	Totals
Dueck, Judy					
January	Portable electronic device charges (e.g. IPad)			5.35	
February	Portable electronic device charges (e.g. IPad)			5.35	
March	Portable electronic device charges (e.g. IPad)			5.35	
April	Portable electronic device charges (e.g. IPad)			5.35	
May	Portable electronic device charges (e.g. IPad)			5.35	
		-	-	26.75	26.75
Duncan, Kiersten					
January	Cell phone charges			48.15	
	Portable electronic device charges (e.g. IPad)			5.35	
February	Cell phone charges			48.15	
	Portable electronic device charges (e.g. IPad)			5.35	
March	Cell phone charges			48.15	
	Portable electronic device charges (e.g. IPad)			5.35	
April	Cell phone charges			48.15	
	Portable electronic device charges (e.g. IPad)			5.35	
May	Cell phone charges			48.15	
	Portable electronic device charges (e.g. IPad)			5.35	
		-	-	267.50	267.50
Meadus, Chelsea					
January	Portable electronic device charges (e.g. IPad)			5.35	
February	Portable electronic device charges (e.g. IPad)			5.35	
March	Portable electronic device charges (e.g. IPad)			5.35	
April	Portable electronic device charges (e.g. IPad)			5.35	
May	Portable electronic device charges (e.g. IPad)			5.35	
		-	-	26.75	26.75
Morden, Mike					
January					
February					
March	2021 Business Excellence Awards Gala		115.00		
September	2022 Union of BC Municipalities Convention	211.64			
		211.64	115.00	-	326.64

Month of Event	Reason for expense	Conferences & Seminars	Community Events	Cell Phones / iPads	Totals
Robson, Gordy					
January	Portable electronic device charges (e.g. IPad)			26.75	
February	Portable electronic device charges (e.g. IPad)			5.35	
March	Portable electronic device charges (e.g. IPad)			5.35	
April	Portable electronic device charges (e.g. IPad)			26.75	
May	Portable electronic device charges (e.g. IPad)			5.35	
		-	-	69.55	69.55
Svensen, Ryan					
January	Portable electronic device charges (e.g. IPad)			5.35	
February	Portable electronic device charges (e.g. IPad)			5.35	
March	Portable electronic device charges (e.g. IPad)			5.35	
April	Portable electronic device charges (e.g. IPad)			5.35	
May	Portable electronic device charges (e.g. IPad)			5.35	
		-	-	26.75	26.75
Yousef, Ahmed					
January	Portable electronic device charges (e.g. IPad)			5.35	
February	Portable electronic device charges (e.g. IPad)			5.35	
March	Portable electronic device charges (e.g. IPad)			5.35	
	2021 Business Excellence Awards Gala		115.00		
April	Portable electronic device charges (e.g. IPad)			5.35	
May	Maple Ridge Community Foundation Dinner		133.23		
	Portable electronic device charges (e.g. IPad)			5.35	
		-	248.23	26.75	274.98
TOTALS		211.64	363.23	444.05	1,018.92

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: June 28, 2022

FILE NO: 11-5600-05

FROM: Chief Administrative Officer

MEETING: Council

SUBJECT: Drinking Water Quality Report 2021

EXECUTIVE SUMMARY:

The City of Maple Ridge (City) operates a Municipal Water Utility under permit by the Fraser Health Authority (FHA) that requires an annual report be prepared and submitted to the FHA, and made available to the public.

The attached "Drinking Water Quality Report 2021" includes an outline of the regulatory framework, water quality monitoring data for 2021, and explanatory comments on the data. A copy of the report will be available at the public library, City Hall, and on the City's website.

In 2021, water quality within the City's municipal water distribution system met the standards detailed in the *BC Drinking Water Protection Regulation* as well as Health Canada's recommendations for drinking water quality, with the exception of temperature. The summer increase in temperature is in a similar range to the drinking water leaving the Coquitlam Lake Treatment Plant. This annual summer increase is above Health Canada's target of 15°C and is typically experienced by other regional municipalities as well.

RECOMMENDATION:

This report is submitted for information.

DISCUSSION:

a) Background Context:

The City operates a Municipal Water Utility under the provisions of the Local Government Act and under permit by the Provincial Ministry of Health - Fraser Health Authority (FHA). The FHA administers the Provincial Drinking Water Protection Regulation, which stipulates Provincial drinking water quality requirements.

The City, as a distributor and purveyor of drinking water, is reliant on the Greater Vancouver Water District (GVWD) for source water quality control. While Coquitlam Lake is the primary source of water delivered to Maple Ridge, the GVWD can supply Maple Ridge with water from Seymour and Capilano Lakes in the event of disruptions at Coquitlam Lake.

The City's drinking water system operating permit requires the City to maintain a water quality monitoring program and provide an annual report of monitoring results to the FHA and the public. While the monitoring program provides an indication of drinking water quality within the municipal system, it does not provide information on drinking water quality within buildings, where water quality can change due to pipe materials, standing times, temperature, and other factors. Samples taken within buildings may be of different quality than those taken from municipal mains. The FHA has jurisdiction for testing/verifying water quality on private property.

In 2021, samples from 23 locations in the distribution system were taken weekly and analyzed by Metro Vancouver's laboratory staff. Test results were communicated to the Engineering Services Division as well as the FHA for review. In 2021, no samples tested positive for E. coli, and no samples exceeded the *BC Drinking Water Protection Regulation* microbiological standard of 10 total coliforms per 100mL.

In monitoring physiochemical drinking water quality parameters, the City follows the *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members* and compares laboratory results to Health Canada's recommendations for drinking water quality. In 2021, City water did not exceed limits recommended by Health Canada, with the exception of temperature, which was in a similar range to the temperature of treated drinking water leaving the Coquitlam Lake Treatment Plant.

b) Strategic Alignment:

Community Safety

The City strives to provide businesses and residents with clean, safe drinking water. A foundational activity for achieving this goal is the routine monitoring of drinking water in the City's distribution system. The Annual Drinking Water Quality Report documents this monitoring program.

Inter-Government Relations

Council's Strategic Plan directs the City to continue building strong relationships with the region and other levels of government. The City currently benefits from good working relationships with the GVWD and FHA in the cooperative provision of quality drinking water. The annual monitoring program and report facilitates this effective relationship.

Community Pride and Spirit

The Annual Drinking Water Quality report is made available to the public at the public library, City Hall, and on the City's website. This allows the public to participate in knowledge regarding the quality of drinking water distributed by the City.

c) Citizen/Customer Implications:

The annual reporting of drinking water quality provides citizens and customers with insight into the quality of drinking water received from the City.

d) Interdepartmental Implications:

As part of the Engineering Services Division, the Engineering and Engineering Operations Departments collaborate in the Water Utility's planning, management, operation, maintenance and water quality reporting to meet water quality objectives.

e) Policy Implications:

Reporting on the quality of the City's drinking water aligns with the City's Communication Policy.

CONCLUSION:

The City monitored drinking water quality in 2021 in accordance with Provincial mandate and the *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members*. Testing indicated that all samples met *BC Drinking Water Protection Regulation* standards and did not exceed Health Canada guidelines with the exception of temperature.

The "Drinking Water Quality Report 2021" documents the water quality monitoring program and test results. The document was prepared in accordance with Fraser Health Authority requirements and will be available to the public.


Prepared by: **Joe Dingwall, P.Eng.**
Manager of Utility Engineering


Reviewed by: **Forrest Smith, P.Eng.**
Director of Engineering


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


Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:

- (A) Drinking Water Quality Report 2021



CITY OF MAPLE RIDGE DRINKING WATER QUALITY REPORT 2021



May 2022

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List of Abbreviations

°C	=	degree Celsius
CFU	=	colony-forming unit
Cl ₂	=	chlorine
E. coli	=	Escherichia coli
g	=	gram
HAA	=	haloacetic acid
HPC	=	heterotrophic plate count
L	=	liter
LA	=	Laboratory Accident
MF	=	membrane filtration
mg	=	milligram
mL	=	milliliter
NA	=	Not Available
NTU	=	Nephelometric Turbidity Units
ppb	=	parts per billion
THM	=	trihalomethane
µg	=	microgram

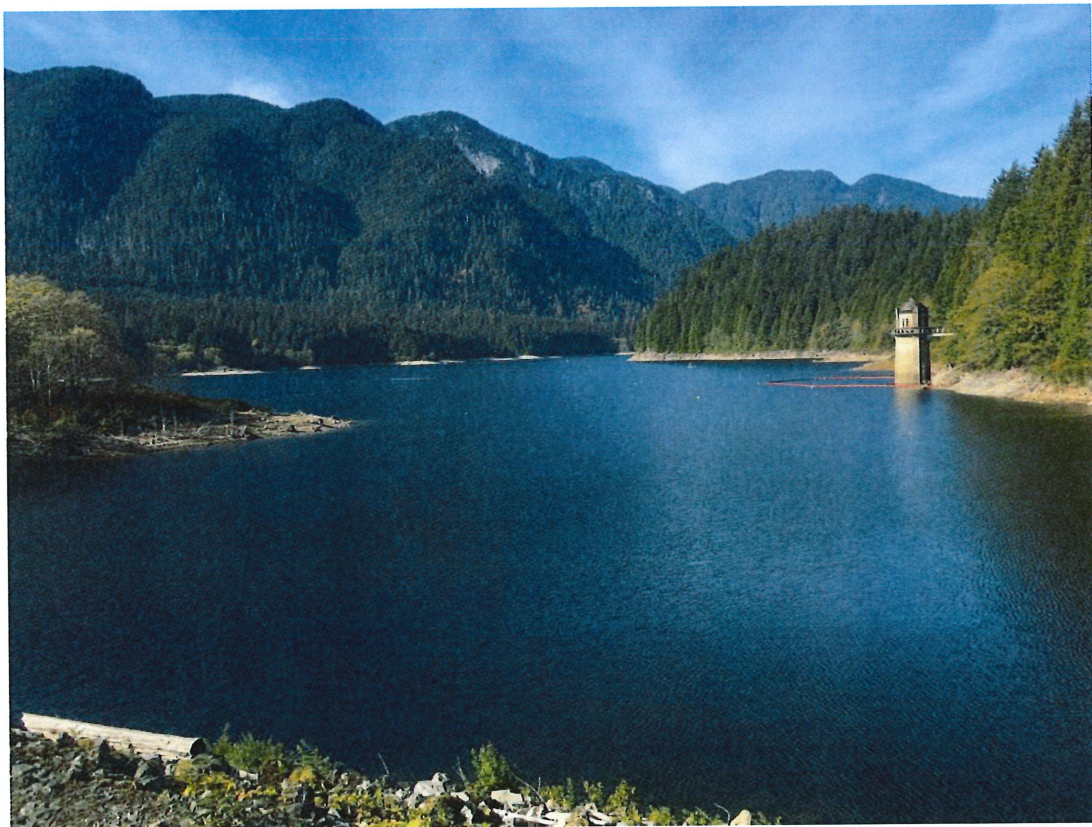
Executive Summary

The City of Maple Ridge is a distributor of drinking water that is supplied and treated by Metro Vancouver from its Coquitlam Lake source. In 2021, the City distributed water to approximately 90,000 people. In accordance with the requirements of the *BC Drinking Water Protection Regulation*, the City monitors drinking water quality by sending weekly samples from 23 locations in the distribution system to a laboratory for analysis. Laboratory test results are reported back to the City and the Fraser Health Authority and are documented in this annual report.

In 2021, the City's drinking water met all regulatory requirements for biological indicators set out in the *BC Drinking Water Protection Regulation*:

- No samples tested positive for *E. coli*
- For each 30-day period, over 90% of samples had 0 total coliform per 100mL, and no sample had more than 10 total coliform per 100mL

For physiochemical drinking water quality parameters, the City's water did not exceed any maximum limits recommended by Health Canada, with the exception of temperature, which was in a similar range to the temperature of treated drinking water leaving the Coquitlam Lake Treatment Plant.



Coquitlam Lake (Source Water for Maple Ridge)

1.0 Introduction

The main legislations governing the provision of drinking water in British Columbia are the *BC Drinking Water Protection Act* and the *BC Drinking Water Protection Regulation*. The BC Ministry of Health is responsible for the administration of these laws and local health authorities are responsible for their implementation. The Greater Vancouver Water District (Metro Vancouver) and the City of Maple Ridge (City) supply and distribute drinking water in compliance with this Provincial legislation (Figure 1).

Under the *BC Drinking Water Protection Act and Regulation*, the City has several obligations, including the following:

- Operating under permit issued by the Fraser Health Authority
- Obtaining Fraser Health permits prior to constructing or altering the City’s existing water system
- Ensuring water system operators are appropriately certified under the Environmental Operators Certification Program
- Collecting and submitting water samples to an approved laboratory
- Maintaining an emergency response plan
- Immediately notifying Fraser Health of possible threats to the drinking water system
- Publicizing water quality monitoring test results

This report fulfills the City’s obligation to publicize water quality monitoring test results for 2021.

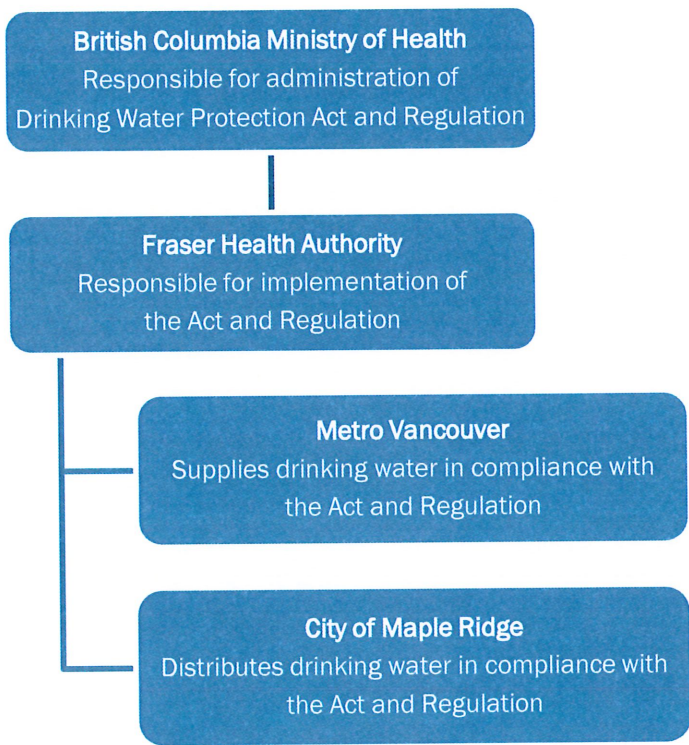


Figure 1: Government Roles in relation to the BC Drinking Water Protection Act and Regulation

2.0 Water Supply and Distribution

Metro Vancouver provides the City of Maple Ridge with treated drinking water from Coquitlam Lake. Treated drinking water is transported from Coquitlam Lake through large diameter Metro Vancouver water mains over a distance of approximately 20km to Maple Ridge (Figure 2). The City then distributes the water to businesses and residents through a network of water mains. The City's water distribution infrastructure includes over 400 km of water mains, 8 pump stations and 12 storage tanks. The municipality also maintains re-chlorination units to boost residual chlorine levels within the distribution system.

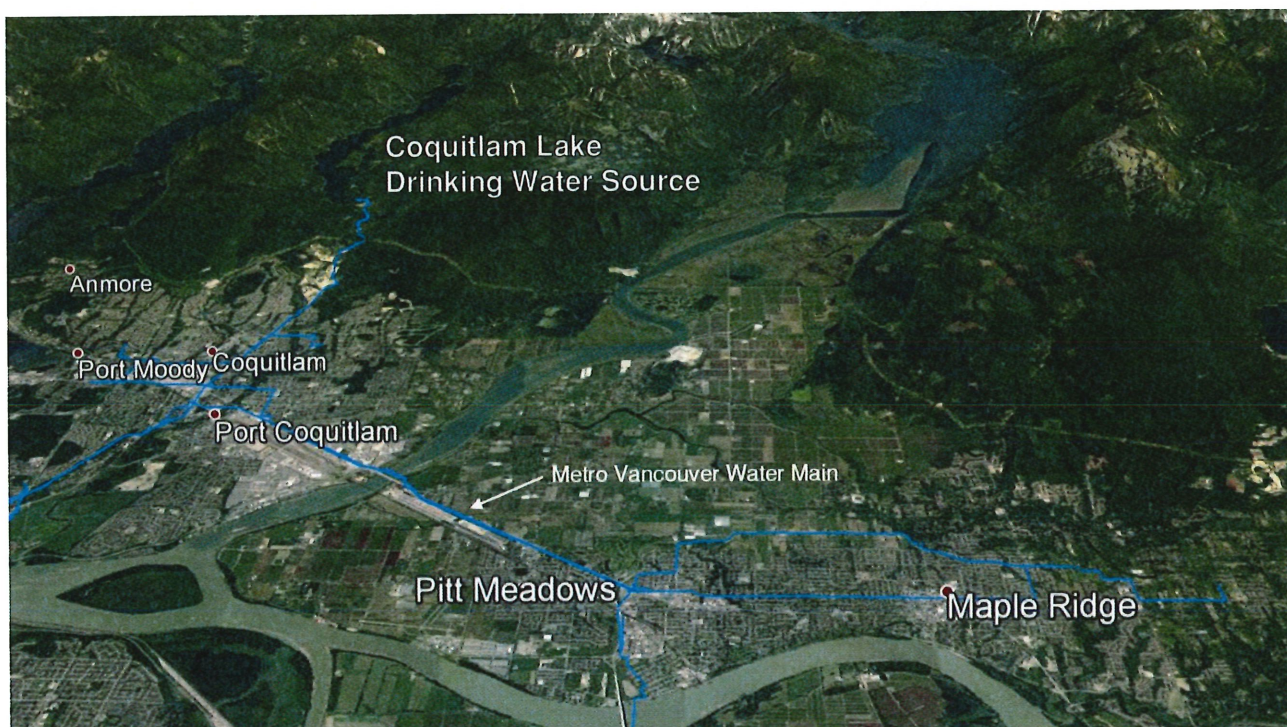


Figure 2: Regional Water Supply System (source: Metro Vancouver and Google Earth)

3.0 Multi-Barrier Approach to Safe Drinking Water

Metro Vancouver and Maple Ridge implement a “Multi-Barrier Approach” to achieving clean, safe drinking water. The approach involves systems, processes and procedures that collectively reduce the risk of drinking water contamination. These include source water protection and monitoring, effective treatment, distribution system operation and maintenance, water quality monitoring, and planned responses to potential contamination.

3.1 Source Water Protection and Monitoring

Metro Vancouver protects source waters by preventing access and development in the Coquitlam Lake watershed (Figure 3). Metro Vancouver has also taken steps to minimize the erosion of soil that could be carried into Coquitlam Lake by deactivating old roads, stabilizing slopes and revegetating disturbed areas. Water quality at Coquitlam Lake is monitored at frequencies ranging from daily to annually. Total coliform, E. coli (bacteria) and turbidity (water clarity) are monitored daily. Higher levels of turbidity can trigger adjustments to the treatment process or even a switch to a different supply reservoir (Metro Vancouver has the ability to convey water from its Seymour/Capilano watersheds to Maple Ridge in the event of a service disruption at the Coquitlam source).

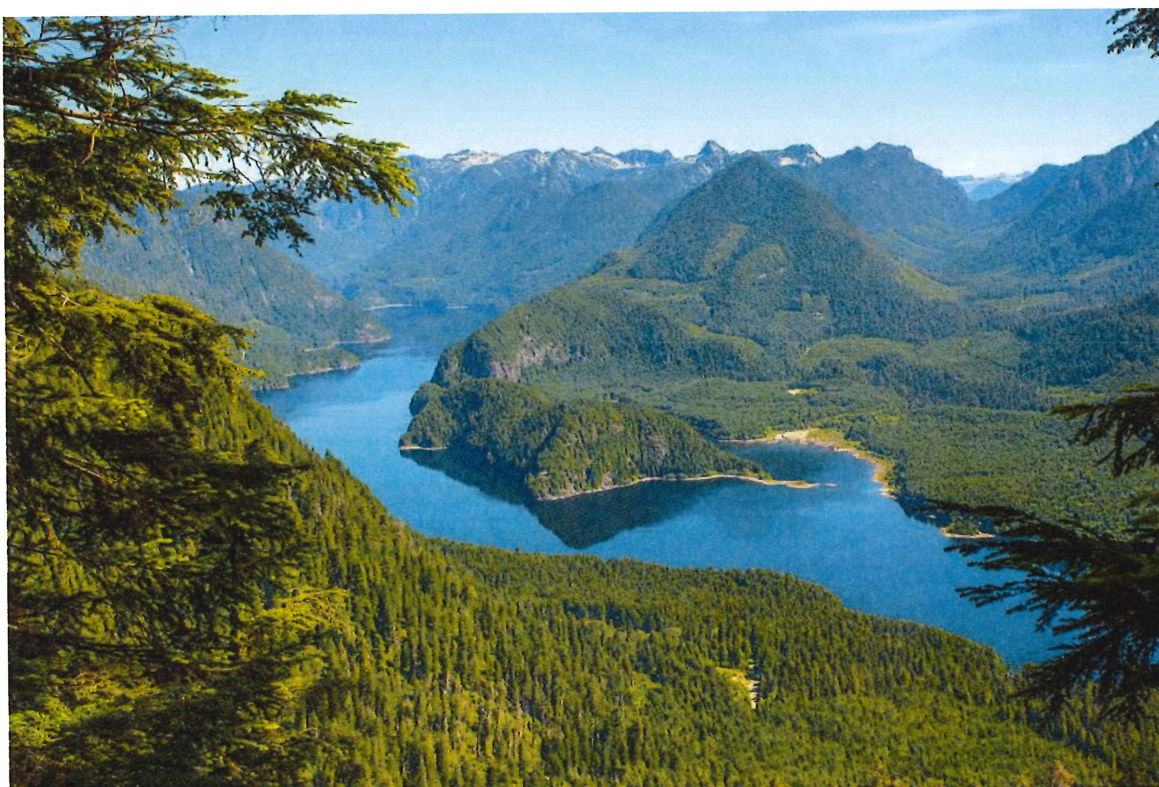


Figure 3: Coquitlam Lake Watershed

3.2 Effective Treatment

Metro Vancouver treats drinking water at the Coquitlam reservoir using a combination of ozone and ultra violet (UV) light. Chlorine is added to the water as it leaves the treatment plant to preserve the quality of drinking water as it travels through water mains. The quality of treated drinking water is monitored by Metro Vancouver at frequencies ranging from daily to annually, depending on the parameter. Additional information on how Metro Vancouver treats source water is available at <http://www.metrovancouver.org/services/water/quality-treatment-testing/treatment-facilities/Pages/default.aspx>

Metro Vancouver also publishes an annual drinking water quality report on their website.

3.3 Distribution System Operation and Maintenance

The City's drinking water distribution system is managed by a team of professionals within the City's [Engineering Services Division](#), under the leadership of the [General Manager](#). System operators are *Environmental Operators Certification Program Level 4* compliant. The system is locally regulated by Maple Ridge's Water Service Bylaw 6002-2001, under the purview of the Provincial *Drinking Water Protection Act* and *Regulation*.

The City implements the multi-barrier approach as part of its operation & maintenance of the distribution system. Key activities include water main flushing, reservoir cleaning, a cross-connection control program, continuous system monitoring and re-chlorination.

Water Main Flushing Program

High velocity water main flushing is conducted annually as a means of cleaning water mains. Flushing involves manipulating valves and discharging water through fire hydrants or blow off points. The discharged water carries sediment and other solids with it, cleaning the mains. The City cleaned 129 km of water mains using this method in 2021. To minimize water use during summer lawn watering restrictions, cleaning mains by high-velocity flushing is carried out between October and April.

Water mains are flushed at low velocities periodically throughout the year as part of the City's effort to maintain a chlorine residual at locations with low water demands. In 2021, the City conducted low velocity flushing manually and operated automatic flushing units at 10 locations.

Reservoir Cleaning

The City cleans storage tanks on a 5 year cycle. In 2021, the City did not clean any storage tanks as none were due for cleaning.

Cross-Connection Program

The City employs a part-time Cross Connection Control Officer to educate the public and inspect commercial, industrial and institutional buildings to ensure compliance with codes, bylaws and enactments. This helps guard against unauthorized and incorrect plumbing work that could otherwise allow contaminated water (from swimming pools, auto washers, etc.) to move from private properties into the municipal system.

Continuous System Monitoring

A comprehensive electronic monitoring system provides continuous data to operators regarding the status of the water system. By using automated alarms and ongoing data collection, operators are able to control the system and deploy crews in response to incidents of concern.

Re-chlorination

Chlorine levels are continually monitored at several locations in the distribution system. Additional chlorine is injected into the drinking water at these locations if detected chlorine levels are low. The re-chlorination units are inspected daily and adjusted as necessary.

3.4 Distribution System Water Quality Monitoring

Monitoring the quality of drinking water in the City's distribution system is a cornerstone of the multi-barrier approach and is the focus of this report.

3.5 Responses to Potential Contamination

If health-related contaminants are detected in the water distribution system, City and Fraser Health Authority staff will be quickly notified. The City and Fraser Health will then work together to confirm the incident, determine the nature of the risk to public health, and issue public notices as appropriate. Depending on the level of risk a water quality advisory, boil water notice, or do-not-use water notice could be issued. Public notices would be communicated through various media. The City's contamination response plan is embedded in emergency planning documents which are available to water system users upon request.

4.0 Monitoring Results for Biological Indicators

The Province sets out drinking water quality standards for biological criteria in its Drinking Water Protection Regulation. Locally, the *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members* outlines testing requirements that include one additional biological indicator (Heterotrophs). This section reports on the quality of the City's drinking water in relation to these standards.

4.1 Water Quality Sampling and Monitoring

Water quality is monitored for compliance with Provincial standards on a weekly basis at the City's 23 sampling locations. Sampling locations and codes are shown graphically in Appendix A. Samples are sent to a Metro Vancouver laboratory for analysis, and results are communicated to City and Fraser Health staff. Responses to undesirable test results can range from flushing water mains to possibly issuing a boil water advisory, depending on the water quality parameter of concern. If significant contamination were detected, further samples would be taken to confirm the result before a large scale response is initiated.

The monitoring program indicates drinking water quality within municipal water mains. However, it does not provide information on the quality of drinking water within buildings where water quality can change due to pipe material, standing time, temperature, and other factors. It may be assumed that samples taken within buildings will have a different quality of water compared to samples taken directly from municipal water mains. The City does not have jurisdiction over drinking water quality on private property.

4.2 Biological Monitoring Test Results

The *BC Drinking Water Protection Regulation* requires the City to carry out routine sampling and testing for *Escherichia coli* (*E. coli*) and total coliform bacteria. These are considered "indicator organisms" because their presence or absence provides an indication of overall water quality related to biological contaminants. Figures 4 and 5 show Metro Vancouver Laboratory technicians processing a water sample and testing it for the presence of bacteria.

The *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members* requires monitoring for Heterotrophs (bacteria, moulds, and yeasts that require organic carbon for growth).

4.2.1 Escherichia Coli

Escherichia coli (E. coli) is a type of coliform bacteria present exclusively in the feces of humans and other mammals. The existence of E. coli in a water sample indicates recent fecal contamination and the possible presence of intestinal disease-causing bacteria, viruses, or protozoa. The *BC Drinking Water Protection Regulation* standard for E. coli is none detectable per 100 mL. In 2021, no samples tested positive for E. coli.



Figure 4: Metro Vancouver Laboratory technician processing water sample in preparation for coliform bacteria check



Figure 5: Metro Vancouver Laboratory technician checking water sample for coliform bacteria

4.2.2 Total Coliform

Total coliform are group of bacteria that occur naturally in the environment and are found in feces, soil and vegetation. Most coliform bacteria will not cause illness and their presence in drinking water does not necessarily represent an immediate health concern. The *BC Drinking Water Protection Regulation* standards for total coliform are described in Table 1.

Table 1: BC Drinking Water Protection Regulation Standards for Total Coliform

Occurrence	Standard
More than 1 sample in a 30 day period	At least 90% of samples have 0 total coliform per 100mL and no sample has more than 10 total coliform per 100mL

In 2021, one sample had one detectable “colony forming unit” per 100mL, which was less than the Provincial standard limit of 10 total coliform per 100mL in a single sample. City water met *BC Drinking Water Protection Regulation* requirements for total coliform bacteria in 2021.

If sample test results indicate the presence of total coliforms, City crews are dispatched to flush water mains in the area. After flushing is completed, additional water quality samples are sent to the Metro Vancouver Laboratory for analysis to re-check for the presence of total coliforms.

Table 2 lists the number of samples found to contain total coliform bacteria each year between 2012 and 2021.

Table 2: Total Coliform Results by Year

Year	Number of Samples with Total Coliform
2021	1
2020	1
2019	2
2018	2
2017	2
2016	0
2015	3
2014	0
2013	0
2012	2

4.2.3 Frequency of Monitoring for E. coli and Total Coliforms

The frequency of monitoring for the detection of E. coli and total coliforms is stipulated by the *BC Drinking Water Protection Regulation*. Current requirements are identified in Table 3. With a total of 23 weekly sampling sites at various points in the City’s water distribution system, the number of monthly samples (97, taking into consideration a mid-year start for two new locations) exceeds the stipulated value of 90 (based on a directly serviced population of approximately 90,000). As the City’s population grows, additional sampling sites will be added.¹

Table 3: Monitoring Frequency for the detection of E. coli and total coliforms

Population Served	Target No. of Samples per Month
Less than 5,000	4
5,000 to 90,000	1 per 1,000 of population
More than 90,000	90 plus 1 per 10,000 of population in excess of 90,000

¹ The City added two new monitoring locations in early 2021 (MPR 402 and MPR-403)

4.2.4 Heterotrophs

Heterotrophs are microorganisms requiring organic carbon for growth. Health Canada does not suggest a maximum acceptable concentration for heterotrophs. Instead, it recommends that increases in heterotrophic plate count (HPC) concentrations above baseline levels be considered undesirable. Table 5 shows the annual number of samples with HPC's over 500 CFU/mL between 2012 and 2021. In response to HPC counts at or above 500 CFU/mL, the City will re-test and flush water mains. HPC data for each sample taken in 2021 is provided in Appendix F.

Table 4: HPC Results by Year

Year	Number of Samples with HPC > 500 CFU/mL
2021	2
2020	2
2019	12
2018	9
2017	6
2016	0
2015	5
2014	0
2013	0
2012	0

5.0 Monitoring and Results for Physiochemical Criteria

This section reports on physiochemical water quality parameters not specifically mentioned in the *Drinking Water Protection Regulation*. In monitoring physiochemical parameters, the City follows the *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members* and compares laboratory results to Health Canada's recommendations for drinking water quality. Sampling frequencies for the various parameters are set out in the Monitoring and Reporting plan.

5.1 Chlorine

Chlorine is a chemical element found in salt and household bleach. When present in water, chlorine acts as a powerful disinfecting agent. Health Canada reports that "maintenance of an adequate free chlorine² residual will minimize bacterial regrowth in the distribution system and provide a measurable level of chlorine; therefore, a rapid drop in free chlorine concentrations suggesting unexpected changes in water quality can be more quickly detected. Specific requirements for chlorine residual concentrations are set by the regulatory authority and may vary among jurisdictions. A suggested operational range for free chlorine residual is between a detectable level and 5 mg/L."³

² Health Canada defines *Free Chlorine* as the amount of chlorine present in water as dissolved gas (Cl₂), hypochlorous acid (HOCl), and/or hypochlorite ion (OCl⁻) that is not combined with ammonia or other compounds in water

³ Guidelines for Canadian Drinking Water Quality Guideline Technical Document – Chlorine (Health Canada, 2009)

The City targets a chlorine residual exceeding 0.2 mg/L within the main distribution network and strives to maintain a detectable chlorine residual in areas with lower water demands. Table 4 and the maps in Appendix B show that:

- In 2021, the average free chlorine residual at all stations in Maple Ridge was greater than 0.2 mg/L.
- Station 402 had the lowest percentage of samples with chlorine residuals greater than 0.2 mg/L.
- 13 stations had samples with chlorine levels less than 0.2 mg/L.

Detailed free chlorine residual data is charted in Appendix E and tabulated in Appendix F.

5.2 Turbidity

Turbidity, measured in Nephelometric Turbidity Units (NTU), is a measure of water clarity. There are no provincial guidelines for turbidity within a distribution system. Average turbidity values at sample stations are documented in Table 5. Detailed turbidity data for 2021 is charted in Appendix E and tabulated in Appendix F.

Turbidity levels within the distribution system vary over time. Higher levels may be associated with turbidity in the source water or local system events such as high flow rates from unidirectional flushing, fire-fighting, or water main breaks. If water samples show high levels of turbidity, the City will flush the associated water main(s), removing turbid water from the system. Turbidity levels over 3 NTU were reported on four occasions in 2021, all at different sampling locations:

- MPR-431, 13 NTU on April 6
- MPR-438, 5.4 NTU on June 22
- MPR-439, 6.4 NTU on June 22
- MPR-446, 37 NTU on May 25

At all locations, subsequent weekly test samples showed turbidity levels equal or lower than 3 NTU. The high turbidity reported April 6 at MPR-431 was associated with a cracked copper line which was subsequently repaired.

Table 5: 2021 Chlorine Residual and Turbidity Results by Site

Station	Total Samples Taken	Average Free Chlorine in mg/L	Average Turbidity in NTU	Samples Taken with Free Chlorine Greater Than or Equal to 0.2 mg/L (#)	Samples Taken with Free Chlorine Less Than 0.2 mg/L (#)	Samples Taken with Free Chlorine Greater Than or Equal to 0.2 mg/L (%)	Samples Taken with Free Chlorine Less Than 0.2 mg/L (%)
MPR-400	52	0.80	0.37	52	0	100%	0%
MPR-401	52	0.46	0.41	46	6	88%	12%
MPR-402 ¹	35	0.24	0.40	17	18	49%	51%
MPR-403 ¹	35	0.76	0.34	35	0	100%	0%
MPR-431	52	0.88	0.71	52	0	100%	0%
MPR-432	52	0.84	0.45	52	0	100%	0%
MPR-433	52	0.76	0.42	49	3	94%	6%
MPR-434	52	0.55	0.39	51	1	98%	2%
MPR-435	52	0.61	0.39	52	0	100%	0%
MPR-436	52	0.58	0.37	48	4	92%	8%
MPR-437	52	0.72	0.39	52	0	100%	0%
MPR-438	52	0.50	0.53	47	5	90%	10%
MPR-439	52	0.57	0.52	47	5	90%	10%
MPR-440	52	0.79	0.43	52	0	100%	0%
MPR-441	52	0.70	0.40	52	0	100%	0%
MPR-442	52	0.37	0.34	47	5	90%	10%
MPR-443	52	0.58	0.36	44	8	85%	15%
MPR-444	52	0.53	0.38	44	8	85%	15%
MPR-445	52	0.57	0.41	46	6	88%	12%
MPR-446	52	0.72	1.14	52	0	100%	0%
MPR-447	52	0.52	0.40	48	4	92%	8%
MPR-448	52	0.49	0.37	52	0	100%	0%
MPR-449	52	0.24	0.32	30	22	58%	42%

¹ MPR-402 and MPR-403 came into service in May 2021

5.3 Disinfection Byproducts

Disinfection byproducts such as trihalomethanes (THMs) and haloacetic acids (HAAs) can form when chlorine used to disinfect drinking water reacts with naturally occurring organic matter. Health risks may be associated with long-term exposure to high levels of THMs and HAAs.

Health Canada recommends that the running average (last 4 quarters) for Total THMs remain below 100 parts per billion (ppb). Quarterly samples were taken at four sites for THM analysis. The running quarterly average THM concentration in the samples remained below 100 ppb at all locations.

Health Canada recommends that the running average (last 4 quarters) total HAA concentration be below 80 ppb. Quarterly samples were taken at four sites for HAA analysis. The running quarterly average HAA concentration remained below 80 ppb at all locations.

Finally, Health Canada recommends a maximum concentration for bromodichloromethane (a type of THM) of 16 ppb. Quarterly samples from four sampling locations all had concentrations of bromodichloromethane lower than 16 ppb.

Detailed disinfection byproduct test results are provided in Appendix C.

5.4 PH

PH is a measure of the acid-base equilibrium of water. PH is of concern in water distribution systems because at low values water becomes corrosive and at high values chlorine disinfection is less efficient. Health Canada indicates that an acceptable PH range for drinking water is 6.5 – 8.5 pH units. Eight distribution system samples were tested for PH. Test results ranged of 7.2 to 8.0 pH units (see Appendix C).

5.5 Metals

The City tested samples at 3 monitoring sites for concentrations of various metals. Test results are shown in Appendix D, along with maximum concentration limits suggested by Health Canada. As shown in Appendix D, all measured metal concentrations were below limits recommended by Health Canada.

5.6 Temperature

Health Canada recommends a temperature of less than 15°C for drinking water. Water temperatures exceeding this objective can result in the growth of nuisance organisms that could lead to unpleasant tastes and odors. Figure 5 shows average monthly drinking water temperatures in Maple Ridge. In July, August and September the average monthly temperatures were 15.6°C, 17.5°C and 16.2°C, exceeding Health Canada's recommendation. The temperature of water in the City's distribution system is affected by the temperature of water leaving the Coquitlam Lake Treatment Plant. The GVWD records the temperature of treated drinking water (one sample reported daily). In July, August and September, GVWD sample temperatures peaked at 16.4°C, 17.1°C and 16.8°C. Detailed temperature information is provided in Appendix F.

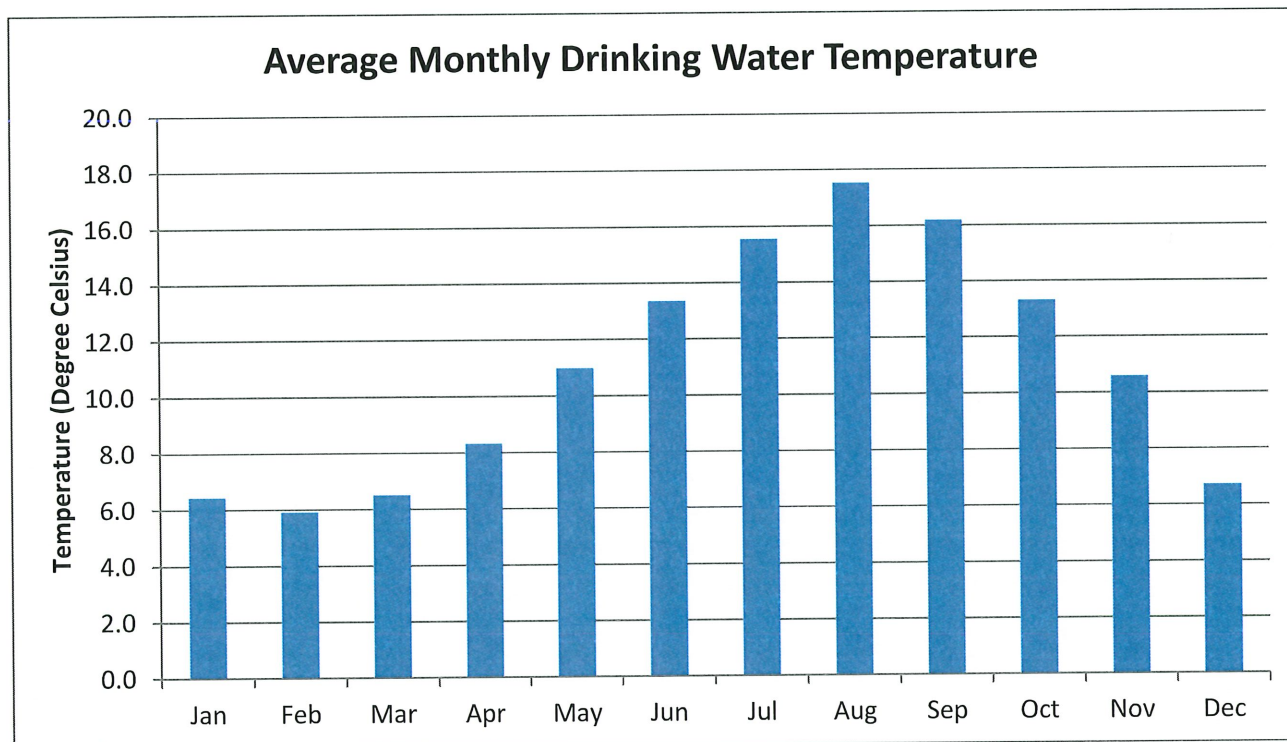


Figure 5: Average Monthly Drinking Water Temperature Chart

5.7 Vinyl Chloride

The concentration of vinyl chloride was tested in 6 samples during 2021. As indicated in Appendix D, all results were non-detectable (less than 1 µg/L), less than the Health Canada Guideline of 2 µg/L.

6.0 Public Health Message from the Medical Health Officer

Fraser Health's Medical Health Officer has requested that a fact sheet entitled "*Preventing Water-Borne Infections for People with weakened Immune Systems*" be included in this report. The fact sheet is presented in Appendix G. Additionally, the Medical Health Officer has requested the following message be included in this report:

Anytime the water in a particular faucet has not been used for six hours or longer, "flush" your cold-water pipes by running the water until you notice a change in temperature. (This could take as little as five to thirty seconds if there has been recent heavy water use such as showering or toilet flushing. Otherwise, it could take two minutes or longer.) The more time water has been sitting in your home's pipes, the more lead it may contain.

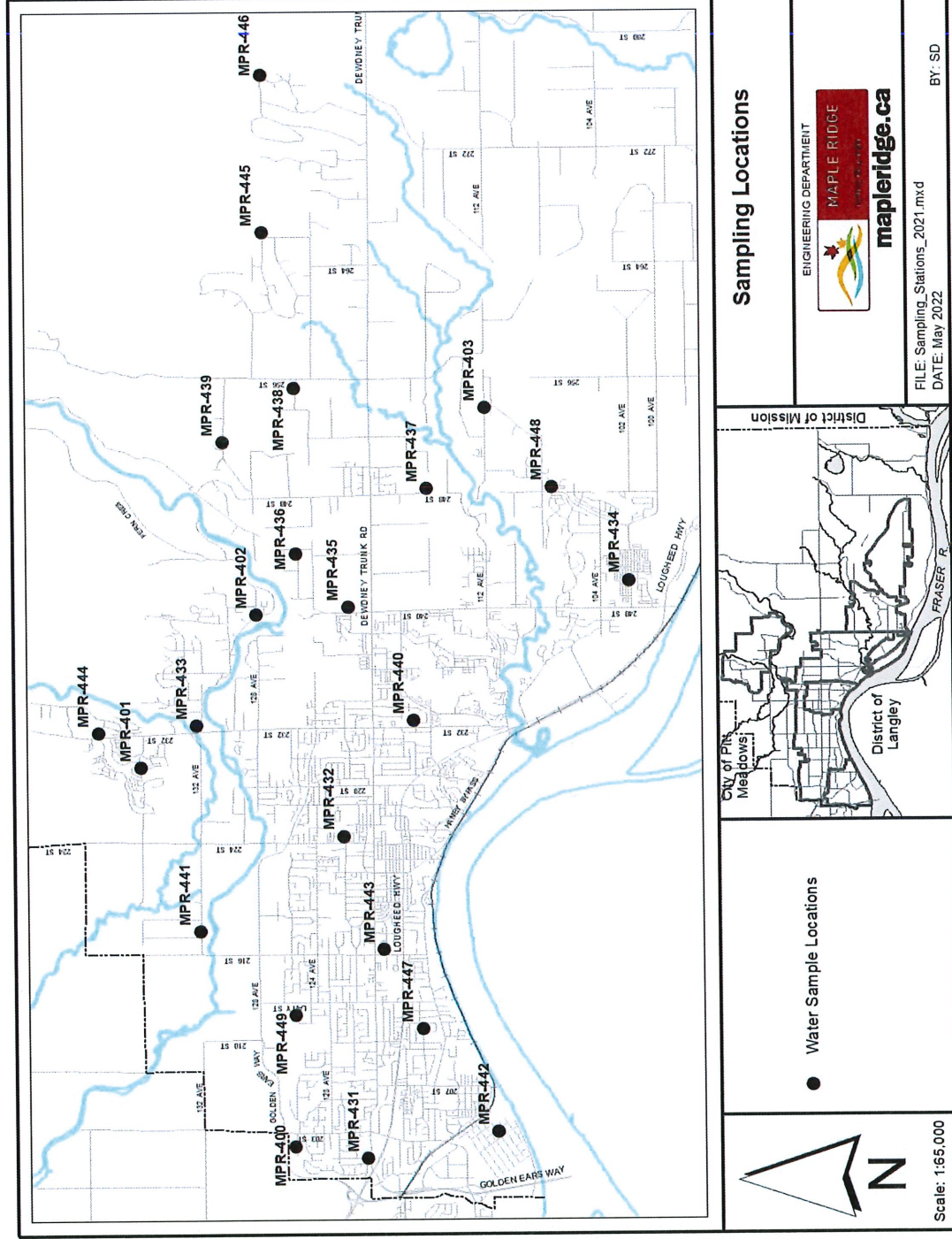
Use only water from the cold-tap for drinking, cooking, and especially making baby formula. Hot water is likely to contain higher levels of lead.

The two actions recommended above are very important to the health of your family. They will probably be effective in reducing lead levels because most of the lead in household water usually comes from the plumbing in your house, not the local water supply.

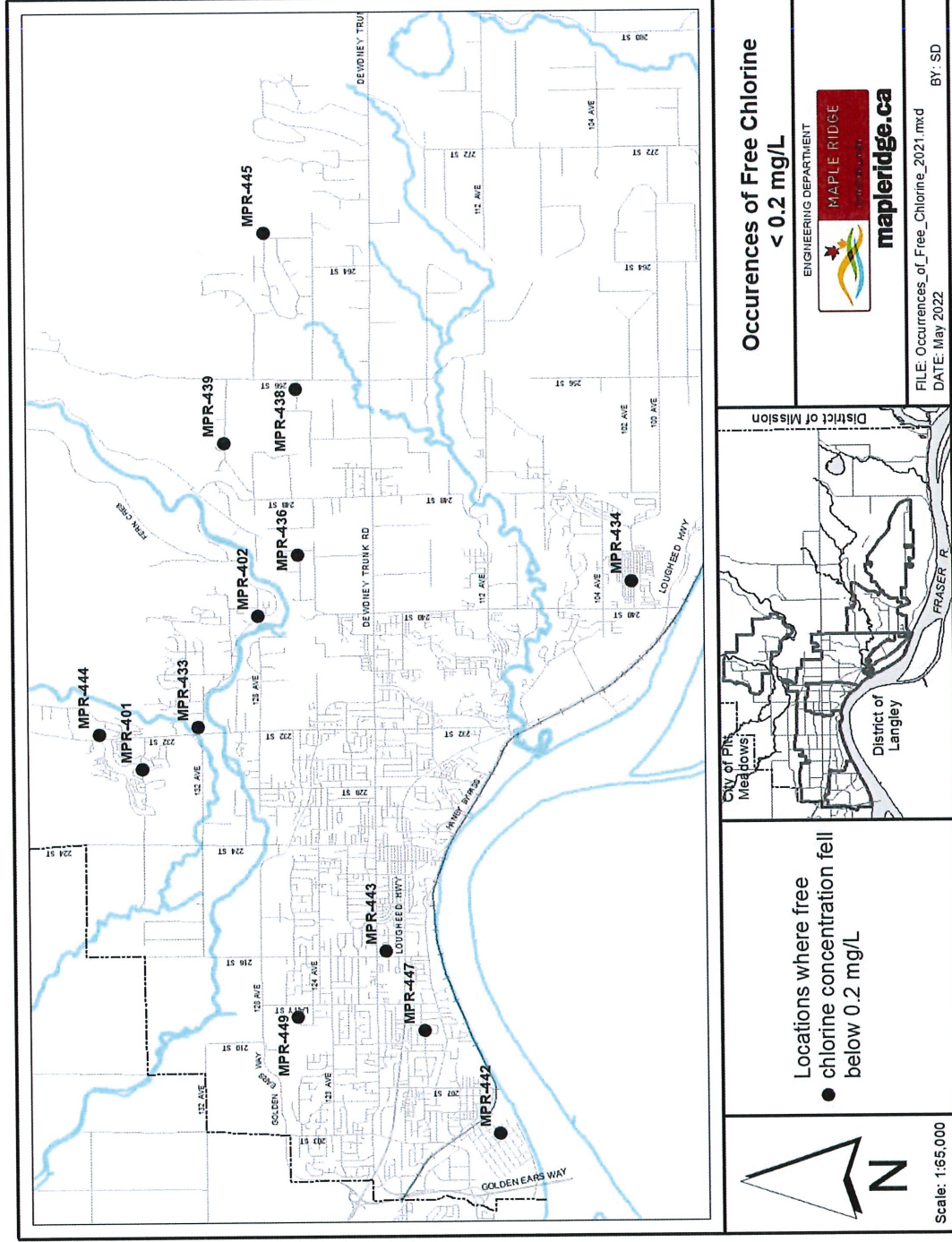
7.0 Conclusion

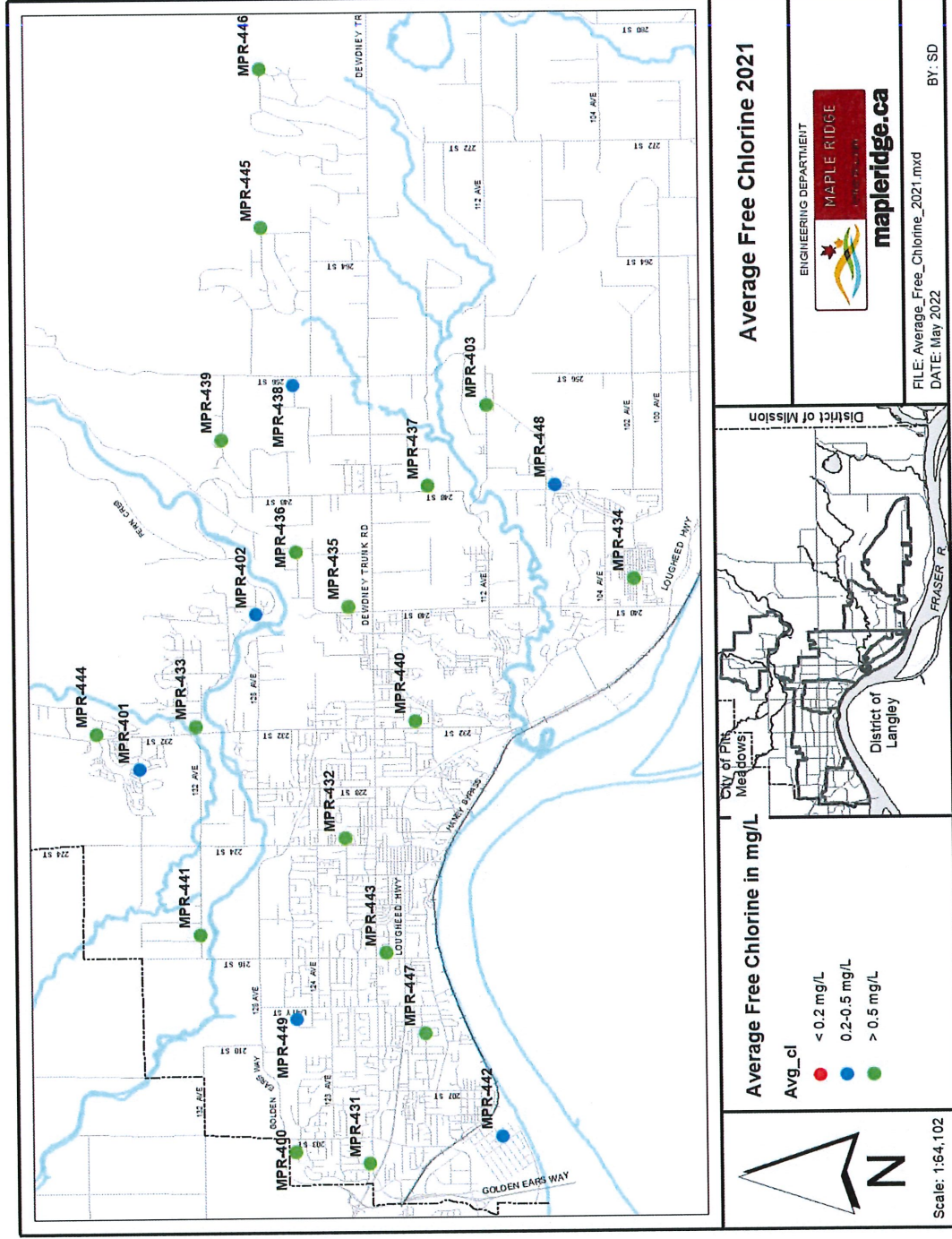
The City monitored drinking water quality in 2021 in accordance with Provincial regulations and the *Water Quality Monitoring and Reporting Plan for Metro Vancouver (GVWD) and Local Government Members*. Over 1,000 drinking water samples were obtained from the municipal water distribution system at 23 locations throughout the City. Metro Vancouver Laboratory testing indicated that all samples met *BC Drinking Water Protection Regulation* standards and did not exceed Health Canada guidelines with the exception of temperature.

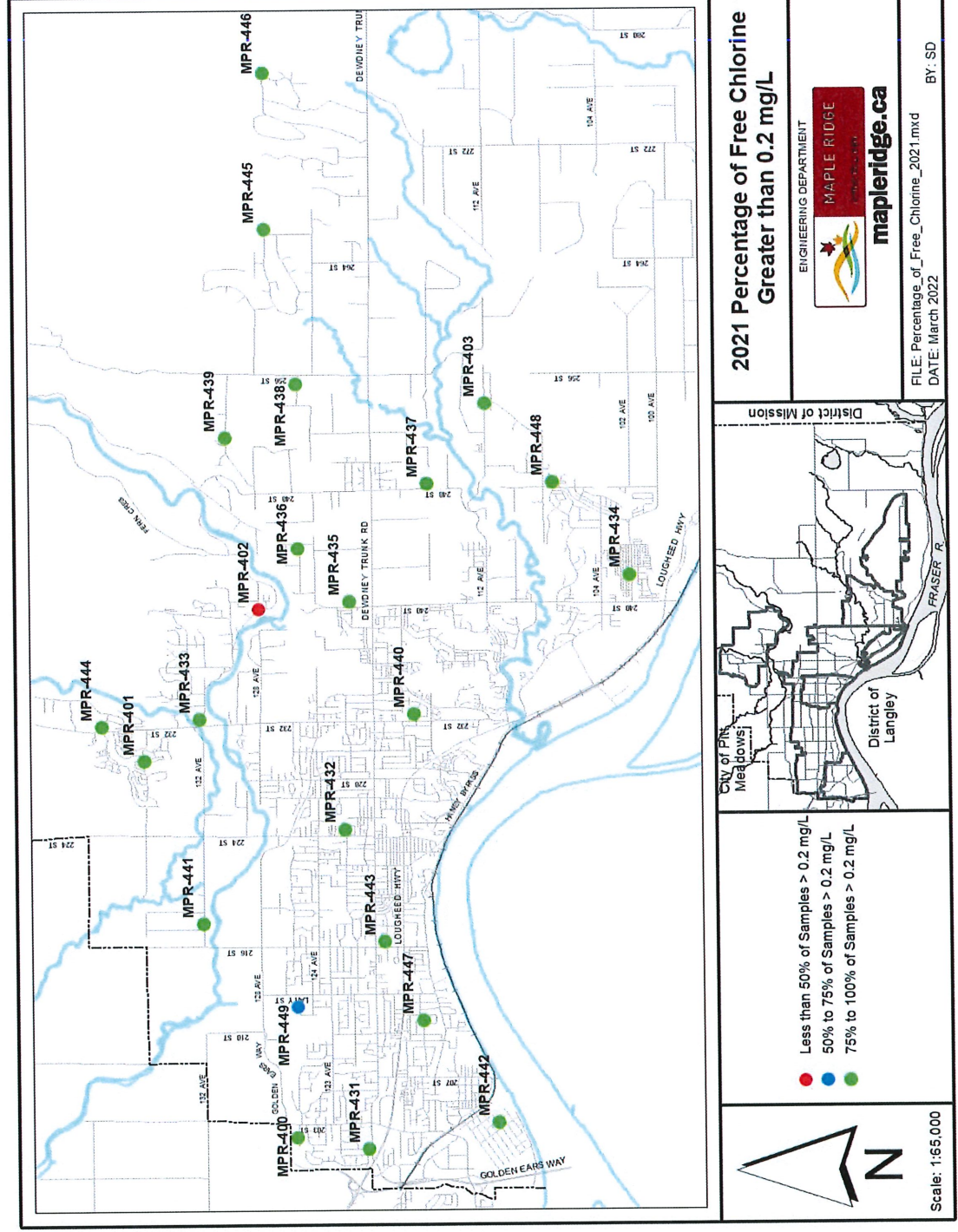
Appendix A: Sampling Station Locations



Appendix B: Residual Free Chlorine Figures







Appendix C: Disinfection By-Products and pH

City of Maple Ridge
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Sample Site	Sample Location	Date Sampled	THM (ppb)						HAA (ppb)						PH Units		
			Bromodichloromethane	Bromoform	Chlorodibromomethane	Chloroform	Total Trihalomethanes	Running Average (Last 4 Quarters)	Dibromoacetic Acid	Dichloroacetic Acid	Monobromoacetic Acid	Monochloroacetic Acid	Trichloroacetic Acid	Total Haloacetic Acid		Running Average (Last 4 Quarters)	
Maximum Acceptable Concentration (Health Canada Guidelines for Canadian Drinking Water Quality)			16							100							6.5-8.5
MPR-434	101 Ave. East of 241A St.	26-May-20	<1	<1	<1	36	37		<0.5	22	<1	<2	40	63	80		
MPR-434	102 Ave. East of 241A St.	11-Aug-20	1	<1	<1	36	38		<0.5	18	1	<2	27	46			
MPR-434	102 Ave. East of 241A St.	2-Dec-20	<1	<1	<1	37	37		<0.5	15	<1	2	34	52			
MPR-434	102 Ave. East of 241A St.	23-Feb-21	<1	<1	<1	37	38	38	<0.5	18	<1	2	26	46	52		
MPR-434	102 Ave. East of 241A St.	1-Jun-21	<1	<1	<1	32	33	37	<0.5	14	<1	<2	27	44	47		
MPR-434	102 Ave. East of 241A St.	24-Aug-21	1	<1	<1	36	38	37	<0.5	9	<1	<2	12	20	40		
MPR-434	102 Ave. East of 241A St.	23-Nov-21	<1	<1	<1	32	33	36	<0.5	10	<1	<2	22	32	35		
MPR-435	240 St. South of Abernethy Way	26-May-20	<1	<1	<1	35	36		<0.5	21	<1	<2	35	56			
MPR-435	240 St. South of Abernethy Way	11-Aug-20	1	<1	<1	32	34		<0.5	29	1	3	46	80			
MPR-435	240 St. South of Abernethy Way	2-Dec-20	<1	<1	<1	42	42		<0.5	15	<1	2	35	54			
MPR-435	240 St. South of Abernethy Way	23-Feb-21	<1	<1	<1	29	30	36	<0.5	18	<1	<2	26	46	59	7.4	
MPR-435	240 St. South of Abernethy Way	1-Jun-21	<1	<1	<1	33	34	35	<0.5	11	<1	<2	23	36	54	7.3	
MPR-435	240 St. South of Abernethy Way	24-Aug-21	1	<1	<1	43	45	38	<0.5	10	<1	<2	12	22	39	7.8	
MPR-435	240 St. South of Abernethy Way	23-Nov-21	<1	<1	<1	27	28	34	<0.5	12	<1	<2	21	33	34	7.6	
MPR-438	125 Ave. West off 256 St.	26-May-20	<1	<1	<1	42	44		<0.5	22	<1	<2	44	66			
MPR-438	125 Ave. West off 256 St.	11-Aug-20	2	<1	<1	34	36		<0.5	31	1	3	59	95			
MPR-438	125 Ave. West off 256 St.	2-Dec-20	<1	<1	<1	45	46		<0.5	16	<1	2	57	75			
MPR-438	125 Ave. West off 256 St.	23-Feb-21	<1	<1	<1	39	41	42	<0.5	20	<1	2	37	60	74	7.2	
MPR-438	125 Ave. West off 256 St.	1-Jun-21	<1	<1	<1	35	35	40	<0.5	9	<1	<2	27	37	67	7.4	
MPR-438	125 Ave. West off 256 St.	24-Aug-21	1	<1	<1	43	45	42	<0.5	5	<1	<2	16	22	49	8	
MPR-438	125 Ave. West off 256 St.	23-Nov-21	<1	<1	<1	34	35	39	<0.5	10	<1	<2	37	47	42	7.7	
MPR-440	232 St. @ 117 Ave.	26-May-20	<1	<1	<1	24	26		<0.5	12	<1	<2	14.7	28			
MPR-440	232 St. @ 117 Ave.	11-Aug-20	2	<1	<1	35	37		<0.5	28	<1	3	46.4	78			
MPR-440	232 St. @ 117 Ave.	2-Dec-20	<1	<1	<1	49	49		<0.5	21	<1	2	23.1	47			
MPR-440	232 St. @ 117 Ave.	23-Feb-21	<1	<1	<1	24	24	34	<0.5	11	<1	<2	8.5	20	43		
MPR-440	232 St. @ 117 Ave.	1-Jun-21	<1	<1	<1	25	25	34	<0.5	10	<1	<2	11.5	24	42		
MPR-440	232 St. @ 117 Ave.	24-Aug-21	<1	<1	<1	33	35	33	<0.5	14	<1	<2	18.7	32	31		
MPR-440	232 St. @ 117 Ave.	23-Nov-21	<1	<1	<1	26	27	28	<0.5	13	<1	<2	24.6	38	28		

Appendix D: Metals and Vinyl Chloride

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Metal Concentration

Sample Name	Sample Location	Sampled Date	Aluminum Total (µg/L)	Antimony Total (µg/L)	Arsenic Total (µg/L)	Barium Total (µg/L)	Boron Total (µg/L)	Cadmium Total (µg/L)	Calcium Total (µg/L)	Chromium Total (µg/L)	Cobalt Total (µg/L)	Copper Total (µg/L)	Iron Total (µg/L)	Lead Total (µg/L)	Magnesium Total (µg/L)	Manganese Total (µg/L)	Mercury Total (µg/L)	Molybdenum Total (µg/L)	Nickel Total (µg/L)	Potassium Total (µg/L)	Selenium Total (µg/L)	Silver Total (µg/L)	Sodium Total (µg/L)	Zinc Total (µg/L)	
Maximum Acceptable Concentration (Guidelines for Canadian Drinking Water Quality)			2900 ¹	6	2 ²	2000	5000	7	none	50	none	2000	300	2 ²	none	120 ³	1	none	none	none	none	50	none	200,000	5000
Reason Guideline Established - Health (H) or Aesthetic (A)			H	H	H	H	H	H		H		H	A	H		H	H				H		A	A	
MPR-431	Dewdney Trunk Rd. @ 2018 St.	20-Apr-21	83	<0.5	<0.5	2.6	<10	<0.2	1020	0.06	<0.5	8.6	65	<0.5	96	6.6	<0.05	<0.5	<0.5	<0.5	110	<0.5	<0.5	6050	<3.0
MPR-435	240 St. South of Abernethy Way	20-Apr-21	79	<0.5	<0.5	2.4	<10	<0.2	1050	0.06	<0.5	12.8	63	<0.5	95	4.6	<0.05	<0.5	<0.5	<0.5	112	<0.5	<0.5	5340	<3.0
MPR-446	128th Ave and Willow Place	20-Apr-21	91	<0.5	<0.5	2.6	<10	<0.2	1220	0.07	<0.5	3.9	85	<0.5	95	10.1	<0.05	<0.5	<0.5	<0.5	117	<0.5	<0.5	6660	<3.0
MPR-431	Dewdney Trunk Rd. @ 2018 St.	09-Nov-21	93	<0.5	<0.5	2.3	<10	<0.2	916	<0.05	<0.5	6.7	39	<0.5	92	2.1	<0.05	<0.5	<0.5	<0.5	110	<0.5	<0.5	10700	<3.0
MPR-435	240 St. South of Abernethy Way	09-Nov-21	91	<0.5	<0.5	2.1	<10	<0.2	844	<0.05	<0.5	3.4	39	<0.5	95	1.8	<0.05	<0.5	<0.5	<0.5	109	<0.5	<0.5	10700	<3.0
MPR-446	128th Ave and Willow Place	09-Nov-21	96	<0.5	<0.5	3.0	<10	<0.2	1280	0.06	<0.5	1.8	50	<0.5	89	1.8	<0.05	<0.5	<0.5	<0.5	120	<0.5	<0.5	12400	<3.0

Notes

¹ The Maximum Acceptable Concentration (MAC) is based on a locational running annual average of a minimum of quarterly samples taken in the distribution system. The numbers presented in the table are not averages but the results of single samples. However, the numbers are well below the MAC values. Health Canada also provides an "Operational Guidance" (OG) value for total aluminum in drinking water of 100 µg/L to optimize water treatment and distribution system operations. Health Canada's value is again based on a locational running annual average.

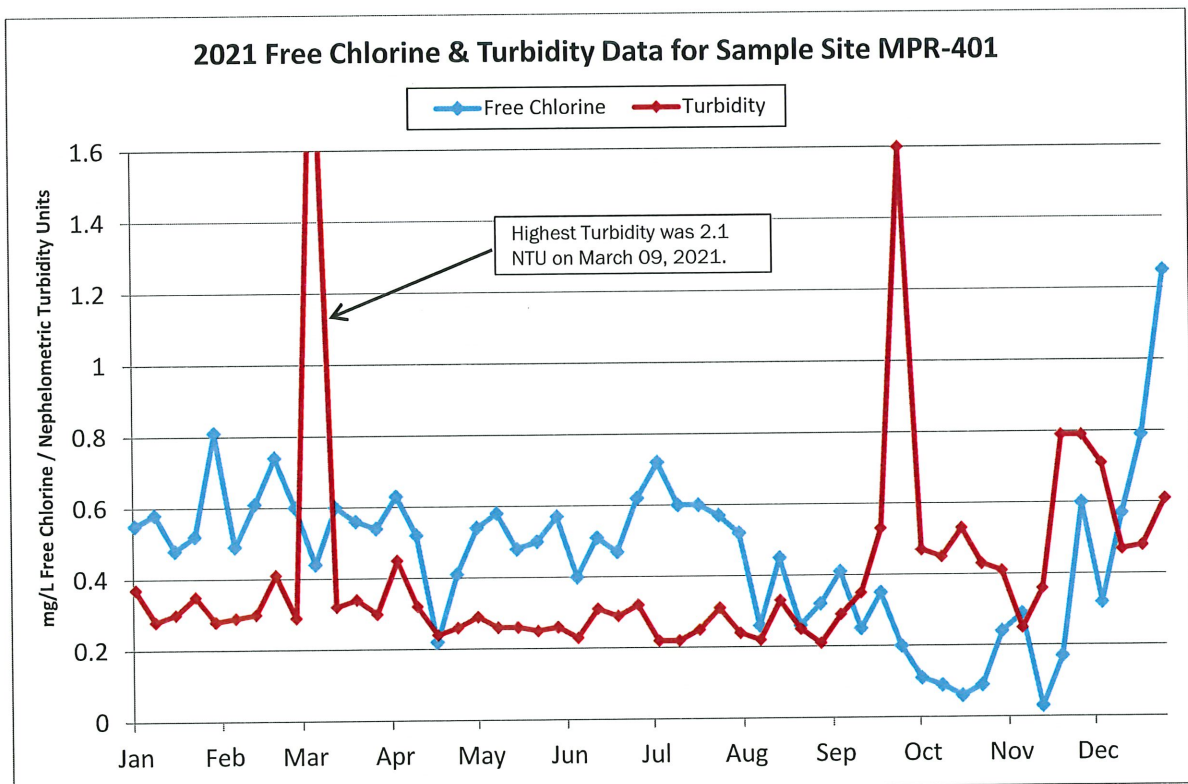
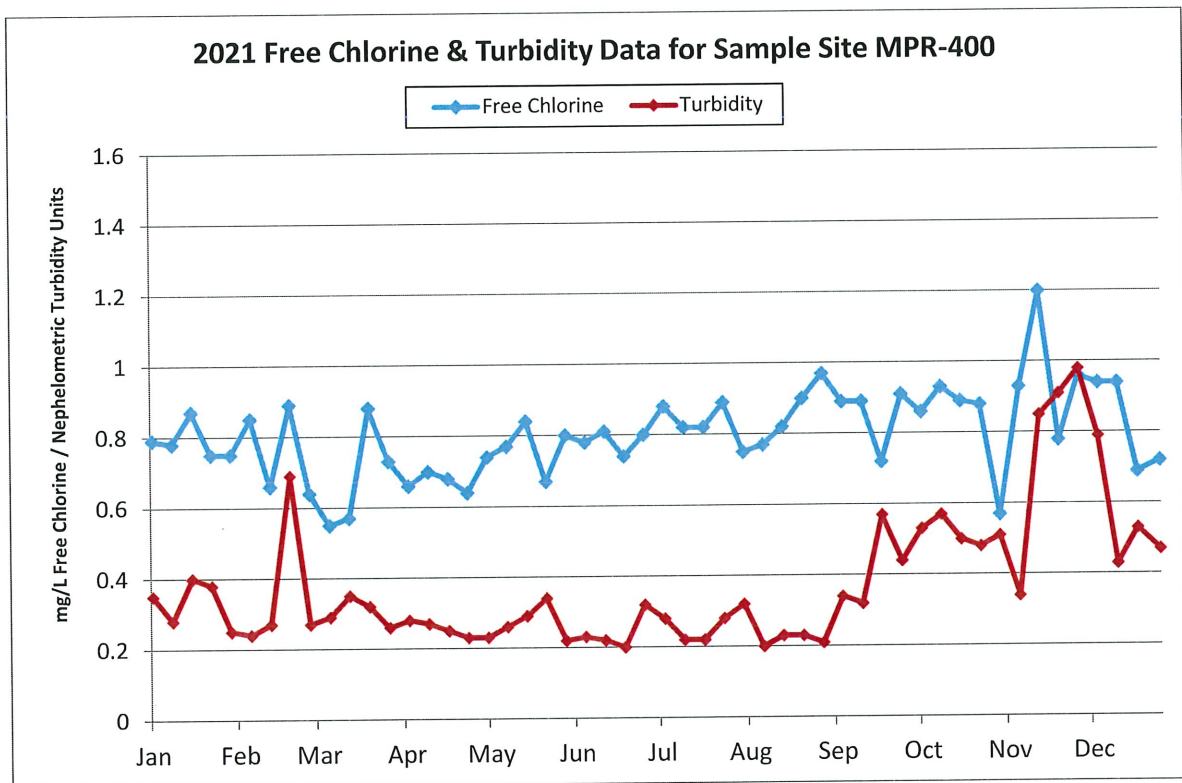
² In addition to a Maximum Acceptable Concentration, Health Canada guidelines recommend that total arsenic and total lead concentrations be "as low as reasonably achievable."

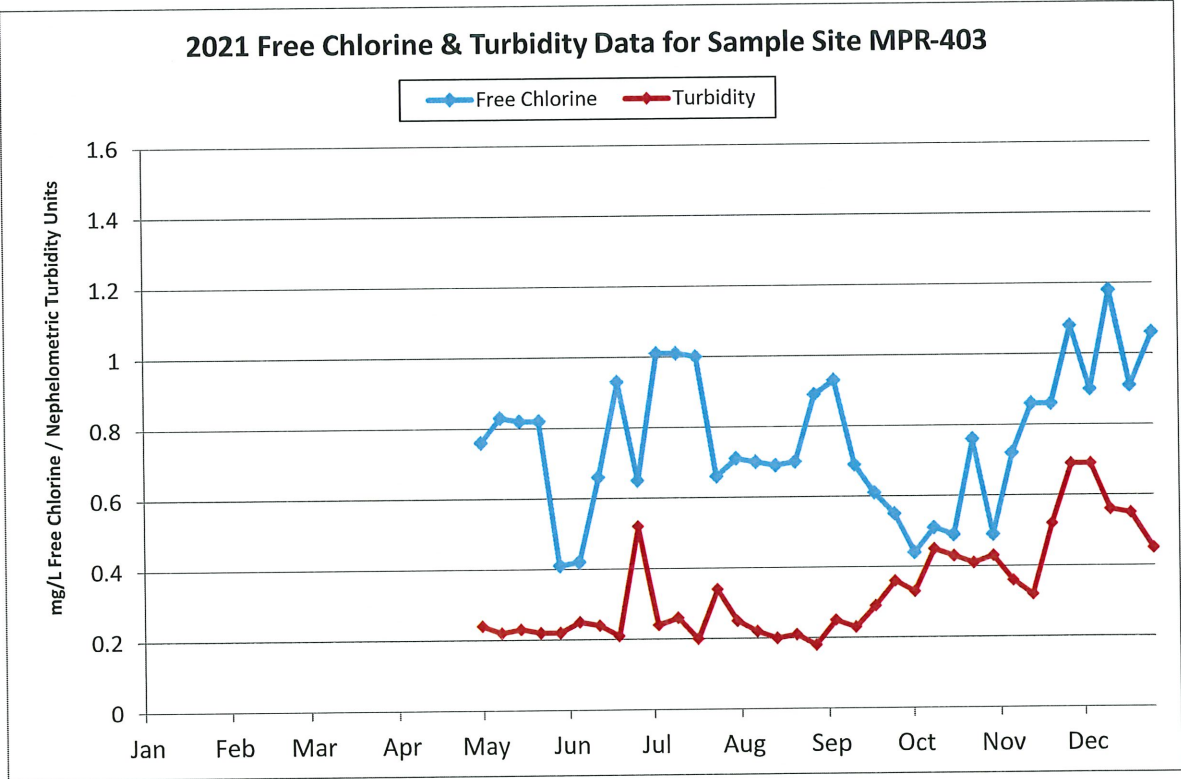
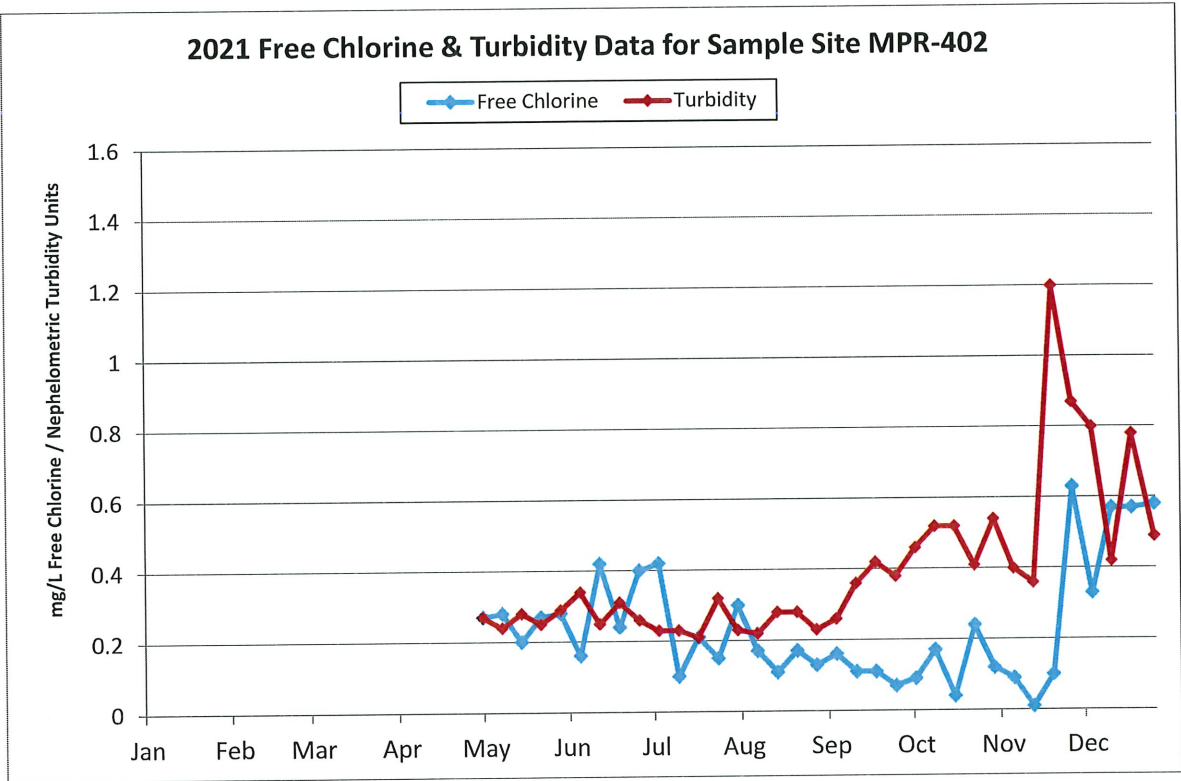
³ Health Canada recommends an aesthetic objective for total manganese of 20 µg/L

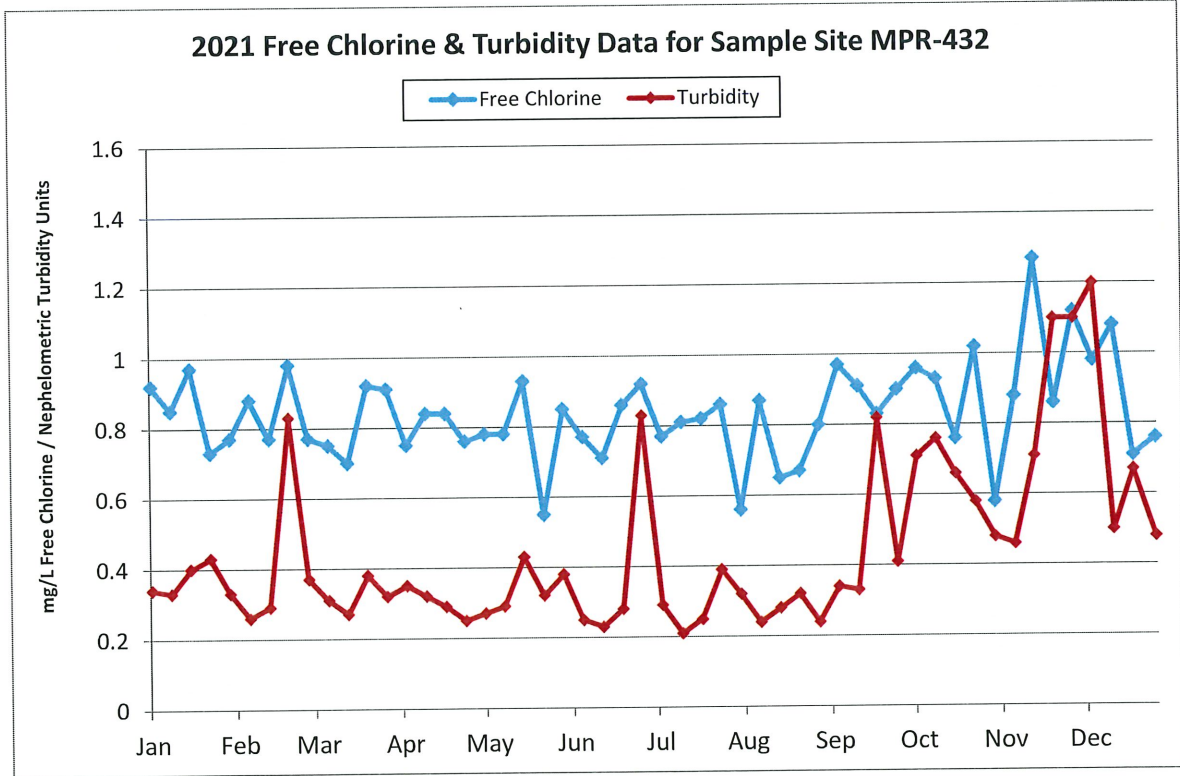
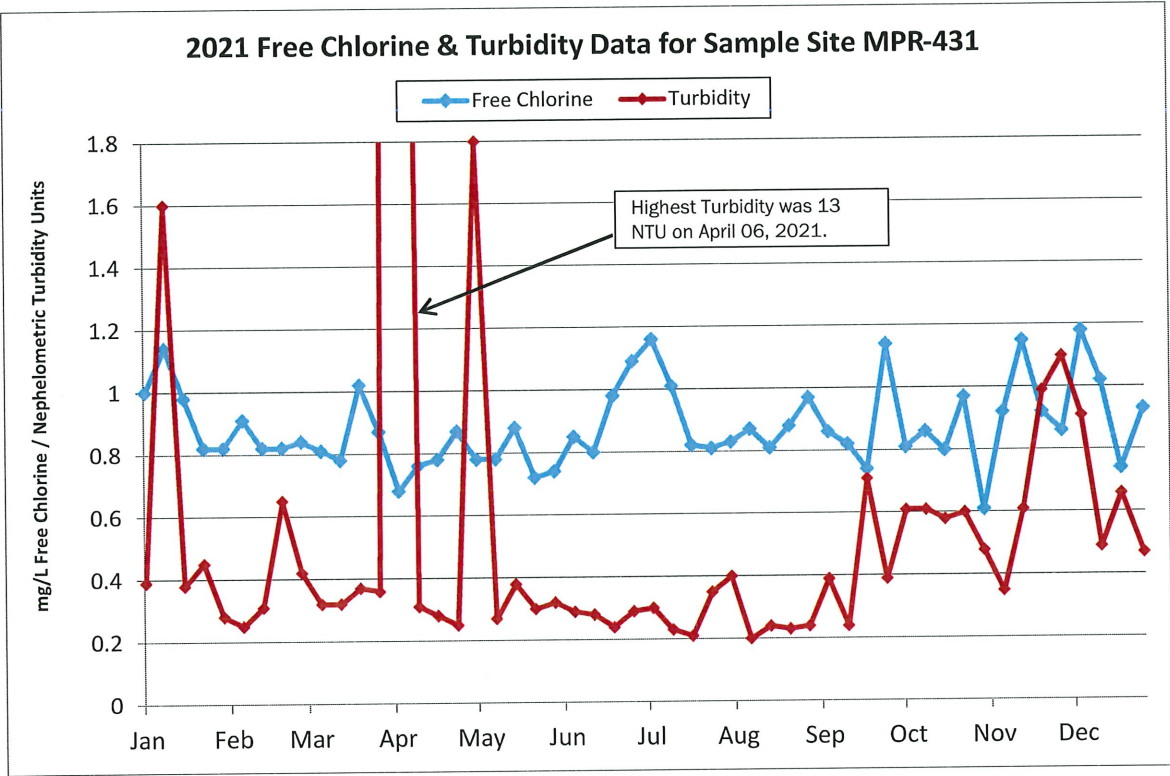
Vinyl Chloride Concentration

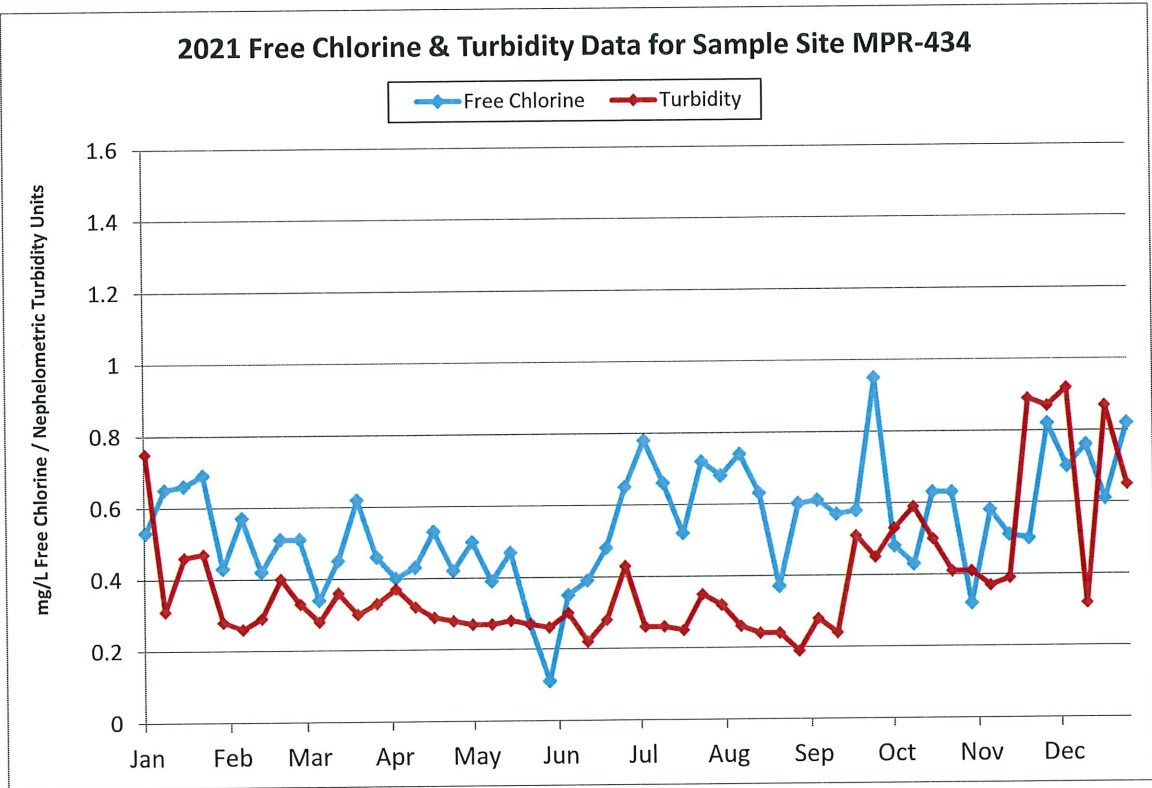
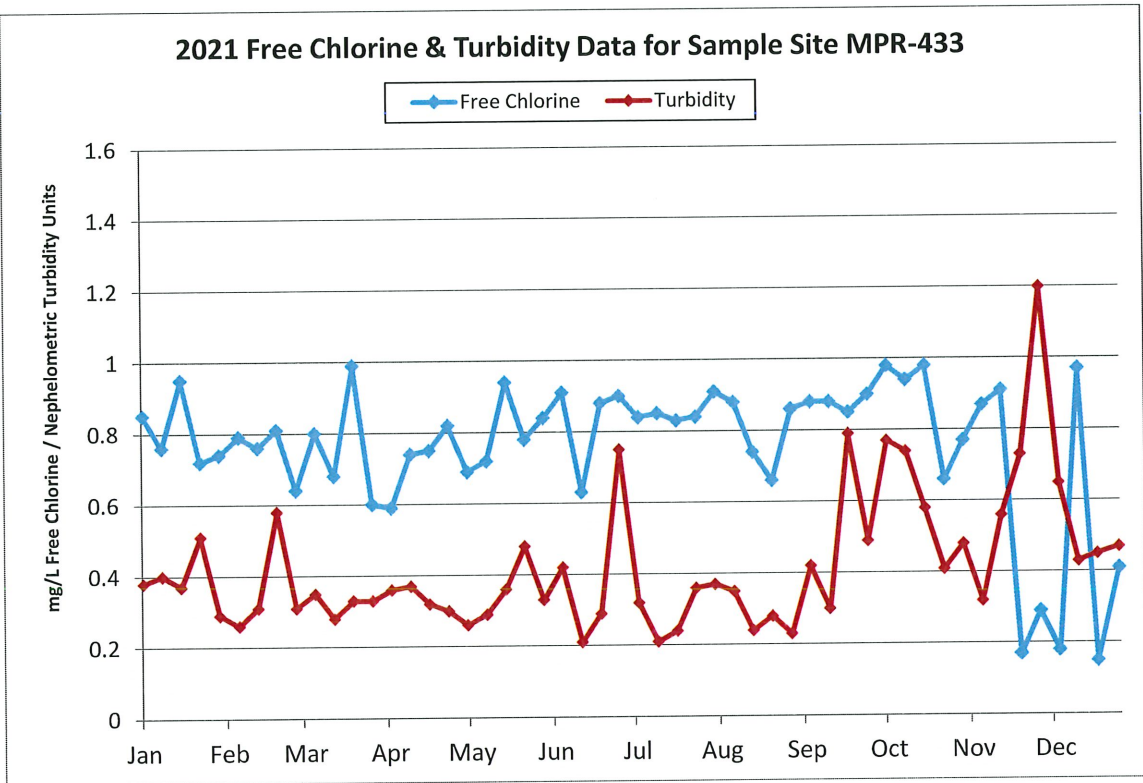
Sample Site Number	Sample Reported Name	Sampled date	Vinyl Chloride (µg/L)
MPR-431	Dewdney Trunk Rd. @ 201B St.	18-May-21	<1
MPR-431	Dewdney Trunk Rd. @ 201B St.	07-Dec-21	<1
MPR-435	240 St. South of Abernethy Way	18-May-21	<1
MPR-435	240 St. South of Abernethy Way	07-Dec-21	<1
MPR-446	128th Ave and Willow Place	18-May-21	<1
MPR-446	128th Ave and Willow Place	07-Dec-21	<1

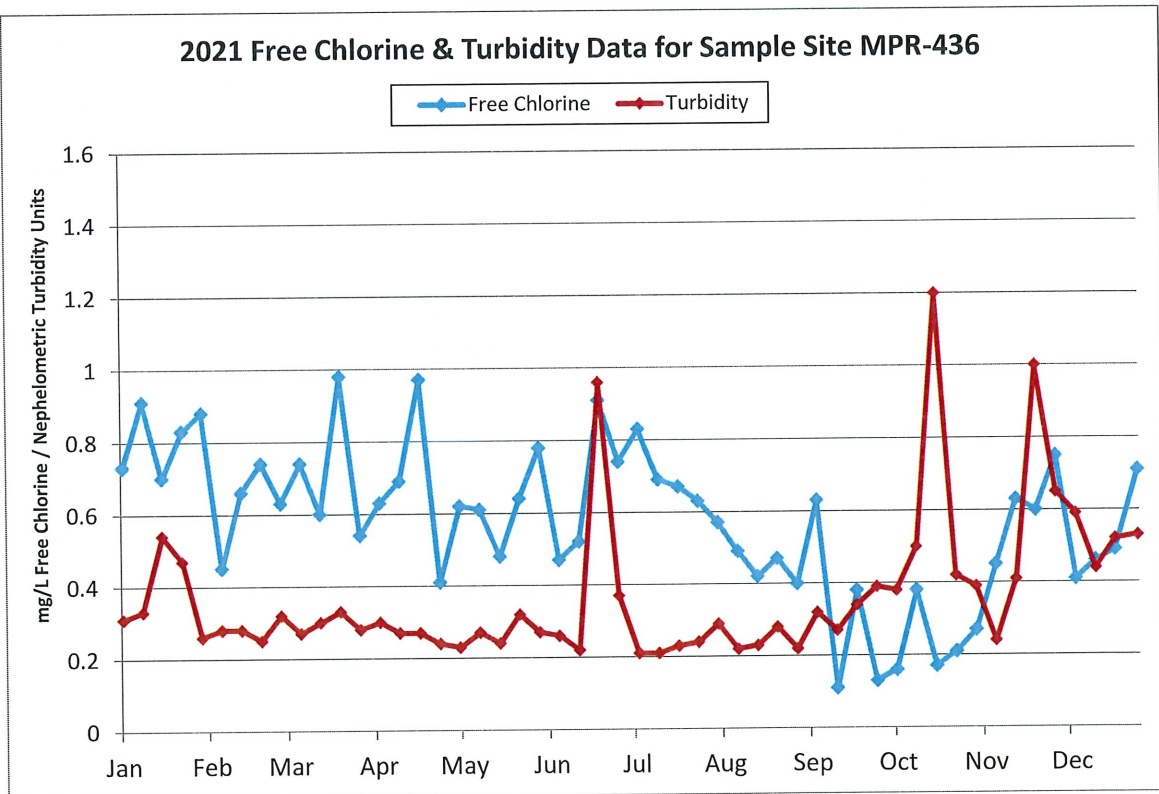
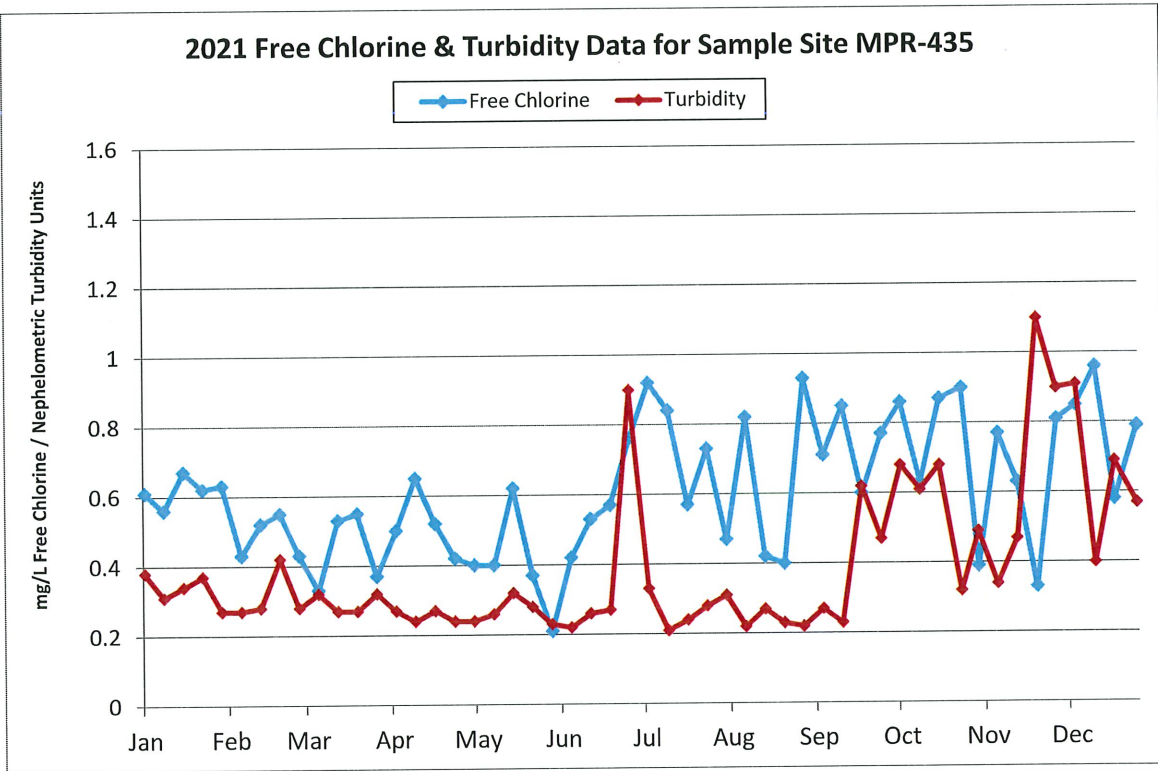
Appendix E: Free Chlorine and Turbidity Charts

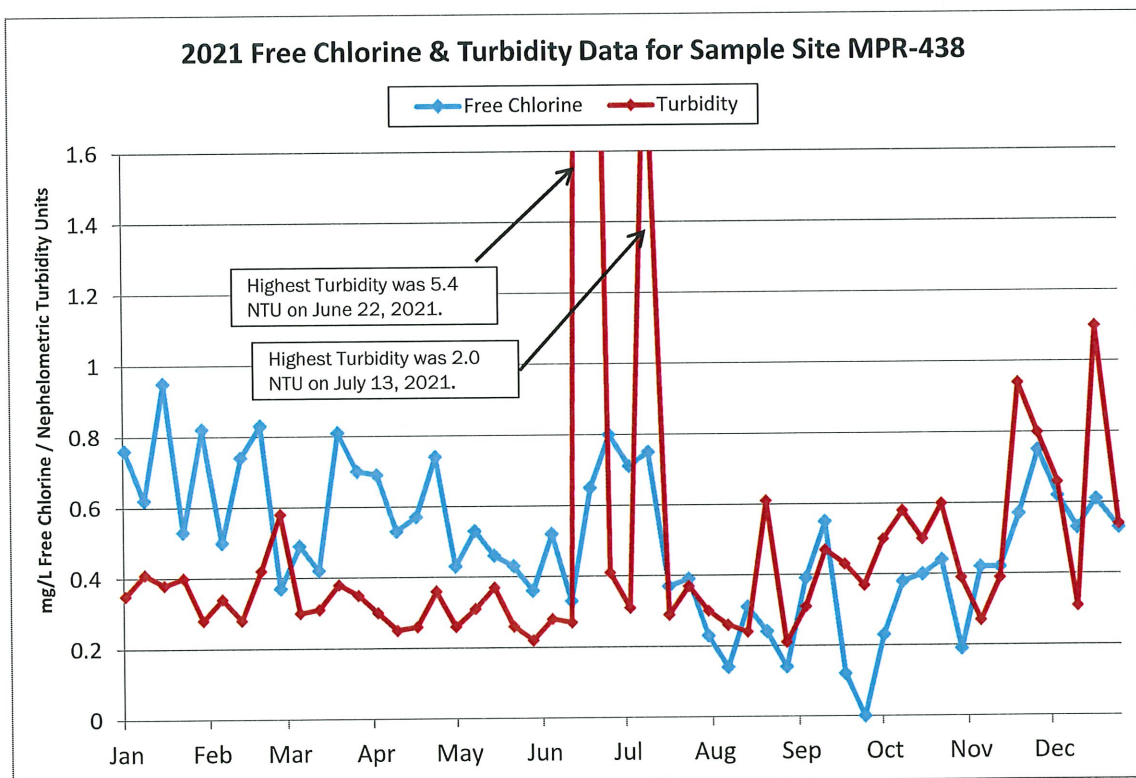
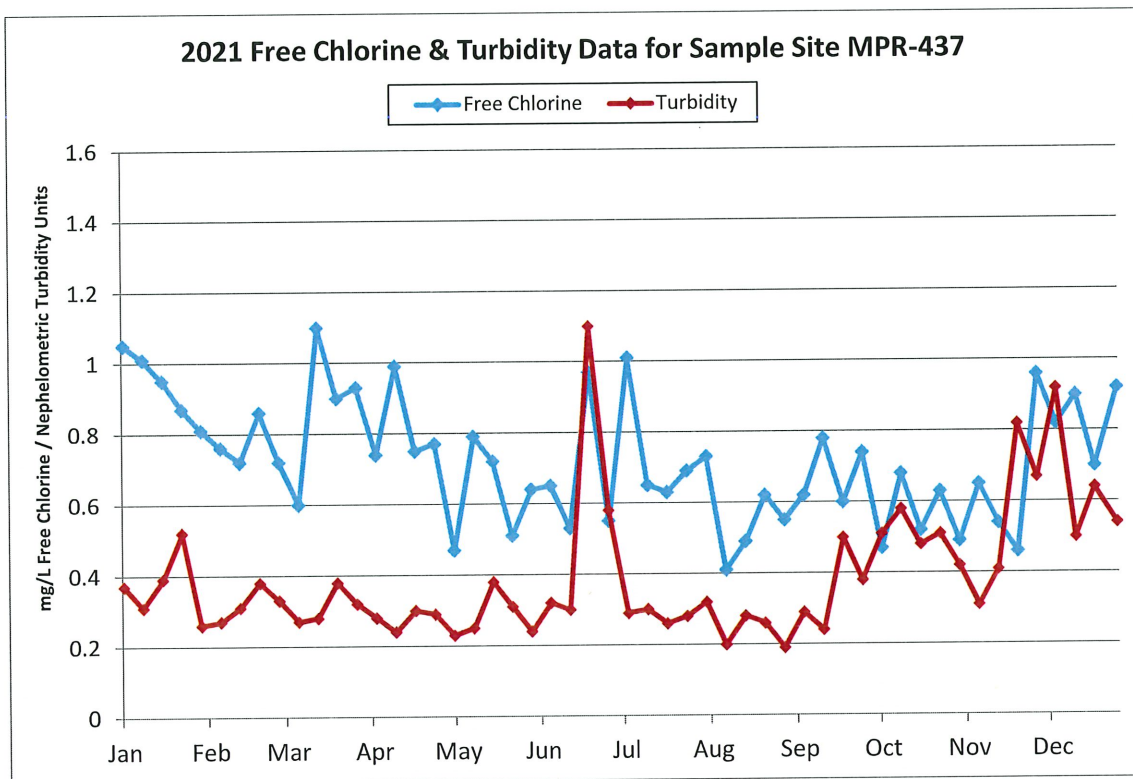


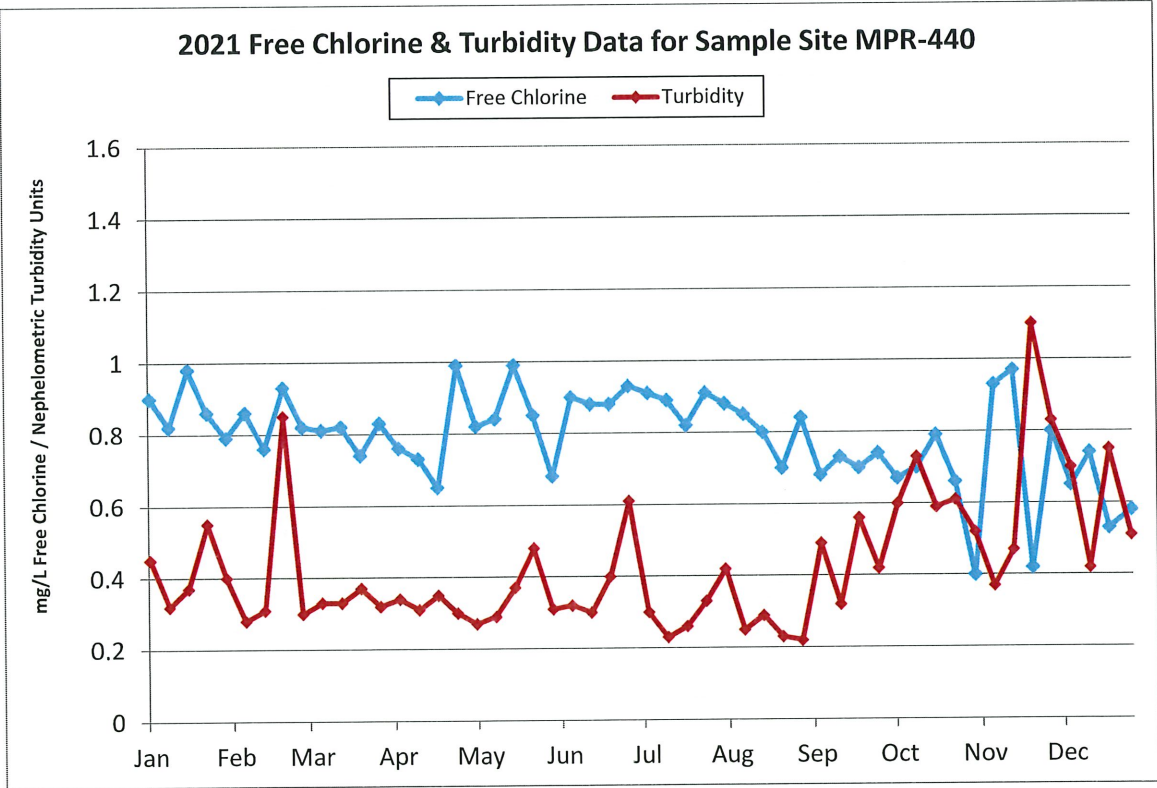
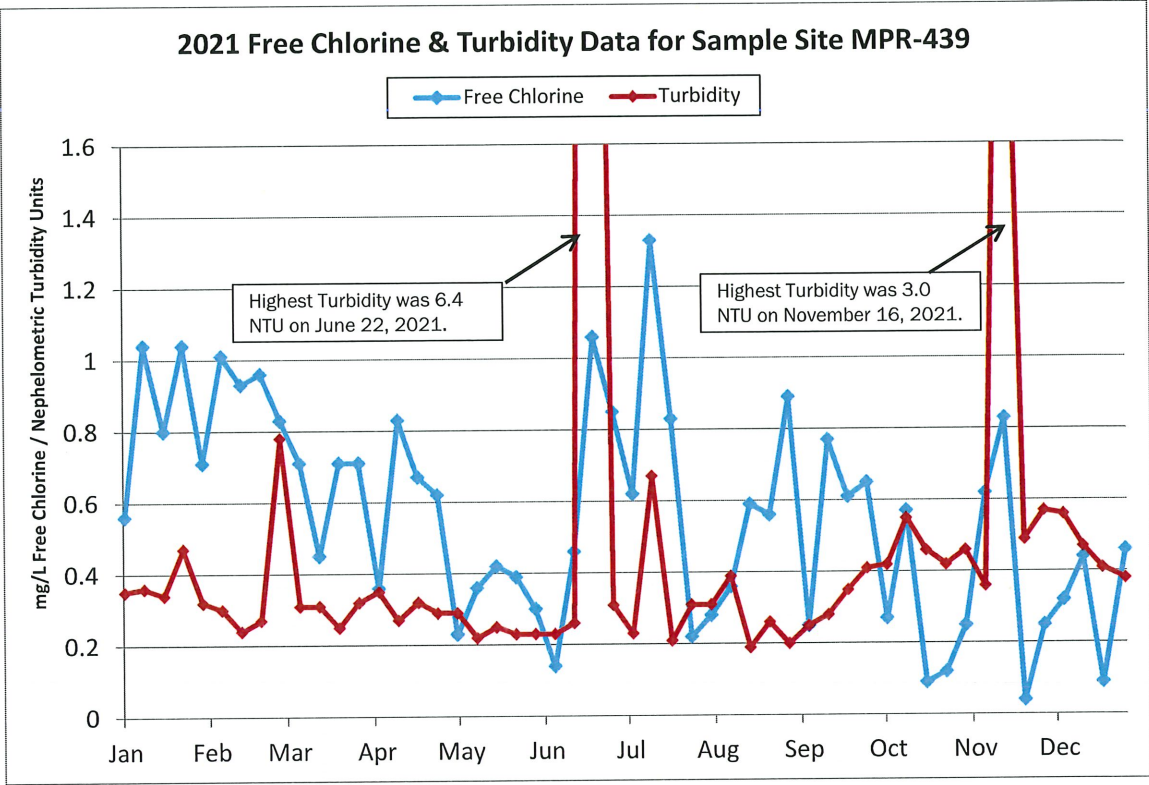


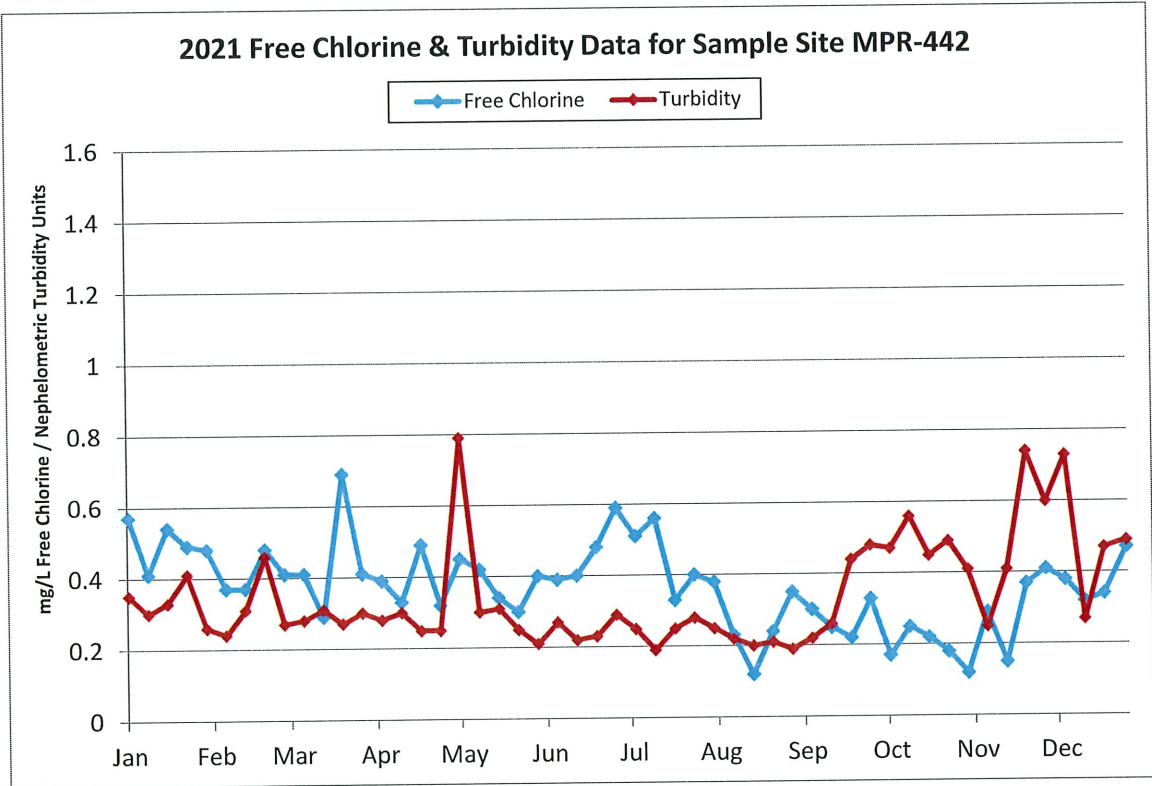
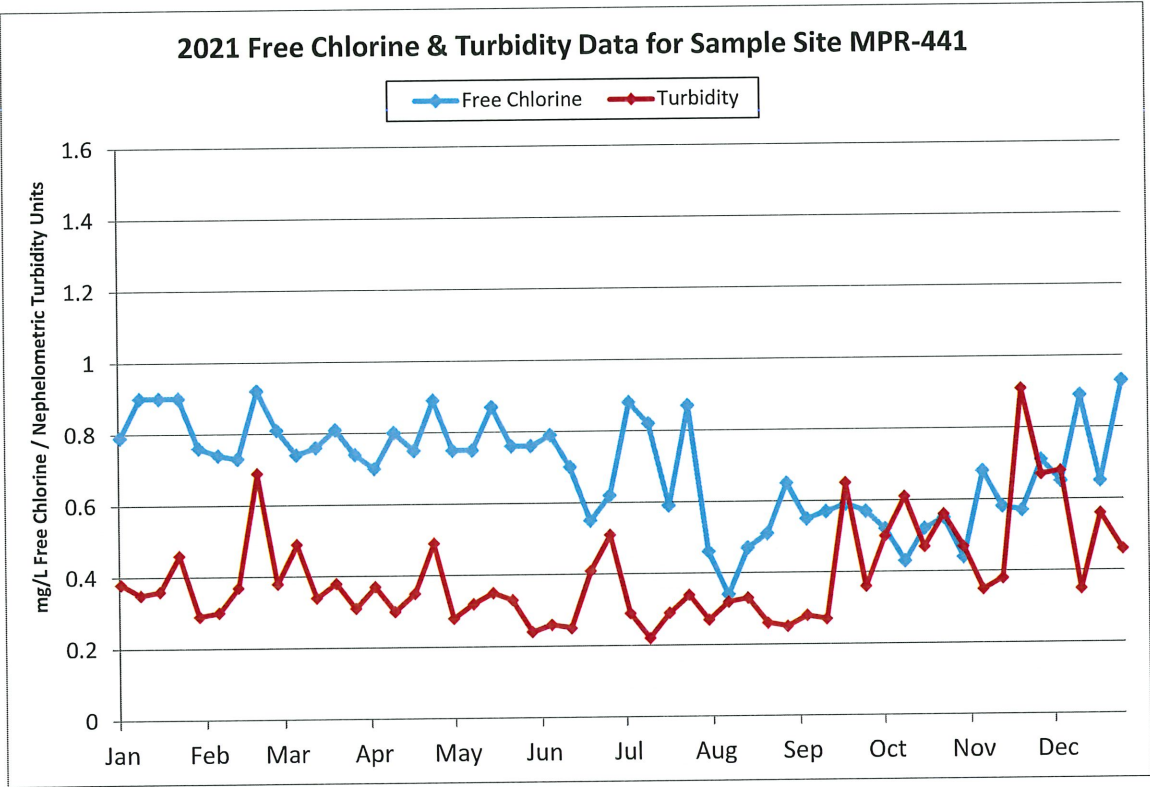


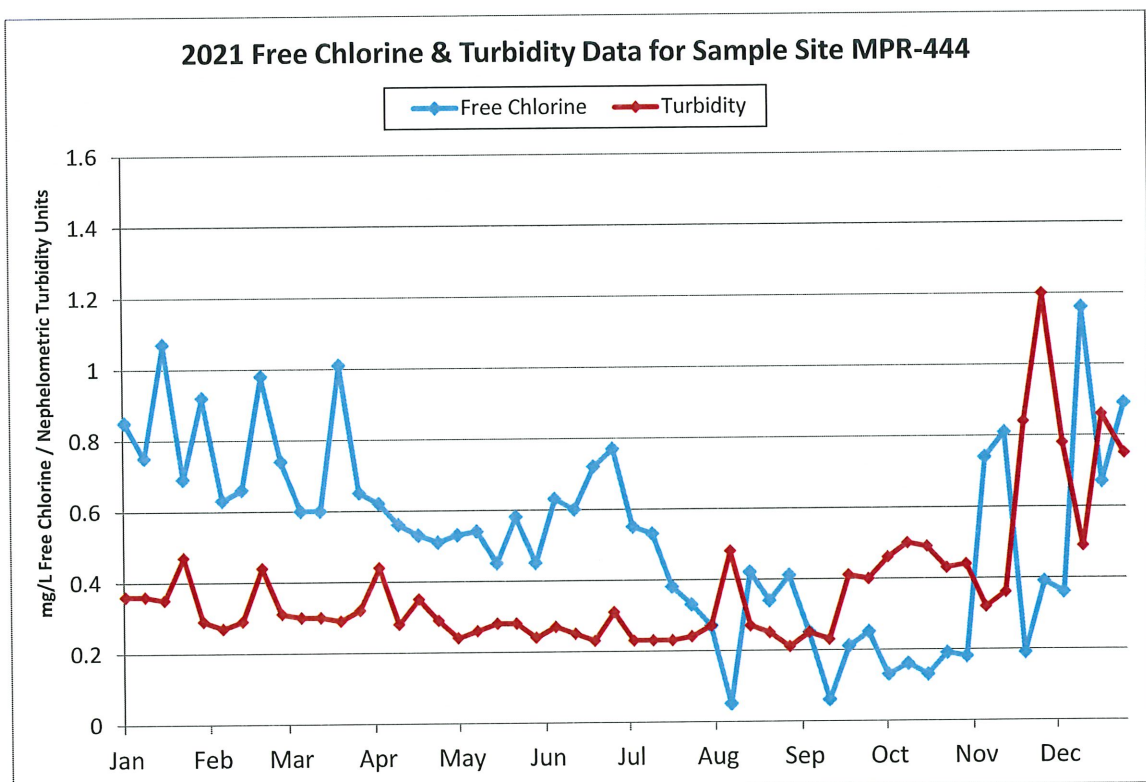
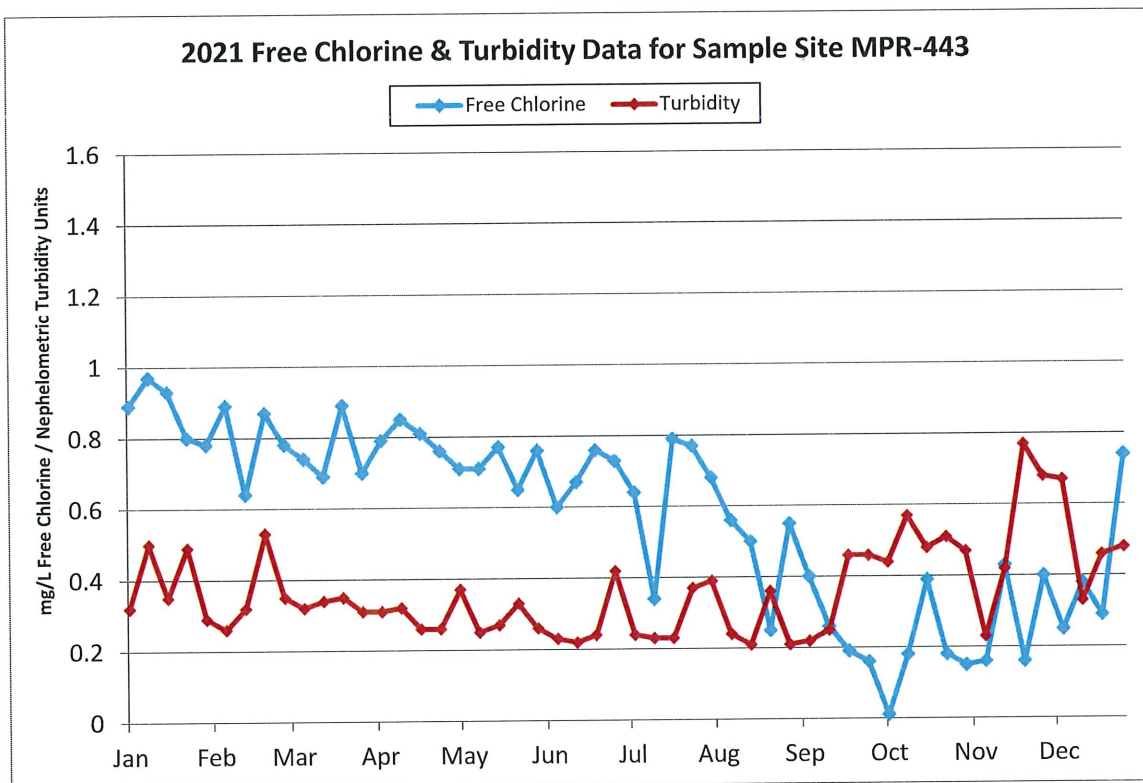


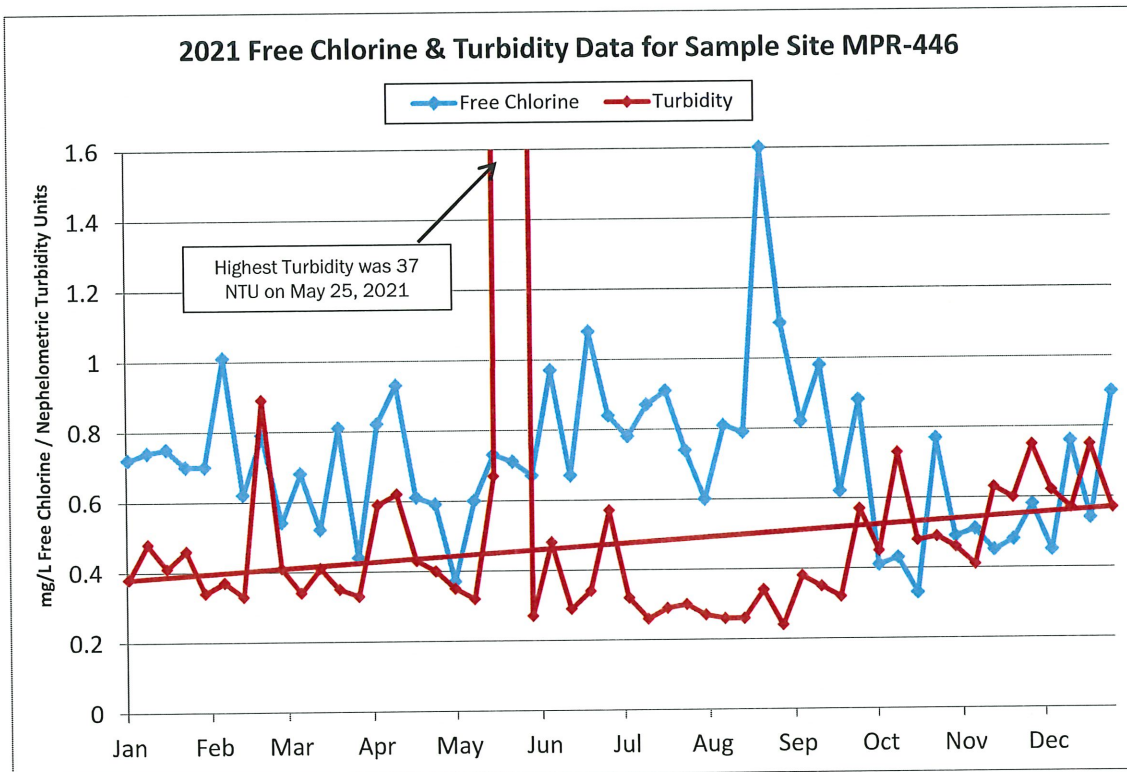
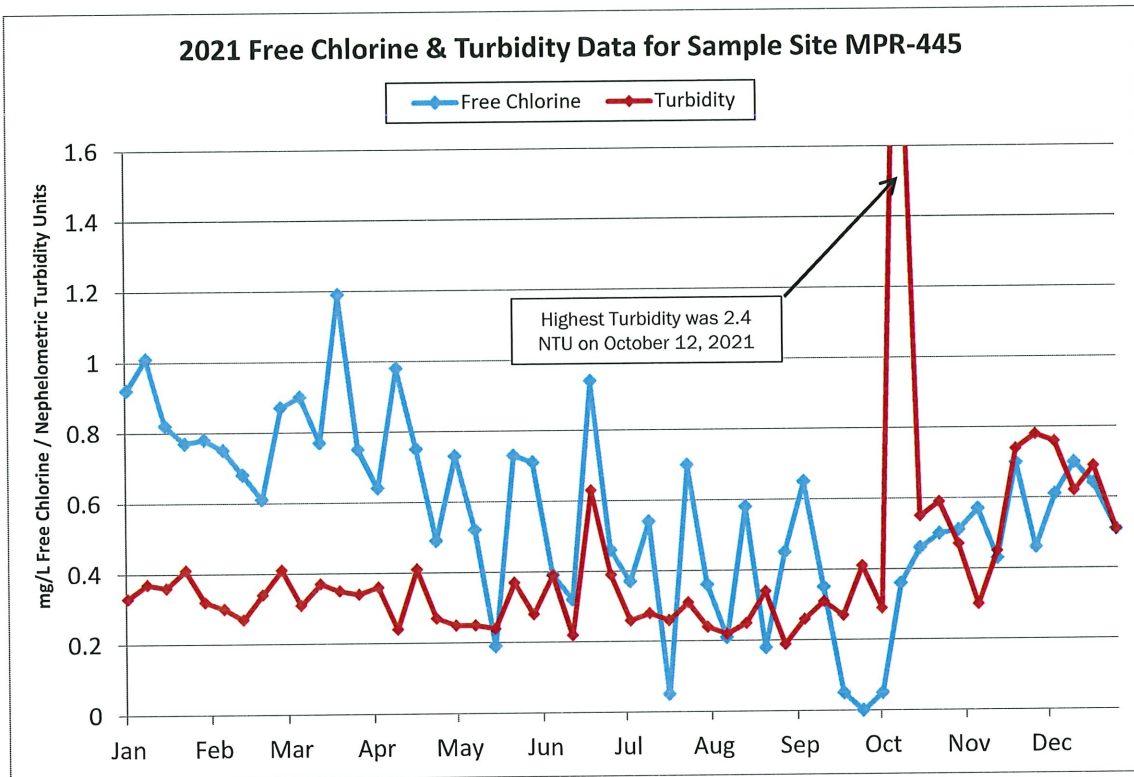


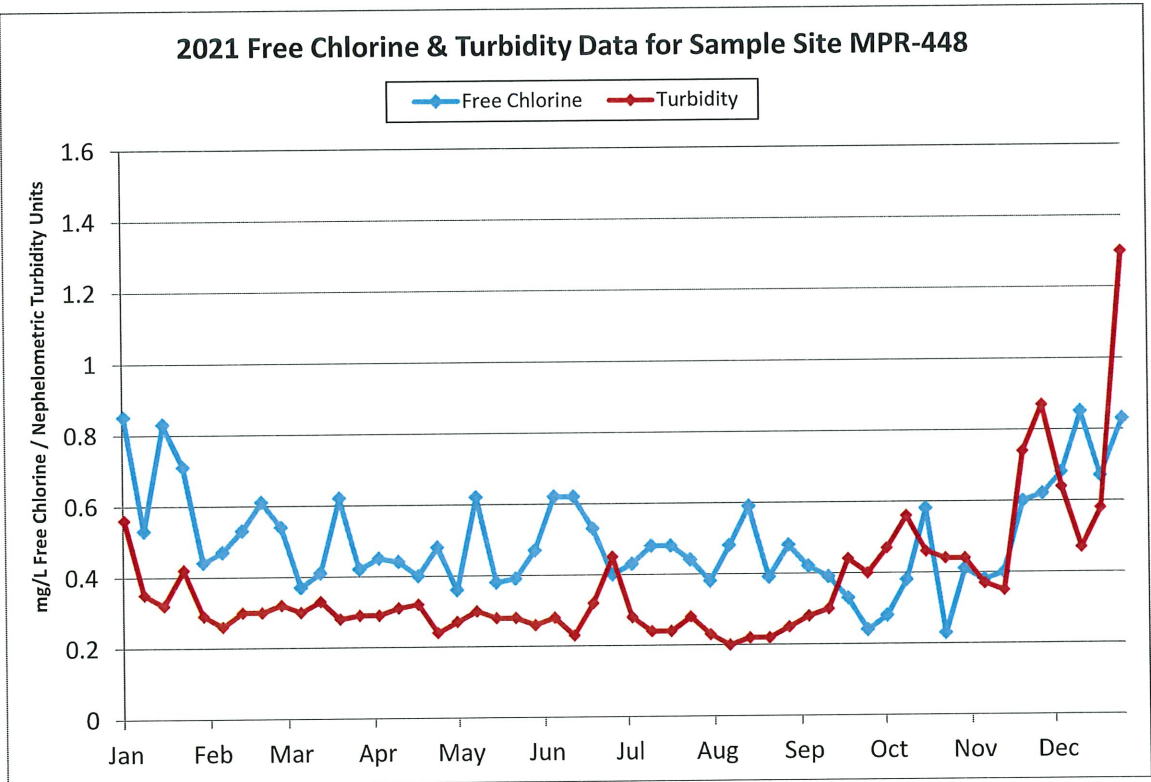
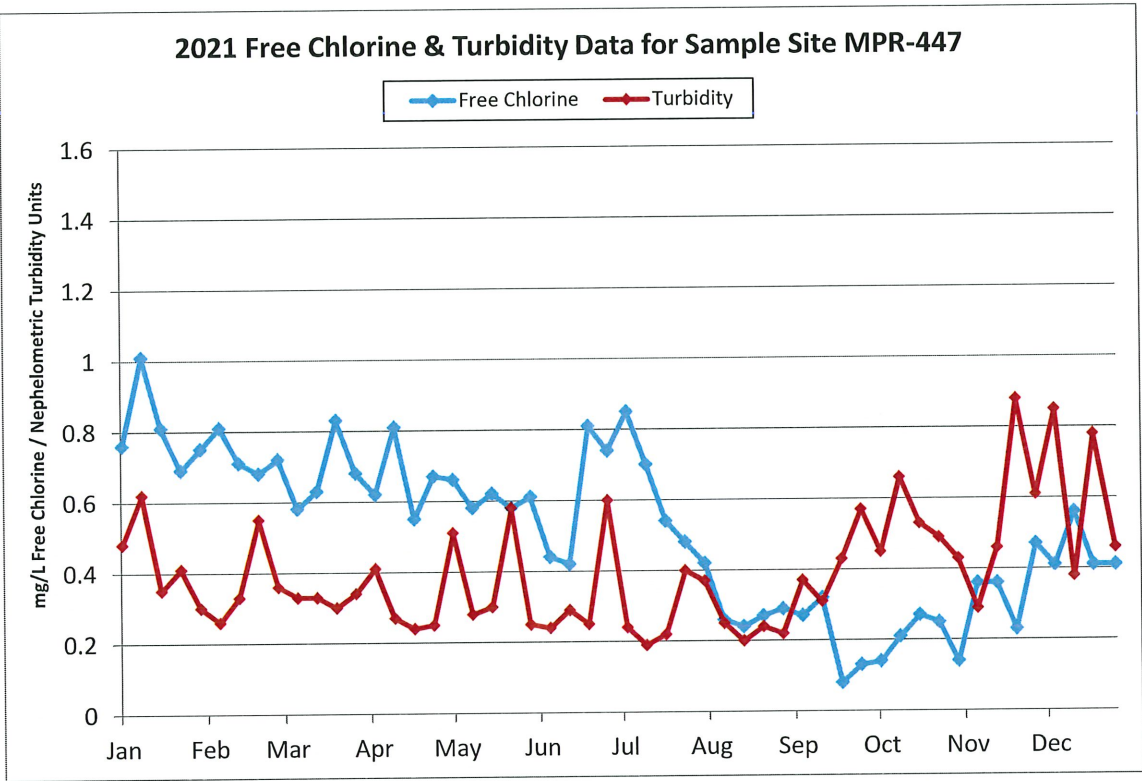


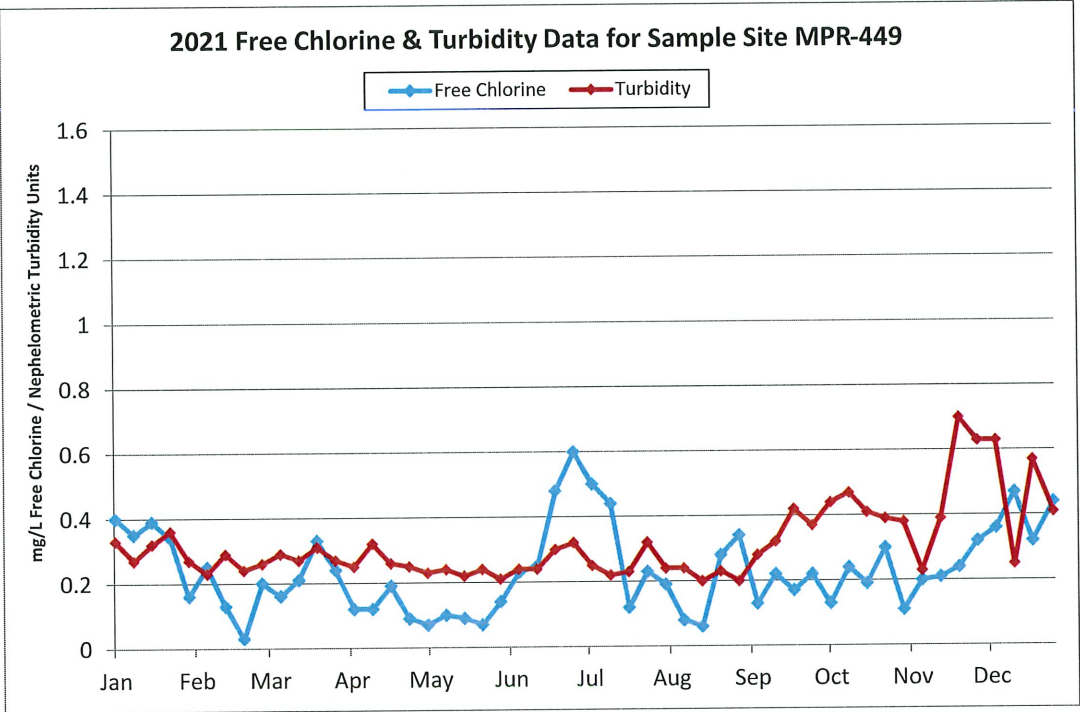












Appendix F: Weekly Sample Lab Results

City of Maple Ridge
Drinking Water Quality Report 2021

Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-400	Powell Ave. West of 203rd Street	2021-01-05 09:30	0.79	<1	<2	8	<1	0.35
MPR-400	Powell Ave. West of 203rd Street	2021-01-12 09:38	0.78	<1	<2	6	<1	0.28
MPR-400	Powell Ave. West of 203rd Street	2021-01-19 09:39	0.87	<1	<2	7	<1	0.4
MPR-400	Powell Ave. West of 203rd Street	2021-01-26 09:33	0.75	<1	<2	7	<1	0.38
MPR-400	Powell Ave. West of 203rd Street	2021-02-02 09:35	0.75	<1	<2	7	<1	0.25
MPR-400	Powell Ave. West of 203rd Street	2021-02-09 10:17	0.85	<1	<2	7	<1	0.24
MPR-400	Powell Ave. West of 203rd Street	2021-02-16 09:30	0.66	<1	<2	7	<1	0.27
MPR-400	Powell Ave. West of 203rd Street	2021-02-23 09:34	0.89	<1	<2	6	<1	0.69
MPR-400	Powell Ave. West of 203rd Street	2021-03-02 09:00	0.64	<1	<2	6	<1	0.27
MPR-400	Powell Ave. West of 203rd Street	2021-03-09 09:05	0.55	<1	<2	6.5	<1	0.29
MPR-400	Powell Ave. West of 203rd Street	2021-03-16 08:55	0.57	<1	<2	7	<1	0.35
MPR-400	Powell Ave. West of 203rd Street	2021-03-23 08:57	0.88	<1	<2	7	<1	0.32
MPR-400	Powell Ave. West of 203rd Street	2021-03-30 09:00	0.73	<1	<2	7	<1	0.26
MPR-400	Powell Ave. West of 203rd Street	2021-04-06 09:35	0.66	<1	<2	7	<1	0.28
MPR-400	Powell Ave. West of 203rd Street	2021-04-13 09:25	0.7	<1	<2	7	<1	0.27
MPR-400	Powell Ave. West of 203rd Street	2021-04-20 08:51	0.68	<1	<2	8	<1	0.25
MPR-400	Powell Ave. West of 203rd Street	2021-04-27 09:00	0.64	<1	<2	9	<1	0.23
MPR-400	Powell Ave. West of 203rd Street	2021-05-04 09:10	0.74	<1	<2	9	<1	0.23
MPR-400	Powell Ave. West of 203rd Street	2021-05-11 09:20	0.77	<1	<2	9	<1	0.26
MPR-400	Powell Ave. West of 203rd Street	2021-05-18 09:05	0.84	<1	<2	10	<1	0.29
MPR-400	Powell Ave. West of 203rd Street	2021-05-25 09:43	0.67	<1	<2	10.5	<1	0.34
MPR-400	Powell Ave. West of 203rd Street	2021-06-01 09:20	0.8	<1	<2	11	<1	0.22
MPR-400	Powell Ave. West of 203rd Street	2021-06-08 09:15	0.78	<1	<2	11	<1	0.23
MPR-400	Powell Ave. West of 203rd Street	2021-06-15 09:10	0.81	<1	2	11	<1	0.22
MPR-400	Powell Ave. West of 203rd Street	2021-06-22 09:00	0.74	<1	<2	12	<1	0.2
MPR-400	Powell Ave. West of 203rd Street	2021-06-29 09:00	0.8	<1	54	13	<1	0.32
MPR-400	Powell Ave. West of 203rd Street	2021-07-06 09:00	0.88	<1	12	14	<1	0.28
MPR-400	Powell Ave. West of 203rd Street	2021-07-13 09:25	0.82	<1	<2	14	<1	0.22
MPR-400	Powell Ave. West of 203rd Street	2021-07-20 09:00	0.82	<1	28	15	<1	0.22
MPR-400	Powell Ave. West of 203rd Street	2021-07-27 09:15	0.89	<1	2	16	<1	0.28
MPR-400	Powell Ave. West of 203rd Street	2021-08-03 09:05	0.75	<1	4	16	<1	0.32
MPR-400	Powell Ave. West of 203rd Street	2021-08-10 09:15	0.77	<1	8	17	<1	0.2
MPR-400	Powell Ave. West of 203rd Street	2021-08-17 09:05	0.82	<1	<2	17	<1	0.23
MPR-400	Powell Ave. West of 203rd Street	2021-08-24 09:15	0.9	<1	24	17	<1	0.23
MPR-400	Powell Ave. West of 203rd Street	2021-08-31 09:10	0.97	<1	<2	16	<1	0.21
MPR-400	Powell Ave. West of 203rd Street	2021-09-07 09:10	0.89	<1	4	17	<1	0.34
MPR-400	Powell Ave. West of 203rd Street	2021-09-14 09:10	0.89	<1	2	17	<1	0.32
MPR-400	Powell Ave. West of 203rd Street	2021-09-21 09:05	0.72	<1	4	15	<1	0.57
MPR-400	Powell Ave. West of 203rd Street	2021-09-28 09:10	0.91	<1	2	14	<1	0.44

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-400	Powell Ave. West of 203rd Street	2021-10-05 09:10	0.86	<1	<2	14	<1	0.53
MPR-400	Powell Ave. West of 203rd Street	2021-10-12 09:15	0.93	<1	<2	14	<1	0.57
MPR-400	Powell Ave. West of 203rd Street	2021-10-19 09:35	0.89	<1	8	12	<1	0.5
MPR-400	Powell Ave. West of 203rd Street	2021-10-26 09:07	0.88	<1	4	13	<1	0.48
MPR-400	Powell Ave. West of 203rd Street	2021-11-02 09:45	0.57	<1	2	11	<1	0.51
MPR-400	Powell Ave. West of 203rd Street	2021-11-09 09:30	0.93	<1	<2	10	<1	0.34
MPR-400	Powell Ave. West of 203rd Street	2021-11-16 09:26	1.2	<1	<2	10	<1	0.85
MPR-400	Powell Ave. West of 203rd Street	2021-11-23 09:50	0.78	<1	30	9	<1	0.91
MPR-400	Powell Ave. West of 203rd Street	2021-11-30 09:40	0.96	<1	<2	9	<1	0.98
MPR-400	Powell Ave. West of 203rd Street	2021-12-07 09:45	0.94	<1	2	8	<1	0.79
MPR-400	Powell Ave. West of 203rd Street	2021-12-14 09:35	0.94	<1	<2	9	<1	0.43
MPR-400	Powell Ave. West of 203rd Street	2021-12-21 09:45	0.69	<1	NA	7	<1	0.53
MPR-400	Powell Ave. West of 203rd Street	2021-12-29 10:10	0.72	<1	NA	6	<1	0.47
MPR-401	229A St and 136 Ave	2021-01-05 08:37	0.55	<1	2	7	<1	0.37
MPR-401	229A St and 136 Ave	2021-01-12 08:35	0.58	<1	4	7	<1	0.28
MPR-401	229A St and 136 Ave	2021-01-19 08:42	0.48	<1	<2	7	<1	0.3
MPR-401	229A St and 136 Ave	2021-01-26 08:43	0.52	<1	<2	6	<1	0.35
MPR-401	229A St and 136 Ave	2021-02-02 08:30	0.81	<1	<2	6	<1	0.28
MPR-401	229A St and 136 Ave	2021-02-09 09:15	0.49	<1	<2	6	<1	0.29
MPR-401	229A St and 136 Ave	2021-02-16 08:35	0.61	<1	<2	6	<1	0.3
MPR-401	229A St and 136 Ave	2021-02-23 08:52	0.74	<1	<2	6	<1	0.41
MPR-401	229A St and 136 Ave	2021-03-02 08:00	0.6	<1	<2	6	<1	0.29
MPR-401	229A St and 136 Ave	2021-03-09 08:05	0.44	<1	<2	6.5	<1	2.1
MPR-401	229A St and 136 Ave	2021-03-16 07:55	0.6	<1	<2	7	<1	0.32
MPR-401	229A St and 136 Ave	2021-03-23 08:11	0.56	<1	<2	8	<1	0.34
MPR-401	229A St and 136 Ave	2021-03-30 08:00	0.54	<1	2	8	<1	0.3
MPR-401	229A St and 136 Ave	2021-04-06 08:40	0.63	<1	<2	8	<1	0.45
MPR-401	229A St and 136 Ave	2021-04-13 08:30	0.52	<1	<2	7	<1	0.32
MPR-401	229A St and 136 Ave	2021-04-20 08:02	0.22	<1	<2	10	<1	0.24
MPR-401	229A St and 136 Ave	2021-04-27 08:05	0.41	<1	<2	11	<1	0.26
MPR-401	229A St and 136 Ave	2021-05-04 08:10	0.54	<1	<2	11	<1	0.29
MPR-401	229A St and 136 Ave	2021-05-11 08:25	0.58	<1	<2	12	<1	0.26
MPR-401	229A St and 136 Ave	2021-05-18 08:05	0.48	<1	<2	13	<1	0.26
MPR-401	229A St and 136 Ave	2021-05-25 08:35	0.5	<1	<2	13	<1	0.25
MPR-401	229A St and 136 Ave	2021-06-01 08:15	0.57	<1	<2	13	<1	0.26
MPR-401	229A St and 136 Ave	2021-06-08 08:15	0.4	<1	<2	13	<1	0.23
MPR-401	229A St and 136 Ave	2021-06-15 08:10	0.51	<1	2	14	<1	0.31
MPR-401	229A St and 136 Ave	2021-06-22 08:15	0.47	<1	<2	14	<1	0.29
MPR-401	229A St and 136 Ave	2021-06-29 08:00	0.62	<1	<2	16	<1	0.32

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-401	229A St and 136 Ave	2021-07-06 08:05	0.72	<1	<2	16	<1	0.22
MPR-401	229A St and 136 Ave	2021-07-13 08:25	0.6	<1	<2	17	<1	0.22
MPR-401	229A St and 136 Ave	2021-07-20 08:08	0.6	<1	<2	17	<1	0.25
MPR-401	229A St and 136 Ave	2021-07-27 08:25	0.57	<1	<2	18	<1	0.31
MPR-401	229A St and 136 Ave	2021-08-03 08:15	0.52	<1	2	19	<1	0.24
MPR-401	229A St and 136 Ave	2021-08-10 08:10	0.26	<1	4	19	<1	0.22
MPR-401	229A St and 136 Ave	2021-08-17 08:10	0.45	<1	<2	19	<1	0.33
MPR-401	229A St and 136 Ave	2021-08-24 08:20	0.26	<1	4	19	<1	0.25
MPR-401	229A St and 136 Ave	2021-08-31 08:20	0.32	<1	<2	19	<1	0.21
MPR-401	229A St and 136 Ave	2021-09-07 08:20	0.41	<1	2	18	<1	0.29
MPR-401	229A St and 136 Ave	2021-09-14 08:00	0.25	<1	4	17	<1	0.35
MPR-401	229A St and 136 Ave	2021-09-21 08:10	0.35	<1	<2	17	<1	0.53
MPR-401	229A St and 136 Ave	2021-09-28 08:06	0.2	<1	<2	15	<1	1.6
MPR-401	229A St and 136 Ave	2021-10-05 08:15	0.11	<1	<2	15	<1	0.47
MPR-401	229A St and 136 Ave	2021-10-12 08:19	0.09	<1	28	14	<1	0.45
MPR-401	229A St and 136 Ave	2021-10-19 08:30	0.06	<1	<2	13	<1	0.53
MPR-401	229A St and 136 Ave	2021-10-26 08:07	0.09	<1	2	13	<1	0.43
MPR-401	229A St and 136 Ave	2021-11-02 08:45	0.24	<1	<2	12	<1	0.41
MPR-401	229A St and 136 Ave	2021-11-09 08:35	0.29	<1	<2	11	<1	0.25
MPR-401	229A St and 136 Ave	2021-11-16 08:40	0.03	<1	2	10	<1	0.36
MPR-401	229A St and 136 Ave	2021-11-23 09:00	0.17	<1	2	9	<1	0.79
MPR-401	229A St and 136 Ave	2021-11-30 08:50	0.6	<1	<2	9	<1	0.79
MPR-401	229A St and 136 Ave	2021-12-07 08:45	0.32	<1	<2	8	<1	0.71
MPR-401	229A St and 136 Ave	2021-12-14 08:33	0.57	<1	6	9	<1	0.47
MPR-401	229A St and 136 Ave	2021-12-21 08:55	0.79	<1	NA	6	<1	0.48
MPR-401	229A St and 136 Ave	2021-12-29 09:10	1.25	<1	NA	5	<1	0.61
MPR-402	Fern Crescent and 128 Ave	2021-05-04 07:45	0.27	<1	<2	11	<1	0.27
MPR-402	Fern Crescent and 128 Ave	2021-05-11 08:00	0.28	<1	<2	11	<1	0.24
MPR-402	Fern Crescent and 128 Ave	2021-05-18 07:35	0.2	<1	<2	12	<1	0.28
MPR-402	Fern Crescent and 128 Ave	2021-05-25 08:04	0.27	<1	<2	12	<1	0.25
MPR-402	Fern Crescent and 128 Ave	2021-06-01 07:50	0.28	<1	<2	12	<1	0.29
MPR-402	Fern Crescent and 128 Ave	2021-06-08 07:50	0.16	<1	<2	13	<1	0.34
MPR-402	Fern Crescent and 128 Ave	2021-06-15 07:45	0.42	<1	<2	14	<1	0.25
MPR-402	Fern Crescent and 128 Ave	2021-06-22 07:50	0.24	<1	<2	14	<1	0.31
MPR-402	Fern Crescent and 128 Ave	2021-06-29 07:35	0.4	<1	2	15	<1	0.26
MPR-402	Fern Crescent and 128 Ave	2021-07-06 07:45	0.42	<1	<2	16	<1	0.23
MPR-402	Fern Crescent and 128 Ave	2021-07-13 07:55	0.1	<1	<2	17	<1	0.23
MPR-402	Fern Crescent and 128 Ave	2021-07-20 07:45	0.21	<1	<2	17	<1	0.21
MPR-402	Fern Crescent and 128 Ave	2021-07-27 07:55	0.15	<1	<2	17	<1	0.32

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-402	Fern Crescent and 128 Ave	2021-08-03 07:55	0.3	<1	<2	18	<1	0.23
MPR-402	Fern Crescent and 128 Ave	2021-08-10 07:40	0.17	<1	<2	18	<1	0.22
MPR-402	Fern Crescent and 128 Ave	2021-08-17 07:40	0.11	<1	<2	18	<1	0.28
MPR-402	Fern Crescent and 128 Ave	2021-08-24 07:55	0.17	<1	6	18	<1	0.28
MPR-402	Fern Crescent and 128 Ave	2021-08-31 07:50	0.13	<1	2	18	<1	0.23
MPR-402	Fern Crescent and 128 Ave	2021-09-07 07:55	0.16	<1	6	17	<1	0.26
MPR-402	Fern Crescent and 128 Ave	2021-09-14 07:40	0.11	<1	6	17	<1	0.36
MPR-402	Fern Crescent and 128 Ave	2021-09-21 07:45	0.11	<1	<2	16	<1	0.42
MPR-402	Fern Crescent and 128 Ave	2021-09-28 07:45	0.07	<1	4	16	<1	0.38
MPR-402	Fern Crescent and 128 Ave	2021-10-05 07:45	0.09	<1	10	15	<1	0.46
MPR-402	Fern Crescent and 128 Ave	2021-10-12 07:51	0.17	<1	10	15	<1	0.52
MPR-402	Fern Crescent and 128 Ave	2021-10-19 08:00	0.04	<1	2	14	<1	0.52
MPR-402	Fern Crescent and 128 Ave	2021-10-26 07:45	0.24	<1	4	13	<1	0.41
MPR-402	Fern Crescent and 128 Ave	2021-11-02 08:15	0.12	<1	<2	11	<1	0.54
MPR-402	Fern Crescent and 128 Ave	2021-11-09 08:10	0.09	<1	<2	11	<1	0.4
MPR-402	Fern Crescent and 128 Ave	2021-11-16 08:10	0.01	<1	<2	10	<1	0.36
MPR-402	Fern Crescent and 128 Ave	2021-11-23 08:30	0.1	<1	<2	9	<1	1.2
MPR-402	Fern Crescent and 128 Ave	2021-11-30 08:20	0.63	<1	<2	9	<1	0.87
MPR-402	Fern Crescent and 128 Ave	2021-12-07 08:15	0.33	<1	<2	9	<1	0.8
MPR-402	Fern Crescent and 128 Ave	2021-12-14 08:04	0.57	<1	<2	9	<1	0.42
MPR-402	Fern Crescent and 128 Ave	2021-12-21 08:25	0.57	<1	NA	6	<1	0.78
MPR-402	Fern Crescent and 128 Ave	2021-12-29 08:40	0.58	<1	NA	7	<1	0.49
MPR-403	Bosonworth Ave and Carmichael St	2021-05-04 10:35	0.76	<1	<2	12	<1	0.24
MPR-403	Bosonworth Ave and Carmichael St	2021-05-11 10:20	0.83	<1	<2	12	<1	0.22
MPR-403	Bosonworth Ave and Carmichael St	2021-05-18 10:35	0.82	<1	2	14	<1	0.23
MPR-403	Bosonworth Ave and Carmichael St	2021-05-25 10:55	0.82	<1	<2	14	<1	0.22
MPR-403	Bosonworth Ave and Carmichael St	2021-06-01 10:45	0.41	<1	2	14	<1	0.22
MPR-403	Bosonworth Ave and Carmichael St	2021-06-08 10:25	0.42	<1	8	15	<1	0.25
MPR-403	Bosonworth Ave and Carmichael St	2021-06-15 10:25	0.66	<1	2	15	<1	0.24
MPR-403	Bosonworth Ave and Carmichael St	2021-06-22 10:20	0.93	<1	<2	16	<1	0.21
MPR-403	Bosonworth Ave and Carmichael St	2021-06-29 10:10	0.65	<1	10	18	<1	0.52
MPR-403	Bosonworth Ave and Carmichael St	2021-07-06 10:15	1.01	<1	14	18	<1	0.24
MPR-403	Bosonworth Ave and Carmichael St	2021-07-13 10:40	1.01	<1	10	18	<1	0.26
MPR-403	Bosonworth Ave and Carmichael St	2021-07-20 10:10	1	<1	4	18	<1	0.2
MPR-403	Bosonworth Ave and Carmichael St	2021-07-27 10:20	0.66	<1	12	19	<1	0.34
MPR-403	Bosonworth Ave and Carmichael St	2021-08-03 10:10	0.71	<1	4	20	<1	0.25
MPR-403	Bosonworth Ave and Carmichael St	2021-08-10 10:22	0.7	<1	6	20	<1	0.22
MPR-403	Bosonworth Ave and Carmichael St	2021-08-17 10:25	0.69	<1	6	19	<1	0.2
MPR-403	Bosonworth Ave and Carmichael St	2021-08-24 10:35	0.7	<1	4	19	<1	0.21

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-403	Bosonworth Ave and Carmichael St	2021-08-31 10:20	0.89	<1	2	19	<1	0.18
MPR-403	Bosonworth Ave and Carmichael St	2021-09-07 10:15	0.93	<1	<2	18	<1	0.25
MPR-403	Bosonworth Ave and Carmichael St	2021-09-14 10:15	0.69	<1	<2	18	<1	0.23
MPR-403	Bosonworth Ave and Carmichael St	2021-09-21 10:25	0.61	<1	<2	17	<1	0.29
MPR-403	Bosonworth Ave and Carmichael St	2021-09-28 10:45	0.55	<1	<2	16	<1	0.36
MPR-403	Bosonworth Ave and Carmichael St	2021-10-05 10:45	0.44	<1	2	16	<1	0.33
MPR-403	Bosonworth Ave and Carmichael St	2021-10-12 10:47	0.51	<1	8	13	<1	0.45
MPR-403	Bosonworth Ave and Carmichael St	2021-10-19 10:45	0.49	<1	6	13	<1	0.43
MPR-403	Bosonworth Ave and Carmichael St	2021-10-26 10:04	0.76	<1	10	13	<1	0.41
MPR-403	Bosonworth Ave and Carmichael St	2021-11-02 11:05	0.49	<1	4	11	<1	0.43
MPR-403	Bosonworth Ave and Carmichael St	2021-11-09 10:55	0.72	<1	<2	11	<1	0.36
MPR-403	Bosonworth Ave and Carmichael St	2021-11-16 10:45	0.86	<1	<2	10	<1	0.32
MPR-403	Bosonworth Ave and Carmichael St	2021-11-23 10:50	0.86	<1	2	9	<1	0.52
MPR-403	Bosonworth Ave and Carmichael St	2021-11-30 10:55	1.08	<1	<2	9	<1	0.69
MPR-403	Bosonworth Ave and Carmichael St	2021-12-07 11:00	0.9	<1	<2	8	<1	0.69
MPR-403	Bosonworth Ave and Carmichael St	2021-12-14 12:40	1.18	<1	<2	7	<1	0.56
MPR-403	Bosonworth Ave and Carmichael St	2021-12-21 11:00	0.91	<1	NA	6	<1	0.55
MPR-403	Bosonworth Ave and Carmichael St	2021-12-29 11:15	1.06	<1	NA	2	<1	0.45
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-01-05 09:38	1	<1	<2	7	<1	0.39
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-01-12 09:45	1.14	<1	<2	6	<1	1.6
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-01-19 09:47	0.98	<1	<2	6	<1	0.38
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-01-26 09:40	0.82	<1	<2	6	<1	0.45
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-02-02 09:40	0.82	<1	<2	6	<1	0.28
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-02-09 10:28	0.91	<1	<2	6	<1	0.25
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-02-16 09:40	0.82	<1	<2	6	<1	0.31
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-02-23 09:42	0.82	<1	<2	5	<1	0.65
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-03-02 09:10	0.84	<1	<2	5	<1	0.42
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-03-09 09:15	0.81	<1	<2	5.5	<1	0.32
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-03-16 09:05	0.78	<1	2	7	<1	0.32
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-03-23 09:05	1.02	<1	<2	6	<1	0.37
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-03-30 09:10	0.87	<1	<2	7	<1	0.36
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-04-06 09:45	0.68	-	<2	7	-	13
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-04-13 09:35	0.76	<1	<2	7	<1	0.31
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-04-20 08:58	0.78	<1	<2	8	<1	0.28
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-04-27 09:10	0.87	<1	<2	9	<1	0.25
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-05-04 09:30	0.78	<1	<2	10	<1	1.8
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-05-11 09:30	0.78	<1	<2	10	<1	0.27
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-05-18 09:15	0.88	<1	<2	10	<1	0.38
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-05-25 09:55	0.72	<1	2	11.5	<1	0.3

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-06-01 09:35	0.74	<1	<2	12	<1	0.32
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-06-08 09:25	0.85	<1	<2	12	<1	0.29
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-06-15 09:20	0.8	<1	<2	13	<1	0.28
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-06-22 09:05	0.98	<1	2	12	<1	0.24
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-06-29 09:10	1.09	<1	<2	14	<1	0.29
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-07-06 09:10	1.16	<1	<2	14	<1	0.3
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-07-13 09:35	1.01	<1	<2	15	<1	0.23
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-07-20 09:10	0.82	<1	2	16	<1	0.21
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-07-27 09:25	0.81	<1	<2	18	<1	0.35
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-08-03 09:15	0.83	<1	2	17	<1	0.4
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-08-10 09:20	0.87	<1	2	19	<1	0.2
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-08-17 09:15	0.81	<1	<2	18	<1	0.24
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-08-24 09:25	0.88	<1	<2	18	<1	0.23
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-08-31 09:20	0.97	<1	<2	18	<1	0.24
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-09-07 09:20	0.86	<1	<2	18	<1	0.39
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-09-14 09:20	0.82	<1	<2	17	<1	0.24
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-09-21 09:15	0.74	<1	<2	16	<1	0.71
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-09-28 09:25	1.14	<1	<2	15	<1	0.39
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-10-05 09:25	0.81	<1	<2	15	<1	0.61
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-10-12 09:24	0.86	<1	<2	14	<1	0.61
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-10-19 09:40	0.8	<1	<2	12	<1	0.58
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-10-26 09:14	0.97	<1	<2	12	<1	0.6
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-11-02 09:50	0.61	<1	<2	11	<1	0.48
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-11-09 09:40	0.92	<1	<2	10	<1	0.35
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-11-16 09:34	1.15	<1	<2	10	<1	0.61
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-11-23 09:55	0.92	<1	<2	9	<1	0.99
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-11-30 09:50	0.86	<1	<2	8	<1	1.1
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-12-07 09:55	1.18	<1	<2	8	<1	0.91
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-12-14 09:44	1.02	<1	<2	7	<1	0.49
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-12-21 09:55	0.74	<1	NA	5	<1	0.66
MPR-431	Dewdney Trunk Rd. @ 201B St.	2021-12-29 10:20	0.93	<1	NA	5	<1	0.47
MPR-432	224 St. @ 122 Ave.	2021-01-05 09:03	0.92	<1	<2	6	<1	0.34
MPR-432	224 St. @ 122 Ave.	2021-01-12 08:58	0.85	<1	<2	6	<1	0.33
MPR-432	224 St. @ 122 Ave.	2021-01-19 09:11	0.97	<1	2	5	<1	0.4
MPR-432	224 St. @ 122 Ave.	2021-01-26 09:02	0.73	<1	<2	5	<1	0.43
MPR-432	224 St. @ 122 Ave.	2021-02-02 08:55	0.77	<1	<2	5	<1	0.33
MPR-432	224 St. @ 122 Ave.	2021-02-09 09:40	0.88	<1	<2	5	<1	0.26
MPR-432	224 St. @ 122 Ave.	2021-02-16 08:58	0.77	<1	<2	5	<1	0.29
MPR-432	224 St. @ 122 Ave.	2021-02-23 09:06	0.98	<1	<2	5	<1	0.83

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-432	224 St. @ 122 Ave.	2021-03-02 08:30	0.77	<1	<2	5	<1	0.37
MPR-432	224 St. @ 122 Ave.	2021-03-09 08:28	0.75	<1	<2	5.5	<1	0.31
MPR-432	224 St. @ 122 Ave.	2021-03-16 08:15	0.7	<1	<2	6	<1	0.27
MPR-432	224 St. @ 122 Ave.	2021-03-23 08:31	0.92	<1	<2	6	<1	0.38
MPR-432	224 St. @ 122 Ave.	2021-03-30 08:25	0.91	<1	<2	6	<1	0.32
MPR-432	224 St. @ 122 Ave.	2021-04-06 09:00	0.75	<1	<2	7	<1	0.35
MPR-432	224 St. @ 122 Ave.	2021-04-13 08:55	0.84	<1	<2	6	<1	0.32
MPR-432	224 St. @ 122 Ave.	2021-04-20 08:21	0.84	<1	<2	8	<1	0.29
MPR-432	224 St. @ 122 Ave.	2021-04-27 08:25	0.76	<1	<2	9	<1	0.25
MPR-432	224 St. @ 122 Ave.	2021-05-04 08:30	0.78	<1	<2	9	<1	0.27
MPR-432	224 St. @ 122 Ave.	2021-05-11 08:45	0.78	<1	<2	9	<1	0.29
MPR-432	224 St. @ 122 Ave.	2021-05-18 08:30	0.93	<1	<2	10	<1	0.43
MPR-432	224 St. @ 122 Ave.	2021-05-25 09:00	0.55	<1	<2	10.5	<1	0.32
MPR-432	224 St. @ 122 Ave.	2021-06-01 08:35	0.85	<1	2	11	<1	0.38
MPR-432	224 St. @ 122 Ave.	2021-06-08 08:40	0.77	<1	<2	11	<1	0.25
MPR-432	224 St. @ 122 Ave.	2021-06-15 08:35	0.71	<1	2	12	<1	0.23
MPR-432	224 St. @ 122 Ave.	2021-06-22 08:30	0.86	<1	<2	12	<1	0.28
MPR-432	224 St. @ 122 Ave.	2021-06-29 08:25	0.92	<1	<2	13	<1	0.83
MPR-432	224 St. @ 122 Ave.	2021-07-06 08:30	0.77	<1	<2	14	<1	0.29
MPR-432	224 St. @ 122 Ave.	2021-07-13 08:55	0.81	<1	<2	14	<1	0.21
MPR-432	224 St. @ 122 Ave.	2021-07-20 08:30	0.82	<1	<2	14	<1	0.25
MPR-432	224 St. @ 122 Ave.	2021-07-27 08:45	0.86	<1	<2	16	<1	0.39
MPR-432	224 St. @ 122 Ave.	2021-08-03 08:40	0.56	<1	36	17	<1	0.32
MPR-432	224 St. @ 122 Ave.	2021-08-10 08:40	0.87	<1	<2	16	<1	0.24
MPR-432	224 St. @ 122 Ave.	2021-08-17 08:30	0.65	<1	4	16	<1	0.28
MPR-432	224 St. @ 122 Ave.	2021-08-24 08:40	0.67	<1	<2	17	<1	0.32
MPR-432	224 St. @ 122 Ave.	2021-08-31 08:40	0.8	<1	<2	16	<1	0.24
MPR-432	224 St. @ 122 Ave.	2021-09-07 08:40	0.97	<1	<2	16	<1	0.34
MPR-432	224 St. @ 122 Ave.	2021-09-14 08:30	0.91	<1	LA ¹	16	<1	0.33
MPR-432	224 St. @ 122 Ave.	2021-09-21 08:35	0.83	<1	<2	14	<1	0.82
MPR-432	224 St. @ 122 Ave.	2021-09-28 08:35	0.9	<1	<2	13	<1	0.41
MPR-432	224 St. @ 122 Ave.	2021-10-05 08:35	0.96	<1	<2	15	<1	0.71
MPR-432	224 St. @ 122 Ave.	2021-10-12 08:44	0.93	<1	<2	16	<1	0.76
MPR-432	224 St. @ 122 Ave.	2021-10-19 09:00	0.76	<1	<2	11	<1	0.66
MPR-432	224 St. @ 122 Ave.	2021-10-26 08:35	1.02	<1	<2	11	<1	0.58
MPR-432	224 St. @ 122 Ave.	2021-11-02 09:10	0.58	<1	<2	10	<1	0.48
MPR-432	224 St. @ 122 Ave.	2021-11-09 09:00	0.88	<1	<2	8	<1	0.46
MPR-432	224 St. @ 122 Ave.	2021-11-16 08:59	1.27	<1	<2	9	<1	0.71
MPR-432	224 St. @ 122 Ave.	2021-11-23 09:20	0.86	<1	<2	8	<1	1.1

¹ Contaminant

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-432	224 St. @ 122 Ave.	2021-11-30 09:15	1.12	<1	<2	7	<1	1.1
MPR-432	224 St. @ 122 Ave.	2021-12-07 09:08	0.98	<1	<2	7	<1	1.2
MPR-432	224 St. @ 122 Ave.	2021-12-14 08:57	1.08	<1	<2	6	<1	0.5
MPR-432	224 St. @ 122 Ave.	2021-12-21 09:15	0.71	<1	NA	5	<1	0.67
MPR-432	224 St. @ 122 Ave.	2021-12-29 09:35	0.76	<1	NA	4	<1	0.48
MPR-433	232 St. North of 130 Ave.	2021-01-05 08:12	0.85	<1	<2	6	<1	0.38
MPR-433	232 St. North of 130 Ave.	2021-01-12 08:16	0.76	<1	<2	6	<1	0.4
MPR-433	232 St. North of 130 Ave.	2021-01-19 08:23	0.95	<1	<2	6	<1	0.37
MPR-433	232 St. North of 130 Ave.	2021-01-26 08:26	0.72	<1	<2	5	<1	0.51
MPR-433	232 St. North of 130 Ave.	2021-02-02 08:15	0.74	<1	<2	5	<1	0.29
MPR-433	232 St. North of 130 Ave.	2021-02-09 09:00	0.79	<1	<2	6	<1	0.26
MPR-433	232 St. North of 130 Ave.	2021-02-16 08:15	0.76	<1	<2	5	<1	0.31
MPR-433	232 St. North of 130 Ave.	2021-02-23 08:22	0.81	<1	<2	5	<1	0.58
MPR-433	232 St. North of 130 Ave.	2021-03-02 07:40	0.64	<1	<2	5	<1	0.31
MPR-433	232 St. North of 130 Ave.	2021-03-09 07:49	0.8	<1	<2	5.5	<1	0.35
MPR-433	232 St. North of 130 Ave.	2021-03-16 07:40	0.68	<1	<2	6	<1	0.28
MPR-433	232 St. North of 130 Ave.	2021-03-23 07:56	0.99	<1	<2	6	<1	0.33
MPR-433	232 St. North of 130 Ave.	2021-03-30 07:45	0.6	<1	<2	6	<1	0.33
MPR-433	232 St. North of 130 Ave.	2021-04-06 08:20	0.59	<1	<2	6	<1	0.36
MPR-433	232 St. North of 130 Ave.	2021-04-13 08:10	0.74	<1	<2	6	<1	0.37
MPR-433	232 St. North of 130 Ave.	2021-04-20 07:42	0.75	<1	<2	7	<1	0.32
MPR-433	232 St. North of 130 Ave.	2021-04-27 07:40	0.82	<1	<2	8	<1	0.3
MPR-433	232 St. North of 130 Ave.	2021-05-04 07:50	0.69	<1	<2	8	<1	0.26
MPR-433	232 St. North of 130 Ave.	2021-05-11 08:05	0.72	<1	4	9	<1	0.29
MPR-433	232 St. North of 130 Ave.	2021-05-18 07:45	0.94	<1	<2	9	<1	0.36
MPR-433	232 St. North of 130 Ave.	2021-05-25 08:15	0.78	<1	<2	9	<1	0.48
MPR-433	232 St. North of 130 Ave.	2021-06-01 07:55	0.84	<1	<2	9	<1	0.33
MPR-433	232 St. North of 130 Ave.	2021-06-08 07:55	0.91	<1	<2	10	<1	0.42
MPR-433	232 St. North of 130 Ave.	2021-06-15 07:55	0.63	<1	<2	11	<1	0.21
MPR-433	232 St. North of 130 Ave.	2021-06-22 08:00	0.88	<1	<2	11	<1	0.29
MPR-433	232 St. North of 130 Ave.	2021-06-29 07:40	0.9	<1	<2	11	<1	0.75
MPR-433	232 St. North of 130 Ave.	2021-07-06 07:50	0.84	<1	<2	11	<1	0.32
MPR-433	232 St. North of 130 Ave.	2021-07-13 08:05	0.85	<1	<2	12	<1	0.21
MPR-433	232 St. North of 130 Ave.	2021-07-20 07:55	0.83	<1	<2	13	<1	0.24
MPR-433	232 St. North of 130 Ave.	2021-07-27 08:05	0.84	<1	<2	15	<1	0.36
MPR-433	232 St. North of 130 Ave.	2021-08-03 08:00	0.91	<1	<2	16	<1	0.37
MPR-433	232 St. North of 130 Ave.	2021-08-10 07:45	0.88	<1	<2	16	<1	0.35
MPR-433	232 St. North of 130 Ave.	2021-08-17 07:50	0.74	<1	4	16	<1	0.24
MPR-433	232 St. North of 130 Ave.	2021-08-24 08:00	0.66	<1	<2	16	<1	0.28

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-433	232 St. North of 130 Ave.	2021-08-31 08:00	0.86	<1	<2	15	<1	0.23
MPR-433	232 St. North of 130 Ave.	2021-09-07 08:00	0.88	<1	<2	16	<1	0.42
MPR-433	232 St. North of 130 Ave.	2021-09-14 07:45	0.88	<1	<2	15	<1	0.3
MPR-433	232 St. North of 130 Ave.	2021-09-21 07:55	0.85	<1	<2	14	<1	0.79
MPR-433	232 St. North of 130 Ave.	2021-09-28 08:15	0.9	<1	<2	13	<1	0.49
MPR-433	232 St. North of 130 Ave.	2021-10-05 07:55	0.98	<1	<2	13	<1	0.77
MPR-433	232 St. North of 130 Ave.	2021-10-12 07:59	0.94	<1	<2	15	<1	0.74
MPR-433	232 St. North of 130 Ave.	2021-10-19 08:10	0.98	<1	<2	11	<1	0.58
MPR-433	232 St. North of 130 Ave.	2021-10-26 07:52	0.66	<1	<2	12	<1	0.41
MPR-433	232 St. North of 130 Ave.	2021-11-02 08:30	0.77	<1	<2	10	<1	0.48
MPR-433	232 St. North of 130 Ave.	2021-11-09 08:20	0.87	<1	<2	11	<1	0.32
MPR-433	232 St. North of 130 Ave.	2021-11-16 08:19	0.91	<1	<2	9	<1	0.56
MPR-433	232 St. North of 130 Ave.	2021-11-23 08:40	0.17	<1	2	10	<1	0.73
MPR-433	232 St. North of 130 Ave.	2021-11-30 08:30	0.29	<1	<2	9	<1	1.2
MPR-433	232 St. North of 130 Ave.	2021-12-07 08:25	0.18	<1	<2	9	<1	0.65
MPR-433	232 St. North of 130 Ave.	2021-12-14 08:13	0.97	<1	<2	7	<1	0.43
MPR-433	232 St. North of 130 Ave.	2021-12-21 08:35	0.15	<1	NA	7	<1	0.45
MPR-433	232 St. North of 130 Ave.	2021-12-29 08:50	0.41	<1	NA	6	<1	0.47
MPR-434	102 Ave. East of 241A St.	2021-01-05 10:29	0.53	<1	<2	7	<1	0.75
MPR-434	102 Ave. East of 241A St.	2021-01-12 10:20	0.65	<1	<2	6	<1	0.31
MPR-434	102 Ave. East of 241A St.	2021-01-19 10:21	0.66	<1	<2	7	<1	0.46
MPR-434	102 Ave. East of 241A St.	2021-01-26 10:26	0.69	<1	<2	6	<1	0.47
MPR-434	102 Ave. East of 241A St.	2021-02-02 10:20	0.43	<1	2	6	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-02-09 11:10	0.57	<1	<2	6	<1	0.26
MPR-434	102 Ave. East of 241A St.	2021-02-16 10:20	0.42	<1	<2	6	<1	0.29
MPR-434	102 Ave. East of 241A St.	2021-02-23 10:47	0.51	<1	<2	6	<1	0.4
MPR-434	102 Ave. East of 241A St.	2021-03-02 09:55	0.51	<1	<2	6	<1	0.33
MPR-434	102 Ave. East of 241A St.	2021-03-09 10:20	0.34	<1	<2	6	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-03-16 10:00	0.45	<1	<2	7	<1	0.36
MPR-434	102 Ave. East of 241A St.	2021-03-23 09:47	0.62	<1	<2	7	<1	0.3
MPR-434	102 Ave. East of 241A St.	2021-03-30 09:50	0.46	<1	<2	7	<1	0.33
MPR-434	102 Ave. East of 241A St.	2021-04-06 10:20	0.4	<1	<2	7	<1	0.37
MPR-434	102 Ave. East of 241A St.	2021-04-13 10:40	0.43	<1	<2	7	<1	0.32
MPR-434	102 Ave. East of 241A St.	2021-04-20 09:37	0.53	<1	<2	9	<1	0.29
MPR-434	102 Ave. East of 241A St.	2021-04-27 09:50	0.42	<1	<2	10	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-05-04 10:10	0.5	<1	<2	10	<1	0.27
MPR-434	102 Ave. East of 241A St.	2021-05-11 10:05	0.39	<1	2	10	<1	0.27
MPR-434	102 Ave. East of 241A St.	2021-05-18 10:15	0.47	<1	<2	11	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-05-25 10:30	0.27	<1	<2	11.5	<1	0.27

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-434	102 Ave. East of 241A St.	2021-06-01 10:18	0.11	<1	<2	12	<1	0.26
MPR-434	102 Ave. East of 241A St.	2021-06-08 10:05	0.35	<1	<2	12	<1	0.3
MPR-434	102 Ave. East of 241A St.	2021-06-15 10:05	0.39	<1	<2	12	<1	0.22
MPR-434	102 Ave. East of 241A St.	2021-06-22 10:05	0.48	<1	<2	13	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-06-29 09:55	0.65	<1	<2	14	<1	0.43
MPR-434	102 Ave. East of 241A St.	2021-07-06 10:00	0.78	<1	<2	14	<1	0.26
MPR-434	102 Ave. East of 241A St.	2021-07-13 10:20	0.66	<1	<2	14	<1	0.26
MPR-434	102 Ave. East of 241A St.	2021-07-20 09:55	0.52	<1	<2	15	<1	0.25
MPR-434	102 Ave. East of 241A St.	2021-07-27 10:05	0.72	<1	<2	16	<1	0.35
MPR-434	102 Ave. East of 241A St.	2021-08-03 09:55	0.68	<1	<2	17	<1	0.32
MPR-434	102 Ave. East of 241A St.	2021-08-10 10:05	0.74	<1	<2	17	<1	0.26
MPR-434	102 Ave. East of 241A St.	2021-08-17 10:10	0.63	<1	<2	17	<1	0.24
MPR-434	102 Ave. East of 241A St.	2021-08-24 10:20	0.37	<1	<2	17	<1	0.24
MPR-434	102 Ave. East of 241A St.	2021-08-31 10:05	0.6	<1	<2	17	<1	0.19
MPR-434	102 Ave. East of 241A St.	2021-09-07 10:00	0.61	<1	<2	17	<1	0.28
MPR-434	102 Ave. East of 241A St.	2021-09-14 10:00	0.57	<1	<2	17	<1	0.24
MPR-434	102 Ave. East of 241A St.	2021-09-21 10:00	0.58	<1	<2	16	<1	0.51
MPR-434	102 Ave. East of 241A St.	2021-09-28 10:30	0.95	<1	<2	15	<1	0.45
MPR-434	102 Ave. East of 241A St.	2021-10-05 10:30	0.48	<1	2	14	<1	0.53
MPR-434	102 Ave. East of 241A St.	2021-10-12 10:28	0.43	<1	<2	14	<1	0.59
MPR-434	102 Ave. East of 241A St.	2021-10-19 10:25	0.63	<1	2	13	<1	0.5
MPR-434	102 Ave. East of 241A St.	2021-10-27 08:00	0.63	<1	2	12	<1	0.41
MPR-434	102 Ave. East of 241A St.	2021-11-02 10:45	0.32	<1	<2	11	<1	0.41
MPR-434	102 Ave. East of 241A St.	2021-11-09 10:40	0.58	<1	<2	110	<1	0.37
MPR-434	102 Ave. East of 241A St.	2021-11-16 10:30	0.51	<1	<2	10	<1	0.39
MPR-434	102 Ave. East of 241A St.	2021-11-23 10:35	0.5	<1	<2	9	<1	0.89
MPR-434	102 Ave. East of 241A St.	2021-11-30 10:35	0.82	<1	<2	9	<1	0.87
MPR-434	102 Ave. East of 241A St.	2021-12-07 10:50	0.7	<1	<2	8	<1	0.92
MPR-434	102 Ave. East of 241A St.	2021-12-14 10:21	0.76	<1	<2	8	<1	0.32
MPR-434	102 Ave. East of 241A St.	2021-12-21 10:50	0.61	<1	NA	6	<1	0.87
MPR-434	102 Ave. East of 241A St.	2021-12-29 11:00	0.82	<1	NA	5	<1	0.65
MPR-435	240 St. South of Abernethy Way	2021-01-05 13:04	0.61	<1	<2	6	<1	0.38
MPR-435	240 St. South of Abernethy Way	2021-01-12 13:00	0.56	<1	<2	7	<1	0.31
MPR-435	240 St. South of Abernethy Way	2021-01-19 12:33	0.67	<1	<2	7	<1	0.34
MPR-435	240 St. South of Abernethy Way	2021-01-26 13:12	0.62	<1	<2	6	<1	0.37
MPR-435	240 St. South of Abernethy Way	2021-02-02 12:50	0.63	<1	2	6	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-02-09 13:32	0.43	<1	<2	6	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-02-16 13:20	0.52	<1	<2	6	<1	0.28
MPR-435	240 St. South of Abernethy Way	2021-02-23 13:14	0.55	<1	<2	6	<1	0.42

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-435	240 St. South of Abernethy Way	2021-03-02 12:35	0.43	<1	<2	6	<1	0.28
MPR-435	240 St. South of Abernethy Way	2021-03-09 12:30	0.33	<1	<2	6.5	<1	0.32
MPR-435	240 St. South of Abernethy Way	2021-03-16 12:45	0.53	<1	<2	7	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-03-23 12:04	0.55	<1	<2	7	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-03-30 12:20	0.37	<1	<2	8	<1	0.32
MPR-435	240 St. South of Abernethy Way	2021-04-06 12:40	0.5	<1	<2	8	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-04-13 12:40	0.65	<1	<2	8	<1	0.24
MPR-435	240 St. South of Abernethy Way	2021-04-20 11:53	0.52	<1	<2	9	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-04-27 12:15	0.42	<1	<2	10	<1	0.24
MPR-435	240 St. South of Abernethy Way	2021-05-04 13:00	0.4	<1	<2	12	<1	0.24
MPR-435	240 St. South of Abernethy Way	2021-05-11 12:35	0.4	<1	2	12	<1	0.26
MPR-435	240 St. South of Abernethy Way	2021-05-18 13:00	0.62	<1	<2	13	<1	0.32
MPR-435	240 St. South of Abernethy Way	2021-05-25 13:10	0.37	<1	<2	13	<1	0.28
MPR-435	240 St. South of Abernethy Way	2021-06-01 13:15	0.21	<1	<2	13	<1	0.23
MPR-435	240 St. South of Abernethy Way	2021-06-08 12:45	0.42	<1	<2	14	<1	0.22
MPR-435	240 St. South of Abernethy Way	2021-06-15 12:45	0.53	<1	<2	13	<1	0.26
MPR-435	240 St. South of Abernethy Way	2021-06-22 12:40	0.57	<1	<2	15	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-06-29 12:50	0.76	<1	2	14	<1	0.9
MPR-435	240 St. South of Abernethy Way	2021-07-06 12:30	0.92	<1	<2	12	<1	0.33
MPR-435	240 St. South of Abernethy Way	2021-07-13 13:00	0.84	<1	<2	13	<1	0.21
MPR-435	240 St. South of Abernethy Way	2021-07-20 12:35	0.57	<1	<2	14	<1	0.24
MPR-435	240 St. South of Abernethy Way	2021-07-27 12:35	0.73	<1	2	15	<1	0.28
MPR-435	240 St. South of Abernethy Way	2021-08-03 12:30	0.47	<1	<2	18	<1	0.31
MPR-435	240 St. South of Abernethy Way	2021-08-10 12:50	0.82	<1	<2	16	<1	0.22
MPR-435	240 St. South of Abernethy Way	2021-08-17 12:50	0.42	<1	<2	16	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-08-24 13:20	0.4	<1	<2	16	<1	0.23
MPR-435	240 St. South of Abernethy Way	2021-08-31 13:05	0.93	<1	<2	16	<1	0.22
MPR-435	240 St. South of Abernethy Way	2021-09-07 12:50	0.71	<1	<2	16	<1	0.27
MPR-435	240 St. South of Abernethy Way	2021-09-14 13:00	0.85	<1	<2	16	<1	0.23
MPR-435	240 St. South of Abernethy Way	2021-09-21 12:50	0.6	<1	<2	15	<1	0.62
MPR-435	240 St. South of Abernethy Way	2021-09-28 13:05	0.77	<1	<2	13	<1	0.47
MPR-435	240 St. South of Abernethy Way	2021-10-05 13:05	0.86	<1	<2	15	<1	0.68
MPR-435	240 St. South of Abernethy Way	2021-10-12 12:40	0.63	<1	<2	13	<1	0.61
MPR-435	240 St. South of Abernethy Way	2021-10-19 13:10	0.87	<1	<2	11	<1	0.68
MPR-435	240 St. South of Abernethy Way	2021-10-27 08:20	0.9	<1	<2	10	<1	0.32
MPR-435	240 St. South of Abernethy Way	2021-11-02 13:20	0.39	<1	2	10	<1	0.49
MPR-435	240 St. South of Abernethy Way	2021-11-09 13:10	0.77	<1	<2	8	<1	0.34
MPR-435	240 St. South of Abernethy Way	2021-11-16 13:05	0.63	<1	<2	9	<1	0.47
MPR-435	240 St. South of Abernethy Way	2021-11-23 13:30	0.33	<1	<2	10	<1	1.1

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-435	240 St. South of Abernethy Way	2021-11-30 13:15	0.81	<1	<2	8	<1	0.9
MPR-435	240 St. South of Abernethy Way	2021-12-07 13:30	0.85	<1	<2	7	<1	0.91
MPR-435	240 St. South of Abernethy Way	2021-12-14 13:02	0.96	<1	<2	7	<1	0.4
MPR-435	240 St. South of Abernethy Way	2021-12-21 13:25	0.58	<1	NA	6	<1	0.69
MPR-435	240 St. South of Abernethy Way	2021-12-29 13:35	0.79	<1	NA	4	<1	0.57
MPR-436	125 Ave. West of Ansell St.	2021-01-05 12:57	0.73	<1	<2	6	<1	0.31
MPR-436	125 Ave. West of Ansell St.	2021-01-12 12:54	0.91	<1	<2	7	<1	0.33
MPR-436	125 Ave. West of Ansell St.	2021-01-19 12:27	0.7	<1	<2	7	<1	0.54
MPR-436	125 Ave. West of Ansell St.	2021-01-26 13:04	0.83	<1	<2	6	<1	0.47
MPR-436	125 Ave. West of Ansell St.	2021-02-02 12:45	0.88	<1	<2	6	<1	0.26
MPR-436	125 Ave. West of Ansell St.	2021-02-09 13:25	0.45	<1	2	6	<1	0.28
MPR-436	125 Ave. West of Ansell St.	2021-02-16 13:12	0.66	<1	<2	5	<1	0.28
MPR-436	125 Ave. West of Ansell St.	2021-02-23 13:07	0.74	<1	<2	6	<1	0.25
MPR-436	125 Ave. West of Ansell St.	2021-03-02 12:30	0.63	<1	<2	6	<1	0.32
MPR-436	125 Ave. West of Ansell St.	2021-03-09 12:23	0.74	<1	<2	6	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-03-16 12:35	0.6	<1	<2	7	<1	0.3
MPR-436	125 Ave. West of Ansell St.	2021-03-23 11:51	0.98	<1	<2	7	<1	0.33
MPR-436	125 Ave. West of Ansell St.	2021-03-30 12:15	0.54	<1	<2	7	<1	0.28
MPR-436	125 Ave. West of Ansell St.	2021-04-06 12:30	0.63	<1	<2	7	<1	0.3
MPR-436	125 Ave. West of Ansell St.	2021-04-13 12:30	0.69	<1	<2	8	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-04-20 11:45	0.97	<1	<2	9	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-04-27 12:10	0.41	<1	2	10	<1	0.24
MPR-436	125 Ave. West of Ansell St.	2021-05-04 12:50	0.62	<1	<2	11	<1	0.23
MPR-436	125 Ave. West of Ansell St.	2021-05-11 12:30	0.61	<1	<2	9	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-05-18 12:50	0.48	<1	<2	12	<1	0.24
MPR-436	125 Ave. West of Ansell St.	2021-05-25 13:05	0.64	<1	<2	12	<1	0.32
MPR-436	125 Ave. West of Ansell St.	2021-06-01 13:05	0.78	<1	<2	12	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-06-08 12:35	0.47	<1	8	14	<1	0.26
MPR-436	125 Ave. West of Ansell St.	2021-06-15 12:35	0.52	<1	18	14	<1	0.22
MPR-436	125 Ave. West of Ansell St.	2021-06-22 12:30	0.91	<1	2	13	<1	0.96
MPR-436	125 Ave. West of Ansell St.	2021-06-29 12:40	0.74	<1	2	14	<1	0.37
MPR-436	125 Ave. West of Ansell St.	2021-07-06 12:25	0.83	<1	<2	14	<1	0.21
MPR-436	125 Ave. West of Ansell St.	2021-07-13 12:55	0.69	<1	<2	15	<1	0.21
MPR-436	125 Ave. West of Ansell St.	2021-07-20 12:30	0.67	<1	2	15	<1	0.23
MPR-436	125 Ave. West of Ansell St.	2021-07-27 12:30	0.63	<1	<2	17	<1	0.24
MPR-436	125 Ave. West of Ansell St.	2021-08-03 12:20	0.57	<1	8	17	<1	0.29
MPR-436	125 Ave. West of Ansell St.	2021-08-10 12:45	0.49	<1	8	18	<1	0.22
MPR-436	125 Ave. West of Ansell St.	2021-08-17 12:45	0.42	<1	<2	17	<1	0.23
MPR-436	125 Ave. West of Ansell St.	2021-08-24 13:12	0.47	<1	18	18	<1	0.28

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-436	125 Ave. West of Ansell St.	2021-08-31 12:55	0.4	<1	2	18	<1	0.22
MPR-436	125 Ave. West of Ansell St.	2021-09-07 12:45	0.63	<1	8	17	<1	0.32
MPR-436	125 Ave. West of Ansell St.	2021-09-14 12:50	0.11	<1	34	17	<1	0.27
MPR-436	125 Ave. West of Ansell St.	2021-09-21 12:45	0.38	<1	2	17	<1	0.34
MPR-436	125 Ave. West of Ansell St.	2021-09-28 13:00	0.13	<1	26	16	<1	0.39
MPR-436	125 Ave. West of Ansell St.	2021-10-05 13:00	0.16	<1	36	15	<1	0.38
MPR-436	125 Ave. West of Ansell St.	2021-10-12 12:34	0.38	<1	6	12	<1	0.5
MPR-436	125 Ave. West of Ansell St.	2021-10-19 13:05	0.17	<1	52	13	<1	1.2
MPR-436	125 Ave. West of Ansell St.	2021-10-26 12:03	0.21	<1	10	13	<1	0.42
MPR-436	125 Ave. West of Ansell St.	2021-11-02 12:15	0.27	<1	2	11	<1	0.39
MPR-436	125 Ave. West of Ansell St.	2021-11-09 13:00	0.45	<1	4	10	<1	0.24
MPR-436	125 Ave. West of Ansell St.	2021-11-16 13:00	0.63	<1	<2	10	<1	0.41
MPR-436	125 Ave. West of Ansell St.	2021-11-23 13:20	0.6	<1	<2	9	<1	1
MPR-436	125 Ave. West of Ansell St.	2021-11-30 13:05	0.75	<1	<2	9	<1	0.65
MPR-436	125 Ave. West of Ansell St.	2021-12-07 13:25	0.41	<1	4	8	<1	0.59
MPR-436	125 Ave. West of Ansell St.	2021-12-14 12:55	0.46	<1	<2	8	<1	0.44
MPR-436	125 Ave. West of Ansell St.	2021-12-21 13:15	0.49	<1	NA	6	<1	0.52
MPR-436	125 Ave. West of Ansell St.	2021-12-29 13:30	0.71	<1	NA	5	<1	0.53
MPR-437	248 St. @ 116 Ave.	2021-01-05 12:48	1.05	<1	<2	6	<1	0.37
MPR-437	248 St. @ 116 Ave.	2021-01-12 12:45	1.01	<1	<2	6	<1	0.31
MPR-437	248 St. @ 116 Ave.	2021-01-19 12:19	0.95	<1	<2	6	<1	0.39
MPR-437	248 St. @ 116 Ave.	2021-01-26 12:56	0.87	<1	<2	5	<1	0.52
MPR-437	248 St. @ 116 Ave.	2021-02-02 12:35	0.81	<1	<2	6	<1	0.26
MPR-437	248 St. @ 116 Ave.	2021-02-09 13:15	0.76	<1	<2	6	<1	0.27
MPR-437	248 St. @ 116 Ave.	2021-02-16 13:00	0.72	<1	<2	5	<1	0.31
MPR-437	248 St. @ 116 Ave.	2021-02-23 12:56	0.86	<1	<2	5	<1	0.38
MPR-437	248 St. @ 116 Ave.	2021-03-02 12:15	0.72	<1	<2	6	<1	0.33
MPR-437	248 St. @ 116 Ave.	2021-03-09 12:15	0.6	<1	<2	6	<1	0.27
MPR-437	248 St. @ 116 Ave.	2021-03-16 12:25	1.1	<1	<2	6	<1	0.28
MPR-437	248 St. @ 116 Ave.	2021-03-23 11:43	0.9	<1	<2	6	<1	0.38
MPR-437	248 St. @ 116 Ave.	2021-03-30 12:05	0.93	<1	<2	7	<1	0.32
MPR-437	248 St. @ 116 Ave.	2021-04-06 12:25	0.74	<1	<2	7	<1	0.28
MPR-437	248 St. @ 116 Ave.	2021-04-13 12:20	0.99	<1	<2	7	<1	0.24
MPR-437	248 St. @ 116 Ave.	2021-04-20 11:35	0.75	<1	<2	8	<1	0.3
MPR-437	248 St. @ 116 Ave.	2021-04-27 12:00	0.77	<1	2	9	<1	0.29
MPR-437	248 St. @ 116 Ave.	2021-05-04 12:40	0.47	<1	<2	9	<1	0.23
MPR-437	248 St. @ 116 Ave.	2021-05-11 12:20	0.79	<1	<2	9	<1	0.25
MPR-437	248 St. @ 116 Ave.	2021-05-18 12:40	0.72	<1	<2	10	<1	0.38
MPR-437	248 St. @ 116 Ave.	2021-05-25 12:50	0.51	<1	<2	11	<1	0.31

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-437	248 St. @ 116 Ave.	2021-06-01 12:55	0.64	<1	<2	12	<1	0.24
MPR-437	248 St. @ 116 Ave.	2021-06-08 12:25	0.65	<1	<2	11	<1	0.32
MPR-437	248 St. @ 116 Ave.	2021-06-15 12:25	0.53	<1	<2	12	<1	0.3
MPR-437	248 St. @ 116 Ave.	2021-06-22 12:20	0.97	<1	8	12	<1	1.1
MPR-437	248 St. @ 116 Ave.	2021-06-29 12:25	0.55	<1	<2	21	<1	0.58
MPR-437	248 St. @ 116 Ave.	2021-07-06 12:10	1.01	<1	<2	12	<1	0.29
MPR-437	248 St. @ 116 Ave.	2021-07-13 12:45	0.65	<1	<2	15	<1	0.3
MPR-437	248 St. @ 116 Ave.	2021-07-20 12:20	0.63	<1	<2	15	<1	0.26
MPR-437	248 St. @ 116 Ave.	2021-07-27 12:20	0.69	<1	<2	15	<1	0.28
MPR-437	248 St. @ 116 Ave.	2021-08-03 12:10	0.73	<1	<2	16	<1	0.32
MPR-437	248 St. @ 116 Ave.	2021-08-10 12:35	0.41	<1	<2	17	<1	0.2
MPR-437	248 St. @ 116 Ave.	2021-08-17 12:40	0.49	<1	<2	16	<1	0.28
MPR-437	248 St. @ 116 Ave.	2021-08-24 13:05	0.62	<1	<2	16	<1	0.26
MPR-437	248 St. @ 116 Ave.	2021-08-31 12:50	0.55	<1	2	17	<1	0.19
MPR-437	248 St. @ 116 Ave.	2021-09-07 12:35	0.62	<1	<2	16	<1	0.29
MPR-437	248 St. @ 116 Ave.	2021-09-14 12:40	0.78	<1	<2	16	<1	0.24
MPR-437	248 St. @ 116 Ave.	2021-09-21 12:35	0.6	<1	<2	16	<1	0.5
MPR-437	248 St. @ 116 Ave.	2021-09-28 12:50	0.74	<1	<2	16	<1	0.38
MPR-437	248 St. @ 116 Ave.	2021-10-05 12:50	0.47	<1	<2	14	<1	0.51
MPR-437	248 St. @ 116 Ave.	2021-10-12 12:25	0.68	<1	<2	12	<1	0.58
MPR-437	248 St. @ 116 Ave.	2021-10-19 12:45	0.52	<1	<2	12	<1	0.48
MPR-437	248 St. @ 116 Ave.	2021-10-26 11:55	0.63	<1	<2	12	<1	0.51
MPR-437	248 St. @ 116 Ave.	2021-11-02 12:05	0.49	<1	<2	11	<1	0.42
MPR-437	248 St. @ 116 Ave.	2021-11-09 12:50	0.65	<1	2	9	<1	0.31
MPR-437	248 St. @ 116 Ave.	2021-11-16 12:53	0.54	<1	<2	10	<1	0.41
MPR-437	248 St. @ 116 Ave.	2021-11-23 13:05	0.46	<1	<2	9	<1	0.82
MPR-437	248 St. @ 116 Ave.	2021-11-30 12:55	0.96	<1	<2	8	<1	0.67
MPR-437	248 St. @ 116 Ave.	2021-12-07 13:15	0.82	<1	<2	7	<1	0.92
MPR-437	248 St. @ 116 Ave.	2021-12-14 12:29	0.9	<1	<2	7	<1	0.5
MPR-437	248 St. @ 116 Ave.	2021-12-21 13:10	0.7	<1	NA	6	<1	0.64
MPR-437	248 St. @ 116 Ave.	2021-12-29 13:20	0.92	<1	NA	5	<1	0.54
MPR-438	125 Ave. West off 256 St.	2021-01-05 12:29	0.76	<1	<2	6	<1	0.35
MPR-438	125 Ave. West off 256 St.	2021-01-12 12:29	0.62	<1	4	7	<1	0.41
MPR-438	125 Ave. West off 256 St.	2021-01-19 12:03	0.95	<1	<2	6	<1	0.38
MPR-438	125 Ave. West off 256 St.	2021-01-26 12:40	0.53	<1	<2	6	<1	0.4
MPR-438	125 Ave. West off 256 St.	2021-02-02 12:15	0.82	<1	<2	6	<1	0.28
MPR-438	125 Ave. West off 256 St.	2021-02-09 13:00	0.5	<1	<2	6	<1	0.34
MPR-438	125 Ave. West off 256 St.	2021-02-16 12:43	0.74	<1	<2	6	<1	0.28
MPR-438	125 Ave. West off 256 St.	2021-02-23 12:37	0.83	<1	<2	6	<1	0.42

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-438	125 Ave. West off 256 St.	2021-03-02 11:55	0.37	<1	<2	6	<1	0.58
MPR-438	125 Ave. West off 256 St.	2021-03-09 11:57	0.49	<1	<2	6	<1	0.3
MPR-438	125 Ave. West off 256 St.	2021-03-16 12:00	0.42	<1	<2	7	<1	0.31
MPR-438	125 Ave. West off 256 St.	2021-03-23 11:28	0.81	<1	<2	6	<1	0.38
MPR-438	125 Ave. West off 256 St.	2021-03-30 11:45	0.7	<1	<2	7	<1	0.35
MPR-438	125 Ave. West off 256 St.	2021-04-06 12:05	0.69	<1	<2	7	<1	0.3
MPR-438	125 Ave. West off 256 St.	2021-04-13 12:05	0.53	<1	<2	7	<1	0.25
MPR-438	125 Ave. West off 256 St.	2021-04-20 11:19	0.57	<1	<2	9	<1	0.26
MPR-438	125 Ave. West off 256 St.	2021-04-27 11:40	0.74	<1	<2	9	<1	0.36
MPR-438	125 Ave. West off 256 St.	2021-05-04 12:20	0.43	<1	<2	10	<1	0.26
MPR-438	125 Ave. West off 256 St.	2021-05-11 12:00	0.53	<1	<2	10	<1	0.31
MPR-438	125 Ave. West off 256 St.	2021-05-18 12:20	0.46	<1	<2	11	<1	0.37
MPR-438	125 Ave. West off 256 St.	2021-05-25 12:30	0.43	<1	<2	11.5	<1	0.26
MPR-438	125 Ave. West off 256 St.	2021-06-01 12:30	0.36	<1	<2	12	<1	0.22
MPR-438	125 Ave. West off 256 St.	2021-06-08 12:05	0.52	<1	<2	12	<1	0.28
MPR-438	125 Ave. West off 256 St.	2021-06-15 12:00	0.33	<1	<2	13	<1	0.27
MPR-438	125 Ave. West off 256 St.	2021-06-22 12:00	0.65	-	<2	13	-	5.4
MPR-438	125 Ave. West off 256 St.	2021-06-29 12:05	0.8	<1	<2	14	<1	0.41
MPR-438	125 Ave. West off 256 St.	2021-07-06 11:50	0.71	<1	<2	15	<1	0.31
MPR-438	125 Ave. West off 256 St.	2021-07-13 12:30	0.75	<1	<2	14	<1	2
MPR-438	125 Ave. West off 256 St.	2021-07-20 12:00	0.37	<1	<2	15	<1	0.29
MPR-438	125 Ave. West off 256 St.	2021-07-27 12:00	0.39	<1	<2	16	<1	0.37
MPR-438	125 Ave. West off 256 St.	2021-08-03 11:55	0.23	<1	<2	18	<1	0.3
MPR-438	125 Ave. West off 256 St.	2021-08-10 12:15	0.14	<1	<2	19	<1	0.26
MPR-438	125 Ave. West off 256 St.	2021-08-17 12:20	0.31	<1	<2	17	<1	0.24
MPR-438	125 Ave. West off 256 St.	2021-08-24 12:45	0.24	<1	<2	18	<1	0.61
MPR-438	125 Ave. West off 256 St.	2021-08-31 12:25	0.14	<1	<2	18	<1	0.21
MPR-438	125 Ave. West off 256 St.	2021-09-07 12:15	0.39	<1	<2	17	<1	0.31
MPR-438	125 Ave. West off 256 St.	2021-09-14 12:15	0.55	<1	<2	16	<1	0.47
MPR-438	125 Ave. West off 256 St.	2021-09-21 12:15	0.12	<1	<2	16	<1	0.43
MPR-438	125 Ave. West off 256 St.	2021-09-28 12:30	0	<1	<2	15	<1	0.37
MPR-438	125 Ave. West off 256 St.	2021-10-05 12:30	0.23	<1	<2	14	<1	0.5
MPR-438	125 Ave. West off 256 St.	2021-10-12 12:08	0.38	<1	<2	12	<1	0.58
MPR-438	125 Ave. West off 256 St.	2021-10-19 12:25	0.4	<1	<2	13	<1	0.5
MPR-438	125 Ave. West off 256 St.	2021-10-26 11:40	0.44	<1	<2	11	<1	0.6
MPR-438	125 Ave. West off 256 St.	2021-11-02 12:45	0.19	<1	<2	11	<1	0.39
MPR-438	125 Ave. West off 256 St.	2021-11-09 12:30	0.42	<1	<2	10	<1	0.27
MPR-438	125 Ave. West off 256 St.	2021-11-16 12:30	0.42	<1	2	10	<1	0.39
MPR-438	125 Ave. West off 256 St.	2021-11-23 12:45	0.57	<1	<2	9	<1	0.94

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-438	125 Ave. West off 256 St.	2021-11-30 12:35	0.75	<1	<2	8	<1	0.8
MPR-438	125 Ave. West off 256 St.	2021-12-07 13:00	0.62	<1	<2	8	<1	0.66
MPR-438	125 Ave. West off 256 St.	2021-12-14 12:11	0.53	<1	<2	8	<1	0.31
MPR-438	125 Ave. West off 256 St.	2021-12-21 12:50	0.61	<1	NA	6	<1	1.1
MPR-438	125 Ave. West off 256 St.	2021-12-29 13:00	0.53	<1	NA	5	<1	0.54
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-01-05 12:37	0.56	<1	<2	6	<1	0.35
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-01-12 12:36	1.04	<1	<2	7	<1	0.36
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-01-19 12:10	0.8	<1	<2	7	<1	0.34
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-01-26 12:46	1.04	<1	<2	5	<1	0.47
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-02-02 12:25	0.71	<1	<2	6	<1	0.32
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-02-09 13:07	1.01	<1	<2	6	<1	0.3
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-02-16 12:53	0.93	<1	<2	5	<1	0.24
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-02-23 12:46	0.96	<1	<2	5	<1	0.27
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-03-02 12:05	0.83	<1	<2	5	<1	0.78
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-03-09 12:05	0.71	<1	<2	6	<1	0.31
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-03-16 12:15	0.45	<1	<2	7	<1	0.31
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-03-23 11:34	0.71	<1	<2	6	<1	0.25
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-03-30 11:55	0.71	<1	<2	7	<1	0.32
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-04-06 12:15	0.36	<1	4	8	<1	0.35
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-04-13 12:15	0.83	<1	<2	8	<1	0.27
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-04-20 11:25	0.67	<1	<2	9	<1	0.32
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-04-27 11:50	0.62	<1	4	11	<1	0.29
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-05-04 12:30	0.23	<1	4	12	<1	0.29
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-05-11 12:10	0.36	<1	2	12	<1	0.22
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-05-18 12:30	0.42	<1	24	14	<1	0.25
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-05-25 12:42	0.39	<1	4	14	<1	0.23
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-06-01 12:45	0.3	<1	10	14	<1	0.23
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-06-08 12:15	0.14	<1	22	16	<1	0.23
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-06-15 12:10	0.46	<1	30	16	<1	0.26
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-06-22 12:10	1.06	-	12	17	-	6.4
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-06-29 12:15	0.85	<1	16	20	<1	0.31
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-07-06 12:00	0.62	<1	8	20	<1	0.23
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-07-13 12:35	1.33	<1	<2	17	<1	0.67
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-07-20 12:10	0.83	<1	8	20	<1	0.21
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-07-27 12:10	0.22	<1	<2	21	<1	0.31
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-08-03 12:00	0.28	<1	<2	21	<1	0.31
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-08-10 12:25	0.36	<1	2	18	<1	0.39
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-08-17 12:25	0.59	<1	<2	21	<1	0.19
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-08-24 12:55	0.56	<1	4	19	<1	0.26

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-08-31 12:40	0.89	<1	2	19	<1	0.2
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-09-07 12:25	0.25	<1	<2	18	<1	0.25
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-09-14 12:25	0.77	<1	10	18	<1	0.28
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-09-21 12:25	0.61	<1	<2	17	<1	0.35
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-09-28 12:40	0.65	<1	<2	16	<1	0.41
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-10-05 12:40	0.27	<1	4	16	<1	0.42
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-10-12 12:15	0.57	<1	<2	12	<1	0.55
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-10-19 12:35	0.09	<1	14	13	<1	0.46
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-10-26 11:46	0.12	<1	4	12	<1	0.42
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-11-02 12:55	0.25	<1	2	11	<1	0.46
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-11-09 12:40	0.62	<1	<2	10	<1	0.36
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-11-16 12:40	0.83	<1	2	10	<1	3
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-11-23 13:00	0.04	<1	14	9	<1	0.49
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-11-30 12:45	0.25	<1	<2	8	<1	0.57
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-12-07 13:07	0.32	<1	2	9	<1	0.56
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-12-14 12:18	0.44	<1	<2	8	<1	0.47
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-12-21 13:00	0.09	<1	NA	6	<1	0.41
MPR-439	130 Ave. @ 251A St. (W. of 256 St.)	2021-12-29 13:10	0.46	<1	NA	5	<1	0.38
MPR-440	232 St. @ 117 Ave.	2021-01-05 08:02	0.9	<1	<2	6	<1	0.45
MPR-440	232 St. @ 117 Ave.	2021-01-12 08:07	0.82	<1	<2	6	<1	0.32
MPR-440	232 St. @ 117 Ave.	2021-01-19 08:15	0.98	<1	<2	5	<1	0.37
MPR-440	232 St. @ 117 Ave.	2021-01-26 08:16	0.86	<1	2	5	<1	0.55
MPR-440	232 St. @ 117 Ave.	2021-02-02 08:00	0.79	<1	<2	5	<1	0.4
MPR-440	232 St. @ 117 Ave.	2021-02-09 08:50	0.86	<1	<2	5	<1	0.28
MPR-440	232 St. @ 117 Ave.	2021-02-16 08:05	0.76	<1	<2	5	<1	0.31
MPR-440	232 St. @ 117 Ave.	2021-02-23 08:10	0.93	<1	6	5	<1	0.85
MPR-440	232 St. @ 117 Ave.	2021-03-02 07:30	0.82	<1	<2	5	<1	0.3
MPR-440	232 St. @ 117 Ave.	2021-03-09 07:35	0.81	<1	<2	5.5	<1	0.33
MPR-440	232 St. @ 117 Ave.	2021-03-16 07:30	0.82	<1	<2	7	<1	0.33
MPR-440	232 St. @ 117 Ave.	2021-03-23 07:46	0.74	<1	<2	6	<1	0.37
MPR-440	232 St. @ 117 Ave.	2021-03-30 07:35	0.83	<1	<2	6	<1	0.32
MPR-440	232 St. @ 117 Ave.	2021-04-06 08:05	0.76	<1	<2	6	<1	0.34
MPR-440	232 St. @ 117 Ave.	2021-04-13 07:55	0.73	<1	2	6	<1	0.31
MPR-440	232 St. @ 117 Ave.	2021-04-20 07:36	0.65	<1	<2	8	<1	0.35
MPR-440	232 St. @ 117 Ave.	2021-04-27 07:30	0.99	<1	<2	8	<1	0.3
MPR-440	232 St. @ 117 Ave.	2021-05-04 07:30	0.82	<1	<2	9	<1	0.27
MPR-440	232 St. @ 117 Ave.	2021-05-11 07:45	0.84	<1	<2	9	<1	0.29
MPR-440	232 St. @ 117 Ave.	2021-05-18 07:20	0.99	<1	<2	9	<1	0.37
MPR-440	232 St. @ 117 Ave.	2021-05-25 07:50	0.85	<1	<2	9.5	<1	0.48

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-440	232 St. @ 117 Ave.	2021-06-01 07:25	0.68	<1	<2	10	<1	0.31
MPR-440	232 St. @ 117 Ave.	2021-06-08 07:35	0.9	<1	<2	11	<1	0.32
MPR-440	232 St. @ 117 Ave.	2021-06-15 07:30	0.88	<1	<2	11	<1	0.3
MPR-440	232 St. @ 117 Ave.	2021-06-22 07:35	0.88	<1	26	12	<1	0.4
MPR-440	232 St. @ 117 Ave.	2021-06-29 07:20	0.93	<1	<2	15	<1	0.61
MPR-440	232 St. @ 117 Ave.	2021-07-06 07:30	0.91	<1	26	12	<1	0.3
MPR-440	232 St. @ 117 Ave.	2021-07-13 07:40	0.89	<1	<2	13	<1	0.23
MPR-440	232 St. @ 117 Ave.	2021-07-20 07:30	0.82	<1	<2	13	<1	0.26
MPR-440	232 St. @ 117 Ave.	2021-07-27 07:25	0.91	<1	<2	15	<1	0.33
MPR-440	232 St. @ 117 Ave.	2021-08-03 07:40	0.88	<1	<2	16	<1	0.42
MPR-440	232 St. @ 117 Ave.	2021-08-10 07:25	0.85	<1	2	16	<1	0.25
MPR-440	232 St. @ 117 Ave.	2021-08-17 07:25	0.8	<1	6	16	<1	0.29
MPR-440	232 St. @ 117 Ave.	2021-08-24 07:40	0.7	<1	8	16	<1	0.23
MPR-440	232 St. @ 117 Ave.	2021-08-31 07:35	0.84	<1	<2	17	<1	0.22
MPR-440	232 St. @ 117 Ave.	2021-09-07 07:40	0.68	<1	<2	17	<1	0.49
MPR-440	232 St. @ 117 Ave.	2021-09-14 07:25	0.73	<1	2	16	<1	0.32
MPR-440	232 St. @ 117 Ave.	2021-09-21 07:30	0.7	<1	<2	15	<1	0.56
MPR-440	232 St. @ 117 Ave.	2021-09-28 07:30	0.74	<1	<2	14	<1	0.42
MPR-440	232 St. @ 117 Ave.	2021-10-05 07:30	0.67	<1	<2	14	<1	0.6
MPR-440	232 St. @ 117 Ave.	2021-10-12 07:30	0.7	<1	<2	15	<1	0.73
MPR-440	232 St. @ 117 Ave.	2021-10-19 07:45	0.79	<1	<2	12	<1	0.59
MPR-440	232 St. @ 117 Ave.	2021-10-26 07:32	0.66	<1	<2	12	<1	0.61
MPR-440	232 St. @ 117 Ave.	2021-11-02 07:55	0.4	<1	<2	10	<1	0.52
MPR-440	232 St. @ 117 Ave.	2021-11-09 07:55	0.93	<1	<2	9	<1	0.37
MPR-440	232 St. @ 117 Ave.	2021-11-16 08:00	0.97	<1	<2	9	<1	0.47
MPR-440	232 St. @ 117 Ave.	2021-11-23 08:15	0.42	<1	<2	8	<1	1.1
MPR-440	232 St. @ 117 Ave.	2021-11-30 08:05	0.8	<1	<2	8	<1	0.83
MPR-440	232 St. @ 117 Ave.	2021-12-07 08:00	0.65	<1	<2	7	<1	0.7
MPR-440	232 St. @ 117 Ave.	2021-12-14 07:53	0.74	<1	<2	7	<1	0.42
MPR-440	232 St. @ 117 Ave.	2021-12-21 08:05	0.53	<1	NA	5	<1	0.75
MPR-440	232 St. @ 117 Ave.	2021-12-29 08:20	0.58	<1	NA	5	<1	0.51
MPR-441	132 Ave. @ Cedar Way	2021-01-05 08:49	0.79	<1	<2	7	<1	0.38
MPR-441	132 Ave. @ Cedar Way	2021-01-12 08:47	0.9	<1	<2	6	<1	0.35
MPR-441	132 Ave. @ Cedar Way	2021-01-19 09:02	0.9	<1	<2	6	<1	0.36
MPR-441	132 Ave. @ Cedar Way	2021-01-26 08:53	0.9	<1	<2	5	<1	0.46
MPR-441	132 Ave. @ Cedar Way	2021-02-02 08:45	0.76	<1	<2	5	<1	0.29
MPR-441	132 Ave. @ Cedar Way	2021-02-09 09:30	0.74	<1	2	6	<1	0.3
MPR-441	132 Ave. @ Cedar Way	2021-02-16 08:45	0.73	<1	<2	5	<1	0.37
MPR-441	132 Ave. @ Cedar Way	2021-02-23 08:39	0.92	<1	<2	5	<1	0.69

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-441	132 Ave. @ Cedar Way	2021-03-02 08:15	0.81	<1	<2	5	<1	0.38
MPR-441	132 Ave. @ Cedar Way	2021-03-09 08:17	0.74	<1	<2	5.5	<1	0.49
MPR-441	132 Ave. @ Cedar Way	2021-03-16 08:05	0.76	<1	<2	6	<1	0.34
MPR-441	132 Ave. @ Cedar Way	2021-03-23 08:21	0.81	<1	<2	7	<1	0.38
MPR-441	132 Ave. @ Cedar Way	2021-03-30 08:15	0.74	<1	<2	7	<1	0.31
MPR-441	132 Ave. @ Cedar Way	2021-04-06 08:50	0.7	<1	<2	7	<1	0.37
MPR-441	132 Ave. @ Cedar Way	2021-04-13 08:45	0.8	<1	<2	7	<1	0.3
MPR-441	132 Ave. @ Cedar Way	2021-04-20 08:12	0.75	<1	<2	9	<1	0.35
MPR-441	132 Ave. @ Cedar Way	2021-04-27 08:15	0.89	<1	<2	9	<1	0.49
MPR-441	132 Ave. @ Cedar Way	2021-05-04 08:20	0.75	<1	<2	10	<1	0.28
MPR-441	132 Ave. @ Cedar Way	2021-05-11 08:35	0.75	<1	<2	9	<1	0.32
MPR-441	132 Ave. @ Cedar Way	2021-05-18 08:15	0.87	<1	<2	10	<1	0.35
MPR-441	132 Ave. @ Cedar Way	2021-05-25 08:50	0.76	<1	<2	10.5	<1	0.33
MPR-441	132 Ave. @ Cedar Way	2021-06-01 08:25	0.76	<1	<2	11	<1	0.24
MPR-441	132 Ave. @ Cedar Way	2021-06-08 08:30	0.79	<1	<2	14	<1	0.26
MPR-441	132 Ave. @ Cedar Way	2021-06-15 08:25	0.7	<1	<2	12	<1	0.25
MPR-441	132 Ave. @ Cedar Way	2021-06-22 08:25	0.55	<1	<2	15	<1	0.41
MPR-441	132 Ave. @ Cedar Way	2021-06-29 08:15	0.62	<1	<2	14	<1	0.51
MPR-441	132 Ave. @ Cedar Way	2021-07-06 08:20	0.88	<1	<2	14	<1	0.29
MPR-441	132 Ave. @ Cedar Way	2021-07-13 08:45	0.82	<1	<2	15	<1	0.22
MPR-441	132 Ave. @ Cedar Way	2021-07-20 08:20	0.59	<1	12	18	<1	0.29
MPR-441	132 Ave. @ Cedar Way	2021-07-27 08:35	0.87	<1	<2	17	<1	0.34
MPR-441	132 Ave. @ Cedar Way	2021-08-03 08:30	0.46	<1	<2	18	<1	0.27
MPR-441	132 Ave. @ Cedar Way	2021-08-10 08:25	0.34	<1	NA ¹	19	<1	0.32
MPR-441	132 Ave. @ Cedar Way	2021-08-17 08:20	0.47	<1	<2	17	<1	0.33
MPR-441	132 Ave. @ Cedar Way	2021-08-24 08:30	0.51	<1	2	17	<1	0.26
MPR-441	132 Ave. @ Cedar Way	2021-08-31 08:30	0.65	<1	<2	16	<1	0.25
MPR-441	132 Ave. @ Cedar Way	2021-09-07 08:30	0.55	<1	<2	16	<1	0.28
MPR-441	132 Ave. @ Cedar Way	2021-09-14 08:15	0.57	<1	<2	16	<1	0.27
MPR-441	132 Ave. @ Cedar Way	2021-09-21 08:25	0.59	<1	<2	15	<1	0.65
MPR-441	132 Ave. @ Cedar Way	2021-09-28 08:20	0.57	<1	<2	14	<1	0.36
MPR-441	132 Ave. @ Cedar Way	2021-10-05 08:30	0.52	<1	<2	13	<1	0.5
MPR-441	132 Ave. @ Cedar Way	2021-10-12 08:33	0.43	<1	<2	16	<1	0.61
MPR-441	132 Ave. @ Cedar Way	2021-10-19 08:45	0.52	<1	<2	12	<1	0.47
MPR-441	132 Ave. @ Cedar Way	2021-10-26 08:19	0.55	<1	<2	12	<1	0.56
MPR-441	132 Ave. @ Cedar Way	2021-11-02 09:00	0.44	<1	<2	10	<1	0.47
MPR-441	132 Ave. @ Cedar Way	2021-11-09 08:50	0.68	<1	<2	9	<1	0.35
MPR-441	132 Ave. @ Cedar Way	2021-11-16 08:49	0.58	<1	<2	9	<1	0.38
MPR-441	132 Ave. @ Cedar Way	2021-11-23 09:10	0.57	<1	<2	8	<1	0.91

¹ Overgrown Mold

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-441	132 Ave. @ Cedar Way	2021-11-30 09:00	0.71	<1	2	9	<1	0.67
MPR-441	132 Ave. @ Cedar Way	2021-12-07 09:00	0.65	<1	<2	7	<1	0.68
MPR-441	132 Ave. @ Cedar Way	2021-12-14 08:44	0.89	<1	<2	7	<1	0.35
MPR-441	132 Ave. @ Cedar Way	2021-12-21 09:05	0.65	<1	NA	6	<1	0.56
MPR-441	132 Ave. @ Cedar Way	2021-12-29 09:25	0.93	<1	NA	4	<1	0.46
MPR-442	Princess St. @ Ditton St.	2021-01-05 10:02	0.57	<1	<2	7	<1	0.35
MPR-442	Princess St. @ Ditton St.	2021-01-12 09:55	0.41	<1	<2	6	<1	0.3
MPR-442	Princess St. @ Ditton St.	2021-01-19 09:57	0.54	<1	2	6	<1	0.33
MPR-442	Princess St. @ Ditton St.	2021-01-26 09:53	0.49	<1	<2	6	<1	0.41
MPR-442	Princess St. @ Ditton St.	2021-02-02 09:55	0.48	<1	<2	6	<1	0.26
MPR-442	Princess St. @ Ditton St.	2021-02-09 10:40	0.37	<1	<2	7	<1	0.24
MPR-442	Princess St. @ Ditton St.	2021-02-16 09:50	0.37	<1	<2	7	<1	0.31
MPR-442	Princess St. @ Ditton St.	2021-02-23 10:19	0.48	<1	<2	6	<1	0.46
MPR-442	Princess St. @ Ditton St.	2021-03-02 09:25	0.41	<1	<2	6	<1	0.27
MPR-442	Princess St. @ Ditton St.	2021-03-09 09:30	0.41	<1	<2	6	<1	0.28
MPR-442	Princess St. @ Ditton St.	2021-03-16 09:25	0.29	<1	<2	7	<1	0.31
MPR-442	Princess St. @ Ditton St.	2021-03-23 09:23	0.69	<1	<2	6	<1	0.27
MPR-442	Princess St. @ Ditton St.	2021-03-30 09:20	0.41	<1	<2	8	<1	0.3
MPR-442	Princess St. @ Ditton St.	2021-04-06 09:55	0.39	<1	<2	8	<1	0.28
MPR-442	Princess St. @ Ditton St.	2021-04-13 09:45	0.33	<1	<2	8	<1	0.3
MPR-442	Princess St. @ Ditton St.	2021-04-20 09:06	0.49	<1	<2	11	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-04-27 09:20	0.32	<1	<2	10	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-05-04 09:40	0.45	<1	<2	10	<1	0.79
MPR-442	Princess St. @ Ditton St.	2021-05-11 09:40	0.42	<1	<2	11	<1	0.3
MPR-442	Princess St. @ Ditton St.	2021-05-18 09:45	0.34	<1	<2	12	<1	0.31
MPR-442	Princess St. @ Ditton St.	2021-05-25 10:05	0.3	<1	<2	11.5	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-06-01 09:45	0.4	<1	<2	12	<1	0.21
MPR-442	Princess St. @ Ditton St.	2021-06-08 09:35	0.39	<1	<2	13	<1	0.27
MPR-442	Princess St. @ Ditton St.	2021-06-15 09:35	0.4	<1	<2	13	<1	0.22
MPR-442	Princess St. @ Ditton St.	2021-06-22 09:30	0.48	<1	<2	14	<1	0.23
MPR-442	Princess St. @ Ditton St.	2021-06-29 09:20	0.59	<1	2	14	<1	0.29
MPR-442	Princess St. @ Ditton St.	2021-07-06 09:30	0.51	<1	<2	15	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-07-13 09:45	0.56	<1	4	15	<1	0.19
MPR-442	Princess St. @ Ditton St.	2021-07-20 09:20	0.33	<1	28	16	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-07-27 09:35	0.4	<1	8	17	<1	0.28
MPR-442	Princess St. @ Ditton St.	2021-08-03 09:25	0.38	<1	4	18	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-08-10 09:30	0.23	<1	12	19	<1	0.22
MPR-442	Princess St. @ Ditton St.	2021-08-17 09:25	0.12	<1	26	19	<1	0.2
MPR-442	Princess St. @ Ditton St.	2021-08-24 09:40	0.24	<1	2	18	<1	0.21

Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-442	Princess St. @ Ditton St.	2021-08-31 09:30	0.35	<1	4	18	<1	0.19
MPR-442	Princess St. @ Ditton St.	2021-09-07 09:30	0.3	<1	<2	18	<1	0.22
MPR-442	Princess St. @ Ditton St.	2021-09-14 09:30	0.25	<1	2	18	<1	0.26
MPR-442	Princess St. @ Ditton St.	2021-09-21 09:30	0.22	<1	8	17	<1	0.44
MPR-442	Princess St. @ Ditton St.	2021-09-28 09:45	0.33	<1	<2	16	<1	0.48
MPR-442	Princess St. @ Ditton St.	2021-10-05 09:40	0.17	<1	<2	15	<1	0.47
MPR-442	Princess St. @ Ditton St.	2021-10-12 09:36	0.25	<1	<2	14	<1	0.56
MPR-442	Princess St. @ Ditton St.	2021-10-19 09:55	0.22	<1	2	14	<1	0.45
MPR-442	Princess St. @ Ditton St.	2021-10-26 09:25	0.18	<1	<2	12	<1	0.49
MPR-442	Princess St. @ Ditton St.	2021-11-02 10:05	0.12	<1	<2	12	<1	0.41
MPR-442	Princess St. @ Ditton St.	2021-11-09 09:55	0.29	<1	<2	11	<1	0.25
MPR-442	Princess St. @ Ditton St.	2021-11-16 09:44	0.15	<1	<2	11	<1	0.41
MPR-442	Princess St. @ Ditton St.	2021-11-23 10:10	0.37	<1	2	10	<1	0.74
MPR-442	Princess St. @ Ditton St.	2021-11-30 10:05	0.41	<1	<2	10	<1	0.6
MPR-442	Princess St. @ Ditton St.	2021-12-07 10:10	0.38	<1	2	9	<1	0.73
MPR-442	Princess St. @ Ditton St.	2021-12-14 09:55	0.32	<1	<2	8	<1	0.27
MPR-442	Princess St. @ Ditton St.	2021-12-21 10:10	0.34	<1	NA	7	<1	0.47
MPR-442	Princess St. @ Ditton St.	2021-12-29 10:30	0.47	<1	NA	5	<1	0.49
MPR-443	216 St. @ Donovan	2021-01-05 09:11	0.89	<1	<2	7	<1	0.32
MPR-443	216 St. @ Donovan	2021-01-12 09:16	0.97	<1	LA ¹	6	<1	0.5
MPR-443	216 St. @ Donovan	2021-01-19 09:18	0.93	<1	<2	6	<1	0.35
MPR-443	216 St. @ Donovan	2021-01-26 09:11	0.8	<1	<2	5	<1	0.49
MPR-443	216 St. @ Donovan	2021-02-02 09:05	0.78	<1	<2	6	<1	0.29
MPR-443	216 St. @ Donovan	2021-02-09 09:50	0.89	<1	<2	6	<1	0.26
MPR-443	216 St. @ Donovan	2021-02-16 09:05	0.64	<1	2	5	<1	0.32
MPR-443	216 St. @ Donovan	2021-02-23 09:15	0.87	<1	<2	6	<1	0.53
MPR-443	216 St. @ Donovan	2021-03-02 08:35	0.78	<1	2	5	<1	0.35
MPR-443	216 St. @ Donovan	2021-03-09 08:40	0.74	<1	<2	6	<1	0.32
MPR-443	216 St. @ Donovan	2021-03-16 08:25	0.69	<1	<2	7	<1	0.34
MPR-443	216 St. @ Donovan	2021-03-23 08:39	0.89	<1	<2	6	<1	0.35
MPR-443	216 St. @ Donovan	2021-03-30 08:35	0.7	<1	<2	7	<1	0.31
MPR-443	216 St. @ Donovan	2021-04-06 12:50	0.79	<1	<2	7	<1	0.31
MPR-443	216 St. @ Donovan	2021-04-13 09:05	0.85	<1	<2	7	<1	0.32
MPR-443	216 St. @ Donovan	2021-04-20 08:30	0.81	<1	<2	9	<1	0.26
MPR-443	216 St. @ Donovan	2021-04-27 08:35	0.76	<1	2	9	<1	0.26
MPR-443	216 St. @ Donovan	2021-05-04 08:45	0.71	<1	<2	10	<1	0.37
MPR-443	216 St. @ Donovan	2021-05-11 08:55	0.71	<1	<2	10	<1	0.25
MPR-443	216 St. @ Donovan	2021-05-18 08:40	0.77	<1	<2	11	<1	0.27
MPR-443	216 St. @ Donovan	2021-05-25 09:20	0.65	<1	<2	10.5	<1	0.33

¹ Contamination.

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-443	216 St. @ Donovan	2021-06-01 08:45	0.76	<1	<2	11	<1	0.26
MPR-443	216 St. @ Donovan	2021-06-08 08:50	0.6	<1	<2	13	<1	0.23
MPR-443	216 St. @ Donovan	2021-06-15 08:50	0.67	<1	<2	13	<1	0.22
MPR-443	216 St. @ Donovan	2021-06-22 08:40	0.76	<1	<2	13	<1	0.24
MPR-443	216 St. @ Donovan	2021-06-29 08:35	0.73	<1	<2	14	<1	0.42
MPR-443	216 St. @ Donovan	2021-07-06 08:40	0.64	<1	<2	15	<1	0.24
MPR-443	216 St. @ Donovan	2021-07-13 09:05	0.34	<1	4	14	<1	0.23
MPR-443	216 St. @ Donovan	2021-07-20 08:40	0.79	<1	<2	14	<1	0.23
MPR-443	216 St. @ Donovan	2021-07-27 08:55	0.77	<1	2	16	<1	0.37
MPR-443	216 St. @ Donovan	2021-08-03 08:50	0.68	<1	2	17	<1	0.39
MPR-443	216 St. @ Donovan	2021-08-10 08:50	0.56	<1	<2	17	<1	0.24
MPR-443	216 St. @ Donovan	2021-08-17 08:40	0.5	<1	4	18	<1	0.21
MPR-443	216 St. @ Donovan	2021-08-24 08:55	0.25	<1	8	18	<1	0.36
MPR-443	216 St. @ Donovan	2021-08-31 08:50	0.55	<1	<2	18	<1	0.21
MPR-443	216 St. @ Donovan	2021-09-07 08:50	0.4	<1	<2	18	<1	0.22
MPR-443	216 St. @ Donovan	2021-09-14 08:45	0.26	<1	<2	18	<1	0.25
MPR-443	216 St. @ Donovan	2021-09-21 08:45	0.19	<1	2	17	<1	0.46
MPR-443	216 St. @ Donovan	2021-09-28 08:40	0.16	<1	10	17	<1	0.46
MPR-443	216 St. @ Donovan	2021-10-05 08:50	0.011	<1	28	15	<1	0.44
MPR-443	216 St. @ Donovan	2021-10-12 08:53	0.18	<1	4	15	<1	0.57
MPR-443	216 St. @ Donovan	2021-10-19 09:15	0.39	<1	<2	13	<1	0.48
MPR-443	216 St. @ Donovan	2021-10-26 08:45	0.18	<1	22	13	<1	0.51
MPR-443	216 St. @ Donovan	2021-11-02 09:20	0.15	<1	2	10	<1	0.47
MPR-443	216 St. @ Donovan	2021-11-09 09:10	0.16	<1	6	10	<1	0.23
MPR-443	216 St. @ Donovan	2021-11-16 09:08	0.43	<1	<2	10	<1	0.42
MPR-443	216 St. @ Donovan	2021-11-23 09:30	0.16	<1	2	9	<1	0.77
MPR-443	216 St. @ Donovan	2021-11-30 09:20	0.4	<1	<2	9	<1	0.68
MPR-443	216 St. @ Donovan	2021-12-07 09:20	0.25	<1	<2	8	<1	0.67
MPR-443	216 St. @ Donovan	2021-12-14 09:05	0.38	<1	2	0	<1	0.33
MPR-443	216 St. @ Donovan	2021-12-21 09:25	0.29	<1	NA	6	<1	0.46
MPR-443	216 St. @ Donovan	2021-12-29 09:45	0.74	<1	NA	5	<1	0.48
MPR-444	Foreman Drive @ 232nd St.	2021-01-05 08:28	0.85	<1	<2	7	<1	0.36
MPR-444	Foreman Drive @ 232nd St.	2021-01-12 08:27	0.75	<1	<2	7	<1	0.36
MPR-444	Foreman Drive @ 232nd St.	2021-01-19 08:30	1.07	<1	<2	6	<1	0.35
MPR-444	Foreman Drive @ 232nd St.	2021-01-26 08:34	0.69	<1	<2	6	<1	0.47
MPR-444	Foreman Drive @ 232nd St.	2021-02-02 08:20	0.92	<1	<2	6	<1	0.29
MPR-444	Foreman Drive @ 232nd St.	2021-02-09 09:05	0.63	<1	<2	6	<1	0.27
MPR-444	Foreman Drive @ 232nd St.	2021-02-16 08:25	0.66	<1	<2	6	<1	0.29
MPR-444	Foreman Drive @ 232nd St.	2021-02-23 08:29	0.98	<1	<2	6	<1	0.44

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-444	Foreman Drive @ 232nd St.	2021-03-02 07:50	0.74	<1	<2	6	<1	0.31
MPR-444	Foreman Drive @ 232nd St.	2021-03-09 07:57	0.6	<1	<2	6	<1	0.3
MPR-444	Foreman Drive @ 232nd St.	2021-03-16 07:45	0.6	<1	<2	7	<1	0.3
MPR-444	Foreman Drive @ 232nd St.	2021-03-23 08:05	1.01	<1	<2	6	<1	0.29
MPR-444	Foreman Drive @ 232nd St.	2021-03-30 07:55	0.65	<1	<2	7	<1	0.32
MPR-444	Foreman Drive @ 232nd St.	2021-04-06 08:30	0.62	<1	<2	7	<1	0.44
MPR-444	Foreman Drive @ 232nd St.	2021-04-13 08:20	0.56	<1	<2	7	<1	0.28
MPR-444	Foreman Drive @ 232nd St.	2021-04-20 07:52	0.53	<1	<2	10	<1	0.35
MPR-444	Foreman Drive @ 232nd St.	2021-04-27 07:50	0.51	<1	<2	10	<1	0.29
MPR-444	Foreman Drive @ 232nd St.	2021-05-04 08:00	0.53	<1	<2	11	<1	0.24
MPR-444	Foreman Drive @ 232nd St.	2021-05-11 08:15	0.54	<1	<2	11	<1	0.26
MPR-444	Foreman Drive @ 232nd St.	2021-05-18 07:55	0.45	<1	6	13	<1	0.28
MPR-444	Foreman Drive @ 232nd St.	2021-05-25 08:25	0.58	<1	<2	13	<1	0.28
MPR-444	Foreman Drive @ 232nd St.	2021-06-01 08:05	0.45	<1	<2	13	<1	0.24
MPR-444	Foreman Drive @ 232nd St.	2021-06-08 08:05	0.63	<1	<2	14	<1	0.27
MPR-444	Foreman Drive @ 232nd St.	2021-06-15 08:05	0.6	<1	2	13	<1	0.25
MPR-444	Foreman Drive @ 232nd St.	2021-06-22 08:05	0.72	<1	<2	14	<1	0.23
MPR-444	Foreman Drive @ 232nd St.	2021-06-29 07:50	0.77	<1	<2	15	<1	0.31
MPR-444	Foreman Drive @ 232nd St.	2021-07-06 08:00	0.55	<1	4	17	<1	0.23
MPR-444	Foreman Drive @ 232nd St.	2021-07-13 08:15	0.53	<1	70	17	<1	0.23
MPR-444	Foreman Drive @ 232nd St.	2021-07-20 08:00	0.38	<1	2	18	<1	0.23
MPR-444	Foreman Drive @ 232nd St.	2021-07-27 08:15	0.33	<1	8	20	<1	0.24
MPR-444	Foreman Drive @ 232nd St.	2021-08-03 08:10	0.27	<1	2	20	<1	0.27
MPR-444	Foreman Drive @ 232nd St.	2021-08-10 08:00	0.05	<1	58	21	<1	0.48
MPR-444	Foreman Drive @ 232nd St.	2021-08-17 08:00	0.42	<1	<2	20	<1	0.27
MPR-444	Foreman Drive @ 232nd St.	2021-08-24 08:10	0.34	<1	14	18	<1	0.25
MPR-444	Foreman Drive @ 232nd St.	2021-08-31 08:10	0.41	<1	2	18	<1	0.21
MPR-444	Foreman Drive @ 232nd St.	2021-09-07 08:10	0.25	<1	4	18	<1	0.25
MPR-444	Foreman Drive @ 232nd St.	2021-09-14 07:55	0.06	<1	<2	18	<1	0.23
MPR-444	Foreman Drive @ 232nd St.	2021-09-21 08:00	0.21	<1	6	14	<1	0.41
MPR-444	Foreman Drive @ 232nd St.	2021-09-28 08:00	0.25	<1	2	15	<1	0.4
MPR-444	Foreman Drive @ 232nd St.	2021-10-05 08:00	0.13	<1	<2	15	<1	0.46
MPR-444	Foreman Drive @ 232nd St.	2021-10-12 08:11	0.16	<1	<2	15	<1	0.5
MPR-444	Foreman Drive @ 232nd St.	2021-10-19 08:20	0.13	<1	2	12	<1	0.49
MPR-444	Foreman Drive @ 232nd St.	2021-10-26 08:00	0.19	<1	2	12	<1	0.43
MPR-444	Foreman Drive @ 232nd St.	2021-11-02 08:35	0.18	<1	74	11	<1	0.44
MPR-444	Foreman Drive @ 232nd St.	2021-11-09 08:30	0.74	<1	<2	10	<1	0.32
MPR-444	Foreman Drive @ 232nd St.	2021-11-16 08:32	0.81	<1	<2	10	<1	0.36
MPR-444	Foreman Drive @ 232nd St.	2021-11-23 08:50	0.19	<1	<2	9	<1	0.84

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-444	Foreman Drive @ 232nd St.	2021-11-30 08:40	0.39	<1	<2	9	<1	1.2
MPR-444	Foreman Drive @ 232nd St.	2021-12-07 08:35	0.36	<1	<2	8	<1	0.78
MPR-444	Foreman Drive @ 232nd St.	2021-12-14 08:26	1.16	<1	<2	8	<1	0.49
MPR-444	Foreman Drive @ 232nd St.	2021-12-21 08:45	0.67	<1	NA	7	<1	0.86
MPR-444	Foreman Drive @ 232nd St.	2021-12-29 09:00	0.89	<1	NA	5	<1	0.75
MPR-445	127th Ave. and 266 St.	2021-01-05 12:20	0.92	<1	8	6	<1	0.33
MPR-445	127th Ave. and 266 St.	2021-01-12 12:01	1.01	<1	<2	7	<1	0.37
MPR-445	127th Ave. and 266 St.	2021-01-19 11:53	0.82	<1	4	6	<1	0.36
MPR-445	127th Ave. and 266 St.	2021-01-26 12:31	0.77	<1	<2	6	<1	0.41
MPR-445	127th Ave. and 266 St.	2021-02-02 12:05	0.78	<1	<2	6	<1	0.32
MPR-445	127th Ave. and 266 St.	2021-02-09 12:50	0.75	<1	<2	6	<1	0.3
MPR-445	127th Ave. and 266 St.	2021-02-16 12:30	0.68	<1	<2	6	<1	0.27
MPR-445	127th Ave. and 266 St.	2021-02-23 12:24	0.61	<1	<2	6	<1	0.34
MPR-445	127th Ave. and 266 St.	2021-03-02 11:45	0.87	<1	<2	6	<1	0.41
MPR-445	127th Ave. and 266 St.	2021-03-09 11:50	0.9	<1	<2	6	<1	0.31
MPR-445	127th Ave. and 266 St.	2021-03-16 11:50	0.77	<1	<2	7	<1	0.37
MPR-445	127th Ave. and 266 St.	2021-03-23 11:15	1.19	<1	<2	7	<1	0.35
MPR-445	127th Ave. and 266 St.	2021-03-30 11:40	0.75	<1	<2	7	<1	0.34
MPR-445	127th Ave. and 266 St.	2021-04-06 11:55	0.64	<1	<2	8	<1	0.36
MPR-445	127th Ave. and 266 St.	2021-04-13 11:55	0.98	<1	<2	6	<1	0.24
MPR-445	127th Ave. and 266 St.	2021-04-20 11:10	0.75	<1	<2	9	<1	0.41
MPR-445	127th Ave. and 266 St.	2021-04-27 11:30	0.49	<1	<2	10	<1	0.27
MPR-445	127th Ave. and 266 St.	2021-05-04 12:10	0.73	<1	<2	11	<1	0.25
MPR-445	127th Ave. and 266 St.	2021-05-11 11:50	0.52	<1	<2	11	<1	0.25
MPR-445	127th Ave. and 266 St.	2021-05-18 12:10	0.19	<1	190	12	<1	0.24
MPR-445	127th Ave. and 266 St.	2021-05-25 12:35	0.73	<1	<2	12	<1	0.37
MPR-445	127th Ave. and 266 St.	2021-06-01 12:20	0.71	<1	<2	12	<1	0.28
MPR-445	127th Ave. and 266 St.	2021-06-08 11:55	0.39	<1	<2	13	<1	0.39
MPR-445	127th Ave. and 266 St.	2021-06-15 11:50	0.32	<1	6	14	<1	0.22
MPR-445	127th Ave. and 266 St.	2021-06-22 11:55	0.94	<1	2	14	<1	0.63
MPR-445	127th Ave. and 266 St.	2021-06-29 11:55	0.46	<1	4	16	<1	0.39
MPR-445	127th Ave. and 266 St.	2021-07-06 11:35	0.37	<1	<2	17	<1	0.26
MPR-445	127th Ave. and 266 St.	2021-07-13 12:20	0.54	<1	4	16	<1	0.28
MPR-445	127th Ave. and 266 St.	2021-07-20 11:50	0.05	<1	270	19	<1	0.26
MPR-445	127th Ave. and 266 St.	2021-07-27 11:55	0.7	<1	<2	16	<1	0.31
MPR-445	127th Ave. and 266 St.	2021-08-03 11:45	0.36	<1	<2	18	<1	0.24
MPR-445	127th Ave. and 266 St.	2021-08-10 12:00	0.21	<1	<2	19	<1	0.22
MPR-445	127th Ave. and 266 St.	2021-08-17 12:05	0.58	<1	<2	17	<1	0.25
MPR-445	127th Ave. and 266 St.	2021-08-24 12:30	0.18	<1	10	18	<1	0.34

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-445	127th Ave. and 266 St.	2021-08-31 12:10	0.45	<1	2	18	<1	0.19
MPR-445	127th Ave. and 266 St.	2021-09-07 12:05	0.65	<1	<2	18	<1	0.26
MPR-445	127th Ave. and 266 St.	2021-09-14 12:07	0.35	<1	36	17	<1	0.31
MPR-445	127th Ave. and 266 St.	2021-09-21 12:05	0.05	<1	460	17	<1	0.27
MPR-445	127th Ave. and 266 St.	2021-09-28 12:25	0	<1	560	16	<1	0.41
MPR-445	127th Ave. and 266 St.	2021-10-05 12:20	0.05	<1	2500	14	<1	0.29
MPR-445	127th Ave. and 266 St.	2021-10-12 12:54	0.36	<1	4	13	<1	2.4
MPR-445	127th Ave. and 266 St.	2021-10-19 12:15	0.46	<1	<2	14	<1	0.55
MPR-445	127th Ave. and 266 St.	2021-10-26 11:32	0.5	<1	<2	12	<1	0.59
MPR-445	127th Ave. and 266 St.	2021-11-02 12:35	0.51	<1	<2	11	<1	0.47
MPR-445	127th Ave. and 266 St.	2021-11-09 12:25	0.57	<1	2	11	<1	0.3
MPR-445	127th Ave. and 266 St.	2021-11-16 12:20	0.43	<1	<2	11	<1	0.45
MPR-445	127th Ave. and 266 St.	2021-11-23 12:30	0.7	<1	<2	9	<1	0.74
MPR-445	127th Ave. and 266 St.	2021-11-30 12:25	0.46	<1	<2	9	<1	0.78
MPR-445	127th Ave. and 266 St.	2021-12-07 12:50	0.61	<1	<2	8	<1	0.76
MPR-445	127th Ave. and 266 St.	2021-12-14 12:01	0.7	<1	<2	8	<1	0.62
MPR-445	127th Ave. and 266 St.	2021-12-21 12:40	0.64	<1	NA	7	<1	0.69
MPR-445	127th Ave. and 266 St.	2021-12-29 12:55	0.51	<1	NA	6	<1	0.51
MPR-446	128th Ave and Willow Place	2021-01-05 12:07	0.72	<1	<2	6	<1	0.38
MPR-446	128th Ave and Willow Place	2021-01-12 11:49	0.74	<1	<2	7	<1	0.48
MPR-446	128th Ave and Willow Place	2021-01-19 11:38	0.75	<1	<2	6	<1	0.41
MPR-446	128th Ave and Willow Place	2021-01-26 12:17	0.7	<1	<2	5	<1	0.46
MPR-446	128th Ave and Willow Place	2021-02-02 11:50	0.7	<1	<2	5	<1	0.34
MPR-446	128th Ave and Willow Place	2021-02-09 12:35	1.01	<1	<2	5	<1	0.37
MPR-446	128th Ave and Willow Place	2021-02-16 12:07	0.62	<1	<2	6	<1	0.33
MPR-446	128th Ave and Willow Place	2021-02-23 12:12	0.79	<1	<2	5	<1	0.89
MPR-446	128th Ave and Willow Place	2021-03-02 11:30	0.54	<1	<2	5	<1	0.41
MPR-446	128th Ave and Willow Place	2021-03-09 11:37	0.68	<1	<2	5.5	<1	0.34
MPR-446	128th Ave and Willow Place	2021-03-16 11:40	0.52	<1	2	6	<1	0.41
MPR-446	128th Ave and Willow Place	2021-03-23 11:00	0.81	<1	<2	6	<1	0.35
MPR-446	128th Ave and Willow Place	2021-03-30 11:20	0.44	<1	2	6	<1	0.33
MPR-446	128th Ave and Willow Place	2021-04-06 11:40	0.82	<1	<2	6	<1	0.59
MPR-446	128th Ave and Willow Place	2021-04-13 11:45	0.93	<1	<2	6	<1	0.62
MPR-446	128th Ave and Willow Place	2021-04-20 10:57	0.61	<1	<2	9	<1	0.43
MPR-446	128th Ave and Willow Place	2021-04-27 11:15	0.59	<1	<2	9	<1	0.4
MPR-446	128th Ave and Willow Place	2021-05-04 12:00	0.37	<1	<2	9	<1	0.35
MPR-446	128th Ave and Willow Place	2021-05-11 11:40	0.6	<1	<2	9	<1	0.32
MPR-446	128th Ave and Willow Place	2021-05-18 11:50	0.73	<1	200	10	<1	0.67
MPR-446	128th Ave and Willow Place	2021-05-25 12:10	0.71	-	<2	10.5	-	37

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-446	128th Ave and Willow Place	2021-06-01 12:05	0.67	<1	<2	12	<1	0.27
MPR-446	128th Ave and Willow Place	2021-06-08 11:40	0.97	<1	<2	12	<1	0.48
MPR-446	128th Ave and Willow Place	2021-06-15 11:40	0.67	<1	<2	12	<1	0.29
MPR-446	128th Ave and Willow Place	2021-06-22 11:40	1.08	<1	<2	13	<1	0.34
MPR-446	128th Ave and Willow Place	2021-06-29 11:40	0.84	<1	<2	15	<1	0.57
MPR-446	128th Ave and Willow Place	2021-07-06 11:25	0.78	<1	<2	15	<1	0.32
MPR-446	128th Ave and Willow Place	2021-07-13 12:10	0.87	<1	<2	15	<1	0.26
MPR-446	128th Ave and Willow Place	2021-07-20 11:40	0.91	<1	<2	15	<1	0.29
MPR-446	128th Ave and Willow Place	2021-07-27 11:40	0.74	<1	<2	16	<1	0.3
MPR-446	128th Ave and Willow Place	2021-08-03 11:30	0.6	<1	2	17	<1	0.27
MPR-446	128th Ave and Willow Place	2021-08-10 11:50	0.81	<1	<2	16	<1	0.26
MPR-446	128th Ave and Willow Place	2021-08-17 11:50	0.79	<1	<2	16	<1	0.26
MPR-446	128th Ave and Willow Place	2021-08-24 12:15	1.6	<1	<2	16	<1	0.34
MPR-446	128th Ave and Willow Place	2021-08-31 12:00	1.1	<1	<2	16	<1	0.24
MPR-446	128th Ave and Willow Place	2021-09-07 11:55	0.82	<1	<2	16	<1	0.38
MPR-446	128th Ave and Willow Place	2021-09-14 11:55	0.98	<1	<2	16	<1	0.35
MPR-446	128th Ave and Willow Place	2021-09-21 11:50	0.62	<1	<2	15	<1	0.32
MPR-446	128th Ave and Willow Place	2021-09-28 12:10	0.88	<1	<2	14	<1	0.57
MPR-446	128th Ave and Willow Place	2021-10-05 12:05	0.41	<1	<2	14	<1	0.45
MPR-446	128th Ave and Willow Place	2021-10-12 11:57	0.43	<1	<2	12	<1	0.73
MPR-446	128th Ave and Willow Place	2021-10-19 12:00	0.33	<1	<2	12	<1	0.48
MPR-446	128th Ave and Willow Place	2021-10-26 11:21	0.77	<1	2	11	<1	0.49
MPR-446	128th Ave and Willow Place	2021-11-02 12:20	0.49	<1	<2	10	<1	0.46
MPR-446	128th Ave and Willow Place	2021-11-09 12:10	0.51	<1	<2	10	<1	0.41
MPR-446	128th Ave and Willow Place	2021-11-16 12:05	0.45	<1	<2	9	<1	0.63
MPR-446	128th Ave and Willow Place	2021-11-23 12:20	0.48	<1	<2	8	<1	0.6
MPR-446	128th Ave and Willow Place	2021-11-30 12:10	0.58	<1	<2	8	<1	0.75
MPR-446	128th Ave and Willow Place	2021-12-07 12:40	0.45	<1	<2	7	<1	0.62
MPR-446	128th Ave and Willow Place	2021-12-14 11:48	0.76	<1	<2	7	<1	0.57
MPR-446	128th Ave and Willow Place	2021-12-21 12:30	0.54	<1	NA	6	<1	0.75
MPR-446	128th Ave and Willow Place	2021-12-29 12:40	0.9	<1	NA	5	<1	0.57
MPR-447	117 Ave. @ 210 St.	2021-01-05 10:13	0.76	<1	<2	7	<1	0.48
MPR-447	117 Ave. @ 210 St.	2021-01-12 10:06	1.01	<1	<2	6	<1	0.62
MPR-447	117 Ave. @ 210 St.	2021-01-19 10:07	0.81	<1	<2	6	<1	0.35
MPR-447	117 Ave. @ 210 St.	2021-01-26 10:12	0.69	<1	<2	5	<1	0.41
MPR-447	117 Ave. @ 210 St.	2021-02-02 10:05	0.75	<1	4	6	<1	0.3
MPR-447	117 Ave. @ 210 St.	2021-02-09 10:50	0.81	<1	<2	6	<1	0.26
MPR-447	117 Ave. @ 210 St.	2021-02-16 10:00	0.71	<1	10	6	<1	0.33
MPR-447	117 Ave. @ 210 St.	2021-02-23 10:29	0.68	<1	<2	6	<1	0.55

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Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-447	117 Ave. @ 210 St.	2021-03-02 09:35	0.72	<1	<2	5	<1	0.36
MPR-447	117 Ave. @ 210 St.	2021-03-09 10:05	0.58	<1	2	6	<1	0.33
MPR-447	117 Ave. @ 210 St.	2021-03-16 09:40	0.63	<1	<2	6	<1	0.33
MPR-447	117 Ave. @ 210 St.	2021-03-23 09:33	0.83	<1	<2	7	<1	0.3
MPR-447	117 Ave. @ 210 St.	2021-03-30 09:35	0.68	<1	<2	7	<1	0.34
MPR-447	117 Ave. @ 210 St.	2021-04-06 10:05	0.62	<1	<2	7	<1	0.41
MPR-447	117 Ave. @ 210 St.	2021-04-13 09:55	0.81	<1	<2	7	<1	0.27
MPR-447	117 Ave. @ 210 St.	2021-04-20 09:23	0.55	<1	<2	9	<1	0.24
MPR-447	117 Ave. @ 210 St.	2021-04-27 09:30	0.67	<1	<2	10	<1	0.25
MPR-447	117 Ave. @ 210 St.	2021-05-04 09:55	0.66	<1	<2	11	<1	0.51
MPR-447	117 Ave. @ 210 St.	2021-05-11 09:50	0.58	<1	<2	11	<1	0.28
MPR-447	117 Ave. @ 210 St.	2021-05-18 10:00	0.62	<1	<2	12	<1	0.3
MPR-447	117 Ave. @ 210 St.	2021-05-25 10:15	0.58	<1	<2	12.5	<1	0.58
MPR-447	117 Ave. @ 210 St.	2021-06-01 10:00	0.61	<1	<2	12	<1	0.25
MPR-447	117 Ave. @ 210 St.	2021-06-08 09:50	0.44	<1	<2	14	<1	0.24
MPR-447	117 Ave. @ 210 St.	2021-06-15 09:50	0.42	<1	<2	14	<1	0.29
MPR-447	117 Ave. @ 210 St.	2021-06-22 09:45	0.81	<1	<2	13	<1	0.25
MPR-447	117 Ave. @ 210 St.	2021-06-29 09:35	0.74	<1	<2	14	<1	0.6
MPR-447	117 Ave. @ 210 St.	2021-07-06 09:40	0.85	<1	<2	14	<1	0.24
MPR-447	117 Ave. @ 210 St.	2021-07-13 10:00	0.7	<1	<2	15	<1	0.19
MPR-447	117 Ave. @ 210 St.	2021-07-20 09:40	0.54	<1	<2	16	<1	0.22
MPR-447	117 Ave. @ 210 St.	2021-07-27 09:50	0.48	<1	250	18	<1	0.4
MPR-447	117 Ave. @ 210 St.	2021-08-03 09:40	0.42	<1	2	18	<1	0.37
MPR-447	117 Ave. @ 210 St.	2021-08-10 09:50	0.26	<1	8	19	<1	0.25
MPR-447	117 Ave. @ 210 St.	2021-08-17 09:40	0.24	<1	<2	19	<1	0.2
MPR-447	117 Ave. @ 210 St.	2021-08-24 10:00	0.27	<1	4	19	<1	0.24
MPR-447	117 Ave. @ 210 St.	2021-08-31 09:45	0.29	<1	2	19	<1	0.22
MPR-447	117 Ave. @ 210 St.	2021-09-07 09:45	0.27	<1	68	18	<1	0.37
MPR-447	117 Ave. @ 210 St.	2021-09-14 09:45	0.32	<1	<2	18	<1	0.31
MPR-447	117 Ave. @ 210 St.	2021-09-21 09:45	0.08	<1	2	17	<1	0.43
MPR-447	117 Ave. @ 210 St.	2021-09-28 10:05	0.13	<1	<2	16	<1	0.57
MPR-447	117 Ave. @ 210 St.	2021-10-05 10:05	0.14	<1	<2	16	<1	0.45
MPR-447	117 Ave. @ 210 St.	2021-10-12 09:54	0.21	<1	12	16	<1	0.66
MPR-447	117 Ave. @ 210 St.	2021-10-19 10:05	0.27	<1	<2	13	<1	0.53
MPR-447	117 Ave. @ 210 St.	2021-10-26 09:35	0.25	<1	<2	13	<1	0.49
MPR-447	117 Ave. @ 210 St.	2021-11-02 10:25	0.14	<1	4	12	<1	0.43
MPR-447	117 Ave. @ 210 St.	2021-11-09 10:20	0.36	<1	<2	11	<1	0.29
MPR-447	117 Ave. @ 210 St.	2021-11-16 09:54	0.36	<1	<2	11	<1	0.46
MPR-447	117 Ave. @ 210 St.	2021-11-23 10:20	0.23	<1	2	9	<1	0.88

City of Maple Ridge
Drinking Water Quality Report 2021

Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-447	117 Ave. @ 210 St.	2021-11-30 10:15	0.47	<1	<2	9	<1	0.61
MPR-447	117 Ave. @ 210 St.	2021-12-07 10:30	0.41	<1	<2	8	<1	0.85
MPR-447	117 Ave. @ 210 St.	2021-12-14 10:07	0.56	<1	<2	7	<1	0.38
MPR-447	117 Ave. @ 210 St.	2021-12-21 10:25	0.41	<1	NA	7	<1	0.78
MPR-447	117 Ave. @ 210 St.	2021-12-29 10:40	0.41	<1	NA	5	<1	0.46
MPR-448	248th St. & McClure	2021-01-05 10:50	0.85	<1	<2	7	<1	0.56
MPR-448	248th St. & McClure	2021-01-12 10:41	0.53	<1	2	7	<1	0.35
MPR-448	248th St. & McClure	2021-01-19 10:29	0.83	<1	2	7	<1	0.32
MPR-448	248th St. & McClure	2021-01-26 11:10	0.71	<1	<2	7	<1	0.42
MPR-448	248th St. & McClure	2021-02-02 10:30	0.44	<1	2	6	<1	0.29
MPR-448	248th St. & McClure	2021-02-09 11:20	0.47	<1	<2	6	<1	0.26
MPR-448	248th St. & McClure	2021-02-16 10:30	0.53	<1	<2	6	<1	0.3
MPR-448	248th St. & McClure	2021-02-23 10:54	0.61	<1	<2	6	<1	0.3
MPR-448	248th St. & McClure	2021-03-02 10:05	0.54	<1	<2	6	<1	0.32
MPR-448	248th St. & McClure	2021-03-09 10:25	0.37	<1	<2	6.5	<1	0.3
MPR-448	248th St. & McClure	2021-03-16 10:10	0.41	<1	<2	7	<1	0.33
MPR-448	248th St. & McClure	2021-03-23 09:55	0.62	<1	<2	6	<1	0.28
MPR-448	248th St. & McClure	2021-03-30 10:00	0.42	<1	<2	8	<1	0.29
MPR-448	248th St. & McClure	2021-04-06 10:30	0.45	<1	<2	8	<1	0.29
MPR-448	248th St. & McClure	2021-04-13 10:30	0.44	<1	<2	8	<1	0.31
MPR-448	248th St. & McClure	2021-04-20 09:46	0.4	<1	<2	10	<1	0.32
MPR-448	248th St. & McClure	2021-04-27 09:55	0.48	<1	<2	11	<1	0.24
MPR-448	248th St. & McClure	2021-05-04 10:20	0.36	<1	<2	12	<1	0.27
MPR-448	248th St. & McClure	2021-05-11 10:10	0.62	<1	<2	10	<1	0.3
MPR-448	248th St. & McClure	2021-05-18 10:25	0.38	<1	<2	12	<1	0.28
MPR-448	248th St. & McClure	2021-05-25 10:45	0.39	<1	<2	13	<1	0.28
MPR-448	248th St. & McClure	2021-06-01 10:35	0.47	<1	2	13	<1	0.26
MPR-448	248th St. & McClure	2021-06-08 10:15	0.62	<1	2	14	<1	0.28
MPR-448	248th St. & McClure	2021-06-15 10:15	0.62	<1	<2	14	<1	0.23
MPR-448	248th St. & McClure	2021-06-22 10:15	0.53	<1	<2	15	<1	0.32
MPR-448	248th St. & McClure	2021-06-29 10:05	0.4	<1	<2	16	<1	0.45
MPR-448	248th St. & McClure	2021-07-06 10:05	0.43	<1	<2	16	<1	0.28
MPR-448	248th St. & McClure	2021-07-13 10:30	0.48	<1	<2	17	<1	0.24
MPR-448	248th St. & McClure	2021-07-20 10:15	0.48	<1	<2	17	<1	0.24
MPR-448	248th St. & McClure	2021-07-27 10:15	0.44	<1	<2	18	<1	0.28
MPR-448	248th St. & McClure	2021-08-03 10:05	0.38	<1	<2	19	<1	0.23
MPR-448	248th St. & McClure	2021-08-10 10:15	0.48	<1	2	19	<1	0.2
MPR-448	248th St. & McClure	2021-08-17 10:30	0.59	<1	14	19	<1	0.22
MPR-448	248th St. & McClure	2021-08-24 10:40	0.39	<1	22	19	<1	0.22

City of Maple Ridge
Drinking Water Quality Report 2021

Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-448	248th St. & McClure	2021-08-31 10:10	0.48	<1	14	18	<1	0.25
MPR-448	248th St. & McClure	2021-09-07 10:00	0.42	<1	<2	18	<1	0.28
MPR-448	248th St. & McClure	2021-09-14 10:20	0.39	<1	6	18	<1	0.3
MPR-448	248th St. & McClure	2021-09-21 10:10	0.33	<1	6	17	<1	0.44
MPR-448	248th St. & McClure	2021-09-28 10:54	0.24	<1	4	16	<1	0.4
MPR-448	248th St. & McClure	2021-10-05 10:35	0.28	<1	<2	15	<1	0.47
MPR-448	248th St. & McClure	2021-10-12 10:34	0.38	<1	2	13	<1	0.56
MPR-448	248th St. & McClure	2021-10-19 10:35	0.58	<1	2	13	<1	0.46
MPR-448	248th St. & McClure	2021-10-26 09:56	0.23	<1	2	13	<1	0.44
MPR-448	248th St. & McClure	2021-11-02 10:55	0.41	<1	<2	11	<1	0.44
MPR-448	248th St. & McClure	2021-11-09 10:45	0.38	<1	<2	11	<1	0.37
MPR-448	248th St. & McClure	2021-11-16 10:55	0.4	<1	<2	10	<1	0.35
MPR-448	248th St. & McClure	2021-11-23 11:00	0.6	<1	<2	9	<1	0.74
MPR-448	248th St. & McClure	2021-11-30 10:45	0.62	<1	<2	9	<1	0.87
MPR-448	248th St. & McClure	2021-12-07 11:10	0.68	<1	<2	8	<1	0.64
MPR-448	248th St. & McClure	2021-12-14 10:31	0.85	<1	<2	8	<1	0.47
MPR-448	248th St. & McClure	2021-12-21 11:10	0.67	<1	NA	6	<1	0.58
MPR-448	248th St. & McClure	2021-12-29 11:25	0.83	<1	NA	5	<1	1.3
MPR-449	Meadow Brook North of Douglas	2021-01-05 09:19	0.4	<1	<2	8	<1	0.33
MPR-449	Meadow Brook North of Douglas	2021-01-12 09:26	0.35	<1	<2	7	<1	0.27
MPR-449	Meadow Brook North of Douglas	2021-01-19 09:31	0.39	<1	<2	8	<1	0.32
MPR-449	Meadow Brook North of Douglas	2021-01-26 09:22	0.34	<1	<2	8	<1	0.36
MPR-449	Meadow Brook North of Douglas	2021-02-02 09:20	0.16	<1	<2	7	<1	0.27
MPR-449	Meadow Brook North of Douglas	2021-02-09 10:05	0.25	<1	<2	8	<1	0.23
MPR-449	Meadow Brook North of Douglas	2021-02-16 09:15	0.13	<1	<2	7	<1	0.29
MPR-449	Meadow Brook North of Douglas	2021-02-23 09:24	0.03	<1	4	7	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-03-02 08:50	0.2	<1	<2	7	<1	0.26
MPR-449	Meadow Brook North of Douglas	2021-03-09 08:55	0.16	<1	<2	7	<1	0.29
MPR-449	Meadow Brook North of Douglas	2021-03-16 08:45	0.21	<1	<2	8	<1	0.27
MPR-449	Meadow Brook North of Douglas	2021-03-23 08:47	0.33	<1	<2	8	<1	0.31
MPR-449	Meadow Brook North of Douglas	2021-03-30 08:48	0.24	<1	<2	8	<1	0.27
MPR-449	Meadow Brook North of Douglas	2021-04-06 09:25	0.12	<1	<2	9	<1	0.25
MPR-449	Meadow Brook North of Douglas	2021-04-13 09:15	0.12	<1	<2	9	<1	0.32
MPR-449	Meadow Brook North of Douglas	2021-04-20 08:39	0.19	<1	<2	9	<1	0.26
MPR-449	Meadow Brook North of Douglas	2021-04-27 08:50	0.09	<1	<2	11	<1	0.25
MPR-449	Meadow Brook North of Douglas	2021-05-04 09:00	0.07	<1	<2	12	<1	0.23
MPR-449	Meadow Brook North of Douglas	2021-05-11 09:10	0.1	<1	<2	12	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-05-18 08:50	0.09	<1	<2	13	<1	0.22
MPR-449	Meadow Brook North of Douglas	2021-05-25 09:30	0.07	<1	4	10.5	<1	0.24

City of Maple Ridge
Drinking Water Quality Report 2021

Sample name	Sample reported name	Sampled Date	Cl ₂ Free mg/L	E. coli (CFU/100mLs)	HPC CFU/ml	Temp °C	Total Coliform CFU/100 mLs	Turb. NTU
MPR-449	Meadow Brook North of Douglas	2021-06-01 09:10	0.14	<1	2	13	<1	0.21
MPR-449	Meadow Brook North of Douglas	2021-06-08 09:00	0.23	<1	<2	15	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-06-15 09:00	0.25	<1	<2	15	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-06-22 08:50	0.48	<1	2	14	<1	0.3
MPR-449	Meadow Brook North of Douglas	2021-06-29 08:50	0.6	<1	2	14	<1	0.32
MPR-449	Meadow Brook North of Douglas	2021-07-06 08:50	0.5	<1	<2	15	<1	0.25
MPR-449	Meadow Brook North of Douglas	2021-07-13 09:15	0.44	<1	2	16	<1	0.22
MPR-449	Meadow Brook North of Douglas	2021-07-20 08:50	0.12	<1	20	17	<1	0.23
MPR-449	Meadow Brook North of Douglas	2021-07-27 09:05	0.23	<1	46	18	<1	0.32
MPR-449	Meadow Brook North of Douglas	2021-08-03 09:00	0.19	<1	38	19	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-08-10 09:00	0.08	<1	36	20	<1	0.24
MPR-449	Meadow Brook North of Douglas	2021-08-17 08:50	0.06	<1	130	20	1	0.2
MPR-449	Meadow Brook North of Douglas	2021-08-24 09:00	0.28	<1	18	19	<1	0.23
MPR-449	Meadow Brook North of Douglas	2021-08-31 09:00	0.34	<1	6	18	<1	0.2
MPR-449	Meadow Brook North of Douglas	2021-09-07 09:00	0.13	<1	28	19	<1	0.28
MPR-449	Meadow Brook North of Douglas	2021-09-14 09:00	0.22	<1	16	19	<1	0.32
MPR-449	Meadow Brook North of Douglas	2021-09-21 09:00	0.17	<1	20	18	<1	0.42
MPR-449	Meadow Brook North of Douglas	2021-09-28 09:00	0.22	<1	6	17	<1	0.37
MPR-449	Meadow Brook North of Douglas	2021-10-05 09:00	0.13	<1	4	15	<1	0.44
MPR-449	Meadow Brook North of Douglas	2021-10-12 09:01	0.24	<1	<2	15	<1	0.47
MPR-449	Meadow Brook North of Douglas	2021-10-19 09:25	0.19	<1	2	14	<1	0.41
MPR-449	Meadow Brook North of Douglas	2021-10-26 08:57	0.3	<1	4	13	<1	0.39
MPR-449	Meadow Brook North of Douglas	2021-11-02 09:30	0.11	<1	4	12	<1	0.38
MPR-449	Meadow Brook North of Douglas	2021-11-09 09:20	0.2	<1	<2	12	<1	0.23
MPR-449	Meadow Brook North of Douglas	2021-11-16 09:15	0.21	<1	2	12	<1	0.39
MPR-449	Meadow Brook North of Douglas	2021-11-23 09:40	0.24	<1	2	11	<1	0.7
MPR-449	Meadow Brook North of Douglas	2021-11-30 09:30	0.32	<1	<2	10	<1	0.63
MPR-449	Meadow Brook North of Douglas	2021-12-07 09:30	0.36	<1	2	10	<1	0.63
MPR-449	Meadow Brook North of Douglas	2021-12-14 09:13	0.47	<1	<2	10	<1	0.25
MPR-449	Meadow Brook North of Douglas	2021-12-21 09:30	0.32	<1	NA	8	<1	0.57
MPR-449	Meadow Brook North of Douglas	2021-12-29 10:00	0.44	<1	NA	8	<1	0.41

Appendix G: Preventing Water-Borne Infections for People with Weakened Immune Systems



HealthLinkBC



Number 56
June 2013

Preventing Water-Borne Infections For People with Weakened Immune Systems

Who is at higher risk from water-borne infections?

People with very weak immune systems who are at higher risk of certain water-borne diseases include those with:

- HIV infection who have a CD4+ count of less than 100 cells/mm³;
- lymphoma or leukemia (hematological malignancies) who are being actively treated or have been in remission and off treatment for less than 1 year;
- hematopoietic stem cell transplant recipients; and
- people born with diseases that severely affect their immune systems.

Some people with weakened immune systems, such as those with certain types of cancers or taking certain medications, may not be at higher risk of severe water-borne diseases. These people do not need to take extra precautions with their drinking water.

Ask your health care provider how weak your immune system is, and whether you need to take extra precautions.

How can drinking water become contaminated?

Drinking water can contain different organisms, including bacteria, viruses and parasites, which can cause disease. These organisms can exist in the source water such as lake water and survive through treatment, or they can enter the water supply in the distribution system. Well water can be contaminated if the well is not built properly or if it draws on water from the surface of the ground, such as shallow wells or wells drilled in fractured rock. Surface water, such as

rivers, lakes and streams, can also contain disease-causing organisms from animal feces. If you have a weak immune system, you should not drink water from surface sources or wells potentially contaminated by surface water such as dug wells, unless the water has been treated to remove or inactivate at least 99.9 per cent of parasites (protozoa), 99.99 per cent of viruses and all harmful bacteria.

Most community water systems in B.C. have effective treatment, such as disinfection or chlorination, against bacteria and viruses. However, in many cases, treatment may not provide a 99.9 per cent reduction in infectious parasites. Some water systems and many private supplies have no treatment at all. If the water you drink has not been disinfected, please refer to HealthLinkBC File [#49b How to Disinfect Drinking Water](#).

How can I further treat disinfected water?

People with very weak immune systems need to take extra precautions with their drinking water.

Boiling: If your water supply has already been disinfected, bring the water to a full boil to inactivate any *Cryptosporidium* parasites - a major concern for people with weakened immune systems. For more information, see HealthLinkBC File [#48 Cryptosporidium Infection](#).

If the water has not already been disinfected, bring the water to a full boil for at least 1 minute. This will kill or inactivate bacteria, viruses and parasites. At elevations over 2,000 meters (6,500 feet), boil water for at least 2 minutes to disinfect it.

Do not drink or use tap water to brush your teeth, rinse your mouth, mix drinks or make ice cubes without boiling it first.

Please note that boiling water will get rid of viruses, bacteria and parasites but not chemicals which may be found in the water.

Reverse Osmosis (RO): RO is effective against all disease-causing organisms and many chemical contaminants. Unless it has a high capacity, it will only produce small amounts of water and waste a large volume. Speak to a water treatment specialist to see if this is the best option for you.

Ultraviolet (UV) Treatment: UV light will kill many disease-causing organisms, and is effective against almost all parasites. UV will not kill some bacterial spores and some viruses, so it should not be used unless the water supply is at least disinfected. UV treatment units should meet NSF Standard #55A.

Filters: Filters do not remove bacteria and viruses and should not be used unless the water supply is disinfected first.

If you plan to install a drinking water filter in your home, you will need a system labeled as Absolute 1 micron or smaller, and labeled as meeting ANSI/NSF International Standard #53 for removal of parasites.

Jug-type filters, such as a Brita®, which sit in a jug and allow water to trickle through, and some tap-mounted and built-in devices are not an appropriate solution. The jug filter models are not effective in removing many disease-causing organisms.

Can I drink bottled water?

Bottled water in B.C. may or may not have been treated. If you have a very weak immune system, check with the bottling company to find out what treatment, if any, it has had. Bottled water that has been properly treated using one of the methods list above can be used for drinking, brushing teeth,

making ice cubes and for recipes where water is used but not boiled, such as cold soups.

For More Information

For more information, including the level of treatment in your local water system, please contact:

- your drinking water purveyor or supplier; or
- the local environmental health officer or drinking water officer; or
- visit www.health.gov.bc.ca/protect/dw_ha_contacts.html.

Please also see the following HealthLinkBC Files:

- [#49a Water-borne Diseases in British Columbia](#)
- [#49b How to Disinfect Drinking Water](#)
- [#69b Formula Feeding Your Baby: Safely Preparing and Storing Formula.](#)

For more HealthLinkBC File topics, visit www.HealthLinkBC.ca/healthfiles or your local public health unit.

Click on www.HealthLinkBC.ca or call 8-1-1 for non-emergency health information and services in B.C.

For deaf and hearing-impaired assistance, call 7-1-1 in B.C.

Translation services are available in more than 130 languages on request.



ImmunizeBC



BC Centre for Disease Control
An agency of the Provincial Health Services Authority



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anna@stand.earth

17 June 2022

Mayor and Council
City of Maple Ridge

190 - 22470 Dewdney Trunk Road
Maple Ridge, BC, Canada
V2X 5Z6
Sent via: email

Re: Motion at UBCM Protecting BC Coasts From Acidic Washwater Dumping being brought forward by Vancouver

We are writing today as Stand.Earth to bring your attention to an important resolution that will be coming before UBCM, having passed unanimously at LMLGA, to address acidic wastewater discharge in all waters off BC.

It is well established that ocean acidification has devastating effects on marine life, aquaculture, and coastal communities dependent on a thriving ocean. In recent years a new device has been taken up in record numbers that is dumping catastrophic volumes of acidic wastewater directly into the ocean from vessels.

In order to mitigate sulphur air pollution from burning heavy oil, the maritime shipping industry employs exhaust gas cleaning systems (scrubbers) instead of simply switching to lower sulphur fuels which are already available on the market. Scrubbers result in a solution of concentrated acidic sulphates, metals, and other toxins that are dumped directly into the ocean while the ship is in operation.

Cruise and cargo vessel traffic in Canadian jurisdiction annually discharge tens of millions tonnes of this acidic washwater directly into the coastal waters of BC. The International Council for the Exploration of the Seas has found that scrubber washwater has lethal and sub-lethal effects on plankton, a critical component of marine ecosystems.



The Vancouver Fraser Port Authority is demonstrating regional leadership in preventing acidic wastewater dumping and is phasing in a requirement simply for ships to burn cleaner fuels. They join the Port of Seattle, Quebec's Port Sept-Iles, The State of California and ports around the world in taking steps to prevent the use of scrubbers and mandate a transition to cleaner fuels.

The resolution before UBCM is critical to bring this issue to the table with levels of government that have jurisdiction over territorial waters and can protect the Salish and Great Bear Seas. The unanimous vote at LMLGA to pass this resolution for consideration at UBCM is a clear signal that local elected leaders care about the health of coastal waters, and are concerned about the future of coastal communities if acidic dumping isn't addressed. We are so grateful for this clarity and signal of care from elected leaders from Hope to Pemberton, and are counting on your continued support.

We urge you to support the motion "Protecting B.C.'s Coasts From Acidic Wastewater Dumping" at the upcoming UBCM convention in September.

Thank you for your consideration of our letter. Please do not hesitate to reach out at anna@stand.earth.

Sincerely,

Anna Barford
Canada Shipping Campaigner
Stand.earth
Vancouver, BC

1000 BYLAWS

**CITY OF MAPLE RIDGE
BYLAW NO. 7847-2022**

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed expedient to amend Schedule "A" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7847-2022."

2. Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 2 - Land Use Plan, and Figure 3A - Blaney Hamlet, are hereby amended for the parcel or tract of land and premises known and described as:

Parcel "One" (Explanatory Plan 16905) Lot G Section 33 Township 12 Plan New Westminster District Plan 16208

and outlined in heavy black line on Map No. 1061, a copy of which is attached hereto and forms part of this bylaw, is hereby designated as shown.

3. Schedule "A", Chapter 10.3, Part VI, A – Silver Valley, Figure 4 – Trails / Open Space is/are hereby amended for the parcel or tract of land and premises known and described as:

Parcel "One" (Explanatory Plan 16905) Lot G Section 33 Township 12 Plan New Westminster District Plan 16208

and outlined in heavy black line on Map No. 1062, a copy of which is attached hereto and forms part of this bylaw, is hereby designated as shown.

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

READ a first time the 10th day of May, 2022.

READ a second time the 10th day of May, 2022.

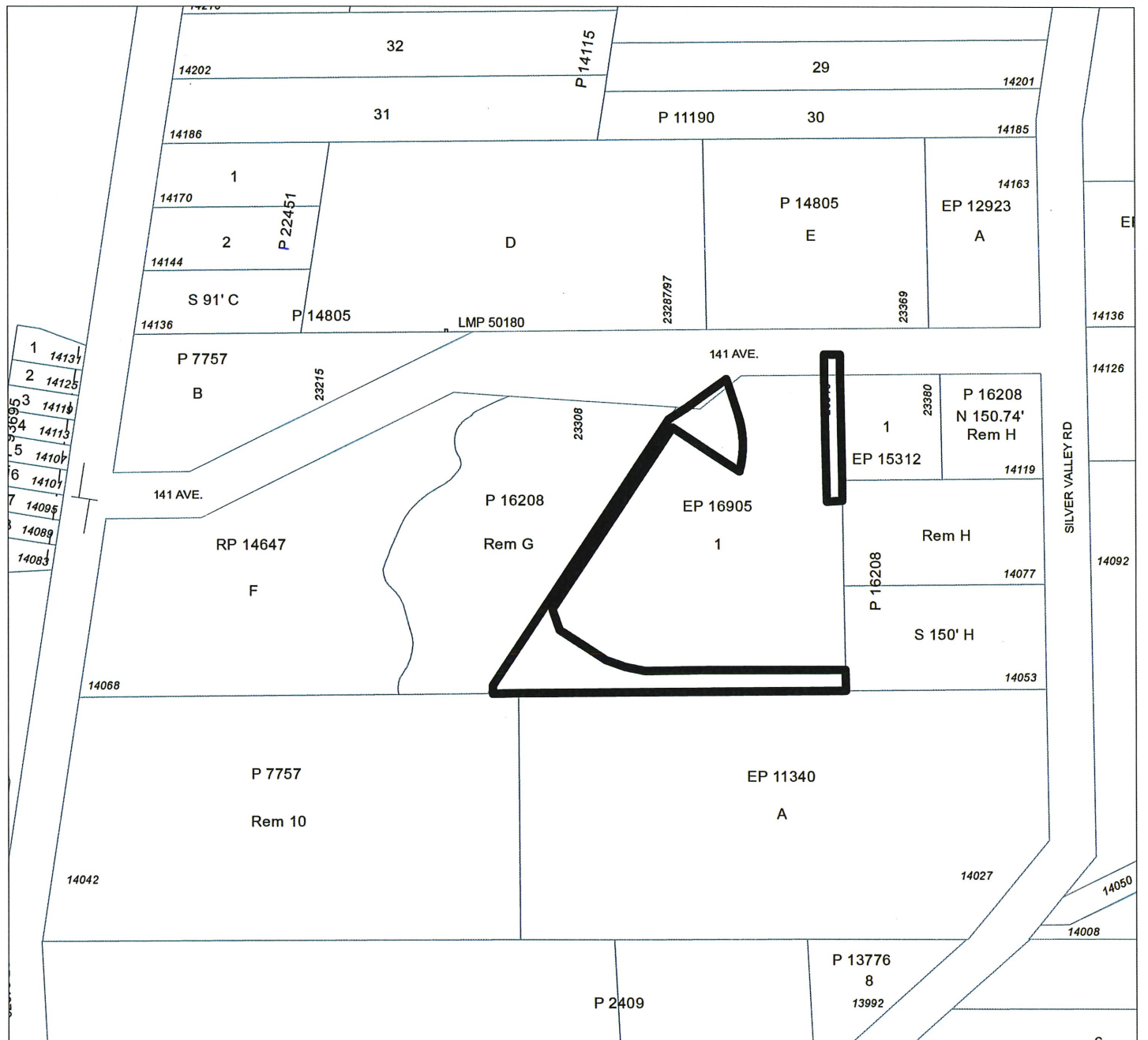
PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER



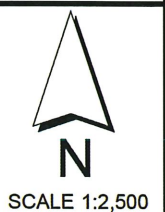
MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7847-2022

Map No. 1062

Purpose: To Amend Figure 4 of the Silver Valley Area Plan as shown

 To Add To Conservation



**CITY OF MAPLE RIDGE
BYLAW NO. 7774-2021**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7774-2021."
2. That parcel or tract of land and premises known and described as:

Parcel "One" (Explanatory Plan 16905) Lot G Section 33 Township 12 New Westminster Plan 16208

and outlined in heavy black line on Map No. 1897 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to R-1 (Single Detached (Low Density) Urban Residential), and R-2 (Single Detached (Medium Density) Urban Residential).
3. Maple Ridge Zoning Bylaw No. 7600-2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 9th day of November, 2021.

READ a second time as amended the 10th day of May, 2022.

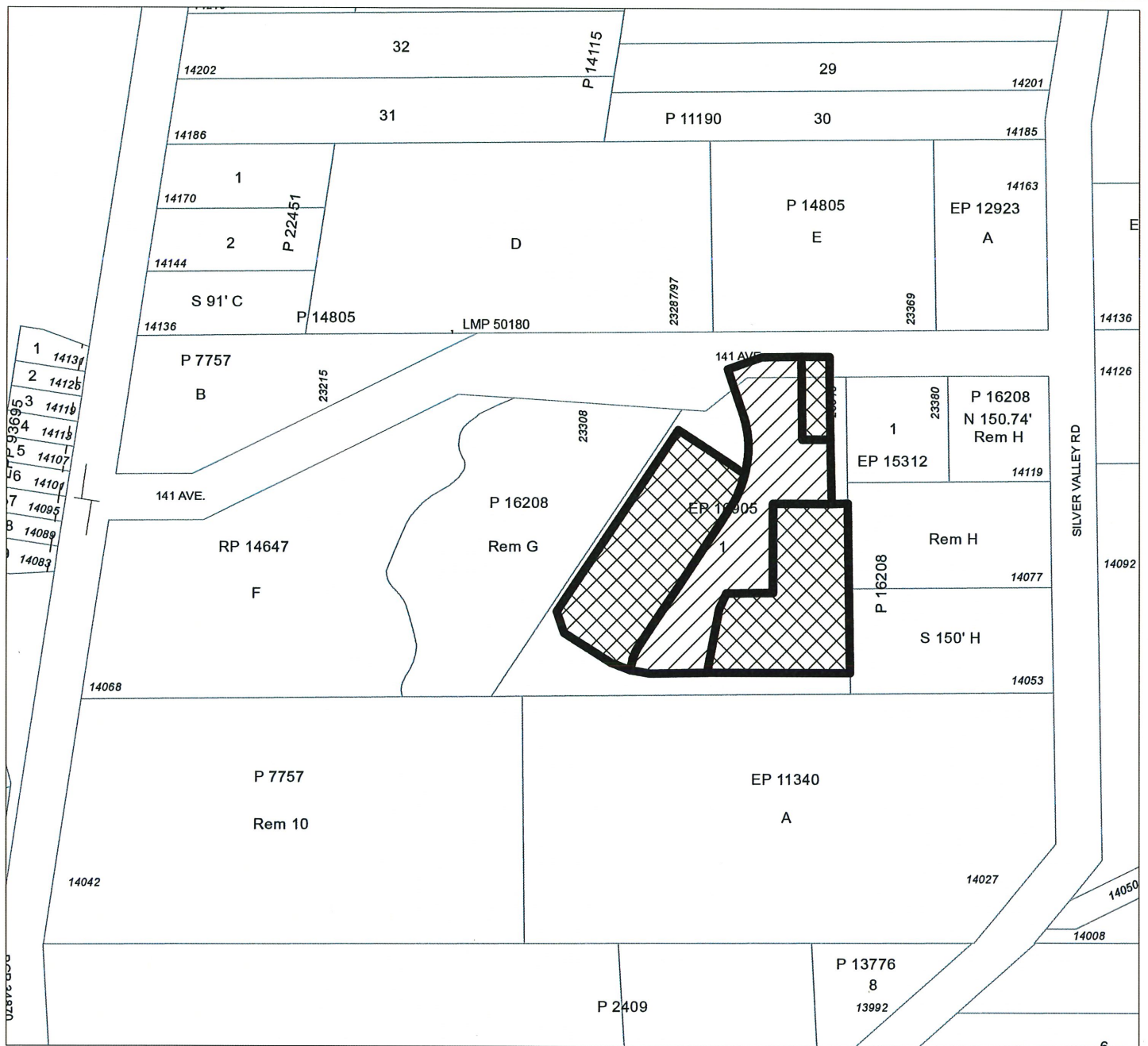
PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER





MAPLE RIDGE ZONE AMENDING

Bylaw No. 7774-2021

Map No. 1897

From: RS-3 (Single Detached Rural Residential)

To:  R-1 (Single Detached (Low Density) Urban Residential)
 R-2 (Single Detached (Medium Density) Urban Residential)



SCALE 1:2,500

**CITY OF MAPLE RIDGE
BYLAW NO. 7542-2019**

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed expedient to amend Schedules "B" & "C" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7542-2019".

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

Lot 4 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 5 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 1 District Lot 405 Group 1 New Westminster District Plan 60014; and
Lot 2 District Lot 405 Group 1 New Westminster District Plan 60014

and outlined in heavy black line on Map No. 1001, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated/amended as shown.

3. Schedule "C" is hereby amended for that parcel or tract of land and premises known and described as:

Lot 4 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 5 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 1 District Lot 405 Group 1 New Westminster District Plan 60014; and
Lot 2 District Lot 405 Group 1 New Westminster District Plan 60014

and outlined in heavy black line on Map No. 1002, a copy of which is attached hereto and forms part of this Bylaw, is hereby amended by adding Conservation.

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

READ a first time the 24th day of May, 2022.

READ a second time the 24th day of May, 2022.

PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7542-2019
 Map No. 1001
 From: Urban Residential
 To: Conservation



-- Urban Area Boundary



SCALE 1:2,500

**CITY OF MAPLE RIDGE
BYLAW NO. 7543-2019**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7490-2018."
2. Those parcels or tracts of land and premises known and described as:

Lot 4 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 5 District Lot 405 Group 1 New Westminster District Plan 60014;
Lot 1 District Lot 405 Group 1 New Westminster District Plan 60014; and
Lot 2 District Lot 405 Group 1 New Westminster District Plan 60014

and outlined in heavy black line on Map No. 1771 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-1 (Townhouse Residential).
3. Maple Ridge Zoning Bylaw No. 7600-2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 14th day of May, 2019.

READ a second time as amended the 24th day of May, 2022.

PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

**CITY OF MAPLE RIDGE
BYLAW NO. 7522-2018**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7522-2018."
2. That parcel or tract of land and premises known and described as:

Lot 2 District Lot 280 And 281 Group 1 New Westminster District Plan BCP50883

and outlined in heavy black line on Map No. 1787 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to M-3 (Business Park Industrial).
3. Maple Ridge Zoning Bylaw No. 7600-2019, as amended, and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 11th day of December, 2018.

READ a second time the 24th day of May, 2022.

PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

CITY OF MAPLE RIDGE
BYLAW NO. 7523-2018

A Bylaw to amend Schedule 'A' Zoning Map forming part of
Zoning Bylaw No. 7600 – 2019, as amended

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7523-2018."

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

Lot 55 Except: Part Dedicated Road On Plan 78633, District Lot 222 Group 1 New Westminster District Plan 35806; and

Lot 56 District Lot 222 Group 1 New Westminster District Plan 35806

and outlined in heavy black line on Map No. 1788 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-2 (Medium Density Apartment Residential).

3. Maple Ridge Zoning Bylaw No. 7600 – 2019, as amended, and Map 'A' attached thereto are hereby amended accordingly.

READ a first time the 28th day of January, 2020.

READ a second time as amended the 24th day of May, 2022.

PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7523-2018

Map No. 1788

From: RS-1 (Single Detached Residential)

To: RM-2 (Medium Density Apartment Residential)



**CITY OF MAPLE RIDGE
BYLAW NO. 7853-2022**

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-1-22 Equestrian Facility and Restaurant";

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7853-2022."
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended by inserting the following definition after the "ENDS and ENNDS" definition in PART 202 DEFINITIONS:

EQUESTRIAN FACILITY means a Use designed and intended for the display of equestrian skills and the hosting of events including, but not limited to, show jumping, dressage, and similar events of other equestrian disciplines. The facility may include the boarding of horses, one office, and one instruction room for the operation of the facility. Facilities for horse riding do not include a racetrack that is or must be licensed by the British Columbia Racing Commission.

3. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended by inserting the following CD Zone immediately following the last section in PART 10 COMPREHENSIVE DEVELOPMENT ZONES and numbering it in sequential order accordingly:

10XX CD-1-22 Equestrian Facility and Restaurant

10XX.1 PURPOSE

1. This zone provides for an "Equestrian Facility and Restaurant" use for Parcel "9" Section 30 Township 12 New Westminster District Plan 66399, 21973 132 Avenue, Maple Ridge.

10XX.2 PRINCIPAL USES

1. The following Principal Uses Shall be permitted in this Zone;
 - a. Agricultural
 - b. Single Detached Residential

10XX.3 ACCESSORY USES

1. Agricultural Employee Residential
2. Boarding
3. Detached Garden Suite
4. Produce Sales
5. Rental Stable
6. Restaurant, limited to 185 patrons
7. Secondary Suite
8. Tennis Court (maximum of one)

- 10XX.4 **LOT AREA AND DIMENSIONS**
1. Minimum Lot Area and dimensions shall be not less than;
 - a. in Lot Area 6 hectares
 - b. in Lot Width 75.0 metres
 - c. in Lot Depth 150.0 metres
 2. Refer to Section 407 Building Envelope of the Bylaw for required minimum Building Envelope dimensions
- 10XX.5 **DENSITY**
N/A
- 10XX.6 **LOT COVERAGE**
1. All Principal Buildings and Principal Structures and Accessory Buildings and Accessory Structures together shall not exceed a Lot Coverage of 5%.
 2. All buildings associated with an accessory restaurant use shall not be expanded unless approval is granted from the Agricultural Land Commission.
- 10XX.7 **SETBACKS**
1. Minimum Setbacks for all Principal Building and Principal Structures shall be not less than:
 - a. from a Front Lot Line 35 metres
 - b. from a Rear Lot Line 12 metres
 - c. from an Interior Side Lot Line 20 metres
 - d. from an Exterior Side Lot Line 26 metres
 2. The minimum Setbacks for Accessory Use Buildings and Structures shall be not less than:
 - a. from a Front Lot Line 7.5 metres
 - b. from a Rear Lot Line 7.5 metres
 - c. from an Interior Side Lot Line 1.5 metres
 - d. from an Exterior Side Lot Line 4.5 metres
 - e. from the Building Face of a Building
for a Residential Use 3.0 metres
 3. For Lots within the Agricultural Land Reserve and that are subject to the Agricultural Land Commission Act and its Regulations, Section 402 (Farm Home Plate) of this Bylaw shall apply.
- 10XX.8 **HEIGHT**
1. Building Height for Single Detached Residential use shall not exceed 9.5 metres.
 2. Building Height for other Accessory Buildings and Accessory Structures shall not exceed 8.5 metres.

10XX.9 PARKING AND LOADING

1. The Off-Street Parking and Off-Street Loading shall be provided with a maximum of 70 parking stalls with an agricultural and accessory restaurant use.

10XX.10 OTHER REQUIREMENTS

1. The Agricultural Land Commission Act and its Regulations shall prevail.

3. That parcels or tracts of land and premises known and described as:

PARCEL "9" SECTION 30 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 66399

and outlined in heavy black line on Map No. 1971 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to CD-1-22 Equestrian Facility and Restaurant.

4. Maple Ridge Zone Amending Bylaw No. 7600-2019 as amended is hereby amended accordingly.

READ a first time the 24th day of May, 2022

READ a second time the 24th day of May, 2022

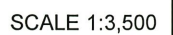
PUBLIC HEARING held the 21st day of June, 2022.

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Final Reading
Zone Amending Bylaw No. 7404-2017
11384 207 Street

MEETING DATE: June 28, 2022
FILE NO: 2017-471-RZ
MEETING: COUNCIL

EXECUTIVE SUMMARY:

Zone Amending Bylaw No. 7404-2017 to rezone the subject property, located at 11384 207 Street (see Appendices A and B), from RS-1 (One Family Urban Residential) to RT-2 (Ground-Oriented Residential Infill) to permit a fourplex (see Appendix C), has been considered by Council and at Public Hearing and subsequently was granted third reading. The applicant has requested that final reading be granted.

Council granted first reading for *Zone Amending Bylaw No. 7404-2017* on January 30, 2018 and second reading on September 10, 2019. This application was presented at Public Hearing on October 22, 2019, and Council granted third reading on October 29, 2019.

RECOMMENDATION:

That *Zone Amending Bylaw No. 7404-2017* be adopted.

DISCUSSION:

a) Background Context:

On October 29, 2019 Council granted third reading to *Zone Amending Bylaw No. 7404-2017* with the requirement that the following terms and conditions be addressed:

- i) **Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;**

Staff comment: A Restrictive Covenant for the Rezoning Servicing Agreement has been submitted with a Letter of Undertaking for registration at the Land Title Office and security received.

- ii) **Road dedication and lane dedication as required;**

Staff comment: Road dedication on 207 Street and the lane has been provided with a Letter of Undertaking for registration at the Land Title Office.

- iii) **Registration of a Restrictive Covenant for the Geotechnical Report which addresses the suitability of the subject property for the proposed development;**

Staff comment: It has been determined that a Restrictive Covenant for the Geotechnical Report will not be required as part of rezoning conditions;

- iv) **Registration of a Restrictive Covenant for Stormwater Management;**

Staff comment: A Restrictive Covenant for Stormwater Management has been submitted with a Letter of Undertaking for registration at the Land Title Office.

- v) **Registration of a Restrictive Covenant prohibiting secondary suites;**

Staff comment: A Restrictive Covenant for prohibiting secondary suites has been submitted with a Letter of Undertaking for registration at the Land Title Office.

- vi) **Removal of existing buildings;**

Staff comment: The buildings have been removed.

- vii) **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; and**

Staff comment: A disclosure statement, dated October 18, 2021, indicates that no underground fuel storage tanks exist on the subject property.

- viii) **That a voluntary contribution, in the amount of \$12,300.00 (\$4,100.00/unit) be provided in keeping with the Council Policy with regard to Community Amenity Contributions.**

Staff comment: A voluntary contribution in the amount of \$12,300.00 has been provided in keeping with Council Policy 6.31.

b) Additional Information:

The Director of Planning had previously granted an extension to the subject application; however, the terms and conditions of the application have now been satisfied.

CONCLUSION:

As the applicant has met Council's terms and conditions, it is recommended that final reading be given to *Zone Amending Bylaw No. 7404-2017*.

"Original signed by Adam Rieu"

Prepared by: **Adam Rieu**
Planner

"Original signed by Charles Goddard"

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

"Original signed by Christine Carter"

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

"Original signed by Scott Hartman"

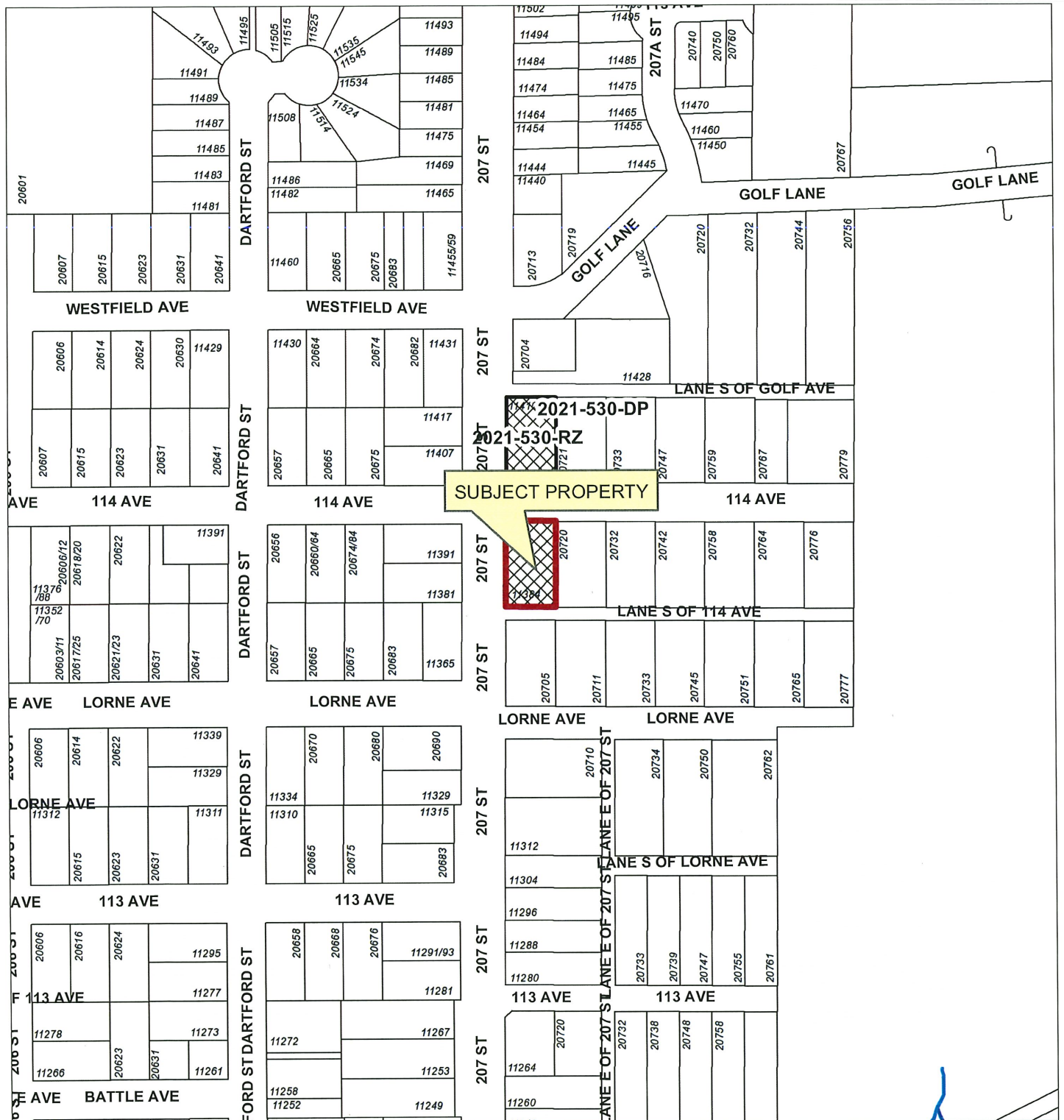
Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:




Appendix A – Subject Map

Appendix B – Zone Amending Bylaw No. 7404-2017

Appendix C – Site Plan



Legend

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

Scale: 1:2,500

11384 207 STREET
PID 009-351-621

PLANNING DEPARTMENT



mapleridge.ca

FILE: 2017-471-RZ/DP
DATE: May 16, 2022

BY: AH

CITY OF MAPLE RIDGE
BYLAW NO. 7404-2017

A Bylaw to amend Map "A" forming part of Zoning Bylaw No. 3510 - 1985 as amended

WHEREAS, it is deemed expedient to amend Maple Ridge Zoning Bylaw No. 3510 - 1985 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. 7404-2017."
2. That parcel or tract of land and premises known and described as:

Lot 14 District Lot 277 Group 1 New Westminster District Plan 10601

and outlined in heavy black line on Map No. 1739 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RT-2 (Ground-Oriented Residential Infill).
3. Maple Ridge Zoning Bylaw No. 3510 - 1985 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 30th day of January, 2018.

READ a second time the 10th day of September, 2019.

PUBLIC HEARING held the 22nd day of October, 2019.

READ a third time the 29th day of October, 2019.

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



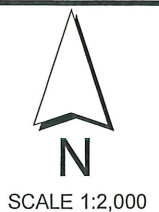
MAPLE RIDGE ZONE AMENDING

Bylaw No. 7404-2017

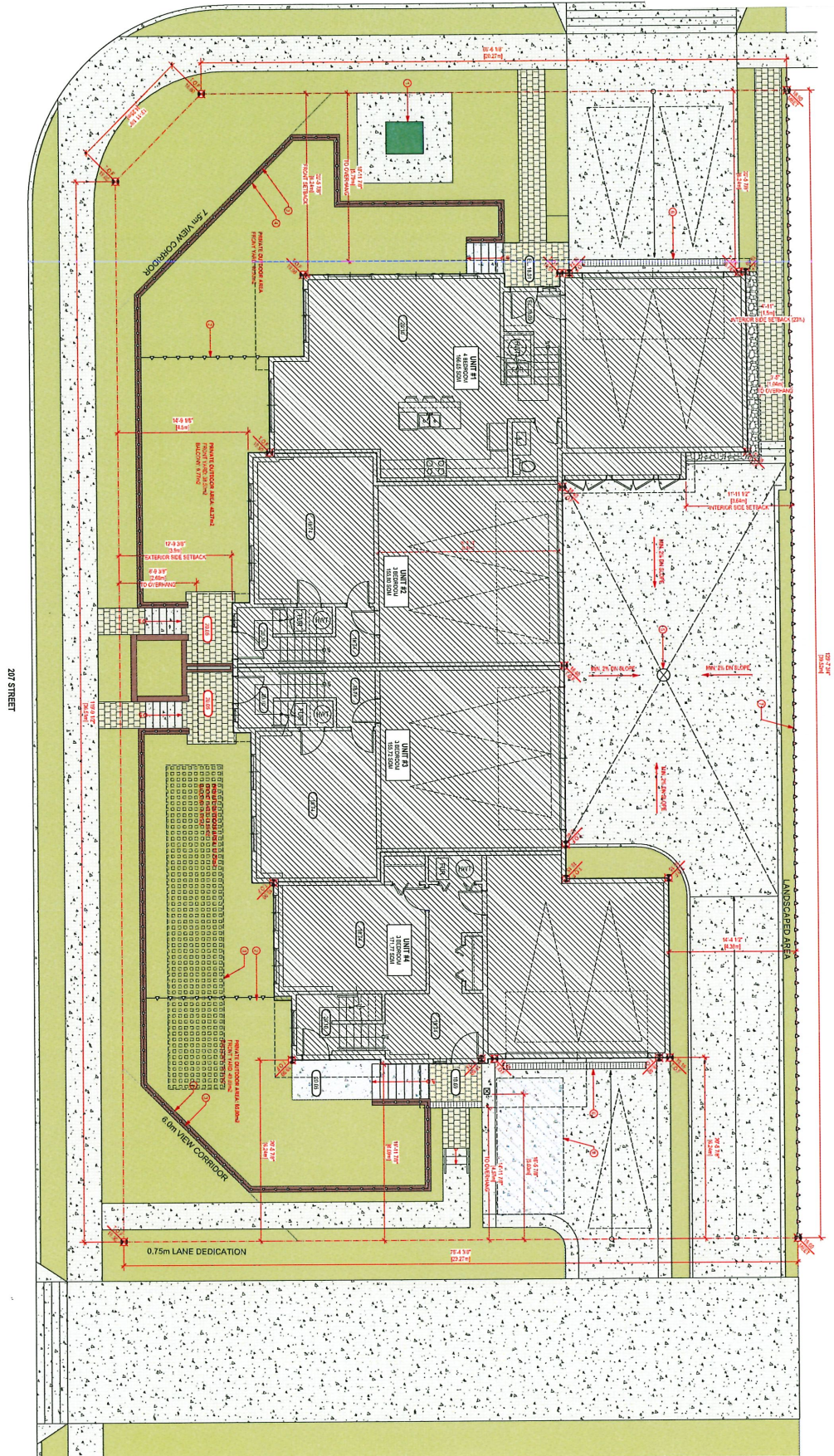
Map No. 1739

From: RS-1 (One Family Urban Residential)

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



114 AVENUE



1 SITE PLAN
SCALE: 3/16" = 1'-0"

- SITE PLAN REMARKS**
1. SEE ELEC. DINGS.
 2. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 3. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 4. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 5. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
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 9. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 10. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 11. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.
 12. SEE HIGH-WOOD FENCE SEE LANDSCAPE DINGS.

A101

SITE PLAN

NO.	DATE	DESCRIPTION
1	2023-04-04	ISSUED FOR PERMIT
2	2023-04-04	ISSUED FOR PERMIT
3	2023-04-04	ISSUED FOR PERMIT

JY ARCHITECTURE INC.
207 LONDON AVE. 2ND FLOOR, VANCOUVER, BC V6C 2G5
CONSULTANT NAME

FOURPLEX
11384 207 STREET, MAPLE RIDGE, BC

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TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Final Reading
Official Community Plan Amending Bylaw No. 7625-2020
Zone Amending Bylaw No. 7464-2018
24387 110 Avenue

MEETING DATE: June 28, 2022
FILE NO: 2018-160-RZ
MEETING: COUNCIL

EXECUTIVE SUMMARY:

Official Community Plan Amending Bylaw No. 7625-2020 and Zone Amending Bylaw No. 7464-2018 for the subject property located at 24387 110 Avenue, were presented at Public Hearing and subsequently were granted third reading. The applicant has requested that final reading be granted. The purpose of the rezoning is to permit a 6 lot subdivision under the RS-1d (One Family Urban (Half Acre) Residential) zone, utilizing the Albion Density Bonus to RS-1b (One Family Urban (Medium Density) Residential), creating lots not less than 557m².

Council granted first reading for *Zone Amending Bylaw No. 7463-2018* on June 26, 2018. Council granted first and second reading for *Official Community Plan Amending Bylaw No. 7625-2020* and second reading for *Zone Amending Bylaw No. 7464-2018* on March 31, 2020. This application was presented at Public Hearing on April 21, 2020 and Council granted third reading on April 28, 2020.

RECOMMENDATIONS:

1. That Official Community Plan Amending Bylaw No. 7625-2020 be adopted; and further
2. That Zone Amending Bylaw No. 7464-2018 be adopted.

DISCUSSION:

a) Background Context:

Council considered this rezoning application at a Public Hearing held on April 21, 2020 and on April 28, 2020 Council granted third reading to *Official Community Plan Amending Bylaw No. 7625-2020* and *Zone Amending Bylaw No. 7464-2018* with the stipulation that the following terms and conditions be addressed:

- i) **Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement.**

Staff comment: Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement has been provided. A Letter of Undertaking to register the Restrictive Covenant at the Land Title Office has been provided.

- ii) **Adoption of Official Community Plan Amending Bylaw No. 7625-2020 to amend Schedule "A", Chapter 10.2 Albion Area Plan, Schedule 1: Albion Area Plan, Figure 1: Northeast Albion and Schedule "C".**

Staff Comment: Adoption of Official Community Plan Amending Bylaw No. 7624-2020 to amend Schedule "A", Chapter 10.2 Albion Area Plan, Schedule 1: Albion Area Plan, Figure 1: Northeast Albion and Schedule "C" will be amended with final approval of these bylaws.

- iii) **Road dedication on 110th Avenue as required.**

Staff Comment: Road dedication is being obtained with the registration of subdivision plan at the Land Title Office. A Letter of Undertaking to register the signed subdivision plan at the Land Title Office has been provided.

- iv) **Design and construction of a sanitary sewer pump station, which requires the acquisition of land to facilitate the sanitary pump station at the sole cost of the applicant. This requirement must be filled to the City satisfaction.**

Staff Comment: The sanitary pump station is under construction and the City has received security for the construction of the sanitary pump station through the Rezoning Servicing Agreement for application 2018-105-RZ. The applicant has entered into an indemnity agreement with the City in the event the construction of the sanitary pump station is delayed or not completed.

- v) **Park dedication as required, including construction of walkways/multi-purpose trail; and removal of all debris and garbage from park land.**

Staff Comment: The park dedication plan has been signed by the City, and securities for the construction of the walkway have been provided. Assurance that all debris and garbage has been removed from park land has been provided.

- vi) **Submission of a site grading and storm water management plan to the City's satisfaction.**

Staff Comment: A Restrictive Covenant for the site grading and storm water management plan has been received with a Letter of Undertaking to register the restrictive covenant at the Land Title Office.

- vii) **Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject property for the proposed development.**

Staff comment: A Restrictive Covenant for the Geotechnical Report has been received with a Letter of Undertaking to register the restrictive covenant at the Land Title Office.

- viii) **Registration of a Restrictive Covenant for the protection of the Environmentally Sensitive areas (wetlands) on the subject property.**

Staff comment: This has been addressed by way of the Natural Features Development Permit issued by the Director of Planning and through the dedication of Park land.

- ix) **Registration of a Statutory Right-of-Way plan and agreement for infrastructure.**

Staff comment: A Statutory Right-of-Way plan is not required.

- x) **Registration of a Restrictive Covenant for Stormwater Management.**

Staff comment: A Restrictive Covenant for the Stormwater Management has been received with a has been received with a Letter of Undertaking to register the Restrictive Covenant for Stormwater Management at the Land Title Office.

- xi) **Registration of a Restrictive Covenant for Tree Protection.**

Staff comment: A Restrictive Covenant for the protection of trees was determined not to be required.

- xii) **Removal of existing buildings.**

Staff comment: The buildings have been removed under building permits and these permits are completed.

- xiii) **In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject property. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.**

Staff comment: A letter submitted by a Professional Engineer has been provided, advising that there is no evidence of underground fuel storage tanks on the subject property.

- xiv) **That a voluntary contribution, in the amount of \$25,500.00 (\$5,100.00 lot x 5 lots) be provided in keeping with the Council Policy with regard to Community Amenity Contributions.**

Staff comment: The Community Amenity Contribution, based on five lots at \$5,100.00 per lot, for a total of \$25,500.00 has been provided.

- xv) **Payment of the Density Bonus provision of the RS-1d (One Family Urban (Half Acre) Residential), in the amount \$18,600.00 (\$3,100 per lot X 6 lots).**

Staff comment: The Density Bonus provision, based on six lots at \$3,100.00 per lot, for a total of \$18,600.00 has been provided.

CONCLUSION:

As the applicant has met Council's conditions, it is recommended that final reading be given to *Official Community Plan Amending Bylaw No. 7625-2020* and *Zone Amending Bylaw No. 7464-2018*.

"Original signed by Wendy Cooper"

Prepared by: **Wendy Cooper, M.Sc., MCIP, RPP**
Planner

"Original signed by Charles Goddard"

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

"Original signed by Christine Carter"

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

"Original signed by Scott Hartman"

Concurrence: **Scott Hartman**
Chief Administrative Officer

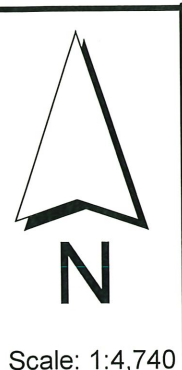
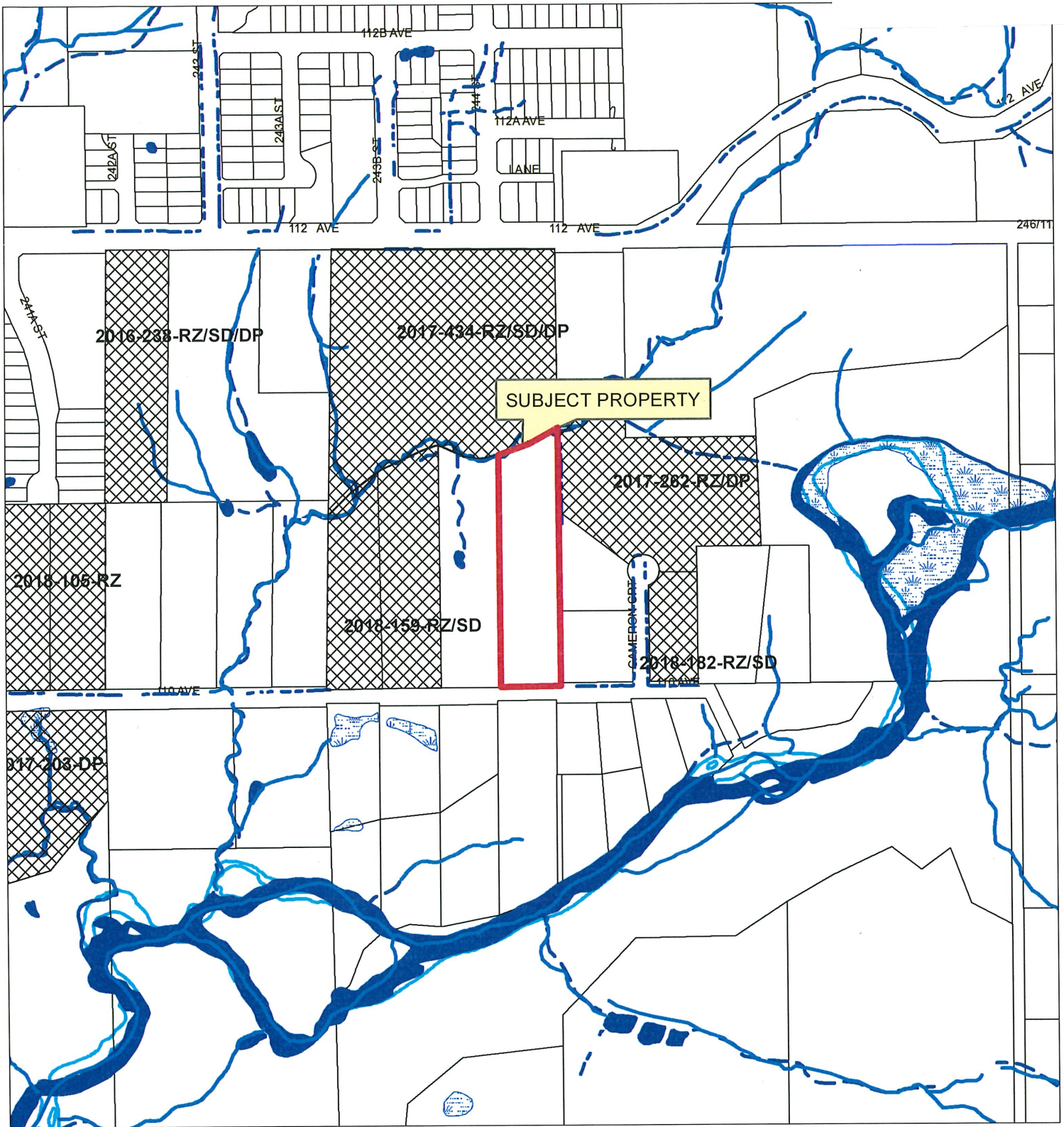
The following appendices are attached hereto:

Appendix A – Subject Map

Appendix B – Official Community Plan Amending Bylaw No. 7625-2020

Appendix C – Zone Amending Bylaw No. 7464-2018

Appendix D – Proposed Site Plan



Legend

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

24387 110 AVENUE

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2018-160
DATE: May 22, 2018

BY: LP

**CITY OF MAPLE RIDGE
BYLAW NO. 7625-2020**

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS, Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS, it is deemed expedient to amend Schedules "B" & "C" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7625-2020

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

Lot 3 Section 10 Township 12 New Westminster District Plan 7408

and outlined in heavy black line on Map No. 1020, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated/amended as shown.

3. Schedule "C" is hereby amended for that parcel or tract of land and premises known and described as:

Lot 3 Section 10 Township 12 New Westminster District Plan 7408

and outlined in heavy black line on Map No. 1021, a copy of which is attached hereto and forms part of this Bylaw, is hereby amended by adding Conservation.

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

READ a first time the 31st day of March, 2020.

READ a second time the 31st day of March, 2020.

PUBLIC HEARING held the 21st day of April, 2020.

READ a third time the 28th day of April, 2020.

ADOPTED, the day of ,20 .

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7625-2020

Map No. 1021

Purpose: To Amend Schedule C As Shown

 To Add To Conservation



**CITY OF MAPLE RIDGE
BYLAW NO. 7464-2018**

A Bylaw to amend Map "A" forming part of Zoning Bylaw No. 3510 - 1985 as amended

WHEREAS, it is deemed expedient to amend Maple Ridge Zoning Bylaw No. 3510 - 1985 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. 7464-2018."
2. That parcel or tract of land and premises known and described as:

Lot 3 Section 10 Township 12 New Westminster District Plan 7408

and outlined in heavy black line on Map No. 1763 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RS-1d (One Family Urban (Half Acre) Residential).
3. Maple Ridge Zoning Bylaw No. 3510 - 1985 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 26th day of June, 2018.

READ a second time the 31st day of March, 2020.

PUBLIC HEARING held the 21st day of April, 2020.

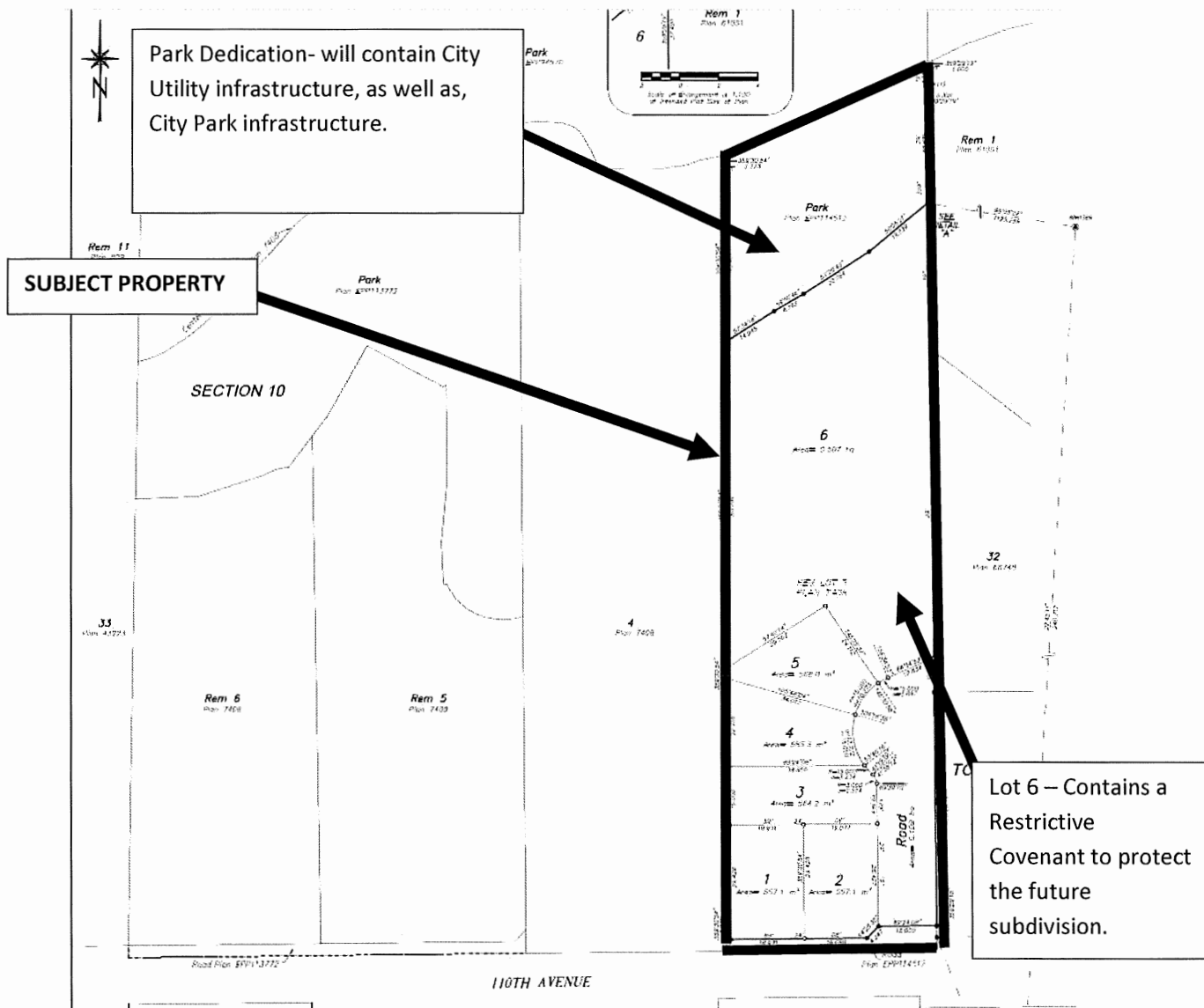
READ a third time the 28th day of April, 2020.

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

SCALE 1:2,500



1100 COMMITTEE REPORTS AND RECOMMENDATIONS

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Proposed New Cannabis Retail Store at #6 - 21768 Lougheed Highway

MEETING DATE: June 21, 2022
FILE NO: 09-4560-20
MEETING: COW

EXECUTIVE SUMMARY:

On November 27, 2018, Council adopted Council policy 6.33 Cannabis Retail Store Processing and Evaluation Criteria. This policy determines how approvals for cannabis retail are to be processed at the municipal level. This policy was reviewed, updated and approved by Council on May 12, 2020.

After the LCRB completed their integrity checks and security screenings, on March 15, 2022 they forwarded an application to the City for a non medical retail cannabis store known as Team Cannabis to be located at #6 - 21768 Lougheed Highway.

One of the considerations utilized by the LCRB in reviewing an application is a resolution from the local government. A number of regulatory criteria must be addressed in the Council resolution as well as comments pertaining to the views expressed by area residents.

Council may choose to support the application, not support the application or indicate they do not wish to comment.

On March 29, 2022 Council passed a Notice of Motion stating that the City would not be accepting applications for cannabis retail stores pending the outcome of a review to the policy. The subject application is being brought forward to Council as it was received by the City before Council made the motion to consider limiting the number of stores.

RECOMMENDATION(S):

That the application for a non medical cannabis retail store by Team Cannabis, located at #6 – 21768 Lougheed Highway, Maple Ridge not be supported based on the information contained in the Council report dated June 21, 2022; and

That a copy of the resolution be forwarded to the Liquor and Cannabis Regulation Branch in accordance with the legislative requirements.

DISCUSSION:

a) Background Context:

On November 27, 2018, Council adopted Council policy 6.33 Cannabis Retail Store Processing and Evaluation Criteria. The Policy determines how approvals for cannabis retail are to be processed at the municipal level. This Policy was amended on May 12, 2020 to reflect current updates. Subsequently, at the request of Council, a report was presented with the intent to

amend the Zoning Bylaw to eliminate the 1000 metre restriction regarding the distance between stores and leave it only in the Policy. Council chose not to go ahead with this option.

After the LCRB completed their financial integrity checks and security screenings for Team Cannabis Ltd., on March 15, 2022 they forwarded an application to the City for a non medical retail cannabis store, known as Team Cannabis, to be located at #6 - 21768 Loughheed Highway. The applicant for Team Cannabis also contacted city staff to provide a copy of their business plan as well information on their community relations (Appendix II).

On March 29, 2022 Council passed a Notice of Motion that placed a hold on the processing of applications pending a review of the Cannabis Retail Store processing policy.

Staff reviewed this application to ensure that it met all requirements contained in the Policy including the Application Review Criteria. It is not in compliance with Policy A in that it is within 1000 metres of another approved cannabis retail store. It is also not compliant with section 401.3 of the Zoning Bylaw which also requires a 1000 metre separation between cannabis retail stores.

A map of the surrounding area has been included in this report as Appendix I.

In following the public input requirement, the City mailed 250 letters to owners and occupants of property within 200 metres of the subject site. By the response deadline, 2 responses were received opposed to the application and none were received in favour (Appendix III).

The following is a synopsis of applications for cannabis retail stores since the adoption of the Council Policy:

- Eighteen (18) applications have been referred by the Province since 2019;
- One (1) is currently before Council;
- Four (4) applications were approved by Council with a Business Licence issued;
- Three (3) applications were approved by Council. Two are currently in the rezoning process the other has not applied yet;
- One (1) Notice of Intent has been received by the Liquor and Cannabis Regulation Branch;
- Three (3) applications were denied by Council; and
- Six (6) referrals from the Province have not moved forward or were terminated.

The Maple Ridge RCMP Detachment was asked for their input on this matter and they have confirmed they do not have any operational issues with this application.

b) Intergovernmental Issues:

Both local government and the provincial government have an interest in ensuring that cannabis regulations are followed and that licensed establishments listen to the needs of the community.

c) Citizen/Customer Implications:

The review of this application has taken into consideration the potential for concerns from surrounding properties in terms of parking, traffic and noise generation as well as the proximity of schools and similar establishments and concerns have been identified that pertain to the number of cannabis stores in the community as well as the close proximity to a daycare.

d) Interdepartmental Implications:

The Licences & Bylaws Department has coordinated in the review process and solicited input from the public, other municipal departments as well as the RCMP.

e) Alternatives:

Should Council wish to support this application then Council could direct the applicant to submit a zoning bylaw text amendment to amend the 1000 metre separation requirement. It is noted that this rezoning process would be considered on its own merits and Council would have the authority to approve or deny the application. The following motion would support this alternative:

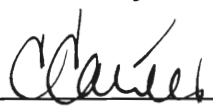
1. That the non medical cannabis retail application for #6 - 21768 Lougheed Highway be deferred and;
2. That the applicant be directed to apply for a zoning bylaw text amendment.

CONCLUSIONS:

That Council make the necessary resolution regarding the application from Team Cannabis based upon the staff findings set out in this report.


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


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

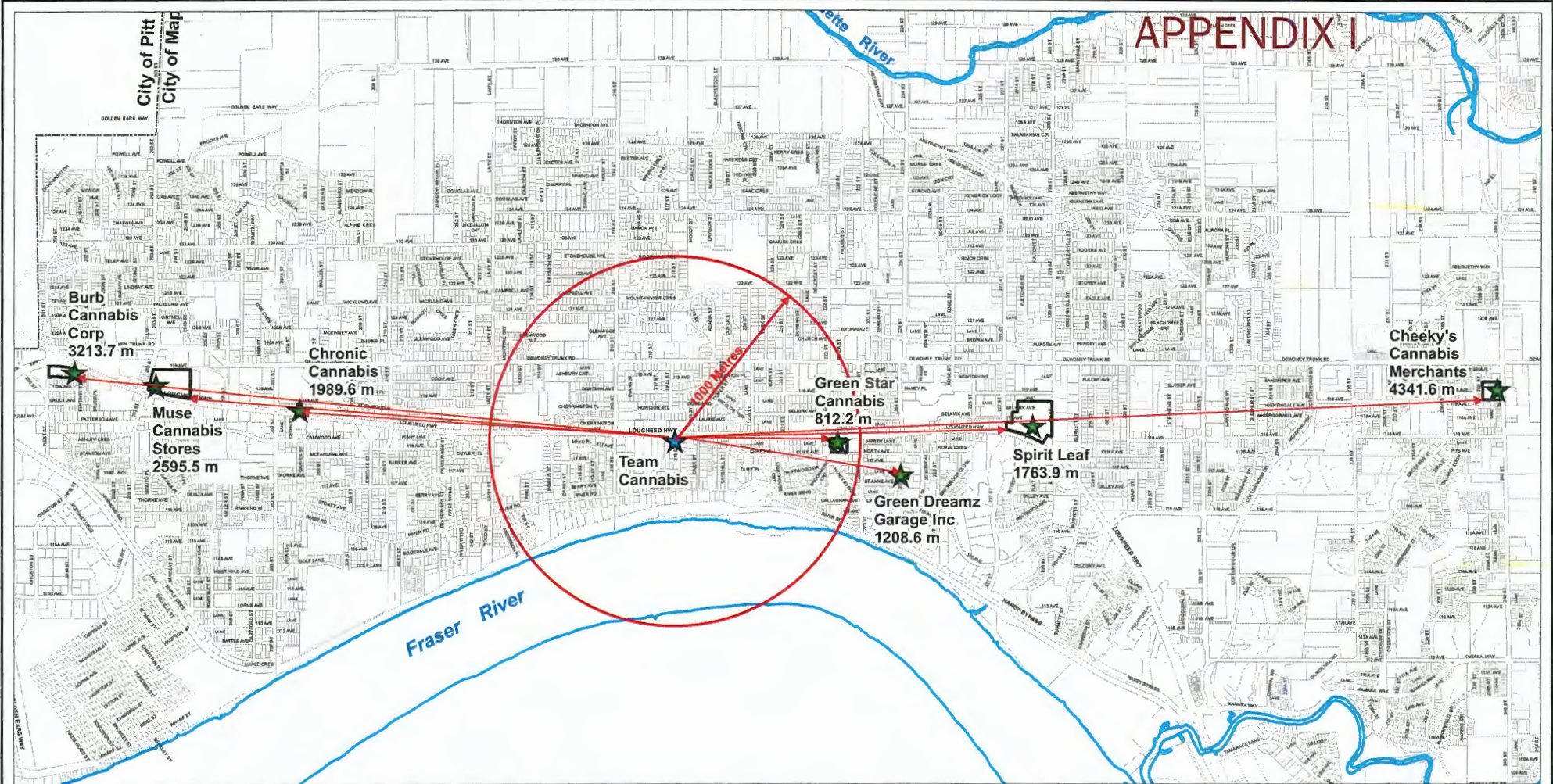

Approved by: **Christine Carter, M.P.I., MCIP, RPP**
General Manager: Planning and Development Services


Concurrence: **Scott Hartman**
Chief Administrative Officer

RM/jd

Attachments:

- Appendix I:** Retail cannabis locations overview map
- Appendix II:** Team Cannabis Business Plan
- Appendix III:** Responses from area mail out



APPENDIX I

 Scale: 1:20,000	Legend Status ★ Approved ★ Proposed	Cannabis Retail Licenses LICENCES, PERMITS & BYLAWS DEPT.  mapleridge.ca FILE: CannabisLocationsOverview_20220602.mxd DATE: Jun 2, 2022	
	BY: DT		



Business & Operational Plan

Maple Ridge, B.C.

March 2022

Confidentiality Agreement

The undersigned reader acknowledges that the information provided by Team Cannabis in this business plan is confidential; therefore, same reader agrees not to disclose it without the express written permission of Team Cannabis.

It is acknowledged by the reader that the information to be furnished in the business plan is in all respects confidential in nature, other than information which is in the public domain, or through other means and that any disclosure or use of same by reader, may cause serious harm or damage to Team Cannabis.

Signature:

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* These are specific items that Council has requested that we touch on in our submission.

Executive Summary

Although the cannabis stock market may be a rollercoaster to follow along with, one thing is for sure: from the canna-curious to canna-sseurs, Canadians are consuming more cannabis than ever before. With the introduction of easier and safer access, more people are turning to cannabis more often. Sometimes even replacing the likes of alcohol, to which its industry has been paralleled for many years. It has now been over 3 years since legalization and the introduction of retail stores into the Canadian consumer market. And, with new innovations, products, and brands being released everyday, the traction and growth of the industry is not only monumental, but historical. Not only has it been a tremendous undertaking, but a collective "team effort" nationwide; from the various levels of government to the licensed producers, to the stores and staff, and even the consumers, it takes an all-in team approach to hit our higher objective of ultimate implementation.

One of the goals cited to implement the legalization of cannabis was the elimination of the "black market." The numbers show that the efforts are starting to pay off, albeit not universally. Recently, 39% of cannabis consumers in the province said that "all" of their product were acquired at a licensed retailer. Although lower than the 51% reported in 2020, this is still higher than the 33% observed in 2019. Up till recently, the retail model has made real progress in shrinking the illicit market and even filling an unknown opening in the market in the process.

Although such great progress has been made, there is still much ground to gain. In British Columbia where the black & grey market is, and always has been beating strong, we must go the extra mile. Cannabis has been so commonplace, for so long, that consumers connections to the illicit market run deep and plentiful. And, with access to much fresher/cheaper options, their expectations run high. This has shown itself to be more prevalent in some communities than others. This means we must offer a robust selection of retailers, models, product selection, and most importantly prices. We must open people's eyes by shedding light on the legal model and doing whatever we can to attract consumers to legal storefronts' exhibiting them as viable options. Moreover, we need to make it as easy as possible for customers to make the choice to shop at these stores, eliminating their "outdated" justifications.

Again, this becomes bigger than just a single retailer, or municipality providing the market with basic (or even several) options. It requires a broader, stronger, approach. We need to (excite) vitalize the retail model within our communities. We need to accommodate our community and demographic. And we need to work together, as a team, to make our communities safe, educated, and involved.

From the welcoming construction and style of our storefronts to our passion for cannabis, to our relations with our customers and community. Team Cannabis is all about making people feel safe, comfortable, and welcome while educating them and making sure they get what they need; just like they're part of our Team.

Business Summary

Team Cannabis is a small, newly incorporated business. However, we have a ton of experience that we bring to our new venture. We are a female owned and operated company. We are passionate about business, cannabis, and take pride in where we lay our roots. Our team consists of:

Director Holly Mykyte is well versed in what it takes to run a successful company. She has been managing her own interests since 1992 when she started her first sole proprietorship. Although her focus has primarily involved sectors of the real estate business: Realtor in BC and Alberta in the 1980's, residential heritage buildings management in the early 1990s and then morphing into residential design and decorating in the late 90's. Holly then became a licensed builder in the 2000's and remains today running a renovation company. Although the skill set seems removed from a retail Cannabis establishment, the tasks are quite familiar to her. Managing and deploying the needed materials and labour to accomplish the goals all while ensuring the requirements of government and the clients are met. Further, she has long been interested in a healthy lifestyle and alternatives to pain management. Holly believes strongly in the Licensed

Cannabis program - and its ability to improve our neighbourhoods and reduce criminality. Harm reduction and protection of youth and children are critical to realising our mutual goals of safe and healthy neighbourhoods. Holly and Michelle have known each other for over 20 years as Holly and Michelle's mother are life-long friends. She sees this venture as an opportunity to use her skillset within this new industry, expand her business portfolio, and explore something she has been wanting to learn more about.

Our Chief of Operations, Michelle Rochon, has been a resident of Maple Ridge for most of her life. She has deep roots in the community as she and her family have resided here from over 60 years. Michelle started her career as a Legal Clerk with the Dept. of Justice and quickly rose to become the Executive Assistant to the Director of Vancouver International Airport for Canada Border Services Agency. She has been the General Manager of Maple Leaf Greenery since its incorporation in 2018, where her administrative and procedural background harmonized with her passion for cannabis and its newfound industry. Michelle played a pivotal role in every aspect of the licensing and start-up of both of MLG's 2 operational locations in B.C., both being the first to open in their communities. In New Westminister, her contributions assisted the company in successfully winning the "Downtown Area" sector store over 7 other applicants. She has been responsible for all company corporate affairs. While managing the entirety of the corporate operations, she also manages their New Westminister location, which is one of the highest volume storefronts in British Columbia and Canada. Having such an integral role in two of the pioneering legal storefronts in British Columbia has provided her with vast firsthand experience in the operations of a licensed recreational store, its demands and requirements, and the foreseeable issues that surround it. Michelle has worked very closely with both LCRB licensing and inspectors, the BCLDB, municipal levels of government, and communities in which they operate to ensure that Maple Leaf Greenery has a stellar rapport and reputation. She is looking forward to bringing her experience and skill set to the next level as Chief of Operations with Team Cannabis.

With their individual skillsets and backgrounds, Holly and Michelle bring a combination of invaluable knowledge/experience, proven work ethic, and forward thinking community based priorities to our small business and local area we service

Market Analysis Summary

Team Cannabis is in business to service a wide range of customers.

It seems like everyone from your best friend to your grandma is using cannabis in some form or another these days. And that's not far from the truth. And, it's not all just about catching a buzz anymore. With non-psychoactive products sweeping the market, its becoming a new age alternative to pharmaceuticals. With estimates of almost 50% of British Columbian's having tried cannabis in some form, British Columbians are no strangers to cannabis use regardless of its source.

Data supports that the province's:

- youngest adults are more likely to get all their cannabis from a licensed retailer (49%)
- than their counterparts aged 35 to 54 (33%)
- and aged 55 and over (36%). Baby boomers were previously more likely to shun cannabis stores, but their willingness to buy has increased due to better selection, quality, and pricing.

These are our core customers.

The proof is in the pudding, and the retail cannabis model is a viable and successful business model. However, that is not to say, that it is not a competitive market. Our competition will come from several different streams.

- Firstly, there are other licensed storefronts in the community. There are currently 7 approved stores, but only 4 operational, within the community, each providing their own benefits and drawbacks. These are geographically situated throughout the town, servicing the areas they are within.
- Secondly, online ordering. As online ordering is no longer monopolized by the Provincially operated source, it will now fall into the same catchment of other storefronts in the community. However, not all of them offer online and/or delivery.
- Thirdly, the existing black market. The “underground market” is still here: 18% of cannabis consumers in BC admit that none of their cannabis was purchased at a licensed retailer - and this is only among “polled” participants. The actual number is definitely higher. Especially in communities such as Maple Ridge where the black market probably accounts for a much larger portion of the market. Patrons of the unlicensed market are unlikely to be well represented in such studies. This is the consumer base we hope to capture.

The reason that the legal cannabis sector in Maple Ridge is unable to gain a strong following is because the market is still fully saturated via the illicit market. The only way to combat the strength of the black market is to saturate and stimulate the legal model. We are not suggesting an open market, but the Council choose strategically and geographically and provide a multitude of options that are safe and low impact to the community.

There is always a goal of expanding your customer base to untapped niche markets. And being able to show consumers that legal storefronts have worthy products at worthy price points, is something we feel passionately about and driven to do naturally. There are many misconceptions that still exist about “legal” storefronts. It is our mission to educate and inform consumers to dispel those stereotypes and build a new perspective for those non-believers.

Strategy & Execution Summary –

In the retail industry, most of the competitive dynamics centre around the selection, price, and quality of product available. However, in this new highly regulated, and centrally distributed, market; the service offered, the location, and the branding of the business now all take a lead role as well. Team Cannabis intends on utilizing the ability to stand out from the crowd with our unique location, distinct personality, superior customer service, expansive knowledge base, proven business model, and overall enhanced customer experience. It really boils down to who does it best!

Why Choose Team Cannabis?

- **Proven Systems & Track Record** – With our experience in the industry, proven track record, and good standing with our customers and neighbours as Maple Leaf Greenery, we are comfortable and confident in our Team Cannabis model. It is through our abilities and these improved and built upon systems that we will provide a superior experience and service.
- **Superior Selection** – The goal is to carry something to fit all customers needs. The BCLDB Wholesale offers a wide range of products. It is through the previous experience of our Management that we will be able to distinguish viable & worthy products for our customers. Maple Leaf Greenery is currently known for having the most diverse selection of products in British Columbia.
- **Pricing** – It is our aim to offer our customers with as competitive pricing as possible for the best quality of products. It is through our previous experience and close licensed marketer relations that we will be able to determine products that are of value for our customers. Maple Leaf Greenery is currently known for having some of the most competitively priced products in the Lower Mainland.
- **Location & Ease of Use** – Our store will be an easy, quick, and convenient stop for our customers on a major corridor. Having a location that is ideally placed between the Westside and Town Centre and is easily accessible (for both east and westbound traffic), with adequate parking, will encourage customers from all over town to

use our store. Additionally, designing a store layout that promotes a natural sales flow without congestion and interference will enhance the experience and efficiency. Furthermore, our delivery model will make it easier than ever for customers to access their products with minimal effort.

- Efficiency & Convenience – We will be able to serve customers in a timely fashion. Designing a store layout and storage systems that promote efficiency and customer comfort, with multiple POS terminals and the use of technology via digital signage, we will speed up efficiencies which will all serve to improve customer experience.
- Customer Service / Personalization – Our staff will be what really set us apart from the competition. They embody our brand. Our staff will be positive, approachable, personable, and extremely knowledgeable. We intend to over-deliver on customer service creating a more than memorable and positive experience. Generating personalized relationships with our customers is of great importance as this creates loyal repeat customers and referrals. Under her leadership, Maple Leaf Greenery has a 4.5 star google rating with an impressive 286 reviews in under 2 years of operation.
- Security – Our location and store will emit a feeling of safety and security. By having taken comprehensive and elaborate security measures, our customers and employees will feel at ease and safe in and around our store.
- Atmosphere – With a trendy, clean and inviting modern interior décor, our customers will feel comfortable and at ease when frequenting our store. Décor, interior/ exterior lighting, music, and consistent overall store maintenance are part of setting an atmosphere and ambiance. Likewise having the right amount of product display and informational items to engage and stimulate the overall customer experience while ensuring not to overwhelm anyone.
- Strong Brand Visuals/ Heritage & Provenance – We have taken great time and care in the selection of our company name, logo, and branding. They resonate and are recognizable to the average Canadian consumer. We feel this will bring an automatic connection and comfort with our brand and storefront. And also serve as an identifiable graphic in our online presence.
- Trusted Ties/ Affiliations – Having established bonds provides our customers and community brings a greater sense of legitimacy and therefore security in visiting our storefront. Having good working relationships with the LCRB, BCLDB, Local Police, Municipalities, and other business involvement communities shows our patrons that we are a credible and safe option for them and the community. We have taken a proactive and been in contact with the Ridge Meadows RCMP and advised them of our intended business operations.
- Community Involvement & Presence – Team Cannabis will become strong partners in the community. Injecting ourselves into community involvement opportunities, community events, and selective other outreach/charitable programs. This will make our brand a recognizable and a comfortable fixture among community residents. We will do what it takes to make a difference.

Combining all the brand differentiation aspects noted above enhance the overall customer buying experience. We believe that these are the areas that “make the difference” in whether a customer returns to your store or not.

Operational Plans –

Team Cannabis has brought great care into developing our Standard Operational Plans and Procedures. Much of which have been previously implemented and executed by our Chief of Operations in her previous position with Maple Leaf Greenery. As such, we can not only adopt, but also improve on these already proven systems.

Products & Services -

Team Cannabis will be involved in the retailing of recreational non-medical cannabis products.

Our core products will, first and foremost, be cannabis products in their various forms of consumption. These include:

- dried flower
- prerolls

- concentrates
- vape cartridges
- edibles, beverages
- ingestibles
- seeds
- and some topical and bath products.

Additionally, we will sell cannabis accessories such as:

- rolling papers, cones
- filters
- trays
- grinders
- lighters
- bongs & pipes
- storage containers
- and cleaning supplies etc.

We will also offer other cannabis related and novelty items as regulations allow. We will also offer company apparel and gift cards.

In addition to our storefront, we will also have a website where customers may browse our online menu or make their purchases for in-store & curbside pickup or delivery.

We will be implementing a delivery model to service our customers as well.

We, at Team Cannabis, will strive to provide our customers with the broadest selection of products and brands at competitive pricing.

Hours of Operation –

The stores proposed hours of operation would fall in accordance with the Provincial Cannabis Control and Licensing Act. Our proposed hours of operation are 9am – 11pm Monday through Sunday. We will be open 98hrs. per week. We will amend these hours as required by any Municipal directive received.

Location –

As our experiences in other communities such as New Westminster and Osoyoos has shown us, location selection is one of the most vital components to any business's success and prosperity.

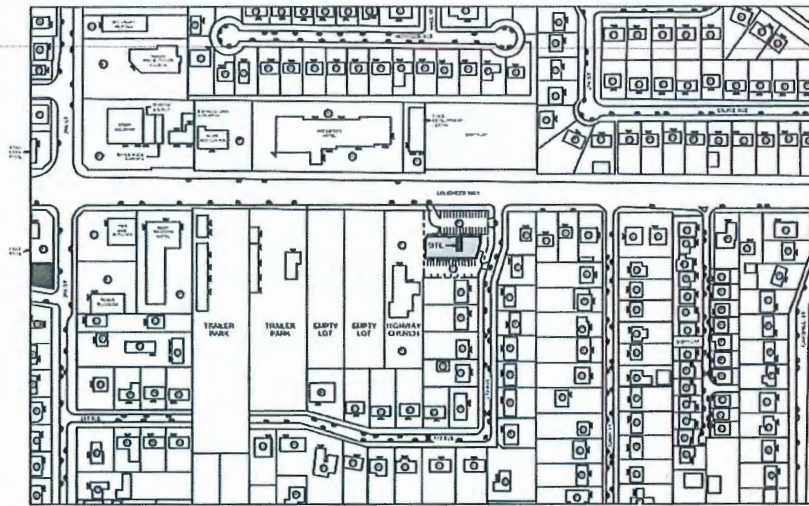
Customers do not want to visit busy grocery store parking lots. Customers do not want to drive all the way across town. And some customers may even have preferences towards private retailers over government run establishments. Placement, visibility, ease of access and parking are the main factors in whether people will visit your store or not. Once in the door, it's a whole other set of factors that will keep them coming back.

For the reasons touched on above, we have taken great time and care in selecting our perfect location to service the community of Maple Ridge. Team Cannabis will cater to local and commuter residents and those not wanting to visit the busy strip malls or dense and busy town cores. Add to that a heavy delivery model, in such a centralized location (servicing Haney in between the Westside and the City Centre Core), we plan to make it as easy as possible for customers all over town to want to purchase from us.

We have secured a location for our storefront at 6-21768 Lougheed Hwy Maple Ridge, B.C. At this time, we have signed a 2-year term lease to secure the property as we go through the Provincial and Municipal application processes and get

operational. The unit has been previously vacant for quite some time, being used as storage for the furniture store. The Landlord and neighbouring businesses fully informed and supportive of the nature of our business. Upon Provincial and Municipal acceptance, a long-term lease will be executed. It must be mentioned that we do have the option of securing the adjacent unit (1100sq ft) that is currently Rex Kitchen when their lease expires within the year.

The unit is in a small 4-unit strip mall located on the south side of Lougheed Hwy at the corner of 218th St. This is a vital commuter corridor through Maple Ridge and beyond and sees traffic of over 60k cars per day. This location can service the residents of Haney, West Maple Ridge, and Town Centre, as well as commuters of East Maple Ridge, Mission and beyond.



The neighbourhood is residential with commercial elements. The surrounding businesses are of mixed uses: a furniture store, and restaurants. A retail cannabis store would compliment the adjoining businesses.

The neighbourhood is currently undergoing a rejuvenation and development period, due to the Lougheed Transit Corridor Area Plan, in which it is surely likely to see many more residents and support for additional retail units along that stretch of highway. There is a vast gap in stores and services from the intersection of 207th St. to 222nd St which is the Haney area of town. We would potentially compliment these existing businesses (ie. hotel across the street/ several restaurants/ bike shop/ gas stations in vicinity) and be part of the future growth of the area.

The unit is very visible and easy to find. It is an easy to find location while not being overly bold or inconvenient. It has easy entry/ exit options off the highway (both east/west bound) to the parking lot and would not create a nuisance to traffic.

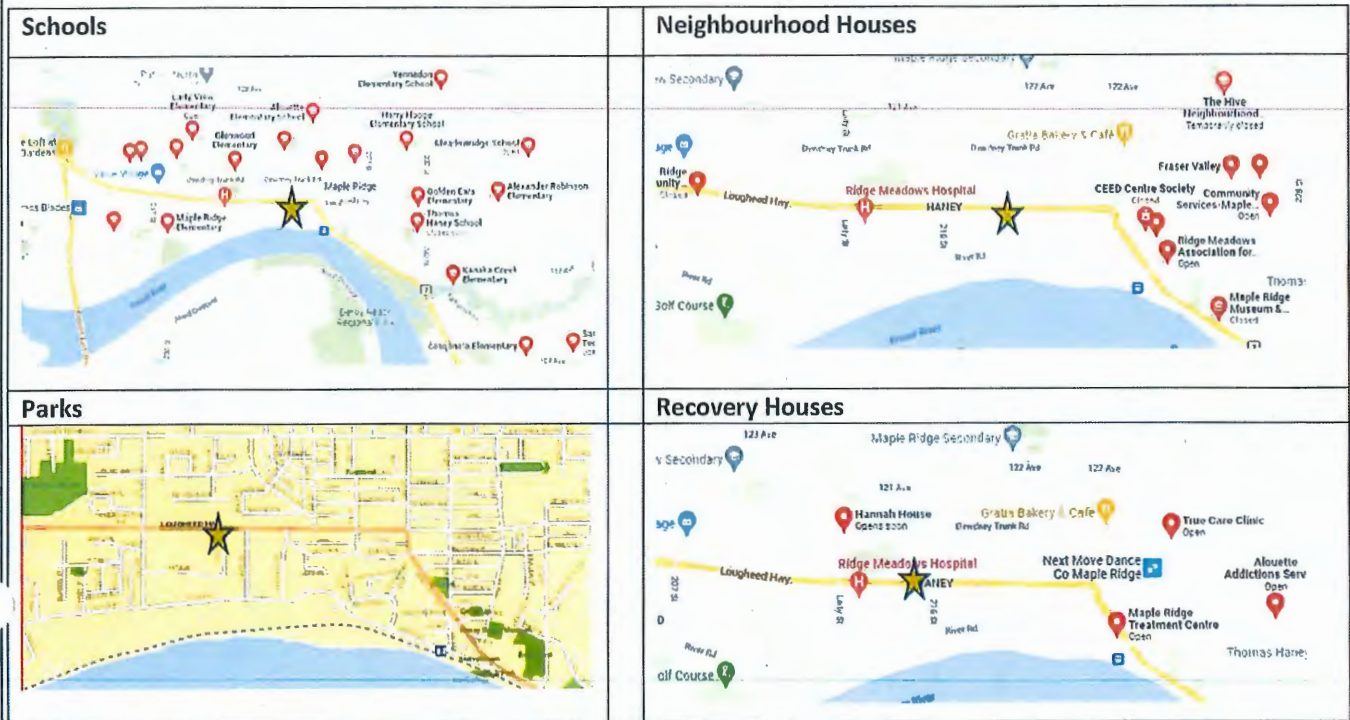
There is adequate parking available. The strip mall parking lot contains over 22+ customer parking spots. Several (6) of which will be dedicated to our storefront, while the remaining will be a first come, first serve basis. There is additional staff parking in the rear of the building. There is sufficient access from public transportation. There are both east/ westbound rapid transit stops in the near vicinity and the West Coast Express station is 1.5km away. This location is near residential areas and with the new improvements to Lougheed Hwy for pedestrians and cyclists usage, our location will be a great option for all.

We believe this location will provide the following advantages:

- Maximum Visibility and Exposure as it is on a high traffic corridor
- Ease of Accessibility & Parking
- Centralized Haney location between Westside and Town Core areas

- Natural surveillance and security from/ for the surrounding community

As seen in the maps depicted, our location is away from any/all sensitive areas.



Design & Signage Plan –

As our storefront is part of a strip-mall, we are somewhat limited in the extent of our exterior design and beautification. However, we foresee that our cannabis store will provide a sense of safety, comfort, and vitality to the surrounding community, as it will bring features such as:

- Increase in Natural Surveillance
- Constant Camera Surveillance
- Additional pedestrian-oriented lighting

We will be installing graphic vinyl window coverings as to restrict visibility inside the store. We have chosen to utilize Maple Ridge heritage/historical graphics as has previously been demonstrated by Maple Leaf Greenery. This provides us an opportunity to install something interactive and aesthetically pleasing while also paying honour to the heavy heritage that maple ridge holds. It is a small surface area, and we wish to utilize every inch effectively.

We have numerous renovation and maintenance plans established for the rejuvenation of the building, including:

- Interior wall & display cabinetry construction
- Interior paint & flooring
- Interior & exterior lighting upgrades

- Signage
- Increased Landscaping
- Installation of property use bike rack
- Open to possibility of mural on 218th side of building (with Property Owner & City consent)



Our storefront will be clean, simple, modern and elegant.

We have chosen to proceed with lightbox fascia signage with our logo depicted. In consideration of our neighbours and community, we have attempted to utilize subtle signage. Although it is a "light" sign, we have chosen darker colours in our design and the appropriate levels of lighting to avoid intrusion or light pollution within the community.



We would also like to install street view signage as depicted below. We will amend all proposed signage to meet all necessary Sign Bylaw requirements. A formal sign design and permit document will be submitted independently.

We will have ample signage posted on the front door and surrounding building advising:

- No Minors allowed on Premises
- 2 pieces of ID required
- No Loitering
- No Smoking/Vaping
- No intoxicated Patrons

Employees & Requirements -

Employees are brand ambassadors and represent the company. They encompass the lifestyle of our brand. We have high expectations, and it takes an exceptional individual to become a member of our team. To that note, we will be bringing several of the Mgmt and staff members who are currently employed at Maple Leaf Greenery. They are Maple Ridge residents, who are outstanding employees. We will be overly diligent in the selection of our team as we know it is such a critical component. They must be approachable, positive, knowledgeable, and exhibit superior communication skills and rapport with our customers. Currently at Maple Leaf Greenery, Michelle oversees a workforce of 30 between the two locations and directly manages a staff of 24 employees in New West.

Safety and service are our 2 biggest targets regarding staff levels. To ensure efficiencies in both, there will always be a minimum of 3 staff on shift. In projecting our operational requirements, we anticipate that our operation will require 10

staff overall. This will consist of 3 Managers (2 F/T & 1 P/T), 4 Sales Associates (2 F/T & 2 P/T), 2 Security Staff, and 1 Delivery Driver.

There will always be a Manager or Responsible Person in Charge on shift. As operational needs require, we will increase employee coverage as needed.

Over and above Mgmt and the Sales Associates, we will also be employing a Full-time Security Staff member who will act as our Security, Greeter, and ID Checker at our front entrance. This will not only bring a sense of safety and order to our operation but will ensure that NO minors visit our establishment.

As the retail sector is the largest employer in Maple Ridge, Team Cannabis hopes to provide stable well-paying jobs for the members of our community.

Employee Training, Certification and Education –

All staff will be required to acquire the Provincially mandated “Selling it Right” Certification; a self-study course that provides education on applicable laws and how to sell cannabis in a socially responsible manner. Although this module is an aspect of the required sales knowledge, it is more geared towards the regulatory side and does not provide any foundation of knowledge on specific products or cannabis in general.

Our general cannabis knowledge and specific product knowledge will come from several sources:

Firstly, personal experiences and shared experiences of fellow staff and customers alike. As no 2 people experience cannabis in the exact same way, having an accumulation of stories and experiences to pull from makes for a better understanding of the overall product effects.

Secondly, we will be providing “in-house” cannabis education, product information training, and security awareness training (both upon hiring and through ongoing mentorship via Mgmt). Mgmt members have completed CannaReps Cannabis Sommelier Level 1 Certification. All Team Cannabis sales staff will be offered same certification.

Lastly, when appropriate and within compliance guidelines, have informational product knowledge sessions with the Producers’ licensed marketers about their individual products. Likewise, it is possible for marketers (when compliant) to conduct in-store pop-up informational sessions for customers.

Our POS software vendor provides all necessary POS software training for employee’s, management, and bookkeepers and accountants. This will ensure proper procedures are established from the time of hiring.

A standard store operating manual and employee handbook have also been established to guide in consistent solid training and ensure proper staff conduct.

Copies of any certifications will be stored in their employee file along with the other information necessary to complete their employee file. These items include Photo ID, Name, Address, Contact info, primary job responsibilities, salary, shift schedules, dates of employment. These shall be kept in both hard and digital copies.

Our staff at Team Cannabis will be more than knowledgeable on all aspects of cannabis, store operations, and safety.

Establishing/ Maintaining Cash Floats & Safe levels –

Each of our cash registers will have a float of \$200 at the beginning of each day. Over the course of the day, numerous cash skims will be conducted, and monies moved to the safe as required. Our POS system has manageable flags that notify Mgmt./ Staff that a cash drop is required. These can be monitored remotely as well as in store. For security reasons, it is our intention to keep the registers with less than \$500 each at a time.

Our bank deposits will be done daily by Management to avoid holding excess monies and creating a security risk.

We will have an ATM located in our store. There are no alternate services nearby for customers should they wish to pay by cash as opposed to their debit/credit cards. We feel this is an added convenience and service we can provide.

Sales & Payment Handling –

Good cash and credit handling require both good people and as good system to track everything, quickly discover discrepancies, and keep the store's finances and inventory on accurate, solid footing. Our POS system can handle not only daily sales, but also customer and inventory management.

Our sales software, COVA, is very straightforward and user-friendly. We will be accepting cash, debit, and credit as forms of payment.

Opening & Closing Procedures –

We have created a detailed procedure to ensure the safety of our employees and store during the opening and closing processes. A variety of security measures and proper protocols will allow our employees to perform these tasks in the least vulnerable manner that we could plan for.

As such, Team Cannabis will be executing our "store clearing" initiative at closing time which will ensure that no patrons remain in the store at/or after closing time. This also ensures that no sales are conducted after the mandated 11pm cut-off time.

Additionally, it sees that none of our staff are left vulnerable when departing the storefront at the end of their shift.

Product Logistics –

BCLDB shipments arrive regularly once per week. Our parking lot has a dedicated loading zone beside the store that does not impede traffic, parking, or customers. We will ensure to have an extra staff member on shift on scheduled days. As we cannot foresee what timeslot our deliveries will fall into at this time, we have formed a generalized procedure and will assume that it will be conducted during operational hours.

As we only have one entrance/ exit into our store, we will be receiving the shipment through the front door (this is how orders are completed at Maple Leaf Greenery New Westminster, with no incident in 2 years of operation). Upon arrival Mgmt and security will ensure proper transport of the packages into the store. This is generally performed via a cart system. Once inside, staff will proceed with our standard receiving SOP.

This procedure applies to both cannabis and non-cannabis items alike.

Delivery -

As of October 17, 2018, consuming recreational cannabis is legal in Canada, but that doesn't mean it's legal—or safe—to drive after using it.

Research shows that consuming cannabis impacts your ability to drive safely. Researchers estimate that driving within three hours of consuming cannabis doubles your risk of having a crash. Commuting to acquire your cannabis greatly increases the opportunity for such risky behavior. We want to do our part by eliminating every opportunity / need to drive under the influence of cannabis. This means implementing a delivery model where customers need do anything more than pick up the phone and open their door. We need to offer this service to customers to keep on par with the black market and offer the same door-to-door model that they provide.

Add to that, delivery is such a pivotal component of post-Covid consumerism. We feel that we would not be providing the best service possible without implementing/ offering it to our customers.

Team Cannabis will be offering online shopping for curbside pickup or home delivery.

Orders for curbside pickup can be placed via telephone, our website, or third-party sites such as Leafly. All curbside pickups will be performed immediately outside the store in the parking stalls closest to the front door of our establishment. The products will be processed, properly packaged, and paid before leaving the store; and this function will be performed only between the operational hours of 9am – 11pm. ID requirements will be checked and required documentation will be maintained.

Orders for delivery can be placed via telephone, our website, or third-party sites such as Leafly. All deliveries will be made by Team Cannabis employees who are over the age of 25 and will possess a copy of the retail stores non-medical cannabis retail license. Furthermore, employees who are involved in deliveries will have had successful criminal record checks. The products will be processed, properly packaged, and paid before leaving the store; and this function will only be performed between the operational hours of 9am – 11pm.

Mode of transportation -

In accordance with our Environmental Plan, Team Cannabis has sought to find the most efficient and least harmful options when implementing our delivery model. We have chosen to proceed with 1 electric car. This vehicle has little to no emissions and no fuel consumption. Allowing us to provide a service with the most affordable rates for our customers and as little impact the community and planet. The car will be branded with company logo graphics.

Software -

The delivery management software we have chosen to utilize for our delivery model is On Fleet. On Fleet is one of the most user-friendly delivery platforms as all its operations are accessible in one built in web dashboard. It has real time data so you have access to: Up-to-the-second customer info, order details and navigation. Allowing you to consolidate routes, avoid traffic and optimize your routes using Google Maps, Apple Maps or Waze.

Upon delivery, On Fleet has a host of "Proof of delivery" feature options that Enforce completion & compliance requirements through in-app collection of photos, signatures, barcodes, and notes.

Range, fees, and timeframes -

To widen our customer base, Team Cannabis will be offering deliveries within a 15km range our store. This allows us to service the area from the Pitt River Bridge to the Maple Ridge/Mission border (approx..).

Our delivery model will be broken into 2 different service types: immediate delivery and scheduled delivery. Immediate deliveries will be acted upon as they are received and dispatched immediately. Scheduled deliveries will be performed once per day at a designated time. (ie. delivery's go out on 6pm dispatch and must be received by 4pm). This tiered system will allow for greater customer satisfaction and increased use of the existing delivery models currently used in the industry. All fees will be disclosed to the customer prior to purchase.

As these different services require different levels of operational requirements and resources, we will also be implementing dual pricing fees into our delivery model. Immediate deliveries will incur a delivery fee regardless of their purchase amount. The value of this fee will be determined by the location it is to be delivered, purchase amount, and time of day. Scheduled deliveries will be free for customers with a minimum purchase, or a small set fee for orders that fall under the threshold.

Security -

Just as in our storefront, security of our employees, product, and community is of the utmost importance. All deliveries will be conducted in the safest manner. To mitigate possible risks, Team Cannabis will be implementing the follow factors to ensure safety:

- Delivery Staff will carry no cash
- Deliveries will be performed in nondescript clothing

- GPS tracking on delivery drivers via cell phone software
- Deliveries will only be made to physical addresses, and ID must be shown
- Deliveries will not be made to intoxicated persons.
- All delivery staff will possess Security Awareness Training and hold a valid Basic Security License

If an order/ delivery cannot be completed, for whatever reason, it will be brought back to the retail store for resolution or re-processing.

We will expand this model as demand requires.

Team Cannabis will adopt any/all guidance and further directives on the proper channels of compliance from the powers that be.

Marketing & Advertising Plan –

The legal framework set forth by the Cannabis Act and Health Canada for the marketing and advertising of recreational cannabis is quite restricted. Although these regulations outline the limitations on our abilities to market and advertise, we fully intend on building a recognizable brand within the community and beyond while ensuring that all advertising/ marketing and promotion are done in compliance with the various level of government and Health Canada. It's all about exposure and getting your name out there.

Our POS software also fully supports integration with our website and third-party sites such as Leafly and Weedmaps. This allows our menu, in real time, to be seamlessly loaded for browsing and online shopping. We are confident that this partnership will boost our exposure and increase our customer base and sales.

We do intend on having an online presence. We will have a website, with required age gate tool, and social media accounts where we have an opportunity to engage with our customers.

By making a name for our company that will foster goodwill between our business, other businesses, and community residents. We will be partnering with numerous municipal associations such as DMRBIA and the Ridge Meadows Chamber of Commerce. It is our belief that this not only builds brand recognition but helps breakdown the negative stereotypes and stigmas that currently still surround the cannabis industry.

To date, Maple Leaf Greenery, under Michelle's leadership has successfully navigated having an online presence and has not been cited for any infractions on the regulatory framework in place.

Environmental Plan –

Team Cannabis cares about the environment and our green footprint. Any ways that we can mitigate harmful effects in our operations, we will.

- We will implement customer product packaging recycling programs for the various types of applicable products (ie. cardboard/ plastic containers, vapes, batteries etc.) Not only does this reduce the impact of the industry, but also reduces the neighbourhood litter. It also assists in reducing industry stigmas as "over-packaging" is a topic of hot discussion among consumers and the industry.
- We will be implementing a 3-stream waste separation system within the store. Compost, waste, and recyclables will be collected, separated, and stored, out of sight, in locked odour free bins in our privately gated and secured area at the rear of the store.
- We will be taking litter seriously. Cannabis packaging litter is one of the biggest issues with retail storefronts. It is an eyesore. It is unpleasant and unappealing for staff, customers, and the community. Not only will we be placing waste bins in strategic approved locations on the exterior of the building, but we also be conducting daily litter of the surrounding vicinity. With diligence and persistence, this can be controlled.

To reach this goal, we have contracted designers, and consultants who will design intelligently, utilize energy intelligently, and strive for procedures that lead to minimal waste. Various factors have been considered thoroughly when planning equipment, procedures, and methodology including air quality, energy efficiency, and waste. You will see examples of this in our Ventilation Plan touched on later in this document.

Conservation and reduction of our carbon footprint within the community is of great importance at Team Cannabis. This will be implemented throughout our entire organization and at every location. It really is a lifestyle!

Community Assistance/ Involvement Plan –

With Canada paving the way and being one the first nations to federally legalize cannabis, we have entered uncharted territory. It is clear the local governments will be faced with higher resource demands. As this unfolds, Team Cannabis will strive to be an asset in the process as opposed to a liability. The major indicators point to 3 key areas of concern:

- Policing
- Administration cost recovery
- Increased need for social programs

Policing –

Team Cannabis, and our Head of Security, will work closely with local police to ensure the store has a good working relationship and is an outstanding community partner. Working together to solve problems, rather than working in isolation. We will partner with local RCMP to determine common problem areas and apply necessary solutions. As making the neighbourhood safer, has a ripple effect and benefits everyone.

Essentially, proper incident management all boils down to staff interaction and reaction in an incident situation. We intend on ensuring Team Cannabis staff are correctly trained and follow the proper protocols to enact a safe nuisance-free system and not be a burden to the system.

Administration Cost Recovery -

Currently, it is not within our power to offer any specific individual financial contributions to the community as a corporation. We recognize that there are mechanisms in place to aid in cost recovery and that such will be encapsulated in the application, permit, and licensing fees. We will do our best to streamline this process on our end.

Involvement in Community and Social Issues:

Team Cannabis will have a dedicated Social Responsibility Information station located in the Lobby of our store. As well, we will have the required signage prescribed by the province displayed for customers to see. We intend on ensuring all cannabis customers are exposed to education through posters, pamphlets, and any other means available at our retail outlet. We will also be delivering the same information/messaging, on occasion, through our website and other forms of social media.

With a moderate number of users developing dependency, and the annual costs associated with substance abuse in Canada reaching unprecedented highs, the need for education and social responsibility has never been greater, especially here in British Columbia. One of the main objectives of the legalization of cannabis has been keeping the product exposure away from youth. Youth addiction services estimate that the average age of introduction to cannabis is 15 years old. And there are currently an estimated 225,000+ 12–17-year old's who use cannabis daily in Canada.

As a socially responsible retailer, and community member, Team Cannabis wants to get involved with local youth services. We want to be part of the solution, not the problem. And, it is only by shedding light and information on this formerly "dark" matter, that "we" (society) will avoid negative consequences for our actions in the future. We would like to give back and support a cause that is in direct relation with our industry, community, and our hearts. We will be in contact with The Maple Ridge Community Foundation, Greg Moore Youth Centre, The Salvation Army, Friends in Need

Food Bank, and the Social Policy Advisory Committee to determine appropriate supportive measures Team Cannabis and our senior staff can participate in and act upon.

We will become members of the Downtown Maple Ridge Business Improvement Association to determine where our participation may be of value as Michelle has found networking, on all levels, within the Community is vital. She has previously demonstrated this in New Westminster with Maple Leaf Greenery who has been a member of the Downtown New Westminster BIA since they opened in July 2020.

Likewise, we will further become members of the Ridge Meadows Chamber of Commerce.

Team Cannabis recognizes that communities are diverse and issues and concerns often vary from neighbourhood to neighbourhood. We would like to ensure that we are able to take part in Community Social Safety Initiatives such the "LEAD Maple Ridge" engagement processes in the future and represent our community.

In support of the Safer City Program, Team Cannabis will be in contact with the Safer City Coordinator to discuss any input and/or action our Team may contribute to the process of making our roads and Community safer.

We have plans to develop and implement other community outreach programs. These programs and events will include food drives, neighbourhood cleanups, fundraising for charities, and corporate donations. To date, Team Cannabis has donated \$3000 to the Maple Ridge Community Foundation, The Salvation Army, and Friends in Need Food Bank.

Team Cannabis encourages our staff to get involved in the community and events. We urge all staff to participate/ volunteer in at least two community engagement event each calendar year and represent themselves as brand ambassadors in and outside of work hours.

Our staff will be highly educated and helpful in assisting customers with their questions/concerns regarding cannabis products, cannabis use, and its side effects. To further that, Team Cannabis is open to the idea of conducting regular educational cannabis seminars via our website and zoom. There is so much information out there that it can be overwhelming for some. This would allow an opportunity to touch on an abundance of topics that customers/users/ curious minded people could sign up for and participate in on their own accord. This can also be done via blog as so there is a collection of reference material. Knowledge is confidence when it comes to purchasing which product to use.

We believe that it is this educational engagement that establishes trusting relationships with customers and the community, but also helps to diminish the negative stigmas and apprehensions that can still be associated with non-medical cannabis.

In her time with Maple Leaf Greenery, Michelle led such initiatives as food drives, fundraising and corporate donations for the Greater Vancouver Food Bank and Westminster House Society (a residential addiction recovery centre for youth girls and women healing from addiction). Similarly, in Osoyoos, we have donated and supported the Osoyoos Food Bank and Osoyoos Boys & Girls Club.

Nuisance Activity Plan –

We at Team Cannabis understand the concerns surrounding nuisance activity in, or around, our location and surrounding community. Team Cannabis will simply not stand for any nuisance behavior by our customers. All proposed Nuisance Plans for Team Cannabis have been previously implemented at both Maple Leaf Greenery locations (both of which are in the downtown cores of their communities) with little to no incident in 3 years of operations.

We believe that the location of our proposed storefront will be an advantage in combating nuisance activity due to several factors:

- Full-time Security on site
- Constant natural surveillance

- Exterior cctv surveillance
- Additional lighting and the limitation of dark hiding places or comfortable loitering areas

When speaking nuisance activity, a few areas that are of greater concern are loitering, consumption outside the store, noise, intoxicated patrons, and odours.

Team Cannabis sees these as justifiable concerns and will utilize several tools to deter and combat such nuisance activity:

1. By utilizing our camera system to survey the outside areas on a regular basis. Staff will act, in accordance with our SOP's, if there is a matter requiring attention. If on staff at the time of the incident, our Head of Security will assume responsibility of all security and nuisance resolution. Otherwise, we have developed a set of SOPs on how employees will respond and resolve various incident scenarios they may encounter. The presence of a full-time security member (conducting regular patrols of the immediate vicinity) will be an overall deterrent to nuisance behaviours
2. By incorporating CPTED principles to deter nuisance activity. We will be incorporating such features as natural surveillance, additional lighting, and scissor gates to avoid nuisance activity and hot spots that promote such behaviour.
3. By posting the appropriate signage in various strategic locations

As our location has not been identified as an area where people currently or generally loiter, we feel that with diligence, we will be able to succeed in deterring nuisance activity in and around the store.

Intoxicated Patrons Plan –

Team Cannabis staff will be trained by Mgmt on the signs and symptoms of impairment. Employees will not let a person who is intoxicated (by liquor, cannabis, and/or other drugs), or exhibiting signs of intoxication, enter or remain in the store. If an staff notice signs of impairment:

- They will refuse service and politely request that they leave the store.
- If the intoxicated persons do not leave, staff will alert Mgmt/ Security.
- The Responsible Person in Charge will refuse service again in a polite and discrete manner avoiding any confrontation (either verbal or physical).
- Management will ensure that the patron departs safely (ie. not driving)
- OR- if the situation escalates, the Responsible Person in Charge will contact the authorities for assistance in resolving the situation.

All incidents will be documented in the Security Incident Log.

Consumption Outside of the Store –

SMOKING OR VAPING WILL NOT BE TOLERATED, BY PATRONS NOR STAFF, ON TEAM CANNABIS PREMISES.

There are several ways in which we intend to combat the consumption of cannabis products outside of store:

1. Team Cannabis will have the appropriate signage posted in strategic locations on the exterior of the building
2. Additionally, we will have 8 exterior cameras that will be used to monitor nuisance activity outside the building. Staff will be trained to actively monitor the exterior of the property through CCTV oversight monitors.

If staff, see patrons consuming product outside the premises:

- They will politely request that they extinguish it in accordance with the bylaws
- If the persons are not compliant, the staff member will notify Mgmt.

- Mgmt will politely ask the person again to extinguish and/or leave the property. If the person still refuses, we will enact the proper safety protocol according to our SOP's.

Odours –

Some citizens may be concerned with the potential odours generated from a cannabis retail store. As per mandated packaging regulations, product sold in retail stores will be delivered and sold in smell-proof pre-sealed government approved containers, and therefore, should not emit any odours.

There are instances where small amounts of odours may be released. As there are many distinct cannabis flower types that can be recommended for their various effects (eg. Sativa, hybrid, indica/ strain types/ varying terpene effects), Team Cannabis trained staff will offer customers an opportunity to learn about their cannabis before purchasing. This will include being able to see, smell, and examine the product via smell jars. These jars are in accordance with all LCRB Terms and Conditions but can release a very limited amount of odour into the environment.

As with many of our other systems, the same ventilation plan has been executed at Maple Leaf Greenery in a very densely populated area of New Westminster with no issue in 2 years of operation.

As our unit does not currently have any existing ventilation system, the proposed plan (described below) should be efficient and adequate for our purposed and community concerns.

Team Cannabis will eliminate odours by adding 4 complete charcoal filtration systems in our store. They will be one unit positioned at each POS area, as well as two unit in the storage area. Units will encompass state of the art 315 cubic ft per minute digitally controlled inline hyper fans, featuring adjustable speed control. All fans will connect to four 150mm by 600mm 550 cubic ft per minute charcoal filtration systems. These systems neutralize all air, hence mitigating odour issues completely. These systems are like the ones currently being used in large scale cannabis production facilities. Team Cannabis' retail store shall produce zero outside emissions.

Should Team Cannabis receive any complaints regarding odour satisfactory solutions will be sought out and implemented in a timely fashion.

Noise and Loitering Outside Store –

As Team Cannabis is a zero-emission facility, and has nonmechanical ventilation systems, we feel we will not cause any additional noise to the neighbourhood.

There are several ways in which we intend to combat noise and loitering (as the two most often go hand in hand) outside our location:

- Team Cannabis will have appropriate signage posted in strategic locations on the exterior of the building in multiple locations
- Additionally, we have the use of our 8 exterior cameras that will be used to monitor and identify nuisance activity outside the building. The employees will be trained in actively monitoring the exterior of the property through CCTV oversight monitors.
- Our full-time Security/Door person will be regularly monitoring and patrolling the activity outside the building.

If persons are loitering:

- They will kindly be asked to leave.
- If they are not compliant, the Responsible Person in Charge will be notified, and the person will be asked to leave again. If the situation is still not resolved, the Trespassing Act will be effective, and the Police may be called.

Should Team Cannabis receive any complaints regarding Noise, satisfactory solutions will be sought out and implemented in a timely fashion.

All security/ nuisance incidents that occur at Team Cannabis facilities must be reported to the Responsible Person in Charge and/ or agencies as required to fully meet corporate and regulatory requirements. The reporting will be completed into the incident Log in a timely manner with the full oversight and control of the Responsible Person in Charge.

Security Plan –

City centres have higher crime rates than the rest of the city. Our location is ideally placed in Haney between both the West-end commercial core and the Town Centre core rather than in the heart of either. It is far enough away from the cores that it will not add or attract any existing undesirable activity.

A recent snapshot of the year-to-date Maple Ridge Crime Map shows that our location (gold star) is not in an area that sees a high volume of crime.



As public safety is of top priority when concerning retail storefronts within communities, we intend on taking many measures to ensure that our facility is safe, secure, free of corruption, and nuisance. In order to achieve this, we have gone to great extents in creating our security plan with a qualified professional. And, with the application of CPTED principles, we feel confident that it not only meets, but exceeds, all suggested Provincial/ Municipal guidelines and requirements.

Our primary form of security is staff and their ability to be aware and recognize security risks.

Beyond that, our alarm system will be their recourse should the need arise. Security features that will be implemented at Team Cannabis to protect our staff and products are discussed in detail in a further section of this plan.

We are currently in contact with Stealth Security Inc regarding their availability to install and monitor our proposed system. They will provide us with installation and monitoring for our fire and intrusion detections systems; and the 16-channel camera system from which our video surveillance will be in high resolution and active 24/7. Data will be stored for a minimum of 30 days on a 16TB NVR that will be kept on site in the Mgmt. restricted office.

Further to that, we will follow through with the implementation of all recommendations put forth in the security analysis and report received by Stealth Security upon installation. The extra step ensures the protection of our product, our employees, our customers, and the surrounding community.

Although security is the responsibility of every employee at Team Cannabis, we will be employing a Head of Security. With over 15 years of experience, they will be responsible for all safety and security initiatives, employee training,

oversight, and incident response. Moreover, numerous members of our staff, and all Mgmt., hold valid BC Basic Security Licenses.

Our overall security plan also includes a set of Standard Operating Procedures which all employees will read, and acknowledge that they have read and understood them, upon hiring. As a result, turning failure to follow protocols into a disciplinary action and possible termination.

All security incidents that occur at Team Cannabis facilities must be reported to the appropriate personnel and/ or agencies as required to fully meet corporate and regulatory requirements. This reporting will be completed into the Incident Log in a timely manner with the full oversight of the Responsible Person in Charge.

Our Security Floorplan accompanies this document.

Compliance Plan -

As an operator of a retail establishment that sells cannabis products, it is our responsibility to stay current with the changes to the legislation surrounding this subject in our province. We will achieve compliance by developing solid operating policies and procedures, providing training to our staff, and performing ongoing monitoring and oversight by Senior Mgmt.

Federal Regulatory Framework Compliance -

The Cannabis Control and Licensing Act is guided by the province's priorities of protecting children and youth, promoting health and safety, keeping the criminal element out of cannabis, keeping BC roads safe, and supporting economic development.

The act:

1. *Set 19 as the provincial minimum age to purchase cell or consume cannabis; A licensee must not allow minors to enter or be in the retail store and minors cannot be employed in the retail store. In addition, cannabis and cannabis accessories must not be visible to minors from outside the store.*

At Team Cannabis, protecting the youth is of great importance. As responsible citizens, each of us should be concerned with the well being of the youth in our neighborhoods, in our community, and in our society. It is up to each of us to help keep harmful substances out of the hands of minors.

An overview of the ways that we will prevent youth access include:

- During nonbusiness hours, all exterior doors will be locked in secure
- No product will be visible from the street view via vinyl window coverings
- Signs will be clearly posted at the entrance point indicating "minors are not allowed on premises" and "we ID under 30"
- As our Sop's instruct, ID's will be checked, by Front door Security staff well trained on the standard identification requirements, for customers entering the store.
- Any person under 19, or any customers without 2 valid pieces of ID, will be refused to access.
- We will employ a full-time security/door person at our entrance that will be responsible for checking patron's IDs upon entry. Security presence alone is often enough of a deterrent for minors.
- If an employee has reason to believe the idea is an invalid, the customer will be refused service and asked to leave the premises.

Furthermore, our software has optional ID swipe technology that auto imports all new customer information into a newly created profile, saving time and avoiding mistakes or oversights. This is just another control measure that can be

taken if we choose.

Allows adults to possess up to 30 g of cannabis in a public place

Team cannabis will only sell appropriate/allowable amounts of cannabis to our customers. Compliance will be achieved by having trained staff that are well versed in our Sop's and the regulations that surround the cannabis industry. Additionally, a feature within our POS software, Cova, provides a threshold of what may be sold in a transaction. It will not allow more than the equivalent of 30 g worth of cannabis to be sold in a single transaction.

2. *Prohibits cannabis smoking and vaping everywhere tobacco smoke and vaping are prohibited; as well as playgrounds, sports fields, skate parks, and other places where children commonly gather.*

We have previously touched on ways that we will mitigate consumption on Team Cannabis property.

LCRB -

Thus far, Team Cannabis has been compliant with the LCRB. We are well versed in the information required in the application process and the information contained in the Cannabis Retail Store Terms and Conditions Handbook. We have submitted all required information to date. We will continue to comply with the instructions and guidance conveyed to us.

To date, Michelle has maintained a good standing and working relationship with the LCRB and its Inspectors that frequent Maple Leaf Greenery. She has not been issued any warnings for non-compliance or identifiable issues.

Records and Reporting –

We believe that our Sales and Inventory Mgmt software, Cova, will be essential to our success in many different aspects. As our Mgmt team members are already well versed in this software and the processes, there will be no issues maintaining or producing the required documentation.

There are several types of information for which the various levels of government have mandated data tracking. Monthly compliance reports are generated from our POS software. The data consists of all inventory additions, sales, returns, and any other inventory adjustments. As every product in the marketplace is tracked from seed to sale, this is an effective way of tracing any/all cannabis items that go in or out of the building. These reports are generated automatically via our POS software and submitted via a professional bookkeeper. Other types of documents that must be maintained and readily available are:

- cannabis purchase records
- cannabis sales records
- cannabis disposal records
- sales records respecting other goods
- contracts with other licensees
- invoices and purchase receipts for all equipment and other inventory that is used in the operation of the store
- leases or other property agreements that are related to the store
- records of court orders and judgments against a license
- and complete employee records

We will touch on some of these documents below:

Cannabis Purchase Records –

These documents are kept digitally. They are held and maintained/updated through the BCLDB's Wholesale ordering system. They are available via the online ordering portal, making them readily available to Inspectors.

Cannabis Register -

Every retailer is required to maintain a cannabis register, which is a record of transactions. Our cannabis register will be electronic and accomplished via our POS software Cova. With its data aggregation abilities, and bookkeeping processes, we will be able to easily run Purchase Order History Reports, Inventory on Hand Reports, and Sales Summary Reports and access the necessary information in a timely fashion for the powers that be and our own internal processes. Over and above, we also keep hardcopy transaction receipts for all transactions done via our debit machines which are filed with the cash out paperwork for each day.

Disposing/returning of non-medical cannabis-

Reasons for product disposal or return may include sample product from small jars, products spoilage, customer product returns (whether eligible for return to BCLDB or not), or possible product recalls.

As we plan to support having only small batches of product that needs to be disposed of, we have chosen to address this issue in-house.

As compliance of this objective is of strict mandate, it will only be performed by a management when required. Cannabis products will be destroyed and disposed of during non-business hours and disposed of off-site. We feel this is the safest time and place for this activity to be conducted.

On occasions when product needs to be returned to the BCLDB, it is done so via courier arranged by them.

All cannabis that will be disposed of or returned, will be done so in accordance with the company's SOP's and the details of which recorded in the company records as required. These are hardcopy logs that are maintained by Mgmt and readily available to Inspectors upon request.

Incident Log –

Incidents that effect the operation of the store must be recorded. This a handwritten log that is kept in a centralized location for easy access for staff and authorities. There are 2 levels of incident record, one being of "formal" significance where details and events are required; and another, where general notations on "minor" incidents are logged. Examples of these include:

- Refusing entry
- Removing an intoxicate/ unruly customer
- Attempted entry of a minor
- An injury or accident on site
- Any incident where emergency personnel are called.

Smell Jar Log & Storage –

Any cannabis that is opened for display purposes will be logged as required by the LCRB Terms and Conditions Handbook. They will be stored in a clearly labelled tote, with a securely fashioned lid, in our main storage area.

Curbside & Delivery Recordkeeping –

In circumstances where purchases are being picked up curbside or delivered, there is another level of record keeping that must be maintained and readily available. Details and particulars of each transaction must be kept. We will accomplish this via the combination of our POS software and our delivery management software On Fleet.

Storing cannabis -

Another item of great importance when it comes to compliance is storage of cannabis. All cannabis will be stored on site. There will only be cannabis located in 2 areas of the store, the sales floor (behind the counter in the locked cabinets) and in the back secure storage area.

The majority of our product will always remain in the secure storage area. This room will always remain armed and

locked. The security measures of this area have been touched on previously in this document.

Inspector Compliance-

As we operate in such a highly regulated regime, we will be working closely with the licensing inspectors, Maple Ridge Police & Fire Departments, and the Municipal Bylaw Enforcement Officers as necessary.

Our business license, cannabis register, security and nuisance incident log, employee information, and administrative records will be readily accessible to the powers that be upon request. Moreover, we will readily surrender video surveillance as required.

Furthermore, we will readily adopt all further directives placed on us by the regulatory powers.

Municipal Compliance-

We have done our best with the information available to create a model and operational systems that meet all of the City's zoning and licensing requirements. As we have also met all the provincial marks, we assume this satisfies many of Municipal requirements as well.

It has been a long search (which began in 2018) for what we felt was the "right" spot; both for us, and the community. We have familiarized ourselves with the City's Official Community Plan, and have tried to align our location, design plan and model with the desires of the community as much as possible. With all the information at hand, we chose to focus our efforts on the particular area of Haney. Our location falls into the Lougheed Transit Corridor Area Plan.

With the projected demographics for Maple Ridge's Lougheed Transit Corridor (see below) anticipated to grow so rapidly in the coming years, and the encouragement of infill housing between Dewdney Trunk Road and Lougheed Highway. Team Cannabis would be an established storefront to service the newly settled residents.

	Population	Dwelling Units	Jobs
2021	4,500	1,800	6,300
2035	11,800	5,300	8,600
2050	16,400	6,900	11,000

The Plan references that:

"The five-minute walking distance around rapid transit stations on Lougheed Highway, generally 400 metres surrounding the intersection, are key locations for local jobs."

And

"Design, planning, and investment provide amenities for safe, convenient and enjoyable trips on foot, by bike and transit. Creating complete communities, where daily needs are located within short distances from where people live, enhances mobility choice, and this coupled with access to efficient and effective transit reduces gaps in equity."

We are located within the ideal 400m from the intersection of Lougheed Hwy and 216th St. which, for future planning and development purposes, has been identified as a Complete Street by the City.

Some of the additional guiding principles outlined in the Plan that we feel our storefront aligns with are:

- 3-12 Maple Ridge will encourage the installment of bicycle parking in prominent well-lit locations as well as secure bike storage in new developments.

- 3-14 Maple Ridge will encourage complete communities in the Lougheed Transit Corridor that include housing, jobs, services and amenities, and transit to reduce vehicle trips.
- 4-15 Commercial uses in mixed-use buildings should serve the basic, everyday needs of residents, such as grocery, convenience and personal services, as well as destinations for residents within a five-minute walking distance or 400m radius, such as retail and restaurants.
- 4-17 Complimentary health services to the Ridge Meadows Hospital are encouraged at the Laity Street node, including medical offices, pharmacies, medical imaging, laboratories, convenience retail, childcare, assembly, and restaurant.
- 6-3 Where possible, street trees located on both sides of the Off-Lougheed Greenway provide visual interest, reduce the urban heat island effect, and help create a defined sidewalk boundary and safe and inviting space for pedestrians.
- 6-16 Maple Ridge will explore an artist mural and more short-term vinyl wrap program to inject colour and expression into the built environment

By embodying the overarching theme of connectivity within the Lougheed Transit Area Corridor our location will:

- Increase the range of commercial uses.
- Increase in commercial and employment activity.
- Create a neighbourhood that feels safe.

Further areas in which we feel our brand, location and systems align with the Official Community Plan include:

- *Principle 13* Culture and recreation are vital components of a healthy community. (Recreational Cannabis is a component of such)
- *Principle 17* Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.
- *Principle 22* Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants, and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.
- *Principle 30* Achieving a balanced community requires that commercial and industrial land development keep pace with residential development.
- *Principle 38* Expanding services concurrently with development is regarded by the community as good planning and development practice.

Our building is a CS-1 zoning designation which meets the prescribed zoning for our proposed land use type.

Our selected Haney storefront is located 815m (property line to property line), and 930 m (doorstep to doorstep), away from the nearest retail cannabis store (Greenstar Cannabis located at 22222 Lougheed Hwy); who services the city centre area. Although our location does fall within the buffer zone of the Municipally mandated 1000m from Greenstar Cannabis, as depicted in the diagram below, there are no cannabis stores in the Haney area. There is an identifiable gap between our storefronts and the existing/proposed storefronts in the community. We feel confident that the geographical layout of the existing storefronts and hole in services in this area of town, we will be of value to the surrounding community and residents of the area of Haney specifically. Furthermore, with much precedent of allowances and Bylaw text amendments on file, we felt positive that our package was still very strong.



Our separation from the existing/proposed retail cannabis stores in the Community is as follows:

- Team Cannabis – Cheeky's Cannabis = 5+km (Eastside Maple Ridge area)
- Team Cannabis – Spiritleaf = 1775m (City Centre area)
- Team Cannabis – Green Dreamz Garage (non-permitted store) = 1190m (City Centre area)
- Team Cannabis – Greenstar Cannabis = 815m (City Centre area)
- Team Cannabis – Chronic Cannabis (proposed store) = 1996m (Westside/ Hammond area)
- Team Cannabis – Hammond BC Cannabis Store (proposed store) = 1745m (Westside/ Hammond area)
- Team Cannabis – Muse Cannabis=3km (Westside area)
- Team Cannabis – Burb (not operational yet) = 3.4km (Westside area)

For the many reasons laid out in this plan, we feel that this location justifies a text amendment to the bylaw and should be given the opportunity to proceed to the rezoning and public hearing process.

After our Provincial Fit and Proper approval, we received news that the Municipality was to be soon passing a motion to not allow any further stores into the community. We have been invested in the endeavor for quite some time now, with our time, efforts, hearts, and finances. We began our search for the perfect location to service the community in 2018. The retail space available in Maple Ridge is a tough market, even without additional cannabis regulations and restrictions. In 2019, we had an opportunity to occupy the space that Burb has recently proceeded with at 110-20110 Lougheed Hwy. We chose to pass on this opportunity because we did not feel it was a right fit for the Community Plan (with Muse being 400m away). We wanted the perfect location. We were not able to locate and secure what we were sure was the best fit until the early summer of 2021. We hope that Council will see our application, and Haney location, as the final component to bringing safe, easy access recreational cannabis into the community and provide us with a fair opportunity to succeed as a small business.

Maple Ridge said to be a community of passion, choice, and opportunity...As a brand, a company, and as individuals, Team Cannabis stands for the same.

It is said that:

"Maple Ridge is a great place to start a new business: a rapidly growing population, high family incomes and the most affordable real estate in Metro Vancouver. This is a place where small businesses that focus on delivering exceptional products and service can thrive."

And that's exactly what Team Cannabis represents!

Team Cannabis Floor Plan

The store is approx. 600 sq ft. The space, depicted below, will be utilized as follows: (As they are quite complex, the security features of this area will be touched on in greater detail in the security section of this plan.)

Public Areas

Lobby/ Sales Area –

There is one main door that will be used both as an entrance and exit. This area is accessible to the public and all staff during operational hours. It is our “sales floor”. There are areas (behind the sales counters) that customers will not be able to access. We have included access controls to limit entry to these areas. We have considered the space of the public and placed our display cases in a manner that facilitates a sale flow, avoiding customer congestion and optimizing our sales space.

As we have decided to go with non-transparent window coverings, our display cases have primarily been fitted for effective storage capacity and efficient storage systems. The cannabis that is stored in said cabinets will be behind lock and key and will only be accessible by staff. The front shelving (top & bottom) will be cabinet/ drawer style units that are only accessible from the staff only side. They will house cannabis and like products for our daily operations. We will also have lockable wall shelving on frontside of the sales counter. This will house accessories and other display products.

We have established areas for 3 POS stations to speed efficiencies and customer turnover. Additionally, we will have several digital signage menus and ad tv's that will be wall mounted for customer convenience and viewing.

As there is only 3 “service spots” in our store, we will only be allowing 4 customer groups in at one time. Once at capacity, the Door Security will start at queue line outside. We will be diligent to follow any/all Provincial Covid protocols and mandates.

We have a Social Responsibility Information Station located by the entrance/ exit. This houses all the mandated, and other, social responsibility posters/ pamphlets, and product information handouts that customers may take for the informational/ educational purposes.

Staff Only Areas:

***Any/all guests, trades people, inspection officers, delivery persons etc. will be escorted and supervised by a Responsible Person in Charge.*

Staff Area – (“Staff Only” signage will be visible)

As depicted in the floor plan, there are 2 different “Staff Only” designated areas that need to be touched on. Both areas are accessible to all staff during operational hours.

There is a staff only area behind the sales counter in the front side of the store. There are access control gates and signage here to ensure public/staff area distinction. This area will be used regularly to service our customers.

The other "Staff Only" area refers to the back side of the store. There is a clear partition between these areas by a wall and doorway. This is where the rest of the store operations are carried out. This reinforced/ alarmed door will remain closed/ locked 24 hrs/ day.

Storage Area –

This area is accessible to staff only. This will be our main product storage area. It will house floor-to-ceiling shelving.

There will also be a desk, POS station, and shelving rack to process our incoming online and delivery orders. There will also be separate shelving unit that houses our non-cannabis and common use items.

Office Area –

The office area will be used by Management only. Access will be granted by key assignment and card reader. This area will be used to perform the administrative duties necessary to carry out store operations. It will also house the store safe. This area will have a CCTV monitor for oversight capabilities.

Washroom –

For security reasons, we will not have a public washroom. We have one washroom with single amenities for staff usage.

Our Site Plan and Floor Plan accompany this document.

Team Cannabis Security Plan

Our primary form of security is staff and their ability to be aware and recognize security risks.

Beyond that, our alarm system will be their recourse should the need arise. Security features that will be implemented at Team Cannabis to protect our staff and products are:

Public Areas:

Exterior –

- 100% CCTV coverage of exterior of building (additional coverage of entrance/exit)
- Restricted keyway metal framed glass front door outfitted with full length astragal, non-removable magnetic door contacts as security film
- Store windows outfitted with security film and glass break detection
- Audible Alarm Siren
- Retractable metal scissor gate across front entrance

Lobby/ Sales Area –

- 100% CCTV coverage w/ motion detection
- Retractable scissor gates on inside of front door w/ restricted keyway system (open during business hours, closed and locked during non-business hours)
- Motion detection
- Alarm Panel w/ tamper protection & emergency call buttons
- Lockable display cases / glass break detection
- Smoke detectors
- During non-business hours this area will be locked behind a reinforced doorway and retractable scissor gate system. Some lighting will remain on as to improve the ambient lighting outside of the building in application with CPTED principles.

Staff Only Areas :

Lobby/ Sales Area-

- 100% CCTV coverage w/ motion detection
- CCTV Oversight monitors w/ 360-degree area coverage
- Fixed duress buttons at POS stations
- Plexi-glass shields to provide a degree of separation between customers and employees
- During nonoperational hours, this room is locked and alarmed as the Lobby

Storage Area –

- Restricted keyway through reinforced metal doorway w/ full length astragal and magnetic door contacts
- Secondary alarm panel w/ tamper detection & emergency call buttons
- 100% CCTV coverage w/ motion detection

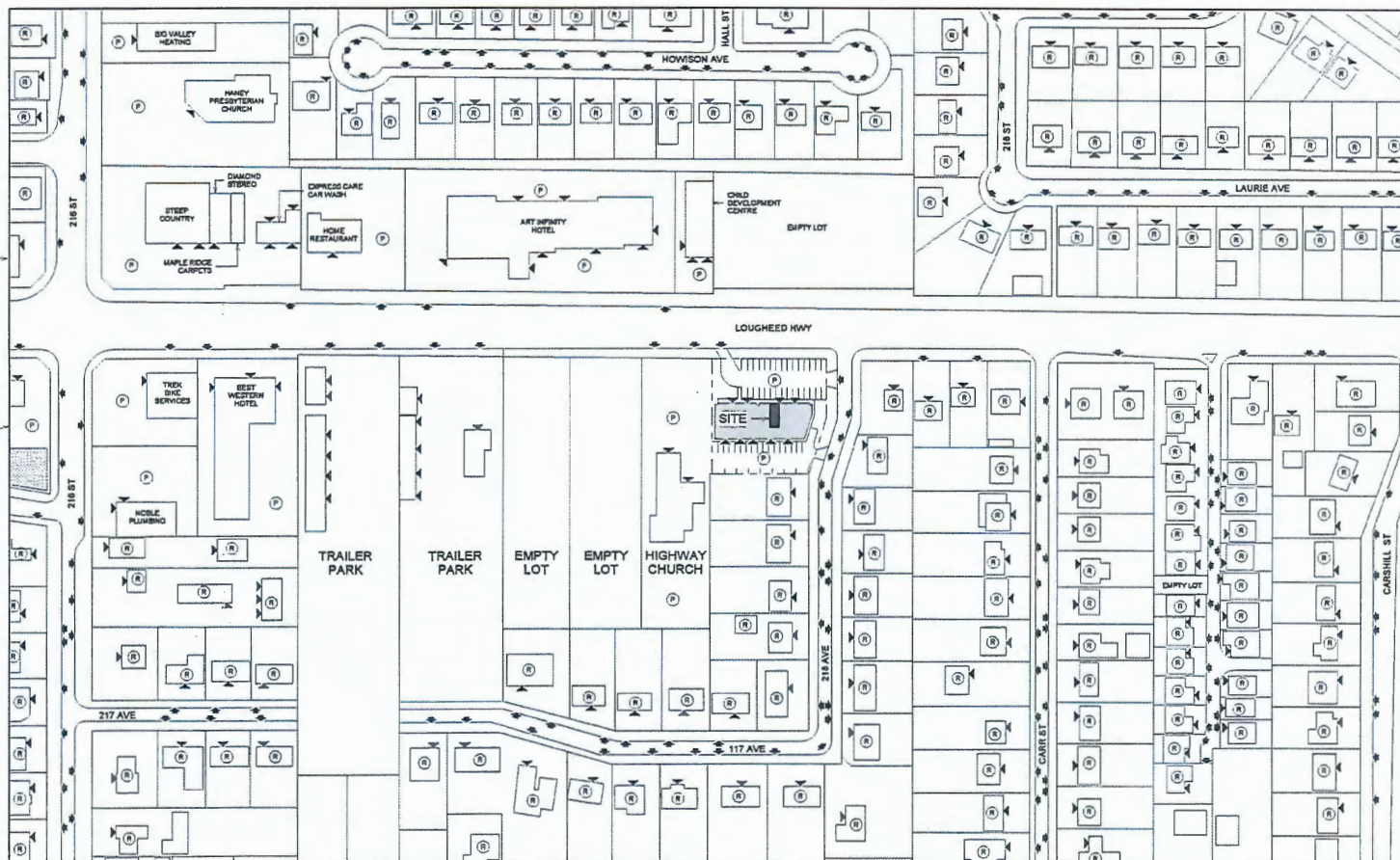
- CCTV Oversight monitors w/ 360-degree area coverage
- Fixed Duress button at POS station
- Smoke detector
- During nonoperational hours, this room is locked and alarmed

Office Area –

- Restricted keyway doorway w/ card reader
- Motion detection
- CCTV Oversight monitors w/ 360-degree area coverage
- Securely mounted ULC rated TL15 safe w/ seismic (shock) detection
- Smoke detector
- Fixed duress button
- During nonoperational hours, this room is locked and alarmed

Washroom –

- Smoke detector
- There are no additional security measures in the washroom.



① VICINITY PLAN
1" = 50'-0"

THESE PLANS CONFORM TO CBC 2018 EDITION

- (G) GARBAGE
 - GREEN SPACE
 - (P) PARKING AREA
 - (R) RESIDENCES
 - ▲ DOORWAYS (ENTRANCE & EXIT)
 - ➔ DRIVEWAY (ENTRANCE & EXIT)
- SYMBOLS - VICINITY

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BC1316208 Ltd. Tenant Improvement	
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Unit 6
21768 Lougheed Hwy,
Maple Ridge V3J 1S6

LT 275; DL 247;
NWD; PL NWP38855
PID: 000-447-757

Vicinity Plan

Project number	12
Date	10-SEP-2
Drawn by	E
Checked by	M
A0.0	
Scale	1" = 80'-0"



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Sheet List

A0.0	Unit 6
A1.0	Existing & Proposed Floor Plan
A2.0	Intrusion Detection & Video Security Floor Plan
A3.0	Proposed Details

Revisions

No.	Description	Date
A	Started preliminary design	08/24/2021
B	Rev. as per client req.	08/01/2021
1	Issued for permit	08/02/2021



BC1316208 Ltd.
Tenant Improvement

Unit 6
21768 Lougheed Hwy,
Maple Ridge V3J 1S6
LT 275; DL 247;
NWD; PL NWP38855
PID: 000-447-757

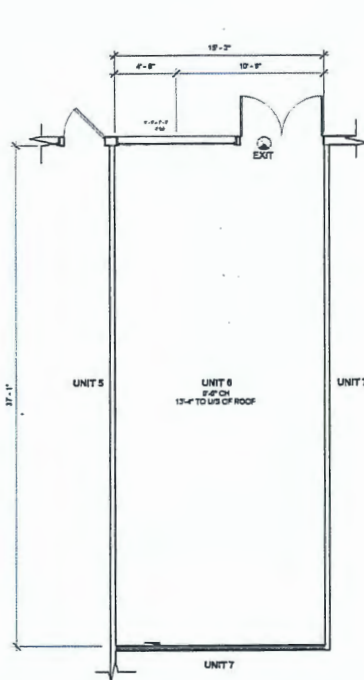
Existing & Proposed
Floor Plan

Project number: 1241
Date: 19-SEP-21
Drawn by: EV
Checked by: MR

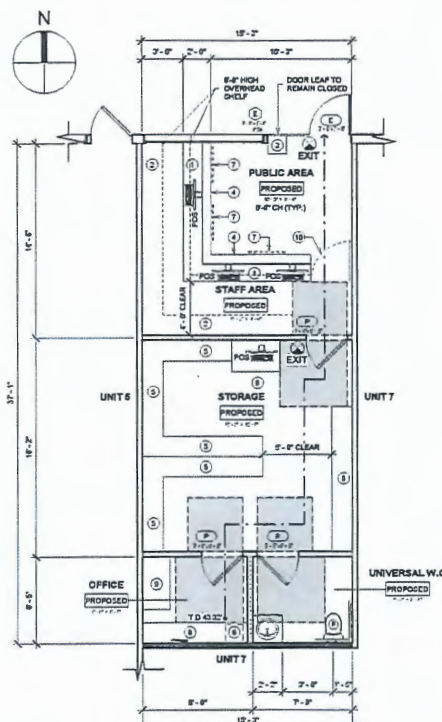
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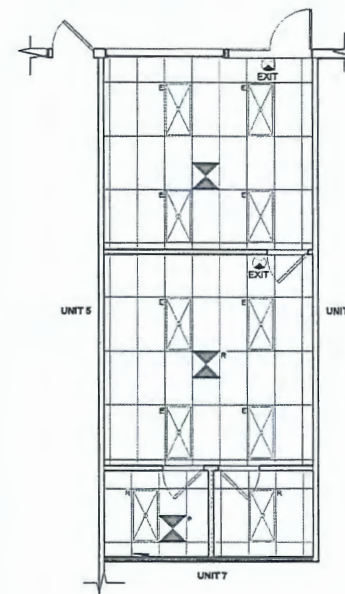
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1 EXISTING FLOOR PLAN
1/4" = 1'-0"



2 PROPOSED FLOOR PLAN
1/4" = 1'-0"



3 PROPOSED CEILING PLAN
1/4" = 1'-0"

SCOPE OF WORK

- NO REDUCTION OR CHANGE IN TRAVEL DISTANCE OR EXISTING PROVISION IS ASSOCIATED WITH THIS WORK.
- NO CHANGES OF BUILDING AREA OR FLOOR AREA IS ASSOCIATED WITH THIS WORK.
- NO CHANGES OF THE BUILDING'S FIRE RESISTANCE RATINGS OF EXISTING FLOORS AND LOAD-BEARING WALLS, COLLARS AND BEAMS IS ASSOCIATED WITH THIS WORK.
- SUPPLY AND INSTALL NEW NON-LOAD-BEARING PARTITIONS.
- SUPPLY AND INSTALL NEW INTERIOR DOORS AND HARDWARE.
- SUPPLY AND INSTALL NEW FLOOR FINISHES.
- SUPPLY AND INSTALL NEW PAINT FINISH TO EXISTING SURFACES.
- USE EXISTING T-GIR CEILING GRID.
- PROPOSED SOUTH DEMISING WALL.
- PROPOSED INTRUSION DETECTION AND VIDEO SECURITY SYSTEM INSTALLATION.

- CLEARANCE AT DOORWAYS AS PER B.C.B.C. 3.8.3.5 (1)
- TRAVEL PATH
- EXIT LIGHT WITH EMERGENCY LIGHT. EXITS ARE CLEARLY INDICATED AS PER B.C.B.C. 3.4.5.1
- EXHAUST FAN
- PROPOSED INTERIOR PARTITION (SEE A3.0)
- 1/2" CYPRESS BOARD
- 3/4" STEEL STUD (3/4" x 3/4" x 12')
- 10' CYPRESS BOARD
- EXISTING WALL
- EXISTING 80 MIN. FRP. DEMISING WALL
- PROPOSED DEMISING WALL - 60 MIN. FRP. (OFF 143.5)
- 3/4" TYPE X GYPSUM BOARD
- 3/4" STEEL STUD (3/4" x 3/4" x 12')
- 3/4" TYPE X GYPSUM BOARD
- INDICATES GLAZING IN WALL
- INDICATES ELECTRICAL PANEL

SYMBOLS

- LOCKED TOPSIDE VIEW DISPLAY CASE. SEE A3.0
- OVERHEAD LOCKED ACCESSORIES WALL. DISPLAY SHIELDING UNIT. SEE A3.0
- SOCIAL RESPONSIBILITY TAKEAWAY INFORMATION STATION
- OVERHEAD LOCKED NON-HANDLING NON-CANNABIS SHELVE UNIT. SEE A3.0
- ONE-SIDED PRODUCT SHELVE FOR STORAGE QUOTA. 6" MAX. HEIGHT. SEE A3.0
- SAFE. SEE A3.0
- PROFESSIONALLY FASTENED DIGITAL DISPLAY MON. SEE A3.0
- NON-CANNABIS PRODUCT STORAGE & COLLISION CUPPLY SHELVE 6" MAX. HEIGHT. SEE A3.0
- OFFICE DESK. SEE A3.0
- 3/4" HIGH STAFF ONLY ACCESS GATE

- PROPOSED DIFFUSER
- RELOCATED DIFFUSER
- EXISTING DIFFUSER
- EXISTING 54K FLUORESCENT
- RELOCATED 54K FLUORESCENT
- EXIT LIGHT WITH EMERGENCY LIGHT. EXITS ARE CLEARLY INDICATED AS PER B.C.B.C. 3.4.5.1

SYMBOLS - CEILING

- CLEARANCE AT DOORWAYS AS PER B.C.B.C. 3.3.3 (11)
- TRAVEL PATH
- EXIT LIGHT WITH EMERGENCY LIGHT
EXITS ARE CLEARLY INDICATED AS PER B.C.B.C. 2.4.9.1
- EXHAUST FAN
- REMOVABLE INTERIOR PARTITION (RIF) 400 G
- 1/2" CYPRUS BOARD
- 3/4" STEEL STUD @ 24" O.C.
- 1/2" CYPRUS BOARD
- EXISTING WALL
- EXISTING 80 MM PIR, DEMING WALL
- REMOVABLE REINFORCING WALL - DEMING PIR, 157E (104 G)
- 2" TYP. & CYPRUS BOARD
- 3/4" STEEL STUD @ 24" O.C.
- 1/2" TYP. & CYPRUS BOARD
- INDICATES GLAZING IN WALL
- EXISTING ELECTRICAL PANEL
- 300 CAMERAS
- PIR CAMERAS (STATIONARY)
- SECURITY FILM
- FULL LENGTH ASTRALGAL (FLA)
- STEEL SOLID CORE DOOR WITH HIGH SECURITY DEADBOLT
- RESTRICTED KEYWAY - RESTRICTED
- RESTRICTED KEYWAY - ADMIN
- MAGNETIC DOOR ALARM CONTACT
- PIR MOTION DETECTOR
- DURESS BUTTON
- GLASS BREAK SENSOR
- ALARM SIREN
- SHOCK DETECTOR
- SEISMIC SENSOR
- TAMPER DETECTION
- ALARM CONTROL PANEL
- CARD READER
- ALARM KEYPAD

SYMBOLS - INTRUSION DETECTION

NOTES FOR INTRUSION DETECTION:

- ALARM CONTACTS, MAGNETIC CONTACTS N.O. SPECIFIED TO BE COMPATIBLE WITH ALARM PANEL AND DOOR FRAME AND INSTALLED AS PER MANUFACTURE RECOMMENDATIONS.
- ALL ALARM ZONES TO BE HOME RUN.
- WIDE ANGLE PIR, MINIMUM 90 DEGREE FOV WITH MIN 40' RANGE ON X AND Y AXIS OR BETTER.
- GLASS BREAK MIN. EFFECTIVE RANGE OF 10' BY 10 FT. AND COMPATIBLE WITH ALARM PANEL.
- 30 WATT OUTDOOR RATED SIREN, DUAL TONE, COMPATIBLE WITH ALARM PANEL.
- PANEL CONFIGURED WITH DURESS CODES AT EACH KEYPAD.
- ALARM MONITORING CONTINUOUSLY BY ULC LISTED MONITORING COMPANY
- ALL USERS TO HAVE INDEPENDENT CODES
- MASTER CODE ONLY USED TO ADD AND REMOVE USER CODES
- CODES TO BE CHANGED YEARLY
- CODES TO BE REMOVED WHEN NO LONGER REQUIRED
- FULL PROGRAMMING PRINT-OUT INCLUDING EVENT BUFFER TO BE SUPPLIED BY INTEGRATOR (LESS THE INSTALLER CODE)
- SYSTEM TO OPERATE ON 2 INDEPENDENT PARTITIONS, ONE FOR THE BACK AREA (NORTH) AND THE OTHER FOR THE FRONT AREA (SOUTH)
- BACK UP BATTERY FOR 4 HOURS OPERATION
- ALL TROUBLES AND TAMPERS TO BE REPORTED TO CENTRAL STATION
- DOORS TO THE STAFF ONLY WORK AREA AND TO THE RESTRICTED STORAGE/SAFE ROOM WILL BE OF MEDIUM CONSTRUCTION STEEL AND SOLID CORE WITH LONG THROW DEADBOLTS AND MAGNETIC ALARM CONTACTS.

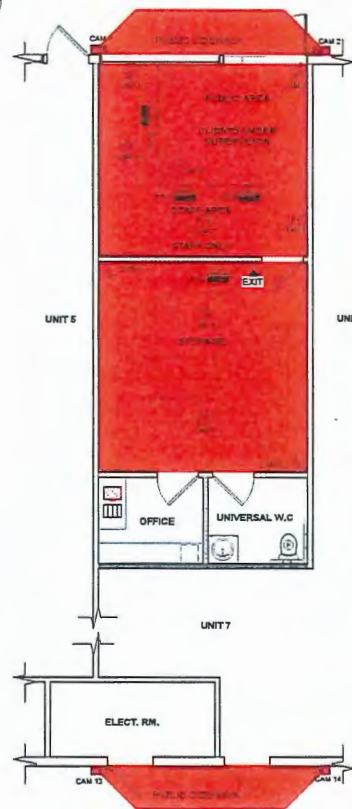
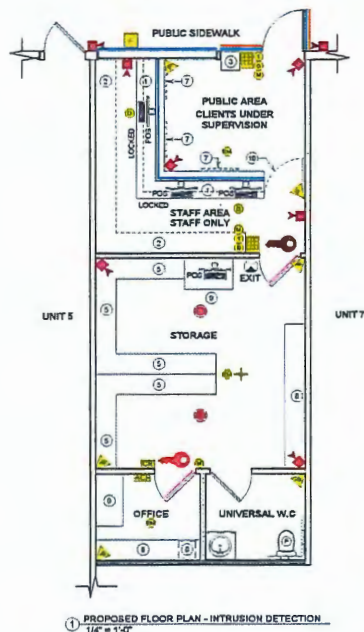
NOTES FOR MECHANICAL SECURITY:

- SECURITY FILM ON FRONT WINDOWS, FILM RATED AND INSTALLED IN FRAME, 3M ULTRA600 OR EQUIVALENT.
- ADD FULL LENGTH ASTRALGAL (FLA), SECURITY FILM AND NON-REMOVABLE PINS TO FRONT DOOR.
- UNIQUE KEYWAY FOR STORAGE/SAFE ROOM DOOR AND THE OFFICE DOOR, UNIQUE KEYWAYS WILL NOT BE ON A MASTER KEY SYSTEM.
- DOORS TO THE STAFF ONLY WORK AREA AND TO THE RESTRICTED STORAGE/SAFE ROOM WILL BE OF MEDIUM CONSTRUCTION STEEL AND SOLID CORE WITH LONG THROW DEADBOLTS AND MAGNETIC ALARM CONTACTS.

NOTES FOR GLAZING:

- ALL EXTERIOR GLAZING TO BE NON-TRANSPARENT/ FROSTED

THESE PLANS CONFORM TO BCBC 2018 EDITION



NOTES:

- 220 PPM RESOLUTION AT ENTRANCE DOOR.
- 110 PPM MINIMUM RESOLUTION FOR ALL OTHER AREAS INDICATED.
- BASED ON 4MP, FOV AS SHOWN.
- CAMERA IS ASSIST TO OPERATE IN ALL LIGHT CONDITIONS (30M MINIMUM).

DUAL CAMERA FOV

- RECORDING AT 1 FPS MIN, 7.5 FPS MIN ON MOTION WITH 5 SECOND PRE AND POST RECORDING

- 300 CAMERAS
- PIR CAMERAS (STATIONARY)
- REVIEW AND DEMO/ALARM STATION
- NETWORK VIDEO RECORDER

SYMBOLS - VIDEO SECURITY



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Sheet List

A0.0	Site Plan
A1.0	Existing & Proposed Floor Plan
A2.0	Intrusion Detection & Video Security First Plan
A3.0	Proposed Details

Revisions

No.	Description	Date
A	Started preliminary design	05/24/2021
B	Rev. as per client req.	09/01/2021
1	Issued for permit	09/02/2021



BC1316208 Ltd.
Tenant Improvement

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LT 275; DL 247;
NWD; PL NWP36855
PID: 000-447-757

Intrusion Detection &
Video Security Floor
Plan

Project number	1241
Date	10-SEP-21
Drawn by	EV
Checked by	MR
A2.0	
Scale	1/4" = 1'-0"

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Sheet List

A0.0	Neighbour Plan
A1.0	Existing & Proposed Floor Plan
A2.0	Intrusion Detection & Video Security Floor Plan
A3.0	Proposed Details

Revisions

No.	Description	Date
A	Started preliminary design	08/24/2021
B	Rev. as per client req.	09/01/2021
1	Issued for permit	09/02/2021



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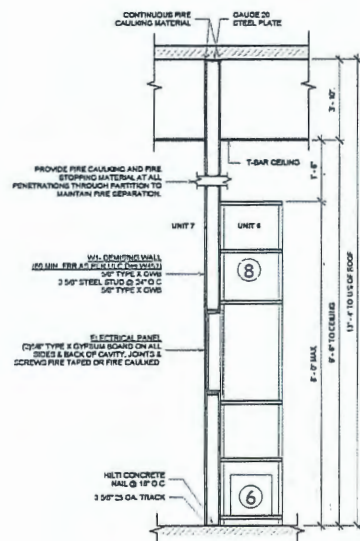
Proposed Details

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Date	10-SEP-21
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Checked by	MR

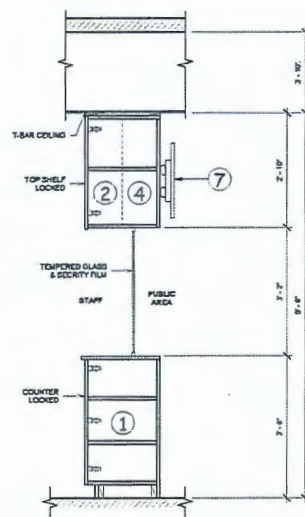
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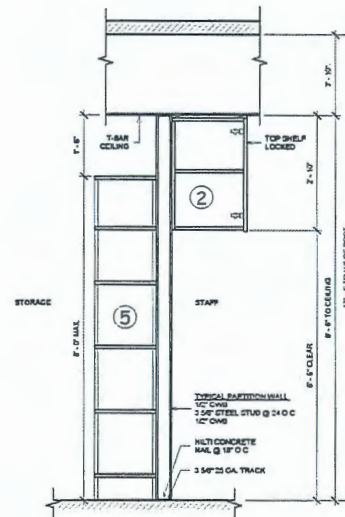
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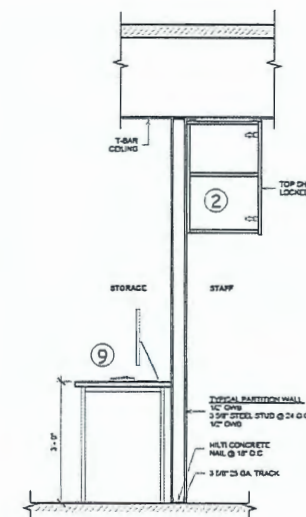
1. PROPOSED DEMISING WALL DETAIL
3/4" = 1'-0"



2. COUNTER DETAIL
3/4" = 1'-0"



3. PROPOSED INTERIOR PARTITION DETAIL-SHELF
3/4" = 1'-0"



4. PROPOSED INTERIOR PARTITION DETAIL-DESK
3/4" = 1'-0"

- 1 LOCKED TOP/SIDE VIEW DISPLAY CASE SEE 2143.0
- 2 OVERHEAD LOCKED ACCESSORIES WALL DISPLAY SHELVING UNIT 8'-0" ABOVE CLEAR PATH. SEE 2143.0
- 3 SOCIAL RESPONSIBILITY/TAKAWAY INFORMATION STATION
- 4 OVERHEAD LOCKED MERCHANDISING/NON-CANNABIS SHELVING UNIT. SEE 2143.0
- 5 ONE-SIDED PRODUCT SHELVING FOR STORAGE OUTLET 8'-0" MAX. HEIGHT. SEE 2143.0
- 6 SAFE. SEE 143.0
- 7 PROFESSIONALLY FASTENED DIGITAL DISPLAY MENU. SEE 2143.0
- 8 NON-CANNABIS PRODUCT STORAGE & COMMON SUPPLY SHELVES 5'-0" MAX. HEIGHT. SEE 143.0
- 9 OFFICE DESK. SEE 4143.0
- 10 7'-0" HIGH STAFF ONLY ACCESS GATE

BUILDING DATA

CIVIC ADDRESS: UNIT 6, 21768 LOUGHEED HIGHWAY, MAPLE RIDGE V3J 1S6
 LEGAL DESCRIPTION: LT 27S, DL 24T, MWD, PL NWP38855
 PID: 000-447-757
 ZONING: C5-1

CODE REVIEW

APPLICABLE CODES: BRITISH COLUMBIA BUILDING CODE 2018

BUILDING SHELL

CONFORMING TO TABLE 3.1.2.1
 D - BUSINESS AND PERSONAL SERVICES OCCUPANCIES
 E - MERCANTILE OCCUPANCIES

BUILDING SIZE / FIRE RATING

BUILDING AREA: 7,974 SQ. FT. (740 SQ. M.)
 BUILDING HEIGHT: 1 STOREY AS PER 3.2.1.1
 BUILDING FACES: 3 STREETS
 BUILDING CONSTRUCTION: COMBUSTIBLE OR NON-COMBUSTIBLE CONSTRUCTION
 BUILDING IS NOT SPRINKLED
 BUILDING COMPLIES WITH 3.2.2.2, 3.2.2.3, 3.2.2.4

SEPARATION TO MAJOR OCCUPANCIES

D - 2 HR
 D - 1 HR
 AS PER TABLE 3.1.2.1(1)

TENANT IMPROVEMENT

CLASSIFICATION: OCCUPANCY - MERCANTILE OCCUPANCIES CONFORMING TO 3.2.2.8

CONSTRUCTION TYPE: COMBUSTIBLE OR NON-COMBUSTIBLE

AREA OF INT. CONST.: APPROX. 500 SQ. FT. (511 SQ. M.)

WATER CLOSETS: PROVIDED - 1 BOTH SEX CONFORMING TO 3.7.2.2(4)

UNIVERSAL TOILET ROOMS: 1 PROVIDED

EXIT CAPACITY: REQUIRED - 224 PER PERSON REQUIREMENT (UNCHANGED)

UNCHANGED: TENANT SPACE: 4 PERSONS 8.5' x 14'

UNCHANGED: PROVIDED: 224

PROVIDED: 7 PARKING STALLS

OCCUPANT LOAD CONFORMING TO TABLE 3.1.1.1				
NAME	AREA	OCCUPANT LOAD FACTOR	PERMITTED	PROPOSED
OFFICE	95 M ²	0.5 M ² PER PERSON	1	1
STORAGE	22 M ²	45 M ² PER PERSON	0	0
STAFF-PUBLIC AREA	28 M ²	2.7 M ² PER PERSON	0	0
PROPOSED			2 STAFF	4 CUSTOMERS

FIRE SEPARATION REQUIREMENTS

REQUIRED:

- FLOOR: 45 MINUTE F.R.R.
- LOAD-BEARING SUPPORTING AN ASSEMBLY: 45 MINUTE F.R.R.
- DESIGNING WALL: 60 MIN. F.R.R. - SEE 104.0
- SEPARATION OF SUITES: 3.3.1.1
- A SUITE SHALL BE SEPARATED FROM ADJOINING SUITES BY A FIRE SEPARATION HAVING A FIRE-RESISTANCE RATING NOT LESS THAN 1 HOUR.
- NO FIRE SEPARATION IS REQUIRED BETWEEN SUITES OF BUSINESS AND PERSONAL SERVICES OCCUPANCY.
- PENETRATIONS THROUGH FIRE SEPARATIONS AND FIRE RATED ASSEMBLIES SHALL HAVE FIRE CAULKING MATERIAL AND ARE SUBJECT TO THE REQUIREMENTS OF ARTICLES 3.1.9 OF THE 2018 B.C.B.C.
- INSTALL FIRE DAMPERS WITH FIRE CAULKING MATERIAL WHERE EXHAUST FAN PENETRATES FIRE SEPARATION AS PER 3.1.6.10
- MAXIMUM TRAVEL DISTANCE: 3.3.1.6 & 3.4.2.6
- TRAVEL DISTANCE: 18.0 M R/A MERCANTILE OCCUPANCY, AS PER TABLE 3.4.2.1-A
- MINIMUM NUMBER OF EXITS: 3.4.2.1
- MINIMUM FLOOR AREA OF 280 SQ. M FOR ONE EXIT PERMITTED IN GROUP E WITHOUT SPRINKLERS

PROPOSED:

(NOT PROPOSED)
 (NOT PROPOSED)
 (PROPOSED)

GENERAL NOTES

- ALL WORKMANSHIP AND METHODS OF CONSTRUCTION TO MEET REQUIREMENTS OF THE CURRENT EDITION OF THE BRITISH COLUMBIA BUILDING CODE (B.C.B.C.).
- CONTRACTOR TO CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION. DISCREPANCIES TO BE REPORTED TO CANADIAN BLUEPRINT FOR CLARIFICATION PRIOR TO PROCEEDING. WRITTEN DIMENSIONS ON DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
- MAINTAIN GOOD ALL EXISTING CONSTRUCTION AND SURROUNDING AREAS DAMAGED DURING CONSTRUCTION.
- CONTRACTOR TO VERIFY WITH LANDLORD THE AVAILABLE MEANS AND CONDITIONS AFFECTING THE MOVEMENT OF MATERIALS AND COMPONENTS INTO THE BUILDING.
- EMERGENCY LIGHTS, EXIT SIGNS, FIRE EXTINGUISHERS, SMOKE DETECTORS, FIRE PULLS AND ALARMS OR ANY OTHER NECESSARY FIRE EQUIPMENT TO BE SUPPLIED AND INSTALLED BY SUB-CONTRACTOR. QUALITY AND PLACEMENT TO MEET CODE REQUIREMENTS.
- DETAILS SHOWN ARE FOR APPEARANCE PURPOSE ONLY AND ARE NOT INTENDED TO SUPERSEDE FABRICATION METHODS. REFER TO ALL MANUFACTURER'S SPECIFICATION FOR FABRICATION METHODS.
- CONTRACTOR TO VISIT SITE BEFORE SUBMITTING TENDER AND EXAMINE LOCAL AND EXISTING CONDITIONS ON WHICH THE WORK IS DEPENDENT. NO CONSIDERATION WILL BE GRANTED FOR MISUNDERSTANDING OF WORK TO BE DONE RESULTING FROM FAILURE TO VISIT THE SITE.
- CONTRACTOR IS TO ORDER ALL MATERIALS AND FINISHES IMMEDIATELY UPON RECEIVING NOTICE OF TENDER AWARD. NOTIFY CANADIAN BLUEPRINT IMMEDIATELY OF ANY UNAVAILABLE MATERIALS. USE NEW MATERIALS ONLY, EXCEPT WHERE NOTED OTHERWISE.
- ALL PREPWORKING, FOR WORK SUPPLIED AND INSTALLED AS INDICATED ON THESE DRAWINGS, TO CONFORM WITH THE REQUIREMENTS OF THE B.C.B.C. 2018 FOR PREPWORKING AND PENETRATIONS THROUGH FIRE SEPARATIONS.
- CONTRACTOR TO FILL Voids IN EXISTING CONCRETE FLOOR SLAB, AND PATCH AND REPAIR IN PREPARATION OF NEW FLOOR FINISHES.
- DIMENSIONS ARE TAKEN TO FINISHED FACE OF PARTITION OR FLOORING/CEILING FINISH UNLESS DISCREPANCIES TO BE REPORTED TO CANADIAN BLUEPRINT FOR CLARIFICATION PRIOR TO PROCEEDING.
- DISCREPANCIES IN DRAWINGS AND/OR PRECEDENCE TO BE PROMPTLY REPORTED TO THE CANADIAN BLUEPRINT FOR CLARIFICATION PRIOR TO PROCEEDING.
- INFORMATION IN SPECIFICATION TAKES PRECEDENCE OVER INFORMATION IN THE DRAWING SET.
- CONTRACTOR TO MAINTAIN CONTINUITY OF EXISTING FIRE SEPARATIONS, AND REPAIR FIRE SEPARATIONS DAMAGED DURING THE COURSE OF THE CONSTRUCTION.

ABBREVIATIONS

E - EXISTING
 P - PROPOSED
 CH - CEILING HEIGHT
 F.R.R. - FIRE RESISTANCE RATING
 F.S. - FIRE SEPARATION
 T.O. - TRAVEL DISTANCE
 O.G. - ON CENTER

1 SITE PLAN
 1" = 10'-0"

THESE PLANS CONFORM TO B.C.B.C. 2018 EDITION

LOUGHEED HIGHWAY

PARKING
 4 PARKING SPACES
 ASSIGNED TO UNIT 6

UNIT 1 - 4
 GROUP E
 HOME ENVY

UNIT 5
 GROUP D
 WASABI SUSHI

UNIT 6
 GROUP D
 AREA OF
 INTENDED
 CONSTRUCTION

UNIT 7
 GROUP D
 REX KITCHEN

PARKING
 3 PARKING SPACES
 ASSIGNED TO UNIT 6

218 STREET



200 - 4170 Still Creek Drive,
 Burnaby, BC V5C 6C6
 Tel: (604) 320-7855
 info@CanadianBlueprint.com
 www.CanadianBlueprint.com

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 INVOLVED IN THE COPY OF THIS PLAN IN ANY PART

Sheet List

A0.0 Notes & Site Plan
 A1.0 Existing & Proposed Floor Plan
 A2.0 Proposed Details

Revisions

No.	Description	Date
A	Stamped preliminary design	08/24/2021
B	Rev. as per client req.	09/01/2021
1	Issued for permit	09/02/2021

AND

SAS



BC1316208 Ltd.
 Tenant Improvement

Unit 6
 21768 Lougheed Hwy,
 Maple Ridge V3J 1S6

LT 27S: DL 24T;
 NWD; PL NWP38855
 PID: 000-447-757

Notes & Site Plan

Project number	1241
Date	10-SEP-21
Drawn by	EV
Checked by	MR
Scale	1" = 10'-0"

A0.0

Sheet List

A2.0	Notes & Site Plan
A1.0	Existing & Proposed Floor Plan
A3.0	Proposed Details

Revisions

No.	Description	Date
A	Started preliminary design	08/24/2021
B	Rev. as per client req.	09/01/2021
1	Issued for permit	09/02/2021

AKJ

GAS



BC1316208 Ltd.
Tenant Improvement

Unit 6
21768 Lougheed Hwy,
Maple Ridge V3J 1S6
LT 275; DL 247;
NWD; PL NWP38855
PID: 000-447-757

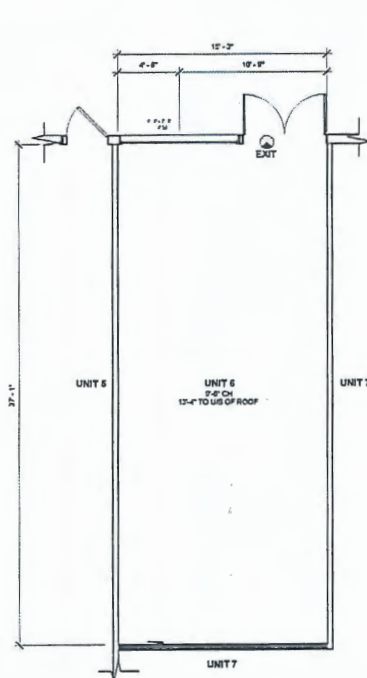
Existing & Proposed
Floor Plan

Project number	1241
Date	10-SEP-21
Drawn by	EV
Checked by	MR

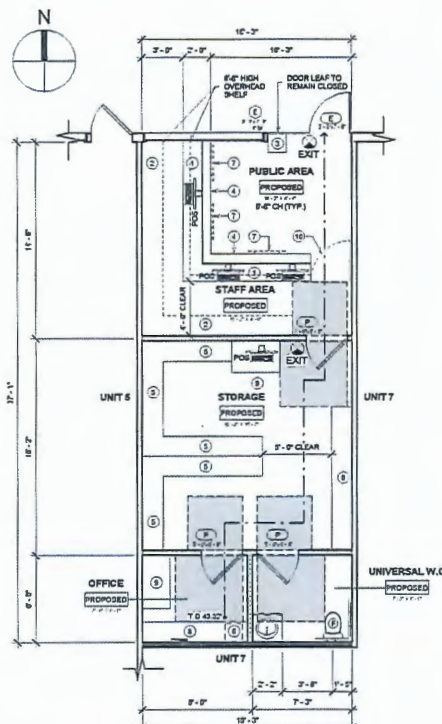
A1.0

Scale 1/4" = 1'-0"

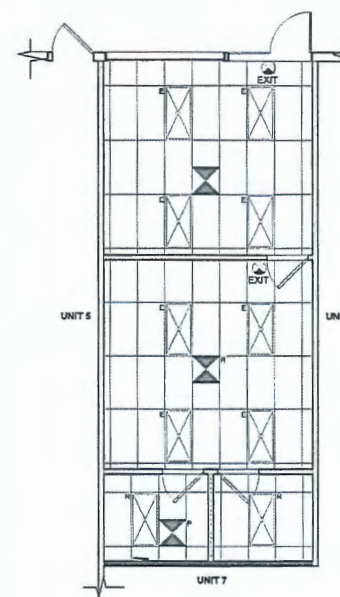
16/02/2021 1:50:37 PM



1. EXISTING FLOOR PLAN
1/4" = 1'-0"



2. PROPOSED FLOOR PLAN
1/4" = 1'-0"



3. PROPOSED CEILING PLAN
1/4" = 1'-0"

SCOPE OF WORK

- NO REDUCTION OR CHANGE IN TRAVEL DISTANCE OR EXISTING PROVIDOR IS ASSOCIATED WITH THIS WORK.
- NO CHANGES OF BUILDING AREA OR FLOOR AREA IS ASSOCIATED WITH THIS WORK.
- NO CHANGES OF THE BUILDING'S FIRE RESISTANCE RATING OF EXISTING FLOORS AND LOAD-BEARING WALLS, COLUMNS AND BEAMS IS ASSOCIATED WITH THIS WORK.
- SUPPLY AND INSTALL NEW NON-LOAD-BEARING PARTITIONS.
- SUPPLY AND INSTALL NEW INTERIOR DOORS AND HARDWARE.
- SUPPLY AND INSTALL NEW FLOOR FINISHES.
- SUPPLY AND INSTALL NEW PAINT FINISH TO EXISTING SURFACES.
- USE EXISTING T-SHIRT CEILING GRID.
- PROPOSED SOUTH DEMISING WALL.
- PROPOSED INTRUSION DETECTION AND VIDEO SECURITY SYSTEM INSTALLATION.

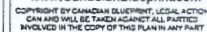
- CLEARANCE AT DOORWAYS AS PER B.C.B.C. 3.8.3.6 (11)
- TRAVEL PATH
- EXIT LIGHT WITH EMERGENCY LIGHT. EXITS ARE CLEARLY INDICATED AS PER B.C.B.C. 3.4.5.1
- EXHAUST FAN
- PROPOSED INTERIOR PARTITION (21' x 7'-0")
- 1" CYPRESS BOARD
- 1/2" STEEL STUDS @ 24" O.C.
- 1/2" CYPRESS BOARD
- EXISTING WALL
- EXISTING 80 MIN. FRL DEMISING WALL
- PROPOSED DEMISING WALL - 80 MIN. FRL (SEE 11C.2.3)
- 1/2" TYPE X GYPSUM BOARD
- 1/2" STEEL STUDS @ 24" O.C.
- 1/2" TYPE X GYPSUM BOARD
- INDICATES GLAZING IN WALL
- EXISTING ELECTRICAL PANEL

SYMBOLS

- 1. LOCKED TOPSIDE VIEW DISPLAY CASE. SEE 2A.2.0
- 2. OVERHEAD LOCKED ACCESSORIES WALL. DISPLAY CHANGING UNIT. 2'-8" ABOVE CLEAR PATH. SEE 2A.2.0
- 3. SOCIAL RESPONSIBILITY TAKEAWAY INFORMATION STATION
- 4. OVERHEAD LOCKED MERCHANDISING NON-CANNABIS SHELVE UNIT. SEE 2A.2.0
- 5. OVERHEAD PRODUCT SHELVE FOR STORAGE. 6'-0" MAX. HEIGHT. SEE 2A.2.0
- 6. SAFE. SEE 11A.2.8
- 7. PROFESSIONALLY FASTENED DIGITAL DISPLAY MENU. SEE 2A.2.0
- 8. NON-CANNABIS PRODUCT STORAGE & CANNON SUPPLY SHELVE. 8'-0" MAX. HEIGHT. SEE 11A.2.0
- 9. OFFICE DESK. SEE 4A.2.0
- 10. 2'-0" HIGH STAFF ONLY ACCESS GATE

- PROPOSED DIFFUSER
- RELOCATED DIFFUSER
- EXISTING DIFFUSER
- EXISTING 2X4 FLUORESCENT
- RELOCATED 2X4 FLUORESCENT
- EXIT LIGHT WITH EMERGENCY LIGHT. EXITS ARE CLEARLY INDICATED AS PER B.C.B.C. 3.4.5.1

SYMBOLS - CEILING



A0.0	Notes & Site Plan
A1.0	Existing & Proposed Floor Plan
A2.0	Proposed Details

No*	Description	Date
A	Started preliminary design	08/24/2021
B	Rev. as per client req.	09/01/2021
1	Issued for permit	09/02/2021

[illegible]

343



LT 275; DL 247;
NWD; PL NWP38855
PID: 000-447-757

A2.0

Scale $3/4" = 1'-0"$



- 6 SAFE. SEE 1A2.0
- 7 PROFESSIONALLY FASTENED
DIGITAL DISPLAY MODUL. SEE 2A2.0
- 8 NON CANNABIS PRODUCT STORAGE & COMMON SUPPLY
SHELVES 8'-0" MAX. HEIGHT. SEE 1A2.0
- 9 OFFICE DESK. SEE 4A2.0
- 10 2'-0" HIGH STAFF ONLY
ACCESS GATE

THESE PLANS CONFORM TO BCBC 2018 EDITION

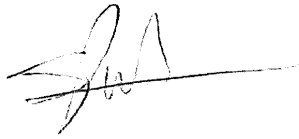
March 15, 2022

To whom it May Concern,

As the Owner's of the property located at 21768 Lougheed Hwy Maple Ridge, we fully support Team Cannabis' retail of non-medical cannabis at our location.

Over and above their existing lease, we have given them the option to move into the adjacent space that is Unit #7. This is an additional 1100sq ft space, which is an opportunity to expand in the near future. The space is currently occupied by Rex Kitchen. Their lease is due to expire within the coming year and they have notified us they will not renewing such.

Kind regards,

A handwritten signature in black ink, appearing to read 'Sunny Purba', with a long horizontal line extending to the right.

Sunny Purba

1022140 BC LTD

604.368.3467

March 23, 2022

To Whom it may concern,

Re: Team Cannabis proposed non-medical cannabis store 6-21768 Lougheed Hwy

I would like to take this opportunity as the Chief of Operations of Team Cannabis to be proactive and connect with the Ridge Meadows RCMP to advise of our intention and application with the Municipality of Maple Ridge for the above-referenced storefront.

We have passed all necessary Provincial assessments and requirements and are now in the Municipal process.

As Chief of Operations, I have established solid footing in the new legal retail cannabis market. I have been the GM of Maple Leaf Greenery Ltd since its incorporation in 2018. A Maple Ridge started start-up company, now with 2 operational storefronts in BC. Our New Westminster store being one of the busiest stores in B.C. Also, both storefronts were the first to open in their communities and I have been witness to the start and growth of this new industry. We have an outstanding close working relationship with the provincial and municipal powers that be, and local authorities in every community we are in. It is our plan to continue this as Team Cannabis moving forward.

Please feel free to reach out if there are any questions, or concerns, you would like to discuss regarding our proposed location/ application. My contact info is below. We await any feedback or guidance you may wish to offer.

Sincerely,



Michelle Rochon
Chief of Operations

Team Cannabis

604-916-0697

mrochon@mapleleafgreenery.ca

You will receive an email confirming
your transaction and "CanadaHelps"
will appear on your statement.

#15121212

Share this!



Powered by CanadaHelps, a registered charity BN 896568417RR0001

604 916 0697

103444



The Salvation Army / L'Armée du Salut



Ridge Meadows

Not an official charitable receipt for
income tax purposes/ Pas un reçu
officiel aux fins de l'impôt sur le revenu

SA 61

Date March 23/2022

Received from/ Reçu de Team Canabis

Address/ Adresse #7 21768 Lougheed Hwy

The sum of/ La somme de One Thousand Dollars

For/ Pour General Donations

\$ 1000.00 Signed/Signé Michelle Kohn

APPENDIX III

Jaci Diachuk

From: [REDACTED]
Sent:
To: Jaci Diachuk
Subject: Team Cannabis 21768 Loughheed

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

What does Maple Ridge have to offer? (What have my overseas visitors noticed?)

About 20 sushi restaurants, people freely shooting up on sidewalks, fast food, a large load of gas stations and 7 Cannabis shops.

Don't get me wrong, I'm all for those who find medical relief from it. I get that. Do we NEED another?

I VOTE NO.

Why must Maple Ridge be so repetitive in businesses? How about we get some originality or have more mom/pop sandwich shops (remember Baron Bun?), or mens clothing that isn't Walmart brand.

Freedom of Information and
Protection of Privacy Act
Section 21 (1)

Monday April 25, 2022

City Of Maple Ridge
C/o Jaci Diachuk
11995 Haney Pl
Maple Ridge, BC, V2X 6A9

Freedom of Information and
Protection of Privacy Act
Section 21 (1)

Attention: Mayor and Council

Dear Mayor and Council,

My name is [REDACTED] and I am submitting this correspondence to the Mayor and council of Maple Ridge to express my concerns regarding municipal cannabis regulations. Primarily focusing in on why I oppose the proposed non medical cannabis retail store application from TEAM CANNABIS for the location at 6 – 21768 Lougheed Hwy Maple Ridge.

As per [REDACTED] Green Star Cannabis Company -maple ridge, being the 2nd store in our city it is important to note that [REDACTED] variance request was based on tried, tested, and true regulations pertaining to the controlled distribution of federally and provincially regulated substances. That being the Liquor industry. I believe because Cannabis is regulated under the Liquor Control Board that the regulations governing stores should be the same. This ensures proper structure and eliminates discretion while developing a healthy and equitable retail playing field for all stakeholders.

To note [REDACTED] variance was asking to not amend the current by-laws for cannabis applications, but to change it to a proper distance parameter based on a door – to – door measurement of 1KM requirement. This ensures saturation is kept to a minimum, and that the community is aptly served in various regions. Important to this process, is that originally the distance parameter was set to measure, property line – to – property line. As well, property line to property line is not a proper calculation when you factor in properties like ours that are massive. Thus, door to door as in Liquor Retail should be the policy and a proper framework created to eliminate discretion when dealing with controlled substance retail.

It is difficult for municipal governments to understand all the regulations for legal controlled substances, because they are forever changing and are many. I believe it was, and is an unfortunate situation where the provincial government passed on the policy making and framework of legal cannabis to municipalities. Municipal government is already burdened with many other pressing issues and the provincial government should have shown proper leadership to build out a healthy framework. However, I trust that our local elected leaders will take current owner(s) consultation seriously.

Again, the framework for a healthy retail cannabis market is actually best served by emulating the Liquor Retail framework already in place for over 30 years.

One does not have to look any further than BC to see in the coming years many retail stores will close because of an improper framework. Cities like North Vancouver, the district of North Vancouver, New Westminster, Abbotsford will do well because they created policy and regulation like the Liquor Retail industry. Places like Penticton, Kelowna, Courtenay and many others will see private store closures.

Lastly, I do not oppose new business. I want to see the industry grow in a sustainable manner and assure community convenience and service will be implemented with structure. If not put into existence properly and if we place all the licensee's in close proximity. Closures will happen!

Thank you for your time,



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: June 21, 2022
FILE NO: 2019-032-CP
MEETING: C o W
SUBJECT: Lougheed Transit Corridor Area Plan and Development Permit Guidelines
Second Reading
Official Community Plan Amending Bylaw No. 7781-2021

EXECUTIVE SUMMARY:

On December 14, 2021, Council granted first reading to the Lougheed Transit Corridor Area Plan and Development Permit Guidelines under Official Community Plan Amending Bylaw No. 7781-2021. Following first reading, the documents were referred to external agencies and governments for review and comment. Feedback received through the referral process has been reflected in revised documents and it is now recommended that second reading be granted to Official Community Plan Amending Bylaw No. 7781-2021, as amended.

RECOMMENDATIONS:

1. That Official Community Plan Amending Bylaw No. 7781-2021 be given second reading as amended, and forwarded to Public Hearing; and further
2. That staff proceed with implementation of the Lougheed Transit Corridor Area Plan as outlined in Section 4 – Next Steps – Implementation of the staff report titled “Lougheed Transit Corridor Area Plan and Development Permit Guidelines” dated June 21, 2022.

1.0 CONTEXT:

The Lougheed Transit Corridor Area Plan (LTCAP) is a long-term planning document that will help guide the evolution of urban form, over the next thirty years, for new development within the major transportation corridor of west Maple Ridge. The plan reimagines Lougheed Highway's suburban landscape as a reinvigorated area anchored by two nodes centered on rapid transit stations – at Laity Street and at 203 Street along Lougheed Highway. Key aspects of the Area Plan include:

- Introduction of mixed-use buildings at transit nodes;
- Land allocation for employment uses, such as light industrial, business park, warehousing and distribution to boost local job space;
- Focus on multi-storey buildings, with a minimum of four storeys within the commercial mixed-use designation and a minimum of two storeys within the flexible employment designation.;
- Improved connectivity, safety and amenities for transit users, pedestrians and cyclists;
- Central greenway to offer 'All Ages and Abilities' active transportation facilities; and
- New park spaces.

2.0 DISCUSSION:

2.1 Referral Comments:

Referral letters for the draft Lougheed Transit Corridor Area Plan were sent to government organizations and agencies who will be affected by the land use and policies, with a request to provide comments within 60 days to the following:

- Ridge Meadows Hospital
- Fraser Health, Healthy Built Environment
- School District 42
- City of Pitt Meadows
- Kwantlen First Nation
- Katzie First Nation
- Metro Vancouver
- TransLink
- Ministry of Transportation and Infrastructure

Presentations were also made to Maple Ridge Committees of Council upon request. Committee members were provided updated information and project timing, encouraged to ask questions and provide feedback. The Environmental Advisory Committee provided comments regarding climate change, sustainable development, and green infrastructure for incorporation into the final area plan and development permit guidelines.

Ridge Meadows Hospital

A referral was sent to the Ridge Meadows Hospital administration. Although no comments were received, Fraser Health staff indicate that the Ridge Meadows Hospital will be the subject of a forthcoming master planning process to determine future opportunities for the hospital.

Fraser Health, Healthy Built Environment

Fraser Health staff provided comments from a health equity lens, which is a major component of their Healthy Built Environment program. Providing further support for complete and compact communities, Fraser Health has identified associated health outcomes and health evidence to support area plan policies (see Appendix B). These comments are incorporated into a new 'Connection to Other Plans' section of the area plan.

School District No. 42

School District No. 42 has indicated that the Lougheed Transit Corridor Area Plan will impact two catchment areas, which include two elementary schools, Glenwood and Fairview Elementary, as well as two high schools, Maple Ridge Secondary School and Westview Secondary School. Enrollment capacities for the 2020-21 school year for each school is outlined in the table below, indicating there is existing capacity for additional population growth (see Appendix C).

Table 1: Utilization of Impacted Schools

	Operating Capacity	2021-22 Utilization
Glenwood Elementary	360	96%
Fairview Elementary	429	79.7%
Westview Secondary	1200	59%
Maple Ridge Secondary	1300	89%

City of Pitt Meadows

The City of Pitt Meadows indicated support for the area plan, noting pedestrian safety and active transportation connectivity as two topics for future consideration and collaboration (see Appendix D).

Katzie First Nation

A referral was sent to Katzie First Nation and included follow-up correspondence and additional comment period time. To date, no comments have been received.

Kwantlen First Nation

A referral was sent to Kwantlen First Nation and included follow-up correspondence and additional comment period time. To date, no comments have been received.

Metro Vancouver

Metro Vancouver has confirmed that the planning area is eligible for Frequent Transit Development Area classification in the Regional Growth Strategy, to encourage the coordinated and mutually-supportive growth of population, jobs and services (such as transit) around strategic regional corridors.

From a servicing perspective, regional sewer infrastructure is at, or near capacity in the vicinity of the Lougheed Transit Corridor Area Plan. Metro Vancouver staff recommend that the infrastructure upgrades be completed prior to additional flows being introduced to the sewer system. The Northwest Langley Wastewater Treatment Plant Expansion and pump station construction, scheduled for late 2026 completion, is anticipated to address capacity issues.

Metro Vancouver staff indicate that anticipated population growth associated with the Area Plan must be modelled to assess the impact on the region's water system and the capital projects required to accommodate growth. Appropriate water demand estimations and related planning are recommended to address the population increase and resulting requirements to improve the water supply infrastructure. Metro Vancouver staff recommend an estimate of the increased demands from the Metro Vancouver water system (and where it will be drawn) be included in the submission for the purposes of sizing and planning the timeline for infrastructure upgrades (see Appendix E).

TransLink

TransLink has commented that the goals and objectives of the area plan are in alignment with regional transportation planning outlined in *Transport 2050*. Staff from TransLink further note that the Maple Ridge Pitt Meadows Area Transport Plan also provides guidance in the short to medium term. Suggestions on terminology were provided to align more closely with *Transport 2050* (see Appendix F).

Ministry of Transportation and Infrastructure

Collaboration and consultation with the Ministry of Transportation and Infrastructure continues to be ongoing, as it relates to developments fronting Lougheed Highway or within 800 m of a Lougheed Highway intersection. The Ministry has reviewed and commented on the area plan policies and development permit guidelines (see Appendix G). As a result of the Ministry's feedback, the area plan introduction has been updated to reflect the role of Highway 7 to move vehicles and goods. Additionally, policy language surrounding a dedicated bus lane has been softened to provide greater flexibility in future transportation planning conversations.

Lougheed Highway in the area plan is under the Ministry's jurisdiction, requiring bylaw certification for re-development along this corridor. The Ministry has reiterated that Lougheed Highway is a major interregional transportation corridor for commuters, commercial vehicles and transit. It is the

expectation that permanent alternate access to all properties fronting Lougheed Highway will be provided during the redevelopment process, as outlined in the City's current Access Management Policy 9.14

The Ministry, TransLink and Maple Ridge have worked collaboratively for several years to implement active transportation facilities on this corridor. Highway 7 is identified in TransLink's Regional Cycling Strategy as part of the Major Bikeway Network intended to connect Urban Centres across the region.

Committees of Council

In parallel to the external agency and governmental referral process, presentations were also made to Committees of Council. Comments and feedback were received and reflected in the final area plan and development permit guidelines.

2.2 Area Plan Revisions

The above noted referral comments are reflected in the updated Lougheed Transit Corridor Area Plan in the following ways:

- *New introductory paragraph identifying connection to other plans*
The new area plan guides future land use and draws from policy directions set in supporting internal and external strategies and plans including the Official Community Plan, *Transport 2050*, and Green Infrastructure Management Strategy (see area plan page 194).
- *Updated environmental guiding principle and objectives*
Guiding principle six was expanded to identify the role of green infrastructure and nature-based approaches in creating urban areas that are resilient to the effects of climate change (see area plan page 198).
- *Updated future road map*
Through further discussions with the Engineering Department, additional lanes and secondary access points have been added to Schedule 2 (see area plan page 223)
- *New graphics showing local context*
More area plan photos are included to reflect the existing features and buildings in the transit corridor (see area plan throughout).

2.3 Development Permit Revisions

The feedback from outside agencies and government referrals, as well as interdepartmental comments has resulted in the following changes in the Development Permit Guidelines:

- *Updated cycling terminology*
References to cycling and bike infrastructure have been updated to micro-mobility, as new modes such as e-scooters and e-bikes become more prevalent and require the same storage and parking considerations (see page 18 and 35 of development permit guidelines).
- *Updated tree requirements*
The development permit guidelines now provide a number of statements regarding the provision of on-site tree planting. These additional guidelines complement and support street tree requirements stipulated in the City's servicing design bylaw (see page 19, 36, 46 of development permit guidelines).

- *Improved graphic formatting*
New photos have been added to illustrate more of the development permit guidelines and include captions (see development permit guidelines throughout).

3.0 STRATEGIC ALIGNMENT:

Implementing strategic plans related to local infrastructure and the economy, including area plans, is a Council priority as established under its Growth pillar of the 2019-2022 City of Maple Ridge Strategic Plan.

4.0 NEXT STEPS – IMPLEMENTATION:

It is noted that there will be significant infrastructure improvements required to support densification in the Lougheed Transit Corridor Area Plan. The Engineering Department has identified several key studies related to transportation, water, and sanitary servicing that are required prior to plan implementation. Each topic area is discussed below for Council's consideration. Staff intend to outline the scope and costs of these studies as part of Business Planning 2023. An incremental staffing request is anticipated to ensure that the area plan can be implemented following final reading.

1. Lougheed Highway Preliminary Concept Design

City staff are working with the Ministry of Transportation and Infrastructure to determine the ultimate road design and right-of-way width to accommodate a future dedicated transit lane. This work is identified in the Engineering Department's work plan (2022-2023) and is currently underway.

Proposed Action: Staff to participate in the Ministry of Transportation and Infrastructure's Lougheed Highway Preliminary Concept Design work.

2. Adjacent Land Use Review

The outcomes of the Ministry of Transportation and Infrastructure's Lougheed Highway Preliminary Functional Design may require a larger amount of road dedication than currently planned for. To address this, a review of the land uses adjacent to the area plan boundaries (specifically south of Lougheed Highway) is proposed as a next step to ensure appropriate transitional land uses are able to be considered.

Proposed Action: Subject to the outcome of the Ministry of Transportation and Infrastructure's Lougheed Highway Preliminary Functional Design, staff to review land uses adjacent to the Lougheed Area Transit Corridor Area Plan south of Lougheed Highway to ensure appropriate transitional land uses to accommodate a larger road dedication.

3. Enhanced Conceptual Road Design

To ensure that the intended road design is achieved through redevelopment, and to provide development inquirers with detailed servicing and access information in a consistent and timely manner, an enhanced conceptual road design document is proposed to support the Lougheed Transit Corridor Area Plan. Preparation of enhanced road concepts for all roads within the LTCAP would include urban design standards, detailed access plans, and road

dedication planning at a more detailed level than the area plan. This work and funding would need to be included and considered in the (2023-2024) Business and Capital Plan process.

Proposed Action: Staff to include the development of an Enhanced Conceptual Road Design Document to support the Lougheed Transit Corridor Area Plan in the 2023-2027 Business Planning Process for Council consideration.

4. Sanitary Sewer System and Drinking Water Distribution System Capacity Assessment and Servicing Plan

Assess the capacity of the sanitary sewer and drinking water systems to accommodate additional population associated with the Lougheed Transit Corridor Area Plan, along with other recent OCP/Zoning updates (Hammond Area Plan, RT-2 Ground-Oriented Residential Zone). As with increased density elsewhere in the community, infrastructure upgrades based on condition and capacity are expected. This assessment will identify these improvements along with preliminary cost estimates. This analysis work and funding would need to be identified in the Business and Capital Plan process. Once infrastructure upgrade requirements are identified, the next steps will include exploring funding opportunities and construction timelines.

Further, any development in excess of the Official Community Plan will require Metro Vancouver approvals for water and sanitary servicing.

Proposed Action: Staff to include an Assessment of the Sanitary Sewer System and Drinking Water Distribution System Capacity and Servicing Plan related to the additional population associated with the Lougheed Transit Corridor Area Plan in the 2023-2027 Business Planning Process for Council consideration.

5. Drainage System Capacity Assessment and Servicing Plan

The City's 3-tier criteria regulates the amount of infiltration, detention and discharge permitted per storm severity requiring the majority of storms to be detained and discharged at a rate equivalent to a 1:2 year forested flow (or pre-development flow). Given the scale of development under consideration, further assessment of the capacity of the drainage system should be completed; including McKenney Creek, to accommodate increases in imperviousness associated with the Lougheed Transit Corridor Area Plan, as well as recent Zoning Bylaw updates (RT-2 Ground-Oriented Residential Zone, allowable percentage lot coverage). Required infrastructure capacity upgrades and on-lot controls (as permitted by the Fraser River Escarpment Policy) are to be identified along with preliminary cost estimates and potential funding sources.

Identify potential impacts on stream health along with measures, cost estimates and potential funding to mitigate impacts. This work and funding would need to be identified in the Business and Capital Plan process.

Proposed Action: Staff to include an Assessment of the Drainage System Capacity and Servicing Plan, for areas associated with the Lougheed Transit Corridor Area Plan and recent Zoning Bylaw updates, in the 2023-2027 Business Planning Process for Council consideration.

6. Fraser River Escarpment Considerations

The Fraser River Escarpment (FRE) is an area of geotechnical complexity adjacent to the north bank of the Fraser River from 207 Street to 224 Street, with an area of influence extending as far north as 124 Avenue. The crest of the escarpment has experienced occasional debris slides of various degrees over time and has been extensively studied by geotechnical engineering consultants. The current City Policies 6.23 and 6.24 regulating development and construction in the Fraser River Escarpment Area, were adopted in 2004. These policies set out conditions for consideration of surficial or groundwater discharge, as well as requiring development properties in close proximity to the crest of the escarpment to complete specific geotechnical analysis and the registration of a covenant on title to ensure compliance with the geotechnical recommendations.

The City is currently completing a multi-phased assessment which includes a Landslide Risk Assessment. Given the Risk Assessment work has not yet been completed, it is recommended that Policies 6.23 and 6.24 remain in effect; and in addition, the City complete further analysis to quantify the impact of densifying development along the Lougheed Transit Corridor. These conditions may be revised as the work progresses.

Proposed Action: Staff to include a risk assessment specific to the densification along the Lougheed Transit Corridor in the 2023-2027 Business Planning Process for Council consideration.

7. Additional Bylaw Updates

Zoning Bylaw:

Two new zones are proposed to support the LTCAP and these are:

- 1) C-7 Lougheed Transit Corridor Mixed-Use; and
- 2) a new M-6 Infill General Employment zone.

While the former has received first reading, the latter will soon be forthcoming with a new development application.

Off-Street Parking Bylaw:

A review of this bylaw is scheduled for late Fall 2022. Through this work, it is proposed that the appropriate vehicle and micro-mobility parking requirements for the Lougheed Transit Corridor be reviewed and potentially aligned with standards similar to those for the Central Business District in the Town Centre Area.

Proposed Action: Staff to include a review of the parking requirements for vehicles and micro-mobility during the review of the Off-Street Parking Bylaw in Fall 2022.

5.0 CONCLUSION

Following first reading of the Lougheed Transit Corridor Area Plan, Development Permit Guidelines and supporting Official Community Plan Amending Bylaw No. 7781-2021 on December 14, 2021, it is recommended that Official Community Plan Amending Bylaw No. 7781-2021 be given second reading as amended and be forwarded to Public Hearing. It is also recommended that staff be directed to proceed with implementation work, as outlined in this report.

“Original signed by Amelia Bowden”

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

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

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

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman
Chief Administrative Officer**

The following appendices are attached hereto:

Appendix A: Official Community Plan Amending Bylaw No. 7781-2021, as amended
Schedule 1: Lougheed Transit Corridor: Development Permit Area Guidelines
Schedule 2: 10.7 Lougheed Transit Corridor Area Plan
Schedule 3: Figure 2 – Community Commercial Nodes and Historic Commercial Centres
Schedule 4: Figure 6 – Area Plans
Schedule 5: Schedule B
Appendix B: Fraser Health Comments
Appendix C: School District 42 Comments
Appendix D: City of Pitt Meadows Comments
Appendix E: Metro Vancouver Comments
Appendix F: TransLink Comments
Appendix G: Ministry of Transportation and Infrastructure Comments

**CITY OF MAPLE RIDGE
BYLAW NO. 7781-2021**

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed expedient to amend Schedules "A" and "B" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7781-2021".
2. Schedule "A", Chapter 6 Employment is hereby amended by deleting policy 6-23 and replacing it with the following:
 - 6 - 23 General Commercial lands are lands designated Commercial on Schedule B of the Official Community Plan that are located:
 - a) on the Lougheed Highway east of the Town Centre;
 - b) on Dewdney Trunk Road, east of the Town Centre and west of 230th Street; and
 - c) at Lougheed Highway and 116th Avenue.
3. Schedule "A", Chapter 6 Employment is hereby amended by deleting policy 6-27 and replacing it with the following:
 - 6 - 27 The Community Commercial Nodes are located within the urban area boundary and are identified on Figure 2. The nodes are centred at the following intersections with residential developments interspersed between:
 - a) Dewdney Trunk Road and 232nd Street; and
 - b) Dewdney Trunk Road and 240th Street.
4. Schedule "A", Chapter 8 Development Permit Area Guidelines is hereby amended by adding "Lougheed Transit Corridor Area Plan" on the title page following the last bullet on the list.
5. Schedule "A", Chapter 8 Development Permit Area Guidelines, Section 8.2 Application and Intent, is hereby amended by adding the following Development Permit Area description and numbering accordingly:

Lougheed Transit Corridor Development Permit Area Guidelines pursuant to Section 488 of the Local Government Act for property within the Lougheed Transit Corridor, as identified on Schedule B of the Official Community Plan. The Lougheed Transit Corridor Development Permit Area Guidelines applies to Local Residential Infill, Intensive Attached Residential Infill, Transit Corridor Multi-Family, Commercial Mixed-Use, and Flexible Employment land use designations and development.

6. Schedule "A", Chapter 8 Development Permit Area Guidelines is hereby amended by adding the Lougheed Transit Corridor Development Permit Area Guidelines, a copy of which is attached hereto and forms a part of this Bylaw as Schedule 1, at the end of Chapter 8 and before Chapter 9, and accordingly including the appropriate section number.
7. Schedule "A", Chapter 10 Area Planning is hereby amended by adding "Lougheed Transit Corridor Area Plan" on the title page following the last Area Plan on the list.
8. Schedule "A", Chapter 10 Area Planning is hereby amended by adding the Lougheed Transit Corridor Area Plan, a copy of which is attached hereto and forms a part of this bylaw as Schedule 2, Section 10.6, following Section 10.5 Hammond Area Plan.
9. Schedule "A", Figure 2 – Community Commercial Nodes and Historic Commercial Centres is replaced with a new Figure 2, which is attached hereto as Schedule 3 and forms part of this Bylaw.
10. Schedule "A", Figure 6 –Area Plans is hereby replaced with a new Figure 6, which is attached hereto as Schedule 4 and forms part of this Bylaw.
11. Schedule "B" is hereby replaced with a new Schedule B, which is attached hereto as Schedule 5 and forms part of this Bylaw.
12. Maple Ridge Official Community Plan Bylaw No. 7060-2014 is hereby amended accordingly.

READ a first time the 14th day of December, 2021.

READ a second time the day of , 20 .

PUBLIC HEARING held the day of , 20 .

READ a third time the day of , 20 .

ADOPTED the day of , 20 .

PRESIDING MEMBER

CORPORATE OFFICER

LOUGHEED TRANSIT CORRIDOR

Development Permit

Area Guidelines

September 2021



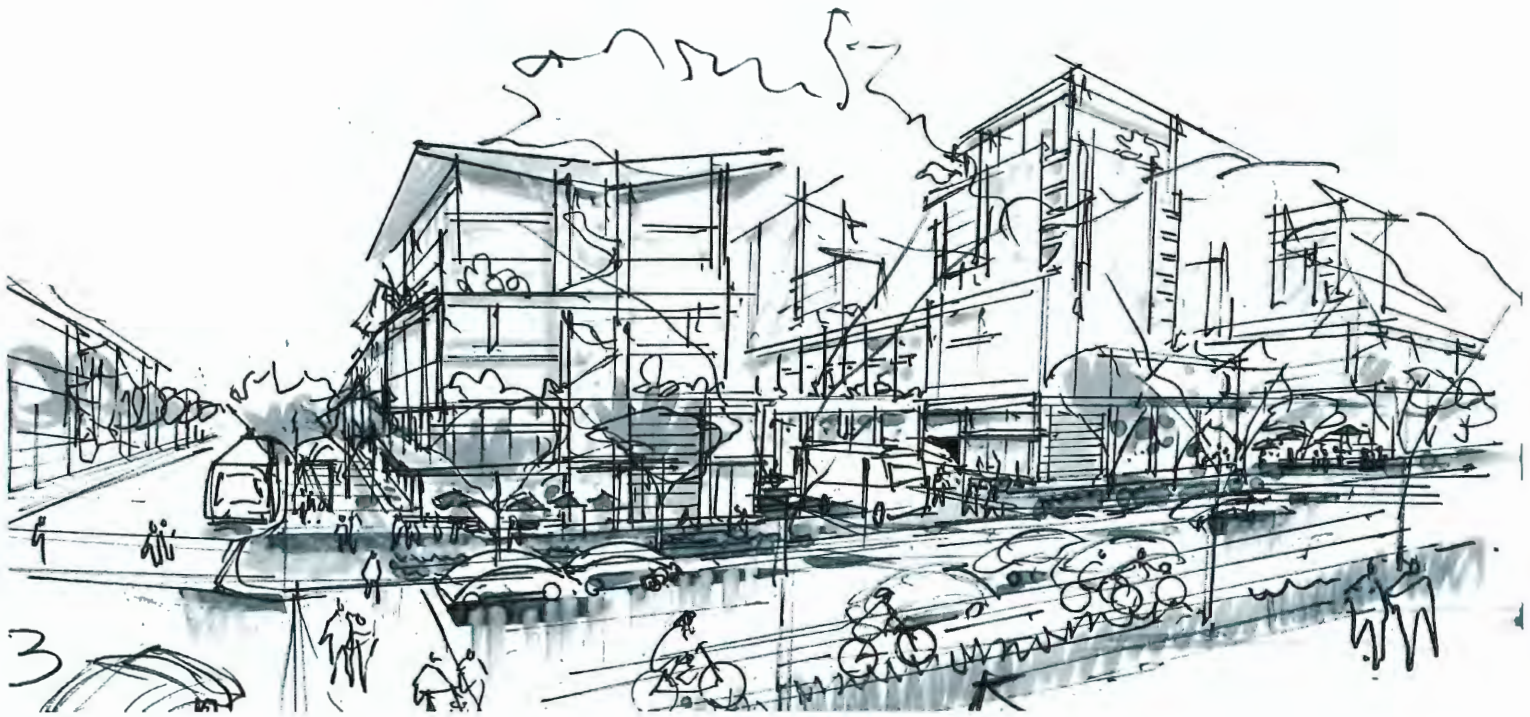
MAPLE RIDGE

British Columbia

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1.

Overview and Purpose



1 Overview and Purpose

1.1 Application

The Lougheed Transit Corridor Development Permit Area (DPA) is designated pursuant to Section 44(1) of the Local Government Act, specifically the following sub-sections:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;
- c) revitalization of an area in which a commercial use is permitted;
- d) establishment of objectives for the forms and character of intensive residential development;
- e) establishment of objectives to promote energy conservation;
- f) establishment of objectives to promote water conservation;
- g) establishment of objectives to promote the reduction of greenhouse gas emissions.

The Lougheed Transit Corridor DPA Guidelines apply to the following land use designations on Schedule 1 of the Lougheed Transit Area Plan:

- Mixed-Use Commercial
- Flexible Employment
- Transit Corridor Multi-Family
- Intensive Attached Residential

The Lougheed Transit Corridor DPA Guidelines outline form and character design criteria for new development and promotes sustainable communities through the use of green infrastructure and landscaping. These Development Permit Guidelines assist Architects and Landscape Architects in the preparation of building and landscape plans, and work in tandem with policies in the Lougheed Transit Corridor Area Plan and regulations in the City of Maple Ridge Zoning Bylaw, which must also be taken into consideration for Development Permit approval. Other accompanying documents (bylaws, policies) and resources may need to be consulted during the development proposal process.

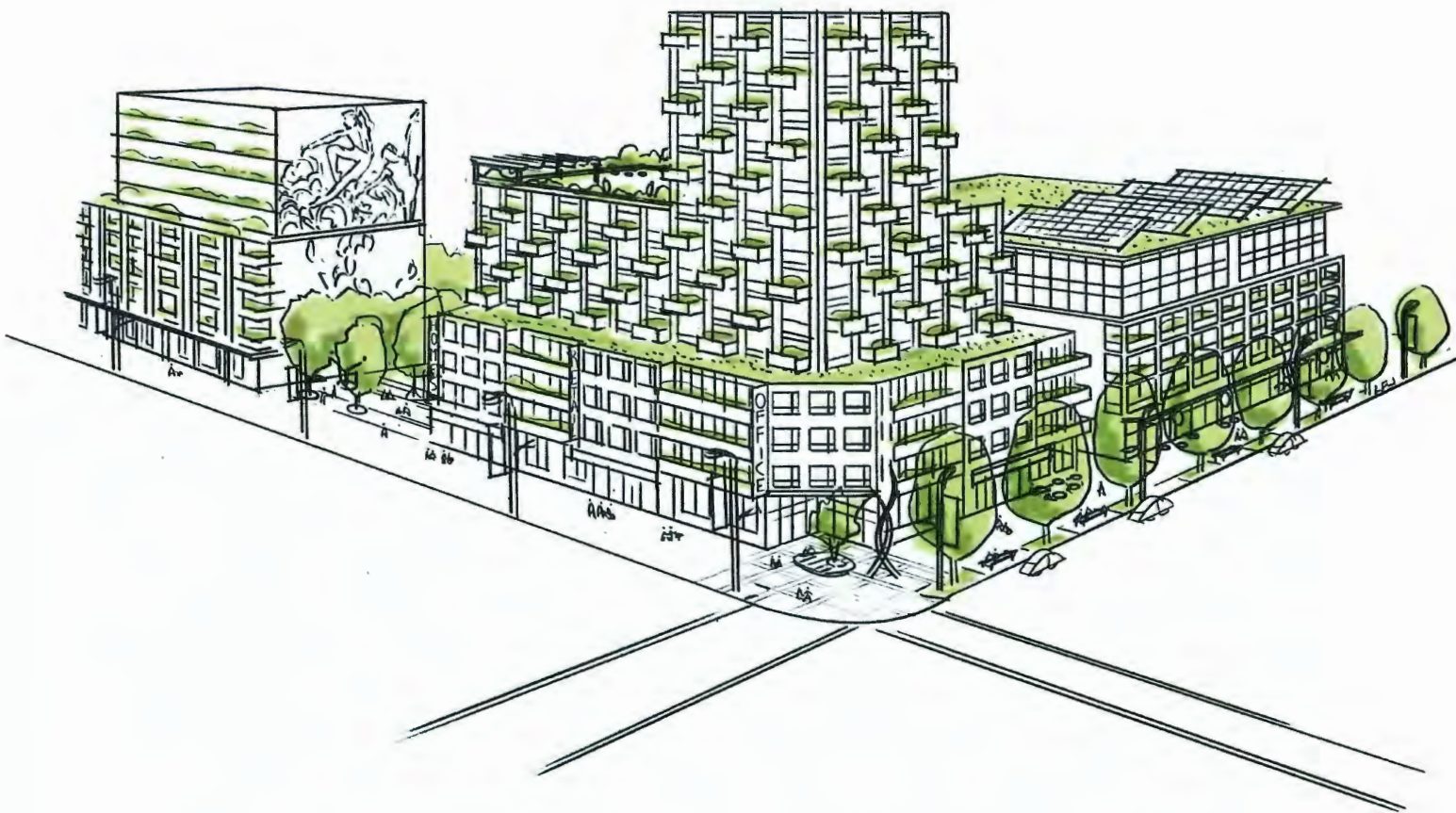
In the event of a conflict between the Lougheed Transit Corridor DPA Guidelines and the Lougheed Transit Corridor Land Use Designations on Schedule 1 adopted by the City, the latter shall take precedence. In the event of a conflict between the Lougheed Transit Corridor DPA Guidelines and regulations outlined in the *City of Maple Ridge Zoning Bylaw 7600-2019*, the latter should take precedence. However, in the event of a conflict between Lougheed Transit Corridor DPA Guidelines and other Maple Ridge DPA Guidelines, the Lougheed Transit Corridor DPA Guidelines take precedence.



Green Building Technique – This icon identifies guidelines that help to promote green building practice and design.

2.

Transit Node and Complete Streets



2 Transit Node and Complete Street Form and Character

This section applies to commercial, mixed-use and residential development in the West Side and Ridge Junction Transit Nodes, and their supporting 'Complete Streets': 203 Street, 216 Street and Laity Street. Complete Streets are a design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

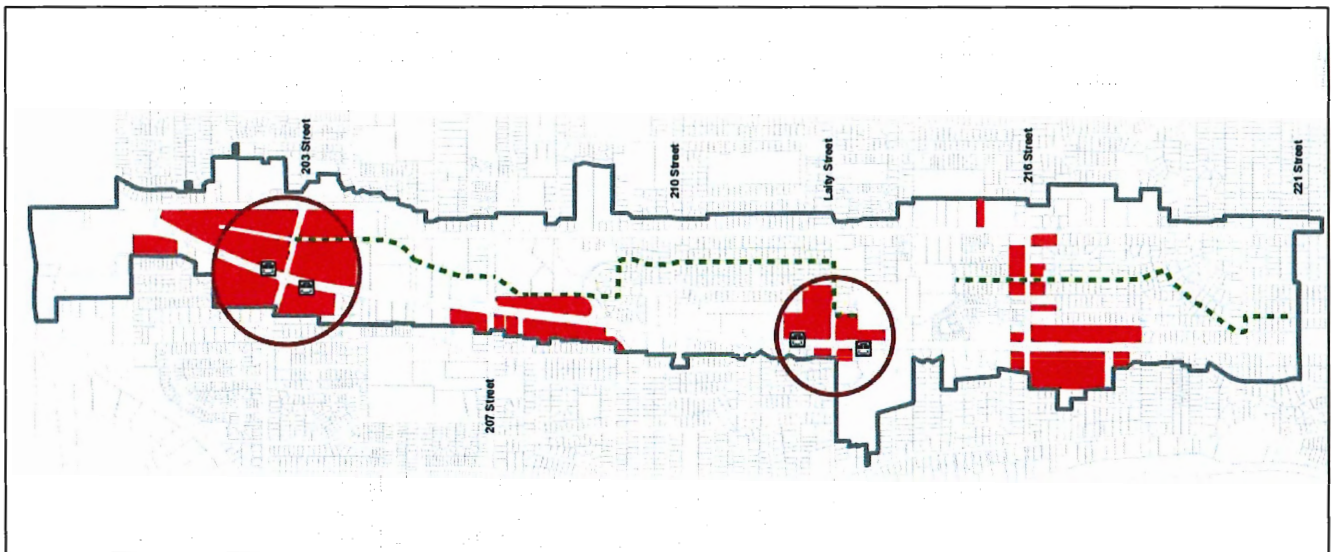


Figure 1: Mixed Use Commercial Land Use

WEST SIDE TRANSIT NODE

THE COMMERCIAL HEART OF WEST MAPLE RIDGE

The largest node in the Transit Corridor is also the western gateway into the city. Landmark buildings and features are desirable at the intersection of Dewdney Trunk Road and Loughheed Highway, where triangular lots lend themselves to creative architectural expression.

The area is envisioned as a vibrant urban village offering employment opportunities and multi-family housing in a mixed-use form. With an elevated urban design and public realm, attractive streetscapes are focused on the Off-Lougheed Greenway and outdoor plaza space for community gatherings. 203 Street between Dewdney Trunk Road and Loughheed Highway will be enhanced to create an inviting 'Complete Street' streetscape connecting local and regional public transportation. The 203 Street 'Complete Street' provides an enjoyable route that link local bus services on Dewdney Trunk Road to regional bus routes on Loughheed Highway.

WEST SIDE TRANSIT NODE - DESIGN DIRECTION SUMMARY



Figure 2: West Side Transit Node

1. Building steps back after the sixth floor on Lougheed Highway and Dewdney Trunk Road.
2. A mural provides visual interest on a blank wall.
3. Urban plazas break up the block and provide pedestrian connections to public space amenities at the heart of the neighbourhood.
4. Rooftops provide residents with shared outdoor amenity space.
5. Residential and office units have private outdoor space.
6. Banners and street furniture contribute to neighbourhood identity.
7. Entrances have arrival areas and entry courtyards with amenities such as seating, landscaping and public art.
8. Signage is both pedestrian and highway oriented.
9. Patio space is provided for smaller scale retail catering to food and beverage.
10. Buildings step back after the fourth floor (except when located on an arterial).
11. Green roofs, raingardens, solar panels and solar fins contribute to energy efficiency and climate change mitigation.
12. Any at grade parking is located to the rear.

THE RIDGE JUNCTION TRANSIT NODE

AN URBAN NEIGHBOURHOOD STEEPED IN MAPLE RIDGE HISTORY

Ridge Meadows Hospital and the Maple Ridge Cemetery are key destinations that are landmarks of the Laity Street Rapid Bus transit stop and Laity Street 'Complete Street'. Building off the walkable road network and important healthcare function of this neighbourhood, the Area Plan encourages commercial use in both retail and service industry opportunities. Ensuring affordable housing units for existing residents, as well as expanding housing options, will be an important focus in the neighbourhood.

THE RIDGE JUNCTION TRANSIT NODE - DESIGN DIRECTION SUMMARY



Figure 3: The Ridge Junction Transit Node

1. Rooftops provide residents with shared outdoor amenity space.
2. Underground parking stalls are accessed by a single entry and have electric vehicle charging connections.
3. Ground floor retail has continuous weather protection and ample grazing.
4. A setback provides areas for planters, storefront display and patio space.
5. Buildings on a corner site orient entrances towards both streets.
6. Seating and accessible design provides a welcoming streetscape.
7. Apartment lobby entrance is distinct and easy to identify and provides bike parking and seating.
8. Ground floor residential uses are ground-oriented, with private entrances and patios; and a pathway connecting to the sidewalk.
9. Residential uses are distinguished from retail uses through architectural expression, such as articulated roof line.
10. Articulation and materials create visual interest, a varied streetscape and human scale.
11. Coniferous trees and raingardens support biodiversity and intercept rainwater.

2.1 Building Design, Massing and Siting

HEIGHT

- 2.1.1 Reflect a pedestrian-scale in the articulation and massing of buildings and their facades.
- 2.1.2 Buildings on the south side of Dewdney Trunk Road and the north side of Lougheed Highway should be designed to step storeys back above the sixth storey.
- 2.1.3 Buildings along all major corridors excluding Dewdney Trunk Road and Lougheed Highway, should be designed to step-back above the fourth storey to reinforce a pedestrian-scale.
- 2.1.4 Buildings along Area Plan boundaries on the north side of Dewdney Trunk Road and the south side of Lougheed Highway that are higher than four storeys should be designed to step-down to four storeys to create a transition to lower building heights.
- 2.1.5 Buildings greater than ten storeys should be designed with a pedestrian-oriented podium.
- 2.1.6 Consider view corridors to the Golden Ears Mountains.



Figure 4: Articulation and massing reflects pedestrian scale



Figure 5: Transition building height along area plan interface



Figure 6: Taller buildings include a podium design

SITING

- 2.1.7 Buildings should be set-back along Lougheed Corridor and Dewdney Trunk Road to provide generous space for businesses to spill out and animate the street, for people to walk and socialize, and for the establishment of a healthy and broad tree canopy, while still framing the street to create a human scaled, urban room.
- 2.1.8 Buildings fronting Lougheed Highway and Dewdney Trunk Road should be sited to provide sufficient buffering from road traffic while maintaining an urban development form.
- 2.1.9 Buildings fronting 'Complete Streets' should be sited to provide space for street furniture and outdoor display outside of the public right-of-way to create an animated street.
- 2.1.10 Developments should provide additional setbacks for the establishment of corner or mid-block plazas to be animated by adjacent businesses.
- 2.1.11 Site buildings to capitalize on daylight and solar opportunities to reduce energy demands.
- 2.1.12 Promote climate change impact resiliency and reduce GHGs through responsible siting, architectural and landscape design for all new development.



Figure 7: Create animated space at corners with setbacks



Figure 8: Building setbacks provide space to animate the street

ACCESS AND ENTRANCES

- 2.1.13 Separate residential entrances from commercial entrances.
- 2.1.14 Distinguish entrances of residential buildings with arrival areas and courtyards.
- 2.1.15 Design commercial buildings to have the primary customer entrance on the 'Complete Street' or Off-Lougheed Greenway where applicable.



Figure 9: Distinguish entrances with arrival areas

2.2 Street Front

DESIGN

- 2.2.1 Articulate large buildings into smaller modules to establish a human scale and a cadence along the street.
- 2.2.2 Provide a high floor-to-ceiling height for ground floor commercial and retail uses to create a sense of openness and scale. 4.5 metres is recommended.
- 2.2.3 Individuality within a unified appearance is encouraged for buildings with multiple units and uses which could be expressed through colour, materials and articulation of architectural elements.
- 2.2.4 Maintain the horizontal rhythm of the street wall. Strategies may include using a similar alignment of windowsills, building line, cornices, roof lines, and floor-to-floor spacing along a street block.
- 2.2.5 Provide a visual division between the street level and upper floors.
- 2.2.6 Include continuous pedestrian weather protection through the use of canopies, awnings overhangs or other architectural strategies.
- 2.2.7 Ensure awnings or canopies use materials such as glass or metal and are appropriately placed at the first storey.
- 2.2.8 Provide transparency at ground level to create a vibrant pedestrian experience.
- 2.2.9 Avoid blank walls.
- 2.2.10 Select environmentally responsible building materials and minimize use of unsustainable building materials.



Figure 10: Create street cadence with repeated building modules



Figure 11: Create street cadence with repeated building modules

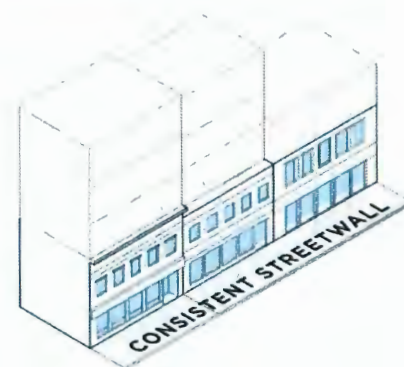


Figure 12: Consistent streetwall



Figure 13: Provide glass or metal awnings

2.3 Public Realm

OUTDOOR SPACE

- 2.3.1 Orient outdoor plazas for optimal solar access.
- 2.3.2 Integrate pedestrian amenities with site design and landscaping to provide access to green space. Pedestrian amenities may include seating, shelters, gathering places, water fountains and wayfinding.
- 2.3.3 Allow the setback area to accommodate display space for businesses to create a shared sense of place along this street.
- 2.3.4 Paving should be compatible with the streetscape materials palette and patterned to respond to surrounding building architecture (entrances, pilasters, etc.), create visual interest and merge seamlessly into the overall paving pattern of adjacent sidewalks.
- 2.3.5 Provide public art and work with public artists early in and throughout the design process to provide space for and incorporate their work in a meaningful way.
- 2.3.6 Use public art as a means to advance reconciliation and redress.
- 2.3.7 Incorporate public art as either a free-standing element or integrated with architecture to enhance the gateway function of transit nodes.
- 2.3.8 Integrate public art as part of public realm components such as benches, storm grates, and light poles.
- 2.3.9 Provide utilities such as power and water in outdoor spaces to support flexible programming opportunities.
- 2.3.10 Ensure universal access for all public spaces and buildings. Public spaces should provide universal access to people of all ages and abilities and offer spaces for informal play and respite.
- 2.3.11 Paving materials should be high-quality and authentic. Mortar set pavers are preferred. Avoid the use of tinted, coloured or stamped concrete.



Figure 14: Integrate pedestrian amenities with site design



Figure 15: Integrate pedestrian amenities with site design



Figure 16: Integrate public art with architecture



Figure 17: Incorporate public art in a meaningful way to public artists



Figure 18: Transit node public plaza

SEATING AND FURNISHINGS

- 2.3.12 Provide a variety of seating opportunities in locations that receive direct sun and shade during the day and in places that have rain protection.
- 2.3.13 Design seating to be integral to the building and landscape design and use materials that complement the material palette of the landscape.
- 2.3.14 Provide accessible seating options along walkways at approximately every 50 m.
- 2.3.15 Incorporate seating into site planning that adds to the aesthetic and character of the area. Include ledges and seat walls, berms, and other unique feature seating beyond typical bench designs.



Figure 19: Use materials that complement the material palette of the landscape



Figure 20: Provide seating that receives sun.



Figure 21: Include ledges and other unique feature seating.

VISIBILITY AND CONNECTIVITY

- 2.3.16 Provide connections between buildings, sidewalks and outdoor open spaces to provide route options for people walking and rolling; and, to create connections between rear parking areas, front entrances and other amenities. Routes should be clearly identified with signage. The design of these spaces should be welcoming for use by the public (well lit, seating/rest areas included, urban condition softened through the use of vegetation and not gated).
- 2.3.17 Ensure a clear visual connection between the transit stop on 203 Street and semi-private spaces.
- 2.3.18 Ensure public space is highly visible from streets. Select plant varieties that are open and transparent; and, ensure a clear visual line from 1.2 m to 2.5 m off of the ground to provide direct sightlines from the street to sidewalk.
- 2.3.19 When pedestrian walkways run adjacent a building, the building should provide fenestration and transparency to create a human scale and visual interest.

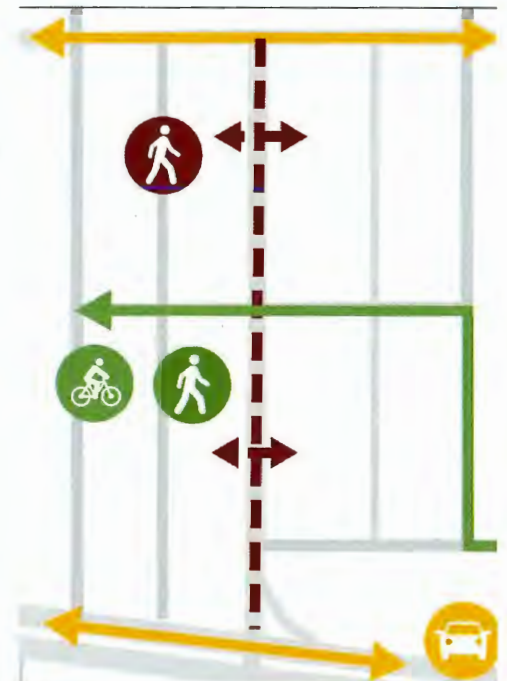


Figure 22: Multi-modal connectivity



Figure 23: Ensure public space is highly visible from streets



Figure 24: Provide connections between buildings and outdoor spaces

2.4 Signage and Lighting

- 2.4.1 Business signage should be oriented for pedestrian rather than vehicular sight lines, such as under canopies.
- 2.4.2 Signage shall comply with the sign bylaw.
- 2.4.3 Ensure signage respects the building scale, character and materials.
- 2.4.4 No freestanding signs are permitted.
- 2.4.5 Lighting should be used to create safety through visibility, but also public space experience through the use of string and catenary lights, light based public art installments and other lighting design options.
- 2.4.6 Design outdoor lighting to minimize light pollution and select fixtures that are Dark Sky Compliant, for residents and urban wildlife species, migratory birds and pollinator species.
- 2.4.7 Consider including small scale, low level lighting along pedestrian routes, such as under benches, within bollards, lighting associated with public art, and up-lighting of trees to add character and ambiance to pedestrian areas.
- 2.4.8 Streetlight standards should be adaptable for electric vehicle charging.



Figure 25: Orient signage for pedestrians.



Figure 26: Respect building scale, character and materials.



Figure 27: Use lighting to create visibility.

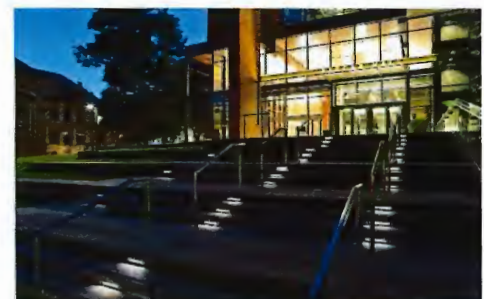


Figure 28: Include small scale lighting along pedestrian routes.

2.5 Access, Parking and Circulation

ROAD DESIGN AND GREENWAY DESIGN

- 2.5.1 Adjacent to commercial land uses, design the greenway to be easily closed off to vehicles with elements such as removable bollards, to allow for weekend markets and festivals, while still providing access to the lane for parking and delivery access.
- 2.5.2 Create a greenway that provides separated space for walking and micro-mobilities while still accommodating public transit, the efficient movement of goods, and those who choose to travel by car.
- 2.5.3 Design boulevards to provide an ample buffer for people walking and rolling, where feasible.



Figure 29: Design boulevards to provide an ample buffer



Figure 30: Create a greenway that provides separate spaces for cycling and micro-mobilities

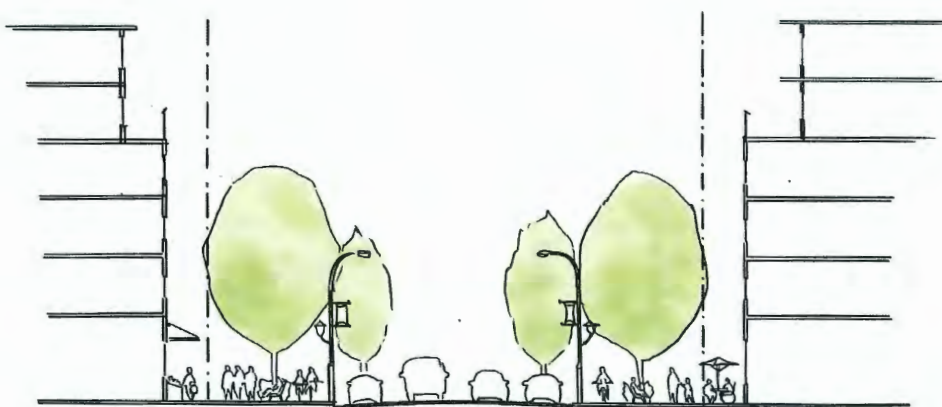


Figure 31: Typical condition of the greenway within the Transit Node DPA

VEHICLE ACCESS PARKING AND CIRCULATION





- 2.5.4 Underground parking access should be from a rear lane or lower classified street.
- 2.5.5 Provide clear wayfinding and signage to indicate the location of public underground parking.
- 2.5.6 Limit at-grade parking. When provided, it should be located to the rear or side of buildings. Surface parking between the street and building frontage is not permitted.
- 2.5.7 Screen at grade parking with landscaping to reduce the visual impact.
- 2.5.8 Use artistic installation to create a visually pleasing vertical elements to screen above-grade structured parking.
- 2.5.9 For at grade parking, provide pedestrian walkways with tree canopy to create safe and comfortable connections between the parking area and the building entrance.
-  2.5.10 Seek opportunities to reduce impermeability and to increase permeability, such as permeable paving within parking stalls, and aim to reduce the overall reduction of paved area with landscaped areas wherever possible.
-  2.5.11 Paving should be of a light colour to reduce the urban heat island effect.
-  2.5.12 All residential parking spaces should provide electric vehicle charging connections or adaptability.
-  2.5.13 Commercial parking should provide some electric vehicle charging connections (i.e. 10%).



Figure 32: Provide underground access from a rear lane or lower classified street.



Figure 33: Provide opportunities for electric vehicle charging in site design.



Figure 34: Provide clear wayfinding to indicate public parking.

MICRO-MOBILITY STORAGE AND PARKING

- 2.5.14 Provide secure micro-mobility storage facilities for short-term uses adjacent that are conveniently located near the entrances to commercial and residential buildings.
- 2.5.15 Provide long-term micro-mobility parking for commercial tenants as well as residential tenants. Micro-mobility parking should be located for convenient access and in a secure and indoor space.
- 2.5.16 Provide end of trip facilities for commercial tenants such as: showers, changing areas and storage lockers.



Figure 35: Provide storage lockers.

PEDESTRIAN AND BICYCLE ACCESS

- 2.5.17 Provide pedestrian-scale lighting along all pathways.
- 2.5.18 Avoid dead-end paths and provide route options.



Figure 36: Provide pedestrian-scale lighting.

2.6 Landscape Design

TREES

- 2.6.1 Provide on-site trees that are well adapted to urban conditions and are resilient to climate change.
- 2.6.2 Provide on-site trees that create a large tree canopy.
- 2.6.3 Provide wide softscape boulevards for on-trees to allow them to thrive over the long term (i.e. 3 m wide).
- 2.6.4 Where space is constrained or the character is more urban, provide soil cells or structural soil for trees to allow for healthy long-term growth.
- 2.6.5 On site trees should include access to basic power (15 amp/110V and 50 amps/220V) to accommodate seasonal string lights and event needs.
- 2.6.6 Group plantings of trees and vegetation in "hydrozones" of high, medium, and low irrigation watering areas to manage maintenance requirements



Figure 37: Provide trees that create a large canopy.



Figure 38: Provide trees that are well adapted to urban conditions.



Figure 39: Provide soil cells to allow for healthy long-term growth.

GENERAL PLANTING

- 2.6.7 Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
- The use native and drought resistant plants in landscaping when possible. Invasive plants are not appropriate and should not be used;
 - Designing the landscaping to moderate the effect of wind;
 - Providing shade in summer;
 - Allow daylight into buildings; and
 - Allow natural drainage to occur throughout the site.
- 2.6.8 Provide edible landscaping in shared residential open spaces such as courtyards and on rooftops (i.e. blueberries, huckleberries, apples, figs, bay trees) where appropriate.
- 2.6.9 Design landscapes to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and song birds (i.e. include coniferous trees for refuge; include plants with persistent fruits in winter; and, design plant areas so that they have multiple layers of foliage (ex. ground cover, shrub layer and trees).
- 2.6.10 Reduce the urban heat island effect by incorporating trees with significant tree canopy to shade areas of paving.
- 2.6.11 Where space is limited, provide columnar tree species.
- 2.6.12 All areas that are not paved are to be planted with sod, ground cover, perennials, shrubs or trees. Large expanses of rock and gravel are discouraged (strategic use of river rock in rain gardens, and under building overhangs is acceptable).
- 2.6.13 Planted/garden areas are to be finished with composted bark mulch.
- 2.6.14 Use shrubs and perennials to soften the edge between public pathways and private residential entrances.



Figure 40: Use native and drought-resistant plants.



Figure 41: Provide shade in summer.



Figure 42: Finish garden areas with bark mulch.



Figure 43: Use shrubs to soften edges between public pathways and private residential entrances.

- 2.6.15 Avoid opaque hedges (i.e. cedar, laurel, yew hedges) along property lines to avoid shading public and private spaces and obscuring views.
- 2.6.16 Maintain sightlines to streets, lanes, and/or pathways from windows, balconies and private patios. For example, select dwarf or low growing shrubs species for planting next to ground level patios (1.2 m height maximum). Fences should be 1.2 m height maximum. Trees species should provide transparency except where coniferous trees are being used to increase habitat and rainwater infiltration.
- 2.6.17 Maximize opportunities for amenity gardens onsite by using rooftops and decks.
- 2.6.18 Maximize use of appropriate vegetation with low water use requirements and potential low maintenance requirements with consideration for long-term health, aesthetics, maintenance requirements, and consideration for surrounding land uses.
- 2.6.19 Provide appropriate topsoil and landscape treatments following current BC Landscape and Nursery Association standards.



Figure 44: Maximize use of appropriate vegetation and consideration for surrounding land use



Figure 45: Maximize opportunities for gardens by using rooftops

WATER AND RAINWATER





- 2.6.20 Provide an irrigation plan prepared by a qualified landscape professional for all planted areas.
-  2.6.21 Create rain gardens at corners to infiltrate rainwater.
-  2.6.22 Green roofs and cisterns are encouraged.
-  2.6.23 Find opportunities to integrate appropriate trees to provide rainwater interception.
-  2.6.24 Incorporate appropriate green infrastructure such as rain gardens, vegetated swales, bio-filtration, and tree box filters, to redirect water from drain pipes into vegetated areas.



Figure 46: Green Roofs are encouraged



Figure 47: Create rain gardens to infiltrate rainwater.



- 2.6.25 Locate stormwater facilities above ground where appropriate to do so and mimic natural features or integrate water facilities into architectural designs around public corridors and gathering spaces.
- 2.6.26 Use bio-engineering and landscaping to assist with water quality improvements.
- 2.6.27 Promote the use of stormwater management to assist with the irrigation of landscaped areas and rooftop gardens.



Figure 48: Utilize roof space for green infrastructure

LANDSCAPE MATERIALS

- 2.6.28 When screens or fences are being incorporated into the design, use material that is attractive, durable and contributes to the quality of the overall landscape design, such as wood.
- 2.6.29 Paving materials should be high-quality and authentic. Mortar set pavers are preferred for public plazas and within setbacks. Avoid the use of tinted, coloured or stamped concrete.



Figure 49: Use attractive and durable fencing materials



Figure 50: Mortar set pavers are preferred for public plazas

2.7 Refuse, Recycling and Servicing Areas

- 2.7.1 Locate and enclose garbage, composting and recycling to reduce visibility from public areas.
- 2.7.2 Screen mechanical equipment.
- 2.7.3 Locate building ventilation systems to minimize noise and exhaust nuisances for pedestrian areas.
- 2.7.4 Locate recycling, servicing and loading areas off of the laneway or to the rear of the building.



Figure 51: Enclose garbage, composting and recycling bins to reduce visibility.



Figure 52: Screen mechanical equipment.



Figure 53: Locate recycling and garbage areas off of the laneway or to the rear of the building.

3.

Flexible Employment



3 Flexible Employment

This section applies to industrial and commercial development on lands designated Flexible Employment.

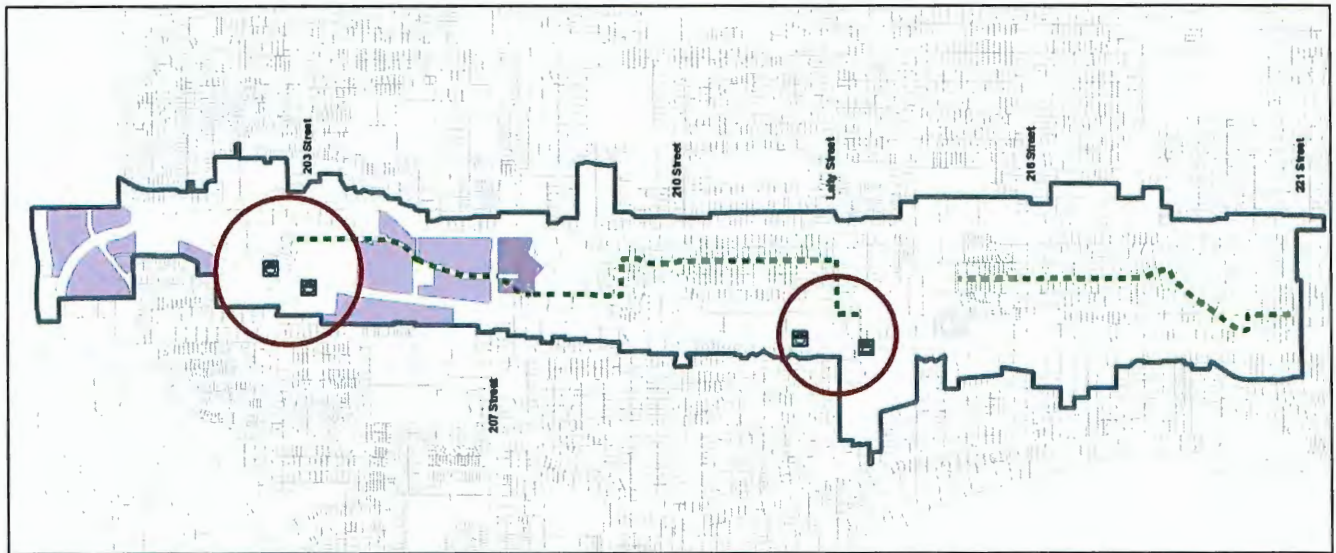


Figure 54: Flexible Employment Land Use

GATEWAY CENTRE

Warehousing and distributions centres are located in proximity to the truck routes of Loughheed Highway and Golden Ears Way for access to the broader regional market.

MCKENNEY EMPLOYMENT DISTRICT

This district is an enclave of light industrial employment uses. Warehousing and distribution are permitted, with loading bays and freight access from Dewdney Trunk Road and Loughheed Highway. A smaller building typology is supported here, with a network of internal block walkways for accessible pedestrian navigation. The Off-Loughheed Greenway bisects the district and serves as an access point for workers and clients. Buildings fronting the Greenway have the highest pedestrian focus, through urban design and public realm design considerations. Multi-level buildings are permitted here, and live-work units are also encouraged. The District is a destination that provides small store-front experiences for manufacturing businesses, such as food and beverage, and maker industries.

FLEXIBLE EMPLOYMENT - DESIGN DIRECTION SUMMARY

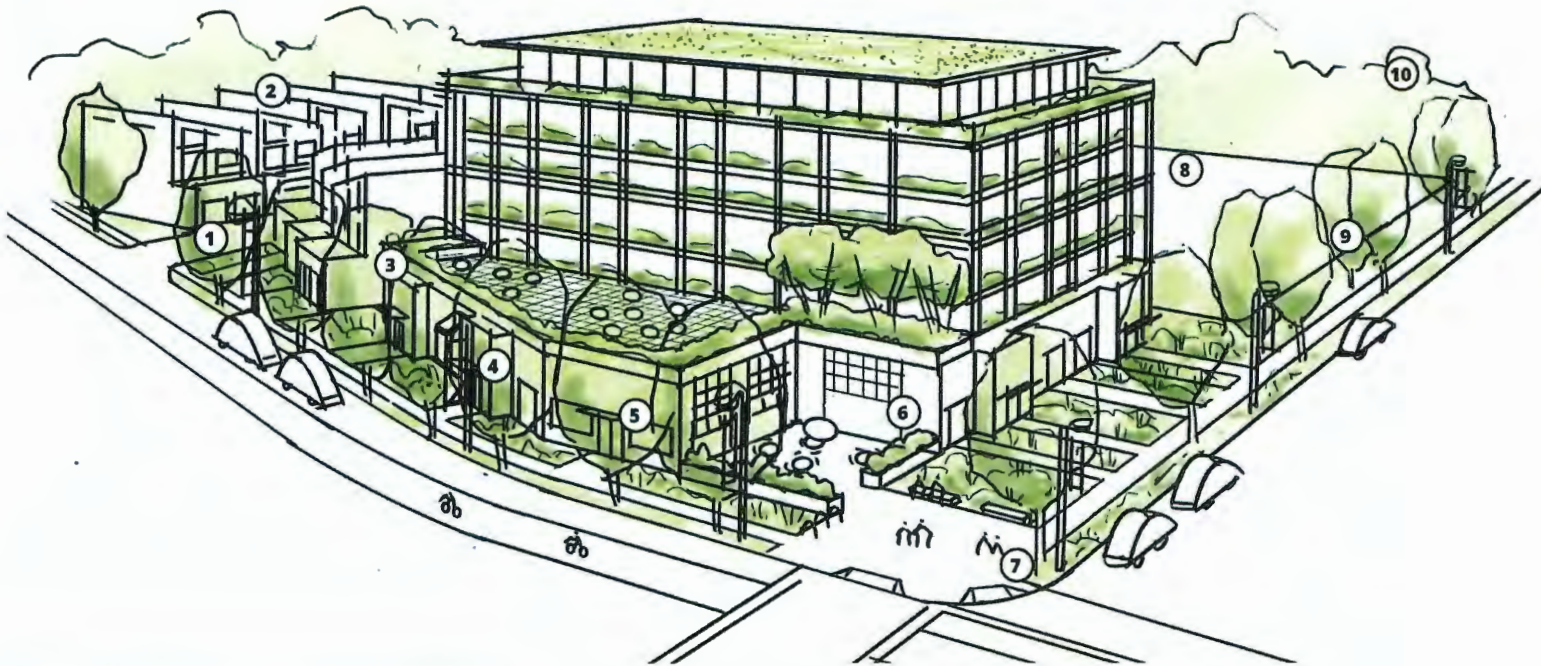


Figure 55: Flexible Employment Design Direction

1. Vehicle access point is limited to one.
2. Live-work units are located near the greenway and other open space amenities when present; and, they have a distinct residential language and private outdoor space.
3. Continuous building wall is broken up with massing and articulation to create visual interest.
4. Multiple entrances along the building front are provided. Articulation and materials create visual interest and make them easy to identify.
5. Glazing on the ground floor provides visual interest from the street.
6. An outdoor patio is located along the public facing street and next to retail oriented production space. Bicycle parking is provided.
7. Design and finishes are accessible and made of high-quality materials. Seating and accessibility contribute to a welcoming streetscape.
8. Parking, loading and servicing areas are located to the rear of the building.
9. Trees and low growing shrubs buffer large paved areas and the sidewalk.
10. A green buffer provides visual separation from adjacent residential and commercial uses. Coniferous tree and native shrub species contribute to biodiversity and rainwater inception.

3.1 Building Design, Massing and Siting

HEIGHT

- 3.1.1 Provide higher floor to ceiling height at the entrance of one storey buildings to clearly identify the entry and to contribute to the overall urban landscape. Consider a higher floor-to-ceiling height overall to provide flexibility of future uses.



Figure 56: Consider a higher floor-to-ceiling height overall to provide flexibility of future uses.

ENTRANCES

- 3.1.2 Locate and design main building entries to be clearly identified from streets, sidewalks and pathways, and entry driveways.
- 3.1.3 Encourage entry features such as building articulation, courtyards, and public art installation.
- 3.1.4 Distinguish entrances with arrival seating areas, gardens and courtyards.



Figure 57: Design main building entries to be clearly identified from streets.

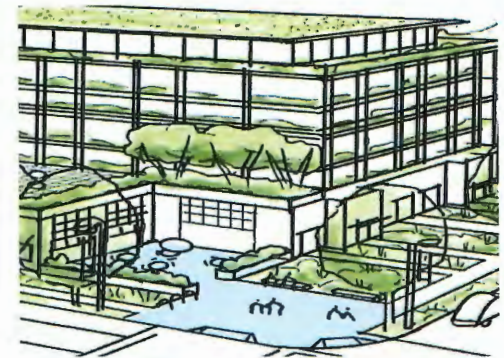


Figure 58: Encourage entry features such as courtyards.

MASSING

- 3.1.5 Individuality within a unified appearance is encouraged for buildings with multiple units and uses which could be expressed through colour, materials and articulation of architectural elements.
- 3.1.6 Promote climate change impact resiliency and reduce GHGs through responsible siting, architectural and landscape design for all new development.



Figure 59: Use architectural elements to create a unified appearance for buildings with multiple units.

MATERIALS AND CHARACTER


- 3.1.7 Emphasize the "industrial/workshop" look and feel of this special use by encouraging the use of roll up doors and frames and higher ceilings in working areas.
- 3.1.8 Materials such as corrugated metal siding/roofing, different types of flat metal siding, galvanized powder coated steel, fiber cement siding are suitable.
- 3.1.9 Incorporate a range of materials, for example, ribbed or corrugated steel, cladding, panelised cladding (expressed joints), polycarbonate sheeting, glass, timber and louvre screening.
- 3.1.10 Avoid rendered finishes and large expanses of flat pre-finished steel cladding.
- 3.1.11 Include glazing as a major component of greenway-facing building facades.
- 3.1.12 Large expanses of stucco are not desirable.
-  3.1.13 Select environmentally responsible building materials and minimize use of unsustainable building materials.



Figure 60: Incorporate a range of materials



Figure 61: Emphasize the industrial/workshop" look



Figure 62: Provide a street presence with architectural interest

3.2 Street Front

- 3.2.1 Buildings that are located adjacent to the Off-Lougheed Greenway should be oriented towards the greenway (i.e. main entrance faces the greenway, loading faces away, offices/work spaces with fenestration face the greenway).
- 3.2.2 Provide a street presence with welcoming entrances and architectural interest in building designs fronting the Off-Lougheed Greenway (i.e. entrance canopies, seating, pedestrian pathways connected to the sidewalk, high-quality materials that provide texture).
- 3.2.3 Avoid continuous unarticulated façades of over 45 m in length.
- 3.2.4 When pedestrian walkways run adjacent a building, the building should provide fenestration and transparency to create a human scale and interest.
- 3.2.5 Buildings with significant expanses of blank walls should incorporate features such as texture, graphics, reveals, colours, vegetation and/or decorative floodlighting to provide visual interest.



Figure 63: Loading areas located off the greenway.



Figure 64: Orient main entrances on the greenway.

3.3 Public Realm

SEATING AND FURNISHING

- 3.3.1 Design seating to be integral to the design concept and use materials that complement the material palette of adjacent buildings and streetscape.
- 3.3.2 A variety of seating opportunities should be provided in locations that receive direct sun and shade during the day and in places that have rain protection.
- 3.3.3 Coordinate site furnishings (e.g. garbage containers, bike racks, lighting, tables and seating) with streetscape furnishings.
- 3.3.4 Provide seating along walkways and sidewalks, at approximately every 50 m.
- 3.3.5 Provide outdoor seating and dining areas for people to use during lunch hour and on breaks. These spaces should provide a variety of sun and shade options, and rain cover; as well as screening from at grade parking using vegetation.
- 3.3.6 Provide public art and work with public artists early in and throughout the design process to provide space for and incorporate their work in a meaningful way.



Figure 65: Provide seating along walkways.



Figure 66: Provide outdoor seating and dining areas.



Figure 67: Provide seating opportunities



Figure 68: Provide public art.

CONNECTIVITY AND ACCESS

- 3.3.7 Provide separated pedestrian connections between buildings, sidewalks and outdoor open spaces. Use materials and vegetation to define and differentiate these spaces from spaces that are dedicated to vehicle movement.
- 3.3.8 Pedestrian walkways between buildings are encouraged to break up larger building footprints. Walkways should be well lit, with appropriate seating, landscaping and access considerations.
- 3.3.9 Ensure universal access for all public spaces.
- 3.3.10 Integrate pedestrian amenities with walls and/or landscaped areas (i.e. seat-walls, and benches).
- 3.3.11 Ensure surfacing is universally accessible, yet explore opportunities for various treatments to create visual interest.



Figure 69: Create visually interesting surfacing that is universally accessible



Figure 70: Provide separated pedestrian connections between buildings, sidewalk and outdoor open spaces.



Figure 71: Ensure universal access for all public spaces:

LANDSCAPE MATERIALS

- 3.3.12 Paving should be compatible with the streetscape materials palette and patterned to both respond to surrounding building architecture (entrances, pilasters, etc.) and merge seamlessly into the overall paving pattern of adjacent sidewalks.
- 3.3.13 Paving materials of pedestrian areas and gathering areas should be high-quality and authentic (i.e. use pavers or broom finish cast-in-place concrete and avoid stamped and/or coloured concrete).



Figure 72: Use pavers or broom finish cast-in-place concrete.

3.4 Signage and Lighting

- 3.4.1 Business signage should be oriented for pedestrians rather than vehicular sight lines, such as under canopies, etc.
- 3.4.2 Signage shall comply with sign bylaw.
- 3.4.3 Ensure signage respects the building scale, character and materials.
- 3.4.4 No freestanding signs permitted.
- 3.4.5 Lighting should be used to create safety through visibility, but also public space experience through the use of string and catenary lights and light-based public art installations.
- 3.4.6 Design outdoor lighting to minimize light pollution and select fixture that protect the night sky.
- 3.4.7 Consider including small scale, low level lighting along pedestrian routes, such as under benches, within bollards, lighting associated with public art, and up-lighting of trees to add character and ambiance to pedestrian areas.



Figure 73: Orient signage for pedestrians.



Figure 74: Ensure signage respects the building scale, character and materials



Figure 75: Add character and ambiance to pedestrian areas with small scale lighting.

3.5 Access, Parking and Circulation

VEHICLE ACCESS, PARKING AND CIRCULATION





- 3.5.1 At grade parking should be screened with landscaping to reduce the visual impact from surrounding public spaces and properties.
- 3.5.2 Above ground parking structures and at grade parking should use artistic installation, architectural finishes and/or vegetation to create a visually pleasing vertical element.
- 3.5.3 Loading facilities should be located away from public streets and into the rear or the interior of a site.
-  3.5.4 Provide pedestrian walkways with tree canopy to create safe and comfortable connections through parking lots to the building entrance or to a "Campus Street" connecting to the front entrance.
-  3.5.5 Seek opportunities to reduce impermeability and promote permeability by reducing hard surface areas in the site design, or by utilizing permeable paving where hard surfaces are necessary.
-  3.5.6 Paving should be of a light colour to reduce the urban heat island effect.
-  3.5.7 Provide some electric vehicle charging connections (i.e. 10% of all employee parking).



Figure 76: Provide opportunities for electric vehicle charging in site design.



Figure 77: Loading facilities should be located away from public streets.



Figure 78: Provide pedestrian walkways with tree canopy to create safe and comfortable connections.

MICRO-MOBILITY ACCESS AND PARKING


- 3.5.8 Provide secure and sheltered micro-mobility storage facilities for short-term uses near building entrances.
- 3.5.9 Provide interior secured long-term micro-mobility parking. When micro-mobility parking is provided in a parkade, the access path for micro-mobilities should be distinct/separated from the vehicle access route.
-  3.5.10 Provide end of trip facilities such as: showers, changing areas and storage lockers.



Figure 79: Locate micro-mobility parking in visible and convenient locations to entrances



Figure 80: Provide end of trip facilities.



Figure 81: Provide secure short-term storage near building entrances.

3.6 Landscaping and Open Space

ON-SITE TREES






-  3.6.1 Provide on-site trees with a generous boulevard width in order to accommodate long term tree health and growth (i.e. 3 m wide).
-  3.6.2 Where space is limited, provide soil cells or structural soil for street trees to allow for healthy long-term growth.
-  3.6.3 Select tree species that are well adapted to urban conditions and are resilient to climate change.
-  3.6.4 Reduce the urban heat island effect by incorporating trees with significant tree canopy to shade areas of paving.
-  3.6.5 Provide trees on both the inside of the sidewalk and on the outside of the sidewalk in order to create a double-sided canopy. This condition is especially encouraged along the Off Loughheed Greenway.
- 3.6.6 Group plantings of trees and vegetation in "hydrozones" of high, medium, and low irrigation watering areas to manage maintenance requirements.



Figure 82: Shade areas of paving with trees to reduce the urban heat island.



Figure 83: Provide trees that are well adapted to urban conditions and are resilient to climate change.

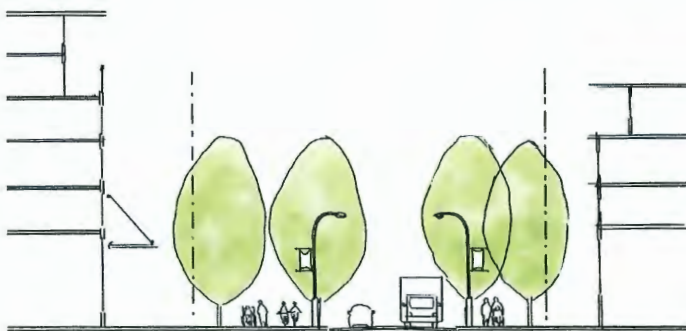


Figure 84: Typical condition of the Off Loughheed Greenway in the Flexible Employment DPA

GENERAL PLANTING



3.6.7 Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:

- f) The use of native and drought resistant plants in landscaping when possible. Invasive plants are not appropriate and should not be used;
- g) Designing the landscaping to moderate the effect of wind;
- h) Providing shade in summer;
- i) Allow daylight into buildings; and
- j) Allow natural drainage to occur throughout the site.

3.6.8 Provide trees that create a large tree canopy.

3.6.9 Landscaping should be wide enough to establish large mature tree and shrub sizes (i.e. 6 m). Planted areas should be designed to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and song birds (i.e. include coniferous trees for refuge; include plants with persistent fruits in winter; and, design plant areas so that they have multiple layers of foliage (ex. ground cover, shrub layer and trees).

3.6.10 Paving should be of a light colour to reduce urban heat island effect.



3.6.11 Find opportunities to integrate trees to provide rainwater interception.



3.6.12 All areas that are not paved are to be planted with sod, ground cover, perennials, shrubs or trees. Large expanses of rock and gravel are discouraged (strategic use of river rock in raingardens, and under building overhangs is acceptable).



Figure 85: All areas that are not paved are to be planted with sod, ground cover, and shrubs.



Figure 86: Provide trees that create a large canopy.



Figure 87: Finish planted areas with composted bark mulch



3.6.13 Planted areas are to be finished with composted bark mulch.

3.6.14 Maximize use of appropriate vegetation with low water use requirements and potential low maintenance requirements with consideration for survival, aesthetics, maintenance requirements, and consideration for surrounding land uses.

3.6.15 Provide appropriate topsoil and landscape treatments following current BC Landscape and Nursery Association standards.



Figure 88: Paving should be a light colour to reduce urban heat island effect.

WATER AND RAINWATER

- 3.6.16 Create raingardens at corners to infiltrate rainwater.
- 3.6.17 Green roofs and cisterns are encouraged.
- 3.6.18 Provide an irrigation plan prepared by a qualified landscape professional for all planted areas.
- 3.6.19 Incorporate appropriate green infrastructure such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.
- 3.6.20 Locate stormwater facilities above ground where appropriate to do so and mimic natural features or integrate water facilities into architectural designs around public corridors and gathering spaces.
- 3.6.21 Use bio-engineering and landscaping to assist with water quality improvements.
- 3.6.22 Promote the use of stormwater management to assist with the irrigation of landscaped areas and rooftop gardens.



Figure 89: Green roofs are encouraged



Figure 90: Mimic natural features with above ground stormwater facilities

LANDSCAPE CHARACTER

- 3.6.23 Plant shrubs and perennials adjacent to walkways to soften the edge between public pathways and parking areas, drive aisles, and building edges. Screens should provide transparency and not fully obscure the view.
- 3.6.24 Avoid opaque hedges (i.e. cedar, laurel, yew hedges) along property lines to avoid shading public and private spaces and obscuring views.
- 3.6.25 Maintain sightlines to streets, lanes, and/or pathways from windows. For example, select dwarf or low growing shrubs species for planting next to ground level windows (1.2m height maximum). Trees species should provide transparency except where coniferous trees are being used to increase habitat and rainwater infiltration.



Figure 91: Create rain gardens to infiltrate rainwater.

LANDSCAPE MATERIALS

- 3.6.26 When screens or fences are being incorporated into the design, use material that is attractive, durable and contributes to the quality of the overall design, such as wood.
- 3.6.27 Paving materials should be high-quality and authentic. Avoid the use of tinted, coloured or stamped concrete.



Figure 92: Use shrub and perennials adjacent to walkways to soften the edges.

3.7 Refuse, Recycling and Servicing Areas

- 3.7.1 Whenever possible, overhead servicing doors and loading docks should be located to the rear, and should not be located on a building façade that faces the Off-Lougheed Greenway.



Figure 93: Locate overhead servicing doors and loading docks to the rear.

4.

Transit Corridor Multi-Family



4 Transit Corridor Multi-Family

This section is for all residential development on lands designated Transit Corridor Multi-Family.

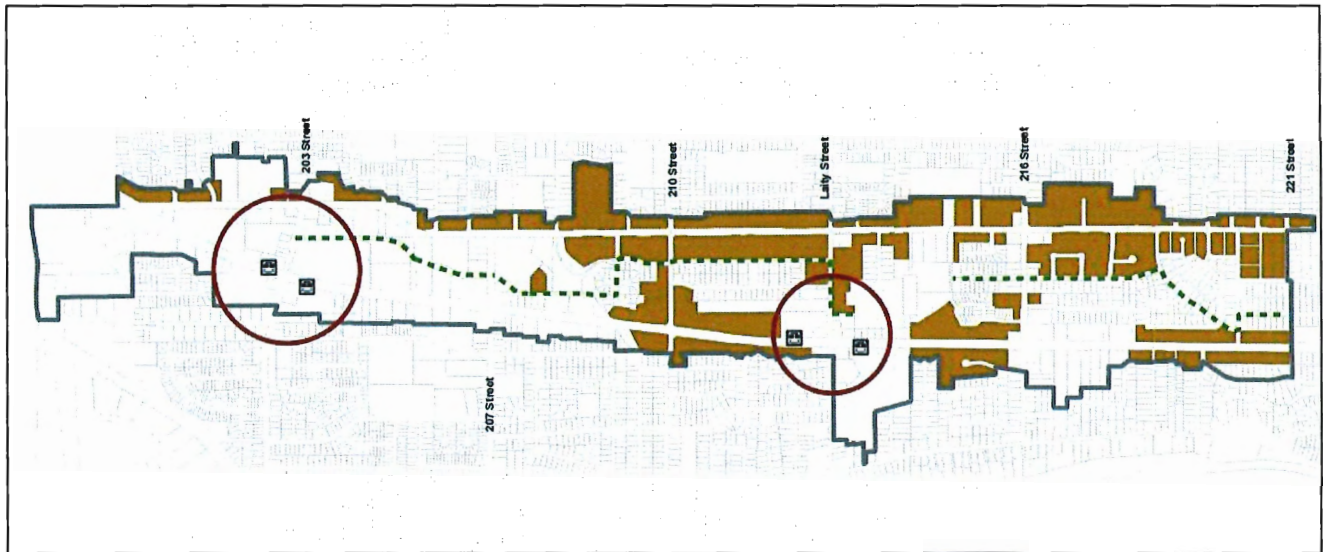


Figure 94: Transit Corridor Multi-Family Land Use

Areas designated for Transit Corridor Multi-Family allow for residential densification through lot consolidation along key arterials such as Dewdney Trunk Road and Loughheed Highway. Supported multi-family residential forms of development include fourplexes, townhouses, apartments. The maximum height for an apartment use is six storeys. Development proposed adjacent to existing single detached dwelling or townhouse use will be encouraged to ensure buildings are designed in a sensitive manner by stepping down building face(s) at interface points with adjacent existing buildings.

Different housing types and tenures are encouraged to create a diverse and inclusive community, to accommodate both current and future residents. The range of housing needs that the Area Plan seeks to satisfy include: purpose-built rental units, universally accessible multi-family housing, ground-oriented units geared towards larger households, as well as seniors and affordable housing. Diverse housing options serviced by frequent and reliable transit supports equity in housing access. Over time, these housing types and tenures will provide a broader range of options and complement the existing single detached neighbourhood character surrounding the Loughheed Transit Corridor.



1. A single access point to underground parking is provided to avoid interruptions to the sidewalk or greenway (where applicable).
2. Design and finishes are accessible. Entrances are designed to be flush with grade and have no step.
3. Ground floor residential uses are ground oriented, with private entrances, yards and/or patios; and a pathway connecting to the sidewalk.
4. Articulation and materials create visual interest, a varied streetscape and human scale.
5. Green roofs and raingardens contribute to sustainability.
6. Buildings on a corner site orient entrances towards both streets.
7. Seating and accessible design provides a welcoming streetscape.
8. Apartment lobby entrances are distinct and easy to identify, and provides micro-mobility parking and seating.
9. Rooftops provide residents with shared outdoor amenity space.
10. Buildings step down toward adjacent existing buildings, when they are smaller in scale.

4.1 Building Design, Massing and Siting

HEIGHT

- 4.1.1 Buildings over four storeys in height are encouraged to step subsequent storeys back to maintain a pedestrian scale of development and provide architectural interest.
- 4.1.2 Consider view corridors to Golden Ears Mountains.

SITING



Figure 95: Setback buildings from fronting street to provide patios and landscaping




-  4.1.3 Buildings should be setback from the fronting street to provide generous space for ground-oriented patios and yards for each ground level unit, and to provide opportunities for planting large canopy trees while still framing the street to create a human scaled, urban room.
- 4.1.4 When a building is located on a corner, the building should address both street frontages (i.e. provide windows on both streets).
-  4.1.5 Site buildings to capitalize on daylight and solar opportunities. Site buildings to allow for shared open spaces to be south facing, and to allow for large canopy deciduous trees on the south side of buildings to shade buildings and units in summer.
-  4.1.6 Promote climate change impact resiliency and reduce GHGs through responsible siting, architectural and landscape design for all new development.



Figure 96: Generous setback to allow for a ground-oriented outdoor spaces. Building siting and massing addresses both streets on the corner.

MASSING

- 4.1.7 Design large buildings into smaller modules.
- 4.1.8 Individuality within a unified appearance is encouraged for buildings with multiple units and uses which could be expressed through colour, materials and articulation of architectural elements.
- 4.1.9 Select environmentally responsible building materials and minimize use of unsustainable building materials.



Figure 97: Use colour to create smaller modules within large buildings

4.2 Access, Parking and Circulation

- 4.2.1 Parking should be provided underground.
- 4.2.2 No more than 10% of required parking stalls should be provided at grade.
- 4.2.3 At grade parking should be screened with landscaping to reduce the visual impact from surrounding public open spaces, private properties as well as from on site residential units.
- 4.2.4 Above ground parking structures and at grade parking should use artistic installation, architectural finishes or vegetation to create a visually pleasing vertical element.
- 4.2.5 Underground parking access should be from a rear lane or lower classified street.
- 4.2.6 Where pedestrian walkways are located adjacent to a building façade, provide windows to create visual interest.
- 4.2.7 Landscaping along walkways is encouraged to soften hardscapes.
- 4.2.8 Ensure surfacing is universally accessible, yet explore opportunities for various treatments to create visual interest.

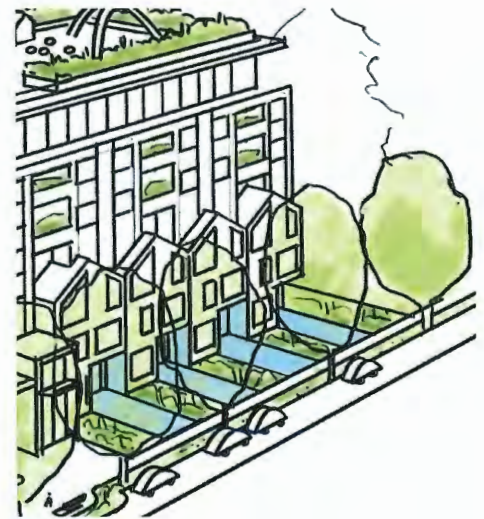


Figure 98: Distinct and separate unit entrances



Figure 99: Provide windows adjacent to pedestrian walkways

- 4.2.9 Provide secure and sheltered micro-mobility storage facilities for short-term uses.
- 4.2.10 Provide long-term micro-mobility parking.
- 4.2.11 Distinguish entrances with arrival areas and courtyards.
- 4.2.12 Where ground floor residential is permitted, provide at grade entrances for each unit on the ground floor, consider these for larger family units.
- 4.2.13 Seek opportunities to reduce impermeability and to increase permeability, such as permeable paving or other finishes, and the overall reduction of paved area.
- 4.2.14 Paving should be of a light colour to reduce the urban heat island effect.
- 4.2.15 All residential underground parking spaces should provide electric vehicle charging connections or adaptability.
- 4.2.16 Parking access points should be limited to one to reduce the number of driveway let downs that interrupt the public sidewalk and/or greenway.



Figure 100: Provide sheltered micro-mobility storage facilities



Figure 101: Paving should be a light colour to reduce the urban heat island effect.

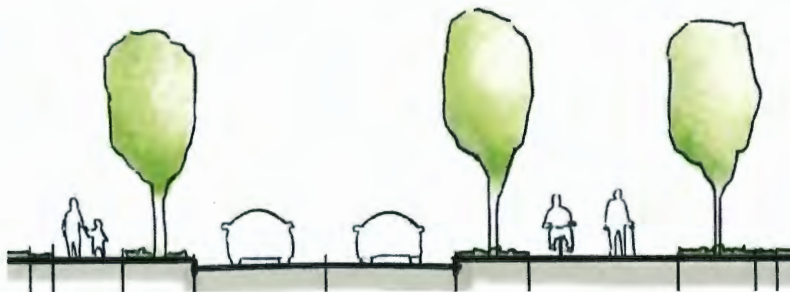


Figure 102: Typical condition of the Off Lougheed Greenway in the Transit Corridor Multi-Family DPA

4.3 Landscaping and Open Space

ON-SITE TREES





-  4.3.1 Provide on-site trees that are well adapted to urban conditions and are resilient to climate change.
-  4.3.2 Provide on-site trees that create a broad tree canopy.
-  4.3.3 Provide edible landscaping in shared residential open spaces and as a part of private outdoor patios (i.e. blueberries, huckleberries, apples, figs, bay trees), where appropriate.
-  4.3.4 Where on-site trees are planted in a paved street boulevard, provide soil cells or structural soil for to allow for healthy long-term growth. Where the boulevard is planted with shrubs or grass, and is 2.0 m wide or more then soil cells and structural soil are not required.
- 4.3.5 Group plantings of trees and vegetation in "hydrozones" of high, medium, and low irrigation watering areas to manage maintenance requirements



Figure 103: Provide trees that are well adapted to urban conditions.



Figure 104: Provide edible landscaping in shared residential open spaces where appropriate.

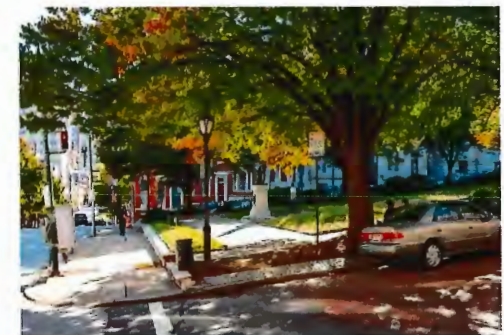


Figure 105: Provide soil cells or structural soil to allow for healthy long-term tree growth.

GENERAL PLANTING

- 4.3.6 Design landscapes to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and song birds (i.e. include coniferous trees for refuge; include plants with persistent fruits in winter; and, design plant areas so that they have multiple layers of foliage (ex. ground cover, shrub layer and trees)).
- 4.3.7 Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
 - k) The use of native and drought resistant plants in landscaping when possible. Invasive plants are not appropriate and should not be used;
 - l) Designing the landscaping to moderate the effect of wind;
 - m) Providing shade in summer;
 - n) Allow daylight into buildings; and
 - o) Allow natural drainage to occur throughout the site.
- 4.3.8 Reduce the urban heat island effect by incorporating trees with significant tree canopy to shade areas of paving.
- 4.3.9 Where space is limited, provide columnar tree species.
- 4.3.10 Find opportunities to integrate trees to provide rainwater interception.
- 4.3.11 All areas that are not paved are to be planted with sod, ground cover, perennials, shrubs or trees. Large expanses of rock and gravel are discouraged (strategic use of river rock in rain gardens, and under building overhangs is acceptable).
- 4.3.12 Planted/garden areas are to be finished with composted bark mulch.



Figure 106: Find opportunities to incorporate trees



Figure 107: Plant native and drought resistant plants



Figure 108: All areas not paved are to be planted



Figure 109: Where space is limited, provide columnar tree species.

- 4.3.13 Maximize use of appropriate vegetation with low water use requirements and potential low maintenance requirements with consideration for survival, aesthetics, maintenance requirements, and consideration for surrounding land uses.
- 4.3.14 Provide appropriate topsoil and landscape treatments following current BC Landscape and Nursery Association standards.



Figure 110: Green roofs are encouraged

WATER AND RAINWATER

- 4.3.15 Provide irrigation for all planted areas.






-  4.3.16 Create rain gardens to infiltrate rainwater.
-  4.3.17 Green roofs and cisterns are encouraged.
-  4.3.18 Use native and drought resistant plants in landscaping when possible.
-  4.3.19 Incorporate appropriate green infrastructure such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.
-  4.3.20 Locate stormwater facilities above ground where appropriate to do so and mimic natural features or integrate water facilities into architectural designs around public corridors and gathering spaces.
- 4.3.21 Use bio-engineering and landscaping to assist with water quality improvements.
- 4.3.22 Promote the use of stormwater management to assist with the irrigation of landscaped areas and rooftop gardens.



Figure 111: Create rain gardens to infiltrate rainwater.



Figure 112: Green roofs are encouraged.

LANDSCAPE CHARACTER

- 4.3.23 When screens or fences are being incorporated into the design, use material that is attractive, durable and contributes to the quality of the residential landscape design, such as wood.
- 4.3.24 Paving materials should be high-quality and authentic (i.e. cast in place concrete, pavers, stone etc. Avoid the use of tinted, coloured or stamped concrete).



Figure 113: Use attractive, durable fences that contributes to the quality of the residential landscape design.



Figure 114: Use cast in place concrete

4.4 Refuse, Recycling and Servicing Areas

- 4.4.1 Locate and enclose garbage, composting and recycling to reduce visibility from public areas as well as adjacent and on-site residential units.
- 4.4.2 Screen mechanical equipment.
- 4.4.3 Locate building ventilation systems to minimize noise and exhaust nuisances for pedestrian areas and residential units.



Figure 115: Locate garbage and recycling to reduce visibility from public areas and adjacent residential units.

5.

Intensive Attached Residential



5 Intensive Attached Residential



Figure 116: Intensive Attached Residential Land Use

INTENSIVE ATTACHED RESIDENTIAL - DESIGN DIRECTION SUMMARY



Figure 117: Intensive Residential Design Direction

1. Each unit has a private entrance and private outdoor space.
2. Coniferous trees and raingardens support biodiversity and intercept rainwater.
3. Parking is located to the rear off of the laneway.
4. Seating and accessible design provides a welcoming streetscape.
5. Buildings on a corner site orient entrances towards both streets.
6. Articulation and materials create visual interest and a varied streetscape.
7. Roof overhang, porch and entrance emphasize residential character.
8. A low fence and shrubs delineate public space from private gardens, while maintaining sightlines from the sidewalk to the home.

5.1 Building Design, Massing and Siting

- 5.1.1 Respect the neighbourhood context, in terms of size, scale and massing.
- 5.1.2 Transition to neighbouring properties by stepping massing down.
- 5.1.3 Emphasize residential character with a clearly identifiable front entrance with roof overhang and private open space such as a porch or patio, oriented to the street.
- 5.1.4 Encourage building articulation to create a comfortable scale and interesting streetscape.
- 5.1.5 Create unit and building diversity to ensure a varied streetscape.
- 5.1.6 Promote climate change impact resiliency and reduce GHGs through responsible siting, architectural and landscape design for all new development.
- 5.1.7 Select environmentally responsible building materials and minimize use of unsustainable building materials.

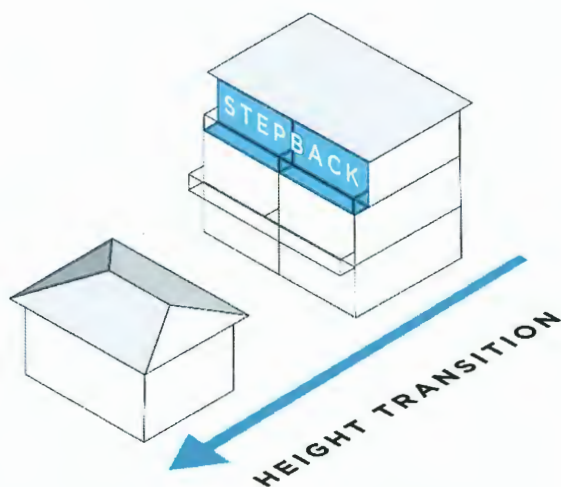


Figure 122: Step back upper floors adjacent to neighbouring properties



Figure 118: Emphasize residential character.



Figure 119: Encourage building articulation to create an interesting streetscape.



Figure 120: Create unit and building diversity to ensure a varied streetscape.



Figure 121: Select environmentally responsible building materials.

5.2 Landscaping and Open Space

ON-SITE TREES

- 5.2.1 Provide on-site trees that are well adapted to urban conditions and are resilient to climate change.
- 5.2.2 Provide on-site trees that create a large tree canopy.
- 5.2.3 Group plantings of trees and vegetation in "hydrozones" of high, medium, and low irrigation watering areas to manage maintenance requirements

GENERAL PLANTING

- 5.2.4 Design landscapes to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and song birds (i.e. include coniferous trees for refuge; include plants with persistent fruits in winter; and, design plant areas so that they have multiple layers of foliage (ex. ground cover, shrub layer and trees)).
- 5.2.5 Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
 - p) The use native and drought resistant plants in landscaping when possible. Invasive plants are not appropriate and should not be used;
 - q) Designing the landscaping to moderate the effect of wind;
 - r) Providing shade in summer;
 - s) Allow daylight into buildings; and
 - t) Allow natural drainage to occur throughout the site.
- 5.2.6 Reduce the urban heat island effect by incorporating trees with significant tree canopy to shade areas of paving.



Figure 123: Provide trees that are resilient to climate change.



Figure 124: Design landscapes to support native pollinators and song birds.

- 5.2.7 Where space is limited, provide columnar tree species.
- 5.2.8 Find opportunities to integrate trees to provide rainwater interception.
- 5.2.9 All areas that are not paved are to be planted with sod, ground cover, perennials, shrubs or trees. Large expanses of rock and gravel are discouraged (strategic use of river rock in raingardens, and under building overhangs is acceptable).
- 5.2.10 Planted/garden areas are to be finished with composted bark mulch.
- 5.2.11 Maximize use of appropriate vegetation with low water use requirements and potential low maintenance requirements with consideration for survival, aesthetics, maintenance requirements, and consideration for surrounding land uses.
- 5.2.12 Provide appropriate topsoil and landscape treatments following current BC Landscape and Nursery Association standards.



Figure 125: Maximize use of appropriate vegetation with low water use requirements.



Figure 126: All areas that are not paved are to be planted with sod, perennials, and shrubs.

WATER AND RAINWATER

- 5.2.13 Permeable surfaces for pathways and driveways as well as other opportunities for infiltration and on-site rainwater retention are encouraged. Consider permeable pavers or reducing overall paved area. Also consider water cisterns and green roofs, as well as raingardens on site.
- 5.2.14 Incorporate appropriate green infrastructure such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.
- 5.2.15 Locate stormwater facilities above ground where appropriate to do so and mimic natural features or integrate water facilities into architectural designs around public corridors and gathering spaces.
- 5.2.16 Use bio-engineering and landscaping to assist with water quality improvements.
- 5.2.17 Promote the use of stormwater management to assist with the irrigation of landscaped areas and rooftop gardens.



Figure 127: Permeable pavers minimize imperviousness



Figure 128: Use bio-engineering and landscaping to assist with water quality improvements.

PRIVATE AND SEMI-PRIVATE OPEN SPACE

- 5.2.18 Provide usable private open space for each unit (i.e. minimum 3 m width, and an overall private outdoor area of at least 9m²).
- 5.2.19 Delineate semi-private and shared or public open space through the use of planted areas and/or fence. Shrubs should be a low growing or dwarf species to maintain views beyond the open space and to maintain a visible connection to the street or shared open space. Fences should also be low (i.e. max 1.2 m). Trees species should be selected to provide transparency.



Figure 129: Use fencing and landscaping to delineate semi-private.



Figure 130: Delineate semi-private space with planting.

LANDSCAPE LIGHTING

- 5.2.20 Design outdoor lighting to minimize light pollution and select fixtures that protect the night sky.
- 5.2.21 Consider including small scale, low level lighting along pedestrian routes, such as under benches, to illuminate address signage, within bollards and up-lighting of trees to add character and ambiance.



Figure 131: Use wood for screens and fences to contribute to the quality of the residential landscape design.



Figure 132: Use wood for screens and fences to contribute to the quality of the residential landscape design.

LANDSCAPE MATERIALS

- 5.2.22 When screens or fences are being incorporated into the design, use material that is attractive, durable and contributes to the quality of the residential landscape design, such as wood.
- 5.2.23 Paving materials should be high-quality and authentic. Avoid the use of tinted, coloured or stamped concrete.



Figure 133: Use wood for screens and fences to contribute to the quality of the residential landscape design.

LANDSCAPE CHARACTER

- 5.2.24 Maintain sightlines to streets, lanes, and/or pathways from windows, balconies and private patios. For example, select dwarf or low growing shrub species for planting next to ground level patios (1.2 m height maximum). Fences should be 1.2 m height maximum. Tree species should provide transparency except where coniferous trees are being used to increase habitat and rainwater infiltration.
- 5.2.25 Avoid opaque hedges (i.e. cedar, laurel, yew hedges) along property lines to avoid shading public and private spaces and obscuring views.
- 5.2.26 Applicants are encouraged to provide a welcoming streetscape (i.e. provide seating areas adjacent to the public sidewalk for residents as well as passersby).
- 5.2.27 Use shrubs and perennials to soften the edge between public pathways and private residential entrances.



Figure 134: Maintain sightlines to streets from windows



Figure 135: Provide a welcoming streetscape



Figure 136: Use shrubs to soften the edge between public pathways and residential entrances



Figure 137: Avoid opaque hedges that reduce visibility

5.3 Vehicle Access, Parking and Circulation

- 5.3.1 Require a clear access route to the entrance of the units, with lighting.
- 5.3.2 Share site access between units/developments wherever possible to reduce the amount of paved surface and to reduce the number of driveways along street frontages.
- 5.3.3 Electric vehicle charging connections are encouraged for all residential parking spaces.
- 5.3.4 Use alternative driveway surfacing materials for increased permeability.



Figure 138: Permeable driveway

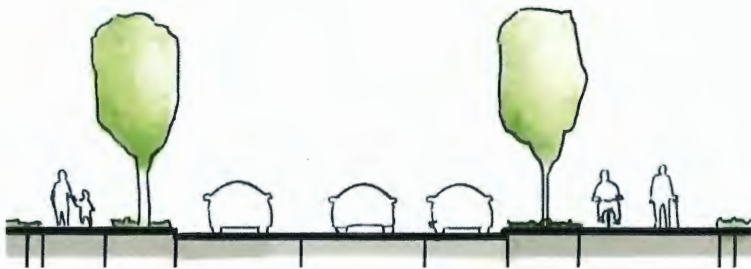


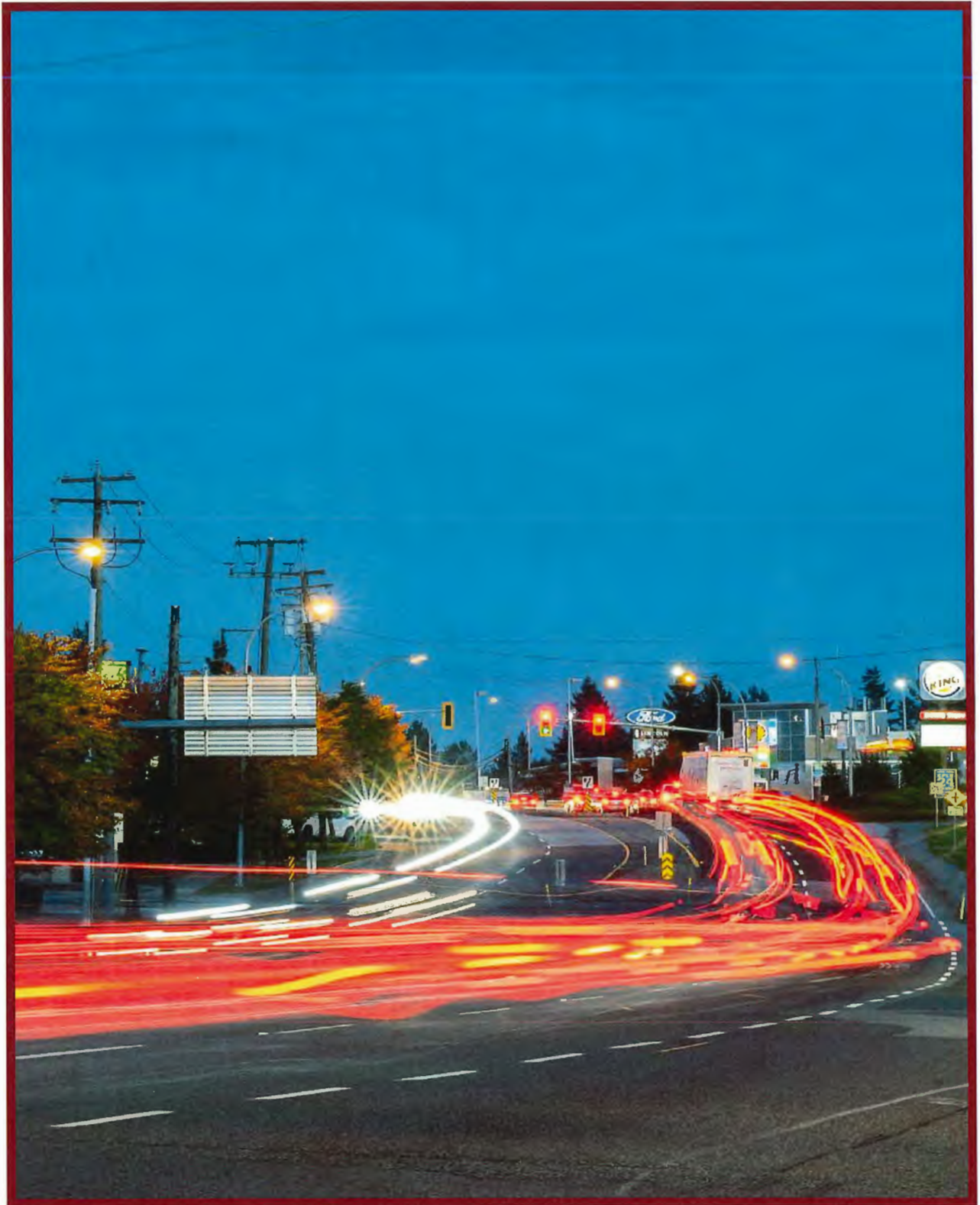
Figure 139: Typical condition of the Off Lougheed Greenway in the Intensive Residential DPA



Figure 139: Electric vehicle charging connections are encouraged



10.7 LOUGHEED TRANSIT CORRIDOR AREA PLAN



LOUGHEED TRANSIT CORRIDOR AREA PLAN

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1.0 INTRODUCTION

1.1 BACKGROUND

The Lougheed Transit Corridor Area is defined geographically as lands bordering Dewdney Trunk Road and Lougheed Highway, including land between these two arterials from the western boundary of the Town Centre Area Plan to the western City boundary adjacent to the City of Pitt Meadows.

Currently the Lougheed Transit Corridor is characterized by suburban development patterns, with highway-oriented service commercial use and mostly single-detached homes. The low-density nature of this area, with wide roads, abundant surface parking, and highway signage, has resulted in the automobile being the most convenient form of transportation for local residents.

The Lougheed Highway is an established major inter-regional transportation corridor for commuters and commercial vehicles, that serves as an important travel route through this area and links Maple Ridge to key destinations in the region and beyond to the east and west.

In the context of regional plans, the Lougheed Transit Corridor Area Plan is identified as a location for a complete communities with regionally significant transit investment, including upgraded infrastructure, as this area evolves over time. The R3 Rapid Bus Route between Maple Ridge Town Centre and the Coquitlam Central Station has been identified in the *Metro 2050* Regional Growth Strategy as a Major Transit Growth Corridor, which is intended to accommodate high density forms of development that are well-served by high quality public transit. TransLink has worked closely with Metro Vancouver to develop the *Transport 2050* Transportation Strategy, which provides further details on future transit investment that corresponds with land-use planning for the region.

The *Transport 2050* Strategy recommends regionally significant *Reliable and Fast Rapid-Transit* investments likely in the form of exclusive bus-only travel lanes along Lougheed Highway connecting this area to both the future Langley-Surrey Skytrain Extension (planned for 2028) and the current skytrain at the Coquitlam Central Station.

The Lougheed Transit Corridor Area Plan guides future land use planning, envisioning high-density development within two transit-oriented mixed-use nodes, diverse neighbourhoods connected to daily needs, and ample green spaces and amenities. The area is intended to remain smaller in scale to the Town Centre.

1.1.1 COMMUNITY VISION

Through public consultation for the Lougheed Transit Corridor Study, an overarching theme that was often heard and resonated with various other key topics was a desire for connectivity. The theme of connectivity was envisioned through the built form; as a transition through a mix of land uses and building typologies; in a well-connected and designed network of streets; and through connecting people of all ages and demographics in a place where they can walk, shop, eat, visit, gather, and play.

To help provide definition for each of the themes, the following points below highlight the collective community vision for a neighbourhood that includes:

- Physical linkages for ease of mobility;
- A range of commercial uses and various housing types and tenures;
- An increase in commercial and employment activity;
- Opportunities for social interaction;
- Arts and cultural experiences;
- Green spaces in proximity to the built environment;
- Options for transportation, including walking, cycling, and public transit;
- Neighbourhoods that feels safe;
- Places that are inclusive to all ages and demographics
- Vibrant destinations designed for people; and
- Local character and historical elements reflected in the built environment.
- Transportation Demand Management strategies to manage single-occupancy vehicles.



1.2 ASSUMPTIONS AND METRICS

The Lougheed Highway between Maple Ridge Town Centre and the Evergreen Skytrain line in Coquitlam is classified as a Major Transit Growth Corridor in TransLink's *Transport 2050* and Metro Vancouver's Regional Growth Strategy *Metro 2050*. Major Transit Growth Corridors correspond with areas for long-term public transit investment and locations for employment and residential densification to ensure sustainable transit ridership to justify regional transit investment. In the future, the projected demographics for Maple Ridge's Lougheed Transit Corridor are:

	Population	Dwelling Units	Jobs
2021	4,500	1,800	6,300
2035	11,800	5,300	8,600
2050	16,400	6,900	11,000

These metrics will be measured every five years with Census data.

1.3 ROLE OF THE AREA PLAN

The Lougheed Transit Corridor Area Plan reflects the community's values and is the preeminent document for long range planning and development with the Lougheed Corridor boundaries. The Lougheed Corridor Area Plan forms part of the Official Community Plan.

PLAN OVERVIEW

The Lougheed Transit Corridor Area Plan uses the six Guiding Principles (in Section 2.0 below) to provide a framework for growth and development in the area. Transit Nodes at the intersections of 203 Street and Lougheed Highway, as well as Laity Street and Lougheed Highway are the area's focal nodes being mixed-use destination locations with the highest densities in the Area Plan. Additionally, a 203 Street, Laity Street and 216 Street are identified as Complete Streets that are important pedestrian and cycling routes with a range of destinations and key residential density. The Transit Nodes are intended for the greatest concentration of mixed-uses, such as office and educational uses, health services, apartments, and gathering spaces.



AREA PLAN LENS

The area plan's guiding principles, objectives and policies have been prepared using a transit-oriented development lens. Through policies that guide re-development, the Lougheed Transit Corridor Area Plan is intended to contribute to climate change mitigation objectives laid out in the Official Community Plan and supporting strategies, including to reduce greenhouse gas emissions and increase the urban tree canopy.

Creating complete communities provides residents with urban environments that are socially engaging, generally consume less energy, and facilitate regular physical activity and the use of active transportation. Densification within urban areas has been linked to an increase in walking, cycling and physical activity for all individuals and also supports those with mobility issues, leading to improved physical and mental health and social well-being for a range of ages and demographics.

Additional benefits of developing a transit-oriented community is the prioritization of safe and accessible transportation for all ages and abilities by incorporating a variety of modalities, facilitation of active transportation which promotes physical activity, supports a reduction in obesity and increases social connectivity. Other associated health benefits include lower risk for cancer, lower risk for premature death from all causes, better mental health; and a stronger sense of community belonging.

When residents have good health, they generally have healthier relationships and exhibit fewer stress-related behaviours. Thus, healthier communities typically experience less violence, fewer barriers to building community relationships, and a greater sense of community.

CONNECTION TO OTHER PLANS

The Lougheed Transit Corridor Area Plan guides future land use decision making and is supported by other City strategies and policies, including the forthcoming Strategic Transportation Plan as well as external agencies' plans, such as *Metro 2050* and *Transport 2050*. TransLink's Maple-Ridge Pitt Meadows Area Transport Plan emphasizes road safety improvements at specific intersections and addresses enhancements to transit speed and reliability issues along the Lougheed Corridor. Additionally, *Transport 2050* seeks to make transit more reliable, including on corridors such as Lougheed Highway. Drawing on the region's short and long-term transportation strategy, the Lougheed Transit Area Plan is intended to advance regional transportation goals through policies that support complete communities along emerging fast and frequent transit corridors.





2. GUIDING PRINCIPLES

Over the course of the next 30 years, a significant evolution of the Lougheed Corridor is anticipated. The Lougheed Transit Corridor Area Plan sets the course to guide the next chapter of growth in this area, shaping it from its former auto-oriented suburban development pattern, to an urban group of neighbourhoods served by rapid transit. Using the community vision and themes created through the public consultation process, the following guiding principles underpin the Lougheed Transit Corridor Area Plan.

1. RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

The five minute walking distance around rapid transit stations on Lougheed Highway, generally 400 metres surrounding the intersection, are key locations for local jobs, complimenting existing health services and business park employment. Employment opportunities served by frequent and reliable transit supports equity in job access. A range of uses, coupled with new multi-family housing units and pedestrian friendly design, make these nodes complete communities that are walkable, mixed-use, and transit-oriented. Complete communities foster a variety of jobs and social, cultural, educational, and recreational amenities for people in all stages of life.

Objectives

- Encourage a hierarchy of nodes that maintain the Town Centre as Maple Ridge's downtown.
- Increase the number and types of jobs within walking distance of rapid transit.
- Locate highest residential densities at Transit Nodes and along Complete Streets.
- Use design principles to create an urban environment, particularly at Transit Nodes and along Complete Streets.
- Promote architectural design excellence informed by local identity and context.
- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.



2. MOBILITY CHOICE IS ENHANCED.

Design, planning and investment provide amenities for safe, convenient and enjoyable trips by foot, bike and transit while improving the reliability to move goods and vehicles. Multi-modal urban design creates complete communities, where daily needs are located within short distances from home. Complete communities help reduce gaps in social equity by enhancing mobility choice and neighbourhood connectivity, providing easy access to efficient and effective transit. Similarly, the infrastructure and design needs of emerging mobilities are considered through re-development.

Objectives:

- Grow transit ridership to build a case for future rapid transit investment.
- Connect Maple Ridge to the region through enhanced rapid transit.
- Reduce reliance on single-occupancy vehicles with Transportation Demand Management strategies.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Ensure that active transportation modes can be supported through re-development and capital projects.
- Create smaller blocks with new roads and pathways to improve access and walkability.
- Maintain reliability of Lougheed Highway to move people and goods.



3. THE BUILT ENVIRONMENT IS DESIGNED AT A HUMAN SCALE.

Buildings, streets, and outdoor spaces consider the pedestrian experience. Care and attention are given to creating comfort, safety, accessibility and beautiful details that invite and delight.

Objectives:

- Shape places for people rather than cars through urban design.
- Design streets to create vibrant and dynamic places.
- Expand opportunities for both informal and formal community gathering spaces through redevelopment.
- Design buildings and sites for employment uses that are pedestrian-oriented along Off-Lougheed Greenway.
- Create a linear greenway route to promote a neighbourhood feel that also provides connection for walking, cycling and general recreation.

4. HOUSING FOR THE NEEDS OF MANY.

To create a diverse and inclusive community, different housing types and tenures are needed to accommodate both current and future residents. The range of housing needs that the Area Plan seeks to satisfy include: purpose-built rental units, universally accessible multi-family housing, ground-oriented units geared towards larger households, as well as seniors and affordable housing. Diverse housing options serviced by frequent and reliable transit supports equity in housing access. Over time, these housing types and tenures will provide a broader range of options and complement the existing single detached neighbourhood character surrounding the Lougheed Transit Corridor.

Objectives:

- Encourage moderate 'missing middle' infill housing between Dewdney Trunk Road and Lougheed Highway.
- Create new multi-family housing units in existing commercial areas.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

5. NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

Safety considerations are addressed through Crime Prevention Through Environmental Design (CPTED), to ensure visibility, natural surveillance, and lighting; and also through street design with safe crossing, appropriate demarcation of cycling, pedestrian and vehicular zones. Resident inclusion and diversity is prioritized through creating and enhancing community gathering spaces that include programming to facilitate neighbourhood vitality and build community pride and spirit. Public art further celebrates diversity.

Objectives:

- Integrate culture and heritage through public art installations.
- Design streets to be safe and enjoyable places to walk and cycle at all hours.

6. GREEN SPACES CONNECT PEOPLE AND NATURE.

Facilitating a connection between people and the natural environment is essential to support liveable, healthy, and resilient neighborhoods. The densification of suburban areas provides opportunities to incorporate on green infrastructure and nature-based approaches; which supports climate mitigation, adaptation, and resiliency to help offset impacts associated with increased urbanization. Integrating green spaces within suburban areas reconfirms their valuable role as restorative, recreational and healthy places.

Objectives:

- Provide new park spaces that incorporate gathering spaces, community gardens and rain gardens.
- Improve access, visibility, and opportunities for experiential connections with existing green spaces and environmentally sensitive areas.
- Mitigate climate change impacts and promote climate adaption resiliency through strategic design solutions.
- Incorporate green infrastructure best practices into neighborhoods through re-development.







3.0 GENERAL LAND USE OBJECTIVES & POLICIES

GUIDING PRINCIPLES

RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

HOUSING FOR THE NEEDS OF MANY.

OBJECTIVES:

- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.
- Locate highest residential densities at Transit Nodes and Complete Streets.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

POLICIES:

3-1 Maple Ridge will encourage buildings over six storeys in height between Dewdney Trunk Road and Lougheed Highway, with transitional building heights of four to six storeys north of Dewdney Trunk Road and south of Lougheed Highway.



- 3-2** Maple Ridge will require buildings to step down to maximum of four storeys on the border of the area plan adjacent to lands designated *Urban Residential – Neighbourhood Infill* that are expected to remain lower density.
- 3-3** Maple Ridge will restrict direct vehicular access from Dewdney Trunk Road and Lougheed Highway as re-development occurs with new east-west lanes and roadway connections provided off north-south streets. Access will be consolidated to signalized intersections or accessed from side streets or laneways.
- 3-4** Maple Ridge will support buildings that are sited to create space for outdoor dining, and merchandise display adjacent to the road right-of-way while maintaining strong connection to the street.
- 3-5** Maple Ridge will required development on Major Arterial roads to be sited a minimum of six metres from the front property line and use landscaping to minimize the sound and visual impact of traffic.

3-6 Land assembly or lot consolidation proposed in conjunction with development, re-development, conversion, or infilling should meet the following conditions:

- a) That any residual lots are left in a configuration and lot area which are suitable for a future development proposal, or can be consolidated with other abutting residual lots or land parcel and complies with the applicable Land Use Designations and Policies of this area plan;
- b) The use of any residual abutting lots can continue to function in accordance with the applicable Land Use Designation and Policies of this area plan;
- c) Residual abutting lots or land parcels are not isolated or left in a condition which is unsuitable for redevelopment or unsuitable for the maintenance of the existing land use;
- d) The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.

3-7 As re-development occurs, parking is desired to be located underground.

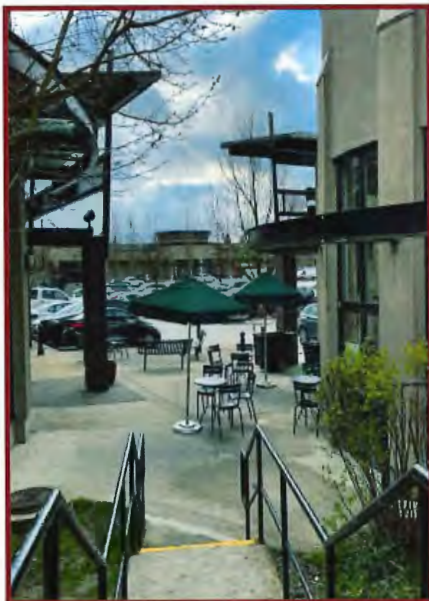
3-8 Maple Ridge will categorize the Lougheed Transit Corridor as a Frequent Transit Development Area in the Regional Growth Strategy.

3-9 Maple Ridge will encourage the construction of purpose-built rental housing.

3-10 Maple Ridge will support the retention of existing affordable rental units and will trigger tenant relocation processes outlined in Council policy to minimize impacts to existing residents.

3-11 Maple Ridge will work with Provincial and Federal agencies to secure sites for non-market housing, and work with the development community in sharing funding opportunities.

3-12 Maple Ridge will encourage the installment of micro-mobility parking in prominent well-lit locations as well as secure micro-mobility storage in new developments.



- 3-13** Maple Ridge will explore and develop a density bonus program in alignment with Council's strategic initiatives.
- 3-14** Maple Ridge will encourage complete communities in the Lougheed Transit Corridor that include housing, jobs, services and amenities, and transit to reduce vehicle trips.
- 3-15** Limit suburban design elements and uses, such as drive-throughs, strip malls and highway commercial







4.0 LAND USE DESIGNATIONS & POLICIES

This section describes the land use designations and supporting policies in the Lougheed Transit Corridor.

A “designation” of land on a schedule of the Official Community Plan characterizes what land uses could be supported in the future. City Council “designates” the types of land use activities that are appropriate for different areas throughout the City. The designations are general in nature, and specific form, character, and density details are contained in the Development Permit Guidelines and accompanying Zones.

An amendment to the Official Community Plan is required to adopt or change a land use designation and this includes four readings of an amending bylaw and a Public Hearing. The land use designations are mapped on Schedule 1 of the Lougheed Transit Corridor Area Plan and are summarized below.

GUIDING PRINCIPLES

RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

HOUSING FOR THE NEEDS OF MANY.

GREEN SPACES CONNECT PEOPLE AND NATURE.

OBJECTIVES:

- Encourage a hierarchy of nodes that maintain the Town Centre as Maple Ridge’s downtown.
- Increase the number and types of jobs within walking distance of rapid transit.
- Locate highest residential densities at Transit Nodes and along Complete Streets.
- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Encourage moderate ‘missing middle’ infill housing between Dewdney Trunk Road and Lougheed Highway.
- Create new multi-family housing units in existing commercial areas.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

4.1 LOCAL RESIDENTIAL INFILL

The *Local Residential Infill* designation permits single-family dwellings with complimentary secondary suites and detached garden suites as permitted by the property’s zoning, to maintain existing single-family character.

POLICIES:

- 4-1** Maple Ridge will support the retention of single family homes to maintain a mix of housing forms.
- 4-2** Maple Ridge will encourage accessory residential units such as secondary suites and detached garden suites.

4.2 INTENSIVE ATTACHED RESIDENTIAL INFILL

The *Intensive Attached Residential Infill* designation permits attached residential housing forms such as duplexes, triplexes, and rowhomes to a maximum of three storeys for moderate density.

POLICIES:

- 4-3 Maple Ridge will explore expanding the range of housing forms in established neighbourhoods to include duplex, triplex and row homes to encourage moderate densification while maintaining the existing lot pattern.
- 4-4 Maple Ridge will promote attached forms of housing with two to four residential units to encourage ground oriented residential units in proximity to a range of existing services.
- 4-5 Maple Ridge will support moderate densification in neighbourhoods with the creation of new rear lane vehicular access, as shown on Schedule 2.
- 4-6 The *Intensive Attached Residential Infill* land use permits new residential units that maintain similar massing to a single family home.
- 4-7 A minimum of two properties must be consolidated and provide sufficient lane dedication to connect to a least one intersecting street as shown on Schedule 2-Road Pattern.

4.3 TRANSIT CORRIDOR MULTI-FAMILY

The *Transit Corridor Multi-Family* designation permits multi-family residential densification through lot consolidation along key arterials such as Dewdney Trunk Road and Lougheed Highway, as well as Major Corridors. Supported multi-family residential forms of development include fourplexes, courtyard residential, townhouses, apartments, and assisted living.

POLICIES:

- 4-8 Maple Ridge will require a minimum lot consolidation of 2,000 m² for multi-family developments excluding development of a fourplex.
- 4-9 Maple Ridge will support buildings heights of three to six storeys.
- 4-10 Maple Ridge will encourage the creation of flexible amenity space that can be used as communal office or work area.

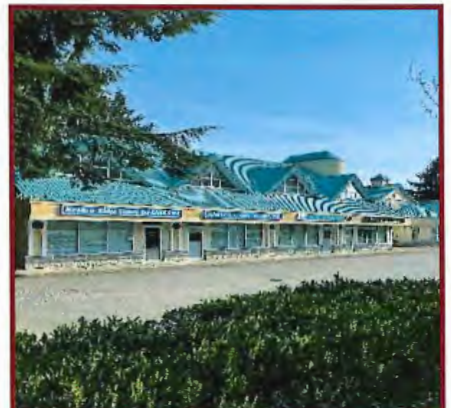


4.4 COMMERCIAL MIXED-USE

The *Commercial Mixed-Use* designation permits a mixed-use form of development with ground floor commercial and residential apartments above. Office use is also permitted above ground level.

POLICIES:

- 4-11** Maple Ridge will support a minimum of four storeys.
- 4-12** Maple Ridge will require a minimum lot consolidation of 3,000m² for commercial and mixed-use developments.
- 4-13** Maple Ridge will create a new commercial mixed-use zone for specific application in the Lougheed Transit Corridor.
- 4-14** Maple Ridge will permit commercial mixed-use buildings at Transit Nodes and along Complete Streets with ground floor commercial.
- 4-15** Compact neighbourhoods are desired and encouraged through high density development, wherein a variety of land uses are located such that residents and workers are within walking distance of many destinations.
- 4-16** Commercial uses in mixed-use buildings should serve the basic, everyday needs of residents, such as grocery, convenience and personal services, as well as destinations for residents within a five minute walking distance or 400m radius, such as retail and restaurants.
- 4-17** Commercial uses with extended hours such as cinemas, restaurants, bars and other evening entertainment venues are encouraged at the 203 Street Transit Node to create night life opportunities.
- 4-18** Complimentary health services to the Ridge Meadows Hospital are encouraged at the Laity Street node, including medical offices, pharmacies, medical imaging, laboratories, convenience retail, childcare, assembly, and restaurant.
- 4-19** Ground-floor commercial is required at Transit Nodes and along Complete Streets for the *Commercial Mixed-Use* land use designation.
- 4-20** Locate an event plaza in the 203 Street Transit Node for gatherings such as farmer's markets, concerts, and community festivals.



4.5 FLEXIBLE EMPLOYMENT

The *Flexible Employment* designation permits a business park form of development, with a consistent architectural standard, and pedestrian focused design. Typical highway commercial uses and live-work uses are also permitted and encouraged to be integrated within a business park format.

POLICIES:

- 4-21 Maple Ridge will support a minimum of two storeys and a maximum of six storeys.
- 4-22 Employment uses are completely enclosed in a building, and do not create noise, smell, or vibration issues to create compatibility with commercial and residential uses.
- 4-23 Maple Ridge will support live-work units that contain a residential space and a light industrial work space that also supports an accessory retail component.
- 4-24 The 207 Street and 119 Avenue intersection is encouraged to have destination light industrial uses that generate trips throughout the day and into the evening such as tasting rooms and lounges, performance space, boutique and niche artisanal retail, and restaurants connected with caterers or culinary schools.



4.6 CONSERVATION

The *Conservation* designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain the ecological diversity within the City.

POLICIES:

- 4-25 Through re-development, additional conservation land dedication will be sought by Maple Ridge to create better access to these spaces, providing enhancement opportunities, and creating passive recreation trails.
- 4-26 Maple Ridge will use signage in conservation areas to educate users about environmental stewardship.
- 4-27 Maple Ridge will create a north-south walking trail along the Katzie Slough in dedicated conservation land, with defined access points.
- 4-28 Maple Ridge will construct a north-south trail for pedestrians and cyclists along McKenney Creek in dedicated conservation land, with defined access points.

4.7 PARK

The *Park* designation permits open space, recreation and park use under Municipal jurisdiction.

POLICIES:

- 4-29 Maple Ridge will acquire land adjacent to the off-Lougheed Greenway at Donovan Avenue and Wicklow Way for a new neighbourhood park. Park programming may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-30 Maple Ridge will acquire land adjacent to Cook Park to expand the existing park. Park programming for the expansion may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-31 Maple Ridge will acquire land adjacent to the off-Lougheed Greenway between 206 Street and 207 Street for a new neighbourhood park. Park programming may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-32 Maple Ridge will evaluate opportunities for additional park spaces through re-development review. Opportunities may include an urban plaza and public gathering space near 203 Street between Dewdney Trunk Road and Lougheed Highway. Urban plaza space may include gathering space, seating options, water features, public art and play features to be reviewed through the development process.

4.8 INSTITUTIONAL

The *Institutional* designation includes diverse uses that meet specific community needs and that serve the local population, such as schools, community halls, recreational facilities, museum, places of worship, firehalls, daycare facilities, healing and wellness centres, correctional and rehabilitation facilities, public service uses, hospitals, cemeteries and congregate care facilities.

POLICIES

4-33 The integration of institutional uses with other uses in the community is encouraged and will be supported based on the following criteria:

- a) compatibility with adjacent uses, the neighbourhood context and natural features;
- b) located near public transit;
- c) has direct access to a Major Corridor as identified on Figure 4 in the Maple Ridge Official Community Plan.

4-34 Maple Ridge will support increased visibility of the Maple Ridge Cemetery along the south side.







5.0 TRANSPORTATION & CONNECTIVITY OBJECTIVES AND POLICIES

GUIDING PRINCIPLES

MOBILITY CHOICE IS ENHANCED.

NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

OBJECTIVES

- Grow transit ridership to build a case for future rapid transit investment.
- Connect Maple Ridge to the region through enhanced rapid transit.
- Reduce reliance on single-occupancy vehicles with Transportation Demand Management strategies.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Ensure that active transportation modes can be supported through re-development and capital projects.
- Create smaller blocks with new roads and pathways to improve access and walkability.
- Shape places for people rather than cars using design principles
- Design streets to create vibrant and dynamic places.
- Create a linear greenway route to promote walking and micro-mobilities for transportation and recreation.
- Design streets to be safe and enjoyable places for walking and micro-mobilities.

POLICIES

- 5-1 Maple Ridge will work with TransLink to provide safe and well-lit areas for transit.
- 5-2 Maple Ridge will use universal design principles to create accessible routes to transit.
- 5-3 Maple Ridge will work with the Ministry of Transportation and Infrastructure and TransLink to explore a dedicated bus lane on Lougheed Highway for faster, more reliable transit service.
- 5-4 Maple Ridge will advocate for local bus routes that bring residents from outside of the transit corridor to rapid transit in a convenient and efficient way.
- 5-5 Maple Ridge will create the Off-Lougheed Greenway to enhance neighbourhood livability with a connected, lower traffic volume route for pedestrians and cyclists.
- 5-6 Maple Ridge will prioritize non-vehicular forms of transportation on the Off-Lougheed Greenway.
- 5-7 Micro-mobility facilities are separated from vehicular travel lanes on the Off-Lougheed Greenway.

- 5-8 Maple Ridge will explore the requirements for bike share amenities along the Off-Lougheed Greenway.
- 5-9 Maple Ridge will implement traffic calming where possible to create safe pedestrian and micro-mobility facilities.
- 5-10 Maple Ridge will implement safe crossing measures at key intersections.
- 5-11 Maple Ridge will encourage the installment of micro-mobility parking in prominent well-lit locations along the Off-Lougheed Greenway as well as secure micro-mobility storage in new developments.
- 5-12 Maple Ridge will encourage wayfinding signage at key locations for cyclists and pedestrians along bicycle routes and at bus stops.
- 5-13 Maple Ridge will use the 'All Ages and Abilities' design approach and Crime Prevention Through Environmental Design (CPTED) principles to create comfortable environment for all Off-Lougheed Greenway users throughout all times of the day and evening.
- 5-14 Road improvements through new development and capital projects will identify and create safe spaces for active modes of transportation, such as walking and cycling.
- 5-15 Maple Ridge will require pedestrian level lighting on walkways to promote visibility and safety.
- 5-16 Maple Ridge will support active school travel by working with School District 42 on identifying and planning for safe and comfortable walking routes to schools.



- 5-17 Maple Ridge will explore the feasibility of reduced residential and commercial parking standards in proximity to rapid transit stations.
- 5-18 Maple Ridge will work in partnership with TransLink and car share providers to encourage identified car share parking spaces in new developments.
- 5-19 Maple Ridge will explore on-street parking time limits to promote access to local businesses.
- 5-20 Maple Ridge will encourage enhanced mobility choice with high quality infrastructure for active travel modes to provide options for residents that include enhanced connections east and west for ease of movement through this area.
- 5-21 Maple Ridge will require Transportation Impact Assessments, where appropriate, through the redevelopment process to help reduce traffic congestion.
- 5-22 Maple Ridge will investigate strategies for a range of parking facilities near rapid transit.
- 5-23 Maple Ridge will explore transportation demand management strategies to promote transit use and active forms of transportation.
- 5-24 Maple Ridge will identify locations for street pay parking, to promote turn over and prioritize non-vehicular transportation.
- 5-25 Maple Ridge will encourage public electric vehicle charging stations at transit nodes and high streets.
- 5-26 Maple Ridge will require pre-wiring for charging infrastructure in all new construction.
- 5-27 Maple Ridge will encourage a portion of commercial and employment parking spaces to be designated for car-sharing and car-pooling.
- 5-28 Maple Ridge will consider the needs of emerging micro-mobilities.
- 5-29 Maple Ridge will support small blocks to create improved pedestrian connectivity through new roads, parks and green space, and public or private pathways.
- 5-30 Maple Ridge will encourage multiple routes to destinations to provide a variety of options to pedestrians and cyclists.
- 5-31 Establish a grid network of roads and pathways between Dewdney Trunk Road and Lougheed Highway.



6.0 PUBLIC REALM OBJECTIVES & POLICIES

GUIDING PRINCIPLES

THE BUILT ENVIRONMENT IS DESIGNED AT A HUMAN SCALE.

NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

OBJECTIVES

- Promote architectural design excellence informed by local identity and context.
- Shape places for people rather than cars through urban design.
- Design streets to create vibrant and dynamic places.
- Expand opportunities for both informal and formal community gathering spaces through redevelopment.
- Design buildings and sites for employment uses that are pedestrian-oriented along Off-Lougheed Greenway.
- Integrate culture and heritage through public art installations.

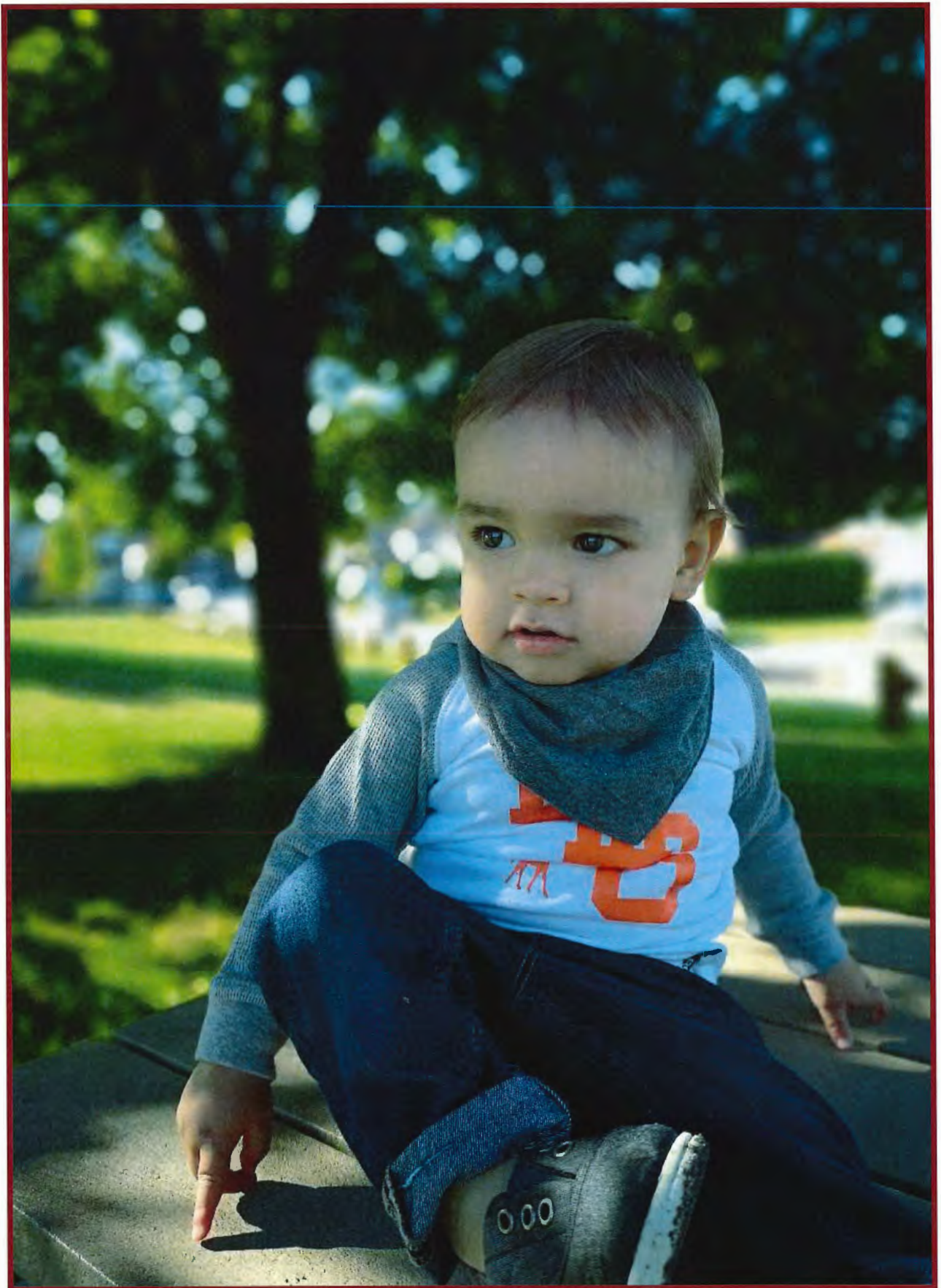
POLICIES

- 6-3** Where possible, street trees located on both sides of the Off-Lougheed Greenway provide visual interest, reduce the urban heat island effect and help create a defined sidewalk boundary and safe and inviting space for pedestrians.
- 6-7** Parkettes are used to provide additional seasonal patio seating and slow vehicular traffic.
- 6-8** Maple Ridge supports unique, exciting and innovative uses of rear lanes to create dynamic places for pedestrians.
- 6-10** Maple Ridge will consider the needs of children, seniors, and persons with disabilities in public realm design.



- 6-11 In large comprehensive re-developments, Maple Ridge will identify opportunities to achieve community amenity space such as: community meeting rooms, a seniors activity centre, community centres, playgrounds, outdoor plazas and public art.
- 6-12 Maple Ridge will identify a location for a covered performance amphitheater to host performance based arts and culture events.
- 6-13 Maple Ridge will explore locating community spaces with flexible use at Transit Nodes, for rotating cultural and heritage displays.
- 6-14 Incorporate public art in streetscape improvements, capital works projects and new development.
- 6-15 Engage with community members to ensure public art reflects the story and identity of the area.
- 6-16 Maple Ridge will explore an artist mural and more short-term vinyl wrap program to inject colour and expression into the built environment.
- 6-17 Variation in public space, sidewalk, and cycle route paving treatment and material help delineate space for different users.
- 6-18 Wayfinding is located at regular intervals at Transit Nodes and Complete Streets to orient users.
- 6-19 Maple Ridge will use enhanced sidewalk treatments, street lamp banners, and street furniture to define and identity the Complete Streets and Transit Nodes.





7.0 GLOSSARY OF TERMS

ALL AGES AND ABILITIES:

An international best practice that should be adopted for all bicycle facility design and network implementation to accommodate users with a range of abilities and comfort levels.

COMPLETE COMMUNITY:

A community with mix of uses and affordable services and amenities, which allows residents to meet most of their daily needs by walking, rolling, or transit without leaving the neighbourhood. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

COMPLETE STREETS:

A design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN:

A multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among residents so that they can reduce the rate and fear of crime.

FIVE MINUTE WALKING DISTANCE:

A 400 m radius is an approximate area that can be covered on foot in five minutes. A five minute walk is a low threshold distance that most people are willing to walk or roll to reach transit and other key destinations.

FLEXIBLE EMPLOYMENT:

A land use that includes a range of employment focused uses such as light industrial, office, and commercial.

GREEN INFRASTRUCTURE:

Green Infrastructure refers to the natural assets such as forests, streams, wetlands, vegetation, soils and bioengineered or landscape design solutions that exist now and that have the potential to be incorporated into sites, streets, and neighbourhoods that collectively provide the community with a broad array of products, services, and benefits that are crucial to health, livability, cost saving, and sustainable development.

MICRO-MOBILITY:

Micro-mobility includes both human-powered mobility devices (bikes, kick scooters, etc) and electric –assisted mobility devices, such as electric bikes and scooters, which can be personally owned or used in shared fleets.

UNIVERSAL DESIGN:

The design of products, environments, programs and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

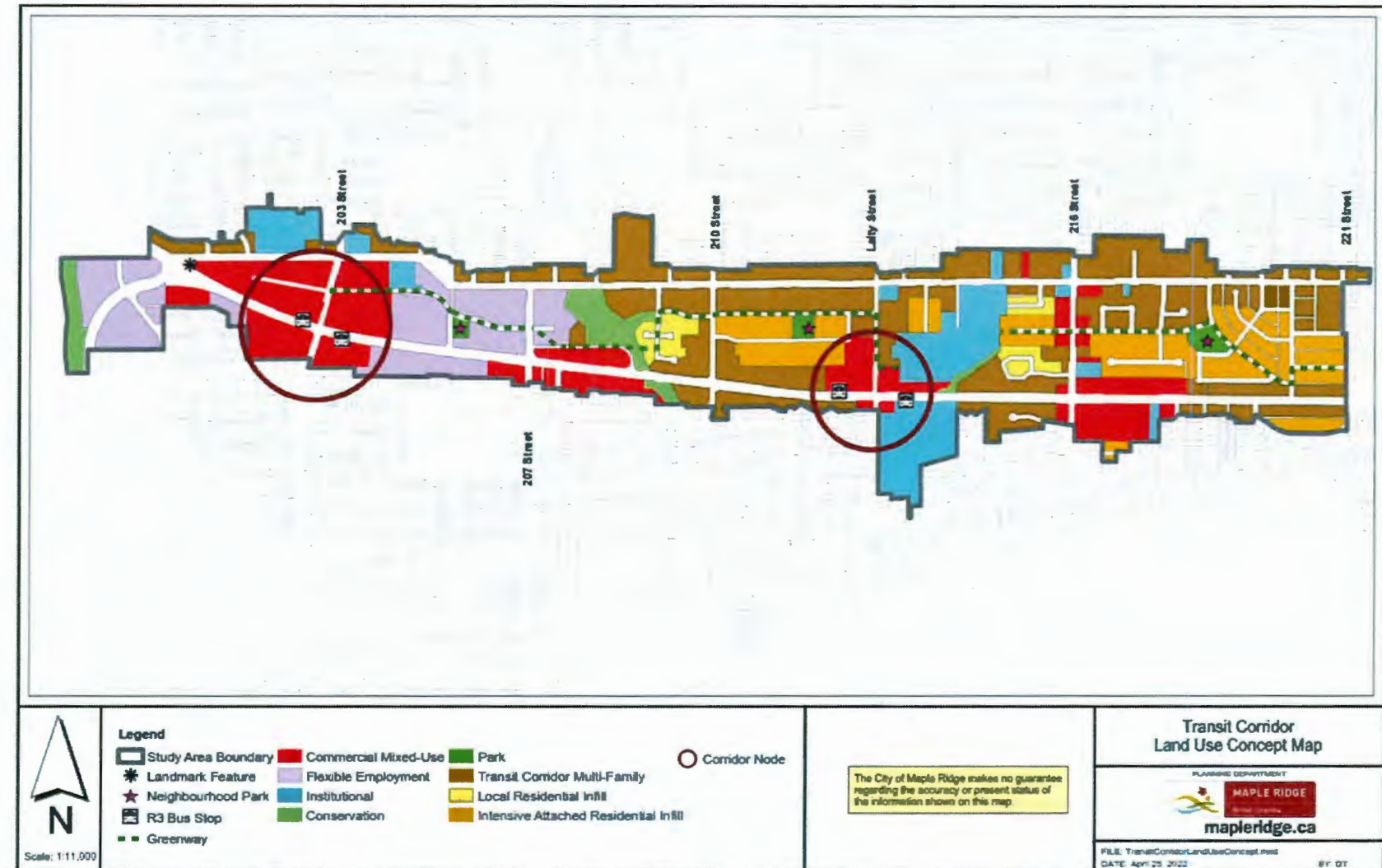
APPENDIX A – ZONING MATRIX

- a) This Matrix is to be read in conjunction with the policies and criteria in the Lougheed Transit Corridor Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;

Land Use	Supported Zones
Local Residential Infill	R-1 Single Detached (Low Density) Urban Residential R-4 Single Detached (Infill) Urban Residential RT-1 Two-Unit Urban Residential
Intensive Attached Residential Infill	RST Street Townhouse Residential RT-1 Two Family Urban Residential RT-2 Ground-Oriented Residential Infill (limited to triplex)
Transit Corridor Multi-Family	RT-2 Ground-Oriented Residential Infill (limited to fourplex and courtyard) RM-1 Low Density Townhouse Residential RM-2 Medium Density Residential RM-4 Medium Density Townhouse Residential RM-5 Low Density Apartment Residential
Commercial Mixed Use	C-7* Lougheed Transit Corridor Mixed-Use
Flexible Employment	M-6* Infill General Employment M-3 Business Park Industrial C-2 Community Commercial CS-1 Service Commercial

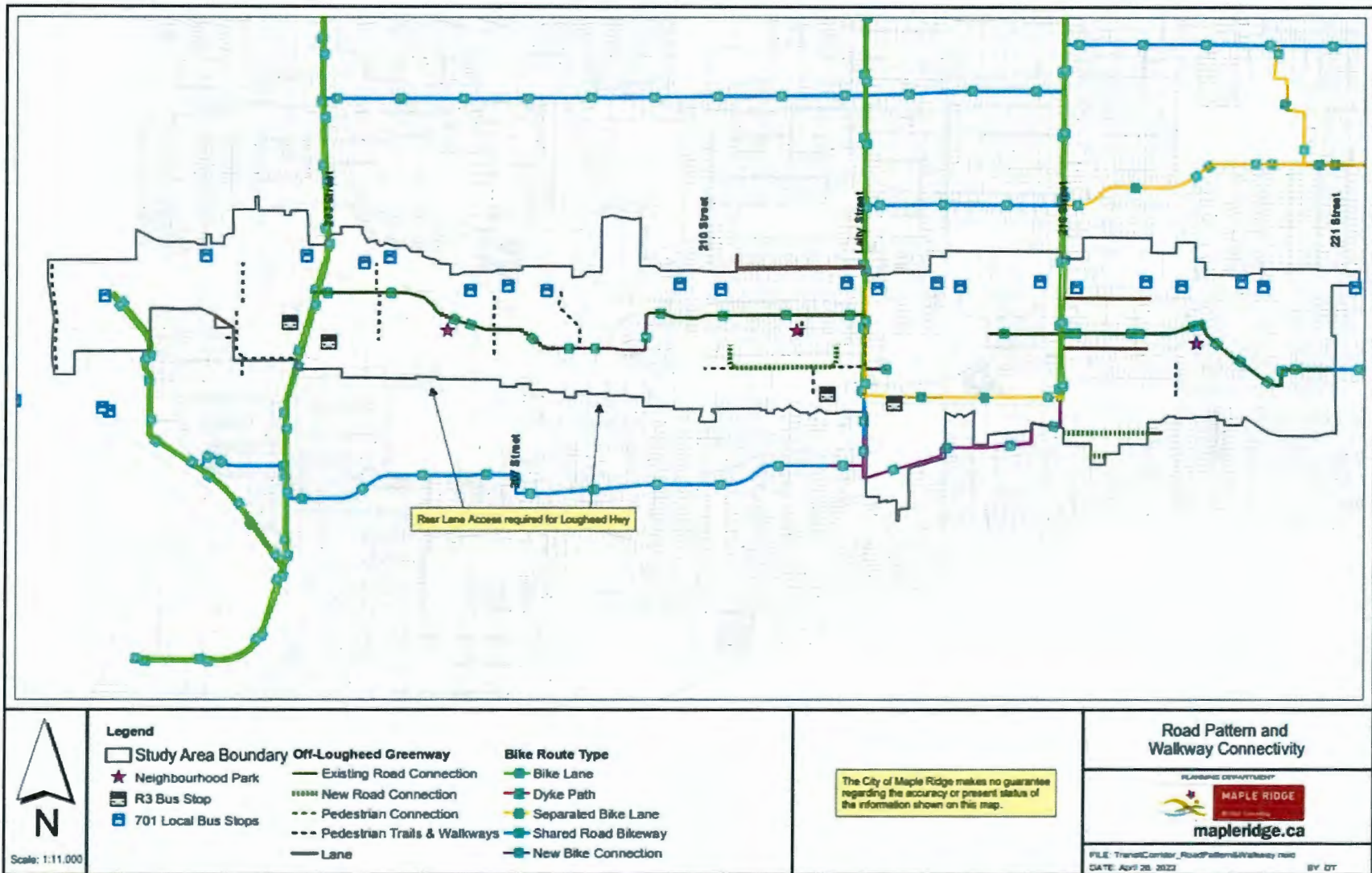
* Proposed new zones, which will be forthcoming through the development application process.

SCHEDULE 1—LAND USE MAP

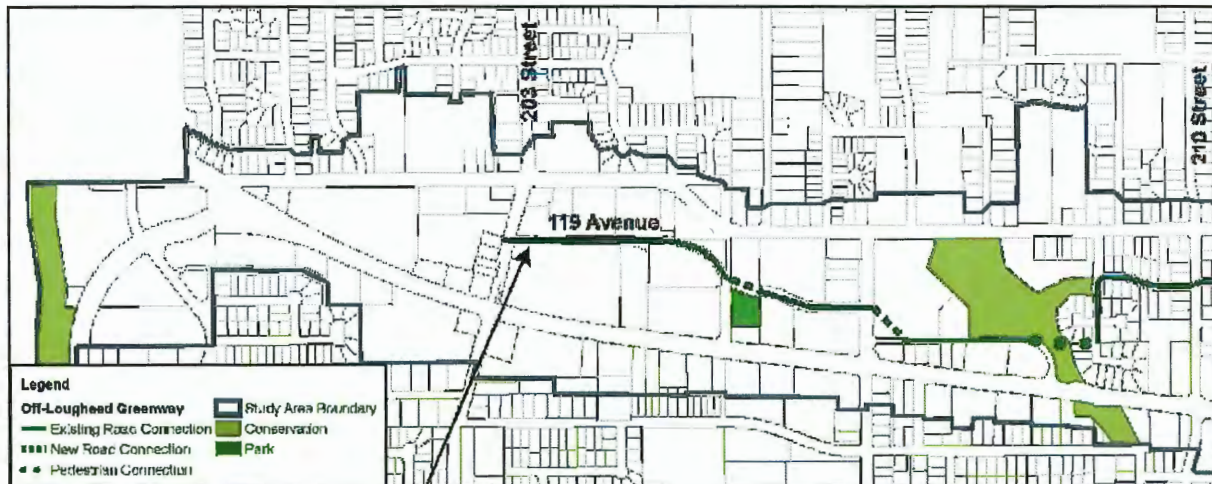




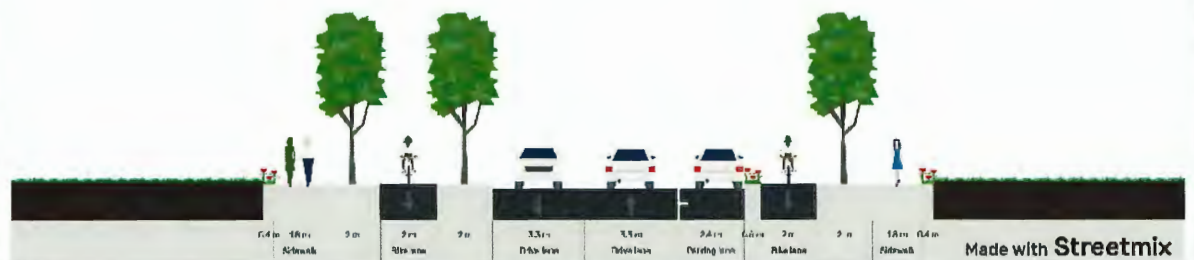
SCHEDULE 2—ROAD PATTERN



SCHEDULE 3—OFF-LOUGHEED GREENWAY

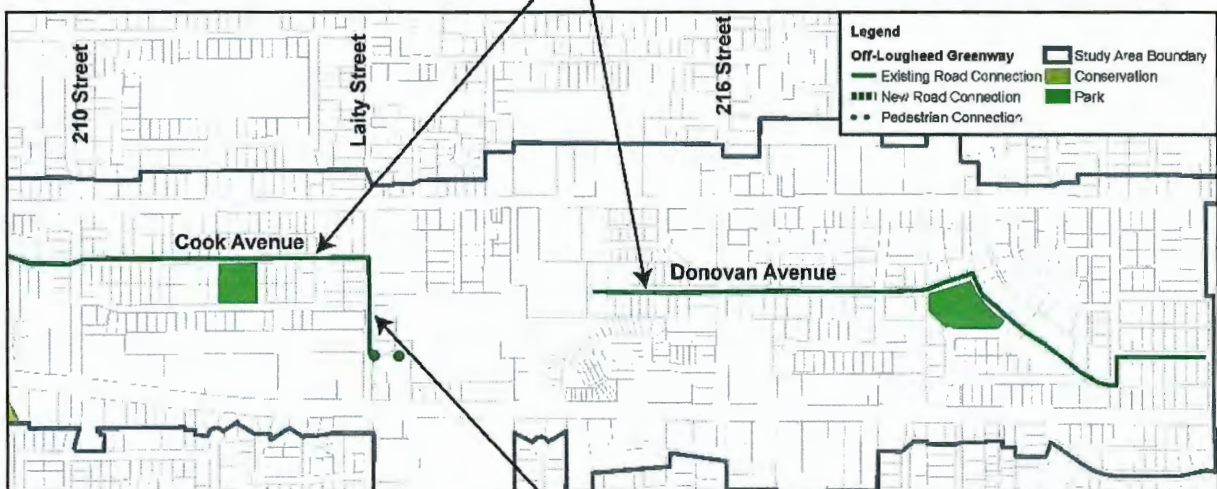
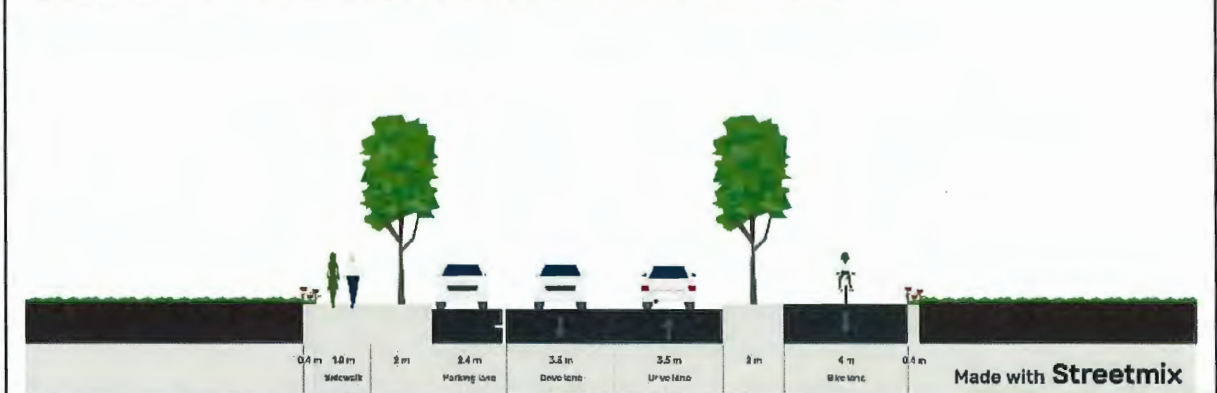


TYPICAL COLLECTOR ROAD GREENWAY SECTION

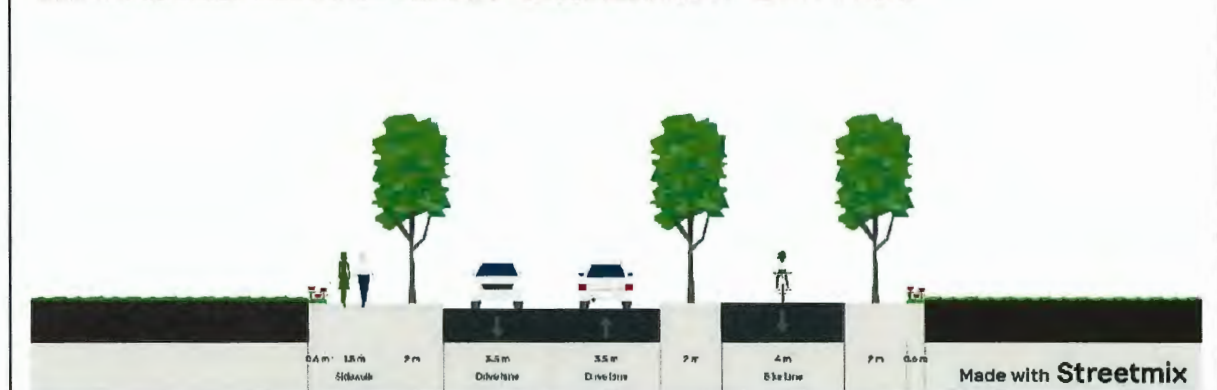


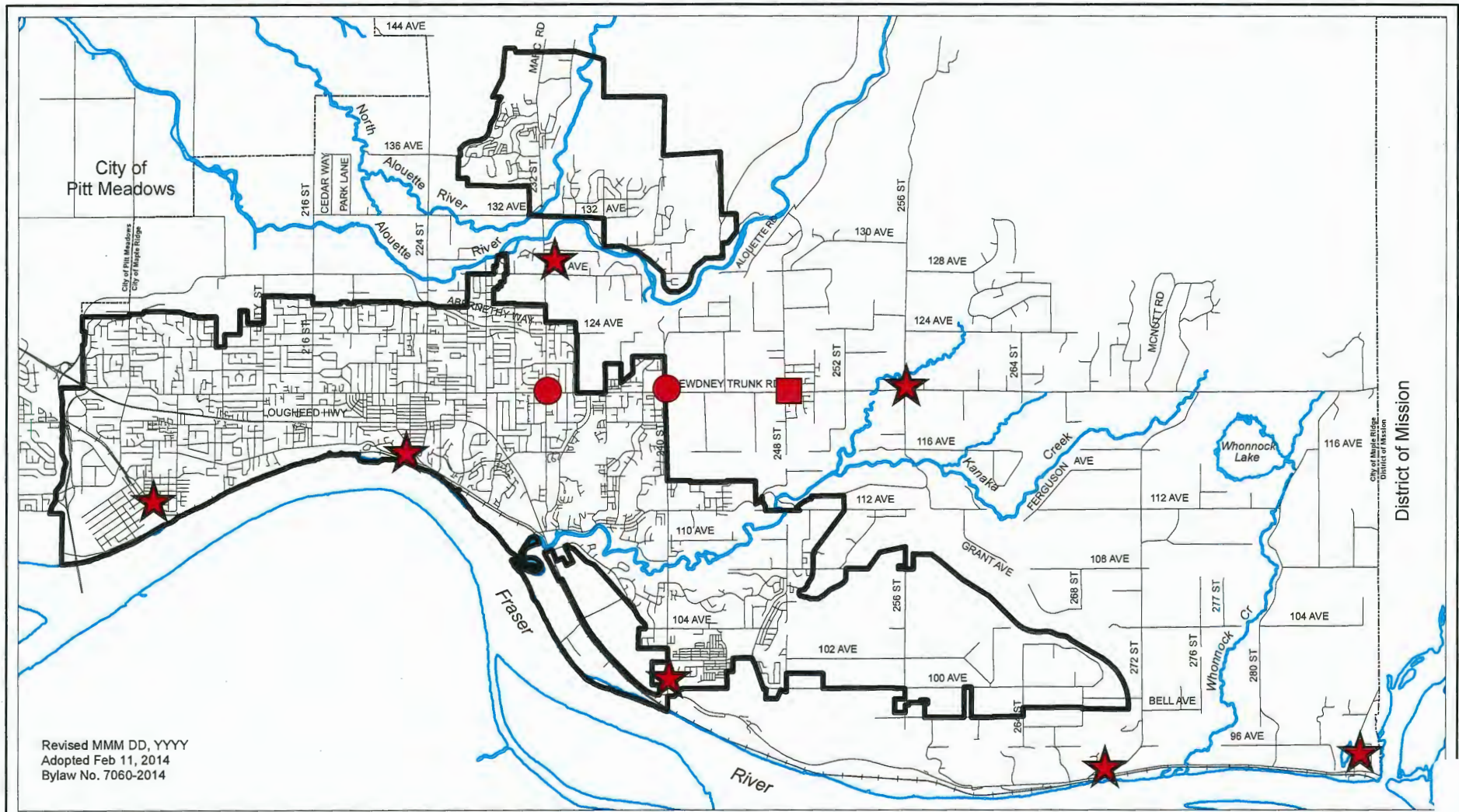
SCHEDULE 3—OFF-LOUGHEED GREENWAY

TYPICAL LOCAL ROAD GREENWAY SECTION



MODIFIED LOCAL ROAD GREENWAY SECTION





Revised MMM DD, YYYY
 Adopted Feb 11, 2014
 Bylaw No. 7060-2014



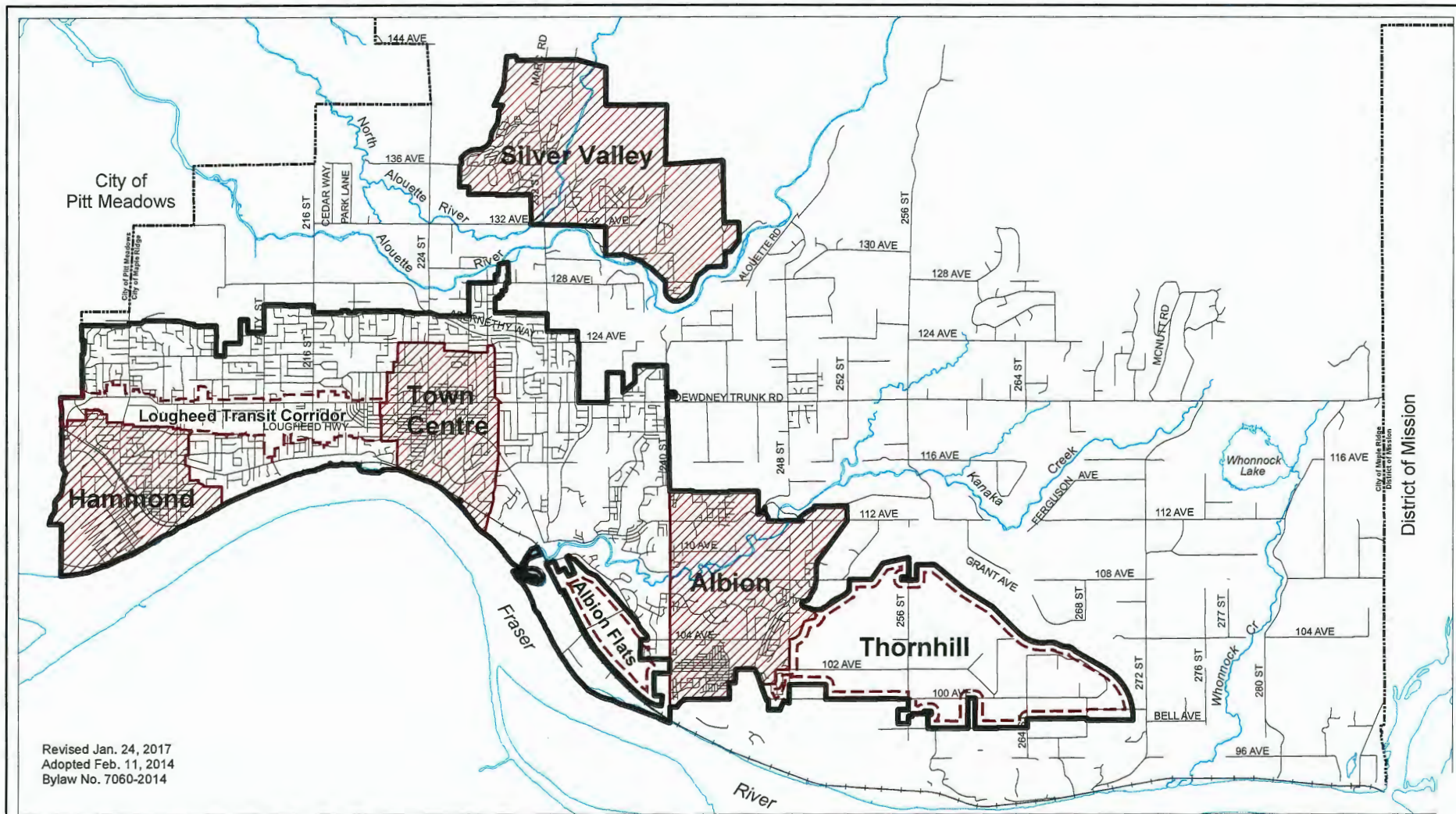
- COMMUNITY COMMERCIAL NODES (SUBJECT TO SECTION 6.3.5)
- VILLAGE COMMERCIAL NODES (SUBJECT TO SECTION 6.3.6)
- HISTORIC COMMERCIAL CENTRES (SUBJECT TO SECTION 6.3.8)
- URBAN AREA BOUNDARY




COMMUNITY COMMERCIAL NODES, VILLAGE COMMERCIAL NODES AND HISTORIC COMMERCIAL CENTRES

CORPORATION OF THE DISTRICT OF MAPLE RIDGE

PLANNING DEPARTMENT

MMM DD, YYYY Not To Scale Figure 2.



-  URBAN AREA BOUNDARY
-  EXISTING AREA PLANS
-  FUTURE AREA PLANS

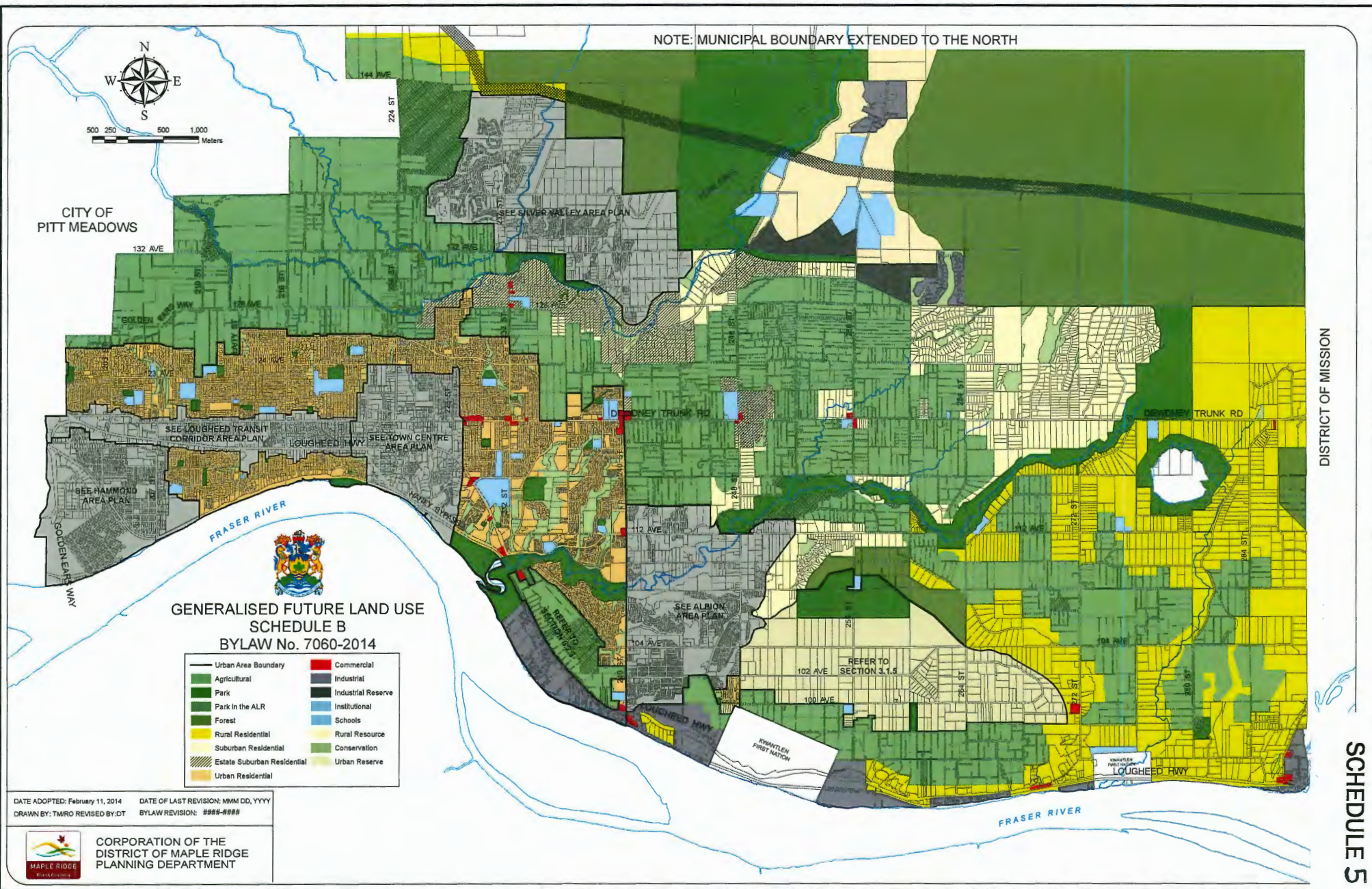
AREA PLANS



CORPORATION OF
 THE DISTRICT OF
 MAPLE RIDGE
 PLANNING DEPARTMENT

MMM DD, YYYY Not To Scale

Figure 6.





February 24, 2022

SENT VIA EMAIL

Amelia Bowden, M. Urb, MCIP, RPP
Planning Department
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Amelia Bowden,

RE: Feedback for Lougheed Transit Corridor Area Plan and Development Permit Guidelines

Thank you for the opportunity to review and provide feedback on the Lougheed Transit Corridor (LTC) Area Plan and Development Permit (DP) Guidelines. Our feedback is from a Healthy Built Environment perspective, which is in strong alignment with the objectives and policies in the LTC Area Plan and DP Guidelines. Investing in health throughout the implementation of this plan will allow residents and future residents to enjoy healthier lives physically, mentally and socially.

We would like to suggest health language that could be integrated into in the LTC Area Plan and DP Guidelines that will further strengthen the intended link between planning policies and health outcomes. Incorporating health language will support policy that aims to reduce inequities and improves the health of the residents in Maple Ridge, and increase community understanding of the rationale and benefits of this plan.

Health and Planning

It is promising to see the LTC Area Plan and DP Guidelines include a health equity lens while creating complete, compact communities. Key healthy built environment principals have already been integrated into planning concepts within these documents, however, there is also opportunity to reference the associated health outcomes. Incorporating health evidence linking how design principles benefit the health of the population can support the best practices highlighted in these documents. For example, creating complete neighbourhoods, such as those indicated around the transit nodes, are more convenient, socially engaging, generally consume less energy, and encourage regular physical activity and the use of active transportation¹. Such densification of neighbourhoods has been linked to an increase in walking, cycling and physical activity leading to improved physical and mental health and social well-being¹.

Developing a healthy transportation network, which prioritizes safe and accessible transportation for all ages and abilities by incorporating a variety of modalities, can increase the participation of active transportation in a community. The transit corridor nodes are great examples of such networks, which can have several health benefits on the public such as increased physical

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activity, decreased obesity and increased social connectivity². Other associated health benefits include lower body mass index and body fat; improved cardiovascular disease risk factors; lower risk for cancer; lower risk for premature death from all causes; better mental health; and a stronger sense of community belonging³.

When residents have good health, they generally have healthier relationships and exhibit fewer stress-related behaviors. Thus, healthier communities typically experience less violence, fewer barriers to building community relationships, and a greater sense of community⁴. For this reason, it is important for decision-makers and planners to consider a multi-sectoral, collaborative approach with health as an important outcome when making infrastructure-planning decisions³.

Recommendations for Incorporation of Health Language

Numerous Healthy Built Environment planning policies have been incorporated into these documents. The following includes recommendations on how to incorporate health language that support these planning principals.

Rapid Transit Stops are Mixed-Use Employment HUBS

- Complete communities foster a variety of jobs and social, cultural educational, and recreational amenities for people in all stages of life, they also encourage healthier behaviours and improve physical and mental health¹.
- Increase the number and type of jobs within walking distance of rapid transit. Access to stores, services and employment opportunities within walkable distances from residential areas (i.e. 400 m as indicated in the LTC Area Plan), promotes walking by all individuals even those in an aging population with mobility issues³.
- Design Multi-Family and Mixed-use developments to strengthen community identity, support people's ability to eat healthily and be active⁵.

Mobility Choice is Enhanced

- Reduce reliance on single-occupancy vehicles with Transportation Demand Management strategies, which decreases the vehicle miles travelled and helps prevent unintentional injury¹.
- Create smaller blocks with new roads and pathways to improve access and walkability. Increasing walkways and access to transit hubs, such as in the transit corridor nodes, encourages individuals to use active transportation, which can bring significant improvements to quality of life, health and economic benefits⁶.

The Built Environment is Designed at Human Scale

- Shape places for people rather than cars through urban design, encourages individuals to walk, cycle or take transit, which has been linked to physical and mental health benefits, as well as improved social connectedness¹.

Housing for the Needs of Many

- Provide housing that accommodates a range of housing forms and tenure types encouraging improved quality of life through improved physical and mental health¹.

- Increase and enhance the stock of rental housing, while maintaining affordable housing units for all residents. For example, providing affordable purpose built rental units and universally accessible multi-family homes have been associated with increased disposable income making it easier for individuals and/or families to afford basic needs, such as nutritious food¹.
- Individuals and/or families are also better able to stay in one place longer, improving their social well-being and fostering connections with the community¹.

Neighbourhoods are Safe, Diverse and Inclusive

- Design streets to be safe and enjoyable places to walk and cycle at all hours, by all ages and abilities. Older adults and seniors may experience slower reflexes and walking speeds, vision loss, decreased cognitive ability, and reduced endurance requiring periodic rest breaks⁶. Therefore, providing street furniture, such as benches, along key routes and bus stations is an integral part to an equitable neighbourhood.

Green Spaces Connect People and Nature

- Provide new park spaces in infill areas as there is strong evidence showing individuals who have access to such areas are more physically active and have reduced stress levels, chronic disease, as well as depression and anxiety¹.
- Improve access and visibility of existing green space and environmentally sensitive areas to promote various health benefits including lower risk of premature death, and improved mental and social well-being^{3, 5}.

Fraser Health appreciates the opportunity to provide feedback. We look forward to ongoing communication and collaboration with the City of Maple Ridge in creating a community where individuals will be able meet their daily needs where they live, work and play. If you have any questions or comments, please contact Kim McLennan at 604-476-7066.

Sincerely,



Kim McLennan, BSc. BTech. CPHI(C)
Environmental Health Officer
Healthy Built Environment Program
Fraser Health Authority

KM/rc

1. Provincial Health Services Authority (2018). *Healthy Built Environment Linkages Toolkit*
<http://www.bccdc.ca/health-professionals/professional-resources/healthy-builtenvironment-linkages-toolkit>
2. BC Centre for Disease Control (2017). *Fact sheet: Supporting equity through the built environment*. Vancouver, BC: BC Centre for Disease Control
3. Public Health Agency of Canada. *The Chief Public Health Officer's Report on the State of Public Health in Canada 2017: Design for Healthy Living*. Ottawa, ON Public Health Agency of Canada, 2017
4. ChangeLab Solutions (2019) *Long-Range Planning for Health, Equity & Prosperity: A Primer for Local Governments*
<https://www.changelabsolutions.org/product/long-range-planning-primer>
5. Canadian Institute of Planners. *Healthy Communities Practice Guide*.
https://www.cip-icu.ca/Files/Resources/CIP-Healthy-Communities-Practice-Guide_FINAL_lowre.aspx
6. British Columbia Active Transportation Design Guide
https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf



January 26, 2022

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Attention: Amelia Bowden

Dear Ms. Bowden:

Re: File #: 2019-032-CP
Subject: Lougheed Transit Corridor Area Plan and Development Permit Guidelines

The proposed application would affect the student population for two catchment areas currently served by the following schools: Glenwood Elementary and Maple Ridge Secondary; Fairview Elementary and Westview Secondary

Glenwood Elementary has an operating capacity of 360 students. For the 2021-22 school year the student enrolment at Glenwood Elementary is 347 students (96% utilization) including 85 students from out of catchment.

Maple Ridge Secondary has an operating capacity of 1300 students. For the 2021-22 school year enrolment at Maple Ridge Secondary is 1163 (89% utilization) including 724 students from out of catchment and 289 French Immersion students.

Fairview Elementary has an operating capacity of 429 students. For the 2021-22 school year the student enrolment at Fairview Elementary is 342 students (79.7% utilization) including 125 students from out of catchment.

Westview Secondary has an operating capacity of 1200 students. For the 2021-22 school year enrolment at Westview Secondary is 709 (59% utilization) including 412 students from out of catchment.

Please note that the out of catchment numbers are reflective of the 2020-21 school year.

Sincerely,

Flavia Coughlan
Secretary Treasurer
The Board of Education of School District No. 42 (Maple Ridge – Pitt Meadows)

cc: Rick Delorme
Ihor Politylo
David Vandergugten
Derek Oppedisano



March 4, 2022

File: 6480-20-2021

Amelia Bowden, M. Urb, MCIP, RPP
City of Maple Ridge,
11995 Haney Place
Maple Ridge, BC, V2X 6A9
Sent via email: abowden@mapleridge.ca

Dear Ms. Bowden:

Re: Formal Referral Request to the City of Pitt Meadows: Lougheed Transit Corridor
Area Plan and Development Permit Guidelines (Maple Ridge File No. 2019-032-CP)

At its Public Council Meeting held on March 1, 2022, the City of Pitt Meadows Council considered the formal referral request of the Lougheed Transit Corridor Area Plan and Development Permit Guidelines to the City of Pitt Meadows. Council resolved the following:

Direct Staff to send to the City of Maple Ridge a response in support of their proposed Official Community Plan amendments as outlined in the Staff Report dated February 23, 2022 and inclusive of Council's feedback provided at the March 1, 2022 Regular Council Meeting.

Please find attached a copy of the staff report as mentioned in the motion and a copy of the minutes from the Public Council meeting. On behalf of Council, thank-you for the opportunity to comment on the proposed Maple Ridge OCP amendments.



Sincerely,

Dana Parr
Planner II

Encl: City of Pitt Meadows Draft Public Council Meeting Minutes, March 1, 2022

City of Pitt Meadows Staff Report to Council, dated February 23, 2022

Staff Report to Council

Planning & Development

FILE: 6480-20-2021

REPORT DATE: February 23, 2022 **MEETING DATE:** March 01, 2022
TO: Mayor and Council
FROM: Anne Berry, Director of Planning and Development
SUBJECT: City of Maple Ridge Official Community Plan Referral – Lougheed Transit Corridor Area Plan and Development Permit Area Guidelines

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S):

THAT Council:

- A. Direct Staff to send to the City of Maple Ridge a response in support of their proposed Official Community Plan amendments as outlined in the Staff Report dated February 23, 2022; OR
- B. Other.

PURPOSE

The purpose of the report is to forward Council an Official Community Plan amendment referral from the City of Maple Ridge regarding the Lougheed Transit Corridor. The proposed amendment incorporates a new local area plan and development permit area guidelines for the Corridor.

☐ Information Report ☐ Decision Report ☒ Direction Report

DISCUSSION

Background:

The City of Maple Ridge has granted first reading to an Official Community Plan (OCP) amendment bylaw that would incorporate a new land use plan and development permit area guidelines for the Lougheed Transit Corridor.

The Lougheed Transit Corridor Area Plan (see figure 1) encompasses land adjacent to and between Lougheed Highway and Dewdney Trunk Road from the Pitt Meadows / Maple Ridge municipal boundary west to 221st Street to the east. In the current Maple Ridge OCP, parcels along the Lougheed Highway are designated “Commercial” and “Urban Residential,” which support a suburban landscape that includes single-family neighbourhoods, shopping centres and car dealerships.

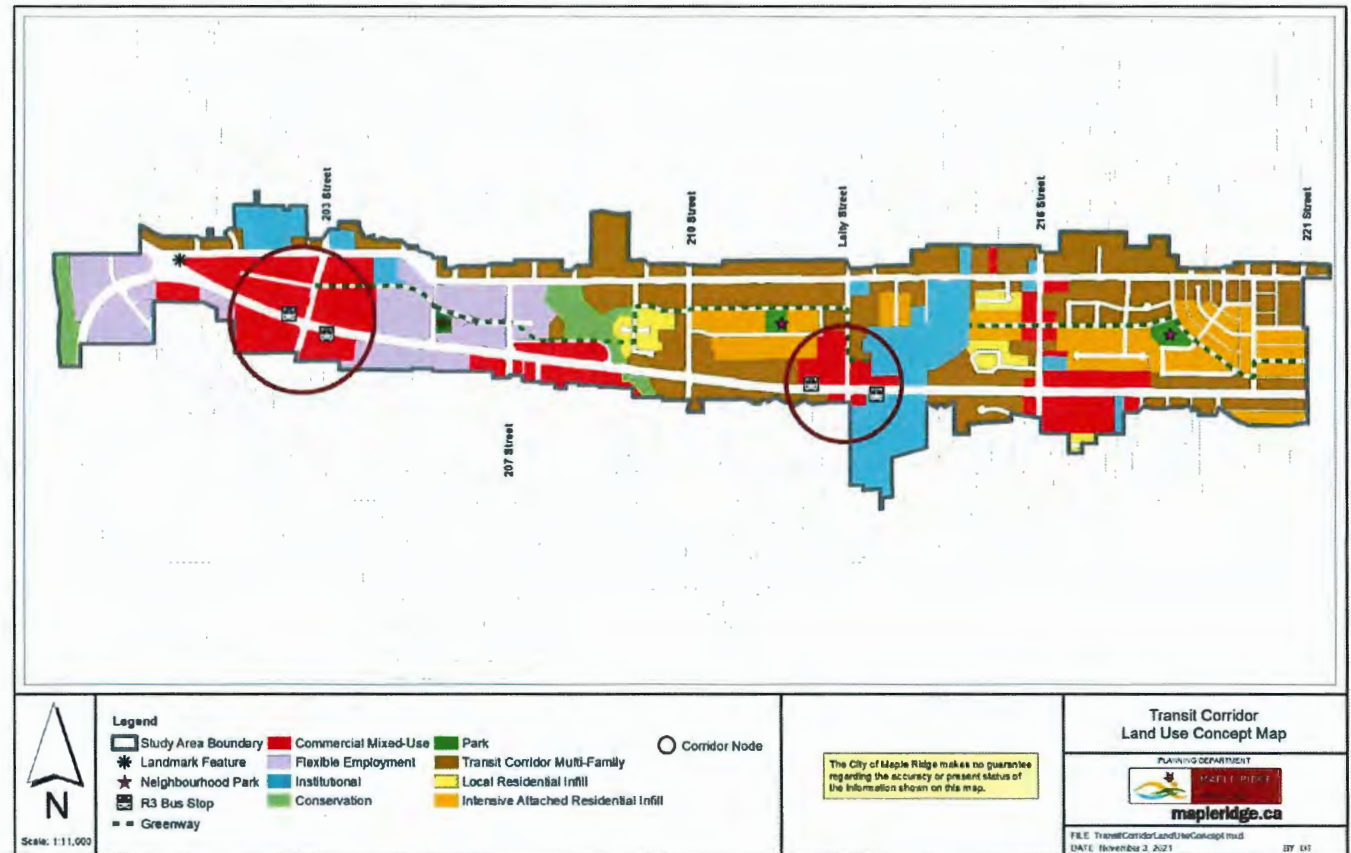


Figure 1: Proposed Lougheed Transit Corridor Land Use Map

The proposed land use plan indicates that the area that borders Pitt Meadows will continue to be an employment area. This is consistent with historical uses, such as big-box stores and car dealerships. This reflects land uses and land use designations in the Pitt Meadows OCP, indicating that areas adjacent to Maple Ridge on the Lougheed Highway are developed and designated for highway commercial uses. Maple Ridge has also indicated a conservation area along the Katzie Slough next to the municipal boundary (behind Canadian Tire).

The draft development permit area guidelines strive to promote built form and landscaping that enhances the pedestrian experience and public spaces. Mixed-use nodes are proposed at Dewdney Trunk Road and Lougheed Highway and the intersection of Lougheed Highway and Laity Street, close to the Ridge-Meadows Hospital. These nodes are intended to create an urban village that offers employment opportunities and multi-family housing.

Key aspects of the proposed Maple Ridge OCP amendment include:

- Introduction of mixed-use buildings at transit nodes (intersection of Dewdney Trunk Road and Lougheed Highway and Lougheed Highway and Laity Street);
- Increase in residential density;
- Land allocated for employment uses, including light industrial, business park, warehousing and distribution;
- Greater density overall, encouraging multi-storey buildings;
- Improved connectivity for transit users, pedestrians and cyclists; and
- New park space and central greenway.

The area plan is based on six guiding principles developed from input through the public consultation process. These six principles are:

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

Relevant Policy, Bylaw or Legislation:

Section 475 of the *Local Government Act* requires that the municipality provide opportunities it considers appropriate for consultation with persons, organizations and authorities and specifically considers that for any municipality that is adjacent to the area covered by the plan.

Analysis:

The Lougheed Highway differs significantly between Pitt Meadows and Maple Ridge in terms of the highway design and the land uses. In Pitt Meadows, most of the Lougheed Highway is located within the Agricultural Land Reserve, where development is limited. Residential and commercial development is located east of Harris Road, including commercial retail nodes on Harris Road and near Golden Ears Bridge. Driveway access is minimal through Pitt Meadows, so the highway's traffic can move relatively quickly with few traffic lights within the municipality's boundaries.

In Maple Ridge, the Lougheed Highway is interrupted by more frequent traffic lights and driveways that serve the many commercial businesses and residential areas located along the entire highway length. These more frequent driveways and traffic lights slow the traffic in Maple Ridge significantly compared to the relatively uninterrupted road in Pitt Meadows.

Recent updates to the City of Maple Ridge's Strategic Transportation Plan indicate that while 68% of the vehicle trips are within Maple Ridge, a large portion of all trips travel west of the City, requiring travel through Maple Ridge West and then through Pitt Meadows. Data also reveals

that congestion is increasing in Maple Ridge, with more car trips and limited travel occurring with active modes relative to other municipalities in the region.

Maple Ridge will continue to act as a trip generator and a draw for traffic through Pitt Meadows along the Lougheed Highway and other routes such as Old Dewdney Trunk Road, significantly impacting Pitt Meadows' traffic patterns. Moreover, this effect is anticipated to continue to increase in the coming years: according to Metro Vancouver, Maple Ridge's population will continue to grow by another 40,000 residents by the year 2050.

In this context, locating higher density development and encouraging walkable urban design along the Lougheed Highway is supportable for the following reasons:

- Concentrating density along transit routes means that more people will choose to take transit, and fewer people will choose to drive private cars, thereby mitigating the traffic impact of population growth.
- Increasing ridership numbers will help to ensure continuing transit improvements along the Lougheed Highway that will also benefit Pitt Meadows residents.
- Including a mix of land uses will, in time, encourage and support people to work in the community they live in. In addition, this shift will reduce the number of overall vehicle trips outside of the municipality.

The City of Maple Ridge has identified the Lougheed Highway in their Town Centre and to the west as a Major Transit Growth Corridor (parts of the Lougheed Highway outside of the ALR have also been identified as such) in the draft *Metro 2050* and in Translink's *Transport 2050*. These are areas that have been identified for long-term transit investment. In the context of the Lougheed Highway, transit investment is currently underway in the form of an express bus service (RapidBus) in a dedicated lane; the future could see the construction of light rail or another emerging transit form.

Maple Ridge staff also recommended that they partner with the Ministry of Transportation and Infrastructure, TransLink, and the City of Pitt Meadows, to undertake a Lougheed Highway study to determine the ultimate road design and road width to accommodate a dedicated transit lane.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☒ Principled Governance ☐ Balanced Economic Prosperity ☐ Corporate Excellence
☐ Community Spirit & Wellbeing ☐ Transportation & Infrastructure Initiatives
☐ Not Applicable
-

FINANCIAL IMPLICATIONS

- ☒ None ☐ Budget Previously Approved ☐ Referral to Business Planning
☐ Other
-

There are no financial implications associated with this report.

PUBLIC PARTICIPATION

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

The public will be informed of Maple Ridge's Official Community Plan Bylaw amendment referral by way of this report.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No

SIGN-OFFS

Written by:

Dana Parr,
Planner II

Reviewed by:

Alex Wallace,
Manager of Community Development

Approved by:

Anne Berry,
Director of Planning and Development

ATTACHMENT(S):

- A. Letter from Amelia Bowden, Planner 2, City of Maple Ridge, dated January 21, 2021
- B. City of Maple Ridge Staff Report – First Reading, Official Community Plan Amending Bylaw No. 7781-2021 Loughheed Transit Corridor Area Plan and Development Permit Area Guidelines
- C. Official Community Plan Amendment Bylaw No. 7781-2021
- D. Loughheed Transit Corridor Area Plan
- E. Loughheed Transit Corridor Development Permit Area Guidelines

City of Pitt Meadows Public Council Meeting March 1, 2022 DRAFT Minutes

L.1 City of Maple Ridge Official Community Plan Referral – Lougheed Transit Corridor Area Plan and Development Permit Area Guidelines

Anne Berry, Director of Planning & Development, provided a verbal overview of the Staff Report including a PowerPoint presentation which is included as Attachment 4 and forms part of the original minutes.

Council members participated in a roundtable discussion including the following topics:

- Pedestrian safety concerns between 201st Street and Meadowtown Centre;
- Future population increase and impacts on traffic;
- Support from City of Maple Ridge and City of Port Coquitlam to improve traffic and accessibility of the entire Lougheed Highway corridor; AND
- Pitt Meadows staff to work with Maple Ridge staff on active transportation connectivity between the two communities.

It was **MOVED** and **SECONDED** THAT Council:

- A. Direct Staff to send to the City of Maple Ridge a response in support of their proposed Official Community Plan amendments as outlined in the Staff Report dated February 23, 2022 and inclusive of Council's feedback provided at the March 1, 2022 Regular Council Meeting.

CARRIED

*Regional Planning and Housing Services**Tel. 604 432-6200 or via Email: RPH-RegionalPlanning@metrovancover.org*

February 16, 2022

File: CR-07-01-MRI

Amelia Bowden, RPP, MCIP, Planner 2
City of Maple Ridge
1195 Haney Place
Maple Ridge, BC V2X 6A9
VIA EMAIL: abowden@mapleridge.ca

Dear Ms. Bowden:

Lougheed Transit Corridor Area Plan, Your File No. 2019-032-CP

Thank you for the opportunity to review and comment on this Official Community Plan amendment application, which is for the adoption of the Lougheed Transit Corridor Area Plan and Development Permit Guidelines.

This letter provides comments from Metro Vancouver staff from the Regional Planning and Housing Services, Liquid Waste Services, and Water Services Departments.

Regional Planning and Housing Services

The Lougheed Transit Corridor Plan Area is located along Dewdney Trunk Road and Lougheed Highway and is currently characterized by suburban development with primarily single-detached homes and highway service commercial development. The Corridor is identified as appropriate for the introduction of mixed-use development including a range of employment uses.

1. The proposed Plan is intended to accommodate employment uses, with an emphasis on office space. To support these proposed land uses, has a study assessing the supply and demand of office space within Maple Ridge been conducted? Does it support the office uses proposed for the Plan Area? Suggest adding more explicit policies and actions supporting office use within the Plan.
2. The Plan indicates that active transportation upgrades to accommodate walking and biking are planned along the corridor. Suggest highlighting in the Plan that these upgrades will take place in addition to maintaining and improving the reliability of the capacity of the transportation network for goods movement.
3. Metro Vancouver confirms that the Lougheed Transit Corridor is identified as a Major Transit Growth Corridor in the draft *Metro 2050* and therefore, the corridor (or selected portions of the corridor) would be eligible to be identified as a Frequent Transit Development Area(s) (FTDA).
4. Identifying an FTDA in this location is consistent with *Metro 2050* policies that encourage the coordinated and mutually-supportive growth of population, jobs and services (such as transit) around strategic regional corridors. The identification of an FTDA in this location is also consistent with Metro Vancouver's 2019 Lougheed Corridor Land Use and Monitoring Study, which considered opportunities to identify new FTDA's along the broader Lougheed Corridor.

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5. We encourage continued coordination with neighbouring jurisdictions (particularly Pitt Meadows), TransLink, the province, First Nations, and Metro Vancouver as the corridor develops and transit service increases.
6. The Development Permit Guidelines for the Transit Nodes and Complete Streets appear to strike a thoughtful and appropriate balance between pedestrian- and highway-oriented design.
7. Sections 2.6.2, 3.6.5, 4.3.2 and 5.2.2 include a requirement to “Provide street trees that create a large and transparent tree canopy”. Can you provide more information on how a transparent tree canopy is defined in this context?
8. Sections 2.6.3, 3.6.3, and 4.3.14 include a requirement to “Use native and drought resistant plants in landscaping when possible” and “Design landscapes to support native pollinators and song birds...”. It may be helpful to clarify that invasive plants are not appropriate and should not be used.
9. Requirements for green infrastructure are appreciated. Maintenance (e.g., periodic removal of contaminated sediment from permeable pavement, pruning trees and plants and removing leaf litter) often comes up as a concern. Could Maple Ridge introduce measures that ensure ongoing green infrastructure maintenance within the area (e.g. Local Area Bylaws)?

Liquid Waste Services

10. Regional sewer infrastructure is at, or near, capacity in the vicinity of the proposed redevelopment and sanitary sewer overflows have been recorded at a number of locations associated with sewage from that area. Current infrastructure cannot accommodate addition flows, specifically during wet weather events. Based on current infrastructure, any additional sewage associated with development in the area will lead to increased frequencies and volumes of sanitary sewer overflows from the sewage conveyance system.
11. Significant infrastructure capital upgrades, to manage the increased demand on the sewer system, are required to minimize, or eliminate, the occurrence of sanitary sewer overflows. LWS staff recommend that the infrastructure upgrades be completed prior to additional flows being introduced to the sewer system.
12. Further consultation with Maple Ridge staff is required to understand the timing and magnitude of the development.

Water Services

13. There is no apparent conflict related to the proposed Lougheed Transit Corridor Area Plan. Consideration should be made regarding the existing Haney Main No. 2 system, located along Dewdney Trunk Road (for example, review existing system capacity, planned future replacement projects for growth, access for maintenance/repairs).
14. The Plan estimates a residential population of 16,400 within the Lougheed Transit Corridor by the year 2050. This is an increase of 11,900 from the current estimate of 4,500 people. Appropriate water demand estimations and related planning are recommended to address the population increase and resulting requirements to improve the water supply infrastructure. Recommend an estimate of the increased demands from the Metro Vancouver system water system and where it

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will be drawn be included in the submission for the purposes of sizing and planning the timeline for infrastructure upgrades.

15. The proposed Community Commercial Node in the area of 232nd Street and Dewdney Trunk Road could potentially impact the existing junction of the Maple Ridge Main and the Haney Main No. 2 systems, depending on the transit infrastructure planned for this transit node.

Metro Vancouver has the Haney Main 4 water main and crossing scheduled for construction in 2033 and 2035, which account for growth in Port Coquitlam, Maple Ridge and Pitt Meadows and should not be postponed if this Maple Ridge application moves forward. The details of the forecasted population and its impact on our system need to be evaluated and modelled. Metro Vancouver's future Water Facility Master Plan will need to take these developments into account and provide a list of capital projects required in the following decades due to growth.

Thank you once again for providing Metro Vancouver with the opportunity to comment on this proposed amendment. We look forward to continuing to work with you to ensure that the growth planned through this and other development continues to align with the regional growth strategy and the City's Regional Context Statement.

If you have any questions, please contact me at 604-451-6024 or Carla.Stewart@metrovancover.org.

Sincerely,



Carla Stewart, MCAHP, RPP, MCIP
Senior Planner, Regional Planning and Housing Services

CS/js

50948324



TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

March 21, 2022

Amelia Bowden
City of Maple Ridge
Planning Department
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Ms. Bowden,

Re: Lougheed Transit Corridor Area Plan

Thank you for your correspondence dated January 25, 2022, and for the opportunity to provide feedback on the proposed Lougheed Transit Corridor Area Plan. We appreciate the outreach and provide our comments based on:

- Our legislated mandate to review partner agency plans for regional transportation implications, and to support Metro Vancouver's Regional Growth Strategy (RGS);
- Policy direction in [Transport 2050](#), the regional transportation strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- The [Transit-Oriented Communities Design Guidelines \(TOCDGs\)](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the project materials included with your referral, we have the following feedback:

Transportation and Land Use Alignment

The Lougheed Transit Corridor Area includes lands bordering Dewdney Trunk Road and Lougheed Highway between Maple Ridge's western boundary with Pitt Meadows and the western boundary of the Town Centre Area Plan. The Lougheed Transit Corridor Area Plan (the "Plan") is a vision transforming an auto-oriented suburban area into an urban area served by rapid transit that generally aligns with directions in the regional growth strategy and in Transport 2050.

TransLink notes Maple Ridge anticipates designating the Lougheed Transit Corridor as a Frequent Transit Development Area in the Regional Growth Strategy. The intensification of development and support for new housing, employment and destinations within the Lougheed Corridor aligns with regional direction to focus new growth along transit corridors with high frequency and capacity, enabling an increasing share of trips by modes other than private vehicles and supporting regional efforts to curb emissions.

Transit Oriented Community Design

The Plan encourages complete communities in the Lougheed Transit Corridor with housing, jobs, services and amenities, and transit to reduce vehicle trips, aligning with regional goals linking transit and land use. TransLink also notes Maple Ridge will create a new commercial mixed-use zone for specific application in the Lougheed Transit Corridor. The Lougheed Transit Corridor Development Permit Area Guidelines will inform the urban design of new development and will best advance regional goals if they incorporate and align with TransLink's Transit-Oriented Communities Design Guidelines (TOCDGs).

Transit Service - Current

Routes 701 and 791 and the R3 RapidBus will remain the backbone of Maple Ridge's transit network and provide regional connectivity. Additional local routes will provide circulation and connections throughout the Lougheed/Dewdney corridor and to the West Coast Express.

The proposed designation of the Lougheed Transit Corridor as a Frequent Transit Development Area, locating multi-family development and employment along a Reliable and Fast Transit (RAFT) corridor identified in Transport 2050, also advances regional transportation goals. We recommend including the RAFT designation of Lougheed Highway in the Plan to underscore this alignment, further noting that Guiding Principles #1 and #2 support directions in the regional transportation strategy.

Transit Service - Future

The Plan could also be strengthened by referencing the Maple Ridge-Pitt Meadows Area Transport Plan, with emphasis on road safety improvements at specific intersections and enhancements to transit speed and reliability issues along the Lougheed Corridor. The opportunity exists to place a stronger emphasis on accessibility and 'last mile' connections, especially for pedestrian access between transit stops and the hospital. The policies to increase density, improve pedestrian infrastructure, and reduce parking minimums along the Lougheed Corridor are positive steps towards making the plan area more transit supportive.

Strategy 2.1 of Transport 2050 seeks to make transit more reliable, including on corridors such as Lougheed Highway, which is supported by Plan directions to coordinate between Maple Ridge, TransLink, and the Ministry of Transportation and Infrastructure (MOTI) to provide a dedicated bus lane along Lougheed Highway for faster and more reliable transit service. The Plan could be more specific on how Maple Ridge will work with TransLink and the Province on transit priority.

Major Road Network (MRN)

Dewdney Trunk Road is part of the Major Road Network (MRN). Any changes that would reduce the people moving capacity of Dewdney Trunk Road will require TransLink's approval. The Plan specifies restricting direct vehicular access from Dewdney Trunk Road and Lougheed Highway as re-development occurs, instead directing vehicular access to new east-west lanes and roadway connections provided off north-south streets. This direction aligns with the objective of retaining people-moving capacity along MRN routes.

Cycling and Walking

The Plan includes cross-sections of the Off-Lougheed Greenway (West of McKenney, Laity Street, and Cook Avenue Greenway Sections) which could reference specific Plan policies for greater clarity. There is an opportunity to consider incorporating traffic calming/reduced speeds on local streets that prioritize vulnerable road users/active transportation, especially where bike lanes exist without separation (including shared road bikeways).

We recommend clarifying in Schedule 3 whether the "pedestrian connections" identified are for active travel inclusive of cyclists and those using mobility devices, noting that the same route is identified in Schedule 2 as a "new bike connection". If that is the case, we would then recommend amending the Schedule 3 label.

The Plan area includes Major Bikeway Network (MBN) corridors along Lougheed and 203 Street and is near corridors identified by Metro Vancouver as Regional Greenway Network (RGN) – on River Road, Laity Street, and 124 Avenue. The area south of Lougheed Highway is also noted as an area of High Cycling Potential within the MBN. It is important to provide a high-quality active transportation network within and around the Plan area that is safe, accessible, direct and comfortable with convenient links to the MBN, RGN, and transit.

TransLink suggests additional clarification of some terms in the Plan, including replacing "complete street" with "people-first streets" to reflect different user priorities on different routes. The users of these routes can also be expanded to include rolling to incorporate wheelchair, stroller, and micromobility device users. Defining "flexible employment" would help avoid confusion with remote work and using the term "shared micromobility" instead of "bike share" would offer a more expansive view of current and future travel options.

To strengthen active travel, we recommend including minimum requirements for bicycle and micromobility parking, storage, and end-of-trip facilities in new developments. We further suggest considering minimum bicycle and micromobility parking requirements in commercial and employment areas to support active travel modes, exploring opportunities to fill the gap shown in the Off-Lougheed Greenway on Schedule 1 between Laity Street and 216 Street to provide a more direct route, and lastly considering whether a new north-south bike route midway between 203 Street and Laity Street to provide a more complete cycling grid and improved access to nearby

MBN and RGN corridors is feasible.

New Mobility

Maple Ridge may wish to consider including policies related to carpooling, ride-hailing, e-cargo deliveries, and curb management (or dynamic curb management if the municipality would like to future proof) within the Plan area. The addition of micromobility spaces and charging infrastructure within bike parking and storage areas would also support growing usage of battery-powered options such as e-bikes and e-scooters.

Continued Collaboration

We appreciate the opportunity to provide comments on the proposed Lougheed Transit Corridor Area Plan. We look forward to continued coordination with the City of Maple Ridge. Please feel free to contact me at zak.bennett@translink.ca should you have any questions or wish to discuss further.

Regards,

A handwritten signature in blue ink, appearing to read 'Zak Bennett', is positioned above the printed name.

Zak Bennett
Senior Planner, Partner Planning
Transportation Planning and Policy

Amelia Bowden

From: Prihar, Rupinder TRAN:EX <Rupinder.Prihar@gov.bc.ca>
Sent: Tuesday, April 12, 2022 3:34 PM
To: Amelia Bowden
Cc: Cruz, Roanna S TRAN:EX; Kazemi, Maziar TRAN:EX; Lord, Gabriel TRAN:EX
Subject: RE: MoTI Comments Requested - Lougheed Transit Corridor Area Plan

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Hi Amelia,

The Ministry's comments below at this time:

Objectives:

- It's great to see that Maple Ridge is focusing on active transportation, and safe streets for pedestrians. Lougheed Highway is a major interregional transportation corridor for commuters, commercial vehicles and transit. It would be great to see a policy objective that recognizes and caters to the preservation of these corridors for these purposes, while not ignoring that they can also support regional cycling/active transportation and transit.

Policy:

- 5-3: Further analysis is needed to determine if dedicated bus lanes are feasible on Lougheed Highway. Suggest removing the "dedicated bus lane" component and focusing on faster, reliable bus service. How that faster, reliable bus service is still to be determined.
- 5-21: Engineering analysis continue to apply to applications to the Ministry. Suggest noting that *BC Ministry Engineering* guidelines for applications to the Ministry continue to apply, link: <https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/engineering-standards-guidelines> (*this includes, reviewing accesses to adjacent intersections/accesses for operation and safety)
- 3-3, 5-29: These policies are encouraging to see. Suggest being more specific to say that access will be consolidated to *signalized intersections or accessed from side streets/laneways. With improved side street or laneway access, it could be possible to include access reorganization to side streets for dwellings/businesses that are already established.

Suggestions:

- Lougheed and Dewdney Trunk are both becoming oversaturated. Suggest including a policy that speaks to enhancing other parallel roads to arterial status or a designation that can handle higher volumes of traffic. River Road to the south?
- There are a lot of references made to the Off-Lougheed Greenway. Could this be more clearly communicated as to what it is? Could highlight in the Table of Contents that Schedule 3 includes a map of the Greenway.

The Ministry reiterates that it will continue to work with the City of Maple Ridge and TransLink for planning of this corridor. Please contact me should you have any questions about the above.

Best Regards,

Rupinder Prihar

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Second Reading
Zone Amending Bylaw No. 7503-2018
21745 River Road

MEETING DATE: June 21, 2022
FILE NO: 2018-349-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 21745 River Road, from RS-1 (Single Detached Residential) to RS-1b (Single Detached (Medium Density) Residential) to permit a future subdivision of two lots. Council granted first reading to *Zone Amending Bylaw No. 7503-2018* on November 27, 2018, after which the former owner requested to put the application on hold to research a higher density potential. The subject property is within the Fraser River Escarpment Area and with the current policies in place the proposed two lot subdivision is the highest and best use of the property.

The subject property has since transferred ownership and the new owner wishes to continue the application. The current lot size is approximately 0.15 ha (0.37 acres), and is approximately 29.5 m (96.8 ft.) wide. The minimum lot size for the proposed RS-1b (Single Detached (Medium Density) Residential) zone is 557m² with a minimum required lot width of 15 m (49.2 ft.). This rezoning is in compliance with the Official Community Plan land use designation of *Urban Residential – Major Corridor*.

Pursuant to Council Policy 6.31, this application is subject to the Community Amenity Contribution (CAC) Program at a rate of \$5,100 per single family lot, or such rate applicable at third reading. The proposal is for fewer than three lots, therefore the original lot is exempt from the CAC payment.

RECOMMENDATIONS:

1. That *Zone Amending Bylaw No. 7503-2018* be given second reading as amended, and forwarded to Public Hearing;
2. That the following terms and conditions be met prior to final reading:
 - i) Approval from the Ministry of Transportation and Infrastructure;
 - ii) Road dedication on River Road as required;
 - iii) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject property for the proposed development;
 - iv) Registration of a Restrictive Covenant for Stormwater Management;

- v) Removal of existing buildings;
- vi) In addition to the site profile, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject property. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site; and
- vii) That a voluntary contribution, in the amount of \$5,100.00 (\$5,100 x 1 lot), or such rate applicable at third reading of this application, be provided in keeping with the Council Policy 6.31 with regard to Community Amenity Contributions.

DISCUSSION:

1. Background Context:

Applicant:	1068797 BC Ltd.
Legal Description:	Lot 82 District Lot 247 Group 1 New Westminster District Plan 32510
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:	RS-1b (Single Detached (Medium Density) Residential)
Surrounding Uses:	
North:	Use: Single-Family Residential
	Zone: RS-1 (Single Detached Residential)
	Designation: Urban Residential
South:	Use: Single-Family Residential
	Zone: RS-1 (Single Detached Residential)
	Designation: Urban Residential
East:	Use: Single-Family Residential
	Zone: RS-1b (Single Detached (Medium Density) Residential)
	Designation: Urban Residential
West:	Use: Single-Family Residential
	Zone: RS-1 (Single Detached Residential)
	Designation: Urban Residential
Existing Use of Property:	Single-Family Residential
Proposed Use of Property:	Single-Family Residential
Site Area:	0.15 ha (0.37 acres)
Access:	River Road
Servicing:	Urban Standard
Flood Plain:	No
Fraser Sewer Area:	Yes

2. Project Description:

The subject property is approximately 0.15 ha (0.37 acres) in area, is generally flat and has trees located within the front yard and western property boundary. The subject property is located within the Fraser River Escarpment Area. The property is surrounded by single-family residential lots to the west, north and east, with River Road located to the south (see Appendices A and B).

The current application proposes to rezone the subject property from the RS-1 (Single Detached Residential) zone to the RS-1b (Single Detached (Medium Density) Residential) zone (see Appendix C), to permit a future subdivision into two lots, not less than 557m² (5,996 ft²) in area (see Appendix D). The proposed lot sizes of 739m² (7,954 ft²) and 760 m² (8,180 ft²) meet the minimum area requirements of the RS-1b (Single Detached (Medium Density) Residential) zone. The existing structures on the property will be demolished as a condition of rezoning. Access for each lot will be provided from River Road.

3. Planning Analysis:

i. Official Community Plan:

The subject property is located in West Maple Ridge, and is currently designated *Urban Residential* in the Official Community Plan (OCP). River Road is designated as a Major Corridor within the OCP, therefore the *Urban Residential – Major Corridor* policies apply. The *Urban Residential - Major Corridor* designation allows for building forms such as: single family, duplex, triplex, fourplex, courtyard, townhouse and apartment, subject to satisfying compatibility criteria in the OCP. These compatibility criteria include respecting and reinforcing the physical patterns and characteristics of its established neighbourhood.

The subject property is located within the Fraser River Escarpment Area. Council policies 6.23 and 6.24 have been established relating to building construction within the Fraser River Escarpment Area. When a property is located within the Fraser River Escarpment Area, additional construction, engineering and covenants may apply, depending on the property's location. 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 the rezoning, connections to the existing storm sewer will be required.

ii. Zoning Bylaw:

The current application proposes to rezone the subject property from the RS-1 (Single Detached Residential) zone to the RS-1b (Single Detached (Medium Density) Residential) zone to permit the future subdivision into two lots. The minimum lot size for the proposed RS-1b (Single Detached (Medium Density) Residential) zone is 557m² (5,996 ft²) with a minimum lot width of 15.0 m (49.2 ft). The applicant is proposing two lots that are slightly under the 15.0 m (49.2 ft.) width requirement; therefore, a Development Variance Permit application is required to vary the width.

Zone Amending Bylaw No. 7503-2018 has been amended since first reading to reflect the changes to amend *Zoning Bylaw No. 7600-2019*, which was adopted in December 2020.

iii. Proposed Variances:

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

- *To reduce the minimum lot width from 15.0 m (49.2 ft.) to 14.9 m (48.9 ft.).*

The requested variance to the RS-1b (Single Detached (Medium Density) Residential) zone will be the subject of a future Council report.

iv. Advisory Design Panel:

This application does not need to be reviewed by the Advisory Design Panel because a Form and Character Development Permit is not required.

v. Development Information Meeting:

A Development Information Meeting is not required for this application, as there are fewer than five dwelling units being proposed.

4. Traffic Impact:

As the subject property is located within 800m of the Lougheed Highway, Ministry of Transportation and Infrastructure approval of the *Zone Amending Bylaw No. 7503-2018* will be required as a condition of final reading. At this time, the Ministry has granted preliminary approval of the Zone Amending Bylaw.

5. Interdepartmental Implications:

i. Engineering Department:

The Engineering Department requires the following items be addressed:

- a) Road dedication, as required, to meet the design criteria of the *Subdivision and Development Servicing Bylaw No. 4800-1993*;
- b) Utility servicing, as required, to meet the design criteria of the *Subdivision and Development Servicing Bylaw No. 4800-1993*, which will be a condition of the future subdivision.
- c) Frontage upgrades to the applicable road standard, which will be a condition of the future subdivision.

ii. Building Department:

All groundwater, landscaping, surface and building drainage must be connected to the Municipal storm drainage system for properties within the Fraser River Escarpment Area.

CONCLUSION:

It is recommended that second reading be given to *Zone Amending Bylaw No. 7503-2018*, and that application 2018-349-RZ be forwarded to Public Hearing.

“Original signed by Charles Goddard” for

Prepared by: **Therese Melser**
Planning Technician

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

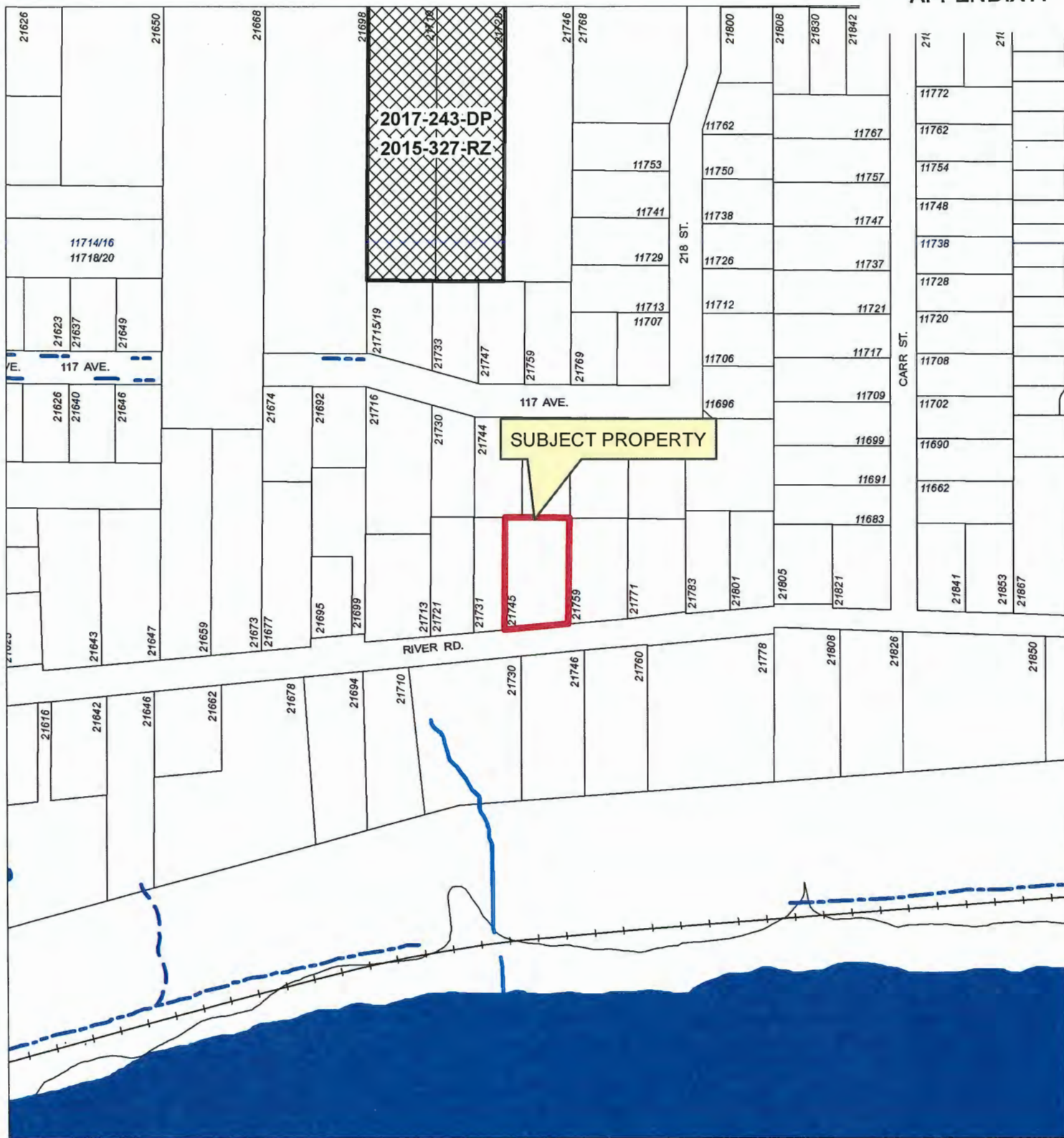
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Subject Map
- Appendix B – Ortho Map
- Appendix C – Zone Amending Bylaw No. 7503-2018
- Appendix D – Proposed Subdivision Plan



Scale: 1:2,500

Legend

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

21745 RIVER ROAD

PLANNING DEPARTMENT



MAPLE RIDGE

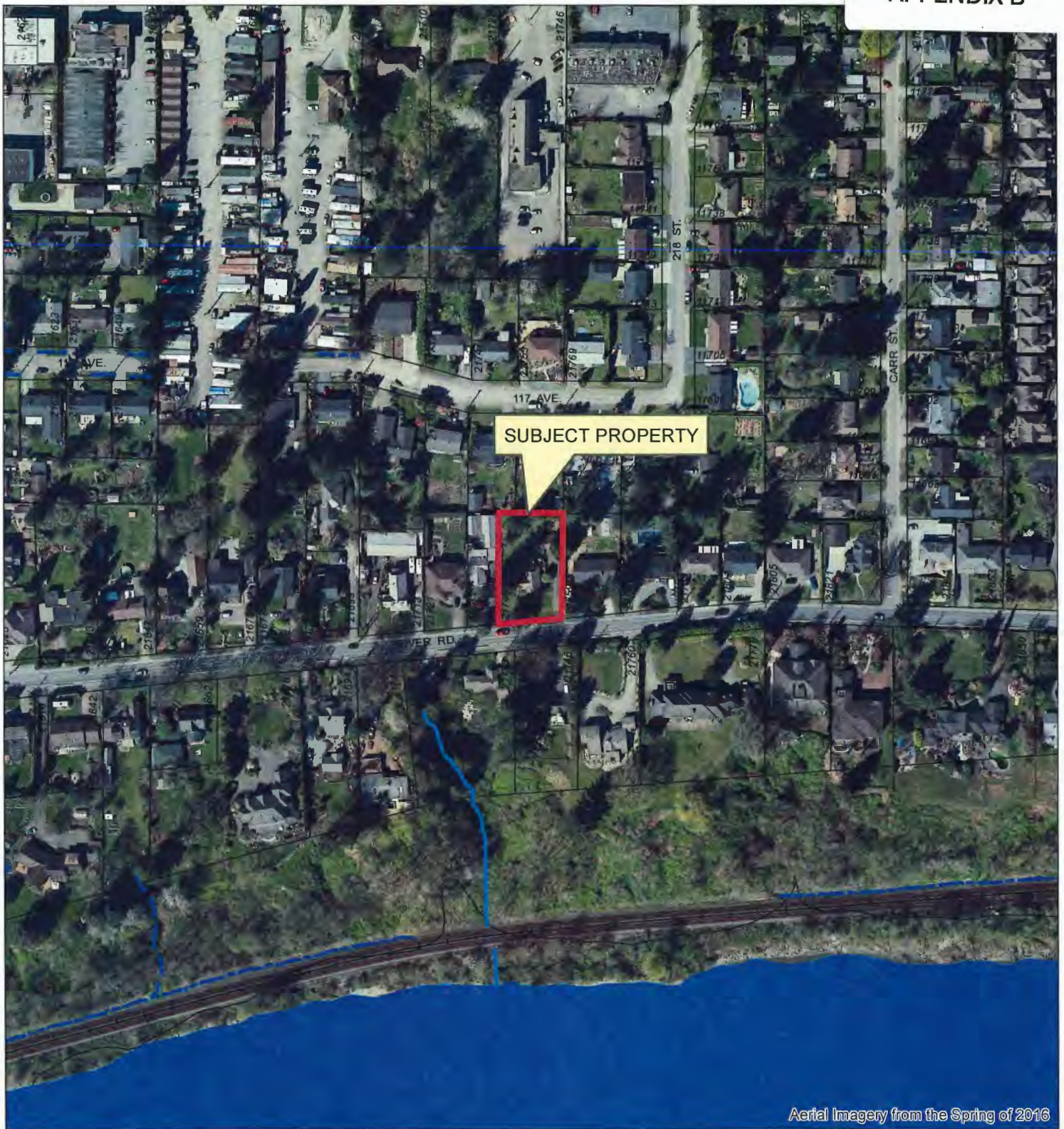
British Columbia

mapleridge.ca

FILE: 2018-349-RZ

DATE: Aug 28, 2018

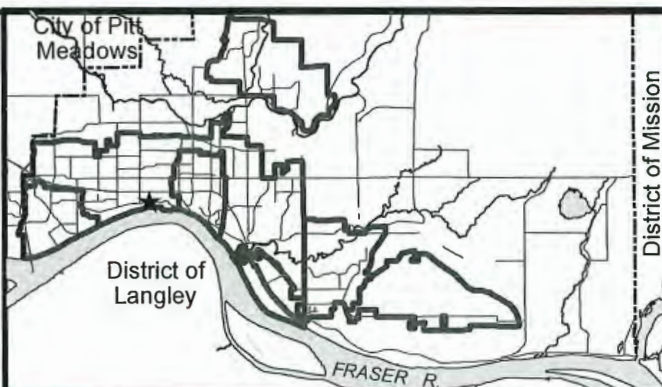
BY: LP



Aerial Imagery from the Spring of 2016



Scale: 1:2,500



21745 RIVER ROAD

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: 2018-349-RZ
DATE: Aug 28, 2018

BY: LP

**CITY OF MAPLE RIDGE
BYLAW NO. 7503-2018**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7503-2018."
2. That parcel or tract of land and premises known and described as:

Lot 82 District Lot 247 Group 1 New Westminster District Plan 32510

and outlined in heavy black line on Map No. 1778 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to RS-1b (Single Detached (Medium Density) Residential).
3. Maple Ridge Zoning Bylaw No. 7600-2019, as amended and Schedule "A" attached thereto are hereby amended accordingly.

READ a first time the 27th day of November, 2018.

READ a second time, as amended, the day of , 20

PUBLIC HEARING held the day of , 20

READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE ZONE AMENDING

Bylaw No. 7503-2018

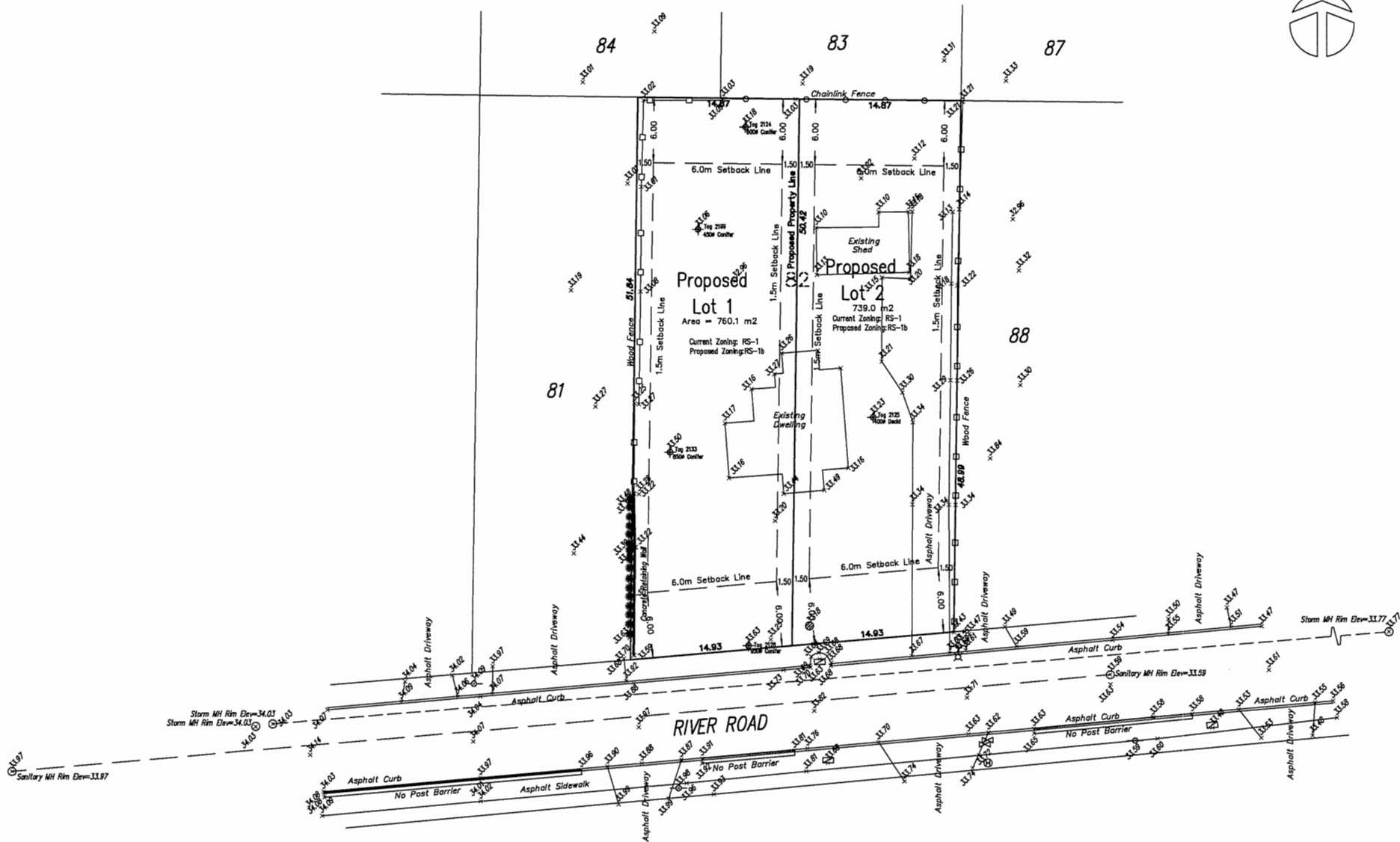
Map No. 1778

From: RS-1 (Single Detached Residential)

To: RS-1b (Single Detached (Medium Density) Residential)



SCALE 1:2,500



Terra Pacific
Land Surveying Ltd.
22371 St. Anne Avenue, Maple Ridge, BC
Phone: 604-463-2509 Fax: 604-463-4501

Drawing Title:

Topographic Survey Plan Of
Lot 82 DL 247 G. 1
NWD PLAN 32510

Project:

21745 River Road
Maple Ridge, BC

Notes:

All Dimensions Are in Meters.
Lot Dimensions Are Based On Current Legal Survey.
Elevations Are Geodetic.
Referenced to Monument 0282448.
Monument Elev = 33.755 m
Manholes Inverts not surveyed due to high traffic
volume at time of survey.

SCALE 1 : 250



Legend:	
D=	Water Valve
+	Fire Hydrant
o	Ground Elevation
x	Manhole
■	Hedge
■	Catch Basin
■	Lawn Drain
■	Tree
○	Power Pole
○	Power Pole with Light

File: MR18-1927DPO_REV

Certified Correct
This 10th Day Of August, 2018

Mike Bernemann, BCLS

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. 7607-2020
Second Reading
Zone Amending Bylaw No. 7608-2020
24877, 24909, 24929, 24947, 24979, 24985, and 24989 112 Avenue

MEETING DATE: June 21, 2022
FILE NO: 2019-426-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject properties, located at 24877, 24909, 24929, 24947, 24979, 24985, and 24989 112 Avenue, from RS-3 (Single Detached Rural Residential) to RM-1 (Low Density Townhouse Residential), to permit the future construction of approximately 165 townhouse units. Council granted first reading to *Zone Amending Bylaw No. 7608-2020* and considered the early consultation requirements for the Official Community Plan amendment on March 10, 2020.

This application is in compliance with the endorsed North East Albion Area Plan, which designates the properties for *Townhouse* use. This application requires an amendment to the Official Community Plan to re-designate the land use from *Low/Medium Density Residential* to the *Townhouse* use, as proposed in the North East Albion Area Plan. An Official Community Plan amendment is also required to designate the area around the watercourse (KA6) and the steeply sloped area as *Conservation*.

Pursuant to Council Policy 6.31, this application will be subject to the Community Amenity Contribution (CAC) Program at the rate applicable at the time this application receives third reading.

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. 7607-2020* on the municipal website and requiring that the applicant host a Development Information Meeting (DIM), and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaw;
2. That *Official Community Plan Amending Bylaw No. 7607-2020* be considered in conjunction with the Capital Expenditure Plan and Waste Management Plan;
3. That it be confirmed that *Official Community Plan Amending Bylaw No. 7607-2020* is consistent with the Capital Expenditure Plan and Waste Management Plan;
4. That *Official Community Plan Amending Bylaw No. 7607-2020* be given first and second reading and forwarded to Public Hearing;

5. That the development be permitted to have 31% tandem units, an increase of 1 unit, over the 30% allowed in Council Policy 6.35 - Tandem Parking Garage Units Within Townhouse Developments;
6. That the No Build Covenant CA9029534 be released from 24877, 24909, 24929, 24947, 24979, 24985, and 24989 112 Avenue to allow for the proposed townhouse development;
7. That the blanket Statutory Right-of-Way CA9029528 be released from 24877, 24909, 24929, 24947, 24979, 24985, and 24989 112 Avenue to allow for the proposed townhouse development as the required servicing corridor is to be dedicated as park;
8. That the Rezoning Servicing Agreement and Restrictive Covenant CA9029526 and the Geotechnical Restrictive Covenant CA9029530 be released from 24989 112 Avenue, to be replaced with new Restrictive Covenants related to the townhouse development;
9. That *Zone Amending Bylaw No. 7608-2020*, as amended, be given second reading and forwarded to Public Hearing;
10. That the following terms and conditions be met prior to final reading:
 - i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Amendment to Official Community Plan Schedule "A", Chapter 10.2 Albion Area Plan, Schedule 1: Albion Area Plan, Figure 1: Northeast Albion and Schedule "C";
 - iii) Road dedication on 112 Avenue, as required;
 - iv) Park dedication as required, including construction of walkways, multi-purpose trails, or emergency access roads; and removal of all debris and garbage from park land;
 - v) Consolidation of the subject properties;
 - vi) Registration of a Restrictive Covenant for the Geotechnical Report, which addresses the suitability of the subject properties for the proposed development;
 - vii) Registration of a Restrictive Covenant for protecting the Visitor Parking;
 - viii) Registration of a Restrictive Covenant for Stormwater Management;
 - ix) Removal of existing buildings;
 - x) Notification to the Department of Fisheries and Oceans and the Ministry of Environment for in-stream works on the site;
 - xi) A Professional Engineer's certification that adequate water quantity for domestic and fire protection purposes can be provided;
 - xii) If the Director of Waste Management from the Ministry of Environment determines that a site investigation is required based on the submitted Site Disclosure Statement, a rezoning,

development, or development variance permit cannot be approved until a release is obtained for the subject properties;

- xiii) In addition to the Ministry of Environment Site Disclosure Statement, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject properties. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site;
- xiv) That a Density Bonus Contribution be provided equivalent to the total number of units times \$3,100.00 for a project having floor space ratio greater than 0.6, but less than 0.75; and
- xv) That a voluntary contribution be provided in keeping with the Council Policy 6.31, with regard to Community Amenity Contributions, at the rate applicable at the time this application receives third reading.

DISCUSSION:

1. Background Context:

Applicant: EPIC NE Albion Homes Ltd.

Legal Descriptions: Lot 1 Section 14 Township 12 New Westminster District Plan 68269
Lot A Section 14 Township 12 New Westminster District Plan 72158;
Lot 52 Section 14 Township 12 New Westminster District Plan 36865
Lot 1 Section 14 Township 12 New Westminster District Plan 69242;
Lot 1 Section 14 Township 12 New Westminster District Plan 72997;
Lot 78 Section 14 Township 12 New Westminster District Plan 69240; and
Lot 56 Section 14 Township 12 New Westminster District Plan EPP114521

OCP:
Existing: Low/Medium Density Residential
Proposed: Townhouse and Conservation

Zoning:
Existing: RS-3 (Single Detached Rural Residential)
Proposed: RM-1 (Low Density Townhouse Residential)

Surrounding Uses:
North: Use: Kanaka Creek Regional Park
Zone: RS-3 (Single Detached Rural Residential)
Designation: Park and Park within the ALR
South: Use: Single Family Residential
Zone: RS-3 (Single Detached Rural Residential)
Designation: Low/Medium Density Residential (the draft North East Albion Land Use and Servicing Concept Plan designates it as Townhouse)

East:	Use:	Conservation and Single Family Residential
	Zone:	RS-3 (Single Detached Rural Residential)
	Designation:	Conservation and Single Family
West:	Use:	Single-Family Residential
	Zone:	RS-3 (Single Detached Rural Residential)
	Designation:	Low/Medium Density Residential (the draft North East Albion Land Use and Servicing Concept Plan designates it as Townhouse)
Existing Use of Properties:		Single-Family Residential
Proposed Use of Properties:		Multi-Family Residential
Site Area:		3.67 ha (9.1 acres)
Access:		112 Avenue
Servicing requirement:		Urban Standard

2. Site Characteristics and Project Description:

The subject properties, located at 24877, 24909, 24929, 24947, 24979, 24985, and 24989 112 Avenue, are located on the north side of 112 Avenue, at the end of Lockwood Street (see Appendices A and B). There are currently single family homes on the properties, with some steep slopes and a watercourse.

The applicant is proposing to rezone the subject properties from the RS-3 (Single Detached Rural Residential) zone to develop approximately 165 townhouse units under the RM-1 (Low Density Townhouse Residential) zone. Out of the 165 units, 34 are four-bedroom units, 80 are three-bedroom units, and 51 are two-bedroom (tandem garage) units.

3. Planning Analysis:

i. Official Community Plan

The subject properties are located within the North East Albion Area Plan and are currently designated *Low/Medium Density Residential* in the Albion Area Plan, but are shown as *Townhouse* in the North East Albion Land Use and Servicing Concept Plan. This application is moving in advance of the North East Albion Official Community Plan (OCP) amendment; however, the proposed use is in keeping with the designation shown in the North East Albion Land Use and Servicing Concept Plan. An OCP amendment will be required to re-designate the properties to *Townhouse* to allow the proposed multi-family development and the remaining areas of the northern and eastern portions of the properties as *Conservation* adjacent to Kanaka Creek Regional Park (see Appendix C).

The *Townhouse* designation is intended to accommodate urban townhouses in areas with access to major circulation routes, commercial areas, and public amenities. The proposed townhouse developments are in close proximity to amenities and services, where residents can walk or bike, rather than drive their vehicles. Typical townhouse developments may consist of primarily two to three-storey buildings that house multiple dwelling units and provide some form of indoor and outdoor amenity spaces. These developments will feature private strata parking. Stacked townhouses up to three-storeys are permitted along arterial roads, adjacent to commercial nodes, with surface or underground parking. 112 Avenue will be considered a minor arterial road and a potential Park site is proposed to be located to the south of the subject properties, on the south-east corner of 112 Avenue and Lockwood Street (under application 2020-237-RZ).

There are significant tree clusters identified along the northern boundary of the subject properties, adjacent to Kanaka Creek Regional Park, and a multi-use trail is proposed to run along the northern end of the subject properties, within the dedicated Park area.

Development in North East Albion must be designed to buffer and protect watercourses in order to preserve and improve the water quality and quantity within the watercourses and subsequently in Kanaka Creek and its tributaries. *Conservation* areas around the watercourses and to Kanaka Creek Regional Park to the north are proposed with this development. This proposed townhouse development is consistent with the proposed land use designation within the North East Albion Area Plan.

ii. Zoning Bylaw

The application proposes to rezone the subject properties from the RS-3 (Single Detached Rural Residential) zone to develop approximately 165 townhouse units under the RM-1 (Low Density Townhouse Residential) zone (see Appendix D). The RM-1 (Low Density Townhouse Residential) zone allows for a floor space ratio (FSR) of 0.6; however a density bonus up to a maximum of 0.75 may be permitted for a contribution rate of \$3,100 per unit up to an FSR of 0.75. This development has a proposed FSR of 0.69, therefore a density bonus contribution will be required.

Out of the proposed 165 units, 51 units are intended to have tandem parking, with one enclosed parking space and one parking space on the driveway apron. This ratio works out to 31%, which is just over the 30% recommended in *Council Policy 6.35 – Tandem Parking Garage Units Within Townhouse Developments*. Up to 50% tandem parking may be permitted by the Director of Planning, if there are geotechnical, watercourse, or natural features impacting the developable area of the properties and if there is on-street parking available. As there is no on-street parking available in the area, Council is required to determine if they would like to approve the additional tandem parking unit, as noted in the Recommendations.

The proposed 165 units are to be developed within 34 blocks and built out over approximately seven phases, with the indoor amenity building being constructed in the fifth phase. An amendment to the RM-1 (Low Density Townhouse Residential) zone has been added to *Zone Amending Bylaw No. 7608-2020*, to allow for a taller amenity building to provide the required Indoor Amenity Area, with appropriate setbacks which are proposed to be 7.5m (24.6 ft.). The Indoor Amenity Building for this development is proposed to be 8.4m (27.6 ft.) in height, with a minimum setback of 7.6m (24.9 ft.) from the nearest townhouse block.

Any variations from the requirements of the proposed zone will require a Development Variance Permit application, as discussed below.

iii. Off-Street Parking and Loading Bylaw

The *Off-Street Parking and Loading Bylaw No. 4350-1990* requires two parking spaces per dwelling unit, plus 0.2 parking spaces per dwelling unit designated for visitor parking. Based on 165 units, 330 parking spaces are required for the residents, with an additional 33 spaces required for visitor parking, and five accessible parking spaces. The development is meeting the parking requirements of the *Off-Street Parking and Loading Bylaw*, with an additional 17 visitor parking spaces provided, for a total of 50 visitor parking spaces.

iv. **Proposed Variances**

A Development Variance Permit application has been received for this project and involves several relaxations based on the current bylaws. It should be noted that the application had first reading under the previous *Zoning Bylaw No. 3510-1985* and before the *Off-Street Parking Bylaw No. 4350-1990* was amended with minimum internal garage dimensions and minimum apron parking dimensions, therefore the application is deemed to be grandfathered and was not required to meet the current regulations based on the detailed design that is required between first and second reading. In order to be consistent between the current and previous regulations, the variances are described below according to the current regulations (see Appendix E):

a) ***Off-Street Parking and Loading Bylaw No. 4350-1990:***

- Part IV Off-Street Parking Design, 4.1 vii) For Townhouse units with an enclosed single-car parking garage in tandem configuration in the RM-1 zone:
 - to reduce the minimum driveway apron width from 3.0 m (9.8 ft.) to 2.8 m (9.2 ft.) in width;
 - to reduce the internal finished garage dimensions from 3.7 m (12.1 ft.) in width to 3.0 m (9.8 ft.)
 - to reduce the internal finished garage dimensions from 6.7 m (22.0 ft.) in length to 6.2 m (20.3 ft.);
- Part IV Off-Street Parking Design, 4.1 viii) a) For Townhouse units with an enclosed double-car parking garage in a side-by-side configuration in the RM-1 zone:
 - to reduce the internal finished garage dimensions from 6.5 m (21.3 ft.) in width to 5.6 m (18.4 ft.) for A units, and to 5.0 m (16.4 ft.) in width for B units;
 - to reduce the internal finished garage dimensions from 6.7 m (22.0 ft.) in length to 5.7 m (18.7 ft.) for A units, and to 5.8 m (19.0 ft.) for B units.

b) ***Zoning Bylaw No. 7600-2019:***

- Part 4 – General Regulations, Section 405 Landscaping and Fencing Regulations
 - To reduce the minimum required percentage of permeable area for any Residential zoned lot from 40% to 38.4%.
- Part 4 – Residential Zones, Section 617 RM-1 Low Density Townhouse Residential
 - To reduce the minimum **front yard setback** (112 Avenue) from 7.5 m (24.6 ft.) to 5.03 m (16.5 ft.) to the deck and 4.68 m (15.4 ft.) to the roof overhang, and to 6.0 m (19.7 ft.) to the building face;
 - To reduce the minimum **rear yard setback** from 7.5 m (24.6 ft.) to:

Block Number	Setback to Building Face	Setback to Deck	Setback to Eaves	Setback to Bay Window
10	5.00m (16.4 ft.)	4.41m (14.5 ft.)	3.95m (13.0 ft.)	4.61m (15.1 ft.)
11	5.00m (16.4 ft.)	NA	4.53m (14.9 ft.)	NA
14	5.00m (16.4 m)	4.41m (14.5 ft.)	3.98m (13.1 ft.)	4.93m (16.2 ft.)
15	5.00m (16.4 ft.)	4.43m (14.5 ft.)	4.30m (14.1 ft.)	4.84m (15.9 ft.)
17	3.27m (10.7 ft.)	4.56m (15.0 ft.)	2.31m (7.6 ft.)	2.98m (9.8 ft.)
23	4.60m (15.1 ft.)	4.84m (15.9 ft.)	3.38m (11.1 ft.)	4.12m (13.5 ft.)
24	5.00m (16.4 ft.)	4.41m (14.5 ft.)	4.32m (14.2 ft.)	4.82m (15.8 ft.)

- To reduce the minimum **interior yard setback** from 7.5 m (24.6 ft.) to:

Block Number	Setback to Building Face	Setback to Deck	Setback to Eaves	Setback to Bay Windows
25 (west)	5.00m (16.4 ft.)	4.43m (14.5 ft.)	4.37m (14.3 ft.)	4.83m (15.8 ft.)
26 (west)	5.00m (16.4 ft.)	4.34m (14.2 ft.)	4.40m (14.4 ft.)	NA
29 (west)	5.00m (16.4 ft.)	4.72m (15.5 ft.)	4.37m (14.3 ft.)	NA
30 (west)	5.00m (16.4 ft.)	5.05m (16.6 ft.)	4.49m (14.7 ft.)	NA
31 (west)	4.73m (15.5 ft.)	3.78m (12.4 ft.)	3.90m (12.8 ft.)	4.50m (14.8 ft.)
7 (east)	5.00m (16.4 ft.)	4.49m (14.7 ft.)	4.29m (14.1 ft.)	4.81m (15.8 ft.)
9 (east)	5.00m (16.4 ft.)	4.50m (14.8 ft.)	4.29m (14.1 ft.)	4.82m (15.8 ft.)

- To increase the number of attached units in one block from six up to seven attached units for proposed Blocks 1, 5, 20, 32, 33, 34; and up to eight attached units for proposed Block 2.

The requested variances will be the subject of a future report to Council.

v. Development Permits

Pursuant to Section 8.7 of the OCP, a Multi-Family Development Permit application is required to ensure the current proposal enhances existing neighbourhoods with compatible housing styles that meet diverse needs, and minimize potential conflicts with neighbouring land uses. The Development Permit will be the subject of a future report to Council; however, Building Elevations and Landscape Plans have been attached to this report (see Appendices F and G).

Pursuant to Sections 8.9 and 8.10 of the OCP, a Watercourse Protection and Natural Features Development Permit application has been received to ensure the preservation and protection of the natural environment of Kanaka Creek and its tributaries. The developer will provide restoration, enhancement and replanting works as required, and a security will be taken as a condition of the issuance of the Development Permit. Adherence of this project to the guidelines will be the subject of a future report to the Director of Planning, to ensure that the Development Permit Area guidelines are met.

vi. Advisory Design Panel

The application was reviewed by the Advisory Design Panel (ADP) at a meeting held on February 16, 2022 and their comments and the applicant's responses can be seen in Appendix H. A detailed description of the projects form and character will be included in a future Development Permit report to Council.

vii. Development Information Meeting

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 March 5 and March 24, 2022. The required date range was extended to account for the School District's Spring Break, providing an extra week for comment, to allow residents time to respond prior to the Spring Break beginning.

A summary of the main comments and discussions with the attendees was provided by the applicant (see Appendix I). The public will have an additional opportunity to provide comments at the Public Hearing, should Council forward this report.

4. Interdepartmental Implications:

i. Engineering Department

The Engineering Department has indicated that the following servicing upgrades will be required through a Rezoning Servicing Agreement:

- a) Road dedication as required to meet the design criteria of the *Subdivision and Development Services Bylaw No. 4800-1993*.
- b) Utility servicing as required to meet the design criteria of the *Subdivision and Development Services Bylaw No. 4800-1993*.
- c) Frontage upgrades to the applicable road standard.

ii. Parks, Recreation and Culture Department

A multi-use gravel trail is to be provided above the sanitary sewer service along the north end of the development. Access points to the trail are provided from the common areas of the strata.

iii. License, Permits and Bylaws Department

Preliminary comments on the building designs were provided to the applicant to be addressed at the Building Permit stage. Site addressing will also be addressed at the Building Permit stage. A geotechnical report and Stormwater Management Plan will be required to be registered on Title.

iv. Fire Department

The Fire Department provided their requirements for access design, fire safety plans, and private hydrant requirements.

5. Intergovernmental Issues:

i. Environmental Implications

There are two un-named watercourses (KA5.5 and KA6) and a pond identified on the subject properties, which have been identified as permanent, non-fish bearing watercourses, requiring a 15m (49.2 ft.) setback from the top of bank (see Appendix J). The habitat loss for the sanitary sewer and trail is compensated for with habitat enhancements, resulting in a net habitat gain of 1,003m² (10,797 ft²) (see Appendix K).

The storm sewer outfalls, the daylighting of the pipe between the pond and KA5.5 with sanitary sewer and trail crossings, and the enhancement of KA6 will require authorizations under the provincial Water Sustainability Act (WSA) and a Request for Project Review to the Department of Fisheries and Oceans. The crossing of Kanaka Creek by the sanitary force-main and clear-span trestle will require WSA authorization, as will the relocation of the road-side ditch on the north side of 112 Avenue for the proposed sanitary sewer pump station. The Provincial and Federal authorizations will be requirements of the Watercourse Protection and Natural Features Development Permit.

ii. Agricultural Impact

The lands to the north of this development are within the Agricultural Land Reserve (ALR). The Agricultural Land Commission reviewed the proposed development and had no objection to the proposed development as the ALR boundary is within the Kanaka Creek Regional Park.

iii. 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 provided:

The proposed application would affect the student population for the catchment areas currently served by ċəsqənelə Elementary and Garibaldi Secondary School.

ċəsqənelə Elementary has an operating capacity of 611 students. For the 2019-20 school year the student enrolment at ċəsqənelə Elementary was 450 students (74% utilization) including 106 students from out of catchment.

Garibaldi Secondary School has an operating capacity of 1050 students. For the 2019-20 school year the student enrolment at Garibaldi Secondary School was 898 students (86% utilization) including 272 students from out of catchment.

v. Metro Vancouver

As Metro Vancouver has been involved in the North East Albion Area Planning Process, a referral on this townhouse development application was sent to Metro Vancouver. Metro Vancouver requested that a post-and-rail fence be provided along the northern edge of the trail, which is being provided, and that some of the re-planting tree species be revised, which is also being accommodated.

vi. Local Government Act

An amendment to the OCP requires the Local Government to consult with any affected parties and to adopt related bylaws in compliance with the procedures outlined in Section 477 of the *Local Government Act*. The amendment required for this application, to change the land use designation to *Townhouse*, has been reviewed by the affected parties when the North East Area Plan was reviewed. This designation is consistent with the North East Albion Area Plan. The amendment for the

Conservation areas is considered to be minor in nature. It has been determined that no additional consultation beyond existing procedures is required, including referrals to the Board of the Regional District, the Council of an adjacent municipality, First Nations, the School District or agencies of the Federal and Provincial Governments.

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

7. Citizen Implications:

In addition to the Public Comment Opportunity discussed above, the North East Albion Land Use and Servicing Concept Planning Process included an extensive engagement process to gain insights from landowners and residents, including pop-up stands with planners, stakeholder meetings, landowner workshops, technical design charrettes, two open houses and community surveys. The resulting North East Albion Land Use and Servicing Concept Plan was endorsed by Council on October 1, 2019.

CONCLUSION:

It is recommended that first and second reading be given to *OCP Amending Bylaw No. 7607-2020*, that second reading be given to *Zone Amending Bylaw No. 7608-2020*, as amended, and that application 2019-426-RZ be forwarded to Public Hearing.

“Original signed by Michelle Baski”

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

“Original signed by Charles Goddard”

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

“Original signed by Christine Carter”

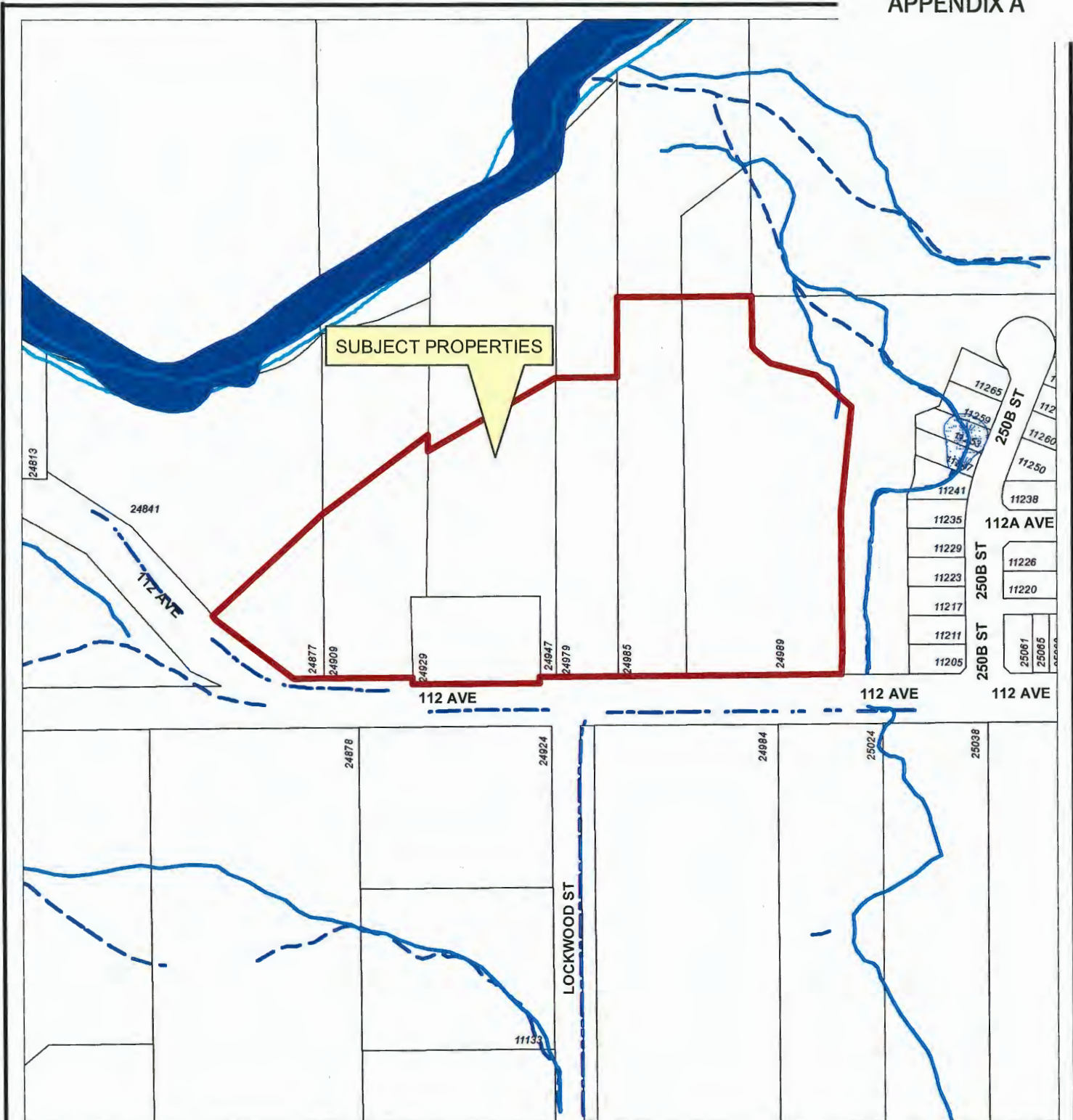
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – OCP Amending Bylaw No. 7607-2020
Appendix D – Zone Amending Bylaw No. 7608-2020
Appendix E – Site Plan
Appendix F – Example Building Elevations and Streetscape
Appendix G – Landscape Plan
Appendix H – Advisory Design Panel Comments
Appendix I – Public Comment Opportunity Summary
Appendix J – Environmental Setback Map
Appendix K – Habitat Compensation Plan



Scale: 1:2,500

Legend

- Stream
- Ditch Centreline
- Edge of River
- Edge of Marsh
- Indefinite Creek
- Marsh
- River
- Major Rivers & Lakes

24877 & 24909/29/47/79/85/89 112 AVENUE
 PID'S:000-788-121, 004-513-371,
 007-420-994, 001-432-168, 005-483-841,
 001-430-467 & 031-552-048

PLANNING DEPARTMENT



MAPLE RIDGE
 British Columbia

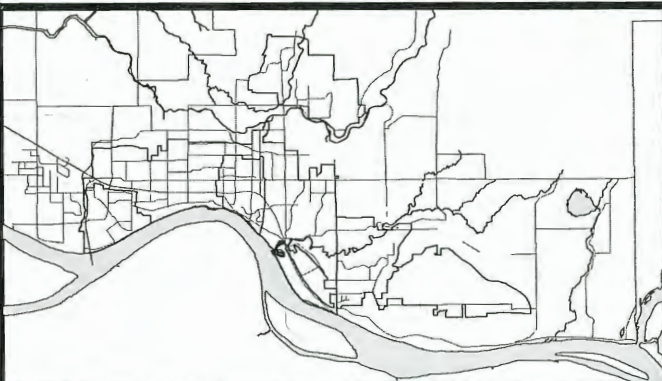
mapleridge.ca

FILE: 2019-426-RZ/DP
 DATE: Jan 31, 2022

BY: AH



Scale: 1:2,500



24877 & 24909/29/47/79/85/89 112 AVENUE
 PID'S:000-788-121, 004-513-371,
 007-420-994, 001-432-168, 005-483-841,
 001-430-467 & 031-552-048

PLANNING DEPARTMENT



MAPLE RIDGE

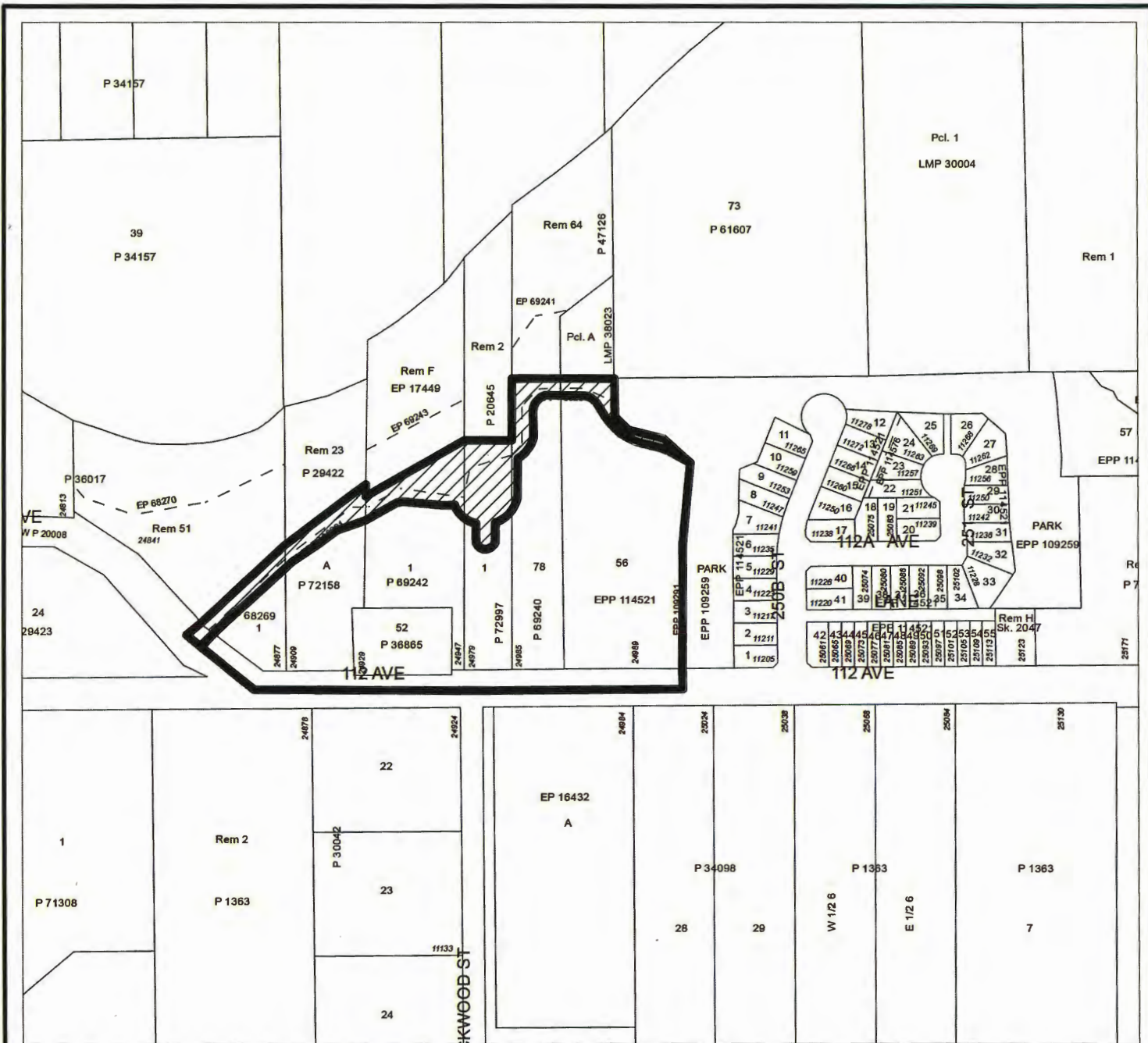
British Columbia

mapleridge.ca

FILE: 2019-426-RZ/DP
 DATE: Jan 31, 2022

BY: AH

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7607-2020

Map No. 1014

Purpose: To Amend Albion Area Plan Schedule 1 and Figure 1

From: Low/Medium Density Residential

To:  Townhouse

 Conservation



SCALE 1:3,500

**CITY OF MAPLE RIDGE
BYLAW NO. 7608-2020**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7608-2020."
2. Those parcels or tracts of land and premises known and described as:

Lot 1 Section 14 Township 12 New Westminster District Plan 68269
Lot A Section 14 Township 12 New Westminster District Plan 72158;
Lot 52 Section 14 Township 12 New Westminster District Plan 36865
Lot 1 Section 14 Township 12 New Westminster District Plan 69242;
Lot 1 Section 14 Township 12 New Westminster District Plan 72997;
Lot 78 Section 14 Township 12 New Westminster District Plan 69240; and
Lot 56 Section 14 Township 12 New Westminster District Plan EPP114521

and outlined in heavy black line on Map No. 1823 a copy of which is attached hereto and forms part of this Bylaw, are hereby rezoned to RM-1 (Low Density Townhouse Residential).

3. That Section **617.7 Setbacks** be amended by adding in Point 3. e. below:

3.e. for an Accessory Structure for an Indoor Amenity Area, the structure shall be set back a minimum of 7.5m from a Principal Building or Principal Structure, if it is not attached to a Principal Building or Structure.
4. That Section **617.8 Height** be amended by adding in Point 4 below and re-numbering in correct sequential order:

4. Building Height for Accessory Buildings and Accessory Structures used for an Indoor Amenity Area shall not exceed 9.5 metres.
5. Maple Ridge Zoning Bylaw No. 7600-2019, as amended, and Map 'A' attached thereto are hereby amended accordingly.

READ a first time the 10th day of March, 2020.

READ a second time, as amended, the day of , 20

PUBLIC HEARING held the day of , 20

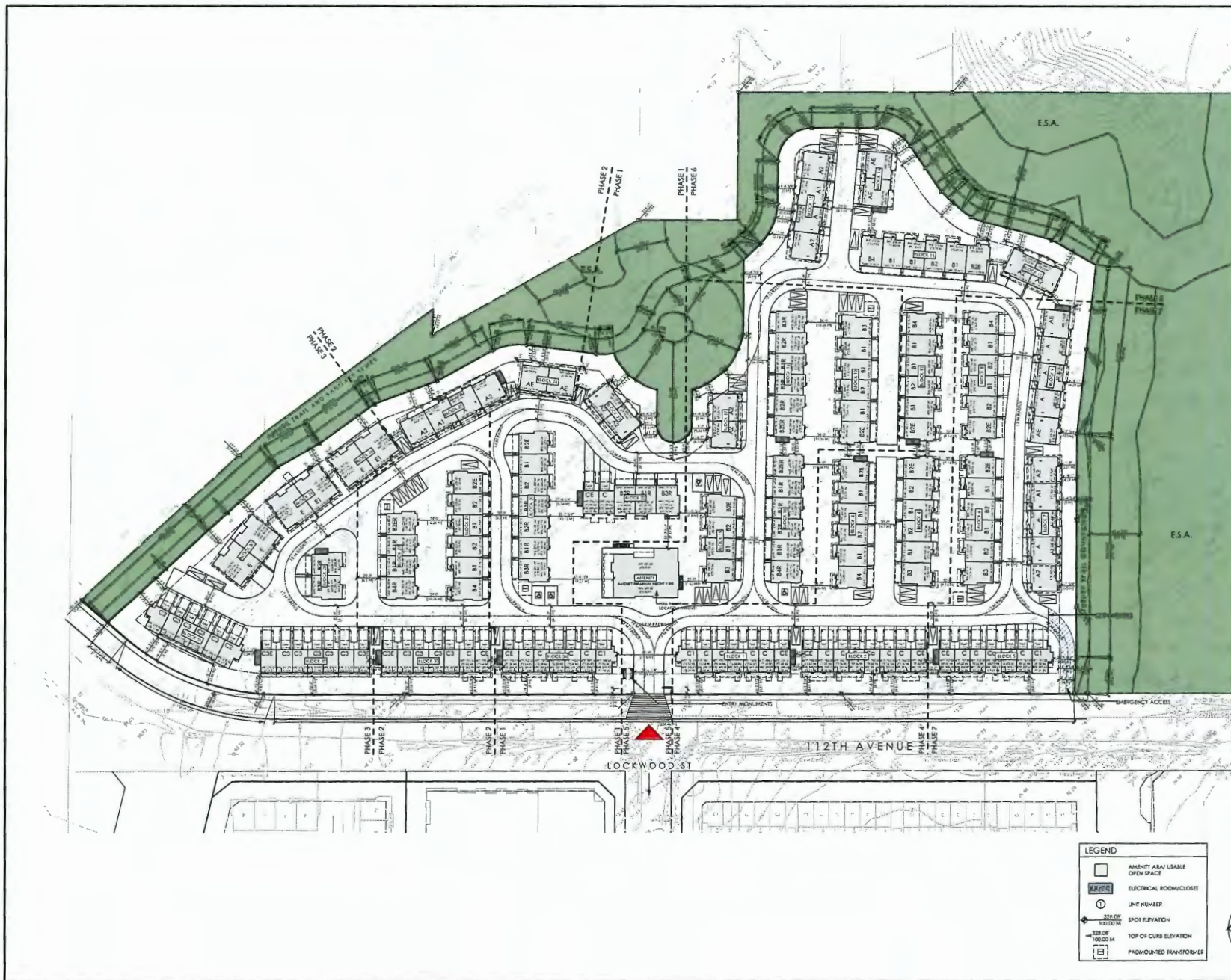
READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER





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REVISIONS	
ISSUED FOR REDLINING	FEB 15 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 15 2020
REDESIGNED FOR DEVELOPMENT PERMIT	MAY 29 2021
REDESIGNED FOR DEVELOPMENT PERMIT	SEP 17 2021
ISSUED FOR ADP	JAN 25 2022
REDESIGNED FOR DEVELOPMENT PERMIT	MAR 16 2022



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PROJECT

THE FALLS
KANAKA SPRINGS

112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

SITE PLAN

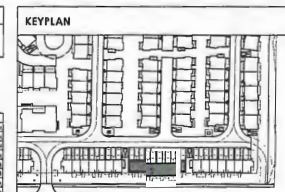
SCALE	SHEET
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JOB #	8032

APPENDIX E



FINISH SCHEDULE			
1 FIBREGLASS SHINGLE	7 7" 6" EXPOSED VINYL BOARD & BATTEN	13 PAINTED 2X10 BRILY BOARD	19 VERTICAL WOOD SLAT PRIVACY SCREEN
2 CORRUGATED METAL SIDING	8 PAINTED FIBRE CEILING PANEL	14 PAINTED WOOD BRACEKITS	20 DECORATIVE DOWNER
3 DOUBLE PAINED SEALED ONE UNIT WINDOWS	9 WOOD WINDOW BOX	15 WOOD CLAD PANEL POST	21 FAUX CHIMNEY
4 INSULATED METAL PANEL DOOR	10 PREFINISHED FASCIA CUTTER	16 ALUMINUM RAISING	22 METAL CHIMNEY CAP
5 PAINTED METAL PANEL ROLL UP GARAGE DOOR	11 PAINTED WOOD TRIM	17 FAUX BARN DOOR	23 PAINTED WOOD RABING
6 DOUBLE PAINED SEALED ONE UNIT SLIDERS	12 PAINTED 2X8 BOARD WITH 1X8 BATTEN	18 DECORATIVE LOUVER	24 PAINTED FIBRE CEILING BOARD AND BATTENS

LEGEND	
	FIBRE CEMENT BOARD AND BATTE



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REVISONS	
ISSUED FOR REZONING	FEB 18, 2022
ISSUED FOR DEVELOPMENT PERMIT	MAR 26, 2022
RE-ISSUED FOR DEVELOPMENT PERMIT	MAR 29, 2022
RE-ISSUED FOR DEVELOPMENT PERMIT	SEP 7, 2022
ISSUED FOR ADP	JAN 25, 2022
RE-ISSUED FOR DEVELOPMENT PERMIT	MAR 14, 2022



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PROJECT

THE FALLS
KANAKA SPRINGS

112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

BUILDING ^ ^
ELEVATI

SCALE	SHE
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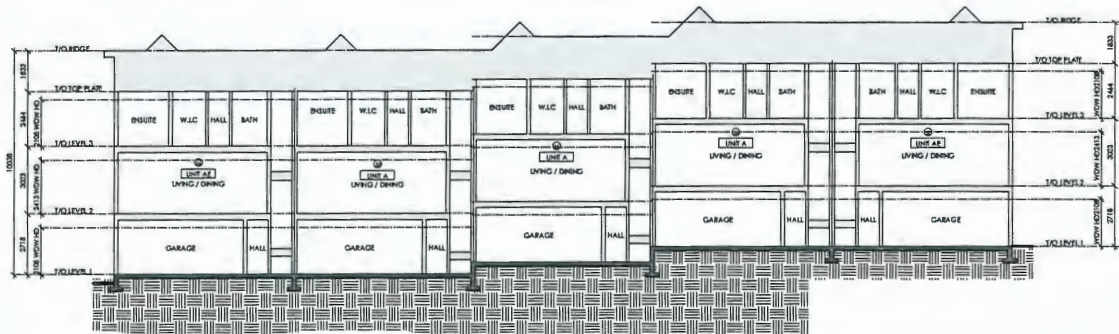
APPENDIX F



FRONT ELEVATION
BLOCK 9



REAR ELEVATION
BLOCK 9



SECTION
BLOCK 9

BUILDING HEIGHT CALCULATION - UNIT 56

GRADE:	75.45M
1. NORTH EAST:	75.45M
2. NORTH WEST:	75.45M
3. SOUTH EAST:	75.45M
4. SOUTH WEST:	75.45M
AVERAGE GRADE:	75.45M
MAX. ROOF ELEVATION:	83.35M
TOP OF ROOF ELEVATION:	83.35M
MIN. ROOF ELEVATION:	83.35M

BUILDING HEIGHT CALCULATION - UNIT 55

GRADE:	75.45M
1. NORTH EAST:	75.45M
2. NORTH WEST:	75.45M
3. SOUTH EAST:	75.45M
4. SOUTH WEST:	75.45M
AVERAGE GRADE:	75.45M
MAX. ROOF ELEVATION:	83.35M
TOP OF ROOF ELEVATION:	83.35M
MIN. ROOF ELEVATION:	83.35M

BUILDING HEIGHT CALCULATION - UNIT 54

GRADE:	75.45M
1. NORTH EAST:	75.45M
2. NORTH WEST:	75.45M
3. SOUTH EAST:	75.45M
4. SOUTH WEST:	75.45M
AVERAGE GRADE:	75.45M
MAX. ROOF ELEVATION:	83.35M
TOP OF ROOF ELEVATION:	83.35M
MIN. ROOF ELEVATION:	83.35M

BUILDING HEIGHT CALCULATION - UNIT 53

GRADE:	75.45M
1. NORTH EAST:	75.45M
2. NORTH WEST:	75.45M
3. SOUTH EAST:	75.45M
4. SOUTH WEST:	75.45M
AVERAGE GRADE:	75.45M
MAX. ROOF ELEVATION:	83.35M
TOP OF ROOF ELEVATION:	83.35M
MIN. ROOF ELEVATION:	83.35M

BUILDING HEIGHT CALCULATION - UNIT 52

GRADE:	75.45M
1. NORTH EAST:	75.45M
2. NORTH WEST:	75.45M
3. SOUTH EAST:	75.45M
4. SOUTH WEST:	75.45M
AVERAGE GRADE:	75.45M
MAX. ROOF ELEVATION:	83.35M
TOP OF ROOF ELEVATION:	83.35M
MIN. ROOF ELEVATION:	83.35M

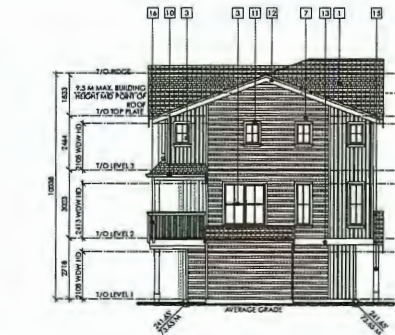
LEGEND



KEYPLAN



SIDE ELEVATION
BLOCK 9



SIDE ELEVATION
BLOCK 9

FINISH SCHEDULE

- | | | | |
|--|--|--------------------------------|--|
| 1. IRREGULAR SINGLE ROOFING | 7. 2" EXPOSURE VINYL BOARD & BATH | 12. PAINTED 2X10 BUILT UP ROOF | 19. VERTICAL WOOD SLAT FINISH SCREEN |
| 2. CORRUGATED METAL ROOFING | 8. PAINTED FIBRE CEMENT PANEL WITH 1X10 TRIM | 13. PAINTED WOOD BRACKETS | 20. DECORATIVE DORMER |
| 3. DOUBLE PANELED SEALED UNIT WARE WINDOWS | 9. WOOD WINDOW BOX | 14. WOOD CLAD PANEL POST | 21. WOOD CHIMNEY |
| 4. INSULATED METAL PANEL DOOR | 10. REFINISHED BRICK GUTTER | 15. ALUMINUM BALING | 22. METAL CHIMNEY CAP |
| 5. PAINTED METAL PANEL ROLL UP GARAGE DOOR | 11. PAINTED WOOD TRIM | 16. WOOD BARN DOOR | 23. PAINTED WOOD BALING |
| 6. DOUBLE PANELED SEALED UNIT WARE SLIDES | 12. PAINTED 2X BARGE BOARD WITH 1X10 TRIM | 17. DECORATIVE LOUVER | 24. PAINTED FIBRE CEMENT BOARD AND BATHING |

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REVISIONS	
ISSUED FOR REVISION	FEB 18, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 25, 2020
RE-ISSUED FOR DEVELOPMENT PERMIT	MAY 29, 2021
RE-ISSUED FOR DEVELOPMENT PERMIT	SEP 7, 2021
ISSUED FOR ADP	MAY 25, 2022
RE-ISSUED FOR DEVELOPMENT PERMIT	MAY 14, 2022



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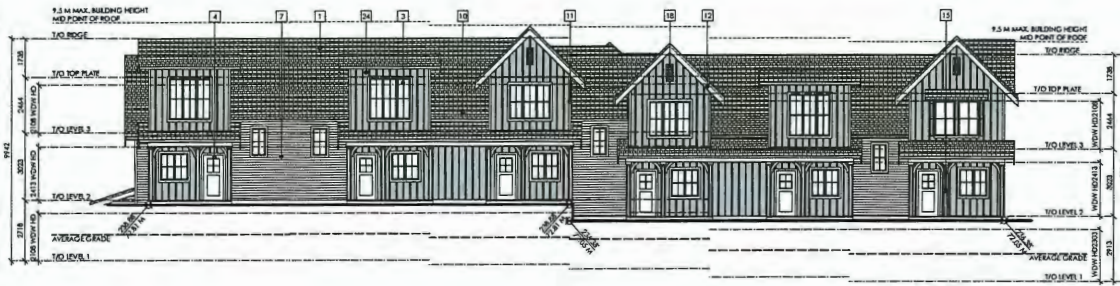
PROJECT

THE FALLS
KANAKA SPRINGS
112 TH AVENUE
MAPLE RIDGE, BC

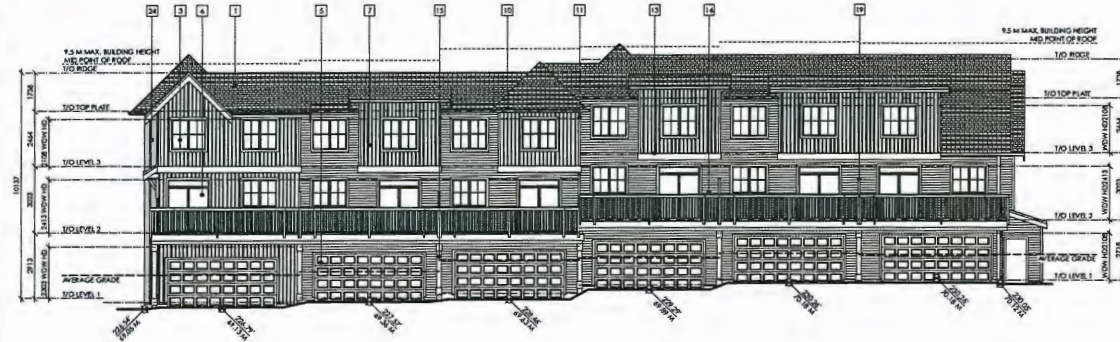
DRAWING

BUILDING 9
ELEVATIONS

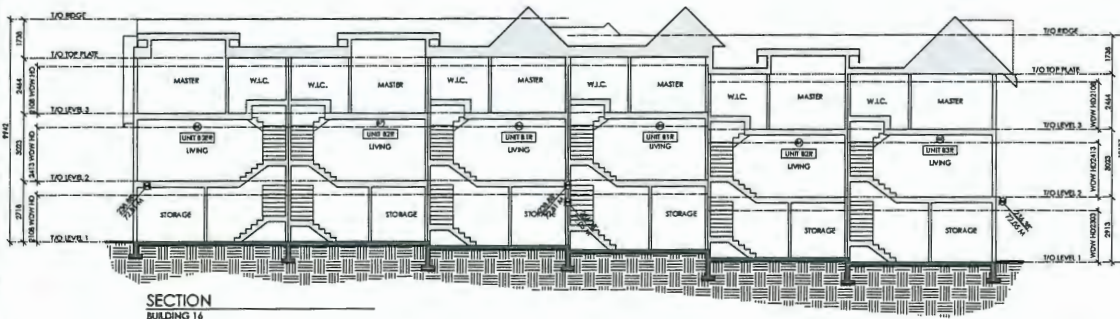
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JOB #	8032



FRONT ELEVATION
BUILDING 16



REAR ELEVATION
BUILDING 16



SECTION
BUILDING 16

BUILDING HEIGHT CALCULATION - UNIT 85

GRADE:	
- NORTH EAST	72.81 M
- NORTH WEST	72.81 M
- SOUTH EAST	72.81 M
- SOUTH WEST	72.81 M
AVERAGE GRADE:	72.81 M
MAX. HEIGHT (T.O. PLATE)	80.31 M
TOP PLATE ELEVATION:	77.31 M
TOP OF ROOF ELEVATION:	80.31 M
MAX. POINT ELEVATION:	79.31 M

BUILDING HEIGHT CALCULATION - UNIT 87

GRADE:	
- NORTH EAST	72.81 M
- NORTH WEST	72.81 M
- SOUTH EAST	72.81 M
- SOUTH WEST	72.81 M
AVERAGE GRADE:	72.81 M
MAX. HEIGHT (T.O. PLATE)	80.31 M
TOP PLATE ELEVATION:	77.31 M
TOP OF ROOF ELEVATION:	80.31 M
MAX. POINT ELEVATION:	79.31 M

BUILDING HEIGHT CALCULATION - UNIT 88

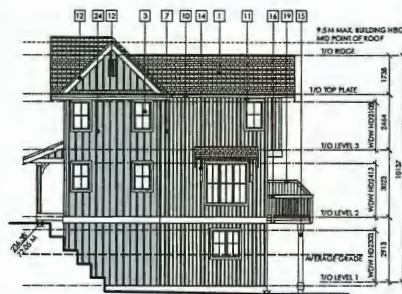
GRADE:	
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- NORTH WEST	72.81 M
- SOUTH EAST	72.81 M
- SOUTH WEST	72.81 M
AVERAGE GRADE:	72.81 M
MAX. HEIGHT (T.O. PLATE)	80.31 M
TOP PLATE ELEVATION:	77.31 M
TOP OF ROOF ELEVATION:	80.31 M
MAX. POINT ELEVATION:	79.31 M

BUILDING HEIGHT CALCULATION - UNIT 89

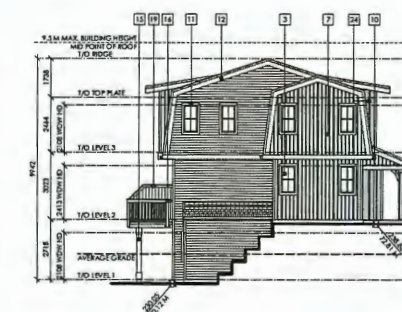
GRADE:	
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- NORTH WEST	72.81 M
- SOUTH EAST	72.81 M
- SOUTH WEST	72.81 M
AVERAGE GRADE:	72.81 M
MAX. HEIGHT (T.O. PLATE)	80.31 M
TOP PLATE ELEVATION:	77.31 M
TOP OF ROOF ELEVATION:	80.31 M
MAX. POINT ELEVATION:	79.31 M

BUILDING HEIGHT CALCULATION - UNIT 90

GRADE:	
- NORTH EAST	72.81 M
- NORTH WEST	72.81 M
- SOUTH EAST	72.81 M
- SOUTH WEST	72.81 M
AVERAGE GRADE:	72.81 M
MAX. HEIGHT (T.O. PLATE)	80.31 M
TOP PLATE ELEVATION:	77.31 M
TOP OF ROOF ELEVATION:	80.31 M
MAX. POINT ELEVATION:	79.31 M



SIDE ELEVATION
BUILDING 16



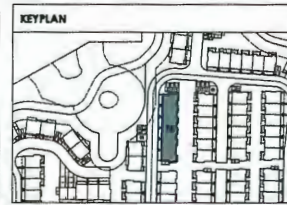
SIDE ELEVATION
BUILDING 16

FINISH SCHEDULE

1. FRAMEGLASS SINGLE	2. 6" EXPOSURE VINYL BOARD & BATTEN	3. PAINTED 2X10 BUILT BOARD	4. VERTICAL WOOD SLAT PIVOT SCREEN
5. CORRUGATED METAL ROOFING	6. PAINTED FIBRE CEMENT PANEL WITH 1X TREES	7. PAINTED WOOD BRACKETS	8. DECORATIVE DORMER
9. DOUBLE PANELED SEALED UNIT WARE WINDOWS	10. WOOD WINDOW BOX	11. WOOD CLAD PIVOT POST	12. WALK CHIMNEY
13. INSULATED METAL PIVOT DOOR	14. PREFINISHED ALUMINUM GUTTER	15. ALUMINUM BALING	16. METAL CHIMNEY CAP
17. PAINTED METAL PANEL ROLL UP GARAGE DOOR	18. PAINTED WOOD TRIM	19. WALK BARN DOOR	20. PAINTED WOOD BALING
21. DOUBLE PANELED SEALED UNIT VINYL SLIDERS	22. PAINTED 2X BARGE BOARD WITH 1X TREES	23. DECORATIVE LOUVER	24. PAINTED FIBRE CEMENT BOARD AND BATTENS

LEGEND

[Symbol]	FIBRE CEMENT BOARD AND BATTEN
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REVISIONS

ISSUED FOR REDLINING	FEB 16, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 26, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 26, 2021
ISSUED FOR DEVELOPMENT PERMIT	SEP 7, 2021
ISSUED FOR ACP	JAN 20, 2022
ISSUED FOR DEVELOPMENT PERMIT	MAY 14, 2022



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PROJECT

THE FALLS KANAKA SPRINGS
112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

BUILDING 16 ELEVATIONS

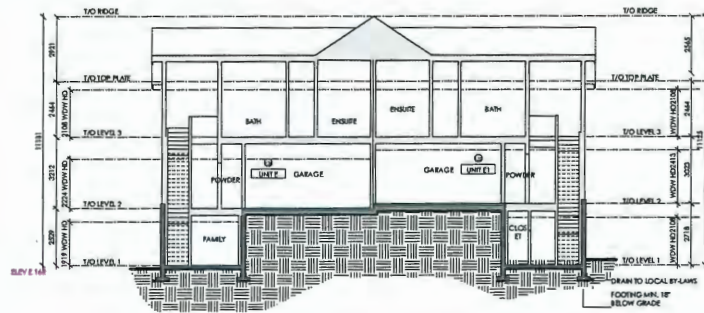
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JOB #	8032		



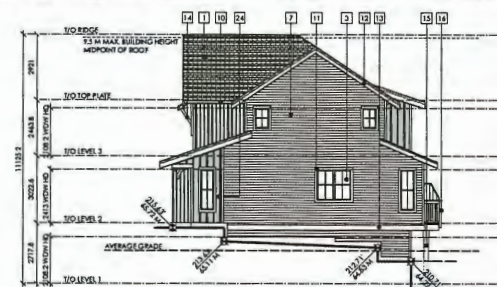
FRONT ELEVATION
BUILDING 26



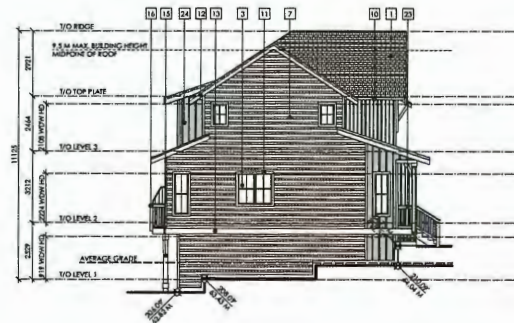
REAR ELEVATION
BUILDING 26



SECTION
BUILDING 26



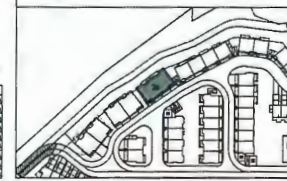
SIDE ELEVATION
BUILDING 26



SIDE ELEVATION
BUILDING 26

FINISH SCHEDULE			
1. IRONCLASH SHINGLE	7. 2" EXPOSURE VINYL BOARD & BATTIN	13. PAINTED 2X10 BILLY BOARD	19. VERTICAL WOOD SLAT PANA CY SCREEN
2. CORRUGATED METAL ROOFING	8. PAINTED FIBRE CEMENT PANEL PANEL WITH 1X TRIMS	14. PAINTED WOOD BRACKETS	20. DECORATIVE DORMER
3. DOUBLE PANELED SEALED UNIT VINYL WINDOWING	9. WOOD WINDOW BOX	15. WOOD CLAD PANEL POST	21. WALK CHIMNEY
4. INSULATED METAL PANEL DOOR	10. PREFINISHED INSULA GUTTER	16. ALUMINUM RAILING	22. METAL CHIMNEY CAP
5. PAINTED METAL PANEL ROLL UP GARAGE DOOR	11. PAINTED WOOD TRIM	17. WALK BARN DOOR	23. PAINTED WOOD RAILING
6. DOUBLE PANELED SEALED UNIT VINYL SLIDERS	12. PAINTED 2X BARGE BOARD WITH 1X TRIM	18. DECORATIVE LOUVER	24. PAINTED FIBRE CEMENT BOARD AND BATTIN

KEYPLAN



BUILDING HEIGHT CALCULATION - UNIT 128

SECTOR	HEIGHT
-NORTH-EAST	42.00M
-NORTH-WEST	42.00M
-SOUTH-EAST	42.00M
-SOUTH-WEST	42.00M
AVERAGE GRADE	42.00M
MAX. HEIGHT 12.8M	42.00M
TOP OF ROOF ELEVATION	42.00M
WIND POINT ELEVATION	42.00M

BUILDING HEIGHT CALCULATION - UNIT 127

SECTOR	HEIGHT
-NORTH-EAST	42.00M
-NORTH-WEST	42.00M
-SOUTH-EAST	42.00M
-SOUTH-WEST	42.00M
AVERAGE GRADE	42.00M
MAX. HEIGHT 12.8M	42.00M
TOP OF ROOF ELEVATION	42.00M
WIND POINT ELEVATION	42.00M

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REVISIONS	DATE
ISSUED FOR REWORKING	FEB 18, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 26, 2020
REDESIGNED FOR DEVELOPMENT PERMIT	MAY 26, 2021
REDESIGNED FOR DEVELOPMENT PERMIT	SEP 7, 2021
ISSUED FOR ACP	JAN 26, 2022
REDESIGNED FOR DEVELOPMENT PERMIT	MAR 14, 2022



FORMWORKS
ARCHITECTURAL

1425 West 5th Ave., Vancouver, BC V6J 1H5
Tel: 604-273-1111 Fax: 604-273-1111

PROJECT

THE FALLS
KANAKA SPRINGS
112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

BUILDING 26
ELEVATIONS

SCALE

1:100

SHEET

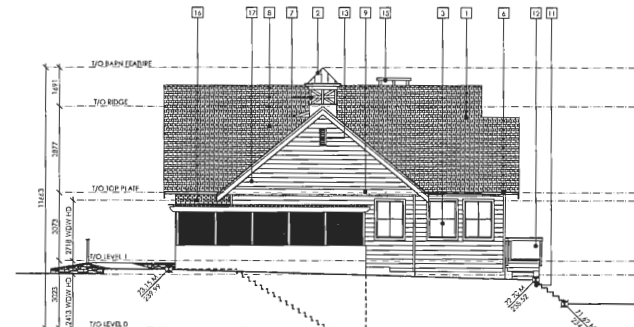
A2.65

JOB #

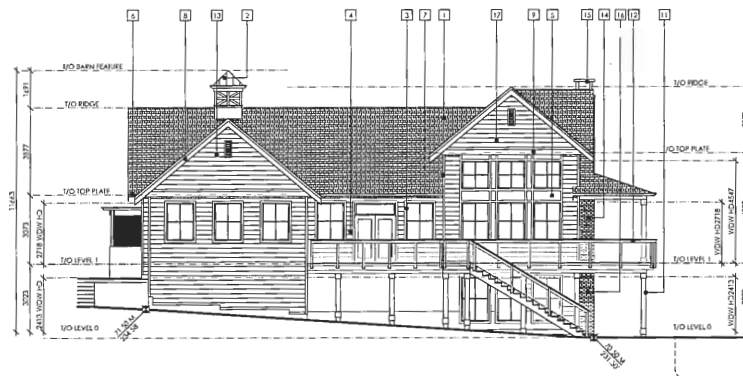
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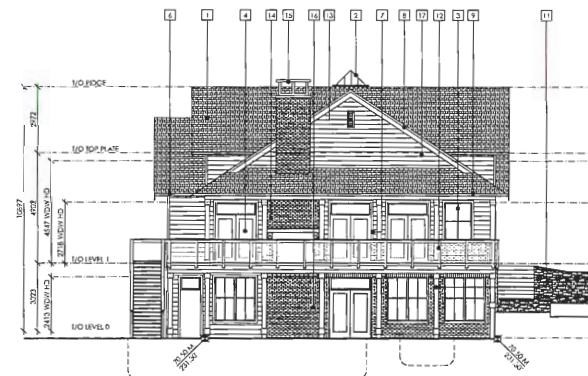
SOUTH ELEVATION
AMENITY BUILDING



EAST ELEVATION
AMENITY BUILDING

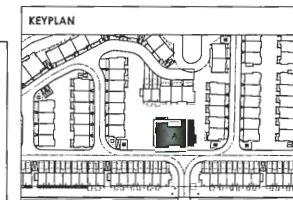


NORTH ELEVATION
AMENITY BUILDING



WEST ELEVATION
AMENITY BUILDING

FINISH SCHEDULE		
1 FIBREGLASS SHINGLE	7 PAINTED WOOD TRIM	13 DECORATIVE LOUVER
2 STANDING SEAM METAL ROOFING	8 PAINTED 2X BARGE BOARD WITH 1X TRIM	14 CHIMNEY
3 DOUBLE PANED SEALED LAR VINYL WINDOWS	9 PAINTED 2X10 BULKY BOARD	15 METAL CHIMNEY CAP
4 INSULATED METAL PANEL DOOR	10 PAINTED WOOD BRACKETS	16 SPICE
5 PAINTED FIBRE CEMENT PANEL WITH 1X TRIM	11 WOOD CLAD PANEL POST	17 8" EXPOSURE FIBRE CEMENT LAP SIDING
6 PRE-FINISHED PASCIA GUTTER	12 ALUMINUM AND GLASS RAILING	



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REVISIONS	
ISSUED FOR REDLINING	FEB 18, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 18, 2020
RE-DESIGNED FOR DEVELOPMENT PERMIT	MAY 28, 2021
RE-DESIGNED FOR DEVELOPMENT PERMIT	SEP 7, 2021
ISSUED FOR ADP	JAN 25, 2022
RE-DESIGNED FOR DEVELOPMENT PERMIT	MAY 14, 2023



PROJECT

**THE FALLS
KANAKA SPRINGS**

112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

**AMENITY
ELEVATIONS**

SCALE 1:100

SHEET

JOB # 8032

AB2.01



112TH AVENUE STREETSCAPE

NTS



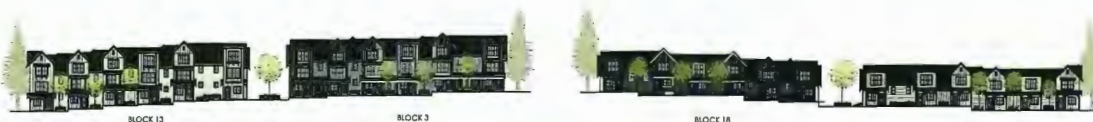
VARIETY STREETSCAPE

NTS



INTERNAL ROAD STREETSCAPE

NTS



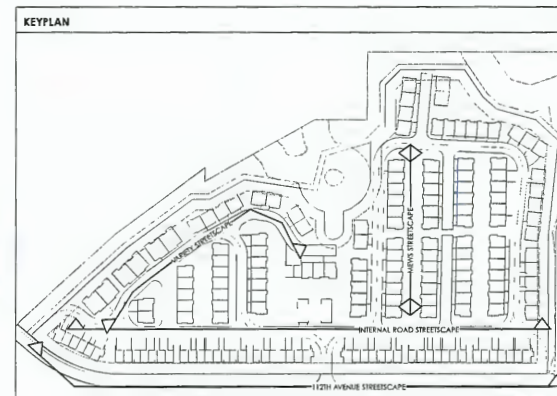
MEWS (LOOKING WEST)

NTS



MEWS (LOOKING EAST)

NTS



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REVISIONS	
ISSUED FOR REDLINING	FEB 18, 2020
ISSUED FOR DEVELOPMENT PERMIT	MAY 28, 2020
REQUIRED FOR DEVELOPMENT PERMIT	MAY 29, 2021
REQUIRED FOR DEVELOPMENT PERMIT	SEP 7, 2021
ISSUED FOR ADP	JAN 5, 2022
REQUIRED FOR DEVELOPMENT PERMIT	MAR 14, 2022



**FORMWERKS
ARCHITECTURAL**

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PROJECT

**THE FALLS
KANAKA SPRINGS**

112 TH AVENUE
MAPLE RIDGE, BC

DRAWING

STREETSCAPES

SCALE	SHEET
NTS	A1.07
JOB #	8032



No.	By	Description	Date
9	JW	Re-issued for DP	Mar. 18, 2022
8	JW	Re-issued for DP	Jan. 26, 2022
7	JW	Re-issued for DP	Sept. 7, 2021
6	ET	Issued for DP	May 24, 2021
5	ET	Issued for Review	Mar. 10, 2021
4	AL	Issued for Re-submission	Mar. 05, 2021
3	AL	For Re-submission	Feb. 09, 2021
2	AL	For Re-submission	Dec. 16, 2020
1	DC	For Development Permit	May 27, 2020
0	DC	For Review	May 1, 2020

REVISIONS TABLE FOR DRAWINGS
 * Copyright reserved. This drawing and/or its contents are the property of V&A and may not be reproduced or used for other projects without permission.

No.	By	Description	Date
1	JW	Issued for DDM	March 7, 2022

REVISIONS TABLE FOR SHEET

Project:
 Kanaka Springs Townhomes
 Phase 1

Location:
 24877 - 24929 112th Ave
 Maple Ridge, BC

Drawn:
 ET

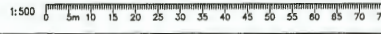
Checked:
 JW

Approved:
 MVDZ

Scale:
 1:500

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE DRAWING AND REPORT ANY DISCREPANCIES TO THE CONSULTANT IMMEDIATELY. ALL DIMENSIONS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE CONSULTANT. THE WORK SHALL BE CONSIDERED COMPLETE WHEN ALL DIMENSIONS AND SPECIFICATIONS ARE MET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.

1 OVERALL PLAN AND SHEET TILES
 Scale 1:500



Drawing Title:
 OVERALL SITE PLAN



Project #:
 P2020-18

APPENDIX G

The following resolution was passed regarding **2019-426-DP** at the February 16, 2022 Regular Meeting of the Advisory Design Panel (ADP).

R/2021-020

It was moved and seconded

That the Advisory Design Panel has reviewed application 2019-426-DP and recommends that

The application be supported and the following concerns be addressed as the design develops and submitted to Planning staff for follow-up:

Architectural Comments:

- Consider including amenity building in phase one; **Per our June 12 meeting, the amenity building has been proposed in the 5th phase**
- Consider equal colour distribution throughout the site; **Color schemes have been revised and redistributed throughout site**
- Consider increasing front yard setbacks; **The setback is still consistent with 6m under the old zoning bylaw (now 4.5m). See further comments in February 24 email**
- Consider opportunity for visible pedestrian access in southeast corner; **The emergency access material has been modified to emphasize a pedestrian corridor from 112th to the interior of the site**
- Ensure architectural language is consistent on all four sides of elevations. **Elevations have been revised on Buildings with the gambrel roof (B units) per ADP comments**

Landscape Comments:

- Increase 112 Avenue setback areas to improve usability of yard spaces; **Same issue as setbacks above. The private outdoor space for the units fronting 112th Avenue is 5 times the bylaw requirement**
- Consider additional stormwater management through green infrastructure on the site; **In the VDZ drawings, the stormwater management infrastructure has been highlighted. This is the plan that was approved after extensive review with engineering to comply with NE Albion LUP SWM requirements**
- Consider incorporating additional street trees on the internal road system; **Street trees have been added internally between buildings along the roads**
- Consider providing additional landscaping to screen tandem parking; **This is not possible as the C units main floor is cantilevered over top of the single exterior parking stall.**
- Consider the incorporation of childrens' programming in the space next to the amenity building as well as the distribution of childrens' programming throughout the phasing of the development. **To the north of the amenity building, there has been a new children's amenity area added with features including canoe and play houses**

CARRIED UNANIMOUSLY

Thank you for your time,



March 25, 2022

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Attn: Michelle Baski

Re: Summary of Public Opportunity Comment Period for 2019-426-RZ

In conjunction with the above-noted rezoning application and per the amended Public Comment Opportunity – Developer Process guidelines, Epic NE Albion Homes Ltd. held an open comment opportunity period from Monday, March 5 to Thursday, March 24.

Per the guidelines, the public comment opportunity was advertised in two consecutive editions of the Maple Ridge News (March 4 & March 11), posted via the onsite signage, and mailers were sent out to all residents within 100m of the development site. For your records, copies of the material above have been attached to this letter.

Throughout the public comment opportunity period, Epic Homes received two inquiries directly:

1. On March 10th, a resident emailed asking for a site plan that was clearer than the ad in the paper. A site plan was provided, and the resident did not offer any further comments.
2. On March 14th, a resident phoned requesting information on the OCP amendment. The question was answered when it was confirmed that the OCP amendment on this application was to match the designations and densities approved in the NE Albion Land Use and Servicing Concept Plan. The resident was a resident of Grant Hill and was familiar with the approved NE Albion plan.

In addition, the planning department received a letter dated March 21, 2022. A response to those queries would be that the application is consistent with the newly approved NE Albion Official Community Plan Amendment and that City water and sanitary sewers will be provided to the development via future rezoning servicing agreements.

Outside of the items above, we did not receive any additional inquiries or comments. Should you have any additional questions or concerns, please do not hesitate to contact the writer directly.

I trust the above and enclosed to be in order.

Kind Regards,
Epic NE Albion Homes Ltd.

Cole Lambert

To Planning Department
City of Maple Ridge

march 21, 2022

re: Rezoning Application 2019-426 RZ
Public Comment

1. I question the wisdom of this development in this location. It is very close to Kanaka Creek and with climate changing it may be at risk.
2. I don't expect there is room for septic tanks and fields. What will happen to the sewage?
3. Where will the drinking water come from?
4. The loss of trees contributes to climate change and poor health.
5. The decision to develop North Albion is short sighted.



Scale: 1:1,632

Preliminary Environmental Context
for properties at 24909, 24947,
24979, 24985, 24989, 25011 and
25071 112th Avenue

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

PLANNING DEPARTMENT



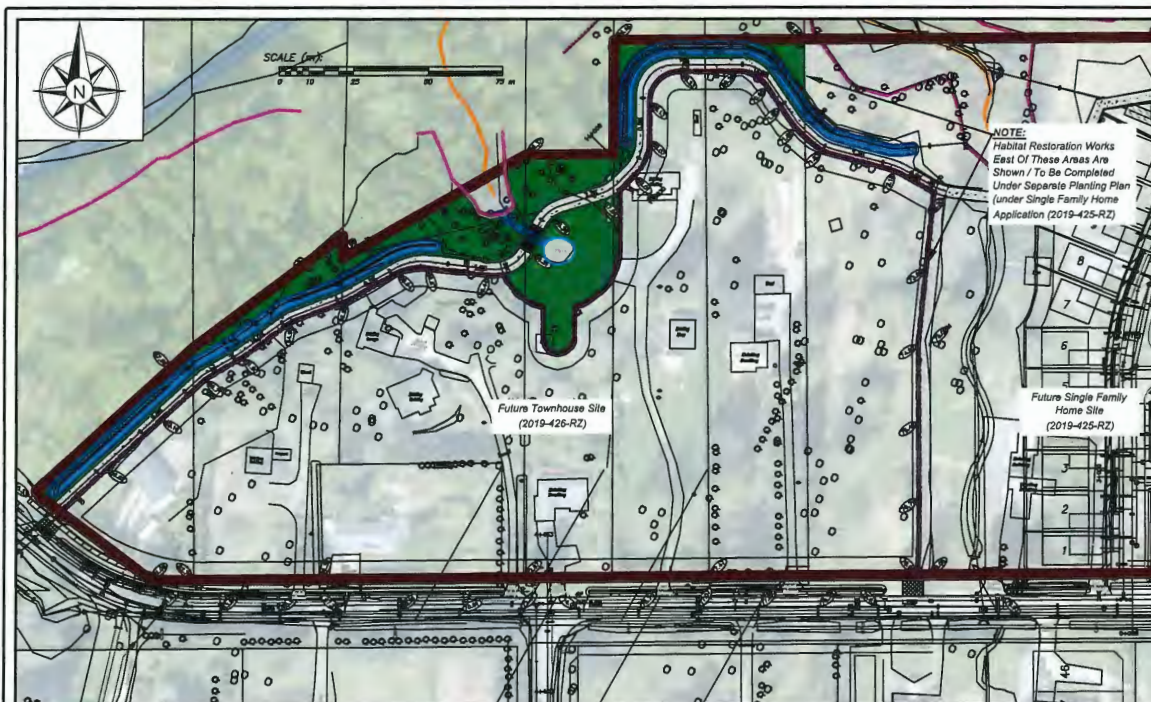
MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: Subject Map 2018

DATE: Feb 19, 2020

BY: MP



RESTORATION PLANTING PLAN LIST:

Restoration Planting List	Amount	Botanical Name	Common Name	Spacing	Size
3,358 m²	25	<i>Acer macrophyllum</i>	Big-leaf maple	3-4 m	5 gallon
	25	<i>Pseudotsuga menziesii</i>	Douglas Fir	3-4 m	5 gallon
	45	<i>Thuja plicata</i>	Western Red Cedar	3-4 m	5 gallon
	20	<i>Picea sitchensis</i>	Sitka Spruce	3-4 m	5 gallon
	15	<i>Sorbus aucuparia</i>	Mountain Ash	3-4 m	5 gallon
	20	<i>Tsuga heterophylla</i>	Western Hemlock	3 m	5 gallon
	25	<i>Prunus emarginata</i>	Bitter Cherry	3 m	5 gallon
	45	<i>Crataegus douglasii</i>	Black Hawthorne	1 m	2 gallon
	150	<i>Sambucus racemosa</i>	Red Elderberry	1 m	2 gallon
	125	<i>Physocarpus capitatus</i>	Pacific Ninebark	1 m	2 gallon
	225	<i>Mahonia nervosa</i>	Oregon Grape	1 m	2 gallon
	200	<i>Rubus parviflorus</i>	Thimbleberry	1 m	2 gallon
	325	<i>Rubus spectabilis</i>	Salmonberry	1 m	2 gallon
	275	<i>Symphoricarpos albus</i>	Snowberry	1 m	2 gallon
	100	<i>Acer circinatum</i>	Vine Maple	2 m	2 gallon
	275	<i>Rosa nutkana</i>	Nootka Rose	1 m	2 gallon
	355	<i>Cornus stolonifera</i>	Red-osier Dogwood	1 m	2 gallon
	500	<i>Polystichum munitum</i>	Western Sword Fern	< 1 m	1 gallon
	500	<i>Gaultheria shallon</i>	Salal	< 1 m	1 gallon

Total Plants = 3250

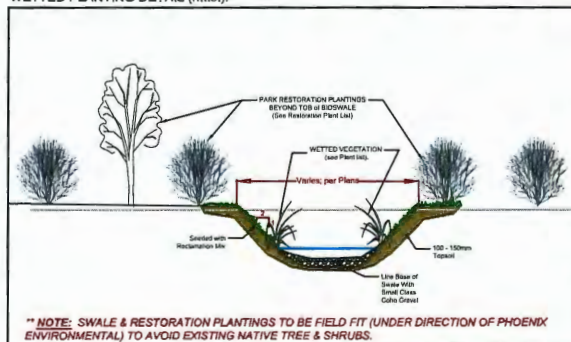
Total amount estimated includes wholesale plant cost, delivery, and labour costs for initial install works.

Bioswale Planting List	Amount	Botanical Name	Common Name	Spacing	Size
1,199 m²	200	<i>Rubus spectabilis</i>	Salmonberry	1 m	2 gallon
	275	<i>Polystichum munitum</i>	Sword Fern	0.75 m	1 gallon
	350	<i>Spiraea douglasii</i>	Hardhack	0.5 m	1 gallon
	650	<i>Carex obnupia</i>	Slough Sedge	0.5 m	1 gallon
	650	<i>Scirpus microcarpus</i>	Bulrush	0.5 m	1 gallon

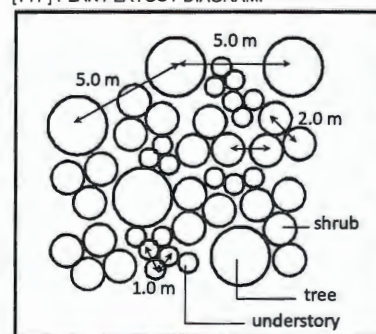
Total Plants = 2125

Total amount estimated includes wholesale plant cost, delivery, and labour costs for initial install works.

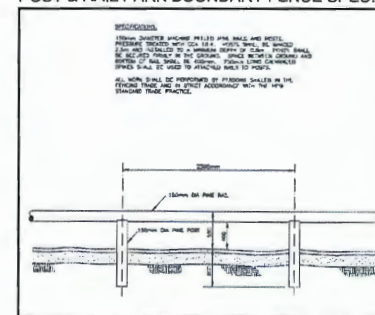
WETTED PLANTING DETAIL (n.t.s.):



[TYP] PLANT LAYOUT DIAGRAM:



POST & RAIL PARK BOUNDARY FENCE SPEC:



General Notes:

1. All landscape / planting operations are to comply with the City of Maple Ridge Planting Requirements.
2. Topsoil is to be placed in the planting areas, and be a minimum depth of 150mm.
3. A field visit should be conducted prior to restoration works to verify and flag planting areas. Bioswale and plant installation locations may need to be adjusted in the field based Phoenix Environmental is to be present on site to direct planting works.
4. All Invasive/Noxious species must be grubbed out and removed from the Site prior to plant installation; invasives are to be disposed at an approved dump/composting site.
5. A post & rail fence is to be installed along the Park Boundary, per City of Maple Ridge specification shown.
6. Any changes/alterations made to this planting plan must be approved by Phoenix Environmental Services Ltd.

- SITE BOUNDARY
- NON-FISH BEARING STREAMS
- SURVEYED TOP-OF-BANK (TOB)
- SURVEYED HIGH WATER MARK (HWM) of CONSTRUCTED POND
- PROPOSED PARK BOUNDARY / POST & RAIL FENCE LOCATION

- RIPIARIAN HABITAT ENHANCEMENT PLANTING AREA = 3,358 m²
- STORM WATER MANAGEMENT BIOSWALE & DAYLIGHTED CHANNEL PLANTING AREA = 1,199 m²

Figure 4: HABITAT ENHANCEMENT & RESTORATION PLANTING PLAN

EPIC NE ALBION HOMES LTD.
PROPOSED RESIDENTIAL TOWNHOUSES
24909 - 25057 112th Ave, Maple Ridge, BC



DATE: AUG. 2021 DRAWN BY: NGL SCALE: AS SHOWN DWG: Epic_KanakaTwnhs_EIAmaps.dwg

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: **Second Reading**
Zone Amending Bylaw No. 7719-2021
Zone Amending Bylaw No. 7721-2021
First, Second and Third Reading
Off-Street Parking and Loading Amending Bylaw No. 7860-2022
21783 Lougheed Highway

MEETING DATE: June 21, 2022
FILE NO: 2021-061-RZ
MEETING: C o W

EXECUTIVE SUMMARY:

An application has been received to rezone the subject property, located at 21783 Lougheed Highway, from C-2 (Community Commercial) to C-7 (Lougheed Transit Corridor Mixed-Use), to permit the future construction of a six-storey, purpose-built rental apartment building. Council granted first reading to *Zone Amending Bylaw No. 7719-2021* and *Zone Amending Bylaw No. 7721-2021* on March 30, 2021. *Off-Street Parking and Loading Amending Bylaw No. 7860-2022* is also being brought forward in order to establish a parking requirement for the new C-7 (Lougheed Transit Corridor Mixed-Use) zone.

The building will contain approximately 675m² of commercial space on the ground floor and 124 rental apartment units from the ground floor to the sixth storey. The proposed development is within the concept plan for the Lougheed Transit Corridor area, which identifies a future land use of *Commercial Mixed-Use* that has been endorsed by Council. *Zone Amending Bylaw No. 7721-2021* creates the new C-7 zone, while *Zone Amending Bylaw No. 7719-2021* rezones the site from the C-2 to the C-7 zone.

This application is in compliance with the Official Community Plan.

The subject application is exempt from paying the Community Amenity Contribution outlined in Council Policy 6.31, as the applicant is proposing 100% of the units as rental to be secured through a Housing Agreement. To proceed further with this application additional information is required as outlined below.

RECOMMENDATIONS:

1. That *Zone Amending Bylaw No. 7719-2021* be given second reading and forwarded to Public Hearing;
2. That *Zone Amending Bylaw No. 7721-2021* be given second reading as amended, and forwarded to Public Hearing;
3. That *Off-Street Parking and Loading Amending Bylaw No. 7860-2022* be given first, second and third reading; and further

4. 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 Loughheed Highway 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 Statutory Right-of-Way plan and agreement for walkway on the east side of the property;
- vi) Registration of a Restrictive Covenant to prohibit a pharmacy at this location;
- vii) Registration of a Restrictive Covenant for Stormwater Management;
- viii) Registration of a Restrictive Covenant for protecting the Visitor Parking;
- ix) Registration of a Housing Agreement in accordance with Section 483 of the *Local Government Act* and a Restrictive Covenant stating that the apartments in the C-7 (Loughheed Transit Corridor Mixed-Use) Zone will be restricted to residential rental units;
- x) Removal of existing buildings; and
- xi) In addition to the Ministry of Environment Site Disclosure Statement, 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.

DISCUSSION:

1. Background Context:

Applicant:	WestUrban Developments Ltd.
Legal Description:	Parcel A District Lot 247 Group 1 New Westminster District Plan EPP73031
OCP:	
Existing:	Commercial
Proposed:	Commercial
Within Urban Area Boundary:	Yes
Area Plan:	Loughheed Transit Corridor (endorsed concept plan)
OCP Major Corridor:	Yes

Zoning:		
Existing:		C-2 (Community Commercial)
Proposed:		C-7 (Lougheed Transit Corridor Mixed-Use)
Surrounding Uses:		
North:	Use:	Single Family Residential
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Urban Residential
South:	Use:	Commercial and Residential
	Zone:	CS-1 (Service Commercial) and RS-1 (One Family Urban Residential)
	Designation:	Commercial and Urban Residential
East:	Use:	Single Family Residential
	Zone:	RS-1 (One Family Urban Residential)
	Designation:	Urban Residential
West:	Use:	Commercial
	Zone:	CS-1 (Service Commercial)
	Designation:	Commercial
Existing Use of Property:		Vacant Lot
Proposed Use of Property:		Mixed Use (Commercial and Residential)
Site Area:		0.51 ha (1.3 acres)
Access:		Lougheed Highway
Servicing:		Urban Standard
Flood Plain:		Yes
Fraser Sewer Area:		Yes
Previous OR Companion Applications:		2015-309-RZ and 2019-260-RZ

2. Background:

The subject property, located at 21783 Lougheed Highway, is approximately 0.51 ha (1.3 acres) in area and is currently vacant (see Appendices A and B). The subject property is relatively flat with low-lying vegetation located throughout the site and trees along the eastern property boundary.

3. Project Description:

This application seeks to rezone the property from C-2 (Community Commercial) to C-7 (Lougheed Transit Corridor Mixed-Use), to permit the construction of a six-storey rental apartment building (see Appendices C and D). The proposed building will feature approximately 686 m² (7,384 ft²) of commercial space on the ground floor and 124 rental apartment units from the ground floor to the sixth floor.

The design intends to have the bulk of the six storey building fronting Lougheed Highway, with a smaller portion on the east side continuing north (see Appendix E). The northern portion of the building is stepped back on the fifth and sixth floors in order to reduce the massing towards the single family houses to the north. A 7.5 metre (25 ft) setback along the majority of the northern lot line, to act as a buffer between the site and the adjacent residential lots, has been incorporated into the design. Along the east property line a 3.0 metre public walkway has been incorporated to

provide pedestrian connection from Lougheed Highway to the neighbourhood to the north. This public walkway will be located in a Statutory Right-of-Way (SRW). The building is setback an additional 3.0 metre from this walkway to provide a 6.0 metre separation from the eastern property line. To the west the building is setback from the property line by 14.3 metres (see Appendices F and G).

Council had expressed concern during the Committee of the Whole meeting on March 23, 2021, about the proliferation of Pharmacies within the City of Maple Ridge. As a result of these concerns, the Planning Department has requested and the applicant has agreed to register a covenant on Title that would prohibit the operation of the pharmacy within the commercial component of the newly proposed building.

Lougheed Highway at this location is a controlled access highway, therefore, the Ministry of Transportation and Infrastructure (MOTI) approval is required before the rezoning can be adopted.

The City has initially asked that the applicant provide 1.5 metres of road dedication along Lougheed Highway, however, MOTI has not yet confirmed their required amount of road dedication. Once MOTI responds with their preliminary approval and their road dedication requirements along Lougheed Highway, the applicant will be required to update their drawings to reflect this amount.

4. Planning Analysis:

i) Official Community Plan (OCP) Policies

The following OCP policies apply to this project:

3-31 Maple Ridge supports the provision of rental accommodation and encourages the construction of rental units that vary in size and number of bedrooms. Maple Ridge may also limit the demolition or strata conversion of existing rental units, unless District-wide vacancy rates are within a healthy range as defined by the Canadian Mortgage and Housing Corporation, and,

3-32 Maple Ridge supports the provision of affordable, rental and special needs housing throughout the District...

This project will add up to 124 new purpose built market rental housing units to the Lougheed Corridor. It currently proposes 6 studio, 88 one-bedroom, and 27 two-bedroom units.

ii) Lougheed Transit Corridor Area Policies

The subject property is currently designated *Commercial* and is within the Lougheed Transit Corridor area, which is subject to a Council endorsed Concept Plan. The designation supports the proposed development under the C-7 (Lougheed Transit Corridor Mixed-Use) zone.

The land use identified in the Lougheed Transit Corridor Concept Plan is *Commercial Mixed Use*, which aligns with a mixed-use form of development with ground floor commercial and residential above at transit nodes and along 'high streets'. A minimum height of four storeys is required with no building height maximum. Development proposed adjacent to existing single detached dwelling or townhouse uses will be encouraged to design buildings in a sensitive manner to the existing development, such as stepping down building faces at interface points.

The endorsed Concept Plan identifies the creation of a new C-7 (Lougheed Transit Corridor Mixed-Use). Second reading of the Lougheed Transit Corridor Area Plan is scheduled for Q2 – 2022.

The subject site is located within the Lougheed Transit Corridor Area Plan and designated as *Commercial Mixed-Use*. The *Commercial Mixed-Use* designation permits a mixed-use form of development with ground floor commercial and residential apartments above. Office use is also permitted above ground level.

The *Commercial Mixed-Use* designation is supported by the following policies:

- 4-10** Maple Ridge will support a minimum of four storeys.

The proposed building is six storeys, therefore meeting the four storey minimum.

- 4-12** Maple Ridge will create a new commercial mixed-use zone for specific applications in the Lougheed Transit Corridor.

With the proposed rezoning of this site, a site-specific text amendment is also included in order to introduce the C7 (Lougheed Transit Corridor Mixed-Use) Zone.

- 4-13** Maple Ridge will permit commercial mixed-use buildings at Transit Nodes and along Complete Streets with ground floor commercial.

The proposal features one ground floor commercial unit fronting Lougheed Highway.

- 4-14** Compact neighbourhoods are desired and encouraged through high density development, wherein a variety of land uses are located such that residents and workers are within walking distance of many destinations.

The proposal features a compact form of development that will place the buildings residents within walking distance of different services and destinations.

- 4-15** Commercial uses in mixed-use buildings should serve the basic, everyday needs of residents, such as grocery, convenience and personal services, as well as destinations for residents within a five minute walking distance or 400m radius, such as retail and restaurants.

The ground floor commercial unit could feature a restaurant or other retail destinations that can be utilized by future residents of the building and by other residents in the surrounding neighbourhood.

- 4-18** Ground-floor commercial is required at Transit Nodes and along Complete Streets for the Commercial Mixed-Use land use designation.

The building features one unit of ground floor commercial.

iii) Housing Action Plan

The Housing Action Plan (HAP), which was endorsed by Council in September 2014, identifies rental housing as a priority. This was reaffirmed with the endorsement of the Housing Action Plan Implementation Framework in September 2015.

iv) Housing Agreement

In exchange for the elimination of Community Amenity Contributions for this project, the applicant is willing to enter into a registered Housing Agreement at final reading. The full details of this agreement will be provided to Council after third reading as a separate Housing Agreement report and bylaw.

The Housing Agreement will contain the following provisions:

- i. Set the total rental unit number at 124;
- ii. All units shall be market rental units in perpetuity;
- iii. The fixed term of rental shall be only month to month or under a residential tenancy agreement of a fixed term NOT exceeding 3 years; and
- iv. The lands shall not be subdivided, except by means of a strata plan that included all of the residential units with a single strata lot.

The Housing Agreement shall be registered on Title of the land and act as a 219 covenant and Housing Agreement that bind all future owners.

As a market rental project, this development is exempt from the payment of Community Amenity Contributions.

v) Zoning Bylaw

The current project is proposing a density of 1.55 FSR, which is within the permitted FSR in the newly proposed C-7 (Lougheed Transit Corridor Mixed-Use) Zone. The applicant is using the density bonus provisions of the new C-7 Zone, which permits an additional FSR of 0.25 for each additional storey above the third (3) storey. All of the setbacks in the underlying zone are also being met as part of this proposal.

vi) Off-Street Parking and Loading Bylaw

The proposed C-7 (Lougheed Transit Corridor Mixed-Use) zone has a parking requirement of 1.0 stalls per unit and 0.2 stalls per unit for visitor parking (see Appendix H). The ground floor commercial component of the development has a parking requirement of 1.0 stalls per 30 m² of space. A total of 173 parking spaces are required by the *Off-Street Parking and Loading Bylaw No. 4350-1990* and the application is proposing a total of 174 spaces in this development. The application is seeking to vary the *Off-Street Parking and Loading Bylaw No. 4350-1990* to permit 23 small car parking spaces, which would equal 13.2% of all spaces, over the 10% permitted in the Bylaw.

vii) Proposed Variances

A Development Variance Permit application will be required to provide for the following relaxations:

The following provisions in *Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 - 1990*, are requested to be varied:

- to increase the maximum number of small car spaces from 10% to 13% for a total of 23 spaces.

These requested variances will be the subject of a future report to Council.

viii) **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.

ix) **Advisory Design Panel**

The application was reviewed by the ADP at a meeting held on March 23, 2022, and again on May 18, 2022, and their comments and the applicant's responses can be seen in Appendix I.

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

x) **Development Information Meeting (Public Comment Opportunity):**

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 4 and April 14, 2022. The process involved 120 letters mailed out to adjacent property owners and also included newspaper advertisements on the March 25 and April 1, 2022 editions of the *Maple Ridge Pitt-Meadows News*. The developer receives correspondence from 18 residents. A summary of the Public Comment Opportunity is attached to this report (see Appendix J).

5. 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 *Zone Amending Bylaw No. 7719-2021* will be required as a condition of final reading. At this time, the Ministry has yet to grant preliminary approval of this application. Once preliminary approval is granted and the Ministry provides their road dedication requirements, the applicant will be updating their site plan to reflect the required dedication.

6. Interdepartmental Implications:

i) **Engineering Department:**

The Engineering Department requires the following items be addressed:

- a) Road dedication as required to meet the design criteria of the *Subdivision and Development Bylaw No. 4800-1993*.
- b) Utility servicing as required to meet the design criteria of the *Subdivision and Development Bylaw No. 4800-1993*.
- c) Frontage upgrades to the applicable road standard.

ii) **Fire Department:**

The applicant was provided with comments from the Fire Department about matters to be addressed through the Building Permit process.

7. School District No. 42 Comments:

A referral was sent to School District No. 42 and their response on how this development would affect student population for the catchment area is attached to this report (see Appendix K).

CONCLUSION:

It is recommended that first, second and third reading be given to *Off-Street Parking and Loading Amending Bylaw No. 7860-2022*, that second reading be given to *Zone Amending Bylaw No. 7719-2021* and *Zone Amending Bylaw No. 7721-2021* as amended, and that application 2021-061-RZ be forwarded to Public Hearing.

"Original signed by Mark McMullen" for

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

"Original signed by Charles Goddard"

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

"Original signed by Christine Carter"

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

"Original signed by Scott Hartman"

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – Zone Amending Bylaw No. 7719-2021
Appendix D – Zone Amending Bylaw No. 7721-2021
Appendix E – Site Plan
Appendix F – Building Elevation Plans
Appendix G – Landscape Plan
Appendix H – Off-Street Parking and Loading Amending Bylaw No. 7860-2022
Appendix I – ADP Design Comments
Appendix J – Public Comment Opportunity Summary Comments
Appendix K – School District No. 42 Comments



Scale: 1:3,000

Legend

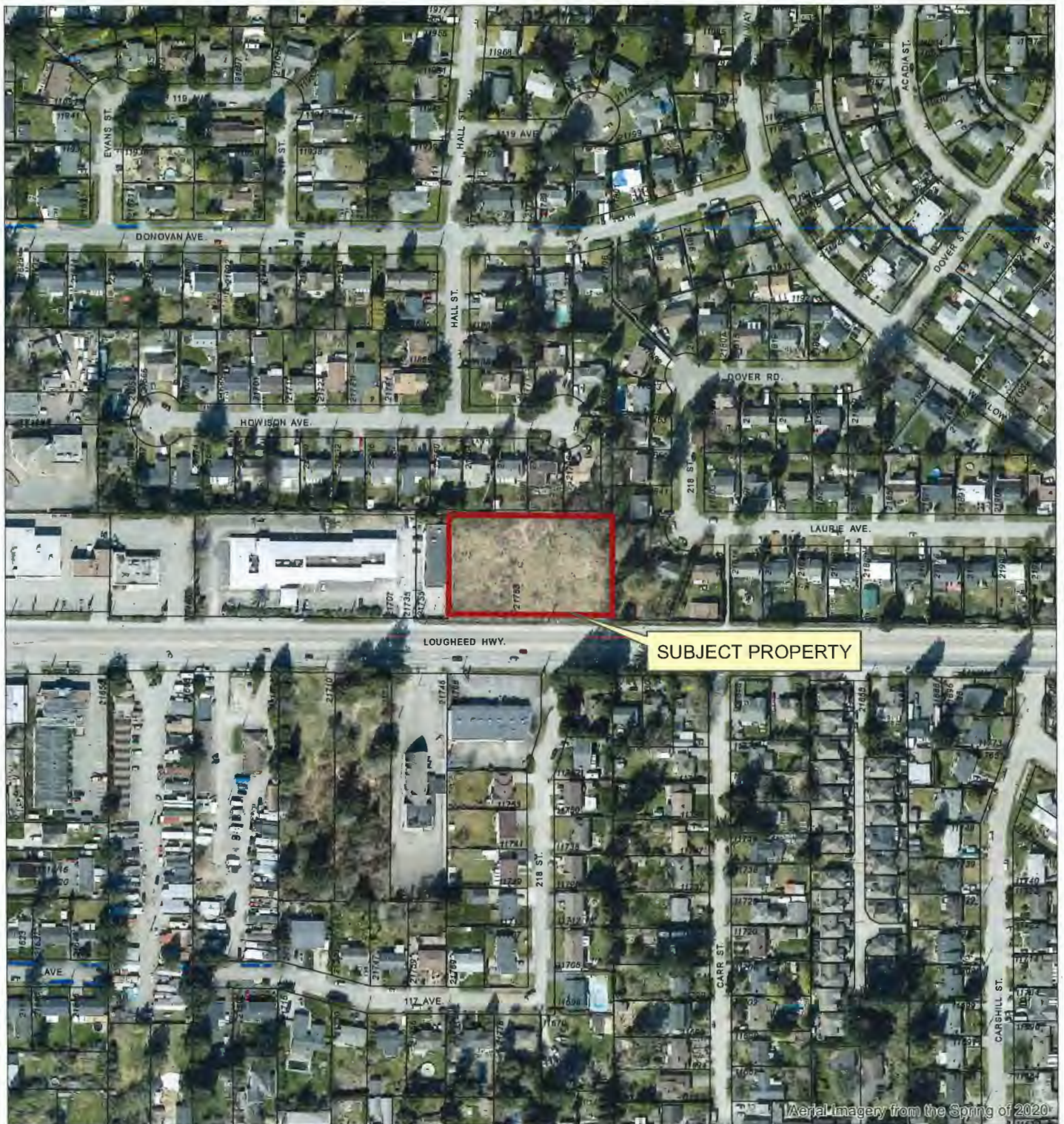
 Active Applications (RZ/SD/DP/VP)

21783 LOUGHEED HIGHWAY
030-610-371

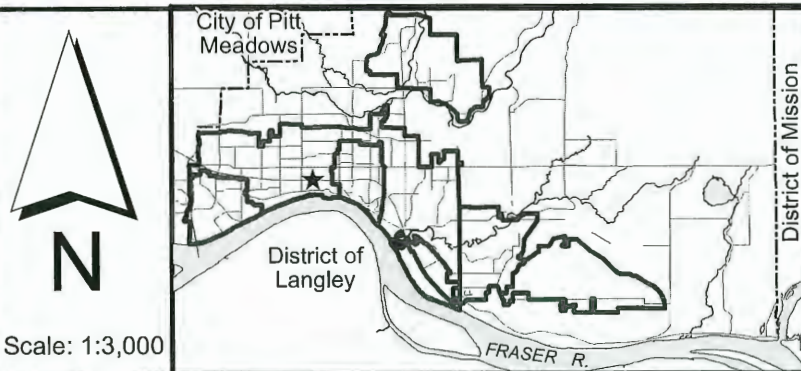


FILE: 2021-061-DP
DATE: Jun 7, 2021

BY: BD



Aerial imagery from the Spring of 2020



Scale: 1:3,000

21783 LOUGHEED HIGHWAY
030-610-371

PLANNING DEPARTMENT



British Columbia

mapleridge.ca

FILE: 2021-061-DP
DATE: Jun 7, 2021

BY: BD

**CITY OF MAPLE RIDGE
BYLAW NO. 7719-2021**

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

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

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

1. This Bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7719-2021."
2. That parcel or tract of land and premises known and described as:

Parcel A District Lot 247 Group 1 New Westminster District Plan EPP73031

and outlined in heavy black line on Map No. 1874 a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to C-7 (Lougheed Transit Corridor High Density Mixed-Use).

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

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

READ a second time the day of , 20

PUBLIC HEARING held the day of , 20

READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

**CITY OF MAPLE RIDGE
BYLAW NO. 7721-2021**

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. 7721-2021”.
2. Maple Ridge Zoning Bylaw No. 7600-2019 is hereby amended by inserting the following zone after C-6 Community Gaming Facility and re-ordering all subsequent numbering in sequential order:

707 ZONE: C-7 LOUGHEED TRANSIT CORRIDOR MIXED-USE

707.1 PURPOSE

1. This Zone provides for a range of Commercial, service and Residential Uses in the Lougheed Transit Corridor Area.

701.2 PRINCIPAL USES

2. The following Principal Uses shall be permitted in this Zone:
 - a. Assembly;
 - b. Business Services;
 - c. Cannabis Retail;
 - d. Convenience Store;
 - e. Financial Services;
 - f. Indoor Commercial Recreation;
 - g. Licensee Retail Store;
 - h. Liquor Primary Establishment;
 - i. Personal Repair Services;
 - j. Personal Services;
 - k. Place of Worship;
 - l. Private Hospital;
 - m. Professional Services;
 - n. Restaurant;
 - o. Retail, excluding Highway Commercial; and
 - p. Tourist Accommodation.

707.3

ACCESSORY USES

3. The following shall be permitted as Accessory Uses to one of the permitted Principal Uses in this Zone:
 - a. Apartment Residential;
 - b. Home Occupation.
 - c. one or two Dwelling Units; and
 - d. Outdoor Display or sales area.
4. Refer to Section 402 of this Bylaw for additional information.

707.4

LOT AREA and DIMENSIONS

5. Minimum Lot Area and dimensions shall be not less than:
 - a. in Lot Area 1,672.00 square metres
 - b. in Lot Width 36.0 metres
 - c. in Lot Depth 27.0 metres.
6. Refer to Section 407 (Building Envelope) of this Bylaw for required minimum Building Envelope dimensions.

707.5

DENSITY

7. The Residential Floor Space Ratio shall not exceed a base Density of 1.0 times the Lot Area (Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw);
8. Additional Density may be added to the Residential Floor Space Ratio, up to a maximum of 4.0 times the Lot Area, with the following provisions:
 - a. an amount equal to 0.25 times the Lot Area may be added for providing a minimum of 90% of the required Residential parking spaces in an Underground Structure or Concealed Parking;
 - b. an additional amount equal to 0.25 times the Lot Area may be added for providing all parking spaces, excluding visitor parking spaces, in an Underground Structure or Concealed Parking;
 - c. an amount equal to 0.25 times the Lot Area may be added for each Storey above the third (3) Storey, but in no case shall this amount exceed 2.0 times the Lot Area;
 - d. for Lots Designated as "Major Corridor Residential" in the Maple Ridge Official Community Plan Bylaw No. 7060-2014 (as identified in Chapter 3 and Figure 4 of the Maple Ridge Official Community Plan Bylaw No. 7060-2014), an amount not to exceed 0.5 times the Lot Area may be added to the Residential 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.
9. The Residential Floor Space Ratio shall not exceed a total Density of 4.0 times the Lot Area (Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw)
10. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

707.6 LOT COVERAGE

11. All Principal Buildings and Principal Structures and Accessory Buildings and Accessory Structures together shall not exceed a Lot Coverage of 90% except:
 - a. the Lot Coverage may be 100% where all the required parking is provided in accordance with Part 3 (Off-Street Parking Requirements) of the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990.

707.7 SETBACKS

12. Minimum Setbacks for all Buildings and Structures shall be not less than:
 - a. from a Front Lot Line 3.0 metres
 - b. from a Rear Lot Line 6.0 metres, except this may be reduced to 0.0 metres provided that:
 - (i) a Structure occupying the rear 6.0 metres shall be only used for Accessory Off-Street Parking;
 - (ii) the Off-Street Parking Structure shall be the only Structure on that portion of the Lot; and
 - (iii) a Residential Use shall be provided above the Off-Street Parking Structure;
 - c. from an Interior Side Lot Line 6.0 metres
 - d. from an Exterior Side Lot Line 6.0 metres.
13. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

707.8 HEIGHT

14. Building Height for Principal Buildings and Principal Structures shall be not less than 15.0 metres.
15. Building Height for Accessory Buildings and Accessory Structures shall not exceed 4.5 metres.
16. Refer to Section 403 (Building Height) of this Bylaw.

707.9 LANDSCAPING and SCREENING

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

707.10 PARKING and LOADING

18. Off-Street Parking and Off-Street Loading shall be provided in accordance with Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990.
19. An Off-Street Parking Use shall be sited to the rear of a Building, concealed within a Building or located in an Underground Structure for parking.

707.11 OTHER REQUIREMENTS

20. A Residential Use shall:
 - a. provide a separate and independent access from the ground floor front elevation if located together in a Building or Structure with other Uses, except that on a corner Lot access may be from the ground floor exterior side elevation.

- b. be permitted only where all parking for such Use is Concealed Parking;
 - c. provide Common Open Area(s) on the Lot for Apartment Residential Use at a minimum of 5.0% of the Lot Area and which may be provided as balconies, terraces, patios, Rear Yards, courtyards or roof decks;
 - d. provide Indoor Amenity Area(s) based on the following ratio:
 - (i) 1.0 square metres per apartment Dwelling Unit; and
 - e. provide Private Outdoor Area(s) for each Dwelling Unit at a minimum of 5.0% of the Dwelling Unit area or 4.6 square metres, whichever is greater.
21. An Off-Street Parking Structure occupying the rear 6.0 metres of the Lot shall be entirely covered by a Landscape recreation or amenity deck.
22. Every Use, except Outdoor Display or sales area and Commercial Off-Street Parking and Off-Street Loading Uses shall be located and undertaken wholly within an enclosed Building.

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

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

READ a second time as amended, the day of , 20

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER

PROJECT DATA

LEGAL ADDRESS:
DL 247: HWY: PL EPP73031
CIVIC ADDRESS:
2175 LOUGHEED HWY, MAPLE RIDGE, BC

ZONING:
C-7 PROPOSED

LOT SIZE
8,890 SQ.M. (54,788 SQ.FT.)

BUILDING AREA:
PROPOSED FOOTPRINT 1733 SQ.M. (18,854 SQ.FT.)

FLOOR AREA:
PARKADE 4972 SQ.M.

COMMON (MAIN)	549 SQ.M.
SECOND	1371 SQ.M.
THIRD	1371 SQ.M.
FOURTH	1371 SQ.M.
FIFTH	1287 SQ.M.
SIXTH	1287 SQ.M.
TOTAL (NET)	7680 SQ.M., EXCLUDING PARKADE
COMMON (MAIN)	287 SQ.M.
COMMON (SECOND)	276 SQ.M.
COMMON (THIRD)	276 SQ.M.
COMMON (FOURTH)	276 SQ.M.
COMMON (FIFTH)	263 SQ.M.
COMMON (SIXTH)	263 SQ.M.
TOTAL (NET)	1621 SQ.M., EXCLUDING PARKADE
TOTAL (GROSS)	9,513 SQ.M., EXCLUDING PARKADE

FLOOR AREA RATIO:
ALLOWED: 1.75
PROPOSED: 1.55 (7880/5090)

DENSITY:
PROPOSED: 121 UNITS
COMMERCIAL SPACE

LOT COVERAGE:
54% PROPOSED (OPEN DECKS INCLUDED)

COMMON OPEN AREA:
REQUIRED: 5% OF LOT = 255 SQ.M.
PROVIDED: 348 SQ.M. AT REAR YARD

COMMON AMENITY:
REQUIRED: 1 SQ.M. PER UNIT * 121 SQ.M.
PROVIDED: 2 AMENITY ROOMS * 143 SQ.M.

PRIVATE OUTDOOR AREA:
REQUIRED: 4.8 SQ.M. PER UNIT
PROVIDED: 6.2 SQ.M. AT DECKS

BUILDING HEIGHT:
NO RESTRICTION

UNIT COUNT:	MAIN	2-4 FL.	5-6 FL.	TOTAL
STUDIO	1	1 (2)	1 (2)	6
ONE BEDROOM	7	17 (3)	15 (3)	39
TWO BEDROOM	2	5 (2)	5 (2)	27
TOTAL	10	25	35	70

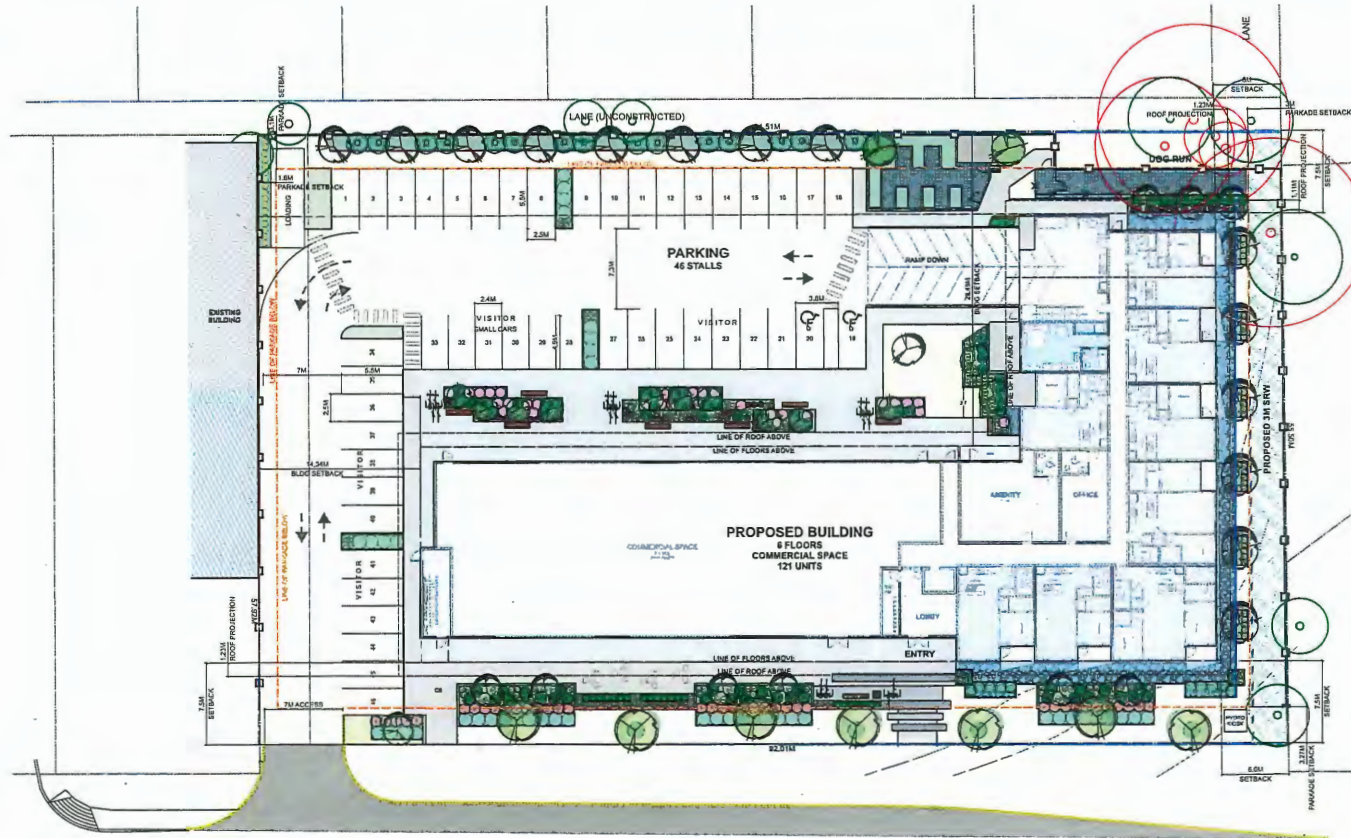
SETRACKS	7.5M ALLOWABLE / PROPOSED 7.5M
FRONT	7.5M ALLOWABLE / PROPOSED 7.5M (N.E. LEG) 28.5 (MAIN)
REAR	6M ALLOWABLE / PROPOSED 6M
SIDE (E)	4.5M ALLOWABLE / PROPOSED 14.3M
SIDE (W)	4.5M ALLOWABLE / PROPOSED 14.3M

PARKING:
REQUIRED: RESIDENTIAL 1.25 PER UNIT 151
REQUIRED: COMMERCIAL 1 per 30 SQ.M. of FA 33
TOTAL 184
0.2 FOR VISITOR ALLOCATED 37

PROVIDED: STANDARD: 147
HANDICAP STALLS (2 REQ.) 4
SMALL CAR CUB. (17.5) 23 (VARIANCE OF 8)
TOTAL 174

BICYCLE PARKING
REQUIRED: 1 PER 4 UNITS LONG TERM 21
6 PER 20 UNITS SHORT TERM 27

PROVIDED >31 LONG TERM IN BIKE STORAGE ROOM
SHORT TERM TO BE PROVIDED WITHIN LANDSCAPE



LOUGHEED HWY.

1 SITE PLAN
Scale: 1:200

REFER TO LANDSCAPE PLAN BY LAZZARINI SVISDAHL
LANDSCAPE ARCHITECTS FOR MORE DETAILS ON LANDSCAPING

CONTRACTOR TO VERIFY ALL LINES, LEVELS, SURVEYS, DIMENSIONS, LOCATION OF BUILDING ON SITE AND LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE B.C. BUILDING CODE, CURRENT EDITION AND ALL LOCAL BUILDING BYLAWS.
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ISSUED FOR REVIEW	DEC 18 2020
ISSUED FOR REZONE	MAY 10 2021
ISSUED FOR REZONE	MAY 18 2021
AREA UPDATE	NOV 22 2021
REISSUED FOR REZONE/DP	FEB 01 2022
REISSUED FOR REZONE/DP	MAR 01 2022
REISSUED FOR REVIEW	APRIL 14 2022
REISSUED FOR ADP	APRIL 27 2022
REISSUED FOR REZONE/DP	JUNE 03 2022

LOUGHEED HWY MULTIFAMILY

SITE PLAN &
PROJECT INFO

DATE	AS NOTED	PROJECT NO.
DATE	MAR 01, 2022	DATE
SHEET		

PF

APPENDIX E

CONTRACTOR TO VERIFY ALL LINES, LEVELS, DIMENSIONS, AND LOCATIONS OF ALL SERVICES BEFORE ANY CONSTRUCTION BEGINS. ALL SERVICES SHALL BE LOCATED AND DEPTH VERIFIED IN ACCORDANCE WITH THE A.C. BUILDING CODE, EDITION AND ALL LOCAL BUILDING BYLAWS.

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ISSUED FOR REVIEW MAY 18 2021
ISSUED FOR REVIEW MAY 18 2021
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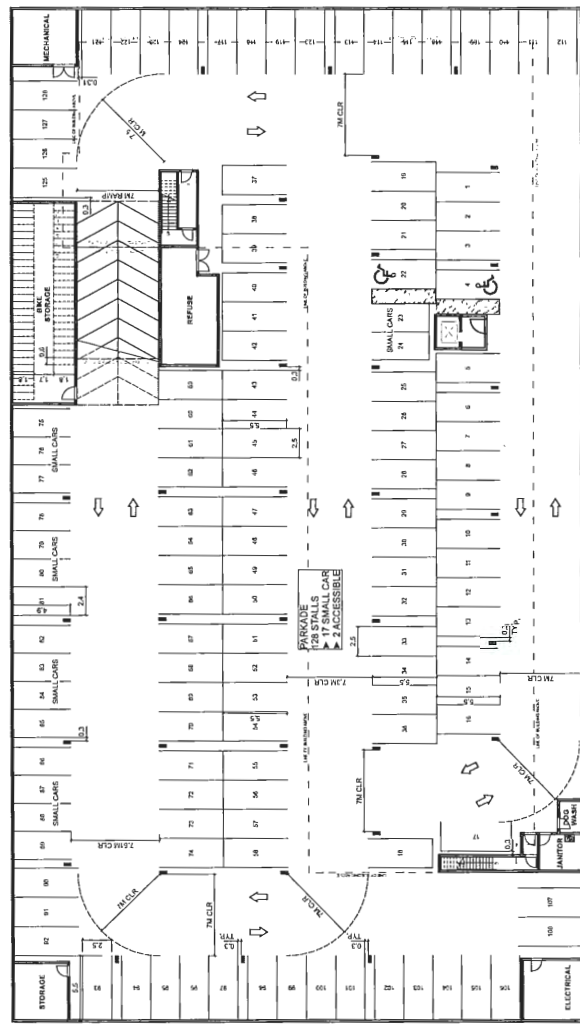
APPENDIX F

PROJECT
LOUGHEED HWY MU

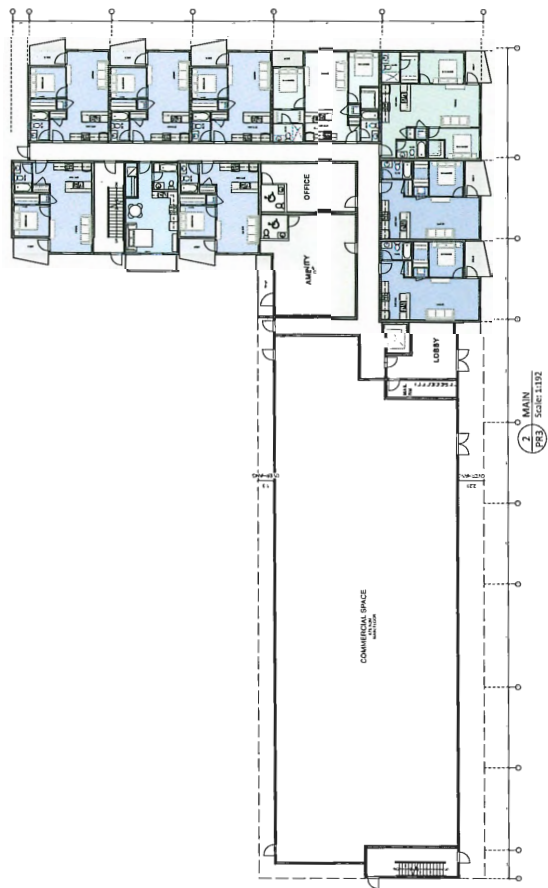
DATE
PARADE & MAIN PLAN

NO.	AS NOTED	DATE
1	AS NOTED	MAY 01 2021
2	AS NOTED	MAY 01 2021

P



1. PARADE
PS 1/11/21



2. MAIN
PS 1/11/21

- LIGHTING LEGEND**
- ① RECESSED POT LIGHTS - SOFFIT MOUNTED OVER DECKS
- SOFFIT MOUNTED AT ROOF OVER AT MAIN ENTRY/COMMERCIAL
 - ② WALL MOUNTED FIXTURE - AT MAIN FLOOR LEVEL (SEE ELEVATIONS)
(DOWN LIGHT ON KEY)

- MATERIAL LEGEND**
- ① FIBRE CEMENT LAP - WEATHERED WOOD
 - ② FIBRE CEMENT LAP - SHOU SUGI BAN
 - ③ METAL SIDING PANELS IN BLACK
 - ④ SOFFIT - ALUMINUM - CEDAR SOLUTIONS - "MISERLI" 1/2"
 - ⑤ FASCIA - FIBRE CEMENT BLACK
 - ⑥ RAILINGS - BLACK ALUMINUM
 - ⑦ DECK SOFFIT - KAYCAN PERFORATED ALUMINUM BLACK
 - ⑧ STEEL COLUMNS
 - ⑨ ROOFING - SBS 2 PLY MEMBRANE - BLACK
 - ⑩ VINYL WINDOWS - BLACK
 - ⑪ FACE BRICK IN "PACIFIC HANDMOLD"
 - ⑫ STOREFRONT GLAZING

CONTRACTOR TO VERIFY ALL LINES, LEVELS, SURVEYS, DIMENSIONS, LOCATION OF BUILDING ON SITE AND LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE B.C. BUILDING CODE, CURRENT EDITION AND ALL LOCAL BUILDING BYLAWS.

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NO	DATE
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REISSUED FOR REZONE/DP	JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

DRAWING
ELEVATIONS NORTH & SOUTH

SCALE	AS NOTED	PROJECT NO.	20
DATE	MAR 01, 2022	DRAWN BY	TS / JS / SW
CHECKED			

PR5



LIGHTING LEGEND

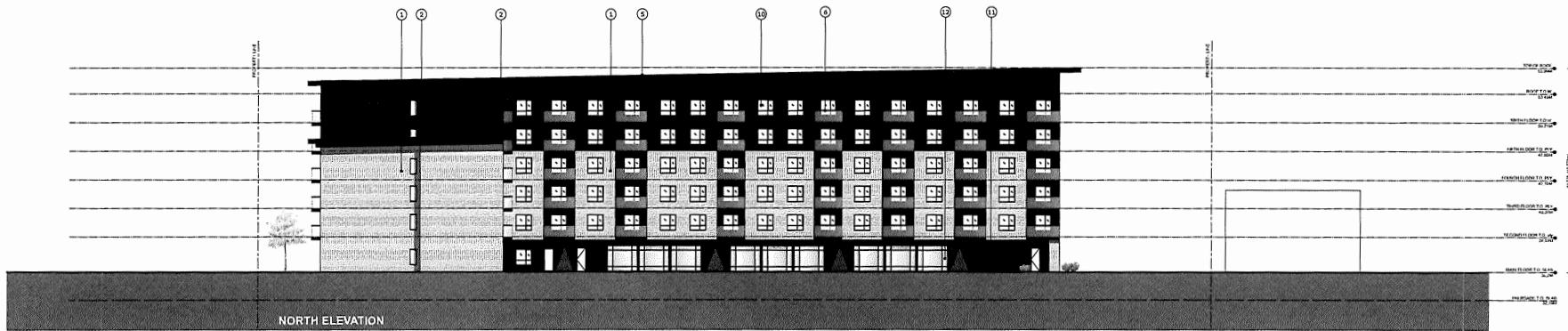
- ① RECESSED POT LIGHTS - SOFFIT MOUNTED OVER DECKS
- ② SOFFIT MOUNTED AT ROOF OVER AT MAIN ENTRY/COMMERCIAL
- ③ WALL MOUNTED FIXTURE - AT MAIN FLOOR LEVEL (SEE ELEVATIONS)
- ④ (DOWN LIGHT ONLY)

MATERIAL LEGEND

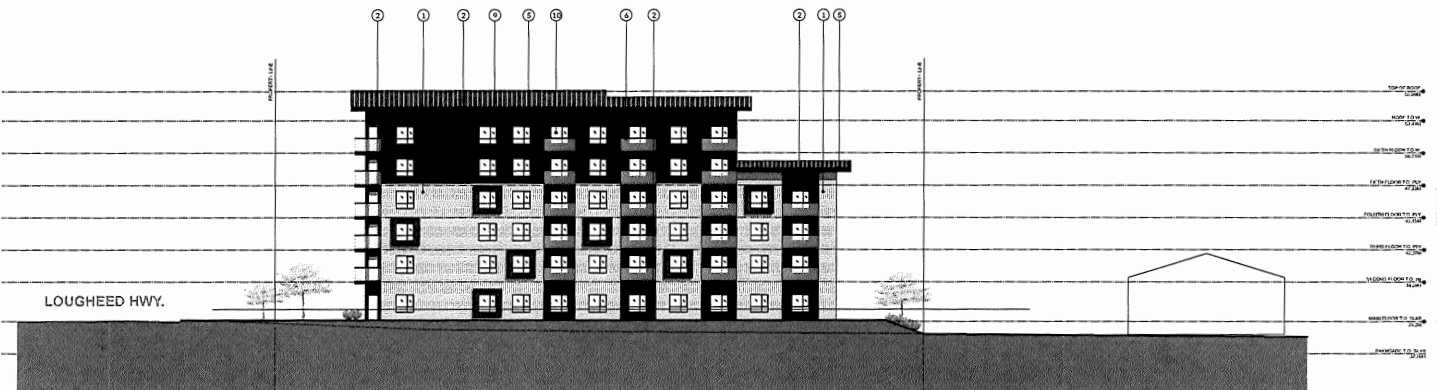
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- ② FIBRE CEMENT LAP - SHOU SUGU BAN
- ③ METAL SIDING PANELS IN BLACK
- ④ SOFFIT - ALUMINUM - CEDAR SOLUTIONS - TIMBERLINE
- ⑤ FASCIA - FIBRE CEMENT BLACK
- ⑥ RAILINGS - BLACK ALUMINUM
- ⑦ DECK SOFFIT - KAYCAN PERFORATED ALUMINUM BLACK
- ⑧ STEEL COLUMNS
- ⑨ ROOFING - SBS 2 PLY MEMBRANE - BLACK
- ⑩ VINYL WINDOWS - BLACK
- ⑪ FACE BRICK IN "TRAFIC HANDMOLD"
- ⑫ STOREFRONT GLAZING

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NORTH ELEVATION



LOUGHEED HWY.

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NO DATE

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REISSUED FOR REZONE/DP JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

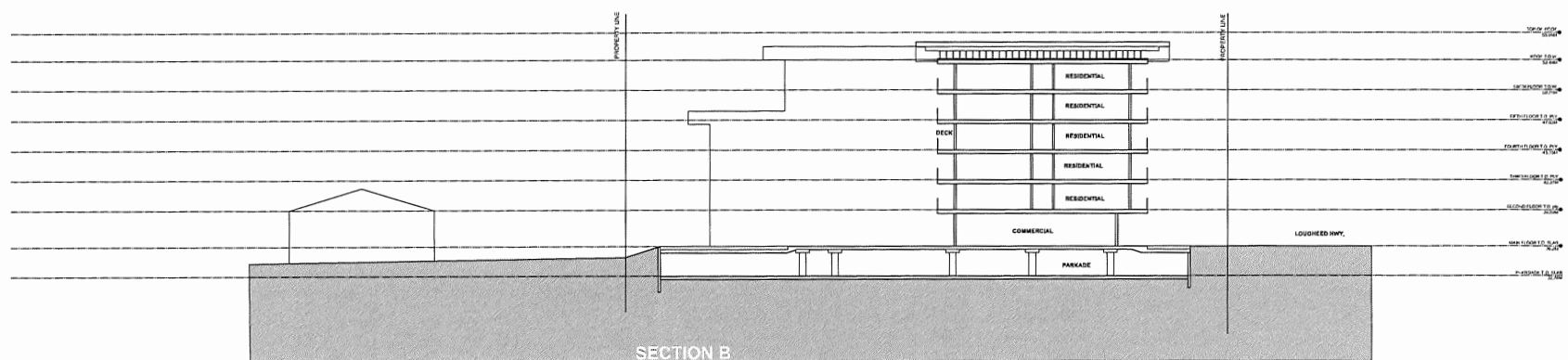
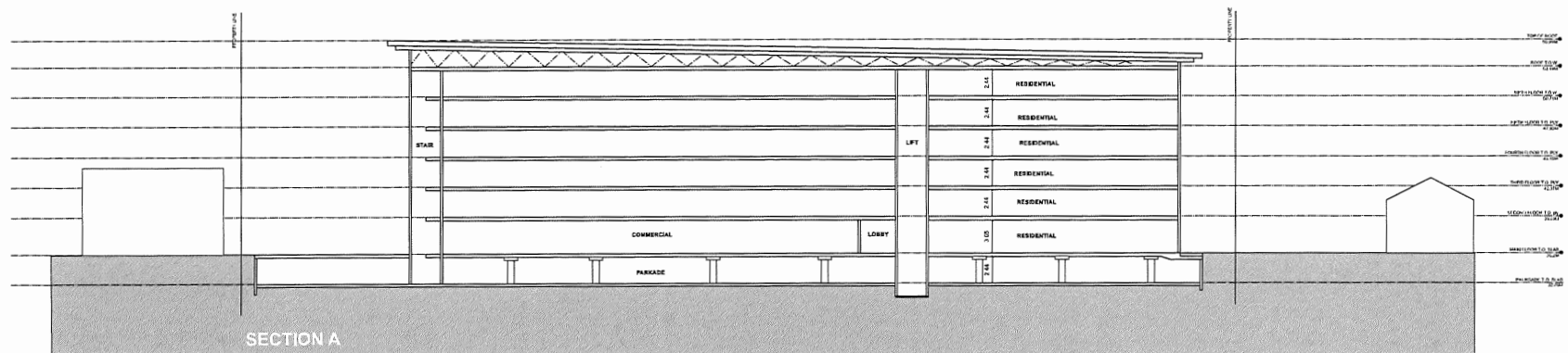
DRAWING
ELEVATIONS EAST & WEST

SCALE AS NOTED PROJECT NO. 20-
DATE MAR 01, 2022 DRAWN TS / JS / SW
SHEET

PR6

CONTRACTOR TO VERIFY ALL LINES, LEVELS, SURVEYS, DIMENSIONS, LOCATION OF BUILDING ON SITE AND LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE B.C. BUILDING CODE, CURRENT EDITION AND ALL LOCAL BUILDING BYLAWS.

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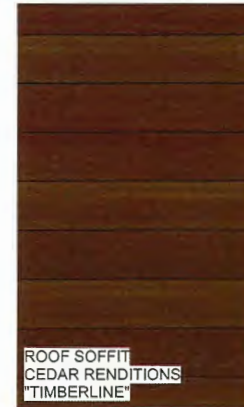
Toronto Office: Architect AIBC LEED AP
PO Box 1326 Cumberland BC V0R 1S0
T: 250.650.7901 E: info@thujarchitecture.ca

NO.	DATE
ISSUED FOR REVIEW	DEC 18 2020
ISSUED FOR REZONE	MAY 10 2021
ISSUED FOR REZONE	MAY 18 2021
AREA UPDATE	NOV 22 2021
REISSUED FOR REZONE/DP	FEB 01 2022
REISSUED FOR REZONE/DP	MAR 01 2022
REISSUED FOR REVIEW	APRIL 14 2022
REISSUED FOR ADP	APRIL 27 2022
REISSUED FOR REZONE/DP	JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

DATE: AS NOTED PROJECT NO: 20-
DATE: MAR 01, 2022 DRAWN: TS / JS / SW
SHEET

PR8



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REISSUED FOR REZONE/DP	JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

REVISION
MATERIAL BOARD

SCALE	AS NOTED	PROJECT NO.	20—
DATE	MAR 01, 2022	DRAWN BY	TS /JS /SW
CHECK			

PR9



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AREA UPDATE	NOV 22 2021
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REISSUED FOR REZONE/DP	MAR 01 2022
REISSUED FOR REVIEW	APRIL 14 2022
REISSUED FOR ADP	APRIL 27 2022
REISSUED FOR REZONE/DP	JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

RENDERINGS

SCALE	AS NOTED	RENDERED AS	20
DATE	MAR 01, 2022	DRAWN BY	TS / JS / SW

PR10

CONTRACTOR TO VERIFY ALL LINES, LEVELS, SURVEYS, DIMENSIONS, LOCATION OF BUILDING ON SITE AND LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE B.C. BUILDING CODE, CURRENT EDITION AND ALL LOCAL BUILDING BYLAWS.

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AREA UPDATE	NOV 22 2021
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REISSUED FOR REVIEW	APRIL 14 2022
REISSUED FOR ADP	APRIL 27 2022
REISSUED FOR REZONE/DP	JUNE 03 2022

PROJECT
LOUGHEED HWY MULTIFAMILY

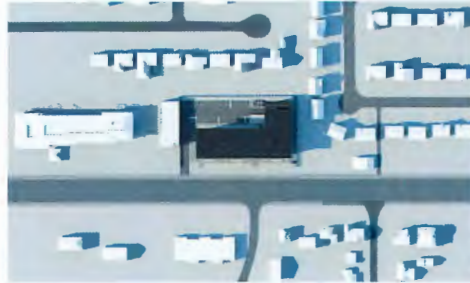
DRAWING
SHADOW STUDY

NOV: AS NOTED	REVISED NO: 20--
DEC: MAR 01, 2022	REVISION: TS /JS /SW

SHEET
PR11



MARCH 21 - 9:00



MARCH 21 - 12:00



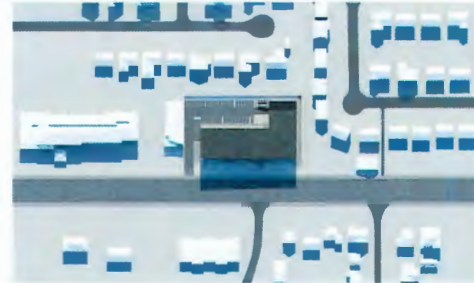
MARCH 21 - 17:00



JUNE 21 - 9:00



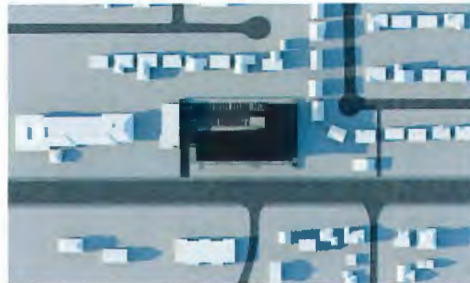
JUNE 21 - 12:00



JUNE 21 - 17:00



DECEMBER 21 - 9:00



DECEMBER 21 - 12:00



DECEMBER 21 - 17:00

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LOUGHEED HIGHWAY STREETSCAPE

THUJA
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REV

NO.	DATE	DESCRIPTION
1	DEC 18 2020	ISSUED FOR REVIEW
2	MAY 14 2021	ISSUED FOR REVIEW
3	MAY 18 2021	ISSUED FOR REVIEW
4	NOV 22 2021	AREA UPDATE
5	MAR 01 2022	REVISIONS FOR REZONE/DP
6	APRIL 25 2022	REVISIONS FOR REZONE/DP
7	APRIL 25 2022	REVISIONS FOR REZONE/DP
8	JUNE 03 2022	REVISIONS FOR REZONE/DP



LOUGHEED HIGHWAY ELEVATION

PROJECT
LOUGHEED HWY MULTIFAMILY

PROJECT
LOUGHEED STREETSCAPES

NO.	DATE	DESCRIPTION
1	APR 18 2021	ISSUED FOR REVIEW
2	MAR 01 2022	REVISIONS FOR REZONE/DP
3	APRIL 25 2022	REVISIONS FOR REZONE/DP

PR12

CITY OF MAPLE RIDGE

BYLAW NO. 7860-2022

A Bylaw to amend the text of
Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended

WHEREAS, it is deemed expedient to amend the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990, 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 Off-Street Parking and Loading Amending Bylaw No. 7860-2022".
2. Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 is amended as follows:

SCHEDULE "A", OFF-STREET PARKING SPACE REQUIREMENTS, 1.0 Residential Uses, Part c is amended by adding the following after C-5:

c) C-7

SCHEDULE "A", OFF-STREET PARKING SPACE REQUIREMENTS, 2.0 Commercial Uses, Parts a and I are amended by adding the following after C-5:

a) C-7
I) C-7

SCHEDULE "F", 1.0 Electric Vehicle Charging Infrastructure Requirements, Parts b and c are amended by adding the following after C-5:

b) C-7
c) C-7

3. Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended is hereby amended accordingly.

READ a first time the day of , 20

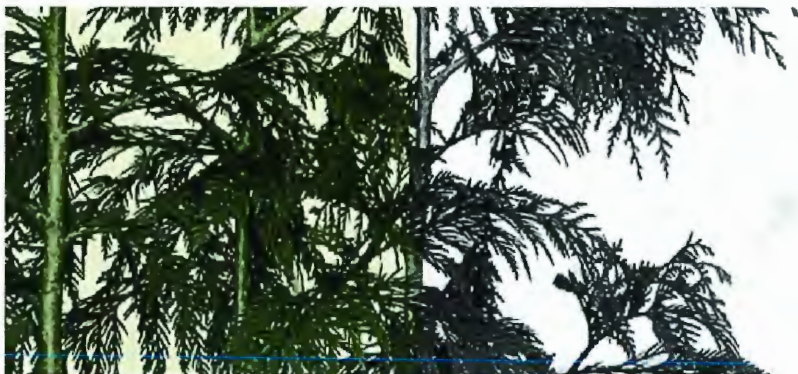
READ a second time the day of , 20

READ a third time the day of , 20

ADOPTED the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER



April 29, 2022

Planning Dept.
City of Maple Ridge
11995 Haney Place,
Maple Ridge, BC V2X 6A9

Dear Rene Tardiff,

RE: ADP Re-Submission for 21783 LOUGHEED HWY

This cover letter is to accompany the ADP Re-Submission package for 21783 Lougheed Hwy, dated April 27 2022.

We have revised our architectural and landscape plans to address the comments received from the Advisory Design Panel for our project presented on March 23 2022.

The comments and responses have been compiled in an attached table.

While we work to address each comment, not all recommendations have been made, either because of management of the building or budgetary constraints. In particular, we did not step the entire upper two storeys but did employ further architectural strategies to address those comments.

We hope you find the revisions and explanations concise and appropriate.

Please do let me know if you have any questions or concerns.

Sincerely,

Tanis Frame, Architect AIBC, LEED AP

2021-061-DP – 21783 Lougheed Highway	
Response to Advisory Design Panel Comments from March 23, 2022	
Comments:	Response:
Ensure that bicycle parking bylaw requirements are met.	We have provided the correct amount.
Ensure that commercial and residential space requirements, separation of and access to garbage refuse are met.	Refuse has been moved to parkade to ensure adequate space for both residential and commercial uses.
Ensure outdoor amenity bylaws are met in terms of size and function.	This has been met (amenity space reconfigured with new site layout)
Ensure access to commercial and entrance lobby is addressed to ensure that it is barrier-free and visible to the public from the streetscape.	Building has been elevated to see commercial from street level. Commercial and residential have varying entry treatment for delineation
Consider additional architectural response to break up massing.	We already have varying colour palette, window boxes and a large upper roof overhang. We have projected the decks beyond the building facade and angled them to create more articulation on the facade and provide more private amenity space.
Consider adding architectural features to blank wall on north end and façade on west end.	West end has been revised to address prominent corner. Added linear window box with contrasting material, signage and more fenestration.
Consider addition of loading stall for commercial area.	This has been added.
Provide loading bay for commercial area according to municipal bylaws	This has been added
Review requirements for number of elevators and ensure number of elevators are adequate for number of units, recommend second elevator to be provided.	Cost and reconfiguration of additional elevator not desired at this time.
Consider reconfiguring amenity room on second floor to add more natural light.	Reconfiguration of units to achieve daylighting is not desired at this time.
Address proximity of refuse to patio space and consider enclosed structure.	Refuse has been relocated to parkade.
The building should address the relationship of the facade to the SRW with	We don't believe this SRW will be activated as a pathway. We have included larger

both daylighting and pedestrian scale, recommend stepping back 5 th and 6 th floors on SRW side to improve this relationship.	patios for additional space and natural surveillance at the main level. Stepping back the upper floors on this facade is not desired at this time.
Ensure commercial street frontage is differentiated from residential street through uses of storefront glazing, canopies, signage.	We have differentiated by using a single material that is only at the commercial space, added storefront glazing, and signage to windows and/or at soffit as this is inset at commercial space only
Residential lobby should be differentiated from building massing to improve visibility of front doors.	Residential lobby has architectural canopy detailed at a pedestrian scale for way finding.
Landscape Comments:	Response:
Ensure tree protection fencing is shown on landscape plans for retained trees.	Protection Fencing Added in Pink, Arborist shall be onsite to do root pruning if required
Provide vegetative screening on north property line.	Columnar trees and grass along with a 1.8m Ht. Privacy Fence to provide screening
Consider bioswale on north property line at grade planting area.	Lawn swale will be coordinated with Civil Stormwater
Consider vegetative buffer between driveway and west property line.	Area is very narrow between curb and fence will not support space for plant growth
Recommend providing amenity area for residents on roof.	We don't agree that an amenity deck looking down on single family residences is appropriate.
Provide screening for residential patios to ground floor amenity at grade.	Screening with Raised Planters on Slab Provided
Recommend reconfiguring amenity area on ground floor for residential to provide separation between tenant amenity room and exterior associated space.	Green Space Added with Planters and Lawn (on Slab)
Provide separation of public and private amenity space on ground floor.	Planters added to create separation between functions of the spaces
Provide ground floor yard space in relationship to pathway at SRW for residential units on ground floor.	Design of Path in Progress, landscape will need to respond to the path layout
Provide separation of public and private space between lobby entry on Loughheed Highway and first residential unit to east.	Raised Planters adjusted to provide better buffer at front door and private unit
Do not support the use of stacked wood planters on slab, recommend using raised precast planters, not wood.	Larger Planters have been changed to Precast Block, some small wood planters still proposed for some lower shrub beds

Recommend changing decorative washed rock with 4x4 wood edgers and providing yard space for ground floor residential units.	Washed Rock with wood edging for drip perimeter strip under roof overhangs used as a best practice to keep things tidy in areas where vegetation is not recommended (due to roof overhangs) and in areas where we don't want to encourage people going.
Ensure barrier-free entry to lobby doors for residential and commercial.	These entries will be barrier-free
Ensure privacy and noise separation of units facing Lougheed Highway through architectural screening.	Planters added for some visual screening - visual sightlines are recommended to be kept clear for CPTED reasons against ground floor unit doors and windows.
Recommend separating bike parking between commercial and residential.	Tenant Bike Storage is anticipated to be mainly used for residential bikers
Recommend installation of pathway within SRW to provide access to individual yard spaces and small amenity area in northeast corner of site.	Offsite pathway design and potential for unit walkup access TBD

2021-061-DP – 21783 Lougheed Highway – Response to Advisory Design Panel Comments

#	Architectural Comments	Response
1	Ensure the refuse access door can accommodate larger bin sizes.	Revised to a 6ft double door
2	Ensure adequate headroom at parking ramp for refuse pickup vehicle.	Pickup will be via a smaller “picker” truck.
3	Consider adding access at the north end of the corridor at ground level for residential outdoor amenity area.	Added access to this area.
#	Landscape Comments	Response
1	The amenity areas proposed need to fulfill the Development Permit guidelines as well as, Zoning Bylaw 2019-7600.	The outdoor COMMON OPEN AREA and outdoor Amenity areas are located so they are easily available for use by all the residents and provide greenery with lawn, trees and shrubs in the form of raised planters - both for four season planting displays and for use in vegetable or therapeutic gardening practices, recreational space suitable for outdoor leisure activities such as gardening, resting, reading outdoors, people watching, and a small dog run is included. We have ensured all Common Open Areas have dimensions which are well over the minimum 1.5 metres. OUTDOOR AMENITY AREA on this site was specifically designed to provide two different common and easily accessible amenity areas for use by all residents. The spaces is design for uses which include but are not limited to: passive relaxation and space to play on a small grass berm and lawn small patio area which is suitable for use for shared outdoor barbecue space for group seating on lawn or adjacent hardscape patio area, small covered patio area overlooking lawn connected to indoor amenity room.
2	The mounded grass area indicated as amenity space for residents with the singular trees should be enhanced for privacy and programmability to ensure that it can be functionally used by the residents of the building.	The two lawn areas and mounded grass feature with tree has been combined into one larger space by relocating the walkway access route to the side creating one larger central green space.
3	The amenity area proposed at the northeast corner has opportunities to include additional programming, for example child play.	Children’s play structure is not a desired use in this area due to proximity to private units facing an already busy commercial plaza - addition of a quiet green space as buffer separation into a zone for passive recreation and outdoor relaxation and

		small gathering zone seating on lawn berm and people watching is the intended function
4	Recommend relocating the commercial door next to the lobby door to on slab amenity space to provide greater separation between public and private space.	The location of the commercial door has been considered and it is believed that it is located in the most appropriate place to balance the function of the commercial space with the separation between public and private space.
5	Recommend rotating planting beds separating commercial amenity and private amenity to ensure more complete separation of space.	With locations of the doors from Commercial to Residential there is no room for effective separation using planting beds and due to CPTED concerns we would not recommend any screen or fencing which might create hiding spaces or concealed blind spots.
6	Ensure proposed sod areas on slab are flush with hard paved walking surfaces.	Yes, the intent that sod is flush to finished grade.
7	Recommend that the chain link fencing enclosing the community garden space be reconsidered with softer material.	Fencing materials have been chosen to allow to maximum visual and sunlight penetration.
8	Consider removing the sod from the community garden area and expanding the community garden plots.	Some unprogrammed space is important around the gardening plots to provide room for both circulation and space to work and so gardeners are not having to walk on top of each other - its a very small space to work with so we want to avoid making it feel too squished. Better it be a space that feels nice and is comfortable to be in than try to maximize density of garden plots, which will only take away from the experience and act of being out in the garden.
9	Consider relocating the garden shed within the community garden fenced area.	Agreed this has been relocated and garden area layout reworked.
10	Confirm construction of retaining wall and garden shed on the community garden area is allowed within setback.	Construction of the retaining wall and the location of the garden shed will be in compliance with all zoning requirements.
11	Provide cross sections for amenity area from neighbouring property to building to identify height of proposed retaining wall and materiality.	Heights of all retaining walls will be in compliance with all bylaws and regulations. The materials used for the retaining walls are shown in the landscape plan.
12	Provide cross sections and details and how grade change will be achieved at tree protection area and all interfaces with adjacent properties.	All grade changes at all interfaces with adjacent properties will be in compliance with applicable bylaws and regulations.

13	Provide details on how the grade changes will transition with the SRW and the single family residential homes located to the north. Ensure landscape grading plan resolves interface with the existing trees. Ensure, if permitted, that the exposed portion of the retaining wall is aesthetically pleasing to the residential use to the north, consider setback and screening.	We will work with civil designs and use retaining walls, planting beds, grass to create appropriate transition from adjacent property and the SRW. WestUrban will work with ISA Arborists to determine extent of root zones and ensure trees are protected and all exposed retaining walls are aesthetically treated.
14	Ensure the storm water on sloped sod landscape at north property line is captured onsite.	Storm water will be capture on site in compliance with all bylaws and regulations.
15	The proposed retaining wall may require a fence, due to a fall height issues.	Yes, as pre-building code fall protection will be included on all retaining walls.
16	The proposed sod along the northern property line may present maintenance issues.	We have added a planting bed along the north property line as requested - note the addition of the planting bed will increase maintenance issues and will not provide any additional screening to neighbours as the proposed fence already screens this area.
17	Ensure stormwater report and plans are provided to Planning Staff with resolution of storm water drainage on north and west property line.	Stormwater reports and plans will be provided in compliance with all bylaws and regulations at the appropriate time during the planning and development process.



Public Comment Opportunity Summary of Feedback

21783 Lougheed Highway, Maple Ridge

Executive Summary

This report provides a detailed summary of the Public Comment Opportunity (PCO) for the proposed Rezoning & Development Permit application for 21783 Lougheed Highway. The summary is being submitted to the Maple Ridge Planning Department on April 26, 2022. The summary includes completed notes including:

- Number of respondents, any emails or correspondence that have been submitted;
- A summary of the comments;
- A summary on how the issues and concerns identified through the PCO process will be addressed in the project.

This feedback is meant to inform the decision-making process for the Council of Maple Ridge when considering the 2nd reading of the zoning bylaw. The highlights of the information gathering process include:

- Number of letters mailed – 120
- Dates of newspaper advertisement – March 25 and April 1, 2022
- Dates of PCO – April 4 to April 14, 2022
- Comments received – 18

Concerns/Risks identified	Developer Mitigation/Solution
Rendering <ul style="list-style-type: none"> • Cyclists side by side on Lougheed Hwy • Trees on multi-use pathway 	<ul style="list-style-type: none"> • Renderings and landscape plans were updated
Multi-use Path at front of building <ul style="list-style-type: none"> • More details sought • Is Developer paying for construction 	<ul style="list-style-type: none"> • WestUrban Developments will provide for a multi-use path for pedestrians to safely access the commercial space & surrounding amenities/transit etc.
Soundproofing <ul style="list-style-type: none"> • Traffic noise concern 	<ul style="list-style-type: none"> • There is commercial space on the main floor and residential above. This is to help mitigate traffic noise from Lougheed Highway. The development will be built up to the applicable building code standards for construction quality and material.
ROW to Howison Ave <ul style="list-style-type: none"> • Request for pedestrian/cyclist 	<ul style="list-style-type: none"> • WestUrban Developments has provided the required SOW to the City. It is up to the City on the future development of this space.

connection for the future West Ridge Greenway	
<p>Project size concerns</p> <ul style="list-style-type: none"> • # of units • # of stories • Shade and privacy 	<ul style="list-style-type: none"> • WestUrban Developments is supportive of the City of Maple Ridge's policy on "Affordable, Rental and Special Needs Housing" • This proposal fulfills the need for the construction of rental units that vary in both size and number of bedrooms • WestUrban Developments has commissioned a detailed landscaping plan that includes a 6-foot privacy fence and tall, generous shrubs to screen adjacent properties from the proposed development. • The L-shaped building layout and the generous setbacks allow for more privacy
<p>Existing trail along North side of property</p> <ul style="list-style-type: none"> • What is the plan for this? 	<ul style="list-style-type: none"> • This lane is currently existing and belongs to the City. • There are no plans for WestUrban Developments to develop this lane
<p>Property Management Services</p> <ul style="list-style-type: none"> • Short term rentals of < 6 months may affect hotel business? • Request for details on the types of commercial uses being considered 	<ul style="list-style-type: none"> • WestUrban Developments doesn't permit short term rentals • The commercial space use will adhere to the permitted use options in the By-Law
<p>Future laneway from Lougheed to Howison?</p> <ul style="list-style-type: none"> • Concerned about increased vehicle/pedestrian traffic, privacy etc. • Surveyors observed in neighbours yards that have easements around them 	<ul style="list-style-type: none"> • WestUrban Developments has provided the required SOW to the City. It is up to the City on the future development of this space.
<p>Barrier from Lougheed pedestrian traffic</p> <ul style="list-style-type: none"> • Inquiry into type of barrier and protection being considered for homes adjacent to the development. 	<ul style="list-style-type: none"> • WestUrban Developments has provided the required SOW to the City. It is up to the City on the future development of this space. • The proposed development will be fenced off, within the P/L. • There is no plan for any development outside of the P/L
Traffic light	<ul style="list-style-type: none"> • WestUrban Developments has proposed a development according to proposed zoning parameters

<ul style="list-style-type: none"> • A suggestion to add a traffic light at the entrance to the building 	<ul style="list-style-type: none"> • The Traffic Impact Assessment (TIA) demonstrates that no further upgrades are required
<p>Adjacent Properties</p> <ul style="list-style-type: none"> • Concerns on negative impacts on land values 	<ul style="list-style-type: none"> • The proposed development is high quality residential infill that will bring a different mix and quality of housing to the area. The increase in zoning will provide an increase to the land value.

Introduction

The City of Maple Ridge typically requires that a Development Information Meeting be held between first and second reading of the zoning bylaw as part of the rezoning process. Due to the COVID-19 pandemic, The Development Information Meeting policy was replaced with the interim PCO. The purpose of the PCO is to share knowledge of the proposed rezoning and collect feedback from the public that will inform decision making. The PCO allowed interested stakeholders a meaningful opportunity to understand the project better and have their ideas and concerns heard.

Process

WestUrban worked with the Maple Ridge Planning Department to ensure alignment with the interim policy. It was agreed that the PCO would occur between April 4, 2022 and April 14, 2022. These dates allowed Maple Ridge staff sufficient time to prepare for the next Council meeting, while also ensuring that the advertising and mail out could be done in advance of the 10-day PCO timeframe. Details of the schedule are shown in Figure 1.

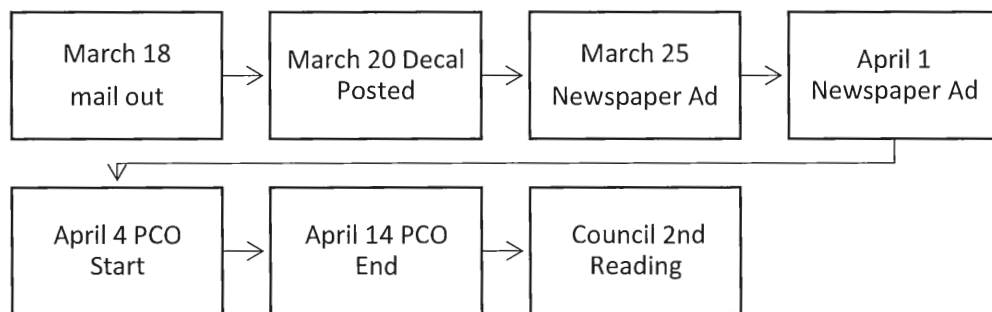


Figure 1 Timeline/Schedule

Rezoning applications usually contain materials such as detailed site and project information, technical analysis, professional reports and site plans. This following information was made available as required and detailed in the interim PCO policy:

- Site Plan showing:
 - Proposed zoning;
 - Building envelope;
 - Proposed variances; and
 - Road network and parking provision;
- Park dedication and green spaces;

- Amenities including common activity area and open space;
- Architectural and landscape plans, as outlined in Schedule D of the Maple Ridge Development Procedures Bylaw No. 5879 1999;
- Excerpts of Zoning Bylaw and Official Community Plan materials; and
- Supporting professional reports.

WestUrban mailed out 120 letters in early March 2022 to inform the recipients of the upcoming PCO. The letters were mailed to the property owners and residents within 100 metres of the development property; the approximate area is shown in Figure 2. The addresses and mailing labels were provided by the Maple Ridge Planning Department.

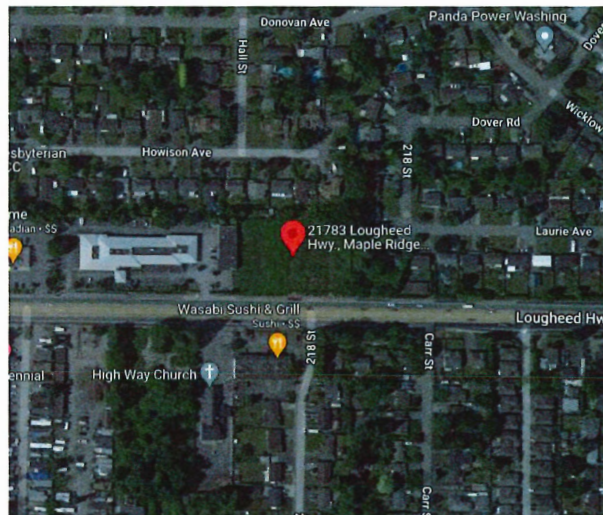


Figure 2 Approximate Mail Out Area

The letter (Attachment 1) contained the items as details in the interim policy. Including:

- The application rezoning number;
- The development site property address(es);
- A map showing the location of the development site;
- The purpose of the application;
- The dates of the 10-day Public Comment Opportunity;
- An invitation to obtain further information (material available through the PCO);
- The Planning Department's contact information; and
- A Disclaimer.

WestUrban also included the site plan, landscape plan, building rendering, parkade and floors plans in the letter to provide a bit more upfront detail. This additional information was provided to facilitate questions and comments about the proposed development, without the need to contact the City or WestUrban for the basic information such the current and proposed zoning, number of units, lot size and requested variances.

A notification decal (Figure 3) was added to the development sign to ensure drivers or pedestrians passing the site would be informed of the upcoming PCO.

Advertisements were placed in the local Maple Ridge-Pitt News to notify the broader community of Maple Ridge. The development advertisement was published in two consecutive publications on March 25, 2022 and April 1, 2022. Figure 4 shows the details of the publication.

Figure 3 Development Sign - Notification Decal

DEVELOPMENT APPLICATION		21783 Lougheed Highway NO. 2021-061-RZ	
PROPOSED REZONING To rezone from O-3 Community Commercial to B-7 (Lougheed Transit Corridor) High Density Mixed Use. The zone has an maximum height of 4 storeys with no height maximum. The proposal is for a 121 residential apartment units and 6750sq.m. (7263 sq.ft) of commercial space. TML: 1.55 Ratio: 4 to 6 Office Community Plan (OCP): Commercial (Owner must obtain appropriate and necessary permits from approvals)	LOCATION 	PROPOSED BUILDING 	FOR MORE INFO APPLICANT: WestUrban Developments Ltd. P: 250-914-8485 E: neighbours@westurban.ca W: westurban.ca PLANNING DEPARTMENT: P: 604-467-7341 E: planning@mapleridge.ca W: www.mapleridge.ca E: 604-467-7341 E: 604-467-7341
REPORT OF THE PROCESS Opportunity to comment from April 4, 2022 to April 14, 2022		For information and to provide comments: neighbours@westurban.ca 250-914-8485	

Figure 4 Publication in Maple Ridge-Pitt News

Public Comment Opportunity for Proposed Development

You are invited to participate in a Public Comment Opportunity where representatives from *WestUrban Developments Ltd.* are available by email or phone to provide details on Rezoning Application (2021-061-RZ) and Development Permit Application (2021-061-OP).

PUBLIC COMMENT OPPORTUNITY PERIOD:
April 4 - 14, 2022

EMAIL OR CALL FOR INFO & TO PROVIDE COMMENTS:
neighbours@westurban.ca
250-914-8485



The purpose of the application is to develop 21783 Lougheed Highway into a mixed-use building with 121 residential units and commercial space. The intent of this Public Comment Opportunity is to seek input from the area residents on the proposed amendments and address any questions which may arise.

Your thoughts are important to us. If you would like information regarding this proposal, please contact neighbours@westurban.ca, 250-914-8485, or the City of Maple Ridge Planning Department, at 604-467-7341.

Summary of Feedback

From the 120 letters mailed to the community and the advertisements in two publications of the Maple Ridge-Pitt newspaper, eight responses comprised of eighteen comments were received. Detailed of these responses are included in Attachment 2. Their concerns mainly focused on:

- Transportation: Vehicles (mentioned 3 times), traffic (mentioned 1 time), traffic light (mentioned 1 time)
- Building Form and Design: building height (mentioned 2 times), density (mentioned 2 times); and
- Impact on Adjacent Properties: Privacy (mentioned 3 times), protection of natural areas (mentioned 2 times), land values (mentioned 1 time).
- Commercial Use (mentioned 1 time)

Community Concerns	Addressing the Concerns
Transportation	
Traffic/Vehicles Concerns about future lane connecting additional traffic to the neighbourhood from Lougheed Highway	There is no lane being proposed from Lougheed Highway into the existing neighbourhood.
Traffic Light Request to install a traffic light in front of the development	The Traffic Impact Assessment (TIA) demonstrates that no further upgrades are required
Building Form and Design	
Building Height Concerns that the proposed building has too many storeys for the character of the neighbourhood as there are only single and two storey homes surrounding the building.	WestUrban Developments has proposed a detailed landscaping plan that includes a 6-foot privacy fence and tall, generous shrubs to screen adjacent properties from the proposed development. The L-shaped building layout and the generous setbacks allow for more privacy
Density Concerns that the proposed number of units is too many for the character of the neighbourhood as there are primarily low-density	The proposed development will support many of the recommendations in the draft "Lougheed Transit Corridor Concept Plan" including locating higher - density residential along "high-streets" in mixed commercial zones, creating an attractive street scape. The OCP policies support the development of a variety

developments surrounding the building.	housing types, including apartments. The proposed development is located along a major corridor (Lougheed Highway) and are along a bus route(s). The unit sizes will include studios, 1-bedrooms, and 2-bedrooms to accommodate a variety of income and family sizes.
Impact on Adjacent Properties	
Land Values The proposed building will de-value the neighbouring properties.	The proposed development is high quality residential infill that will bring a different mix and quality of housing to the area. The increase in zoning will provide an increase to the land value resulting in an increase in property tax assessed value that can be used for operations or maintenance of new and existing infrastructure.
Privacy Neighbour expressed concern about privacy being impacted due to the scale and height of the proposed building.	WestUrban Developments has proposed a detailed landscaping plan that includes a 6-foot privacy fence and tall, generous shrubs to screen adjacent properties from the proposed development. The L-shaped building layout and the generous setbacks allow for more privacy
Commercial space Use of space Adjacent hotel asked about the planned use for commercial space	The commercial space will be used as per the permitted use according to the amalgamated Zoning By-Law



June 8, 2021

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Attention: Rene Tardif

Dear Ms. Tardif:

Re: File #: 2021-061-RZ
Legal: D.L.: 247, Plan: EPP73031
Location: 21783 Lougheed Highway
From: C-2 (Community Commercial)
To: C-7 (Lougheed Transit Corridor High Density Mixed-Use)

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

Glenwood Elementary has an operating capacity of 383 students. For the 2020-21 school year the student enrolment at Glenwood Elementary is 361 students (94% utilization) including 76 students from out of catchment.

Maple Ridge Secondary School has an operating capacity of 1300 students. For the 2020-21 school year the student enrolment at Maple Ridge Secondary School is 1165 students (89.6% utilization) including 467 students from out of catchment and 280 French Immersion students.

Sincerely,

Flavia Coughlan
Secretary Treasurer

The Board of Education of School District No. 42 (Maple Ridge – Pitt Meadows)

cc: Rick Delorme
David Vandergugten



TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Development Variance Permit and Development Permit
11384 207 Street

MEETING DATE: June 21, 2022
FILE NO: 2017-471-DVP/DP
MEETING: C o W

EXECUTIVE SUMMARY:

A Development Permit application has been submitted for the subject property, located at 11384 207 Street. The development proposal is for the construction of a fourplex building. This application is located in the Upper Hammond Precinct Area and is subject to the Hammond Area Development Permit Guidelines, which outline the general performance and design criteria for new development within the Hammond Area Plan.

In addition to the Development Permit, the applicant has requested variances to accommodate the proposed development, as follows:

1. To reduce the minimum rear yard setback from 7.5m (24.6 ft.) to 6.1m (20 ft.) for the building face, and to 4.6m (15.1 ft.) for the porch and roof overhang (east elevation, lane); and
2. To reduce the minimum exterior side setback from 4.5m (15 ft.) to 3.9m (12.8 ft.) for the building face, and to 2.7m (8.9 ft.) for the porch and roof overhang (south elevation, 207 Street).

Council considered rezoning application 2017-471-RZ and granted first reading for *Zone Amending Bylaw No. 7404-2017* on January 30, 2018 and second reading on September 10, 2019. This application was presented at Public Hearing on October 22, 2019 and Council granted third reading on October 29, 2019. Council will be considering final reading for rezoning application 2017-471-RZ on June 28, 2022.

RECOMMENDATIONS:

1. That the Corporate Officer be authorized to sign and seal 2017-471-DVP respecting property located at 11384 207 Street; and
2. That the Corporate Officer be authorized to sign and seal 2017-471-DP respecting property located at 11384 207 Street.

DISCUSSION:

a) Background Context:

Applicant:	Sachan Mandair
Legal Description:	Lot 14 District Lot 277 Group 1 New Westminster District Plan 10601
OCP:	
Existing:	Low Density Multi-Family
Proposed:	Low Density Multi-Family
Zoning:	
Existing:	RS-1 (One Family Urban Residential)
Proposed:	RT-2 (Ground-Oriented Residential Infill)
Surrounding Uses:	
North:	Use: Single-Family Residential (Under application 2021-530-RZ to rezone to RT-2, fourplex) Zone: RS-1 (One Family Urban Residential) Designation: Low Density Multi-Family
South:	Use: Single-Family Residential Zone: RS-1 (One Family Urban Residential) Designation: Low Density Multi-Family
East:	Use: Single-Family Residential Zone: RS-1 (One Family Urban Residential) Designation: Low Density Multi-Family
West:	Use: Single-Family Residential Zone: RS-1 (One Family Urban Residential) Designation: Single Family and Compact Residential
Existing Use of Property:	Single-Family Residential
Proposed Use of Property:	Fourplex
Site Area:	935 m ² (0.23 acres)
Access:	114 Avenue and lane
Servicing requirement:	Urban Standard

b) Project Description:

The subject property, located at 11384 207 Street, is a rectangular shaped lot that is 935 m² (0.23 acres) in area. It is located at the corner of 207 Street, an arterial road, and 114 Avenue, a local road, at the eastern edge of the Upper Hammond Precinct within the Hammond Area Plan. The subject property and surrounding lots are generally characterized by one-storey single-family dwellings. There is a lane south of the subject property. The subject property is relatively flat with a few trees around the perimeter (see Appendices A and B)

The application proposes to rezone the subject property from RS-1 (One Family Urban Residential) to RT-2 (Ground-Oriented Residential Infill), to permit the development of a fourplex. The fourplex is oriented towards 114 Avenue and 207 Street to address the single-family character of the neighbourhood, however, each unit has its own pedestrian pathway and outdoor area. Vehicular access is limited to 114 Avenue and the lane, with no direct access permitted from 207 Street. The four proposed units combined provide approximately 649.9 m² (6,996 ft²) of floor area, with units

two, three and four having sunken basements. The total permitted Floor Space Ratio (FSR) for the RT-2 zone is 0.75, whereas the subject application is proposing an FSR of 0.71. Each unit is provided with two, double-wide parking garages with three additional parking spaces available on the driveway apron (see Appendix C). Design elements include varying pitched and flat roofs, hardie siding, shakes and panels and stone cladding (see Appendix D). Decorative wood fencing will be used to create privacy and to separate units, and a picket fence will be implemented to create separation from the street. Extra care was taken to reduce massing where adjacent to neighbours (see Appendix E).

The RT-2 (Ground-Oriented Residential Infill) zone provides for the infill of ground-oriented residential buildings within established residential neighbourhoods in a form that will be incremental and sensitive to the existing and emerging context. The RT-2 (Ground-Oriented Residential Infill) zone allows for dwelling units to be in one building with shared party walls to create triplexes or fourplexes. These forms should resemble a single-family dwelling in order to fit seamlessly into existing single-family neighbourhoods. The design of the subject building has applied some of the Ground Oriented Residential Infill policy guidelines, as outlined below, in terms of articulation and façade elements typical of single-family dwellings, including porches, roof overhangs, recesses and balconies, as well as a mix of pitched and flat roofs (see Appendix D). It is also noted that the half-basement level and sunken garage space has been included to limit the overall massing and height.

c) Planning Analysis:

i) Official Community Plan:

The subject property is located within the Upper Hammond Precinct of the Hammond Area Plan. The Upper Hammond Precinct encompasses the historic Port Hammond Area, and contains the small commercial district surrounded by residential uses. This area is important for its commercial core and strong heritage value and character. It is noted that this property is located outside of the historic area boundaries, but is adjacent to the eastern edge at 207 Street. The smaller blocks and tight grid network of streets create a more traditional, pedestrian-oriented, small neighbourhood character, look, and feel. As outlined by the Hammond Area Development Permit Guidelines, the development intent of this precinct is to:

- Accommodate new development and density; and
- Retain the heritage character and history of this area.

The subject property is currently designated *Low Density Multi-Family* in the Hammond Area Plan. This designation permits townhouses, fourplex and courtyard development forms with ground level entry to each unit. Lands under this designation are located in high activity areas along major corridor roads such as 207 Street. The following general policies apply to this development:

3-5 Hammond is an established neighbourhood, with a predominantly single-family use. As density increases over time, design compatibility with the existing character is encouraged to maintain livability, streetscape aesthetics, and Hammond's sense of place. Elements of the existing built form should be incorporated into site and building design for all forms of development, for example:

- a) *Space for ample light penetration should be provided between buildings;*
- b) *Building heights should not appear imposing to smaller existing buildings;*
- c) *Existing mature trees and shrubs should be retained, wherever possible; and*
- d) *Landscaping should include new plants and trees that will attract bees, butterflies, and songbirds;*

- e) *Establish garden areas that provide energy conservation benefits, such as shade in the summer and light penetration in the winter (i.e. using deciduous trees).*

3-6 Providing a range of housing forms and tenures is encouraged throughout the Hammond neighbourhood. These include single-family and multi-family forms, with tenures ranging from home ownership, rental (including purpose-built rental), affordable, and subsidized housing.

The existing neighbourhood is currently dominated by single-family dwellings; however, the land use through the Hammond Area Plan allows for an increase in density along 207 Street and further increases in density moving south. The subject application proposes design elements that are reflective of a single-family dwelling through material use (Hardie siding, shakes and panel), as well as the use of porches, overhangs, and varying roof lines. The proposed building will appear larger than the surrounding single-family dwellings; however, the bulk of the massing is located towards the centre of the building and steps down on the north and south elevations. The 207 Street elevation is designed to interact well with the streetscape through the use of landscaping and pedestrian only access to the site. It is noted that another application for a fourplex is located directly across the street from the subject application, which has currently received first reading (2021-530-RZ/DP).

The subject application is providing an alternative form of development that will provide four housing units on a single-family sized lot. The proposed plan will provide three and four-bedroom options, including outdoor living space for each unit, as well as the required two concealed parking spaces per unit. Housing tenure is decided upon by the owner and is anticipated that each unit will be sold individually. The subject application has been reviewed for compliance with the *Low Density Multi-Family* policy in section 3.1.2:

3-22 The following characteristics should be incorporated into all forms of development within the Low Density Multi-Family designation:

- a) *A site size and configuration that enables building orientation towards streets and laneways wherever possible;*
- b) *Careful consideration of size, location and orientation of on-site open space areas to ensure new development allows ample sunlight and a variety of plant materials and trees that are complementary to the existing mature landscaping that contributes to the neighbourhood character;*
- c) *Design that is sensitive to surrounding built form, particularly for buildings that are three (3) storeys in height;*
- d) *Parking for residents is provided in a concealed structure.*

The current application is oriented towards both 114 Avenue and 207 Street in conformity with policy a) above. Parking for residents is also provided in garages in conformity with policy d). A diverse amount of plant material, both shrubs and trees, have been proposed as part of the development, in accordance with policy b). Efforts have been taken to reduce the massing where adjacent to neighbouring properties by creating the bulk of the building closer to 207 Street, which references policy c). The proposed rezoning of the subject property to RT-2 (Ground-Oriented Residential Infill) to support the development of a fourplex aligns with the intent of these OCP policies.

ii) Development Permit:

Pursuant to Section 8.7 of the OCP, a Ground Orientated Residential Infill (GORI) Development Permit application is required to ensure the current proposal enhances the existing neighbourhood with compatible housing styles that meet diverse needs and minimize potential conflicts with neighbouring land uses. The subject application is also subject to the GORI Development Permit Area Guidelines, which provide applicants with information and examples of design principles for triplex, fourplex, and courtyard housing that align with vision of the OCP.

As identified in the above section, and in alignment with the GORI guidelines, the subject application has taken steps to resemble a single-family dwelling through material use, building articulation and streetscape interaction. Massing will be larger than existing dwelling units currently surrounding the subject property; however, the bulk of the building is concentrated centrally and steps down on the north and south elevations. Landscaping and fencing will help to delineate the useable private space and will further provide individual pedestrian access for each unit. Unit sizes vary with both three and four-bedroom options, with the intention of catering to differing family needs.

iii) Zoning Bylaw:

The current application proposes to rezone the subject property from RS-1 (One Family Urban Residential) to RT-2 (Ground-Oriented Residential Infill) to permit the development of a fourplex. The minimum lot size for the current RS-1 zone is 668 m² (7,191 ft²) and the minimum lot size for a fourplex in the RT-2 (Ground-Oriented Residential Infill) zone is 850 m² (9,150 ft²). The subject property, after road dedication, is approximately 914 m² (9,839 ft²) in area, which is larger than the 850 m² (9,150 ft²) minimum lot area requirement.

iv) Off-Street Parking and Loading Bylaw:

The *Off-Street Parking and Loading Bylaw No. 4350-1990* requires two resident parking spaces per unit in the RT-2 (Ground-Oriented Residential Infill) zone, requiring eight spaces in total for the proposed fourplex development. The applicant is providing the required two spaces per unit with each located in a double-car, side-by-side garage. There are no visitor parking requirements for the RT-2 (Ground-Oriented Residential Infill) zone; however, three parking spaces are available on the driveway aprons for units 1 and 4.

v) Proposed Variances:

Zoning Bylaw No. 3510-1985 is being utilized for the subject application, as third reading was achieved prior to the adoption the of the current *Zoning Bylaw No. 7600-2019*.

Zoning Bylaw No. 3510-1985 establishes general minimum and maximum regulations for the RT-2 (Ground-Oriented Residential Infill) zone. A Development Variance Permit allows Council some flexibility in the approval process (see Appendix G).

1. To reduce the minimum rear yard setback from 7.5m (24.6 ft.) to 6.1m (20 ft.) for the building face, and to 4.6m (15.1 ft.) for the porch and roof overhang (east elevation, lane); and
2. To reduce the minimum exterior side setback from 4.5m (15 ft.) to 3.9m (12.8 ft.) for the building face, and to 2.7m (8.9 ft.) for the porch and roof overhang (south elevation, 207 Street).

The proposed variances related to setbacks are justified as they are considered minimal and will contribute to the overall design of the project. The rear lane adds to the setback distance from the neighbouring property on the southern elevation.

d) 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 June 19, 2019. The form and character proposal complies with the Hammond Area Plan Development Permit Area Guidelines of the OCP. The ADP resolutions (see Appendix H) have been addressed and are reflected in the current plans.

e) Citizen/Customer Implications:

A Development Information Meeting was not required for this application as there is no OCP amendment and the proposal is less than five dwelling units

In accordance with the *Development Procedures Bylaw No. 5879-1999*, notice of Council consideration of a resolution to issue a Development Variance Permit was mailed to all owners or tenants in occupation of all parcels, any parts of which are adjacent to the properties that are subject to the permit.

f) Financial Implications:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. Based on an estimated landscape cost, the security will be \$22,375.70.

CONCLUSION:

Applications for a Development Variance Permit and for a Hammond Area Plan Development Permit have been received for the subject property, to construct a fourplex building consisting of four separate units with approximately 649.9 m² (6,996 ft²) of total floor area. The form and character of the proposed development is in keeping with the Hammond Area Plan Development Permit Area Guidelines and the associated proposed variances are supportable based on the considerations as outlined in this report.

It is therefore recommended that these applications be approved and the Corporate Officer be authorized to sign and seal Development Variance Permit 2017-471-DVP and Development Permit 2017-471-DP.

"Original signed by Adam Rieu"

Prepared by: **Adam Rieu**
Planner

"Original signed by Charles Goddard"

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

"Original signed by Christine Carter"

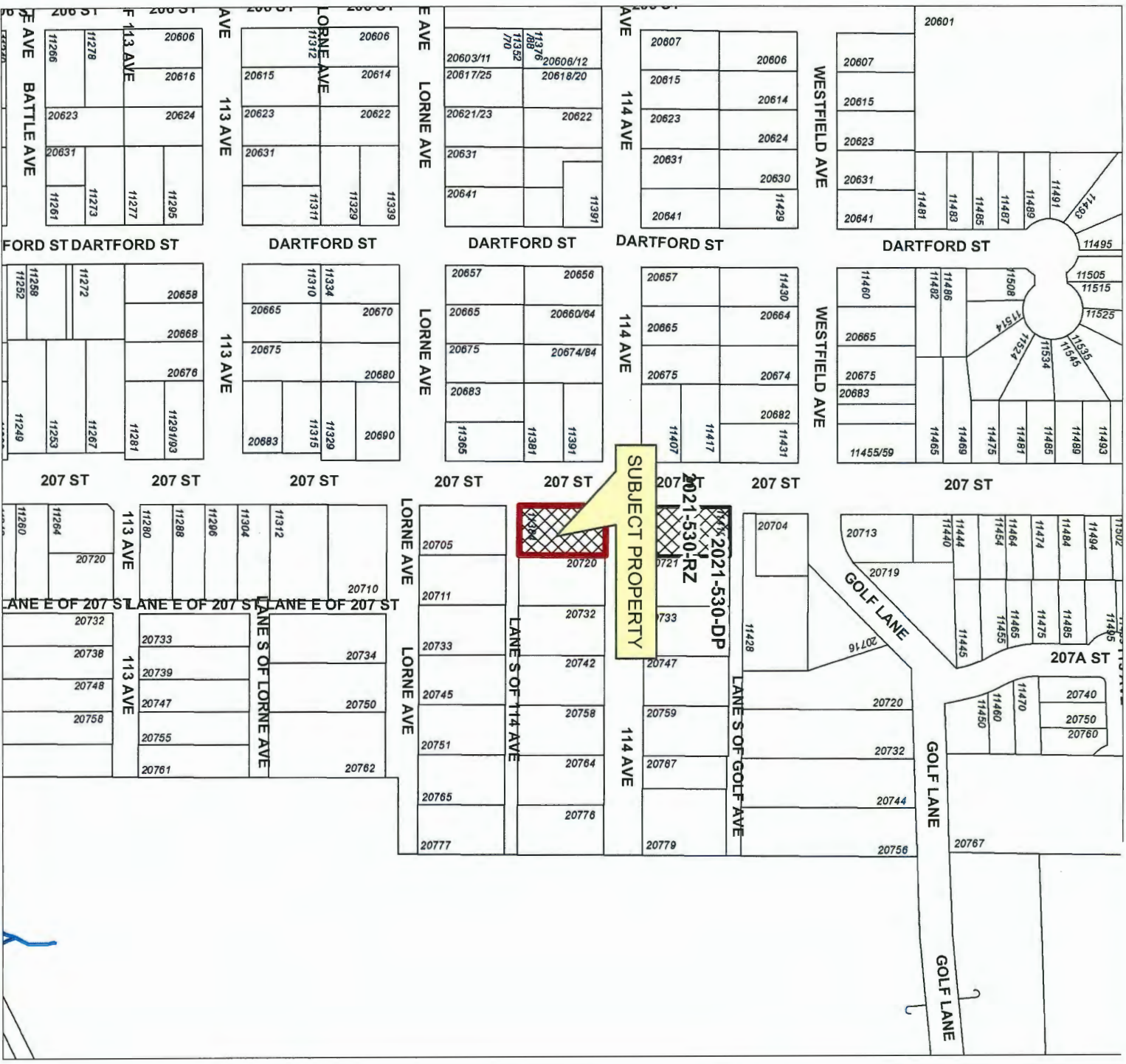
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM Planning & Development Services

"Original signed by Scott Hartman"

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – Site Plan
Appendix D – Architectural Plans
Appendix E – Landscaping Plan
Appendix F – Rendering
Appendix G – Proposed Variances
Appendix H – Advisory Design Panel



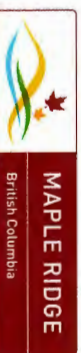
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Legend

-  Stream
-  Indefinite Creek
-  Active Applications (RZ/SD/DP/NP)

11384 207 STREET
PID 009-351-621

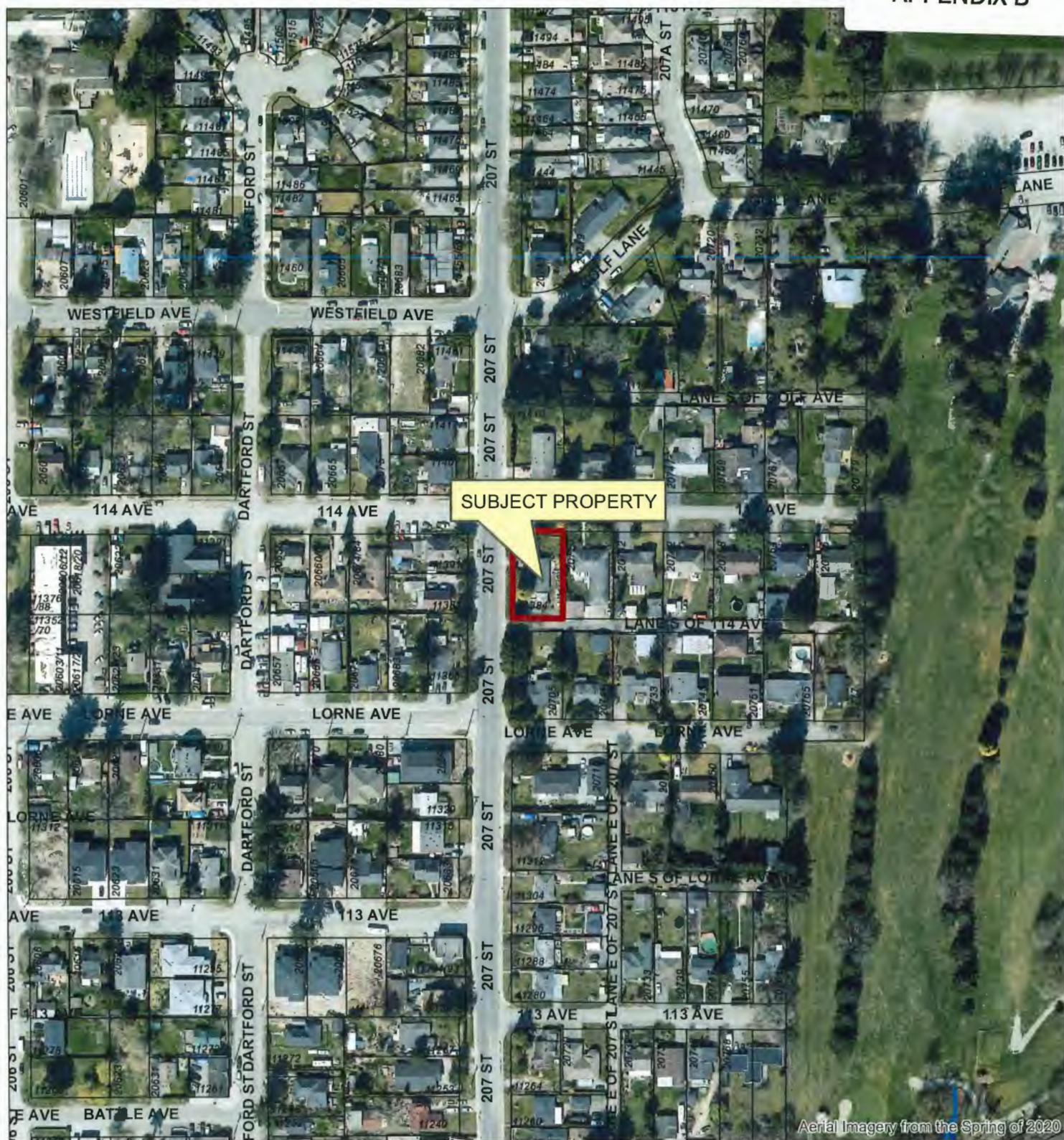
PLANNING DEPARTMENT



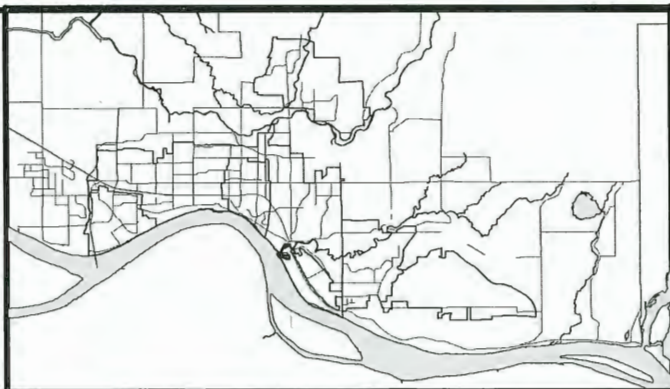
mapleridge.ca

FILE: 2017-471-RZIDP
DATE: May 16, 2022

BY: AH



Scale: 1:2,500



11384 207 STREET
PID 009-351-621

PLANNING DEPARTMENT

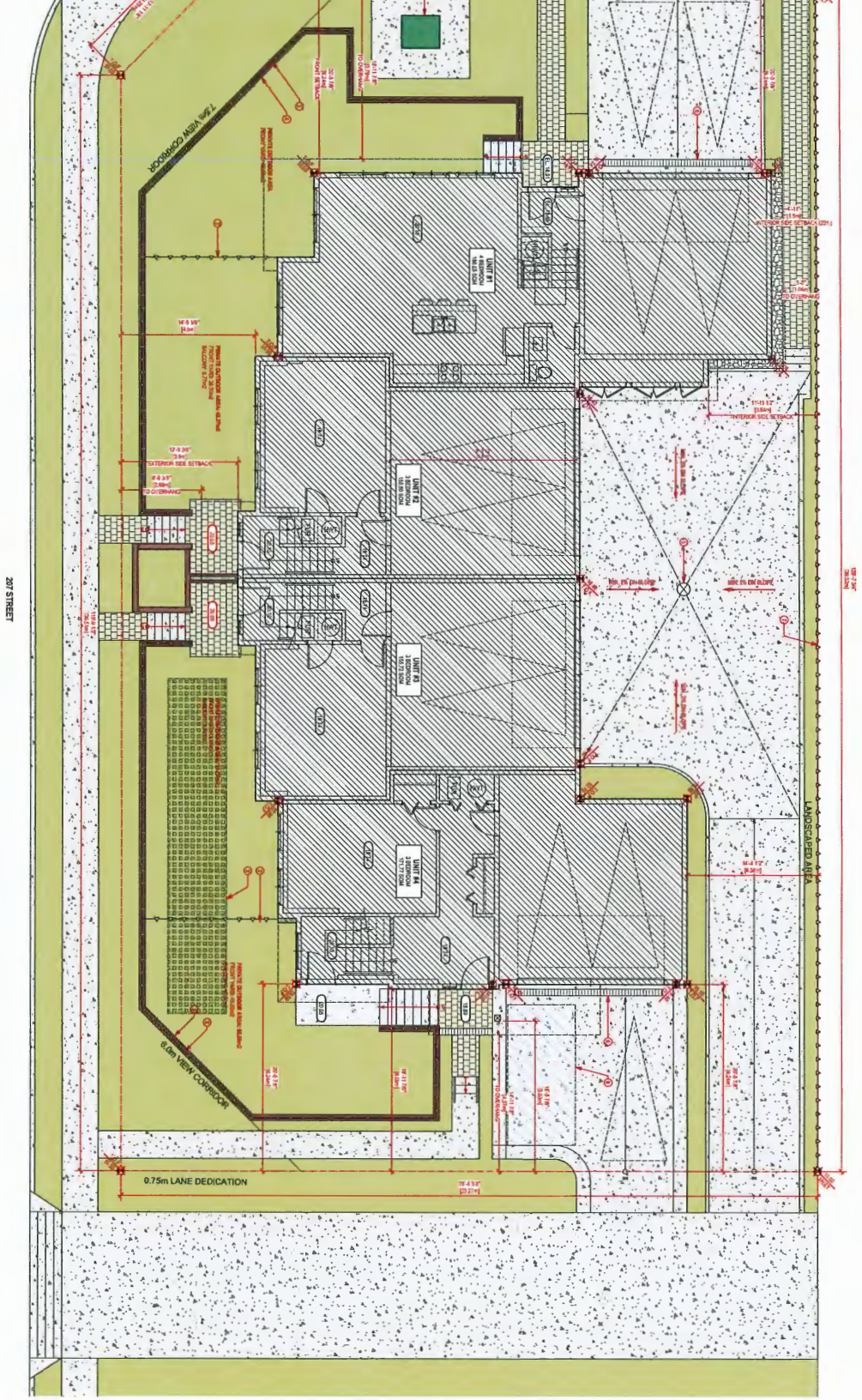


MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2017-471-RZ/DP
DATE: May 16, 2022

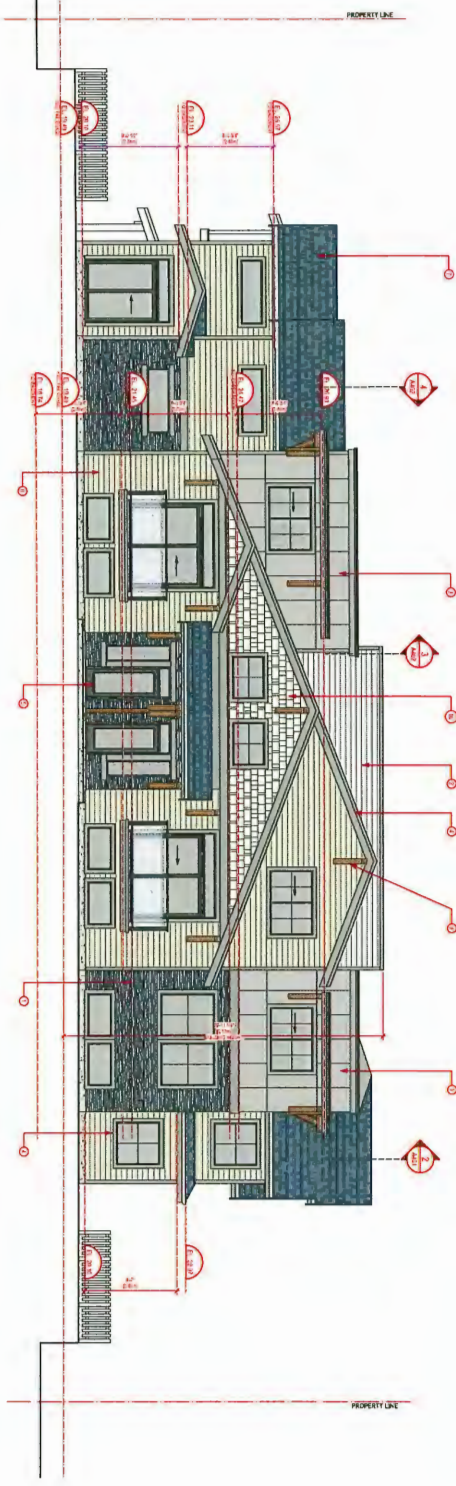
BY: AH



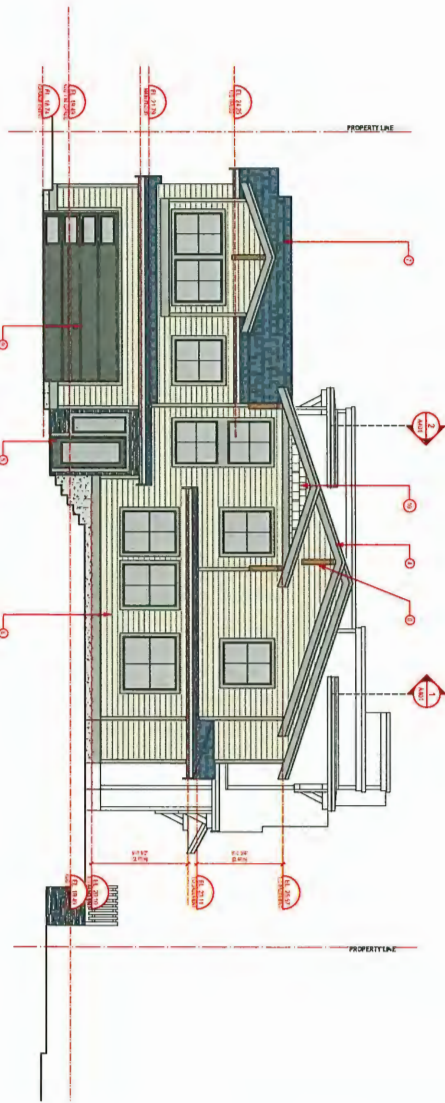


SITE PLAN
 SCALE: 1/8" = 1'-0"

- SITE PLAN KEYNOTES**
1. SEE ELECTRICAL NOTES.
 2. SEE MECHANICAL NOTES.
 3. SEE PLUMBING NOTES.
 4. SEE ROOF DRAINAGE NOTES.
 5. SEE FLOOR FINISHES NOTES.
 6. SEE EXTERIOR FINISHES NOTES.
 7. SEE INTERIOR FINISHES NOTES.
 8. SEE LIGHTING NOTES.
 9. SEE SOUNDING NOTES.
 10. SEE TYPICAL SECTION.
 11. SEE TYPICAL SECTION.
 12. SEE TYPICAL SECTION.



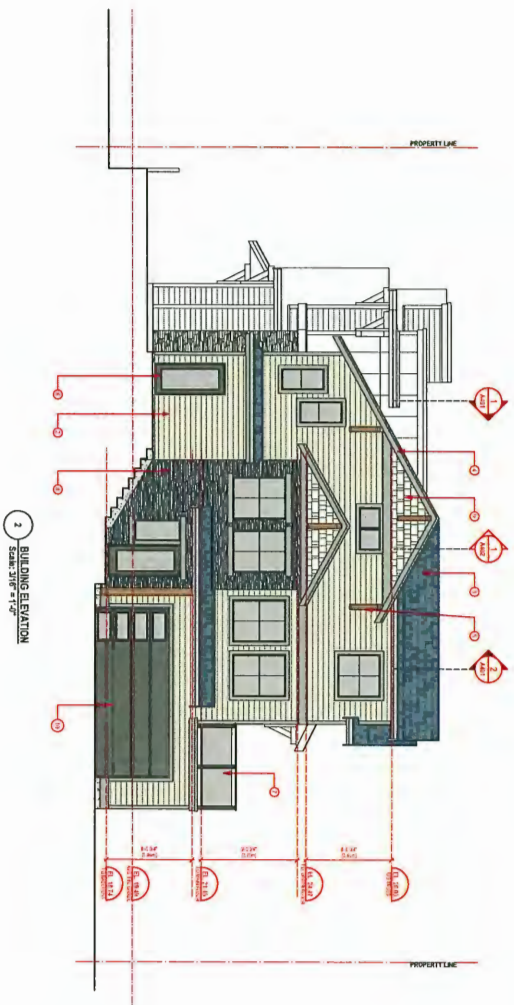
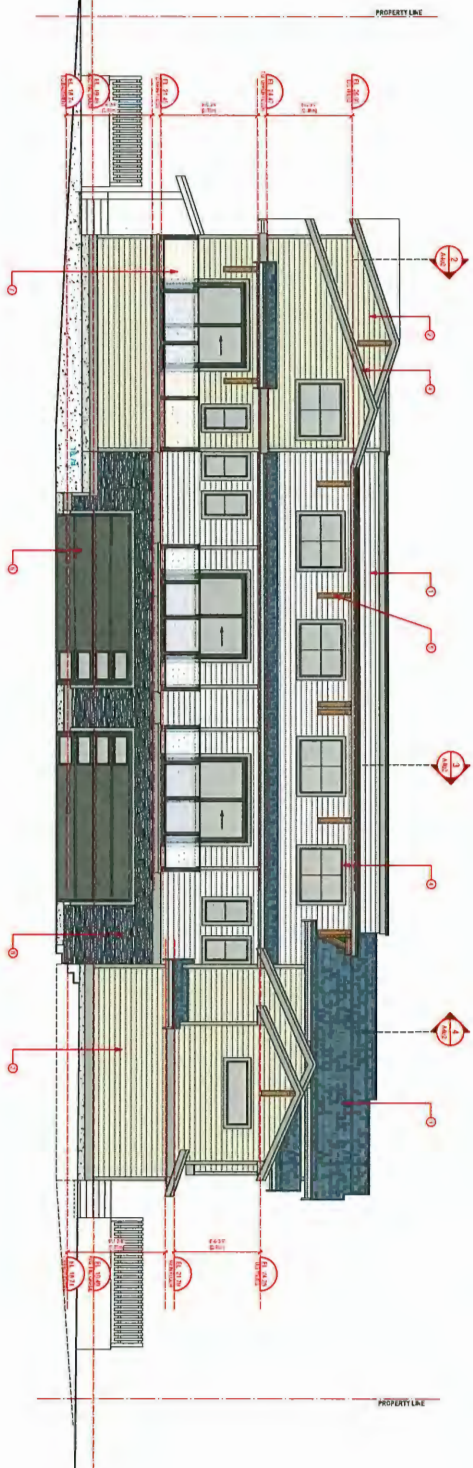
1 BUILDING ELEVATION
Scale: 3/16" = 1'-0"



2 BUILDING ELEVATION
Scale: 3/16" = 1'-0"

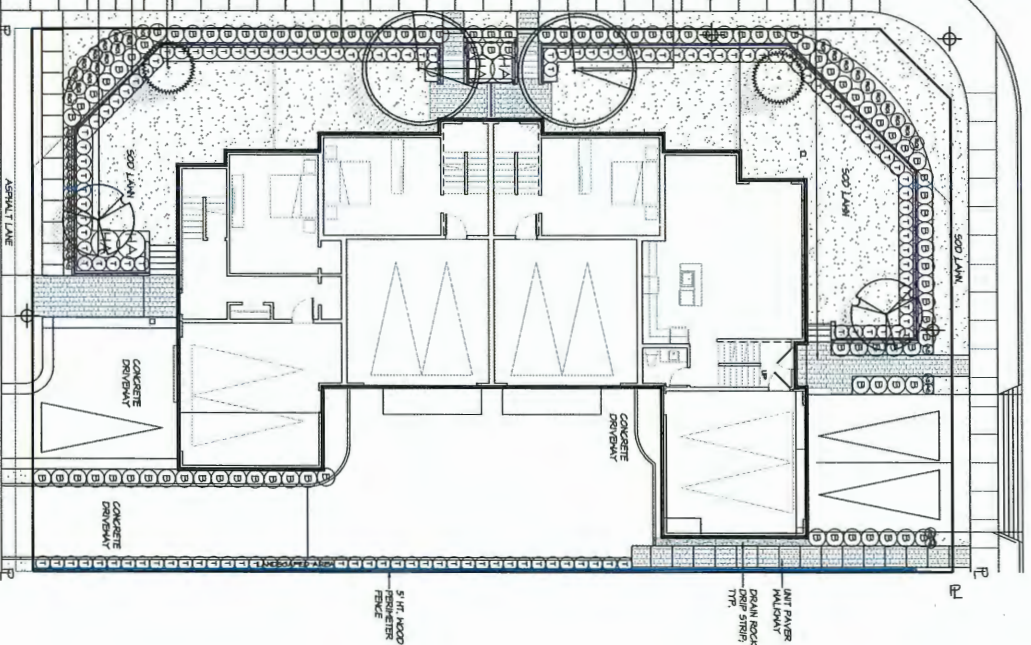
ELEVATION KEYNOTES

1. STONE CLADDING, LEONARD STAINED STONE, DARK FINISH.
2. JAMES HARDIE 4\"/>



- [illegible]

114 AVENUE



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

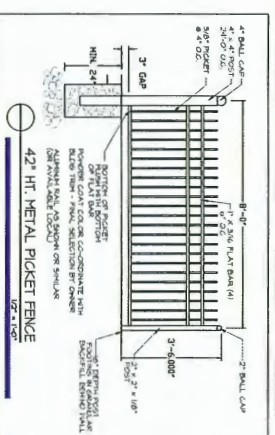
SCALE: 1/8" = 1'-0"

PLANT SCHEDULE

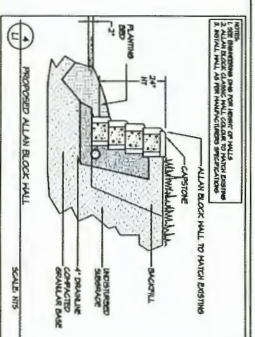
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE /	REMARKS
1	1	ACER PALMATH BLOODGOOD	JAPANESE MAPLE	2251 HT. 81B, 11PRTT FORK	
2	1	ACER PALMATH BLOODGOOD	JAPANESE MAPLE	1251 HT. 51D, 51B	
3	1	PIEA OREGNA	SEBIGN PRINCE	1251 HT. 81B	
4	1	HYDRANGEA MACROPHYLLA BLUE BILLOWS	BIGLEAF HYDRANGEA BLUE LACECAP	49 POT, 80CH	
5	1	LOINCERA PLEIATA	SOUL WINTERFLY	42 POT, 30CH	
6	1	ROSA HELINDAL PRISTOT	CAROL PARK HELINDAL ROSE	42 POT, 40CH	
7	1	YASOI X MEDIA YASOI	HILLS YSA	1251 HT. 81B	
8	1	ANDROE MOORINE JOBERT	INDIY-ORER	10CH POT	

OTHER. PLANT SITES LIST ARE SPECIFIED ACCORDING TO THE LANDSCAPE-CREATED LATEST EDITION. CONTAINING SITES SPECIFIED AS OTHER SITES. STANDARDS, BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. REFER TO SPECIFICATIONS FOR DEFINED CONCEPTS AND OTHER PLANT REQUIREMENTS. SEARCH AND REVIEW HAVE PLANT MATERIAL AVAILABLE FOR SPOTLIGHT REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER HAVANA AND PLYMOUTH. SUBMITTIONS, ORIGIN REVIEWED. ALTHOUGH A MINIMUM OF TWO SITES PRIOR TO DELIVERY FOR REQUESTS TO SUBMITTIONS. SUBMITTIONS ARE SUBJECT TO LANDSCAPE STANDARDS - DEFINITION OF CONDITIONS OF AVAILABILITY.

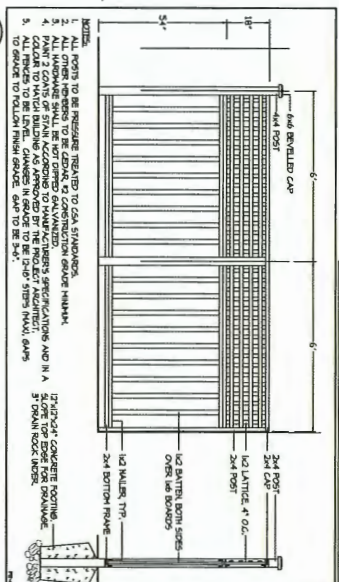
ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.



42" HT. METAL PICKET FENCE



PROPOSED ALLAN BLOCK WA



1 PERIMETER FENCE - 6' HIGH LATTICE TOPPED

17

 $\frac{1}{2} \cdot 14$





SITE PLAN KEYNOTES

1. PMT, SEE ELECT. DWGS.
2. 8FT HIGH WOOD FENCE, SEE LANDSCAPE DWGS.
3. 42" HIGH ALUM. GUARD ATTACHED ON TOP OF RETAINING WALL, SEE LANDSCAPE DWGS.
4. ALUM. BLOCK RETAINING WALL, MAX. HEIGHT 4FT. SEE LANDSCAPE DWGS.
5. CATCH BASIN, SEE CIVL DWGS.
6. TRENCH DRAIN, SEE CIVL DWGS.
7. 5FT HIGH WOOD FENCE, SEE LANDSCAPE DWGS.
8. WATER METRE VAULT, SEE CIVL DWGS.
9. STORM DETENTION, SEE CIVL DWGS.
10. BOND BREAK
11. VENTED VINYL SOFFIT
12. PREFIN. ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA BOARD

Copyright reserved. The documents and design as an instrument of service are used at all times remain the exclusive property of JY ARCHITECTURE INC. (JYA) and may not be reproduced without the express written consent of JYA. Drawings and documents are available in part shown on these documents are for the express use for the specified project only and shall not be used otherwise without the express written consent of JYA.

The Contractor shall verify and be responsible for all dimensions on site and shall inform JYA of any variations from the dimensions and conditions shown on the documents. Shop drawings shall be submitted to JYA for review and approval prior to fabrication.

JYA do not warrant that the drawings are produced to scale. Dimensions may not be scaled from the documents.

FOURPLEX

11384 207 STREET, MAPLE RIDGE, BC

JY ARCHITECTURE INC.

2nd FLOOR, RM 201 STREET, LANGLEY BC V2Y 0G1

CONSULTANT NAME

REV.	DATE	DESCRIPTION
------	------	-------------

A	2022-04-04	ISSUE FOR UP APPLICATION
NO.	DATE	ISSUE NOTE
AS NOTED		
Date	2022-04-04	Reviewed By JY
Page# 03	210029	

SITE PLAN

A101

Advisory Design Panel Comments:

The Advisory Design Panel (ADP) reviewed the form and character of the proposed development and the landscaping plans at a meeting held on June 19, 2019. Following presentations by the project Architect and Landscape Architect, the ADP made the following resolution:

That File No. 2017-471-RZ be supported and the following concerns be addressed as the design develops and submitted to Planning staff for follow-up:

Landscape Comments:

- Add more diversity to the planting on the outside of the yards ie: taxus hedge;
- Add foundation planting in the front yard;
- Add a planting buffer between the sidewalk to Unit 4 and the driveway.

Architectural Comments:

- Consider alternate location for the main floor powder room in Units 2, 3 and 4 do to adjacency of eating area;
- Consider revising hierarchy of roof lines ie: upper roof pop up and sloped roof ridge line relationship;
- Provide continuity of vertical exterior materials such as central flat roof pop up either by extending the roof or bringing down the hardie panel to the ground;
- Use hardie shake and siding throughout all building elevations.

The ADP concerns have been addressed by the project architect and are reflected in the current plans.

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: June 21, 2022
FILE NO: 11-5245-20-B512
& 01-0400-60

FROM: Chief Administrative Officer

MEETING: CoW

SUBJECT: Statutory Right-of-Way – Metro Vancouver Forcemain

EXECUTIVE SUMMARY:

A new Metro Vancouver Katzie Pump Station is currently under construction and will ultimately divert sewage flows from Maple Ridge and Pitt Meadows from the Annacis Island Wastewater Treatment plant to the expanded Northwest Langley Wastewater Treatment Plant (NWLWTP). Diversion of those flows requires the construction of two new sanitary force mains from the pump station and under the Fraser River. A portion of the force main will encroach on City of Maple Ridge park property and therefore a Statutory Right-of-Way (SRW) is required that will result in an encumbrance on a portion of that park.

To permit the utilization of park land for this proposed sanitary force main, a bylaw must be approved by Council as required under Section 27 of the Community Charter, S.B.C., 2003, c.26. That bylaw will come before Council under a separate report at a later date. The bylaw will take into account the results of the required public notice and alternative approval process for the public to comment on the encumbrance of the park land. Council may recognize this approach, as it is the same approach used recently for a drainage encumbrance within a City park in the Silver Valley neighbourhood.

RECOMMENDATIONS:

That staff commence public engagement through the Alternative Approval Process for the proposed Park Use Bylaw to permit a Metro Vancouver sanitary force main in Dedicated Park Land, subject to the compliance with the notice provisions of Sections 27, 86 and 94 of the Community Charter, S.B.C., 2003, c.26.; and

That staff develop a Park Use Bylaw to permit a Metro Vancouver sanitary force main in Dedicated Park Land, legally described as District Lot 280, Group 1, New Westminster District, Plan 63221.

DISCUSSION:

a) Background Context:

At the July 27, 2021 Council meeting, Metro Vancouver presented the Northwest Langley Wastewater Treatment Projects, including the new pump station, storage tank and force main construction. At that time, Metro Vancouver had three requests: a temporary construction access through Lower Hammond, a Temporary Licence Agreement to allow the use of City lands for construction purposes, and a permanent SRW for a portion of the force mains that will encroach into the City's park property. At the meeting, Council deferred approval of the Temporary Licence Agreement to allow Metro Vancouver the opportunity to develop a public mitigation plan to address concerns over temporary construction traffic through the Hammond neighbourhood.

At the September 14, 2021 Council meeting, Metro Vancouver presented their traffic management principles to Council, at which point Council passed a resolution to authorize that Licence Agreement and approved temporary construction access which allowed Metro Vancouver to commence construction.

Since the September 2021 meeting, Metro Vancouver's contractor has completed construction of their permanent site access at the Golden Ears Way on-ramp and has transitioned all construction access from the Lower Hammond Access point to the new permanent access. There may however, still be some limited emergent access required throughout the project through Lower Hammond.

This leaves the permanent SRW for the portion of the forcemains that will encroach into the City's park property as the last outstanding item. As discussed in the July 27, 2021 Council report, the SRW is an encumbrance on a parcel of land, and since the park land was dedicated park under Section 510 of the Local Government Act, there was no title created at the time of subdivision. In order to use this dedicated park for purposes other than park, public notice and approval through the alternative approval process must be obtained, and a bylaw must be created to allow the use and encumbrance of the lands through a SRW. Council may recognize this approach, as it is the same approach used recently for a drainage encumbrance within a City park within the Silver Valley neighbourhood.

b) Citizen/Customer Implications:

The area that is proposed for the SRW has been previously removed from the Agricultural Land Reserve under application 2021-032-AL. The area has limited public access, is located away from any residents, and the area will be remediated after construction.

c) Interdepartmental Implications:

Metro Vancouver has been working with City staff from Engineering, Parks, Environment, and General Counsel and Legislative Service to develop agreements that will ensure the area used for construction will be restored, due to the environmentally sensitive nature of the area.

CONCLUSION:

A new Metro Vancouver Katzie Pump Station is currently under construction and will ultimately divert sewage flows from Maple Ridge and Pitt Meadows from the Annacis Island Wastewater Treatment plant to the expanded NWLWTP. Diversion of those flows requires the construction of two new forcemains from the pump station and under the Fraser River. A Licence Agreement for construction has already been issued by the City. A portion of the forcemain will remain permanently on City lands, requiring that the City grant Metro Vancouver a SRW on park lands that will entail an alternative approval process by which the public may comment.


Prepared by: **Rachel Ollenberger, ASCT.**
Manager of Infrastructure Development


Reviewed by: **Patrick Hlavac-Winsor, JD, MBA**
General Counsel and Executive Director, Legislative Service

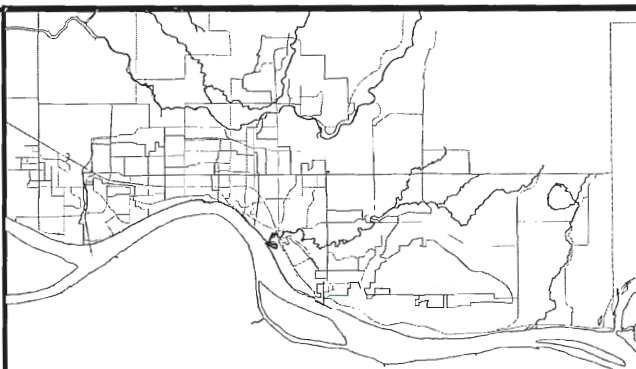
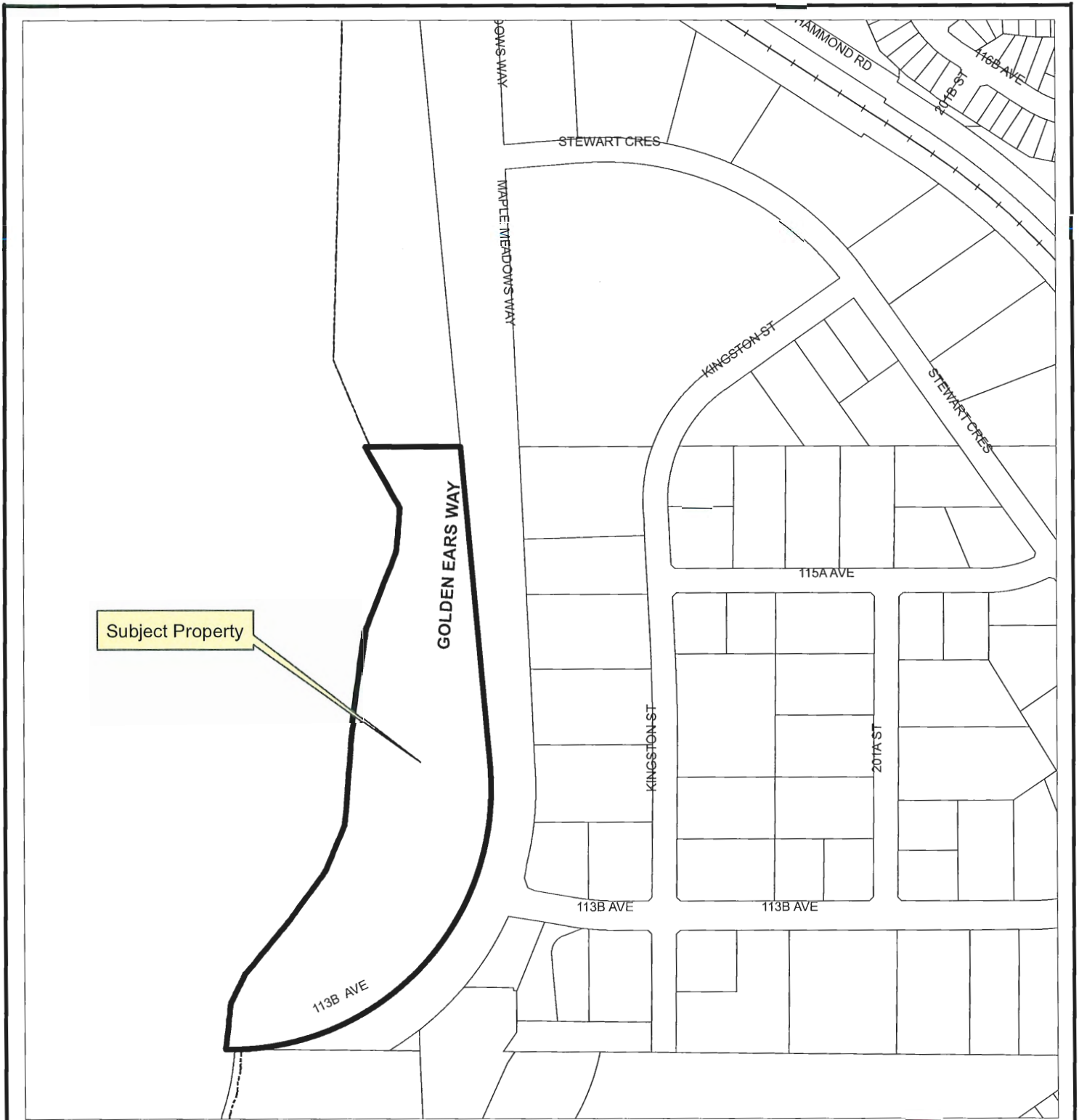

Reviewed by: **Forrest Smith, P.Eng.**
Director of Engineering


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


Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:

- (A) Dedicated Park Land Location Map
- (B) Sketch of proposed Statutory Right-of-Way



Dedicated Park Land Location Map

ENGINEERING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: Subject Map
DATE: May 9, 2022

BY: RO

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER PART OF DEDICATED PARK AND DEDICATED ROAD WITHIN DL 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 63221

B.C.G.S. 926.027
FOR SEWERAGE AND DRAINAGE PURPOSES

LEGEND

ha DENOTES HECTARES



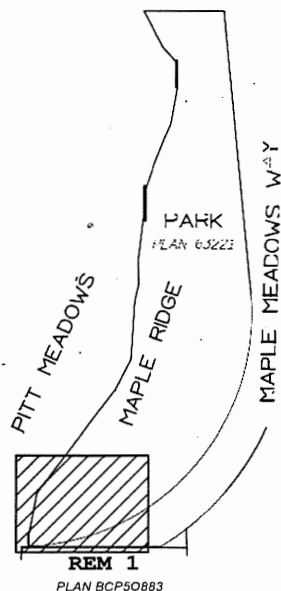
SCALE 1 : 500

0 10 20 30
ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 432mm in width
560mm in height (C size) when plotted at a scale of 1:500.

KEY PLAN

<NOT TO SCALE>



3
PLAN LMP5 2636

PARK
PLAN 63221

SPW PLAN 64503

AREA
WITHIN PARK
= 757.0m²

AREA
WITHIN
ROAD
= 294.1m²

REM 1
PLAN 6450483

A
PLAN EPP96474

INTEGRATED SURVEY AREA No. 36, MAPLE RIDGE

This plan is based on the following
Land Title and Survey Authority of BC records:

SUBDIVISION PLAN 63221

11, Adam Fulkerson, B.C.L.S. 908
29th day of November, 2021.

Astronomic bearings are derived from Plan 63221

This plan shows horizontal ground-level distances unless otherwise
specified. To compute grid distances, multiply ground-level
distances by the average combined factor of 0.9996103, which
has been derived from control monument 85H0632.

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

TARGET
LAND SURVEYING
S U R V E Y B.C.
604-563-6161

FILE: 7686 - 21 - EXP

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: June 21, 2022
FILE NO: 11-5255-40-239

FROM: Chief Administrative Officer

MEETING: CoW

SUBJECT: Award of Contract ITT-EN22-19: 223 Street Road Improvements and Watermain Replacement

EXECUTIVE SUMMARY:

The purpose of this report is to obtain Council approval to award the 223 Street Road Improvements and Watermain Replacement construction contract to Drake Excavating (2016) Ltd. in the amount of \$802,815.00 excluding taxes.

The project generally consists of upgrading 223 Street, between North Avenue and the Haney Bypass, to an urban standard, including road widening, pedestrian facilities, street trees, and watermain replacement.

The roadway along this section varies in width and is built out to a historic cross-section without curbs or sidewalks. The proposed works will update the cross-section to meet the City's current local urban design criteria. The project will also include water infrastructure improvements by replacing an aging watermain from North Avenue to the Haney Bypass.

This project supports Council's Strategic Plan to manage municipal infrastructure to accommodate future developments and growth in accordance with the OCP. These upgrades are included in the approved 2022 Financial Plan, supported by the current Strategic Transportation Plan and the procurement process was consistent with the City's Procurement Policy.

An invitation to Tender for the project was issued on May 5, 2022 and closed on June 1, 2022. Four bids were received and the lowest compliant bid was submitted by Drake Excavating (2016) Ltd. (Drake) in the amount of \$802,815.00 (excluding taxes). A \$80,000.00 contract contingency is recommended to address any unforeseen circumstances, however will only be used if required.

ISL Engineering and Land Services Ltd. (ISL) is the City's engineering consultant retained to complete the design phase of the project. In awarding the construction and given the scope of the project, the recommendation is to utilize ISL for contract administration and inspection during the construction phase.

There are sufficient funds in the 2021/2022 budget under LTC No. 021049 to complete this project.

RECOMMENDATION:

That Contract ITT-EN22-19: 223 Street Road Improvements and Watermain Replacement, be awarded to Drake Excavating (2016) Ltd. in the amount of \$802,815.00 excluding taxes; and

That a construction contingency of \$80,000.00 be approved to address potential variations in field conditions; and further

That the Corporate Officer be authorized to execute the contract.

DISCUSSION:

a) Background Context:

The project generally consists of upgrading 223 Street, between North Avenue and the Haney Bypass, to an urban standard, including road widening, pedestrian facilities, street trees, and watermain replacement.

The roadway along this section varies in width and is built out to a historic cross-section without curbs or sidewalks. The proposed works will update the cross-section to meet the City's current local urban design criteria. The project will also include water infrastructure improvements by replacing an aging watermain from North Avenue to the Haney Bypass.

This work supports the City's Official Community Plan and is aligned with the current Strategic Transportation Plan.

Tender Evaluation

An invitation to Tender was issued on May 5, 2022 and closed on June 1, 2022. Four compliant bids were received and are listed below from lowest to highest price. The lowest compliant bid was submitted by Drake Excavating (2016) Ltd. in the amount of \$802,815.00 (excluding taxes).

	Tender Price (excluding taxes)
Drake Excavating (2016) Ltd.	\$ 802,815.00
1336238 BC Ltd. dba Cancon Construction	\$ 867,160.00
Clearway Construction Ltd.	\$ 968,977.30
RTR Terra Contracting Ltd.	\$1,265,053.66

The range of prices received indicate a competitive environment and a fair market value for the project. The tendering process was compliant with the City's Procurement Policy. Drake has completed similar work for the City previously and reference checks with other municipalities confirm they are qualified to complete the work.

b) Desired Outcome:

The desired outcome is to provide a safe and comfortable corridor, aligned with our urban road design criteria, to meet the needs of the community while also improving the functionality and overall safety of the local road in the City.

c) Strategic Alignment:

This project supports Council's Strategic Plan to manage municipal infrastructure to accommodate future developments and growth in accordance with the OCP. These upgrades are included in the approved 2022 Financial Plan and supported by the current Strategic Transportation Plan.

d) Citizen/Customer Implications:

Construction will commence shortly after the project is awarded and is anticipated to be completed within two months. The impact to local traffic and residents in the neighbourhood will be minimized as much as possible. 223 Street will remain open to general traffic throughout construction and access to Beckett Park will be accommodated. There will be an approved traffic management plan and traffic control personnel will be provided when required. Work on roadways or interruptions to traffic will be prohibited during peak traffic periods from 6:00 am to 9:00 am and 3:00 pm to 6:00 pm. Single-lane alternating traffic will be maintained at all times unless approved otherwise in the traffic management plan.

The general public will be informed of the construction progress through the City's website, social media sources and correspondence by mail to residents that live on the corridor.

e) Interdepartmental Implications:

The Engineering, Engineering Operations, and Parks, Recreation and Culture Departments have provided input during the design process.

f) Business Plan/Financial Implications:

The project is funded through a combination of Development Cost Charges (DCCs), and the General Capital and Water Fund. There are sufficient funds in LTC No. 021049 to complete this project.

The projected expenditures (excluding taxes) are within the existing approved budget and are as follows:

Project Expenditures (Excluding Taxes):

Expenditures to Date (Detailed Design)	\$ 18,470.00
Consultant Construction Services – ISL Engineering and Land Services Ltd.	\$ 33,003.00
Construction Contract – Drake Excavating (2016) Ltd.	\$ 802,815.00
Contract Contingency	\$ 80,000.00
Total Projected Cost	\$ 934,288.00

Project Funding Sources:

General Capital Fund	\$ 328,282.00
Development Cost Charges	\$ 321,718.00
Water Capital Fund	\$ 450,000.00
Total Funding Sources	\$ 1,100,000.00

CONCLUSION:

The 223 Street Road Improvements and Watermain Replacement project is included in the City's approved Financial Plan and will upgrade the roadway to a local urban cross-section. This work generally consists of upgrading 223 Street, between North Avenue and the Haney Bypass, to an urban standard, including road widening, pedestrian facilities, street trees, and watermain replacement.


The tender price of \$802,815.00 (excluding taxes) by Drake Excavating (2016) Ltd. is the lowest compliant tendered price. It is recommended that Council approve the award of the contract to Drake Excavating (2016) Ltd., and that a contract contingency of \$80,000.00 be approved.




Prepared by: **Bradley Romeo**
Acting Manager of Design & Construction



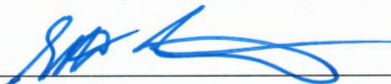
Financial: **Trevor Thompson, BBA, CPA, CGA**
Concurrence: **Director of Finance**



Reviewed by: **Forrest Smith, P.Eng.**
Director of Engineering

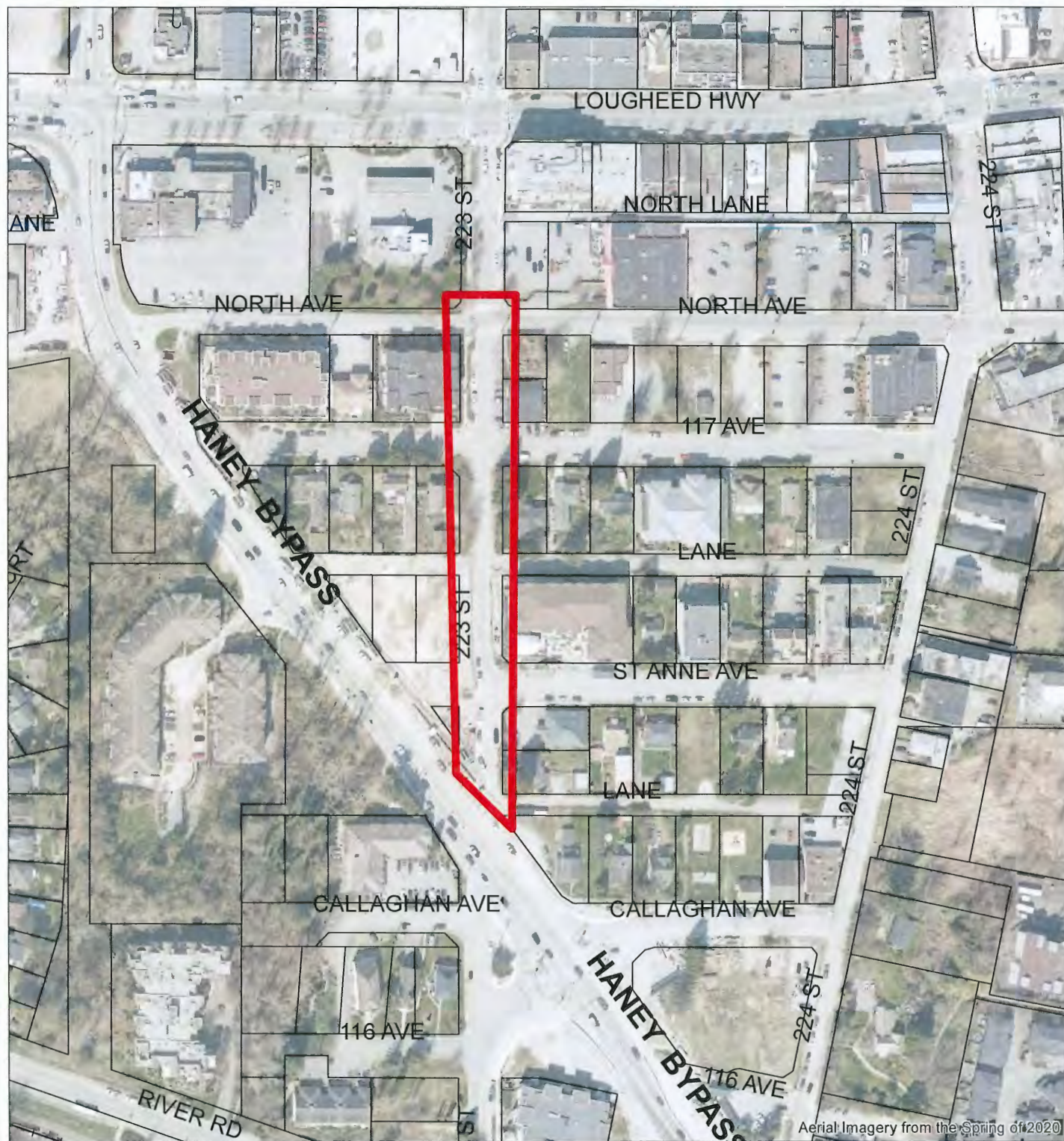


Approved by: **David Pollock, P.Eng.**
General Manager Engineering Services



Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:
(A) Map



Scale: 1:2,500



223 Street Road Improvements and Watermain Replacement

ENGINEERING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

DATE: Jun 10, 2022

BY: BR

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: 21-June-2022

FILE NO: 05-1880-20

FROM: Chief Administrative Officer

MEETING: CoW

SUBJECT: Fee for Service Policy Framework

EXECUTIVE SUMMARY:

On April 25, 2022, the Audit & Finance Committee (AFC) reviewed proposed changes to Policy No. 5.49 Financial Support Process and Policy No. 5.56 Community Grants. The AFC also reviewed draft Policy No. 5.60 Fee for Service Agreements and provided feedback to be incorporated into the draft policy. The AFC recommended that the revised policies and the draft policy, incorporating their feedback, be forwarded to Council for consideration. The report to the AFC and the revised policies are attached to this report.

RECOMMENDATION:

That Policy No. 5.49 Financial Support Process be amended as attached to the Council report dated June 21, 2021; and

That Policy No. 5.56 Community Grants be amended as attached to the Council report dated June 21, 2021; and

That Policy No. 5.60 Fee for Service Agreements be adopted; and

That Policy No. 4.15 Partnership Agreements – Leases and Fee for Service Proposals be rescinded.

DISCUSSION:

a) Background Context:

In June of 2021 the Audit & Finance Committee (AFC) supported a series of recommendations to update the Financial Support Process Policy No. 5.49, the Community Grants Policy No. 5.56 and to draft a new policy to address Fee for Service Agreements. It was further recommended that the Partnership Agreements – Leases and Fee-for-Service Proposals Policy No. 4.15 be rescinded. The Committee reviewed the outcomes of this work at their meeting of April 25, 2022 and after providing feedback to expand the language relating to termination clauses in the draft Fee for Service Policy, directed that the policies be brought forward to Council for consideration.

Attached to this report as Appendix "A" is the report to the AFC dated April 25, 2022 which details the original recommendations and the outcomes of the subsequent work and includes the policies with the recommended changes. Draft Policy 5.60 Fee for Service Agreements reflects the feedback from the AFC, with the language relating to termination clauses expanded in consultation with the City's Legal Counsel.

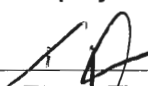
b) Desired Outcome:

The recommended changes to Policy No. 5.49 & Policy No. 5.56 combined with a new policy framework guiding Fee for Service Agreements will ensure the City has a consistent and transparent approach when considering the provision of financial support to qualifying organizations seeking funding from the City.

CONCLUSION:

Staff are recommending the adoption of this policy framework, recognizing that it will strengthen existing processes and ensure a consistent and transparent approach to the provision of financial support by the City.


Prepared by: **Catherine Nolan, CPA, CGA**
Deputy Director of Finance


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


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

Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:

(A) Report to AFC dated April 25, 2022 Fee for Service Agreements



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Fee for Service Policy Framework

MEETING DATE: April 25, 2022
FILE NO: 05-1880-20
MEETING: Audit & Finance

EXECUTIVE SUMMARY:

In June of 2021, the Audit & Finance Committee reviewed a report outlining proposed revisions to existing policies that guide the City's Financial Support Process and Community Grants. Also presented was a policy framework to guide Fee for Service Agreements. This report brings forward revised policies and a draft Fee for Service Policy for discussion and seeks direction to forward the material to an upcoming Committee of the Whole meeting.

RECOMMENDATION:

That the attached revised policy No. 5.49 Financial Support Process; revised policy No. 5.56 Community Grants and the draft policy No. 5.60 Fee for Service Agreements be forwarded to an upcoming Committee of the Whole meeting, and

That the Audit & Finance Committee recommend Policy No. 4.15 Partnership Agreements – Leases and Fee for Service Proposals be rescinded.

DISCUSSION:**a) Background Context:**

In June of 2021, staff brought a report to the Audit & Finance Committee recommending changes be made to the policy framework related to the provision of financial support provided by the City to local Not for Profit and other external agencies. The recommended changes were supported by the Committee and staff are now bringing back the revised policies and a draft policy guiding Fee for Service agreements attached to this report as appendices A, B, and C. The following summarizes the original recommendations and the work that was done:

Policy No. 5.49 Financial Support Process

Recommendation	Outcome
Refine the definitions for both Grants and Fee for Service Agreements to better clarify the differences between each funding mechanism.	Further consideration suggested that as Policy No. 5.49 guides the process of deciding which policy a request for financial support should be evaluated against that it made most sense to include those definitions in the specific policies. As a result, the definitions for Grants and Fee for Service Agreement have been deleted from this policy. A definition of financial support was added as that is the subject of Policy No. 5.49.

Update the decision trees attached to the Policy to clarify intent and update references to refer to current organizational structure and policies.	Decision Tree "A" has been updated as recommended. Further review suggested that decision streams related to ongoing operational funding and downloading could be treated as one and consequently they have been combined. Staff also felt that rather than having a decision tree in this policy outlining overarching evaluation criteria, that it made the most sense to embed evaluation criteria in each policy to capture the unique attributes of each financial support process.
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Policy No. 5.56 Community Grants

Recommendation	Outcome
Update the eligibility criteria.	The eligibility criteria has been updated to eliminate the point that organizations denied a permissive tax exemption will be eligible to apply a community grant. Such groups will be able to apply for a Community Grant if they meet the eligibility criteria.
Update the evaluation criteria to refer to Council's strategic priorities.	Updated as recommended.
Include language to require repayment of grant funding if the recipient is unable to use the funding as outlined in the application.	The application form has been updated to include this language.
Update reporting requirements.	The requirement for recipients of community grant funding to report back was removed. Staff are of the opinion that imposing additional reporting requirements is overly onerous.
	The definition of Community Grant was updated to specify that funding under this policy was for a one-time request.
	The definition of Community Grant Review Committee was amended to refer to a Community Grant Review Panel and to remove some of the specificity of the original definition.

Policy No. 5.60 – DRAFT Fee for Service Agreements

Recommendation	Outcome
Incorporate eligibility criteria.	Included in draft policy
Links to Council's strategic priorities.	Included in the eligibility criteria
Evaluation criteria.	Included in draft policy
Duration of agreements.	Agreement terms were defined as more than one year and not exceeding five years.
Termination clause.	The draft policy specifies that Fee for Service agreements will contain a provision that allows either party to the agreement to end the agreement early either under certain conditions or with the provision of a predetermined notice period.

Accountability mechanisms.	Reporting requirements to be incorporated into Fee for Service agreements
Council approval of initial funding and subsequent renewals.	The draft policy stipulates that Council must approve entering into a Fee for Service agreement and any subsequent renewals.

The June 2021 report also recommended that Policy No. 4.15 Partnership Agreements – Leases and Fee for Service Proposals be rescinded. This policy from 1998 is tailored to the Parks, Recreation & Culture operations. Staff are of the opinion that the preferred approach is to have a policy framework that encompasses the organization as a whole. Policy No. 4.15 is included as Attachment D to this report.

b) Desired Outcome:

The hoped-for outcome of this process is an updated policy framework that will guide the provision of financial support in the City in an open and transparent manner.

c) Interdepartmental Implications:

The attached policy framework will guide the development of Fee for Service agreements across the organization. The draft policy was reviewed with departments that currently manage agreements with local community groups in order to ensure the provisions in the draft policy were operationally feasible.

CONCLUSION:

Staff are recommending that the revised policies guiding the City's Financial Support Processes, Community Grants, and the draft policy guiding Fee for Service Agreements be forwarded to an upcoming Committee of the Whole meeting for consideration. Staff are further recommending that Policy No. 4.15 be rescinded.



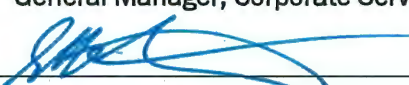
Prepared by: Catherine Nolan, CPA, CGA
Deputy Director of Finance



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



Approved by: Christina Crabtree
General Manager, Corporate Services

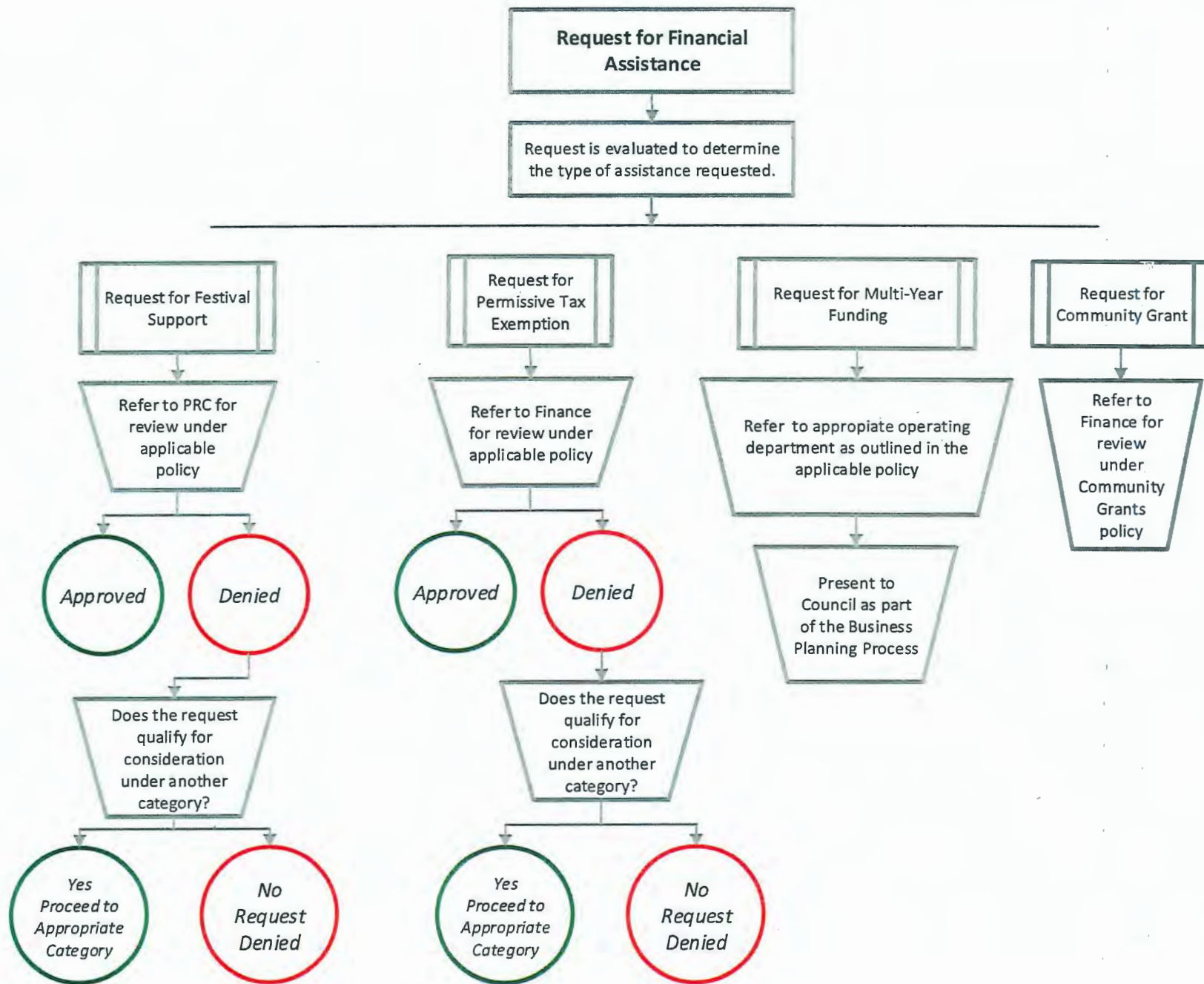


Concurrence: Scott Hartman
Chief Administrative Officer

Attachments:

- (A) Policy No. 5.49 Financial Support Process Policy
- (B) Policy No. 5.56 Community Grants Policy
- (C) Policy No. 5.60 DRAFT Fee for Service Agreements
- (D) Policy No. 4.15 Partnership Agreements – Leases and Fee for Service Proposals

Title: Financial Support Process		Policy No.: 5.49 Supersedes: NEW
Authority: Legislative <input checked="" type="checkbox"/> Operational <input type="checkbox"/>		Effective Date: March 26, 2003
Approval: Council <input checked="" type="checkbox"/> CMT <input type="checkbox"/> General Manager <input type="checkbox"/>		Review Date:
Policy Statement: Requests for financial assistance <u>support by local not-for-profit organizations</u> will be directed to the appropriate operating department for evaluation against existing applicable policies, <u>using the attached decisions trees.</u> The results of these evaluations will be presented to Council as part of the <u>regular business planning process outlined in the applicable policies or as part of the regular annual business planning process.</u>		
Purpose: Requests for financial support should be evaluated using <u>the merits of a business case and a standard process</u> to ensure the best use is made of available budget dollars earmarked for such community support.		
Definitions: Grant: <u>Temporary assistance provided to an organization, to be reviewed annually.</u> Fee for Service Agreement: <u>An agreement between the municipality and an organization that specifies what the organization will accomplish in return for the financial support it receives.</u> Local Not-for-Profit Organization: <u>Means a society incorporated under the BC Society Act or a Registered Charity with the Canada Revenue Agency.</u> Financial Support: <u>Financial assistance provided to an organization either through an exemption from certain fees or property taxes or through the provision of funding for one-time purposes or the delivery of services over time.</u>		
Key Areas of Responsibility		
Action to Take	Responsibility	
<u>Evaluate request for financial support against applicable policy</u>	<u>Appropriate department</u>	
<u>Bring forward to Council as outlined in policy or as part of Business Planning</u>	<u>Appropriate department</u>	





mapleridge.ca

POLICY MANUAL

Title: Community Grants		Policy No : 5.56 Supersedes: New
Authority: <input checked="" type="checkbox"/> Legislative <input type="checkbox"/> Operational		Effective Date: February 27, 2013 Review Date: February 2014
Approval: <input checked="" type="checkbox"/> Council <input type="checkbox"/> CMT <input type="checkbox"/> General Manager		
Policy Statement: Council's vision for a safe and livable community is supported by a network of organizations that contribute to the wellness and vitality of the community. Funding will be allocated to the Community Grants program as part of the District's <u>City's</u> business planning process and <u>Community Grants will be</u> awarded to organizations that provide valuable community services in support of Council's objectives <u>strategic priorities</u> .		
Purpose: It is recognized that community organizations contribute significant value to the community <u>greatly to the quality of life for citizens and the community</u> . The purpose of this policy is to establish open and transparent guidelines for the evaluation and distribution of Community Grants, respecting the limited financial resources available for this purpose.		
Definitions: <u>Community Grant:</u> One time funding provided to a local non-profit organization for a project or event that meets the eligibility criteria outlined under <u>Eligible Requests</u> . <u>Community Grant Review Committee</u> Panel: refers to a committee panel of four staff members including representatives from Administration, Finance and Community Development, Parks and Recreation, that evaluates The work of the committee is to evaluate grant requests against <u>policy</u> Council's guidelines and provide Council with recommendations for allocating the annual community Community grant Grant budget <u>Budget</u> . Eligible Requests: The following requests, submitted on a completed application with financial statements from the most recently completed fiscal year, would be eligible for funding from the Community Grant Program: <ul style="list-style-type: none"> ➤ requests to fund one-time items or events, or ➤ requests for bridge funding while an organization works to secure long-term stable funding, or ➤ requests that will allow a community group to leverage additional funding from other agencies, or ➤ organizations denied a permissive tax exemption will be eligible to apply for a community grant or 		

- requests for services that are not duplicated in the private sector
- Citizens of Maple Ridge are the primary beneficiaries of services provided by the local non-profit organization.

Strategic Priorities: Priorities as outlined in the current Strategic Plan.

Evaluation Criteria: The following criteria will be used to evaluate grant requests:

- The organization is a registered not-for-profit or charitable community organization based in Maple Ridge that has been in operation for more than one year
- ~~The purpose of the grant request is consistent with the District's Vision Statement~~Council's Strategic Priorities
- The proposed service, project or event supports one or more of the following Council Key Strategies for a safe and livable communityStrategic Priorities:
 - ~~Strive for quality of life and independence by citizens.~~
 - ~~Develop and implement preventative as well as reactionary plans to address the impacts of emerging issues on the local community and citizens~~
 - ~~Encourage active and healthy living among citizens~~
 - ~~Encourage a strong sense of community by providing citizens with opportunities to connect~~
 - Community Safety
 - Community Pride & Spirit
 - Natural Environment
- The citizens of Maple Ridge are the primary beneficiaries of the services provided by the organization
- The proposed service, project or event will be sustainable past the support of the grant funding
- The organization has a proven track record of working collaboratively with other community partners

Key Areas of Responsibility

Action to Take

1. Review grant applications received
2. Prepare report to Council
3. Authorize distribution of Community Grants
4. Distribute grants
5. Report back

Responsibility

Review ~~committee~~panel
Review ~~committee~~panel
Council
Finance
Recipient

Title: Fee for Service Agreements		Policy No.: 5.60
Authority: Legislative <input checked="" type="checkbox"/> Operational <input type="checkbox"/>		Supersedes: New
Approval: Council <input checked="" type="checkbox"/> CMT <input type="checkbox"/> General Manager <input type="checkbox"/>		Effective Date:
		Review Date:
Policy Statement: The City will consider entering into Fee for Service Agreements with Local Not-for-Profit Organizations for the provision of services that are the responsibility of local government, are aligned with Strategic Priorities and are not duplicated in the private sector. Any funding provided under a Fee for Service Agreement may only be used as outlined in the Fee for Service Agreement unless expressly approved by the City.		
Purpose: The purpose of this policy is to establish the criteria that will be used to evaluate the feasibility of entering into Fee for Service Agreements with local Not-for-Profit organizations for the provision of services aligned with Strategic Priorities.		
Definitions: Approval by Council: Council must approve entering into a Fee for Service agreement, and must approve any subsequent renewals of the agreement. Fee for Service/Operating Agreement: A multi-year agreement between the City and a Local Not-for-Profit organization for the provision of services that specifies what the organization will accomplish in return for the financial support it receives, and outlines annual reporting requirements. Local Not-for-Profit Organization: A society incorporated under the BC Society Act or a Registered Charity with the Canada Revenue Agency. Strategic Priorities: The key priorities of the City as outlined in the current Strategic Plan. Term: A Fee for Service Agreement will have a term of more than one year and not exceeding five years. Renewal Term: A Fee for Service Agreement may include options to renew the agreement, with each renewal option not to exceed the length of the original term. After two renewal terms, the City will consider conducting a procurement process to seek alternate service providers.		

Termination Clause: Fee for Service Agreements will include a provision that offers either party an option to end the agreement early (and without incurring liquidated damages) in the event of any of the following:

- a fundamental breach of an obligation by one party to the other under the terms of the Fee for Service Agreement;
- upon the commencement of any claim, demand, action, causes of action, including, but not limited to, seeking a remedy of specific performances, or injunction by a part to a Fee for Service Agreement made or brought against the City;
- when a party becomes bankrupt, is no longer a going concern, is dissolved, or is no longer in good standing;
- the party assigns the Fee for Service Agreement to another party without the consent of the City, which may be arbitrarily denied at the City's sole discretion;
- if a party issues notice of early termination in accordance with a predetermined notice period;
- a party is grossly negligent, engages in willful misconduct or illegal act in contravention of federal or provincial laws, or conduct contrary to City bylaw or policy.

Eligibility Criteria: A qualifying local not-for-profit organization seeking to enter into a fee-for-service agreement with the City will be considered eligible if the service(s) they are seeking funding for supports the advancement of one or more Strategic Priorities, are the responsibility of local government and the proposed services are not in direct competition with those offered in the private sector. Additionally, requests that facilitate innovation will be considered.

Evaluation Criteria: requests to enter into Fee for Service Agreements will be evaluated using the following criteria:

- Is the organization a local not-for-profit organization as defined in this policy?
- Does the proposed service advance one or more Strategic Priority?
- Does the proposed service facilitate innovation?
- Is the proposed service the responsibility of local government?
- Are the proposed services in direct competition with those offered in the private sector?
- Are municipal resources required to deliver the service(s)?
- Is the proposed service a higher priority than other unfunded services?
- Does the organization have the required knowledge, skills and abilities and resources to deliver the proposed services?
- Are there efficiencies to be gained by partnering with the organization?
- Does the organization have a proven track record of cooperation with other community partners?

Key Areas of Responsibility	
Action to Take	Responsibility
Review and evaluate request for multi-year funding for service provision.	Most appropriate operating department
If there is a business case to support the request for funding identify an available funding source or prepare an incremental request for consideration during business planning.	Operating department & Finance
Prepare a report to council outlining recommendation(s)	Operating department

Subsequent to Council approval, establish agreement, including reporting requirements and termination clause.	Operating department
Monitor agreement	Operating department



*Deep Roots
Greater Heights*

DISTRICT OF MAPLE RIDGE

TITLE: PARTNERSHIP AGREEMENTS – LEASES AND FEE-FOR-SERVICE PROPOSALS
POLICY NO. 4.15
APPROVAL DATE: February 24, 1998

POLICY STATEMENT:

All proposals for partnership agreements with the municipality involving leasing land or facilities or fee for service contracts will be reviewed in accordance with guidelines established for that purpose.

PURPOSE:

The purpose of this policy is to ensure fair and consistent treatment of proposals made to the municipality by businesses, agencies or community groups.

DEFINITIONS:

The policy should be applied to proposals initiated by the municipality itself as well as to those proposals initiated by others.

REFERENCE:

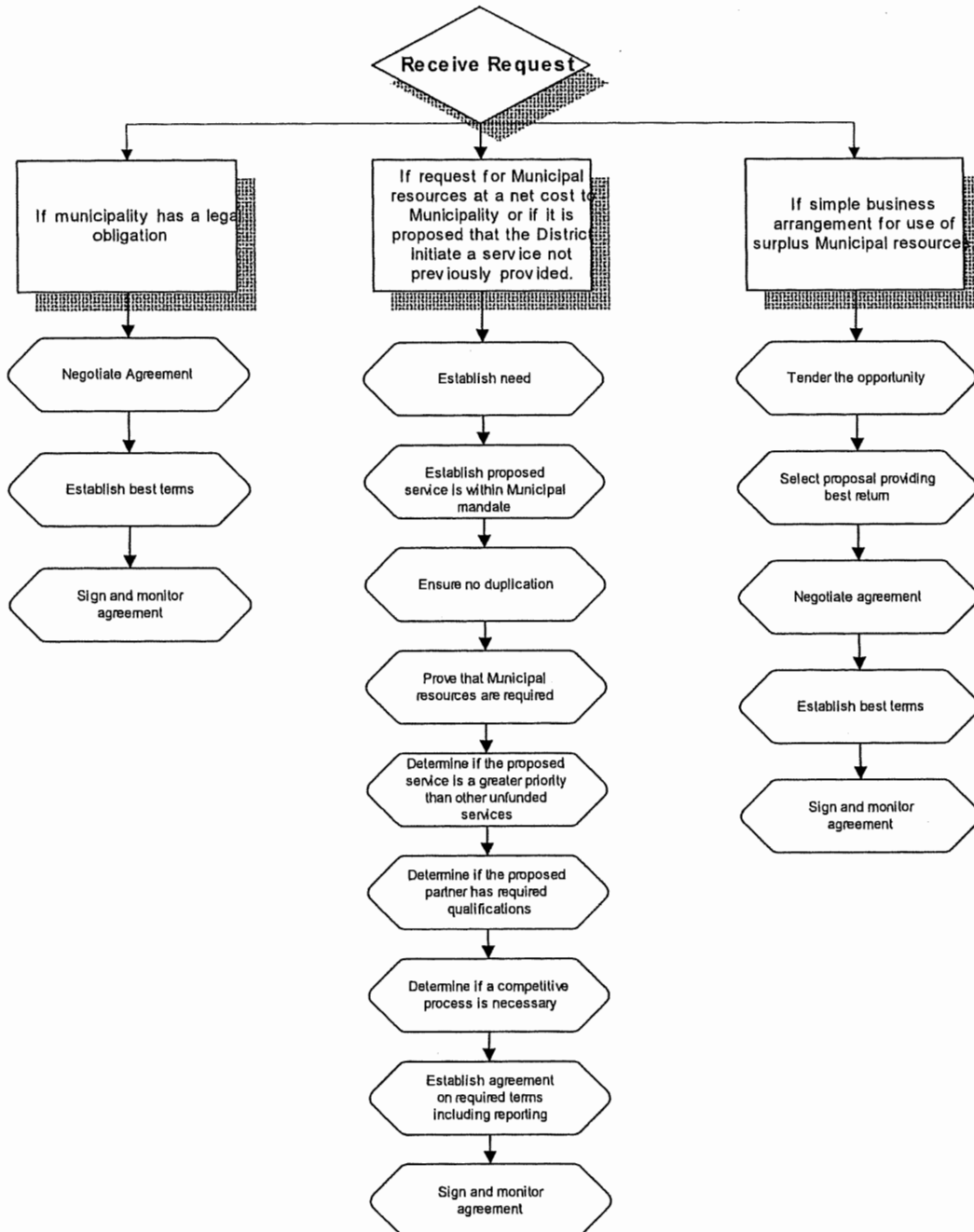
Guidelines for Municipal Partnerships (attached)

Guidelines for Municipal Partnerships

PURPOSES:

The purpose of these guidelines is to ensure the fair and consistent treatment of proposals received by or initiated by the Municipality for partnering with "not for profit" groups, agencies, or businesses. For the purpose of these guidelines, partnerships are identified as those relationships which result in the Municipality entering into a lease or fee for service agreement with a "not for profit" community group, an agency, or a business for the ongoing provision of a community service.

Decision Steps:



1. Receive a written request/proposal from a group to partner with the municipality.
2. If the request is for a renewal or formalization of an existing arrangement, review the history of the relationship with the municipality to determine any legal obligations the municipality may have as a result of previous council decisions. If there are legal obligations, develop the required documentation to define and implement the agreement.
3. If the request is for a new agreement or relationship not previously entered into by the municipality for a simple business relationship for use of surplus municipal resources (i.e. such as the rental of surplus land for a commercial purpose) which does not require a municipal contribution to meet a demonstrated community need, then establish fair market value for the resource and provide others with a competitive opportunity to use the resource. Once the opportunity has been advertised and bids have been received on a competitive basis, complete the analysis, selection and final negotiation. If it is established that a service is viable as an independent business, the municipality should determine the fair market value of the resources the municipality is being asked to commit and ensure that this return is achieved. Anything less than fair market value should not be considered (to ensure other similar businesses not utilizing municipal resources are not undermined by unfair competition.)
4. If the request is for a contribution of municipal resources at a net cost to the municipality such as a lease of land at rates below market value or the delivery of a public service:
 - a) **Establish the degree of need in the community for the service.** Critical questions to establish need include determining the number of residents who will benefit directly and indirectly over the time of the agreement along with any background reports which document the need. If an acceptable level of need is established, proceed to the next test.
 - b) **Establish if the proposed service fits within the municipal government mandate.** Critical questions to be asked to establish the appropriateness for municipal involvement include determining whether there will be an indirect benefit to all residents (regardless of their direct participation) and whether or not the Municipal Act mandates the municipality to participate in or support the provision of the service. Another question related to the appropriateness of municipal involvement and the relative priority of providing the requested support is the degree to which the proposed service meets established municipal goals and objectives. If it is determined that the municipality has a mandate to become involved, proceed to the next test.
 - c) **Establish whether or not other local agencies or businesses are already successfully meeting the needs.** If there are qualified agencies or businesses who are coming close to meeting the need, the proponent should be asked to explore specific service gaps with them to determine if those needs which remain unmet can be addressed by the existing group. If so, acknowledge that municipal resources are not required to meet the need and proceed no further. If no business, agency or group is qualified or able to meet the need, proceed to the next test. With respect to the required qualifications, refer to Paragraph (g) below for the list of qualifications for not for profit groups. The qualifications for commercial businesses include a requirement that the business in question hold a valid business license, has the verifiable capability to follow through with the work to the required standard.

- d) **Establish the degree to which municipal support/subsidy is required for the service to be viable and accessible to the general public.** A long-term operational plan and budget (three to five years) supported by comparisons to other similar services provided in other communities (including an indication of the municipal support provided in those communities) should be obtained to prove the service would not otherwise be viable and to prove the requirement for municipal support. A long-term budget should also identify the resources typically available through user fees and other sources of revenue. The municipality should establish the degree of support required to provide the proposed service by analyzing the operating budget in detail. For example, if a not for profit group has agreed to raise the required funding to build the facility, they require and they agree to cover all the operating costs, the municipality may determine it is appropriate to contribute the land at little or no cost and, possibly, the long-term major mechanical and structural repairs. If it is established the revenue potential of a required service is extremely limited, the municipality may determine that an even greater degree of support should be provided (such as the Maple Ridge Museum.) In these cases it may well be determined that providing the service through a not for profit organization is preferable and more cost-effective than providing the service directly through the municipal work force. Once the required degree of support is defined (in a municipal budget if necessary), proceed to the next test.
- e) **Establish that the proposed service is a greater priority than other unfunded services considered by the municipality.** Despite the justification for supporting a proposed service sufficient funding may not be available to provide the required level of support. The municipality should ensure that such requests are considered at the same time as other requests to ensure that the available funding is used to support the service which is determined to have the highest priority. A ranking exercise should be undertaken to establish the relative priority of all requests. If the proposed service enjoys a sufficiently high ranking and it is established that the required resources are available, then proceed to the next test.
- f) **Establish that the proponent being considered has the required qualifications.** For example, a not for profit group should prove that it is registered and in good standing with the registrar. The group should also prove that its constitution and bylaws are acceptable. The conditions of acceptance should include a requirement that a majority of the group's members are local residents, that membership is open to all residents of the appropriate age, that the group's Board of Directors is elected by the members on a regular cycle, that there is a limit on the number of terms a board member can serve, that the group's assets on dissolution will go either to another similar organization located in the municipality or to the municipality itself, and that the purposes of the organization as described in its constitution match the contract being entered into with the municipality. Commercial businesses should only be considered for partnering if they hold a valid business licence, can demonstrate through references, certification and current or recent performance and/or credit reviews and/or bonding that they have the capability of carrying out the proposed contractual obligations. The qualification should be required in advance of the submission of a bid for a contract. Once a group proves it is qualified, proceed to the next test.

- g) **Establish if a competitive process is necessary to ensure the most deserving proponent is awarded the partnership.** A competitive process may not be appropriate for not for profits such as neighbourhood associations wishing to build facilities on municipal land to serve the needs of their specific neighbourhood populations (since there are no other neighbourhood groups serving their neighbourhood). Other examples of not for profit groups which should not be required to compete for a limited resource might include the Historical Society preserving an important heritage building for a municipal museum, or a new volunteer group established specifically by the municipality to operate a facility or provide a needed service because a suitable organization did not previously exist. Examples of proposals which should be made competitive include those in which the proponents wish to partner with the municipality in order to meet their specific goals which are distinct from the municipality's public service goals. For example, a church group wishing to construct a facility on municipal land with the dual purpose of a church and a public assembly area when it is not in use as a church, should compete with others for the opportunity to use the municipal land. They should do so since it is not within the municipal mandate to support church facilities at anything other than fair market cost. What the municipality will receive in return for use of the municipal land should be assessed against the fair market rent a land lease would generate. Qualified commercial groups should compete for opportunities to partner with the municipality given their profit motive. Sole source negotiations with potential commercial partners should only take place where the partner is the only provider of an essential aspect of the service. When this approach is taken, care must be taken to ensure fair value is achieved by the municipality. A third party evaluation may be required to establish that "fair value" has been achieved. Once an appropriate level of competition has been carried out and a proponent is being considered, proceed to the next test.
- h) **Establish agreement on the required terms of the contract.** All of the standard lease requirements must be included where leasing is involved, such as sufficient insurance coverage naming the municipality as an insured party, re-entry on default, lien protection, inspection, defined uses and services, reporting requirements on activities and the provision of independently prepared or audited annual financial statements to the municipality. The length of term of the agreement and the conditions under which the agreement can be terminated must also be established and will vary depending upon the initial capital investment made by the municipality's partner. A group or company which raises the majority of the funding to build a facility will require a long-term lease or series of options to renew which total the life expectancy of the building to justify their efforts. Conversely, a group which contributes very little capital will not require a lengthy term to make their investment of volunteer time worthwhile. All agreements should include reference to a minimum standard of service which is acceptable to the municipality.
- i) **Once the required terms are agreed upon, adopt the required bylaws, sign and monitor the agreement.**

TO: His Worship Mayor Michael Morden
and Members of Council
MEETING DATE: June 21, 2022
FILE NO: 05-1880-20
FROM: Chief Administrative Officer
MEETING: C o W
SUBJECT: 2021 Annual Report and 2021 Statement of Financial Information

EXECUTIVE SUMMARY:

The 2021 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 2021 Audited Consolidated Financial Statements. These statements were presented to Council at the May 3, 2022 Committee of the Whole meeting and Council passed a resolution formally accepting the statements at the May 10, 2022 Council meeting. The 2021 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-one 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 Chief Financial Officer.

RECOMMENDATION:

That the 2021 Annual Report be received as required by the Community Charter, and

That the 2021 Statement of Financial Information be approved as required by the Financial Information Act.

DISCUSSION:

The 2021 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 2021 fiscal year. The report was made available for public inspection on June 13, 2022 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 28, 2022.

The City of Maple Ridge has been a recipient of the Canadian Award for Financial Reporting for the past thirty-one 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 2021 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, 2022.

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 2021 Audited Consolidated Financial Statements was provided at the May 3, 2022 Committee of the Whole meeting and Council passed a resolution formally accepting the statements at the May 10, 2022 Council meeting.

The Statement of Financial Information is attached and the Annual Report is available for viewing on the City of Maple Ridge website.



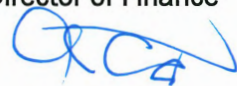
Prepared by: **Trevor Hansvall, CPA**
Accountant 1



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



Concurrence: **Scott Hartman**
Chief Administrative Officer

City of Maple Ridge

Statement of Financial Information

2021



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May 26, 2022

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.

A handwritten signature in black ink, appearing to read 'C. Nolan'.

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 2021 Consolidated Financial Statements** The statements are prepared in accordance with generally accepted accounting principles and include the accounting policies followed in preparing the financial statements.
- **The 2021 Schedule of Guarantee and Indemnity Agreements** includes a list of financial guarantees and indemnity agreements in force at December 31, 2021. The list includes the names of the entities and the amount of money involved.
- **The 2021 Schedule of Remuneration and Expenses** for elected officials and employees. For elected officials the Schedule includes an alphabetical list of each member of Council, the total amount of remuneration paid, the value of benefits received and the total amount of expenses paid to or on behalf of that Council member during 2021. For employees, the schedule includes an alphabetical list of each employee earning in excess of \$75,000, the total amount of remuneration paid and the total amount of expenses paid to or on behalf of that employee during 2021. 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 2021 where earnings are less than the \$75,000 threshold.
- **The 2021 Statement of Severance Agreements** includes the number of severance agreements made during 2021 by the City in respect of non-union employees and the number of equivalent months gross salaries represented by these agreements.
- **The 2021 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 2021 exceeds \$25,000. In addition, the schedule includes a total of all amounts paid to all other suppliers during 2021 where the amounts paid are less than the \$25,000 threshold.

City of Maple Ridge
2021 Statement of Financial Information
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Schedule of Guarantee & Indemnity Agreements	35
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Schedule of Payments for the Provision of Goods & Services	41

City of Maple Ridge

Financial Statements and Auditor's Report

For the Year Ended December 31, 2021



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.

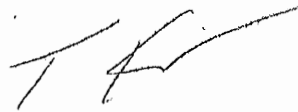
BDO Canada LLP, the Municipality's independent auditors have audited the accompanying financial statements. Their report accompanies this statement.

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, the Audit and Finance Committee, and Council. Council approves the consolidated financial statements, the Audit and Finance Committee reviews the recommendations of the independent auditors for improvements to controls as well as the actions of management to implement such recommendations.



Scott Hartman
Chief Administrative Officer



Trevor Thompson, BBA, CPA, CGA
Director of Finance



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BDO Canada LLP
Unit 1100 - Royal Centre
1055 West Georgia Street
Vancouver BC V6E 3P3 Canada

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, 2021, the Consolidated Statements of Operations, Changes 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 consolidated financial statements, which explains that certain comparative information presented for the year December 31, 2021 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.

BDO Canada LLP, a Canadian limited liability partnership, is a member of BDO International Limited, a UK company limited by guarantee, and forms part of the international BDO network of independent member firms.



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 2 - Schedule for BC Safe Restart Grant' that is included in these consolidated financial statements.

BDO Canada LLP

Chartered Professional Accountants

Vancouver, British Columbia
May 13, 2022

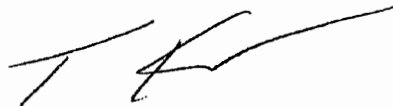
Consolidated Statement of Financial Position

as at December 31, 2021

	2021	2020 Restated - Note 24
Financial Assets		
Cash and cash equivalents (Note 1)	\$ 116,531,792	\$ 130,961,876
Portfolio investments (Note 2)	150,882,727	90,320,234
Accounts receivable (Note 3)	16,238,012	15,032,584
Recoverable local improvements (Note 4)	772,641	1,175,712
Other assets (Note 5)	1,121,812	814,397
Inventory available for resale	56,169	56,169
	<u>285,603,153</u>	<u>238,360,972</u>
Liabilities		
Accounts payable and accrued liabilities (Note 6)	32,035,516	28,047,896
Deferred revenue (Note 8)	18,065,700	15,286,398
Restricted revenue (Note 9)	38,083,113	30,738,864
Refundable performance deposits and other	25,945,403	20,473,999
Employee future benefits (Note 10)	3,145,300	3,348,200
Debt (Note 11)	46,975,903	20,676,495
	<u>164,250,935</u>	<u>118,571,852</u>
Net Financial Assets	<u>121,352,218</u>	<u>119,789,120</u>
Non Financial Assets		
Tangible capital assets (Note 12, Schedule 1)	1,154,325,050	1,122,447,588
Undeveloped land bank properties (Note 13)	15,526,529	15,526,529
Supplies inventory	533,617	461,953
Prepaid expenses	1,003,351	853,216
	<u>1,171,388,547</u>	<u>1,139,289,286</u>
Accumulated Surplus (Note 14)	<u>\$ 1,292,740,765</u>	<u>\$ 1,259,078,406</u>



Scott Hartman
Chief Administrative Officer



Trevor Thompson, BBA, CPA, CGA
Director of Finance

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, 2021

	Budget 2021 Note 19	Actual 2021	Actual 2020 Restated - Note 24
Revenue (Segment Report, Note 23)			
Taxes for municipal purposes (Note 16)	\$ 99,130,772	\$ 99,296,699	\$ 94,914,905
User fees and other revenue	49,956,147	50,497,200	45,433,301
Government transfers (Note 17)	13,873,679	6,803,129	11,004,973
Development revenue	33,683,054	5,016,024	13,801,911
Interest and investment income	2,428,004	2,411,236	5,286,485
Gaming revenues	-	780,946	323,738
Refinancing and asset disposal losses	-	(1,065,038)	(3,099,311)
Contributed tangible capital assets (Note 12)	<u>20,000,000</u>	<u>16,435,062</u>	<u>21,023,012</u>
	219,071,656	180,175,258	188,689,014
Expenses (Segment Report, Note 23)			
Protective services	47,815,543	45,049,842	42,305,469
Transportation services	26,742,409	22,798,719	22,354,372
Recreation and cultural	26,535,488	21,263,223	19,197,925
Water utility	18,004,850	16,757,542	15,351,570
Sewer utility	14,930,985	13,395,349	12,899,985
General government	22,083,435	20,074,697	17,633,091
Planning, public health and other	<u>7,867,485</u>	<u>7,173,527</u>	<u>6,744,713</u>
	163,980,195	146,512,899	136,487,125
Annual Surplus	<u>55,091,461</u>	<u>33,662,359</u>	<u>52,201,889</u>
Accumulated Surplus - beginning of year	<u>1,259,078,406</u>	<u>1,259,078,406</u>	<u>1,206,876,517</u>
Accumulated Surplus - end of year (Note 14)	<u>\$ 1,314,169,867</u>	<u>\$ 1,292,740,765</u>	<u>\$ 1,259,078,406</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, 2021

	Budget 2021 Note 19	Actual 2021	Actual 2020 Restated - Note 24
Annual Surplus	\$ 55,091,461	\$ 33,662,359	\$ 52,201,889
Add (Less):			
Change in Tangible Capital Assets			
Acquisition of tangible capital assets	(204,796,530)	(57,444,676)	(69,544,005)
Amortization	24,037,321	23,863,066	23,641,391
Proceeds from disposal of tangible capital assets	-	139,110	96,614
Loss on disposal of tangible capital assets	-	1,565,038	3,099,312
	<u>(180,759,209)</u>	<u>(31,877,462)</u>	<u>(42,706,688)</u>
Change in Other Non Financial Assets			
Increase in supplies inventory	-	(71,664)	(144,450)
Increase in prepaid expenses	-	(150,135)	(187,666)
	<u>-</u>	<u>(221,799)</u>	<u>(332,116)</u>
Increase (decrease) in Net Financial Assets	(125,667,748)	1,563,098	9,163,085
Net Financial Assets beginning of the year	<u>119,789,120</u>	<u>119,789,120</u>	<u>110,626,034</u>
Net Financial Assets end of the year	<u>\$ (5,878,628)</u>	<u>\$ 121,352,218</u>	<u>\$ 119,789,120</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, 2021

	Actual 2021	Actual 2020 Restated - Note 24
Operating transactions		
Annual surplus	\$ 33,662,359	\$ 52,201,889
Items not utilizing cash		
Amortization	23,863,066	23,641,391
Loss on disposal of assets	1,065,038	3,099,311
Contributed tangible capital assets	(16,435,062)	(21,023,012)
Actuarial adjustment on debt	(440,357)	(399,333)
Restricted revenues recognized	(4,550,168)	(13,155,174)
	<u>3,502,517</u>	<u>(7,836,817)</u>
Change in non-cash operating items		
Increase in prepaid expenses	(150,135)	(187,666)
Increase in supplies inventory	(71,664)	(144,451)
Decrease (increase) in accounts receivable	(1,205,428)	2,624,954
Decrease in recoverable local improvements	403,071	518,259
Increase in other assets	(307,415)	(16,420)
Increase (decrease) in accounts payable and accrued liabilities	3,987,620	(5,560,873)
Increase (decrease) in deferred revenue	2,779,302	(1,515,409)
Increase (decrease) in refundable performance deposits	5,471,404	(3,151,736)
(Decrease) in employee future benefits	(202,900)	(650,799)
	<u>10,703,855</u>	<u>(8,084,141)</u>
Cash provided by operating transactions	47,868,731	36,280,931
Capital transactions		
Proceeds on disposal of tangible capital assets	139,110	96,614
Cash used to acquire tangible capital assets	(41,009,614)	(48,520,994)
	<u>(40,870,504)</u>	<u>(48,424,380)</u>
Investing transactions		
Proceeds on disposal of land available for sale	500,000	-
(Increase) decrease in portfolio investments	(60,562,493)	74,217,909
	<u>(60,062,493)</u>	<u>74,217,909</u>
Financing transactions		
Proceeds from debt issues	29,000,000	-
Debt repayment	(2,260,235)	(2,215,522)
Collection of restricted revenues	11,894,417	7,312,362
	<u>38,634,182</u>	<u>5,096,840</u>
(Decrease) increase in cash and cash equivalents	(14,430,084)	67,171,300
Cash and cash equivalents - beginning of year	130,961,876	63,790,576
Cash and cash equivalents - end of year	<u>\$ 116,531,792</u>	<u>\$ 130,961,876</u>

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, 2021

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, 2021 or December 31, 2020.

(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 in the City's revenues.

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. Contributed tangible capital assets are recorded at their estimated fair value at the time of contribution 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 these estimates.

(j) Budget figures

The budget figures reported in the Consolidated Financial Statements represent the 2021 component of the Financial Plan Bylaw, No. 7727-2021, adopted by Council on May 11, 2021.

(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 term to maturity of three months or less.

(m) Portfolio Investments

Investments with an original term to maturity 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, 2021

1. Cash and cash equivalents

Cash and cash equivalents as at December 31, 2021 were comprised as follows:

	<u>Dec 31, 2021</u>	<u>Dec 31, 2020</u>
Cash	\$ 108,452,634	\$ 120,961,876
Cash equivalents	8,079,158	10,000,000
	<u>\$ 116,531,792</u>	<u>\$ 130,961,876</u>

Cash equivalents were comprised of a pooled mortgage fund or term deposits held at Canadian banking institutions with an effective interest rates of **4.82%** (1.90% for 2020).

2. Portfolio Investments

Portfolio investments include Canadian bank notes, Guaranteed Investment Certificates and BC Credit Union term deposits with effective interest rates of 0.85% - 2.69%. 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 2021 gains were \$Nil (\$319,170 for 2020).

The carrying value of Portfolio Investments at December 31, 2021 was **\$150,882,727** (\$90,320,234 for 2020). The market value at December 31, 2021 was **\$151,802,777** (\$90,540,977 for 2020).

3. Accounts Receivable

	<u>2021</u>	<u>2020</u>
Property Taxes	\$ 5,594,269	\$ 6,824,750
Other Governments	3,178,097	1,394,155
General and Accrued Interest	4,257,060	4,320,952
Development Cost Charges	<u>3,395,482</u>	<u>2,660,826</u>
	16,424,908	15,200,683
Less: Allowance for Doubtful Accounts	<u>(186,896)</u>	<u>(168,099)</u>
	<u>\$ 16,238,012</u>	<u>\$ 15,032,584</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. As part of each loan issuance, 1% of the gross debt proceeds are held back by the MFA to form the MFA's Debt Reserve Fund (DRF). The amounts in the DRF are held in trust for each borrower by the MFA, as protection against borrower default. Upon maturity of each debt issue, the DRF and any interest earned is discharged to the borrower. 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 **\$1,121,812** (\$814,397 for 2020).

6. Accounts Payable and Accrued Liabilities

	<u>2021</u>	<u>2020</u> (Restated-Note 24)
Accounts Payable:		
General	\$ 9,779,172	\$ 8,237,574
Other Governments	14,853,709	12,951,353
Salaries and Wages	<u>1,639,827</u>	<u>960,069</u>
	26,272,708	22,148,996
Accrued Liabilities:		
Landfill Liability	3,750,986	4,078,820
Vacation Pay	887,756	686,557
Other Employment Benefits	<u>1,124,066</u>	<u>1,133,523</u>
	5,762,808	5,898,900
	\$ 32,035,516	\$ 28,047,896

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 2.16% (2% for 2020) and the discount rate was 2.59% (2.43% for 2020). As at the Consolidated Financial Statement date the feasibility of a revised closure plan is being considered. Should a revised plan be approved by the provincial regulator, it is expected the liability will increase.

7. Contingencies and Commitments:

- (a) 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) 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) The City is a shareholder and member of E-Comm Emergency Communications for British Columbia Incorporated ("E-Comm") whose services provided include: regional 9-1-1 call centre for the Greater Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. The city has 1 Class A share and 2 Class B shares (of a total of 36 Class A shares and 19 Class B shares issued and outstanding as of December 31, 2021).

As a class A shareholder, the City shares in both funding the future operations and capital obligations of E-Comm (in accordance with a cost sharing formula), including any lease obligations committed to by E-Comm up to the shareholder's withdrawal date.

8. Deferred Revenues

Deferred revenues held by the City were comprised as follows:

	December 31, 2020	Additions	Revenue earned	December 31, 2021
Property taxes	\$ 7,631,955	\$ 16,481,461	\$ 15,524,180	\$ 8,589,236
Connection Revenues	1,481,290	1,119,944	759,740	1,841,494
Other	<u>6,173,153</u>	<u>5,441,923</u>	<u>3,980,106</u>	<u>7,634,970</u>
	<u>\$ 15,286,398</u>	<u>\$ 23,043,328</u>	<u>\$ 20,264,026</u>	<u>\$ 18,065,700</u>

9. Restricted Revenues

Restricted revenues held by the City were comprised as follows:

	December 31, 2020	Collections/Interest	Disbursements	December 31, 2021
Development cost charges	\$ 15,030,851	\$ 8,825,955	\$ (2,779,710)	\$ 21,077,096
Parkland acquisition charges	2,071,971	124,020	-	2,195,991
Other	<u>13,636,042</u>	<u>2,944,442</u>	<u>(1,770,458)</u>	<u>14,810,026</u>
	<u>\$ 30,738,864</u>	<u>\$ 11,894,417</u>	<u>\$ (4,550,168)</u>	<u>\$ 38,083,113</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, 2021. The valuation resulted in a cumulative unamortized actuarial loss of **\$64,200** at December 31, 2021, (cumulative unamortized gain of \$30,300 for 2020). Actuarial gains or losses are amortized over the expected average remaining service life of employees. The benefit liability at December 31, 2021 was **\$3,145,300**, (\$3,348,200 for 2020) comprised as follows:

	<u>2021</u>	<u>2020</u>
Accrued benefit obligation, beginning of year	\$ 3,317,900	\$ 3,329,400
Add: Current service costs	200,400	172,200
Interest on accrued benefit obligation	49,100	96,800
Actuarial loss	82,300	574,800
Less: Benefits paid during the year	<u>(440,200)</u>	<u>(855,300)</u>
Accrued benefit obligation, end of year	3,209,500	3,317,900
 Add: Unamortized actuarial (loss)/gain	 <u>(64,200)</u>	 <u>30,300</u>
Accrued Benefit liability	<u>3,145,300</u>	<u>3,348,200</u>

10. Employee Future Benefits (cont'd)

Actuarial assumptions used to determine the City's accrued benefit obligation are as follows:

	<u>2021</u>	<u>2020</u>
Discount rate (long-term borrowing rate)	2.25 %	1.50 %
Expected future inflation rate	2.00 %	2.00 %
Merit and inflationary wage and salary increases averaging	2.73 %	2.59 %
Estimated average remaining service life of employees (years)	12.0	11.0

11. Debt

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. During the year, the City's outstanding debt balance was reduced by a combination of direct principal payments and sinking fund earnings totaling **\$2,700,592** (\$2,614,854 for 2020). Interest payments for the year totalled **\$1,581,216** (\$1,220,765 for 2020).

The gross amount of debt less sinking fund installments and actuarial adjustments to date are as follows:

MFA Issue	Bylaw No.	Purpose	Rate	Due	Gross Debt	Cumulative Payments	2021 Debt Outstanding	2020 Debt Outstanding
93	6246	Downtown Civic Facilities	5.70%	2027	32,100,000	21,317,769	10,782,231	12,410,564
99	6246	Downtown Office Complex	5.00%	2026	16,300,000	11,048,247	5,251,753	6,207,226
121	6560	Animal Shelter	2.90%	2027	625,000	333,508	291,492	334,621
121	6559	Cemetery Expansion	2.90%	2037	1,520,000	389,978	1,130,022	1,180,454
121	6679	Cemetery Expansion	2.90%	2037	700,000	179,595	520,405	543,630
153	6558	Fire Hall #4	2.41%	2031	6,000,000	-	6,000,000	-
153	7370	Leisure Ctr. Reno	2.41%	2046	3,500,000	-	3,500,000	-
153	7371	Synthetic Field	2.41%	2046	7,000,000	-	7,000,000	-
153	7372	Albion Community Ctr.	2.41%	2046	8,500,000	-	8,500,000	-
153	7374	Hammond Community Ctr.	2.41%	2046	2,000,000	-	2,000,000	-
153	7376	MRSS Track Facility	2.41%	2046	2,000,000	-	2,000,000	-
					<u>80,245,000</u>	<u>33,269,097</u>	<u>46,975,903</u>	<u>20,676,495</u>

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>
2022	\$ 3,543,365
2023	3,590,639
2024	3,639,248
2025	3,689,229
2026	3,740,622
Thereafter	19,159,180
Sinking Fund earnings	<u>9,613,620</u>
	<u>\$ 46,975,903</u>

The City has the following authorized but unissued financing available as at December 31, 2021:

<u>L/A Bylaw</u>	<u>L/A Amount</u>	<u>L/A Bylaw</u>	<u>L/A Amount</u>
#6560	\$ 275,000	#6679	\$ 1,100,000
#7373	1,000,000	#7374	500,000
#7375	1,000,000	#7376	<u>500,000</u>
#7377	23,500,000		
	Total		\$ <u>27,875,000</u>

12. Tangible Capital Assets

		Net book value	
		2021	2020
Land	\$	287,303,392	\$ 271,742,707
Buildings		85,896,611	77,357,035
Transportation network		216,622,442	216,737,333
Storm sewer system		222,817,744	222,065,866
Fleet and equipment		20,263,737	17,771,496
Technology		6,217,561	6,516,919
Water system		136,157,705	134,784,335
Sanitary sewer system		141,032,148	138,719,265
Other		38,013,710	36,752,632
	\$	<u>1,154,325,050</u>	\$ <u>1,122,447,588</u>

For additional information, see the Schedule of Tangible Capital Assets (Schedule 1)

During the year there were no write-downs of assets (2020 - \$Nil). In addition, the fair value of roads and related infrastructure, underground networks and land contributed to the City totaled **\$16,435,062** (\$21,023,012 for 2020) 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 2021 is **\$1,292,740,765** (\$1,259,078,406 for 2020) and is distributed as follows:

		2021	2020
Operating surplus	General	\$ 8,563,194	\$ Restated - Note 24 6,662,021
	Sewer	5,966,930	6,270,330
	Water	<u>13,707,170</u>	<u>16,656,631</u>
		28,237,294	29,588,982
Equity in the capital funds	General	842,930,177	822,245,719
	Sewer	142,398,327	139,718,499
	Water	<u>139,437,695</u>	<u>138,119,026</u>
		1,124,766,199	1,100,083,244
Reserves	Funds	44,524,272	37,237,663
	Accounts	<u>95,213,000</u>	<u>92,168,517</u>
		139,737,272	129,406,180
Accumulated Surplus		\$ <u>1,292,740,765</u>	\$ <u>1,259,078,406</u>

15. Reserves

	December 31, 2020	Interest Allocated	Contributions/ Transfers	Use of Reserves	December 31, 2021
Reserve Funds					
Local Improvement	\$ 2,661,126	\$ 8,621	\$ -	\$ -	\$ 2,669,747
Equipment Replacement	18,496,667	101,465	3,445,707	(2,460,568)	19,583,271
Capital Works	10,565,706	57,966	5,552,549	-	16,176,221
Fire Department Capital Acquisition	3,546,671	17,449	1,927,755	(1,397,173)	4,094,702
Sanitary Sewer	1,198,573	7,169	21,462	-	1,227,204
Land	768,920	4,207	-	-	773,127
Total Reserve Funds	37,237,663	196,877	10,947,473	(3,857,741)	44,524,272
Reserve Accounts					
Specific Projects - Capital	15,969,700	-	927,402	(3,097,341)	13,799,761
Specific Projects - Operating	11,258,271	-	5,781,447	(7,192,834)	9,846,884
Self Insurance	734,261	3,287	45,000	(128,739)	653,809
Police Services	12,830,122	70,089	1,527,275	(4,680,522)	9,746,964
Fire Services	-	-	485,230	-	485,230
Core Development	2,812,203	13,139	5,749,667	(6,850,837)	1,724,172
Recycling	3,926,764	21,705	269,848	(111,423)	4,106,894
Community Safety Initiatives	906,857	-	-	(134,111)	772,746
Building Inspections	3,549,607	19,423	-	-	3,569,030
Gravel Extraction	891,383	4,982	19,992	(3,500)	912,857
Community Works (Gas Tax)	717,813	4,313	616,463	(372,013)	966,576
Facility Maintenance	120,587	4,039	2,125,000	(1,801,482)	448,144
Snow Removal	850,061	-	-	-	850,061
Park & Recreation Improvements	4,738,602	-	2,394,214	(1,822,795)	5,310,021
Cemetery Maintenance	164,517	-	92,323	-	256,840
Infrastructure Sustainability (Town Centre Bldgs)	6,280	-	762,211	(768,491)	-
Infrastructure Sustainability (Roads)	5,433,724	31,552	3,792,315	(3,842,173)	5,415,418
Infrastructure Sustainability (Drainage)	2,721,578	16,963	942,692	(339,640)	3,341,593
Drainage Improvements	4,214,589	27,578	2,000,239	(444,534)	5,797,872
Gaming Revenues	2,030,682	-	780,946	(558,132)	2,253,496
Self Insurance (Sewer)	165,436	-	6,504	-	171,940
Self Insurance (Water)	145,748	-	6,504	-	152,252
Specific Projects (Sewer)	10,116,388	-	5,310,469	(3,664,754)	11,762,103
Specific Projects (Water)	7,863,344	-	8,560,325	(3,555,332)	12,868,337
Total Reserve Accounts	92,168,517	217,070	42,196,066	(39,368,653)	95,213,000
Total Reserves	\$ 129,406,180	\$ 413,947	\$ 53,143,539	\$ (43,226,394)	\$ 139,737,272

16. 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:

	2021	2021 Budget	2020
Municipal Tax Levies	\$ 99,296,699	\$ 99,130,772	\$ 94,914,905
Levies for other authorities			
School taxes	42,974,954	42,992,343	35,174,508
TransLink	8,277,785	8,280,503	7,617,871
British Columbia Assessment	1,259,526	1,259,644	1,210,627
Metro Vancouver Regional District	1,693,254	1,693,750	1,476,913
Dyking Districts	744,042	744,042	730,556
Municipal Finance Authority	6,003	6,005	5,644
Total Collections for Others	54,955,564	54,976,287	46,216,119
Total Tax Levies	\$ 154,252,263	\$ 154,107,059	\$ 141,131,024

17. Government Transfers

Government transfers recognized as revenues during the year were comprised of the following:

	2021			2020
	Capital	Operating	Total	Total
Federal Gov't	\$ 1,069,155	\$ 628,463	\$ 1,697,618	\$ 918,996
Provincial Gov't	355,064	2,163,197	2,518,261	8,204,151
TransLink	882,409	1,677,278	2,559,687	1,838,502
Other	25,564	2,000	27,564	43,324
Total	<u>\$ 2,332,192</u>	<u>\$ 4,470,938</u>	<u>\$ 6,803,130</u>	<u>\$ 11,004,973</u>

18. 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, 2020	Interest Earned	Receipts	Disbursements	Balance Dec 31, 2021
Latecomer Fees	\$ 15,234	\$ -	\$ 161,803	\$ 177,037	\$ -
Cemetery Perpetual Care	1,335,821	13,433	74,961	13,433	1,410,782
Election Surplus	8,642	48	-	-	8,690
Metro Vancouver Sewer & Drainage District	733,732	-	2,441,899	953,565	2,222,066
TransLink	220,075	-	1,311,665	612,292	919,448
Road 13 Dyking District	1,443,905	-	173,639	196,564	1,420,980
Albion Dyking District	2,109,753	-	300,468	8,736	2,401,485
	<u>\$ 5,867,162</u>	<u>\$ 13,481</u>	<u>\$ 4,464,435</u>	<u>\$ 1,961,627</u>	<u>\$ 8,383,451</u>

19. Expenses and Expenditures by Object

	Operations	Capital Acquisitions	2021 Total	2021 Budget	2020 Total
Goods and services	\$ 70,531,201	\$ 40,189,670	\$ 110,720,871	\$ 267,807,617	\$ 114,417,344
Wages and salaries	50,488,315	819,944	51,308,259	54,630,845	45,198,372
Interest	1,630,317	-	1,630,317	2,300,942	1,317,565
Total	122,649,833	41,009,614	163,659,447	324,739,404	160,933,281
Amortization expenses	23,863,066	-	23,863,066	24,037,321	23,641,391
Contributed tangible capital assets	-	16,435,062	16,435,062	20,000,000	21,023,012
Total Expenses and Expenditures	<u>\$ 146,512,899</u>	<u>\$ 57,444,676</u>	<u>\$ 203,957,575</u>	<u>\$ 368,776,725</u>	<u>\$ 205,597,684</u>

20. Budget

Budget amounts represent the Financial Plan Bylaw adopted by Council on May 11, 2021. 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 the reconciliation of the amounts presented on the financial statements to the approved budget:

Revenue

Taxation	\$ 99,130,772
User fees and other revenue	49,956,147
Other	49,984,737
Contributed subdivision infrastructure	<u>20,000,000</u>
Total Revenue	<u>219,071,656</u>

Expenses

Protective services	47,815,543
Transportation services	26,742,409
Recreation and cultural	26,535,488
Water utility	18,004,850
Sewer utility	14,930,985
General Government	22,083,435
Planning, public health and other	<u>7,867,485</u>
Total expenses	<u>163,980,195</u>

Annual Surplus \$ 55,091,461

Less:

Capital expenditures	204,796,530
Debt repayment	3,304,398

Add:

Interfund transfers	77,580,142
Amortization	24,037,321
Borrowing proceeds	<u>51,392,004</u>

Financial Plan Bylaw \$ -

21. Contractual Rights

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.

22. 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 2020, the plan has about 220,000 active members and approximately 112,000 retired members. Active members include approximately 42,000 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 **\$3,848,908** (2020 \$3,672,047) for employer contributions while employees contributed **\$3,218,889** (2020 \$3,087,136) to the plan in fiscal 2021.

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.

23. 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.

23. Segmented Information (cont'd)

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. Commercial operations are also included in this segment.

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.

24. Prior Period Adjustment

The City contracts its policing services to the Royal Canadian Mounted Police (RCMP). Over the past several years, the RCMP has been engaged with its members in the formation of their first collective agreement, which was ratified in August 2021. The newly formed collective agreement provides for retroactive pay to members for services starting in 2017. The City has not previously accrued for retroactive pay during the negotiations.

As the liability for retroactive pay is linked to the timing of service provision, the City has retroactively adjusted the Consolidated Financial Statements to reflect estimated prior year costs related to the new collective agreement.

The prior year comparative figures have been adjusted as follows:

	<u>Previously Reported</u>	<u>Increase (Decrease)</u>	<u>Restated</u>
Accumulated surplus - beginning of year	\$1,209,359,166	\$(2,482,649)	\$1,206,876,517
Accounts payable	23,613,524	4,434,372	28,047,896
Net financial assets	124,223,492	(4,434,372)	119,789,120
Expenses	134,535,402	1,951,723	136,487,125
Accumulated surplus - end of year	1,263,512,778	(4,434,372)	1,259,078,406

Segment Report

Consolidated Report of Segmented Revenue and Expenses

For the year ended December 31, 2021

	Protective Services	Transportation Services	Recreation and Cultural	Water Utility	Sewer Utility
Revenue					
Tax revenue	\$ -	\$ -	\$ -	\$ 143,675	\$ 988,855
Other revenues	5,973,439	509,180	2,035,266	20,448,105	14,109,201
Government transfers	1,634,867	3,189,959	1,031,558	-	499,593
Development revenue	2,998	1,676,683	1,949,106	139,031	940,634
Interest and investment income	-	-	-	-	-
Gaming Revenues					
Asset disposal gain(loss)	(4,723)	(877,632)	38,847	(184,408)	(535,309)
Contributed infrastructure	<u>-</u>	<u>8,361,722</u>	<u>6,218,900</u>	<u>677,688</u>	<u>1,176,752</u>
Total Revenue	7,606,581	12,859,912	11,273,677	21,224,091	17,179,726
Expenses					
Operating:					
Goods and services	23,292,538	4,551,798	9,578,753	12,276,298	10,018,700
Labour	19,432,264	6,349,505	8,155,771	1,734,338	610,128
Debt Servicing	<u>108,964</u>	<u>-</u>	<u>948,472</u>	<u>-</u>	<u>-</u>
Sub total	42,833,766	10,901,303	18,682,996	14,010,636	10,628,828
Amortization	<u>2,216,076</u>	<u>11,897,416</u>	<u>2,580,227</u>	<u>2,746,906</u>	<u>2,766,521</u>
Total Expenses	<u>45,049,842</u>	<u>22,798,719</u>	<u>21,263,223</u>	<u>16,757,542</u>	<u>13,395,349</u>
Excess (deficiency) of revenue over expenses	<u>\$ (37,443,261)</u>	<u>\$ (9,938,807)</u>	<u>\$ (9,989,546)</u>	<u>\$ 4,466,549</u>	<u>\$ 3,784,377</u>

General Government	Commercial Tower	Planning Public Health & Other	Unallocated	Total 2021 Actual	Total Budget	Total 2020 Actual Restated - Note 24
\$ -	\$ -	\$ 2,388,360	\$ 95,775,809	\$ 99,296,699	\$ 99,130,772	\$ 94,914,905
2,225,402	1,935,457	3,261,150	-	50,497,200	49,956,147	45,433,301
423,753	-	23,400	-	6,803,130	13,873,679	11,004,973
296,294	-	11,277	-	5,016,023	33,683,054	13,801,911
-	-	-	2,411,236	2,411,236	2,428,004	5,286,485
-	-	-	780,946	780,946	-	323,738
(1,553)	-	(260)	500,000	(1,065,038)	-	(3,099,311)
-	-	-	-	16,435,062	20,000,000	21,023,012
2,943,896	1,935,457	5,683,927	99,467,991	180,175,258	219,071,656	188,689,014
6,156,531	754,626	3,901,957	-	70,531,201	83,011,087	67,122,046
11,209,220	-	2,997,089	-	50,488,315	54,630,845	44,406,123
125,976	403,052	43,853	-	1,630,317	2,300,942	1,317,565
17,491,727	1,157,678	6,942,899	-	122,649,833	139,942,874	112,845,734
1,425,292	-	230,628	-	23,863,066	24,037,321	23,641,391
18,917,019	1,157,678	7,173,527	-	146,512,899	163,980,195	136,487,125
\$ (15,973,123)	\$ 777,779	\$ (1,489,600)	\$ 99,467,991	\$ 33,662,359	\$ 55,091,461	\$ 52,201,889

Schedule of Tangible Capital Assets

For the year ended December 31, 2021

	Land²		Building		Transportation Network		Storm System	
Historical Cost ¹								
Opening cost	\$	271,742,707	\$	133,225,678	\$	351,884,173	\$	295,595,030
Additions		15,560,685		11,428,597		7,377,235		5,340,913
Disposals		-		(187,754)		(2,362,402)		(704,494)
		<u>287,303,392</u>		<u>144,466,521</u>		<u>356,899,006</u>		<u>300,231,449</u>
Accumulated Amortization								
Opening balance	-		55,868,643		135,146,840		73,529,164	
Amortization expense	-		2,881,585		7,113,536		4,068,653	
Effect of disposals	-		(180,318)		(1,983,812)		(184,112)	
	-		<u>58,569,910</u>		<u>140,276,564</u>		<u>77,413,705</u>	
Net Book Value as at December 31, 2021	\$	<u>287,303,392</u>	\$	<u>85,896,611</u>	\$	<u>216,622,442</u>	\$	<u>222,817,744</u>
Net Book Value as at December 31, 2020	\$	271,742,707	\$	77,357,035	\$	216,737,333	\$	222,065,866

¹ Historical cost includes work in progress at December 31, 2021 of **\$31,977,067** (\$20,064,975 for 2020) comprised of: Land \$614,988 (\$631,732 for 2020); Buildings \$20,275,525 (\$10,259,878 for 2020); Transportation network \$876,825 (\$806,550 for 2020); Storm system \$24,641 (\$180,344 for 2020); Fleet and equipment \$430,962 (\$169,640 for 2020); Technology \$177,218 (\$416,509 for 2020); Water system \$1,960,180 (\$2,383,718 for 2020); Sanitary system \$6,697,799 (\$5,039,278 for 2020); and Other \$918,930 (\$177,325 for 2020). Work in progress is not amortized.

² Additions to land are net of \$-Nil (\$-Nil for 2020) of land reclassified to inventory available for sale.

³ "Other" at net book value includes Furniture and Fixtures at \$967,734 (\$1,091,973 for 2020) and Structures at \$37,045,974 (\$35,660,657 for 2020)

Fleet and Equipment	Technology	Water System	Sanitary System	Other³	Total
\$ 33,722,110	\$ 15,227,025	\$ 176,010,509	\$ 192,366,192	\$ 54,919,553	\$ 1,524,692,977
4,454,888	879,355	4,135,138	5,629,791	2,638,074	57,444,676
<u>(473,485)</u>	<u>(125,666)</u>	<u>(325,140)</u>	<u>(1,138,525)</u>	<u>(272,469)</u>	<u>(5,589,935)</u>
37,703,513	15,980,714	179,820,507	196,857,458	57,285,158	1,576,547,718
15,950,614	8,710,106	41,226,174	53,646,927	18,166,921	402,245,389
1,922,056	1,176,648	2,577,358	2,756,068	1,367,162	23,863,066
<u>(432,894)</u>	<u>(123,601)</u>	<u>(140,730)</u>	<u>(577,685)</u>	<u>(262,635)</u>	<u>(3,885,787)</u>
<u>17,439,776</u>	<u>9,763,153</u>	<u>43,662,802</u>	<u>55,825,310</u>	<u>19,271,448</u>	<u>422,222,668</u>
<u>\$ 20,263,737</u>	<u>\$ 6,217,561</u>	<u>\$ 136,157,705</u>	<u>\$ 141,032,148</u>	<u>\$ 38,013,710</u>	<u>\$ 1,154,325,050</u>
\$ 17,771,496	\$ 6,516,919	\$ 134,784,335	\$ 138,719,265	\$ 36,752,632	\$ 1,122,447,588

Schedule for BC Safe Restart Grant
For the year ended December 31, 2021
(unaudited)

Grant Received	
Balance of BC Safe Restart Grant	\$ 2,286,400
Application of Grant	
Lost revenue*	1,151,287
Operational adaptations**	<u>969,500</u>
Total Application	\$ <u>2,120,787</u>
Balance Remaining	<u>\$ 165,613</u>

* Lost revenues are comprised of revenue shortfalls associated with the closure of City Recreation facilities

**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.

City of Maple Ridge
Financial Information Act

Schedule of Guarantee and Indemnity Agreements
for 2021

"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 2021

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	56,401.41	4,562.00	105.51
Duncan, Kiersten	Councillor	50,742.56	4,562.00	842.00
Meadus, Chelsa	Councillor	57,063.56	6,422.96	129.20
Mohamed, Ahmed	Councillor	54,841.60	6,422.96	130.51
Morden, Michael	Mayor	127,924.01	5,078.90	25.00
Robson, Gordon	Councillor	54,724.54	4,207.64	604.20
Svendsen, Ryan	Councillor	54,841.60	354.36	264.20
Total All Elected Officials		\$ 456,539.28	\$ 31,610.82	\$ 2,100.62

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	82,597.60	805.30	1,380.80
Aljani, Arash	Engineering Technologist 1	79,594.91	1,264.42	380.00
Andre, Colin	Network Analyst	86,461.90	502.23	577.80
Armstrong, Fred	Manager, Corporate Communication	127,671.80	9,433.11	577.80
Baker, Tyson	Planning Technician	68,578.63	8,076.94	568.77
Balatti, Christa	Manager Health and Wellness	127,158.84	1,930.06	594.00
Balbacal, Joselito	Maintenance Technician	74,021.60	2,322.59	577.80
Barrett, Kevin	Fire Training Officer	153,499.24	16,513.60	577.80
Baski, Michelle	Senior Planner	102,875.85	5,969.64	1,480.00
Baski, Sebastian	Fire Fighter	117,280.99	9,979.09	20.00
Bayley, Christopher	Fire Captain	133,629.09	10,278.30	-
Bean, Joshua	Fire Fighter	107,286.85	19,233.03	30.00
Bell, Robert	Superintendent Sewerworks	88,539.18	1,192.11	577.80
Benson, Laura	Program Manager, Corporate Planning and Consultation	135,320.06	31,599.45	2,065.76
Bevilacqua, Jim	Fire Captain	134,178.71	14,067.14	48.00
Bhandari, Anita	Human Resources Manager, Integrated Talent Management	127,998.72	19,980.00	1,705.33
Billard, Aaron	Parks Operation Supervisor-Horticulture Arboriculture Sports Field	87,403.67	507.27	1,403.76
Boag, David	GM Parks, Rec & Culture	44,657.76	39,726.31	144.45
Bomans, Jason	Engineering Technologist - Projects	75,511.81	769.24	613.39
Bonderud, Edward	Fire Fighter	101,835.37	3,219.09	-
Bonifazi, Marco	Fire Captain	132,950.91	6,555.85	129.00
Bosma, Richard	Business Operations Coordinator	83,638.40	519.41	580.46
Boyce, Brett	Maintenance Worker - Utilities	65,144.19	11,159.55	909.79
Bruce, Robert	Fire Captain	120,362.99	5,437.14	-
Brummer, Russell	Manager Business Operations	111,897.32	1,828.32	594.00
Camire, Tracy	Executive Assistant, Administration	80,074.66	1,610.58	582.27
Carmichael, Rhys	Fire Fighter	107,867.09	3,885.02	30.00
Carter, Christine	General Manager Planning and Development	212,303.77	18,648.94	1,169.29
Christensen, Robert	Fire Captain	121,432.29	1,945.19	200.00
Christiansen, Mark	Tradesperson 2 - Carpenter	82,597.60	744.01	577.80
Christianson, Paula	Supervisor 2 Horticulture	77,642.82	463.35	1,314.23
Chui, Yvonne	Recreation Manager, Arts & Community Connections	126,809.23	5,301.28	1,071.37
Clegg, Douglas	Fire Fighter	99,186.86	19,565.57	150.00
Clelland, James	Assistant Fire Chief- Prevention & Emergency Program	165,223.76	2,824.29	2,531.16
Coderre, Melissa	Park Planning Technician	78,109.92	567.70	676.80
Collard, Shaun	Fire Fighter	98,750.46	5,450.20	3,983.49
Collette, Michelle	Environmental Technician	79,594.91	468.63	656.99
Cooke, David	Manager of Business Solutions	117,744.72	1,863.05	588.50
Cooper, Wendy	Planner 1	94,038.70	540.87	817.77
Cote, Glen	Supervisor 2 Turf	74,144.42	463.35	577.80
Cote-Rolvink, Stephen	Chief Building Officer	151,370.17	1,830.21	1,371.05
Cotroneo, Tony	Manager of Community Engagement	117,241.00	1,863.05	593.99
Cowles, Chad	Manager of Bylaws and Community Social Safety Initiatives	116,284.48	2,995.60	1,732.42
Crabtree, Christina	General Manager Corporate Services	196,193.24	25,354.16	971.38
Crapo, Ryan	Tradesperson 2 Electrical	82,597.60	13,223.71	1,509.81
Cratty, Jason	Eq Op IVA / Truck Driver	68,484.83	7,935.64	135.99
Cummings, Clark	Building Inspector 1	65,701.09	9,411.57	1,219.33
Cummings, Travis	Fire Fighter	94,668.39	3,507.77	30.00
Dashti, Sanaz	Engineering Technologist 1	82,946.50	484.11	1,365.93
D'Auteuil, Pierre	Water System Worker	73,292.86	5,263.21	142.99
Davis, Craig	Fire Fighter	132,720.50	24,957.64	-
Davis, Jeffery	Fire Fighter	116,835.84	4,296.73	28.00
Delmonico, Jordan	Fire Fighter	112,046.79	8,445.52	2,276.49
Delmos, Eugene	Water System Operator 1	74,159.77	13,742.29	4,579.24
Denton, Darrell	Property & Risk Manager	134,502.54	1,530.06	728.90
Dieckmann, Jennifer	Executive Assistant	75,264.85	1,573.74	-
Dingwall, William	Manager, Utility Engineering	142,756.73	3,024.29	1,968.83
Dipalo, David	Tradesperson 2 - Mechanic	83,973.99	489.27	50.00
Dorrell, Robert	Trades Supervisor	8,974.00	81,019.53	-
Douglas, Ana	Payroll Coordinator	79,430.75	12,024.76	-
Drolet, Stephan	Deputy Fire Chief - Emergency Planning & Fire Prevention	120,417.39	22,961.16	1,995.07
Dupley, Wendy	Director, Economic Development	150,488.82	12,336.39	1,064.44

Name	Job Title	Remuneration	Taxable Benefits & Other	Expenses
Durrani, Altaf Akbar	Manager of Design and Construction	76,646.25	7,930.67	-
Dyer, Robert	Trades Inspector	86,461.90	502.23	2,079.33
Eng, Michael	Traffic & Transportation Tech	94,038.70	1,534.75	1,068.47
Ettinger, Glenn	Fire Fighter	116,763.10	9,074.00	-
Exner, Howard	Fire Chief	163,598.25	1,358.01	1,766.37
Fedechko, Amelia	Planner 1	100,650.83	1,427.23	1,019.85
Florini, Amanda	Executive Assistant	80,074.65	1,610.58	2,048.22
Foster, Mary	Fire Captain	136,052.74	5,075.20	912.74
Franklin, Steven	Fire Captain	135,757.14	33,885.46	-
Frederick, Petra	Coord Leisure Access	83,638.40	489.27	802.80
Friesen, Jesse	Fire Fighter	107,875.35	19,605.98	-
Gailling, Bruce	Process Automation Technician	78,257.81	7,916.60	1,002.46
Gallindo, Norman	Maintenance Worker - Utilities	65,154.40	12,077.41	262.33
Gaudette, Christopher	Fire Fighter	105,372.08	5,431.47	-
Gaunt, Amanda	Legislative Coordinator	70,860.28	10,769.57	-
Gill, Alexandra	Crime Analyst	78,717.94	461.99	-
Gjaltema, Michael	Superintendent Electrical Mechanical	126,934.08	1,930.06	577.80
Goddard, Charles	Director of Planning	164,642.35	17,847.14	207.79
Gonev, Christopher	Human Resources Manager, Labour & Employee Relations	92,974.60	1,492.11	935.63
Gowan, Krista	Planner 1	87,658.55	1,555.56	-
Gratzer, Franz	Supervisor 3 Engineering Operations	87,468.80	11,449.73	946.22
Grochowich, Amanda	Planner 1	102,779.65	5,434.03	1,312.02
Grootendorst, Arnold	Supervisor 2 Cemetery	75,957.62	1,706.90	582.56
Halpin, Mark	Manager of Transportation	127,330.58	2,420.95	221.38
Hamilton, Josef	Fire Fighter	101,864.85	8,882.90	315.00
Hampton, Warren	Fire Fighter	111,848.88	8,881.14	180.00
Hansen, Damon	Fire Fighter	111,842.75	1,392.34	-
Hartman, Scott	Chief Administrative Officer	148,556.65	18,334.07	524.35
Haydu, John	Fire Fighter	111,114.28	17,192.73	190.00
Hewson, Glen	Trades Inspector	86,461.91	438.58	1,354.33
Hlavac-Winsor, Patrick	General Counsel and Executive Director, Legislative Service	104,944.44	14,149.88	4,586.60
Hong, Andy	Building Inspector 1	81,250.50	4,597.61	641.53
Hopper, Clinton	Fire Captain	133,088.67	6,790.19	-
Horacek, Robert	Senior Payroll Coordinator	101,597.84	4,103.84	-
Horsman, Albert	Chief Administrative Officer	164,454.52	61,307.50	2,058.89
Howe, Stephanie	Facilities Project Coordinator	87,302.40	507.27	577.80
Howe, Steven	Fire Fighter	108,145.57	18,244.03	150.00
Irwin, George	Supervisor Mapping and Drafting	90,141.10	522.75	-
Jonat, Cameron	Fire Fighter	118,735.16	19,588.95	100.00
Jones, Maureen	Senior Manager of Police Services	116,621.76	1,859.03	577.80
Juurakko, Timo	Assistant Fire Chief, Community and Admin Services	142,178.59	1,229.49	425.75
Kabanov, Andrey	Fire Fighter	106,965.31	14,939.78	-
Kane, Sian	Coordinator Licences and Permits	67,482.80	23,260.84	577.80
Kang, Amritpal	Senior Engineering Technologist - Developments	81,502.77	13,979.71	1,821.00
Kelleher, Jonathan	Fire Fighter	101,766.35	8,111.48	-
Kelly, Paul	Electrical Inspector 1	86,461.90	15,264.37	578.19
Klaussner, Markus	Supervisor 2 Engineering Operations	79,098.75	1,355.39	708.79
Kopystynski, Adrian	Planner 2	92,009.95	10,113.95	1,148.77
Kovach, Natalie	Business Systems Analyst Corporate Planning & Consultation	94,565.36	14,129.13	1,627.80
Lackner, Andrew	Engineering Technologist - Projects	89,680.47	502.23	1,094.30
LaCoste, Joseph	Human Resources Manager, Employee Experience & Engagement	83,783.70	1,445.90	547.83
Lane, Kelly	Manager of Inspection Services	123,905.22	1,122.25	1,570.33
L'Arrivee, Michael	Building Inspector 1	86,461.97	16,661.53	2,541.08
Laxton, Shannon	Accountant 3	82,946.50	552.42	950.00
Lazzo-Hild, Andres	Financial Analyst	82,946.50	484.11	1,975.00
Lee, Chin-Kuan	Mgr of Revenue & Collections	117,135.44	2,052.00	2,182.80
Lee, Joo Young	Business Systems Analyst	94,229.74	540.87	-
Lemay, Phillip	Engineering Technologist-Projects	74,149.20	467.94	539.59
Lewis, Michelle	Executive Director, Human Resources	182,325.73	28,465.67	2,498.05
Lim, Dong Young	Business Systems Analyst	76,451.98	826.83	577.80
Livingstone, Bruce	Business Retention & Expansion	87,302.40	507.27	1,632.47
Long, Ashley	Fire Fighter	90,794.50	10,621.00	57.00
Loo, Thomas	Environmental Technician	79,594.90	534.18	717.80
Lowe, Derek	Fire Fighter	106,100.53	6,837.19	30.00
Macdonald, Robert	Fire Captain	122,265.11	4,834.37	130.00
Maddigan, Susan	Human Resources Associate, Total Rewards	73,318.31	8,380.57	-
Mah, Edwin	Building Inspector 1	86,461.90	502.23	1,219.33
Maitland, Craig	Storekeeper 2	74,021.60	1,087.66	693.95
Marfleet, William	Fire Fighter	109,130.67	4,147.59	-
McAusland, Andrew	Facilities Operations Supervisor	87,468.80	1,641.81	952.80
McCullough, Samuel	Fire Fighter	97,136.73	11,422.95	30.00
McCurry, Aaron	Supervisor 2 Engineering Operations	80,067.04	10,557.05	1,391.04
McDougall, Malcolm	Parks Operation Supervisor-Horticulture Arboriculture Sports Field	87,468.80	507.27	968.80
McIntosh, Nicolas	Tradesperson 2 Electrical	82,474.62	1,241.28	897.36
McKee, Christopher	Fire Captain	134,947.56	19,832.28	-
McLeod, Kirk	Engineering Inspector 3	91,356.42	1,727.03	1,059.20
McMullen, Mark	Mgr Development & Environmental Services	142,907.40	8,715.43	1,317.77
McNeill, Wesley	Fire Fighter	79,025.03	13,989.95	-
Melvin, Paula	Executive Assitant- RCMP	80,074.66	1,610.58	577.80
Michaud, Dayne	Fire Fighter	107,681.94	19,589.89	87.00
Mickleborough, Joshua	Director of Engineering Services	53,018.77	22,746.65	475.00
Middleton, Christopher	Tradesperson 2 - Mechanic	84,841.14	1,273.35	660.00
Mikes, Daniela	Manager of Procurement	127,121.35	2,155.06	1,580.79
Millward, Michael	Facilities Operations Manager	126,809.22	5,386.62	577.80

Name	Job Title	Remuneration	Taxable Benefits & Other	Expenses
Moerman, Andrew	Electrical Inspector 1	86,461.90	18,356.17	577.80
Mohn, Tyler	Water System Worker 2	73,088.10	9,409.64	114.99
Moore, Kelly	Fire Captain	132,740.07	4,612.78	20.00
Morin, Eric	Engineering Inspector 2	83,953.20	10,079.34	1,037.80
Morris, Darcy	Budget Analyst	76,389.60	450.63	-
Munroe, Ross	Coord Volunteer/Spec Events	77,658.08	456.84	577.80
Myers, Mikaela	Marketing and Communications Coordinator	83,959.84	489.27	577.80
Nagra, Dhaminder	Human Resources Advisor, Integrated Talent Management	91,696.14	9,317.71	755.94
Nairn, Cale	Tradesperson 2 Electrical	82,597.60	14,837.16	704.46
Narayan, Sureshwar	Senior Analyst Programmer	94,038.70	5,763.26	747.81
Neufeld, Chad	Manager of Parks Planning & Operations	115,025.18	3,974.89	1,668.80
Nichols, Stephanie	Deputy Corporate Officer	114,743.65	1,486.90	2,333.98
Nikula, Matthew	Fire Fighter	114,709.64	12,165.86	30.00
Nolan, Catherine	Deputy Director of Finance	156,024.75	11,593.15	2,322.80
Ogilvie, Ralph	Fire Fighter	106,365.73	3,393.73	110.00
Oleschak, Walter	Superintendent Roads and Fleet	130,420.88	2,830.06	976.80
Olivieri, Daniel	Manager of Corporate Planning & Consultation	86,897.76	5,376.89	577.80
Ollenberger, Rachel	Manager of Infrastructure Development	122,847.84	10,115.84	2,327.80
Omer, Srood Muhsin	Engineering Inspector 2	80,975.68	3,575.61	846.76
Orsetti, Michelle	Director of Bylaw and Licensing Services	138,534.44	18,156.35	577.80
Ozeroff, William	Manager of Permit Services	122,468.09	1,699.39	1,219.33
Patel, Brian	Coord Core Area	83,638.40	1,011.61	577.80
Perkin, Kevin	Assistant Fire Chief - Operations and Training	138,092.37	4,595.39	125.00
Pollock, David	General Manager Engineering Services	213,159.13	18,648.94	1,649.83
Pope, Danielle	Director of Recreation	151,370.23	2,080.21	694.00
Pope, Debbie	Administrative Assistant	40,901.53	48,821.93	-
Porter, Gary	Assistant Fire Chief - Operations and Training	150,058.38	8,083.39	337.05
Priddle, Colin	Manager of Parks Services	114,549.86	1,846.61	200.00
Pym, Mike	Environmental Planner 1	94,038.70	540.87	1,729.89
Ramsay, Devin	Fire Fighter	108,554.47	10,594.45	-
Rich, Nicole	Tradesperson 1 - Gardener	73,844.72	434.82	927.80
Richmond, Valoree	Director Parks & Facilities	146,564.66	10,778.83	1,726.30
Rieu, Adam	Planner 1	87,658.57	1,358.16	3,509.40
Romeo, Bradley	Engineering Technologist - Projects	82,033.98	474.65	853.80
Schmidt, Kristofer	Water System Worker	73,444.04	6,736.23	692.79
Schramm, Aaron	Supervisor 3 Engineering Operations	87,468.80	3,220.92	742.79
Schurer, Oliver	Business Systems Analyst	94,038.73	8,582.11	577.80
Serediuk, Sean	Manager of Infrastructure and Security Services	123,442.00	1,899.39	577.80
Seward, Adam	Fire Captain	137,724.08	13,084.23	-
Slevin, Darlene	Coord Volunteer/Spec Events	83,638.40	1,114.27	777.80
Sluggett, Graham	Tradesperson 2 - Mechanic	84,493.70	489.27	395.00
Snow, Roy	Fire Captain	133,493.44	8,869.08	28.00
Solteiro, Robert	Fire Fighter	78,494.84	14,007.66	-
Speers, David	Coord Health Wellness	83,638.40	579.68	677.80
Spriggs, Geoffrey	Deputy Fire Chief - Operations	83,878.49	10,252.79	5,776.45
Squires, Sherry	Human Resources Manager, Labour & Employee Relations	74,368.03	5,697.41	555.00
St. Amand, Cameron	Fire Fighter	89,980.70	10,396.78	87.00
Stetin, Vellmir	Senior Project Engineer	86,461.90	651.76	1,676.57
Stevenson, David	Business Support Analyst	49,908.60	58,815.31	-
Stewart, Karen	Chief Information Officer	155,708.51	2,105.95	1,204.76
Stewart, Michael	Fire Training Officer	147,867.98	5,882.45	-
Storey, James	Director Engineering Operations	139,203.22	58,117.05	909.70
Stott, Rodney	Environmental Planner 2	102,307.80	1,414.50	599.20
Stripp, Mitchell	Supervisor Electrical Mechanical	94,796.00	31,252.06	1,407.46
Szostek, Gail	Environmental Coordinator	94,038.70	540.87	828.01
Tardif, Rene	Planner 1	80,630.90	5,383.23	607.77
Taylor, Adam	Fire Fighter	109,402.21	15,511.22	115.00
Thind, Amandeep	Network Support Specialist	94,624.71	1,160.43	577.80
Thompson, Christopher	Fire Fighter	104,276.56	14,610.15	257.99
Thompson, Trevor	Director of Finance	157,193.74	2,411.73	1,707.80
Van Beers, Cameron	Engineering Technologist 1	76,308.98	732.60	757.80
van der Lee, Caroline	Network Analyst	86,461.99	692.11	577.80
Van Dop, Michael	Fire Chief	155,317.89	22,872.71	1,941.02
van Wordragen, Therese	Planning Technician	79,593.59	468.63	-
Vanderjagt, Ryan	Fire Fighter	123,402.17	14,591.45	30.00
VanPelt, Craig	Groundskeeper - Fields	74,245.15	435.03	577.80
Varcoe, Thomas	Supervisor 2 Engineering Operations	27,901.76	62,801.84	577.80
Veltin, George	Tradesperson 2 - Mechanic	83,972.00	489.27	493.35
Vinje, Brock	Fire Captain	149,066.67	21,913.41	-
Vinje, Bryan	Assistant Fire Chief, Training and Safety	81,611.74	46,727.57	577.80
Virs, Nicholas	Assistant Fire Chief, Fire Prevention & Communications	110,887.96	19,414.69	-
Vogel, Michael	Network Analyst	70,500.31	9,021.77	599.12
Walsh, Nichole	Purchasing Supervisor	83,488.42	788.09	1,680.89
Westwick, Chris	Coord Aquatics	81,785.55	2,077.52	615.15
Wicklund, Everett	Supervisor 3 Engineering Operations	85,137.60	7,890.08	1,382.33
Wiens, Eric	Water System Operator 1	73,903.04	9,147.14	4,381.94
Williamson, Dustin	Fire Fighter	106,303.78	9,320.19	80.00
Wilson, Davin	Superintendent Waterworks	127,027.73	9,707.18	1,700.18

Name	Job Title	Remuneration	Taxable Benefits & Other	Expenses
Wing, Graham	Fire Fighter	121,689.78	5,040.00	30.00
Woods, Christopher	Labourer	71,663.29	10,152.62	757.18
Zezchuk, Edward	Trades Inspector	84,988.44	502.23	2,019.33
Zosiak, Lisa	Manager of Community Planning	134,769.50	10,052.03	1,812.77

Subtotal	\$	23,317,658.38	\$	2,015,652.51	\$	187,460.59
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2 Employees below \$ 75,000

Consolidated total of employees with remuneration less than \$75,000	\$	15,475,738.90	\$	552,324.85	\$	82,424.90
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Total All Employees	\$	38,793,397.28	\$	2,567,977.36	\$	269,885.49
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3 Reconciliation

Total Remuneration

	Remuneration	Taxable Benefits & Other	
Elected Officials	\$ 456,539.28	\$ 31,610.82	
Other Employees	\$ 38,793,397.28	\$ 2,567,977.36	
Subtotal	\$ 39,249,936.56	\$ 2,599,588.18	\$ 41,849,524.74

Other reconciling items

Employer portion of:	CPP	1,463,029.15
	EI	540,242.66
	Health tax	803,932.65
	Accruals	233,593.36
	WCB	956,597.30
	Pension	3,859,746.49
	Other employer costs	1,601,592.65
	(Medical & Dental)	

Wages & Salaries per Consolidated Financial Statements, Annual Report, Page 18	\$	51,308,259.00
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**City of Maple Ridge
Financial Information Act**

Statement of Severance Agreements for 2021

There were 3 severance agreement under which payment commenced between the City of Maple Ridge and its non-unionized employees during the fiscal year 2021

These agreements represent between 6 and 12 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 2021

1) Alphabetical list of suppliers who received aggregate payments exceeding \$25,000

Supplier Name	Aggregate amount paid to supplier
0946235 BC Ltd	\$139,781.25
A&G Supply Ltd	\$59,189.36
AR Mower & Supply Ltd	\$37,242.24
Absolute Industrial Mechanical	\$28,459.96
Access Information Management	\$32,620.27
ADS Environmental Technologies	\$56,614.98
Aeroquest Mapcon Inc	\$34,013.07
Almazhar Dry Clean Ltd	\$31,229.82
Alouette River Management Society	\$65,772.00
Alsco Linen And Uniform	\$31,326.09
Amazon Inc	\$53,092.91
Andrew Sheret Ltd	\$88,988.41
Antiquus Arch Consultants Ltd	\$36,289.99
Aplin & Martin Consultants Ltd	\$74,985.78
Aptean Canada Corporation	\$157,714.99
Aqua Silva Resource Management	\$58,453.07
Associated Engineering (BC) Ltd	\$213,973.84
Associated Fire Safety	\$302,951.08
Astroturf West Distributor Ltd	\$875,669.55
Atlas Power Sweeping	\$61,629.75
ATS Traffic Ltd	\$63,059.59
AW Fire Guard & Supplies Ltd	\$60,293.28
BA Blacktop	\$3,271,070.65
Badger Daylighting Lp	\$336,849.78
Bartle & Gibson Co Ltd	\$47,257.49
BC Earth Exchange	\$176,939.03
BC Hydro	\$1,769,294.06
BC Municipal Safety Association	\$33,605.25
BC Plant Health Care Inc	\$170,541.17
BC SPCA	\$373,164.00
BDO Canada LLP	\$36,629.25
Bell Mobility Inc	\$143,031.73
Beta Enterprises Ltd	\$33,133.24
BGC Engineering Inc	\$327,001.40
Black Press Group Ltd	\$71,649.71
Blue Max Lighting & Emergency Equipment	\$25,867.01
Boileau Electric & Pole Ltd	\$204,632.07
Brett-Young Seeds Ltd	\$32,312.00
Calytera Software Inc	\$66,475.23
Camino Technologies Inc	\$50,727.00
Canada Pipe Company Ltd	\$37,857.99
Canadian Pacific Railway	\$42,643.56
Carscadden Stokes	\$73,313.34
Cascadia Sport Systems Inc	\$27,249.90
CDW Canada Inc	\$86,114.74
Cedar Crest Lands (BC) Ltd	\$312,480.00
Centralsquare Canada Software	\$204,474.24
Centrix Control Solutions Lp	\$323,240.12
Chandos Construction Ltd	\$29,421.32
Chase Office Interiors	\$42,569.31
Chubb Life Insurance Company	\$25,830.89
City of Pitt Meadows	\$162,757.57
City of Surrey	\$166,304.75
Cobing Building Solutions	\$399,448.39
Commercial Aquatic Supplies	\$43,646.52
Commercial Truck Equipment	\$116,127.48

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2021

Supplier Name	Aggregate amount paid to supplier
Comodo Security Solutions	\$27,329.45
Coronet Cyber Security	\$32,967.47
Creative Transportation	\$58,181.84
Cummins Western Canada	\$36,508.16
Curtis Personalized Health	\$77,243.44
Dams Ford Lincoln Sales Ltd	\$382,581.74
Darktrace Limited	\$52,500.00
Davey Tree Expert Co	\$97,462.17
Dell Canada Inc	\$41,500.84
Direct Equipment West Ltd	\$39,291.07
DMD & Associates Ltd	\$27,678.46
Dobney Foundry Ltd	\$81,650.29
Double V Construction Ltd	\$9,088,523.16
Dougness Holdings Ltd	\$117,696.55
Drake Excavating	\$1,775,920.20
DTM Systems Corporation	\$46,872.81
Durante Kreuk Ltd	\$27,909.00
Eagle West Crane & Rigging	\$36,006.02
Eecol Electric Corporation	\$257,464.63
Electro Motors Co Ltd	\$49,706.72
E-Comm Emergency Communications	\$1,221,841.00
Empire Signworks Inc	\$31,698.24
ESRI Canada Limited	\$96,115.60
Eurovia British Columbia Inc	\$1,662,576.06
Family Education & Support Centre	\$64,914.05
Farm Tek Turf Services Inc	\$32,718.16
Finning International Inc	\$38,763.59
First Truck Centre	\$31,632.62
Fitness Edge	\$58,983.26
Flocor Inc	\$27,902.89
Fort Fabrication & Welding Ltd	\$39,069.84
Fortis BC Energy Inc	\$730,918.83
Fraser City Installations Ltd	\$148,562.24
Fraser Valley Refrigeration	\$86,318.58
Fraser Valley Regional Library	\$3,112,567.00
Frazer Excavation Ltd	\$230,360.97
Fred Surridge Ltd	\$167,438.18
Galinski Pension And Benefits	\$54,902.42
Geowest Engineering Ltd	\$27,901.77
Gibson Waterworks Supply Inc	\$79,701.35
Glenco Electric Ltd	\$353,289.94
Golden Ears Alarm Systems	\$117,099.03
Golden Ears Winter Club	\$44,769.60
GPM Civil Contracting Inc	\$528,708.24
Greater Vancouver Sewerage & Drainage District	\$125,561.07
Grata Construction Management Ltd	\$94,847.29
Greater Vancouver Water District	\$9,943,391.66
Green Landscape Experts Ltd	\$46,994.19
Gregg Distributors	\$64,149.85
Guillevin International Inc	\$185,398.00
Habitat Systems Inc	\$160,974.45
Hain, Nell	\$58,808.00
Hallmark Facility Services Inc	\$652,288.94
Haney Builders Supplies 1971	\$33,675.79
Harbour International Trucks	\$400,273.31
Harris & Company	\$55,297.31

City of Maple Ridge
Financial Information Act

Schedule Showing Payments Made for the Provision
of Goods or Services for 2021

Supplier Name	Aggregate amount paid to supplier
Hazmasters Inc	\$64,002.14
Hongs Nursery	\$25,440.80
Hub Fire Engines And Equipment	\$29,644.93
Hub International	\$29,190.00
ICBC	\$241,443.00
Iconix Waterworks Lp	\$85,090.17
IDRS	\$50,939.81
Image Painting & Restoration	\$120,839.60
Info-Tech Research Group	\$34,930.35
Insight Canada Inc	\$112,832.06
ISL Engineering & Land Services	\$200,066.98
ITBlueprint Solutions Inc	\$70,486.12
Jacks Automotive & Welding	\$206,112.10
Jonathan Fowler Law Corp	\$2,946,795.16
Justice Institute of British Columbia	\$81,555.70
Kaake, Karen	\$30,872.10
Kerr Wood Leidal Associates	\$31,157.72
Key Innovations Inc	\$31,257.02
Lafarge Canada Inc	\$341,880.06
Langley Concrete & Tile Ltd	\$37,761.73
Leaders International Executive	\$51,063.99
Lee's Trees	\$48,736.38
LIT First Aid & Lifeguard Training	\$85,927.82
Lordco Parts Ltd	\$88,732.58
Mainland Construction	\$30,746.44
Mainland Ford Ltd	\$48,012.16
Manulife Financial	\$1,309,921.59
Maple Leaf Disposal Ltd	\$214,137.70
Maple Ridge & PM Arts Council	\$706,427.28
Maple Ridge Historical Society	\$208,089.00
Marine Roofing (1996) Ltd	\$30,940.36
McElhanney Consulting Services	\$254,445.34
MDT Technical Services Inc	\$32,781.77
Metro Motors Ltd	\$319,064.48
Microserve	\$29,800.58
Microsoft Canada Inc	\$233,086.31
Minister of Finance - Department of Transportation	\$722,642.71
Miza Architects Inc	\$58,391.08
MK Illumination Canada	\$71,657.15
MR PM Katzie Seniors Network	\$33,953.37
Municipal Insurance Association of British Columbia	\$1,031,666.32
Municipal Pension Plan	\$3,859,746.49
Neilson Strategies Inc	\$62,280.89
New Rhodes Construction Inc	\$86,620.71
Noble British Columbia	\$30,046.71
North of 49 Enterprises Ltd	\$45,305.73
Nova Pole International Inc	\$119,510.66
Now Solutions	\$97,978.72
Nustadia Recreation Inc	\$242,128.71
Open Storage Solutions	\$85,068.12
Opus Consulting Group Ltd	\$33,908.71
Oracle Corporation Canada Inc	\$51,542.78
Organized Crime Agency of British Columbia	\$52,605.74
Orion Fire Distribution Ltd	\$27,832.00
Overhead Door Company	\$30,587.16
Pacific Bending Inc	\$43,169.50

City of Maple Ridge
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Schedule Showing Payments Made for the Provision
of Goods or Services for 2021

Supplier Name	Aggregate amount paid to supplier
Pacific Flow Control Ltd	\$61,312.65
Pacific Surrey Construction	\$67,889.77
Park N Play Design Company Ltd	\$88,568.68
Perfectmind Inc	\$30,296.69
Pit Stop Portable Toilets	\$49,829.26
Pitney Works	\$59,053.33
Ponte Bros Contracting Ltd	\$105,627.23
Prime Traffic Solutions Ltd	\$626,044.28
Profire Emergency Equipment	\$26,447.64
Progressive Fence Installation	\$45,917.55
Promix Concrete Ltd	\$45,034.76
Province of British Columbia	\$2,162,860.28
RCMP - Receiver General	\$16,565,552.30
Re/Max Lifestyles Realty Ltd	\$150,000.00
Receiver General - Payroll Deduction	\$1,971,434.11
Redline Excavating Ltd	\$336,847.38
RF Binnie & Associates Ltd	\$289,407.13
RG Arenas (Maple Ridge) Ltd	\$1,103,888.22
Richco Contracting Ltd	\$446,504.86
Ricoh Canada Inc	\$285,913.52
Ridge Canoe & Kayak Club	\$27,576.16
Ridge Meadows Seniors Society	\$220,892.50
Ridge Meadows Recycling Society	\$3,409,967.41
RTR Terra Contracting Ltd	\$29,083.57
Rynic Communications	\$52,500.00
Safe Software Inc	\$36,556.80
Safetek Emergency Vehicles Ltd	\$2,622,480.54
Sandpiper Contracting Llp	\$3,664,400.08
Sanogenics Disinfecting	\$76,351.97
Sanscorp Products Ltd	\$100,401.33
SAP Canada Inc	\$32,140.49
Sapphire Sound Inc	\$36,916.41
Scottish Line Painting Ltd	\$156,577.24
Seal Tec Industries Ltd	\$62,580.00
Shaw Cablesystems	\$30,359.17
Simcic Architecture	\$26,807.55
Simon Ken Law Corp In Trust	\$35,000.00
Single Source Rentals	\$81,926.59
Speedpro Signs Plus	\$25,042.08
Standard Electric BC Ltd	\$26,159.07
Stantec Consulting Ltd	\$210,348.41
Staples - Corporate Express Canada	\$79,186.52
Station One Architects	\$147,163.55
Stewart McDannold Stuart	\$4,650,704.67
Strata Plan LMS Commercial	\$212,992.08
Streetwise Traffic Controllers	\$159,025.95
Suncor Energy Products	\$946,956.53
Suttle Recreation Inc	\$59,498.98
SYDCP Solutions Inc	\$98,609.56
Targa Contracting Ltd	\$178,599.25
Telus	\$146,697.37
Tetra Tech Canada Inc	\$167,401.46
Thiessen, Rob	\$35,068.60
Thunderbird Plastics Ltd	\$102,048.80
Tikal Construction Ltd	\$342,515.99
Tlse Engineering Inc	\$41,421.50

**City of Maple Ridge
Financial Information Act**

**Schedule Showing Payments Made for the Provision
of Goods or Services for 2021**

Supplier Name	Aggregate amount paid to supplier
Total Power Ltd	\$110,848.08
Tundra Plumbing Ltd	\$214,539.60
Turning Point	\$36,988.79
Union BC Municipalities	\$37,901.90
United Rentals of Canada Inc	\$64,199.47
Urban Lumberjack Tree Services	\$120,106.89
Urban Systems	\$189,974.73
Valley Geotechnical Engineering Services	\$104,250.50
Vid Cruiter Inc	\$25,200.00
Visions Electronics	\$30,705.70
Warrington PCI Management	\$1,423,833.37
West Coast Elevator Services	\$27,415.50
Western Compensation & Benefits Consultants	\$102,295.32
Westerra Equipment Lp	\$55,030.68
Westridge Security Ltd	\$186,184.38
Whitestar Property Services	\$200,633.66
Wholesale Fire & Rescue Ltd	\$26,170.60
Windmill Flooring	\$84,691.56
Wishbone Industries Limited	\$38,322.03
Workers Compensation Board	\$799,988.60
WSP Canada Inc	\$186,203.30
X10 Networks	\$163,876.00
Xylem Canada Company	\$138,545.48
Yellowridge Construction Ltd	\$349,898.27
Zone West Enterprises Ltd	\$41,706.42
Zoom Audio Visual Networks Inc	\$134,127.84
	\$107,987,299.89
2) Consolidated total paid to suppliers who received aggregate payments of \$25,000 or less	
	\$ 4,424,084.30
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	\$ 107,987,299.89
Consolidated total of payments of \$25,000 or less paid to suppliers	\$ 4,424,084.30
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	\$ 110,720,871.00
Variance	\$ (1,690,513.19)

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.

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