

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

November 10, 2020

11:00 a.m.

Virtual Online Meeting including Council Chambers

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

REMINDER: Council Meeting - November 10, 2020 at 7:00 p.m.

1. APPROVAL OF THE AGENDA

2. ADOPTION OF MINUTES

- 2.1 Minutes of the October 20, 2020 Special Council Workshop Meeting and the October 27, 2020 Council Workshop Meeting

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

- 3.1 Pitt Meadows Regional Airport Overview
- Guy Miller, General Manager

4. UNFINISHED AND NEW BUSINESS

4.1 Lougheed Transit Corridor Concept Plan

Staff report dated November 10, 2020 recommending that the Lougheed Transit Corridor Concept Plan be endorsed.

4.2 Bill 15 Changes to the Agricultural Land Commission Act

Staff report dated November 10, 2020 recommending that an amendment to Fees and Charges Bylaw No. 7575-2019 to establish a fee for exclusion applications be prepared, that a Council Policy for processing of applications for exclusion from the Agricultural Land Reserve be prepared and that until a Council Policy is endorsed, applications for exclusion be evaluated and based on merits be forwarded to the Agricultural Land Commission.

4.3 Recreation Facilities Gap Analysis

Staff report dated November 10, 2020 providing outcomes resulting from a recreation facilities gap analysis on needed or desired facilities to better support the full spectrum of organized sports within Maple Ridge.

5. CORRESPONDENCE

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

7. MATTERS DEEMED EXPEDIENT

8. ADJOURNMENT

APPROVED BY:



DATE:

Nov. 5, 2020

PREPARED BY


Nov. 5, 2020

DATE:

CHECKED BY:



DATE:

Nov 5/20

2.0 Adoption of Minutes

SPECIAL COUNCIL WORKSHOP MINUTES

October 20, 2020

The Minutes of the City Council Workshop held on October 20, 2020 at 11:14 a.m. as a virtual meeting including the Council Chambers in 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>	A. Horsman, Chief Administrative Officer
Mayor M. Morden	D. Boag, General Manager Parks, Recreation & Culture
Councillor J. Dueck	C. Carter, General Manager Planning & Development Services
Councillor K. Duncan	C. Crabtree, General Manager Corporate Services
Councillor G. Robson	D. Pollock, General Manager Engineering Services
Councillor R. Svendsen	T. Thompson, Chief Financial Officer
Councillor A. Yousef	D. Denton, Acting Corporate Officer
	<i>Other Staff as Required</i>
<i>ABSENT</i>	L. Benson, Senior Policy and Sustainability Analyst
Councillor C. Meadus	

Note: These Minutes are posted on the City Web Site at www.mapleridge.ca

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

1. ***APPROVAL OF THE AGENDA***

R/2020-415

It was moved and seconded

That the agenda of the October 20, 2020 Special Council Workshop Meeting be approved as circulated.

CARRIED

2. ***UNFINISHED AND NEW BUSINESS***

2.1 **Community Energy and Emissions Scoping Report**

Staff report dated October 20, 2020 recommending development of an Official Community Plan amending bylaw for public consultation to update Policy No. 5.45 for greenhouse gas emission targets, that a proposed Community Development and Enterprise Services Advisory Committee, once established, review feedback and provide recommendations; that staff review Official Community Plan sections 5.5 – Air Quality and 5.6 – Planning for Climate for policy alignment and provide recommendations to the proposed Committee prior to consideration by Council; and that the proposed Committee consider options for reducing greenhouse gas emissions outlined in sections 3.2 and 3.3 of the October 20, 2020 staff report.

MAIN MOTION

R/2020-416

Moved and seconded

That staff be directed to bring forward an Official Community Plan amending bylaw for public consultation to update Policy No. 5.45 for greenhouse gas emission targets to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the International Panel on Climate Change and that a proposed Community Development and Enterprise Services Advisory Committee, once established, review feedback and provide recommendations; and

That staff review Official Community Plan sections 5.5-Air Quality and 5.6-Planning for Climate for policy alignment and provide recommendations to the proposed Committee prior to consideration by Council; and further

That the proposed Committee consider the options for reducing greenhouse gas emissions outlined in sections 3.2 and 3.3 of the October 20, 2020 report titled Community Energy and Emissions Scoping Report, and provide recommendations to Council.

MOTION TO AMEND

R/2020-417

That the main motion be amended to remove the text “and that a proposed Community Development and Enterprise Services Advisory Committee, once established, review feedback and provide recommendations” from the first paragraph, to remove the text “the proposed Committee prior to consideration by” from the second paragraph and to remove the text “the proposed Committee” from the third paragraph.

AMENDMENT CARRIED

Question on the main motion

The question was called on the main motion as amended.

CARRIED AS AMENDED

MAIN MOTION AS AMENDED

That staff be directed to bring forward an Official Community Plan amending bylaw for public consultation to update Policy No. 5.45 for greenhouse gas emission targets to net zero by 2050 from 2010 levels, with an interim target of 45% reduction by 2030, in alignment with the International Panel on Climate Change; and

That staff review Official Community Plan sections 5.5-Air Quality and 5.6-Planning for Climate for policy alignment and provide recommendations to Council; and further

That staff consider the options for reducing greenhouse gas emissions outlined in sections 3.2 and 3.3 of the October 20, 2020 report titled Community Energy and Emissions Scoping Report, and provide recommendations to Council.

3. ***ADJOURNMENT*** – 1:35 p.m.

M. Morden, Mayor

Certified Correct

D. Denton, Deputy Corporate Officer

City of Maple Ridge

COUNCIL WORKSHOP MINUTES

October 27, 2020

The Minutes of the City Council Workshop held on October 27, 2020 at 11:02 a.m. in the Blaney Room 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>	A. Horsman, Chief Administrative Officer
Mayor M. Morden	D. Boag, General Manager Parks, Recreation & Culture
Councillor J. Dueck	C. Carter, General Manager Planning & Development Services
Councillor K. Duncan	C. Crabtree, General Manager Corporate Services
Councillor C. Meadus	D. Pollock, General Manager Engineering Services
Councillor G. Robson	T. Thompson, Chief Financial Officer
Councillor R. Svendsen	S. Nichols, Corporate Officer
Councillor A. Yousef	<i>Other Staff as Required</i>
	C. Goddard, Director of Planning
	C. Lee, Manager of Revenue and Collections
	J. Mickleborough, Director of Engineering
	C. Nolan, Corporate Controller
	M. Orsetti, Director of Bylaw and Licensing Services
	<i>Also in attendance representing the Ridge Meadows RCMP Detachment</i>
	Superintendent J. Hyland, Office in Charge
	Inspector A. Good, Operations Officer
	Inspector W. Mehat, Operations Support Officer

Note: These Minutes are posted on the City Web Site at www.mapleridge.ca

Note: Due to COVID Councillor Yousef and Councillor Meadus attended virtually.

Note: Councillor Duncan was absent at the start of the meeting.

1. **APPROVAL OF THE AGENDA**

R/2020-418

It was moved and seconded

That the agenda of the October 27, 2020 Council Workshop Meeting be approved as circulated.

CARRIED

2. ***ADOPTION OF MINUTES***

2.1 **Minutes of the October 13, 2020 Council Workshop Meeting**

R/2020-419

It was moved and seconded

That the minutes of the Council Workshop Meeting of October 13, 2020 be adopted as circulated.

CARRIED

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

4. ***UNFINISHED AND NEW BUSINESS***

4.1 **RCMP Quarter 2 Update**

Verbal quarterly update by Ridge Meadows RCMP Officer In-Charge, Superintendent Jennifer Hyland, Inspector Good and Inspector Mehat.

Superintendent Hyland introduced Inspector Wendy Mehat, Operations Support Officer, who replaced Inspector Aaron Parody.

A copy of the Maple Ridge Q2 and Q3 reports were distributed at the meeting.

Superintendent Hyland provided a summary presentation on updates within the department. Inspector Good provided a presentation on the crime and workload metrics.

Note: Councillor Duncan entered the meeting at 11:15 a.m. during the presentation by Inspector Good.

Inspector Mehat provided a presentation on investigative support and partnerships

The RCMP members left the meeting at 12:17 p.m.

4.2 **Quarter 3, 2020 Financial Update**

Staff report dated October 27, 2020 providing a financial update on operating results to the end of the third quarter, 2020.

C. Nolan, Corporate Controller, provided a summary presentation and responded to questions from Council.

4.3 2020 Property Tax Collection

Staff report dated October 27, 2020 providing a comparison of 2020 tax collection with previous years to assess the impact of COVID-19.

C. Lee, Manager of Revenue and Collections, provided a summary presentation and responded to questions from Council.

Note: Councillor Duncan left the meeting at 12:55 p.m.

4.4 Corporate Quarterly Report

Staff report dated October 27, 2020 providing a progress update on key initiatives delivered to date on Council's strategic priorities.

D. Pope, Director of Recreation and Community Engagement, M. Lewis, Executive Director Human Resources, M. Orsetti, Director of Bylaw and Licensing Services, J. Mickleborough, Director of Engineering, provided a summary presentation based on Council's Strategic Plan Priorities. Staff responded to questions from Council.

Note: Councillor Duncan returned to the meeting at 1:02 p.m. during the staff presentation.

Note: The meeting recessed at 1:30 p.m. and reconvened at 2:23 p.m. to continue with discussion of Item 4.4.

Staff responded to questions from Council.

4.5 Committee Task Force Review – Response to Phase 3 Recommendation

Staff report dated October 27, 2020 recommending that revised Terms of Reference for the Audit and Finance Committee be adopted and that the Terms of Reference for the Community Development & Enterprise Services Committee be adopted.

E. Mark, Legislative Clerk, provided a summary presentation on the staff report and staff responded to questions from Council.

MAIN MOTION

R/2020-420

Moved and seconded

That the revised Terms of Reference for the Audit and Finance Committee be adopted; and

That the Terms of Reference for the Community Development and Enterprise Services Committee be adopted and the Committee begin meeting as soon as possible.

CARRIED

MOTION TO AMEND

R/2020-421

Moved and seconded

That the Terms of Reference for the Community Development and Enterprise Services Committee be amended by replacing the text “General Manager of Corporate Services” with the text “General Manager of Planning and Development Services”; and that the text “That the Community Development and Enterprise Services Committee report back to Council within no later than end of Q1 2021.” be added to the main motion.

The question was then called on the main motion as amended.

CARRIED

Councillor Duncan – OPPOSED

MAIN MOTION AS AMENDED

That the revised Terms of Reference for the Audit and Finance Committee be adopted; and

That the Terms of Reference for the Community Development and Enterprise Services Committee be adopted as amended and the Committee begin meeting as soon as possible; and further

That the Community Development and Enterprise Services Committee report back to Council within no later than end of Q1 2021.”

4.6 2021 Acting Mayor Appointments and Government Agencies, Committees & Commissions and Community Groups and Organization Appointments

Staff report dated October 27, 2020 recommending approval of the Acting Mayor schedule and appointments and approval of appointments to Government Agencies, Committees & Commissions and Community Groups and Organization Appointments.

Note: Councillor Robson left the meeting at 4:14 p.m. and was absent for the vote.

R/2020-422

Moved and seconded

That the Acting Mayor schedule and appointments for December 2020 to December 2021 as attached to the staff report dated October 27, 2020 be approved; and further

That the appointments to Government Agencies, Advisory and/or Legislated Committees, Special Committees, Community Groups and Organizations and Standing Committees for December 2020 to December 2021 as attached to the staff report dated October 27, 2020 be approved.

CARRIED

Councillor Duncan – OPPOSED

5. ***CORRESPONDENCE*** – Nil

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

7. ***MATTERS DEEMED EXPEDIENT***

8. ***ADJOURNMENT*** – 4:15 p.m.

M. Morden, Mayor

Certified Correct

S. Nichols, Corporate Officer



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Lougheed Transit Corridor Concept Plan

MEETING DATE: November 10, 2020
FILE NO: 2019-032-CP
ATTN: Workshop

EXECUTIVE SUMMARY:

A draft Lougheed Transit Corridor Concept Plan was presented at the May 12, 2020 Workshop, wherein Council provided comments and passed the following resolution:

That staff present the draft Lougheed Transit Corridor Concept Plan, as amended to include flexibility, virtually to the public for feedback and provide a report on the outcomes.

During the May 12th Workshop, Council discussed increasing the allowable building heights for Commercial Mixed-Use and Flexible Employment and the draft plan was amended to reflect this change prior to inviting feedback from the community.

This report presents the outcomes of an outdoor open house event, with physical distancing measures in place, and outcomes of a community feedback survey on the draft Concept Plan. Also included in this report are Concept Plan highlights and land use descriptions, as well as projected commercial floor areas for the Commercial Mixed-Use designation.

The recommendation in this report is for Concept Plan (Appendix A) endorsement. It is anticipated that upon Council's endorsement of the Concept Plan, work will begin on preparing Area Plan policies and Development Permit Area Guidelines that will be brought back for Council input by Fall 2021.

RECOMMENDATION:

That the Lougheed Transit Corridor Concept Plan, as presented in the November 10, 2020 report, as Appendix A, be endorsed.

1.0 BACKGROUND:

The Lougheed Transit Corridor Study was initiated in September 2018 with an aim to review existing Official Community Plan designations and policies for this area and create a more detailed land use plan to guide future development. The timing of this study coincided with the Translink announcement that a new rapid bus (R3) service would commence along Lougheed in the near future. The R3 bus route commenced in January 2020.

Over spring 2019, an extensive public consultation program engaged approximately 500 people at events and through survey responses with 23 thousand online interactions to digital content. Over 20

thousand postcards and letters were mailed and distributed. Feedback from the consultation was presented to Council at the June 25, 2019 Workshop.

A draft Loughheed Transit Corridor Concept Plan was presented at the December 3, 2019 Workshop, wherein Council provided feedback in the following areas:

- Consider expanding commercial land use designation, beyond what is proposed, including allowing building heights greater than six storeys;
- Incorporate flexibility into proposed employment/business park use and consider incentives to draw this use;
- Consider incentives for employment use;
- Review proposed multi-use pathway through the cemetery;
- Ensure accessibility in new development for seniors and those with mobility issues;
- Consider post-secondary institutional use in this area; and
- Ensure the plan facilitates a sense of place.

An update to the draft Concept Plan was presented at the May 12, 2020 Workshop, wherein Council wanted to see increased building heights within commercial and flexible employment areas. The draft Concept Plan was amended to include the following increased building heights prior to inviting feedback from the community:

- Commercial Mixed-Use: Minimum 4 storeys and no height maximum;
- Flexible Employment: Minimum 2 storeys and maximum height of 6+ storeys.

Options for engaging with the public were also discussed at the May 12th Workshop, as the Covid-19 pandemic was requiring a rethink of how to hold open house events. With few options at that time, as well as uncertainty with regard to relaxing restrictions, posting the draft Concept Plan online and in City Hall windows was discussed, as well as seeking feedback through an online questionnaire.

2.0 DISCUSSION

2.1 Open House Event

Subsequent to the May 12th Workshop, an opportunity to undertake an outdoor, socially-distanced open house event arose, as Planning staff were also preparing a socially-distanced open house for the Town Centre Visioning process in Memorial Peace Park. It was determined that the Park space would easily accommodate both open houses (which were held side by side and planned in accordance with the City and Provincial safety protocols) and could ideally create some synergy with the Saturday Farmer's Market event (which has been significantly reduced in size due to the Covid-19 pandemic).

Both open houses were held on Saturday, September 12, 2020, from 9am to 2pm, and Planning staff were able to talk with attendees and answer questions for both projects. A total of 70 people were counted as attending the two open house events. Note that a report to Council on the outcomes of the Town Centre Visioning process is anticipated very soon at an upcoming Workshop.

Notifications for the September 12th open house event were posted in the local newspaper, on the City's website, and through social media. Email invitations were also sent out to those who had participated through the previous consultation events and had indicated an interest in receiving updates on the plan. RSVP's were encouraged to help indicate the number of people attending and a

while a total of 16 people registered for the Lougheed Transit Corridor Concept Plan event, 70 people stopped by to view the information panels and talk with staff.

2.2 Community Survey

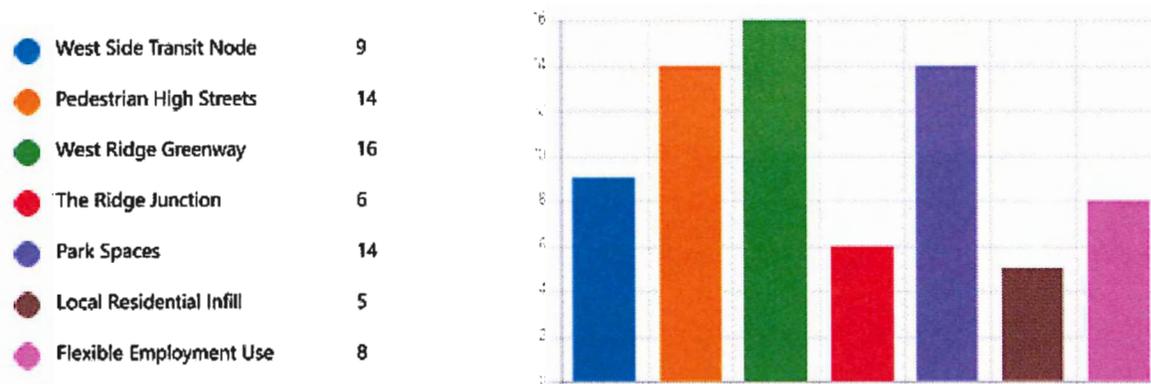
The draft Lougheed Transit Corridor Concept Plan, open house panels (Appendix B), and a community survey (Appendix C) were posted on the City's website on September 12, 2020 and remained open until October 4, 2020.

2.3 Feedback Received on Draft Concept Plan

A total of 23 respondents completed the survey (Appendix D) and 17 of the respondents reside in Maple Ridge.

The draft Concept Plan map was embedded in the online survey with a question asking which elements of the plan most closely aligned with their vision for the Lougheed Transit Corridor. The graph below shows the results, with the West Ridge Greenway being the most aligned, followed by the pedestrian high streets and park spaces. The least aligned are the local residential infill use and the Ridge Junction.

Figure 1: Which elements of the Concept Plan most closely aligned with vision for the area?



Respondents were also asked to provide their comments on the key elements of the draft Concept Plan. Comments received through the community survey are attached in Appendix E. The following is a summary of comments received from respondents:

- The West Ridge Greenway – several comments received support the Greenway (in particular the intent to prioritize pedestrians and cyclists) and while some would like automobiles to be restricted (or a maximum speed of 30 km/h), one respondent would like to see the Greenway open to automobiles for the entire length.
- Other comments received include a desire to see more trees, parks, and the incorporation of green infrastructure, as these features/functions attract visitors, provide health and climate benefits, and enhance the livability of a place.
- Parking concerns were also mentioned with comments stating:
 - No reduced parking standards for the area;
 - Consider above-grade parking infrastructure should due to high water table in the area; and
 - Provide increased parking around transit nodes.

- Increased traffic that will travel through the Hammond area is also a concern, particularly along 203rd Street.
- One comment was received regarding a concern with allowing building heights beyond 8-12 storeys.

Three additional responses were received by email and are attached as Appendix F and these comments are summarized as follows:

- A strong desire to improve bicycle routes and infrastructure throughout the area to help reduce the need for automobiles;
- Support for the incorporation of Transportation Demand Management, including reduced parking standards, short-term and long-term bicycle parking spaces, and end of trip facilities for cyclists;
- A desire to see properties along Lougheed Highway, between 218 and Carr Streets, changed from Transit Corridor Multi-Family to Commercial Mixed-Use (Note: staff have not been contacted by anyone regarding a potential development application for these properties).

Note that Council's direction to increase building heights in the Commercial Mixed-Use designation (minimum 4 storeys with no maximum building height) and the Flexible Mixed-Use designation (minimum two storeys and maximum 6+ storeys) was incorporated into the draft Concept Plan prior to inviting feedback from the community. No further changes to the Concept Plan are proposed.

3.0 HIGHLIGHTS OF THE LOUGHEED TRANSIT CORRIDOR CONCEPT PLAN

The Concept Plan land use map (in Appendix A) reflects the community's vision to create an urban environment with a focus on pedestrians, bicycles, and green features. Two primary mixed-use nodes are identified at rapid bus stop locations (Lougheed & 203rd Street and Lougheed & Laity Street) and four north-south 'high streets' that intersect with the West Ridge Greenway, proposed to run in an east-west direction between Dewdney Trunk Road and Lougheed Highway. A Flexible Employment designation is proposed to help increase local jobs and a regional need for more employment generating lands.

A broader range of housing form is encouraged through the Plan to ensure a variety of choice for residents. An increase in residential density is being introduced into this area to help build ridership for the R-3 Rapid Bus route and also to help create a local customer base for the 'high street' retail/service units.

The Concept Plan land use map is articulated through the text portion of the Concept Plan that contains the guiding principles, objectives and land use descriptions (also in Appendix A).

3.1 Guiding Principles

Six guiding principles were developed from the input received throughout the public consultation process and have set the foundation for creating the Concept Plan. The guiding principles are as follows:

1. Rapid transit stops are mixed-used 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
6. Green spaces connect people and nature

Objectives for each guiding principle were developed to help determine how the area will evolve over time and to inform the creation of land use designations for the Plan.

3.2 Proposed Land Use Designations

Six land use designations were created for the Lougheed Transit Corridor Concept Plan and each are described below.

- **Mixed-Use Commercial**

Purpose: To allow a mixed-use form of development with ground floor commercial and residential above at transit nodes and along 'high streets'. Office use is also encouraged above ground level. A minimum height of four storeys is required with no building height maximum. Development proposed adjacent to existing single detached dwelling or townhouse use will be encouraged to design buildings in a sensitive manner to the existing development, such as stepping down building face(s) at interface points with adjacent existing buildings.

- **Flexible Employment**

Purpose: To promote local jobs in proximity to an established transportation network and existing residential neighbourhoods. A business park form of development is encouraged, with a consistent architectural standard, pedestrian focused design. Building heights are a minimum of two storeys and a maximum of 6+ storeys. Typical highway commercial uses are also permitted and opportunities to incorporate this use within a business park format is encouraged. 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 at interface points. (Note: 6+ is to indicate that buildings greater than six storeys are supported within the OCP, upon Council consideration.)

- **Transit Corridor Multi-Family**

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

- **Intensive Attached Residential Infill**

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

- **Local Residential Infill**

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

- **Conservation**

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

- **Park**

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

- **Institutional**

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

4.0 TOTAL AREA OF COMMERCIAL AND EMPLOYMENT BUILT FORM

The Mixed-Use Commercial and Flexible Employment designations within the Concept Plan provide significant opportunity for local employment and economic development. This section looks at anticipated development potential for the Mixed-Use Commercial designation (the commercial portion only) and the Flexible Employment designation.

4.1 Potential Commercial Floorspace

New commercial development within the Lougheed Transit Corridor will locate mainly within the Commercial Mixed-Use designation, which has a total developable land area (total land area minus 15% for roads and road dedication) of approximately 2.8 million ft² (260,000 m²/26 ha). Although there will be a minimum four storey building height and no height maximum, it is likely that the commercial portion of most new development will be at the ground level only, with residential above. While there may also be some office use above ground level and even some retail or service commercial in a two-storey form, it is difficult to predict or estimate an approximate amount of commercial floorspace above grade at buildout. The built form within this high density designation is expected to utilize approximately 70% of the land area, as underground parking will be encouraged and minimal surface parking is anticipated. As such, the total estimated footprint (at ground level) for the Commercial Mixed-Use designation is approximately 1.95 million ft² (182,000 m²/18 ha) at buildout.

Currently, most of the existing commercial floorspace within the corridor is in the form of one to two storey buildings that utilize approximately 30% of the total developable area.

4.2 Potential Flexible Employment Floorspace

The Flexible Employment designation is anticipated to be a mix of business park type of uses and for highway commercial use (which is the commercial form that is predominant in the corridor today). The estimated developable land area (total area minus 15% for roads and road dedication) proposed for the Flexible Employment use is 2.3 million ft² (214,509m²/21.4 ha). Lot coverage within this designation is anticipated to be approximately 50%, which would result in a total building footprint (at buildout) of approximately 1.15 million ft² (107,250 m²/11 ha). Note that because building heights within this designation are to be a minimum of two storeys and a maximum of 6+ storeys, it is difficult to estimate exactly how much floorspace may be anticipated at buildout.

As business parks are evolving to increased heights beyond two storeys, it is likely that ground floor uses will encompass manufacturing, distribution, and highway commercial, with office uses above. However, it should also be noted that with rising land prices and advancing technology, business parks are starting to densify in some areas of the region by constructing truck loading bays for first and second storeys and freight elevators for upper storeys, enabling a vertical increase in business park floorspace.

5.0 NEXT STEPS

Once the Concept Plan receives Council endorsement, it will serve as a guide to direct future development in the area. As such, all inquiries and applications within the Loughheed Transit Corridor, that have not yet reached third reading, will be required to align with the endorsed Concept Plan.



The next steps in the process involve preparation of an Area Plan that includes policy development and the creation of Development Permit (DP) Area Guidelines to influence form and character of new development, in a manner that aligns with the goals and objectives of the Plan. It is anticipated a draft Area Plan bylaw and draft DP Guidelines will be brought before Council by Fall 2021.

6.0 INTERDEPARTMENTAL IMPLICATIONS

The Planning Department will continue to work interdepartmentally as the Concept Plan evolves into Area Plan policies and DP Guidelines. It is anticipated that Zoning Bylaw work will also be undertaken during Area Plan development. The recently adopted Access Management Policy 9.14 will be used to evaluate all new development applications along the corridor and will be reflected in Area Plan policies.

CONCLUSION:

The Lougheed Transit Corridor planning process is entering its final stages after the presentation of the draft Concept Plan to the community and receipt of feedback through a community survey. A total of 26 responses were received from the survey results and emails. The most popular feature of the Concept Plan is the West Ridge Greenway followed by the pedestrian high streets, and park spaces.

Staff are recommending that the Lougheed Transit Corridor Concept Plan be endorsed.

“Original signed by Lisa Zosiak”

Prepared by: **Lisa Zosiak, MRM, MCIP, RPP**
Manager of Community Planning

“Original signed by Chuck Goddard”

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

“Original signed by Christine Carter”

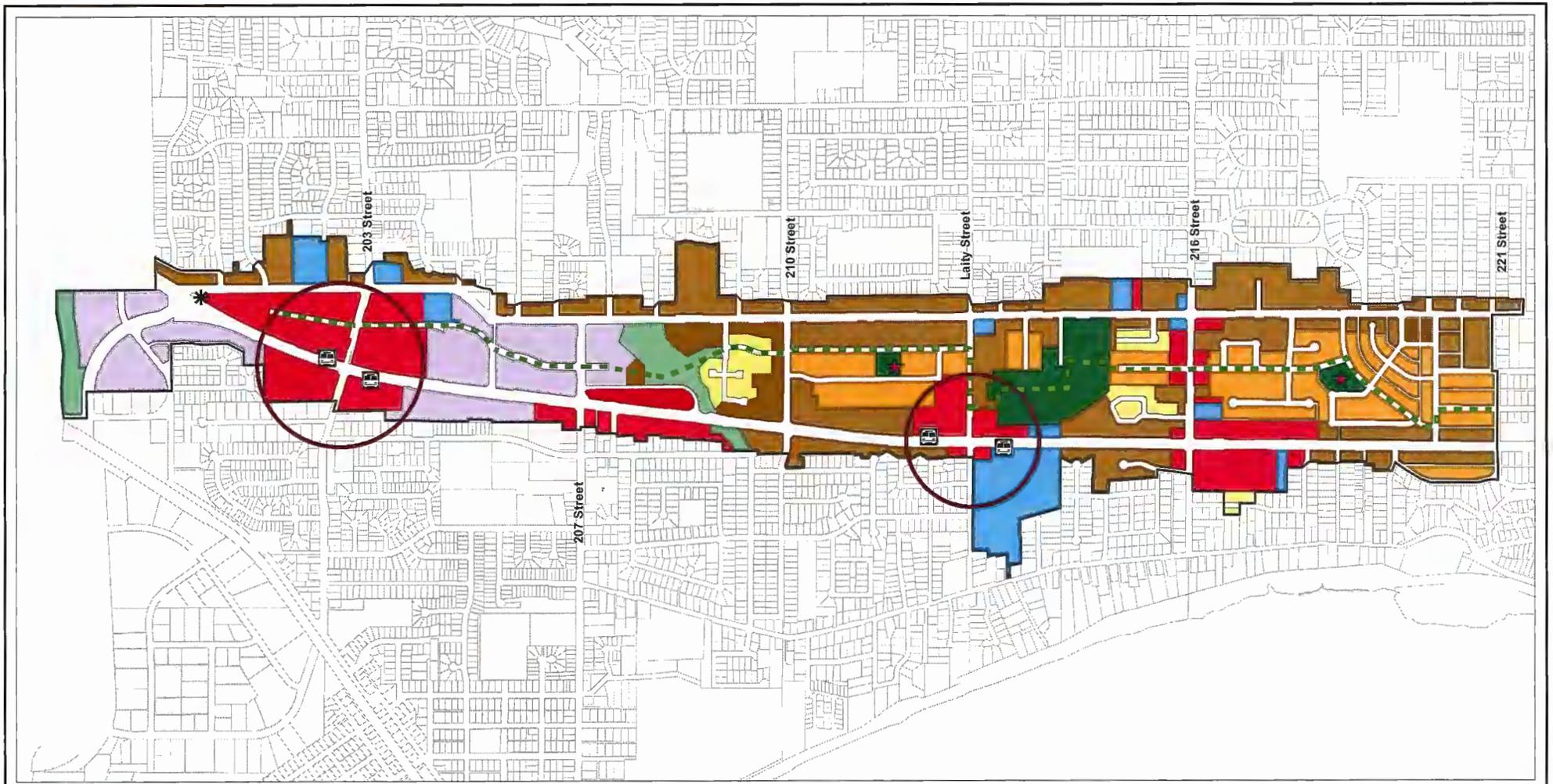
Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM: Public Works & Development Services

“Original signed by Al Horsman”

Concurrence: **Al Horsman**
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A: Concept Plan land use designation map, guiding principles, objectives and land use descriptions
- Appendix B: Information panels presented at Open House event and posted online
- Appendix C: Community Survey Questions
- Appendix D: Outcomes of Community Survey (in graph form)
- Appendix E: Comments received in Community Survey (text)
- Appendix F: Feedback/comments received by email



Legend

- Landmark Feature
- Neighbourhood Park
- R3 Bus Stop
- Off-Lougheed Greenway
- Study Area Boundary
- Commercial Mixed-Use
- Flexible Employment
- Institutional
- Conservation
- Park
- Transit Corridor Multi-Family
- Local Residential Infill
- Intensive Attached Residential Infill
- Corridor Node

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

**Transit Corridor
Land Use Concept Map**

PLANNING DEPARTMENT

MAPLE RIDGE
British Columbia
mapleridge.ca

FILE: TransitCorridorLandUseConcept.mxd
DATE: May 11, 2020
BY: DT

Lougheed Transit Corridor Concept Plan

DRAFT

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

1. Guiding Principles
2. Neighbourhood Characteristics
3. Land Use Designations
4. Transportation and Connectivity
5. Park and Conservation
6. Concept Plan Land Use Map

Guiding Principles

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

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

Objectives:

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

2. Mobility choice is enhanced.

Objectives:

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

- New roads and pathways create smaller blocks to reduce walking and cycling distances.

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

Objectives:

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

4. Neighbourhoods are safe, diverse and inclusive.

Objectives:

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

5. Housing for the needs of many.

Objectives:

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

6. Green spaces connect people and nature.

Objectives:

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

2. Neighbourhood Characteristics

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

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

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

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



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

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

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



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

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

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

Neighbourhood High Streets –Walkable Places Create Greenway Destinations



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

The 216 'high street' is envisioned to provide for neighbourhood destinations along the greenway, and serve primarily the surrounding neighbourhoods with daily goods and services. It is envisioned that the 207 'high street' will attract small light industrial type of businesses with storefronts for retailing manufactured goods.



All 'high streets' are intended to become shopping locales that connect to neighbourhoods and destinations north and south of the Lougheed Corridor.

3. Land Use Designations

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

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

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

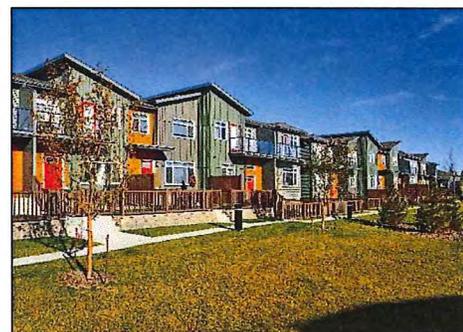
- **Local Residential Infill**

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



- **Transit Corridor Multi-Family**

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



- **Intensive Attached Residential Infill**

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



- **Mixed-Use Commercial :**

Purpose: To allow a mixed-use form of development with ground floor commercial and residential above at transit nodes and along 'high streets'. Office use is also permitted above ground level. A minimum height of four storeys is required with no building height maximum. Development proposed adjacent to existing single detached dwelling or townhouse use will be encouraged to design buildings in a sensitive manner to the existing development, such as stepping down building face(s) at interface points with adjacent existing buildings.



- **Flexible Employment:**

Purpose: To promote local jobs in proximity to an established transportation network and existing residential neighbourhoods. A business park form of development is encouraged, with a consistent architectural standard, pedestrian focused design. Building heights are a minimum of two storeys and a maximum of 6+ storeys. Typical highway commercial uses are also



permitted and opportunities to incorporate this use within a business park format is encouraged. 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 at interface points.

- **Conservation**

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

- **Park**

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



- **Institutional**

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



Zoning Matrix

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

Land Use	Supported Zones
Local Residential Infill	<ul style="list-style-type: none"> • R-1 (Residential District) • R-4* • RT-1 (Two Family Urban Residential)
Transit Corridor Multi-Family	<ul style="list-style-type: none"> • RT-2 limited to fourplex and courtyard • RM-1 (Townhouse Residential) • RM-2
Intensive Attached Residential Infill	<ul style="list-style-type: none"> • RST (Street Townhouse Residential) • RT-1 (Two Family Urban Residential) • RT-2 limited to triplex
Commercial Mixed Use	<ul style="list-style-type: none"> • C-7* (Lougheed Transit Corridor High Density Mixed-Use)
Flexible Employment	<ul style="list-style-type: none"> • M-6* (Infill General Employment) • M-3 (Business Park) • C-2 (Community Commercial) • CS-1 (Service Commercial)

*These zones are currently not in the Zoning Bylaw, and will be brought forward for bylaw approval with a development application.

4. Transportation and Connectivity

Lougheed Highway:

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

forms of rapid transit. The City of Maple Ridge will also consult with the Ministry of Transportation and Infrastructure in determining land requirements for future rapid transit stations along the Lougheed Transit Corridor.

Transit Supportive Development:

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

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

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

West Ridge Greenway:

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

New Connections:

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

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

Transportation Demand Management:

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

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

Parks and Conservation:

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

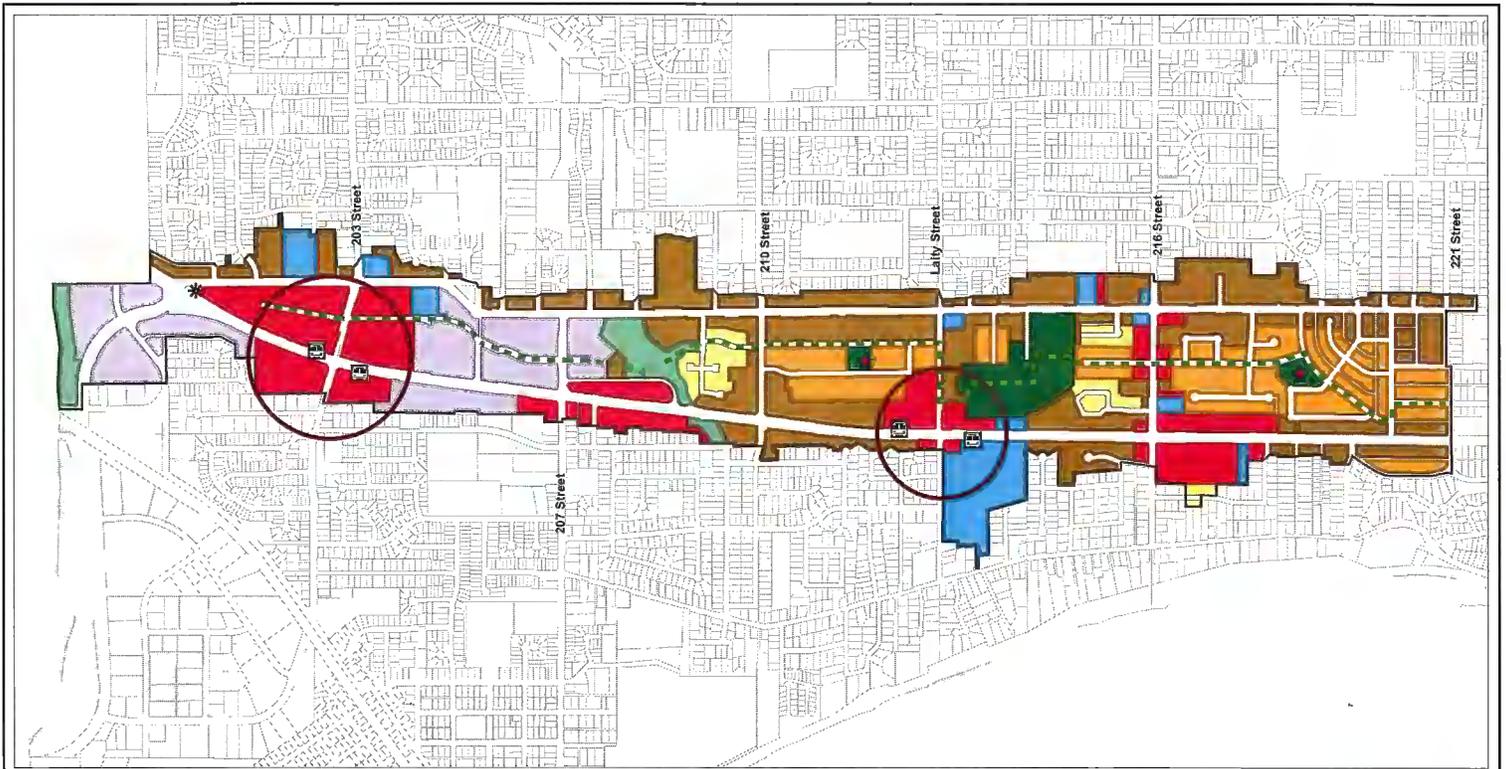
- Maple Ridge Cemetery (park)
- McKenney Creek (conservation)
- Katzie Slough (conservation)

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

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

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

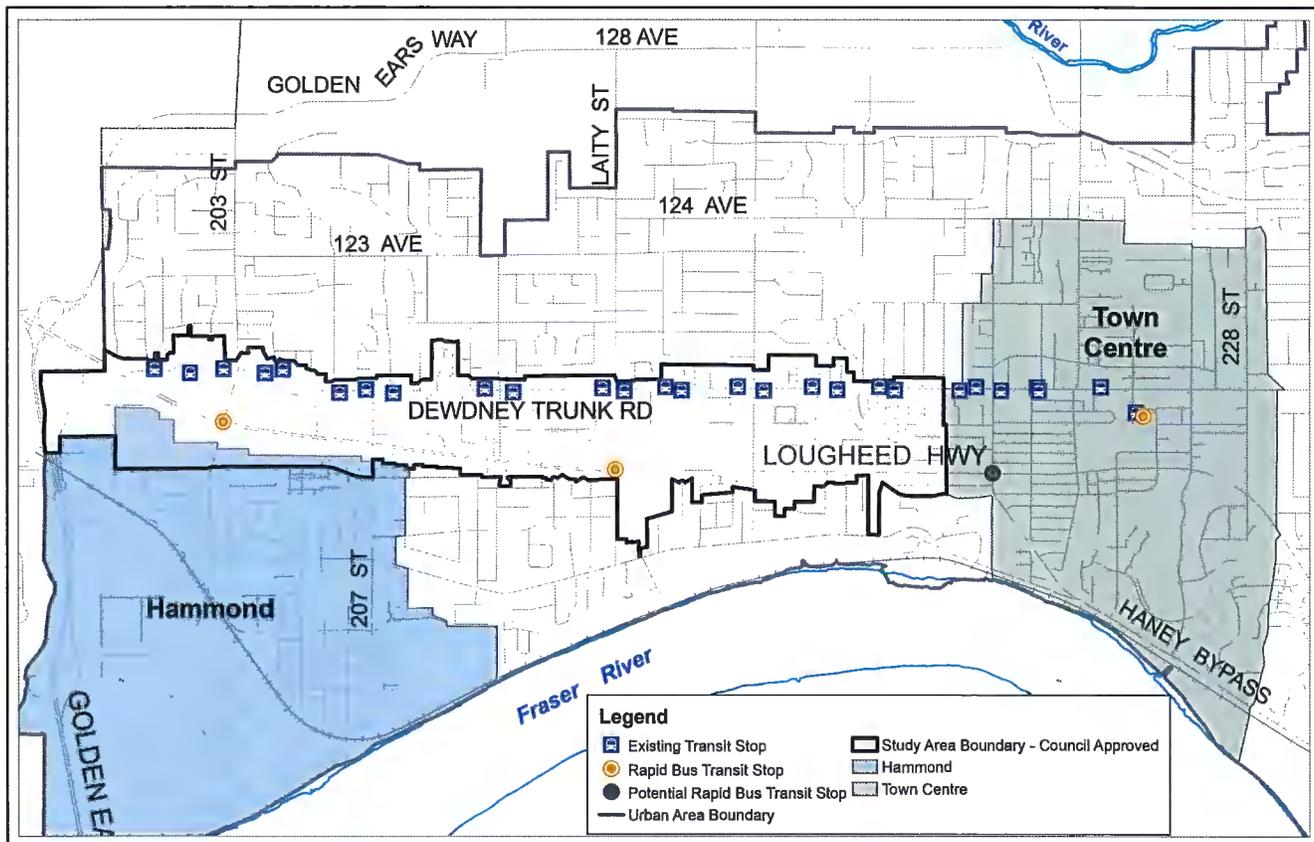
Urban gathering space opportunities will also be explored as redevelopment occurs, specifically in the 203 Street node. Examples include an outdoor plaza where small events could be hosted, or indoor multi-purpose rooms for public use.

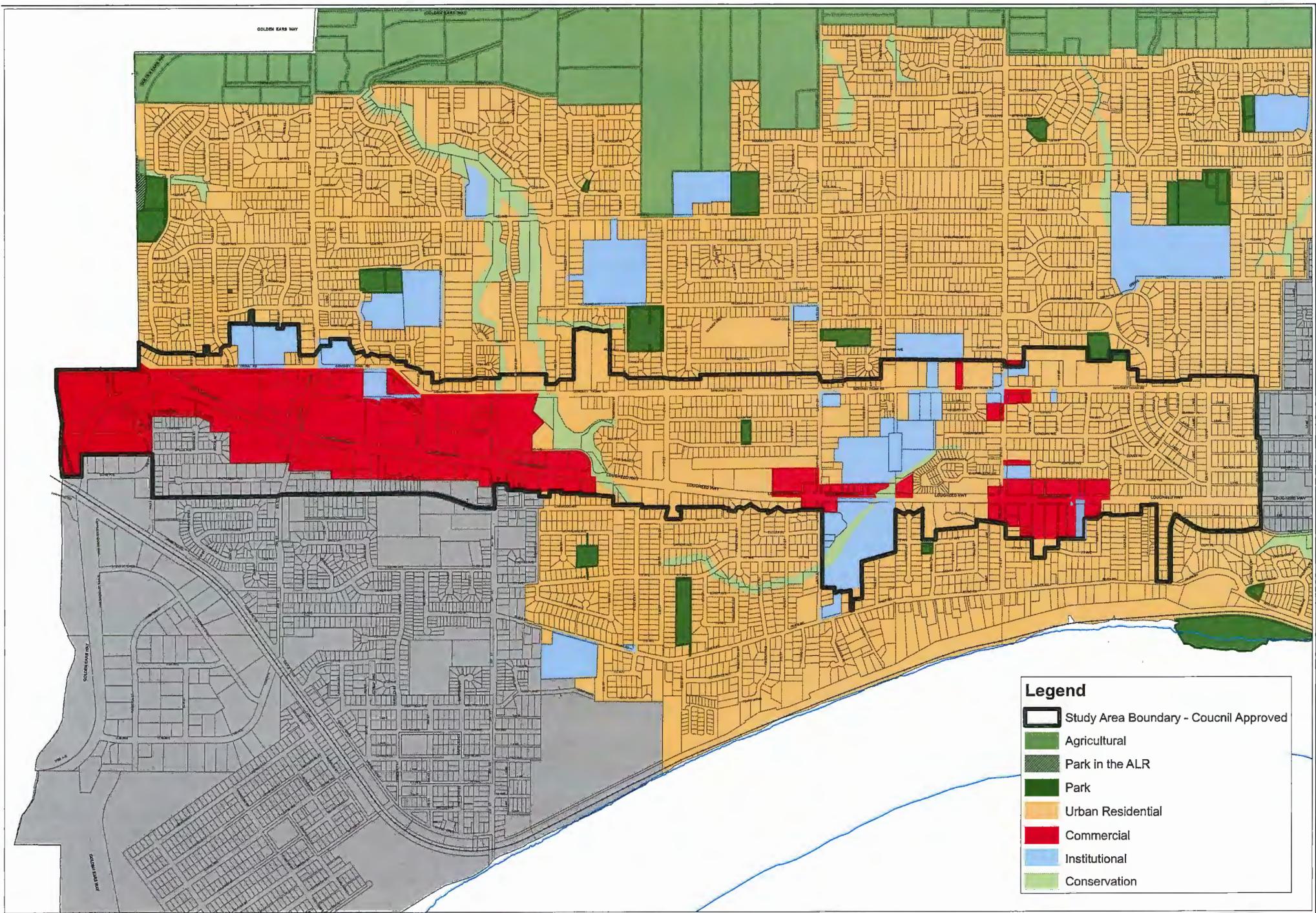


<p>Scale: 1:1,077</p>	<p>Legend</p> <ul style="list-style-type: none"> * Landmark Feature ★ Neighbourhood Park R3 Bus Stop Off-Lougheed Greenway Study Area Boundary Commercial Mixed-Use Flexible Employment Institutional Conservation Park Transit Corridor Multi-Family Local Residential Infill Intensive Attached Residential Infill Corridor Node 	<p>The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.</p>	<p style="text-align: center;">Transit Corridor Land Use Concept Map</p> <p style="text-align: center;">PLANNING DEPARTMENT MAPLE RIDGE municipality mapleridge.ca</p> <p>FILE: TransitCorridorLanduseConcept.mxd DATE: May 11, 2020 BY: DT</p>
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Study Area

The area along the **Lougheed Transit Corridor** (that has been under review since Spring 2019) is shown below. The study area includes Lougheed Highway, Dewdney Trunk Road and the lands to the north and south between 222nd Street and the City's western boundary.





Legend

- Study Area Boundary - Council Approved
- Agricultural
- Park in the ALR
- Park
- Urban Residential
- Commercial
- Institutional
- Conservation

Current Land Use Permitted in Official Community Plan (Bylaw adopted in 2006)



Current Land Use

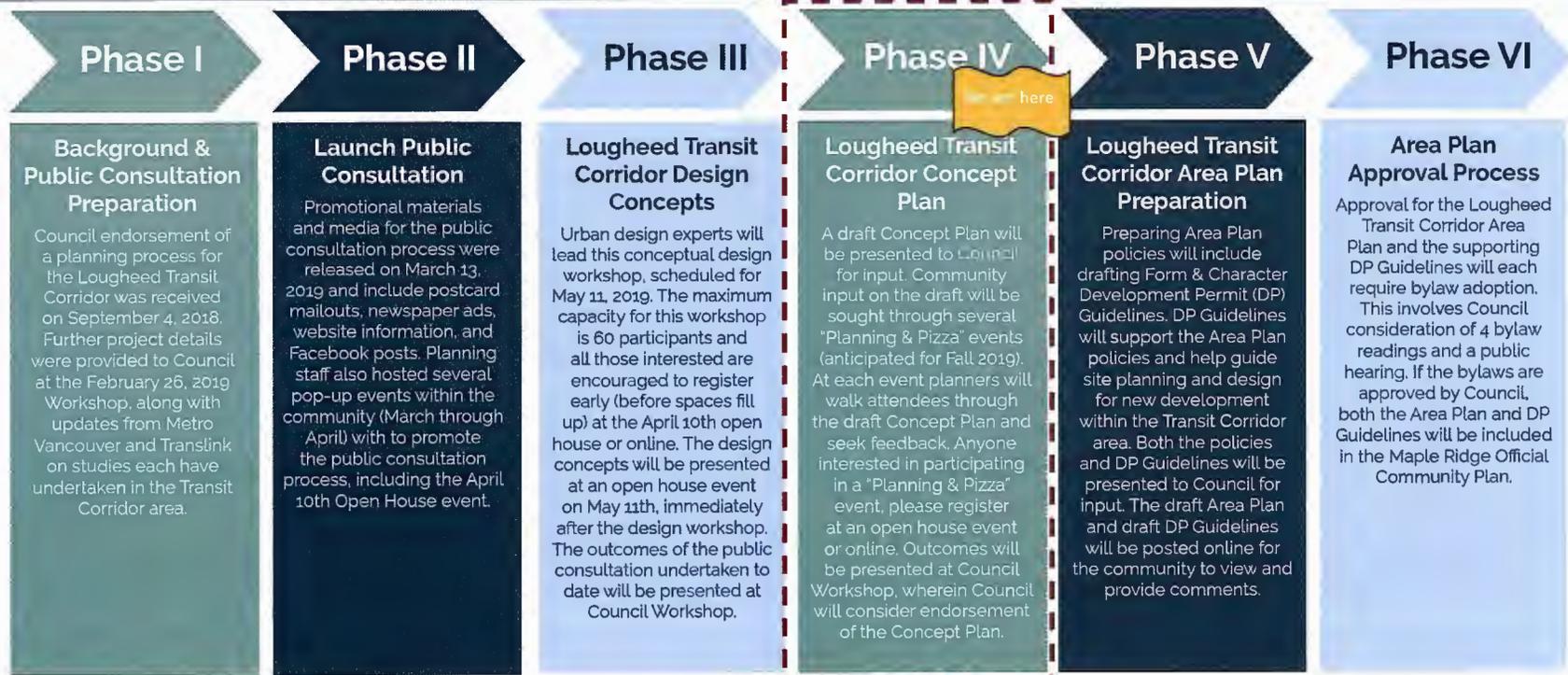
Maple Ridge City

Maple Ridge City

mapleidge.ca

City of Langley

Maple Ridge City

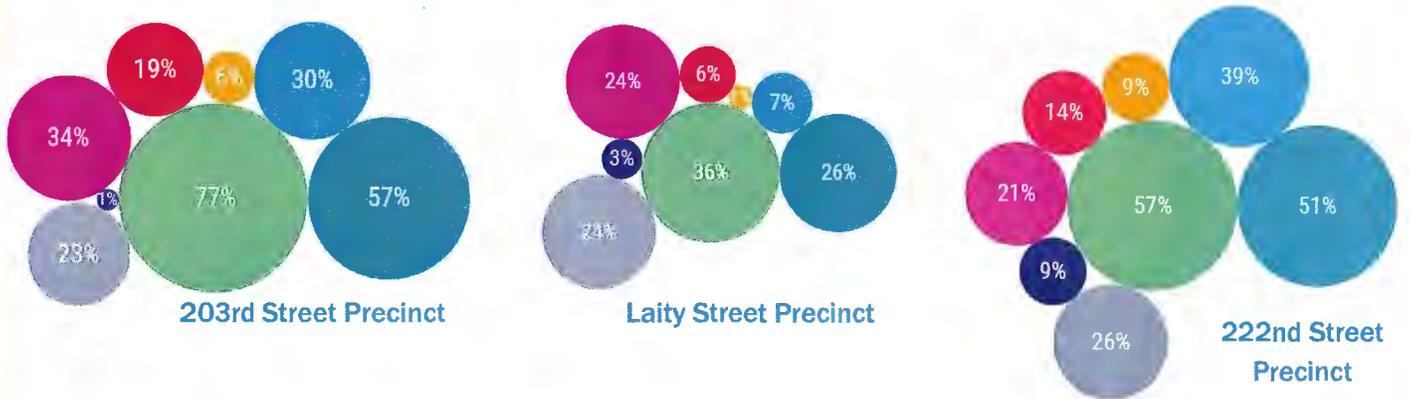


For more details on community input opportunities, visit lougheedstudy.mapleridge.ca

SURVEY OUTCOMES

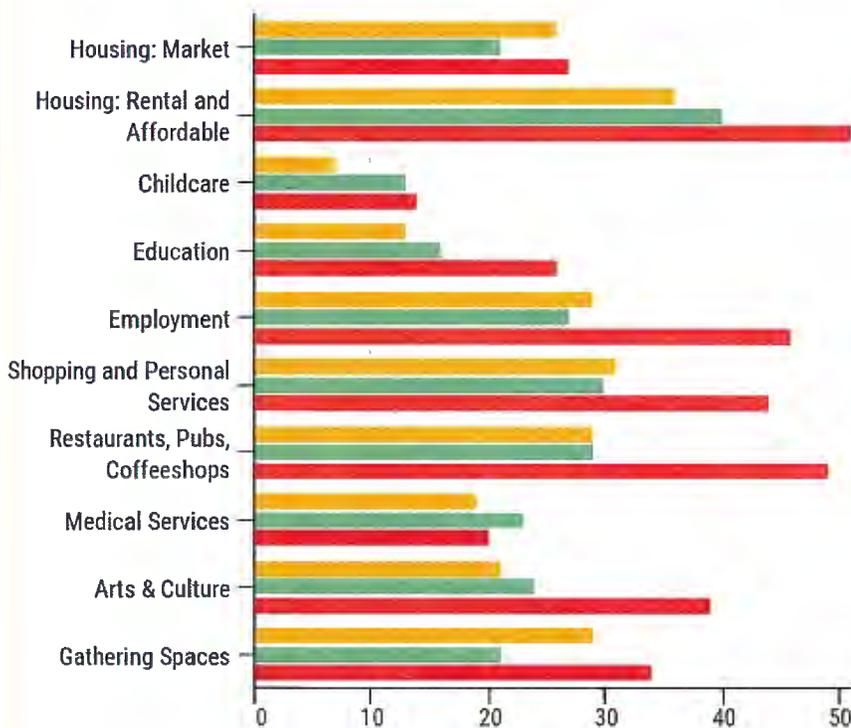
The community provided input at various events and through a community survey. Some key findings from the survey are presented here. A total of 66 respondents completed the survey.

Most Currently Used Services in the Area



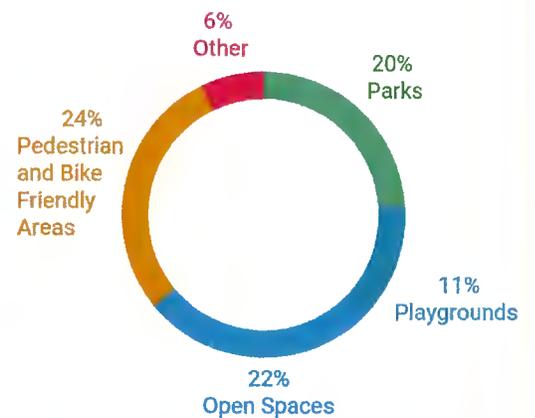
- ★ Shopping
- ★ Restaurants, Coffee
- ★ Personal Services
- ★ Childminding / Daycare
- ★ Health & Fitness
- ★ Medical & Pharmacy
- ★ Faith-based Institutions
- ★ Recreational Opportunities

Most Desired Services



● 203rd Street Precinct ● Laity Street Precinct ● 222nd Street Precinct

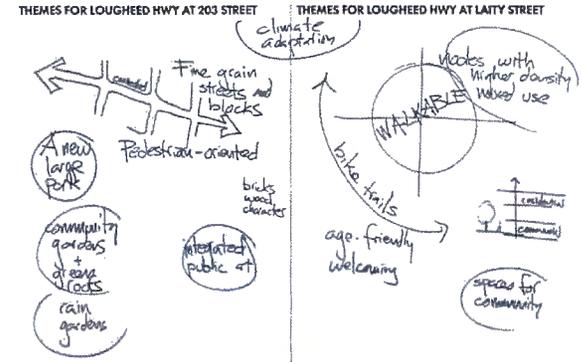
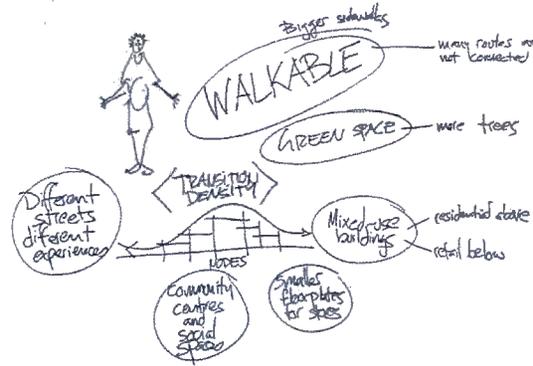
Most Desired Amenities



DESIGN CHARRETTE

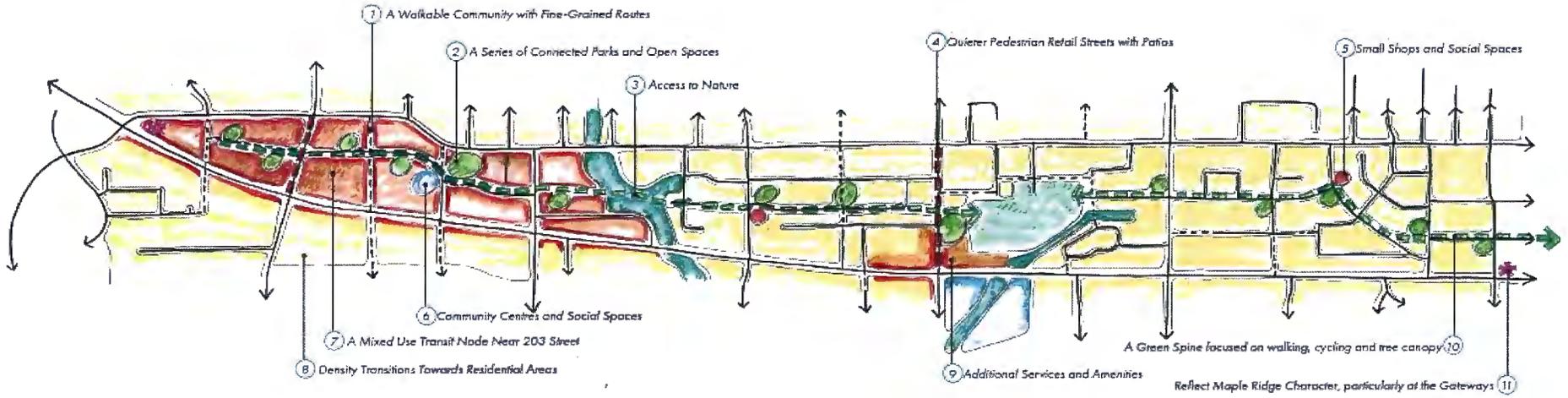
Key Themes from Charrette

The community was invited to participate in a design charrette workshop to identify key themes and generate ideas for future land use. The design charrette was held on May 11, 2019 and 31 participants attended the workshop.



Big Ideas Diagram

Following the diagram summarizes the common Big Ideas that emerged during the Explore the Corridor activity.



CONCEPT PLAN DEVELOPMENT

Six Guiding Principles were developed from all inputs received throughout the public consultation process. The Guiding Principles helped to determine content for the draft Concept Plan.



Rapid Transit stops are mixed-use employment hubs.



Everyday needs and destinations are within walking distance.



Pedestrian scale development supports safe and vibrant neighbourhoods.



Options in housing size, form and tenure promote inclusivity.



Diversity is celebrated through public art and fostered in community gathering spaces.



Traffic Demand Management prioritizes transit, walking and cycling.

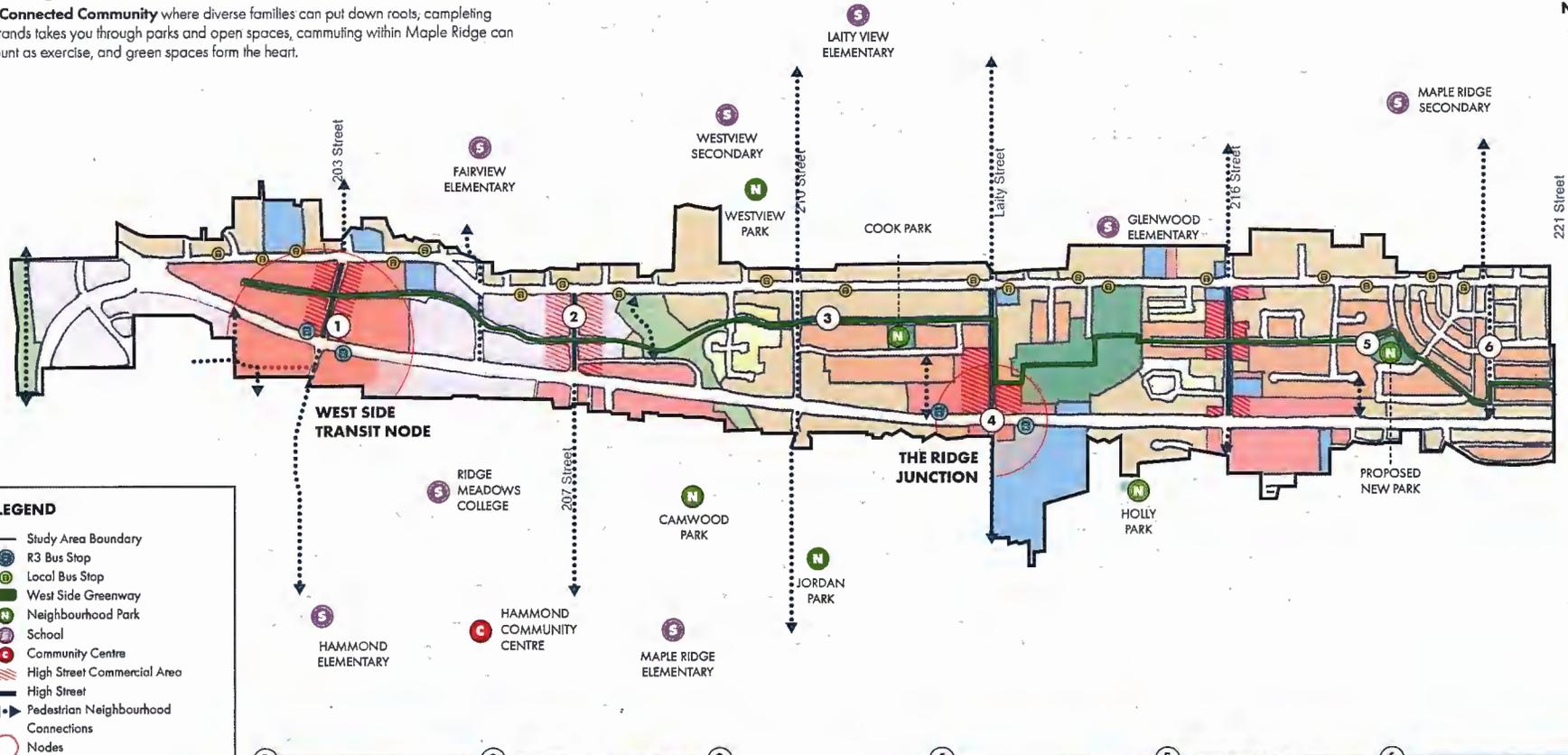


DRAFT CONCEPT PLAN



Lougheed Transit Corridor

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

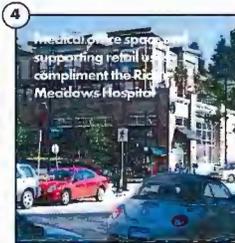


LEGEND

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

LAND USE DESIGNATIONS

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



LAND USE

The **Draft Concept Plan** aims to guide transit-oriented development that will enable the area to evolve to a more urban environment that offers transportation choice and includes:

- Two primary mixed-use nodes at rapid bus stop locations;
- 4 north-south 'high streets' that intersect with the West Ridge Greenway;
- Employment generating land uses to help provide local jobs; and
- A broader range of housing forms, size, and tenure.

PROPOSED LAND USES

Commercial Mixed Use

Mixed-use development with ground floor commercial and apartments above at transit nodes and along 'high streets'. Minimum 4 storeys and no maximum height.

Flexible Employment

Business park form of development with a consistent architectural standard, pedestrian focused design, with a minimum 2-storey height and a maximum height of 6+ storeys. Highway commercial uses are also envisioned, which may be combined with light industrial uses within a business park format.

Transit Corridor Multi-Family

Multi-family residential forms of development are to include townhouses and apartments, which are designed to be compatible with existing lower density residential uses.

Intensive Attached Residential Infill

Attached residential housing forms such as duplexes, triplexes, and rowhomes to a maximum of three storeys are envisioned within this land use.

Local Residential Infill

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

NOTE: New development proposed adjacent to existing single-family or townhouse use will be encouraged to design buildings in a sensitive manner to the existing development, such as stepping down building face(s) and/or creating a buffer with a garden or pathway area.



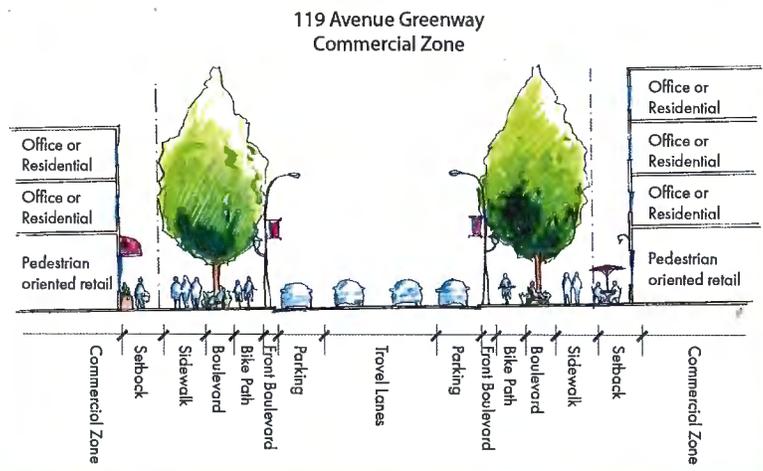
WEST RIDGE GREENWAY

The proposed greenway, between Dewdney Trunk Road and Lougheed Highway, will support pedestrians and cyclists only from 202 Street to 224 Street and will support vehicular traffic between 203 and 207 Street, between 210 and Laity Street, and east of 216 Street.

West of McKenney Creek

Proposed features include:

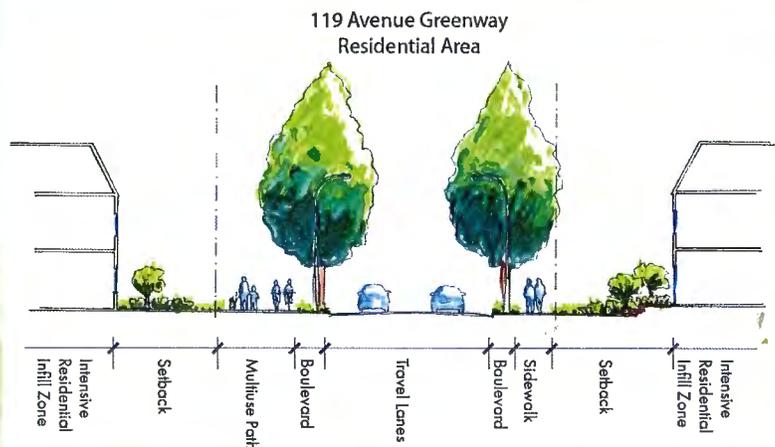
- Space for cyclists and pedestrians in a mixed-use setting.
- On-street parking on both sides of the street to create a buffer between traffic and the multi-use path.
- An enhanced public realm standard, including double rows of street trees, seating, public art space, pedestrian level lighting, and wayfinding signage.



East of McKenney Creek

Proposed features include:

- A new pedestrian and cycling connection at Laity Street through the Maple Ridge Cemetery.
- A new neighbourhood park fronting the greenway, east of 216 Street.
- Connection into the Town Centre's network of cycling and pedestrian routes.



TRANSPORTATION DEMAND MANAGEMENT, PARKS AND CONSERVATION

Transportation Demand Management (TDM)

TDM is proposed by exploring potential for:

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



Parks and Conservation

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

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

Improving connectivity to these spaces by way of the West Ridge Greenway will be sought through redevelopment. Connectivity is also intended for new parks within the area.

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



NEXT STEPS

Report back to Council on community feedback on draft Concept Plan and any proposed amendments. Staff will also seek Council endorsement of the Concept Plan at this meeting.



Develop an Area Plan: Once the Concept Plan has been endorsed, Planning staff will begin policy development and also the creation of guidelines for form and character of development in the area.



Area Plan Approval and Adoption: The draft Lougheed Transit Corridor Area Plan bylaw and the draft Development Permit Area Guidelines bylaw will be brought to Council for approval and adoption, which involves four Council readings and a public hearing.

THANK YOU

For your time, input, ideas, feedback, and most of all, for working together to reshape the Lougheed Transit Corridor.

Please continue to visit the webpage for updates on the next steps @ lougheedstudy.mapleridge.ca



**WE WANT TO HEAR FROM YOU!
DON'T MISS THE FEEDBACK SURVEY**

Lougheed Transit Corridor Draft Concept Plan - Feedback Survey

A land use review of the Lougheed Transit Corridor has been underway since Spring 2019. The process included several opportunities for public engagement. The community input received to date has contributed to development of a Draft Lougheed Transit Corridor Concept Plan and now we want to hear your feedback!

Copies of the Information Boards presented at the September 12, 2020 Open House at Memorial Peace Park are available for review at lougheedstudy.mapleridge.ca (<http://lougheedstudy.mapleridge.ca>). Additional background information (including Council reports, public engagement summaries and a more detailed Concept Plan) are also available. Please take a few moments to review prior to completing this survey.

If you have any questions about the survey, please contact the City of Maple Ridge Planning Department at lougheedstudy@mapleridge.ca (<mailto:lougheedstudy@mapleridge.ca>) or by phone at 604-467-7341.

The survey should take less than 10 minutes.

Let's get started!

1

Are you a resident of Maple Ridge?

Yes

No

Please review the Draft Lougheed Corridor Concept Plan below and the Key Elements that have shaped the development of this Plan (more details available at lougheedstudy.mapleridge.ca (<http://lougheedstudy.mapleridge.ca>)).

After familiarizing yourself with the Plan, please indicate which elements you think most closely aligns with your vision for the Lougheed Transit Corridor (select all that apply).

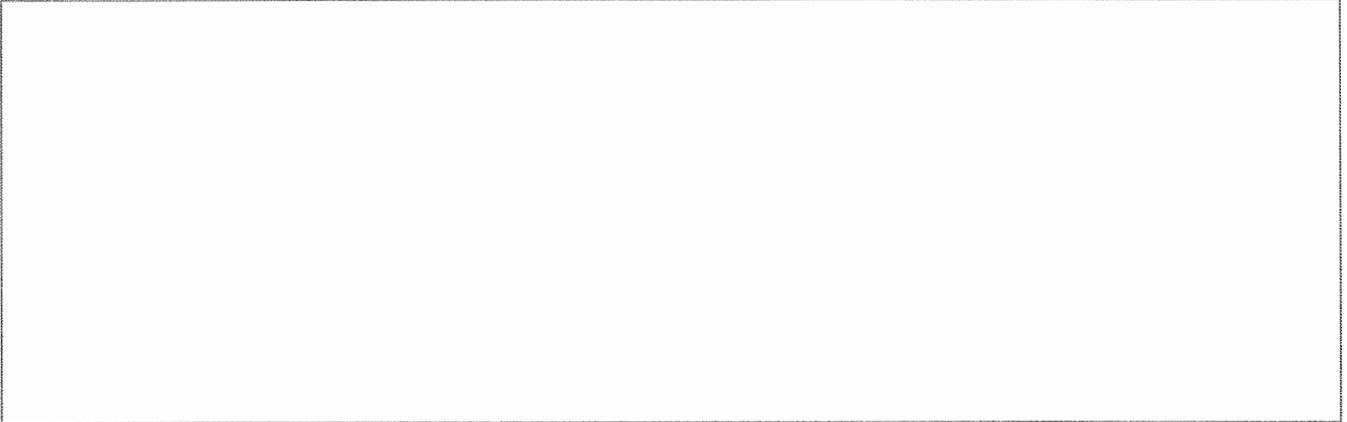
Lougheed Transit Corridor Draft Concept Plan



- West Side Transit Node
- Pedestrian High Streets
- West Ridge Greenway
- The Ridge Junction
- Park Spaces
- Local Residential Infill
- Flexible Employment Use

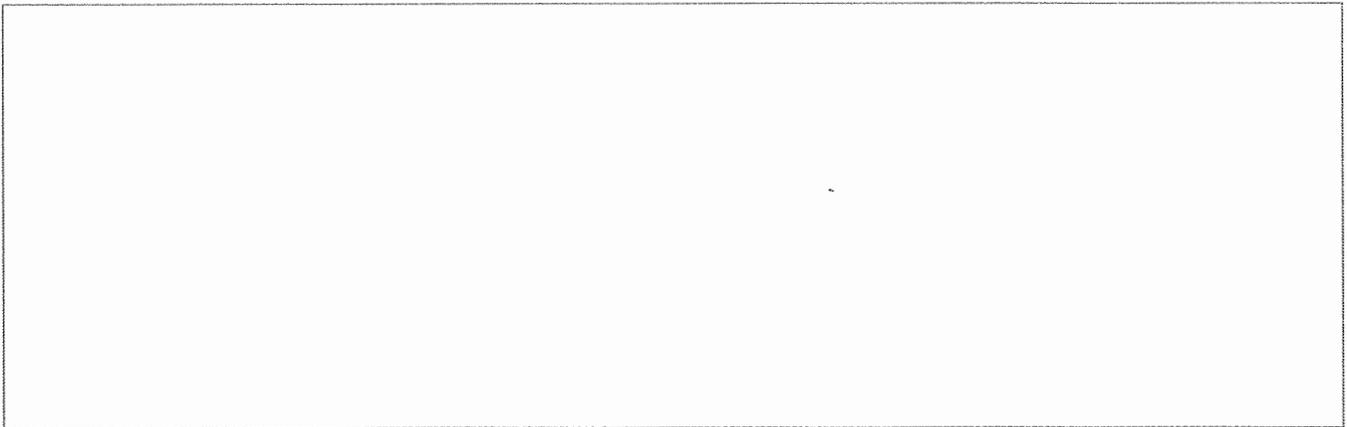
3

Please provide any other comments or information you would like us to have on the Key Elements identified in Question 2 above.



4

Please tell us what you like about the Draft Lougheed Transit Corridor Concept Plan.



5

Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan.

6

Please provide any additional comments you may have. Thank you.

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.

Loughheed Transit Corridor Draft Concept Plan - Feedback Survey

23
Responses

21:17
Average time to complete

Closed
Status

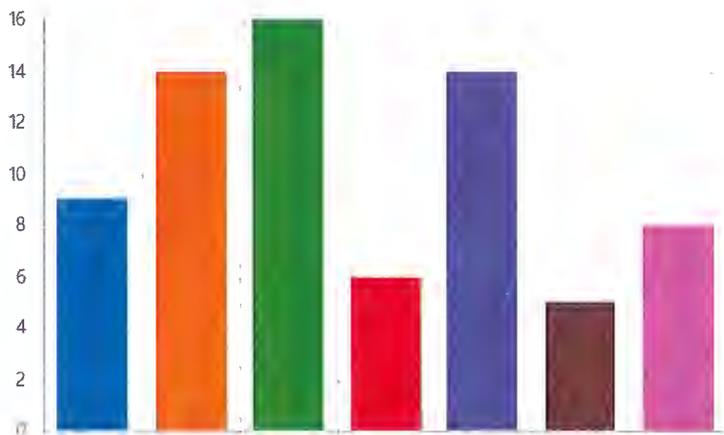
1. Are you a resident of Maple Ridge?

● Yes	17
● No	3



2. Please review the Draft Loughheed Corridor Concept Plan below and the Key Elements that have shaped the development of this Plan (more details available at loughheedstudy.mapleridge.ca). After familiarizing yourself with the Plan, please indicate which elements you think most closely aligns with your vision for the Loughheed Transit Corridor (select all that apply).

● West Side Transit Node	9
● Pedestrian High Streets	14
● West Ridge Greenway	16
● The Ridge Junction	6
● Park Spaces	14
● Local Residential Infill	5
● Flexible Employment Use	8



3. Please provide any other comments or information you would like us to have on the Key Elements identified in Question 2 above.

13
Responses

Latest Responses

"Overall, in the development and application of this plan it would be g...
"For the proposed plans, I would appreciate more parks with bigger tre...
"203rd Street is a residential street with a school. It's poorly lit, family r...

4. Please tell us what you like about the Draft Loughheed Transit Corridor Concept Plan.

19
Responses

Latest Responses

"This Greenway and the entire plan will work out best if we can keep t...
"The Greenway down the middle is absolutely the best feature. Your pl...
"Nothing"

5. Please tell us if there is anything you would like to change about the Draft Loughheed Transit Corridor Concept Plan.

16
Responses

Latest Responses

"I would like to see more parks and green spaces and trees in the plan....
"There does not seem to be any green space in the West Side Transit n...
"Solicit the residents of 203rd street and surrounding area. What do th...

6. Please provide any additional comments you may have. Thank you.

15
Responses

Latest Responses

"More outdoor dining areas would be great to see. Research has found...
"It would be a great idea to have a public bathroom near each of the ...
"Utilize Golden Ears Way . No schools, train tracks and it's an updated ...

Comments Received through Community Feedback Survey

	Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.	Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan	Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan	Please provide any additional comments you may have.
1				
2		I think, more commercial-mixed zoning along lougheed is more efficient.	I think the plan is reasonable. I think as proposed, the multifamily zoning should be more in the north along Dewdney trunk area. However along Lougheed hwy, more commercial-mixed zoning will be better. (detail below)	I would like to change between 218 st-Carr st south and up to 220 st north along lougheed hwy changed from multifamily zoning to commercial-mixed zoning to align with the left 216st-218 st zoning area. This will be a more efficient way of using the busy land area.
3			The focus on urban development and affordable housing within Maple Ridge town centre	
4	<p>The pedestrian high streets should also have safe cycling infrastructure built along these streets, with bike parking facilities at the RapidBus stops.</p> <p>The West Ridge Greenway is vital, and completing this should be prioritized to as it will greatly assist with reducing the number of trips taken by car. This greenway should also be viewed as a contiguous green corridor that can provide habitat for wildlife (birds and bugs).</p> <p>Given the density of residential growth that can be anticipated, more green space is needed, from landscaping associated with developments to public parks and community gardens.</p>	Wonderful job of engaging the public in this process. Very exciting to be part of it. Thank you so much!	In particular, I think it's doing a good job of prioritizing pedestrian and cycling options as well as public transportation. It also displays a vision for this area which hopefully will say less "strip mall" and more "vibrant entrance to our city."	I have some concerns about the flexible employment areas. My chief concern is the overall aesthetic of these areas. If I'm understanding the concept, we already have a number of this type of development and they only reinforce the highway-oriented, unappealing grittiness of the west end of the Lougheed. If there were design standards in place to ensure that we had less of what we have now and more of the modern business park look and feel of the Broadway Tech Centre on Broadway and Renfrew, that would be great.

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.	Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan	Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan	Please provide any additional comments you may have.
5		Reduces the need for single occupant cars commuting to work.	
6	The West Side Green Way is targeted to go down Cook Ave which is a street of established single family homes between Laity Street and 210th. This doesn't seem to be an appropriate designated use for a family neighbourhood road way. According to the draft concept plan, multi-family and attached housing would replace these established homes, but these homes are far from being described as "tear downs". The concept for Dewdney Trunk and Lougheed certainly makes sense but changing that particular stretch of Cook Ave would be most disruptive to current homeowners.		See comments below.
7	The Greenway should not provide through routes for cars, and should have a speed limit of 30 km/h. Pedestrians and cyclists should be prioritized.	No shared path for pedestrians and cyclists east of McKenney Creek! As re-development happens the area is going to get busier with more pedestrians and cyclists. It'll be a great area to live for people who don't own a car. The city just prohibited cycling on the sidewalk. So why would you build a shared path? It's also dangerous to have a bike path on one side of the street with cyclists going on both directions. Drivers often don't pay attention when they turn.	Still need Lougheed Highway as a fast bike route, since the Greenway has a lot of crossings and is not as direct. Lougheed Highway should have separated pedestrian and separated cycling on both sides. There are shops and businesses on both sides, and the people living on the south side of Lougheed need to be able to bike from their homes instead of walking quite a distance on the sidewalk to an intersection where they can cross. I don't think any of the Greenway routes should be through routes for cars. They'll be used as rat-runs. The streets should be re-designed to encourage slow driving.
8	With the high ground water table in the area, it is important to consider that parking lots may need to be above ground, or parking requirements reduced at transit node's to allow for density in commercial mixed use zoning areas.	I think it is great. It will allow density to be spread out in Maple Ridge and provide more than one area for residents and employees, but more importantly, provide residents more opportunities to work and spend money near their homes. The greenway is a very nice idea also.	Not really.

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.	Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan	Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan	Please provide any additional comments you may have.
<p>Car traffic should be discouraged on the Greenway. We already have two high speed highways for cars: Lougheed Highway and Dewdney Trunk Road. The Greenway should clearly prioritize pedestrian and cycling traffic and should be traffic calmed through street design.</p> <p>9 Greenway should have a max. speed of 30 km/h.</p>	<p>I like the increased density. It's necessary to make walking, cycling and transit more viable. We need to get more people out of their cars.</p>	<p>I like that it includes a Greenway. I'm concerned though that Council may want to prioritize car traffic along it.</p>	<p>It doesn't say anywhere what the street design on the High Streets is going to be, but I think it's important to have separated and segregated pedestrian and bicycle facilities on both sides of the street. I do not support bi-directional facilities on one side of the street. These streets will be very busy with cars, and there will be lots of turning movements into and out of the commercial areas, which will increase the likelihood of car/cyclist collisions in case of bi-directional facilities.</p>
<p>10</p>		<p>This looks like a balanced approach to development with limits place on housing size. I am happy to see more parks and bike lanes...</p>	
<p>11</p> <p>would like to see more green spaces that are properly taken care of. There is an outside area with exercise equipment in very bad repair. This is a small park but the equipment has not been repaired in the five years that I have lived and walked in the area I believe it is called Nokia Park.</p>	<p>Please we need police to be WALKING or biking the streets to care for residents. As a walker, I see drug runners on bikes. They are the same bikers so it's easy to pick them out. It makes sense if police were walking or biking they would see them as well.</p>	<p>The first I've seen and it appears to be well thought out. The addition of the B-Line bus is an excellent addition as it helps to connect residents to the sky train and quick access to Vancouver and other areas. My husband and I are seniors and we use public tansit when going to Vancouver for hospitals such as the EYE Clinic.</p>	<p>none</p>
<p>12</p>	<p>Wherever transportation changes or improvements are made, build into the plan and budget, safe bike lanes. Promote cycling vigorously to make it easier and safer for people to get around in a healthy green fashion.</p>		
<p>13</p>			
<p>14</p>		<p>Ability for cyclists to safely move east-west</p>	<p>Faster, more direct east-west route for bikes along Lougheed</p>

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.	Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan	Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan	Please provide any additional comments you may have.
<p>The West Ridge Greenway idea is great - I would love to have a direct, family friendly way to bike through this area but I'd prefer the Greenway east of McKenney Creek to be 30km/h max, traffic calmed, and to restrict through traffic for cars, so that people on bikes can safely ride on the road, while providing a sidewalk for the exclusive use of people walking.</p> <p>I would like to see sidewalks and uni-directional separated bike lanes along the north-south High Streets within the Lougheed Transit Corridor.</p> <p>In addition to the Greenway, the long-term plan should be for a Cycle Highway parallel but protected, along both sides of Lougheed Highway, to ensure intuitive, convenient cycling options for all residents living along the corridor, and to all destinations along the corridor.</p>		The West Ridge Greenway idea is great	<p>The West Ridge Greenway idea is great - I would love to have a direct, family friendly way to bike through this area but I'd prefer the Greenway east of McKenney Creek to be 30km/h max, traffic calmed, and to restrict through traffic for cars, so that people on bikes can safely ride on the road, while providing a sidewalk for the exclusive use of people walking.</p> <p>I would like to see sidewalks and uni-directional separated bike lanes along the north-south High Streets within the Lougheed Transit Corridor.</p> <p>In addition to the Greenway, the long-term plan should be for a Cycle Highway parallel but protected, along both sides of Lougheed Highway, to ensure intuitive, convenient cycling options for all residents living along the corridor, and to all destinations along the corridor.</p>
16 It is a very thought out plan	It will make Maple Ridge one of the best place to live. something for everyone	excellent!	No

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.

Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan

Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan

Please provide any additional comments you may have.

17 An additional rapid transit stop on Lougheed at 222nd Street would be a significant traffic impediment at this high-use junction. If it were moved one block down to 223rd Street, it would be far more viable.

1) Parking availability in Maple Ridge is already an issue, so the talk about reducing parking requirements concerns me - it should be facilitated not restricted.
2) The past city core improvements, although overall a benefit to the community, did negatively impact a few areas and should be reviewed/revisited as part of this project (i.e. the removal of the right-turn lane at 226th and Lougheed which constricted traffic flow instead of facilitating it, and has more people idling which is not environmentally friendly).
3) Although not mentioned as a part of this project, something that could help facilitate smoother traffic flow in the downtown core and contribute to improved corridor use would be dedicated left-turn signals for traffic turning off Lougheed onto 223rd Street / Haney Bypass. There are significant changes taking place in this area right now as part of the Bypass upgrades, but it is not evident if this is one of the planned changes - and it needs to take place at the earliest opportunity.

I very much like the whole "liveability" concept underlying this, and for the most part it has been well thought out without treating vehicular traffic as an "evil" element.

1) Have the Greenway be open to vehicular traffic for its entire length, as this could then help ease congestion on the Lougheed and Dewdney routes.
2) I'm a bit leery about not restricting building heights for multi-use buildings, as uncontrolled building heights could have a negative impact on neighbours for considerations such as views, thermal control due to shade, etc. Any proposed development should require the developer to demonstrate that there is no negative impact on existing structures, or measures to minimise the impact on existing structures in the vicinity.

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Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan

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Please provide any additional comments you may have.

The present plan seems to envisage a High Rise, heavily populated space separated from the majority of the west Maple ridge community by Dewdney and Lougheed. Currently and in the proposed plan access to this space is difficult for pedestrians and cyclists due to the limited pedestrian controlled crossings on both Dewdney and Lougheed. The plan seems to indicate that parking will be reduced in the studied area further reducing access for seniors and physically challenged individuals. The walkable High Street concept planned for 203 street would also seem to be very difficult to incorporate as 203 street is a heavily utilized link between the Hammond area and Lougheed, Dewdney, Golden Ears Way/Abernathy, Old Dewdney and the Pitt Lake recreational areas. Additionally this street serves as major feeder for the Golden Ears Bridge and the Airport /Osprey region of Pitt Meadows.

Although this draft plan reflects some of the citizen inputs it digresses from the citizens wishes in that building heights are uncontrolled. High Density high rise buildings may be good to for the developer however the impacts on crime, health environment and the tax payer do not warrant them especially in the 2nd largest country in the world. Additionally, the visual and climatic impacts that they have would be out of place and detrimental to the Hammond area of Maple Ridge

I find that the plan does not take into account the present residents of the Hammond area particularly as it does not address the increase traffic utilizing 203 street or the lack of Pedestrian crossings for Lougheed or Dewdney. Also with the increased density and unrestricted height limits for some of the envisaged buildings, a localized heat island will be created which can and will create incremental increases in temperatures as well as locally generated winds channeling through the streets. Higher density area also show increases in crime, isolation and health problems resulting in increased costs to the Tax Payer for police, fire services and equipment and health care.

1. Control building heights in the transit corridor to no more than 8 to 12 stories to reduce the visual and neighbourhood impact as well as reducing the environmental heat island effects.
2. To allow for more walking and cycling access, add extra pedestrian crossing along Lougheed and Dewdney. Most of these crossings should be no more than 2 blocks apart.
3. Increase parking around the Transit nodes utilizing City owned AND operated facilities.
4. If 203 street is to be utilized as a High street then more traffic and turn lanes need to be added along with wider separated sidewalks and cycling lanes.

18

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.

Please tell us what you like about the draft Loughheed Transit Corridor Concept Plan

Please tell us if there is anything you would like to change about the Draft Loughheed Transit Corridor Concept Plan

Please provide any additional comments you may have.

It is not clear on how wide the West Ridge Greenway is going to be or the amount of trees and green infrastructure that will be used.

Throughout the whole corridor and in all of the commercial and housing developments, I would like to see Green Infrastructure. Having visited some other cities, where you see a ton of green infrastructure used, everything around the commercial and housing developments is a lot more peaceful, clean and the air quality is better. Since we have seen the move to more use of the outside space in our city in the past few months because of the pandemic, it has become clear that a lot of people prefer being able to play, sit, and be outside in quiet green areas and in the parks and particularly parks with trees. Since mature, significant trees do a vast amount more for cleaning the air, for helping eliminate water, and for providing cooling on hot days, etc., all of which enhance the livability of the area for people, the City needs to focus on building around the big heritage and significant trees as the area gets redeveloped. A plan needs to be in place on how to do this. The current method of clearcutting development sites and then planting a few tiny new trees needs to be improved on as retaining the more mature trees provides long-term costs savings and the end result is a much more livable community.

I would like to see a lot more outdoor eating areas for restaurants and I would like to see commercial space on the first floor of most buildings that are designed for housing. People who live in the area should be able to walk to most of the shopping they will need to access. Thank you.

The West Ridge Greenway and the parks.

A major emphasis put on green infrastructure. Another park and the greenway should be park-like so that people can walk in fresh air and an area protected from the hot sun. Most of the Streets in the downtown area lack proper shade trees and to walk around outside, especially in the hot summer is uncomfortable, so not very many people go walking to do their shopping.

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.

Please tell us what you like about the draft Loughheed Transit Corridor Concept Plan

Please tell us if there is anything you would like to change about the Draft Loughheed Transit Corridor Concept Plan

Please provide any additional comments you may have.

20		<p>Auto TRAFFIC TRAFFIC TRAFFIC</p> <p>Increase in business and commerce around 203 node WILL INCREASE TRAFFIC whether we like it or not.</p> <p>203 is and will continue to be a major, albeit inadequate, route to and from Golden Ears Bridge, and a parking lot for West Coast Express.</p> <p>However admirable these 'visions' of what we'd like to see — planners cannot ignore that this congestion will continue to exist</p>	Pedestrian High Streets	
21	<p>203rd Street is a residential street with a school. It's poorly lit, family residential and motorists treat it like a raceway. Increased traffic on 203rd would be an overhaul of signage, traffic lights and safety measures.</p>	<p>Utilize Golden Ears Way . No schools, train tracks and it's an updated road.</p>	Nothing	<p>Solicit the residents of 203rd street and surrounding area. What do the people want? Most residents don't want the transient population transit brings.</p>

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For the proposed plans, I would appreciate more parks with bigger trees. The health benefits, both physically and mentally to people who are in the natural environment and spend time in parks is phenomenal. In cities that incorporate more parks into their plans, especially in urban areas, the whole city is healthier and more vibrant. The research shows that trees provide clean air quality and the bigger trees provide so much more than the smaller trees in terms of pollution control. With the recent amount of wildfire smoke and air quality advisories, this is vital. Another health note, is that with this pandemic situation, more people are outside to keep distance and fresh air between them. This is possible in parks and treed areas so maybe we could have some covered picnic areas in the parks too? Mentally, people need a place to escape the urban feel and spend time in nature. Please focus on the green spaces more in this plan. We have already lost so many of our beautiful large trees downtown. Maple Ridge has great opportunities to keep our trees and parks before they are gone forever!

It would be a great idea to have a public bathroom near each of the major bus stops. An extremely major challenge with the pandemic shut down is finding public washrooms that are open, especially by bus. It is a long trip downtown and a lot of places have closed their washrooms or only have them open if you are purchasing something in their store. This would be a very helpful addition. Thank you.

The Greenway down the middle is absolutely the best feature. Your planners and the people attending the workshops and following this know the direction the city needs to move in its developments. The property owners at the edge of the Greenway should not be allowed to build to the edge of their property. The set back should be fairly far back so the greenway doesn't become like a tunnel.

There does not seem to be any green space in the West Side Transit node. On a hot day it would be nice to be able to sit and wait for the bus under a tree in the shade, or enjoy a small park there. It seems that this node would be a hot and uncomfortable place to sit without any trees or shade.

Please provide any other comments or information you would like us to have on the key elements identified in Question 2 above.

Please tell us what you like about the draft Lougheed Transit Corridor Concept Plan

Please tell us if there is anything you would like to change about the Draft Lougheed Transit Corridor Concept Plan

Please provide any additional comments you may have.

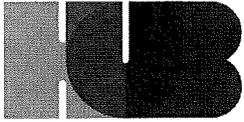
23

Overall, in the development and application of this plan it would be good to see the existing trees retained and built around in the parks, greenways, etc. rather than clearing them, building it, and then planting new trees that are smaller and do not provide the same benefits.

More outdoor dining areas would be great to see. Research has found that more people will shop in areas that they can be walking among tree-lined streets to shop and dine in. This in turn, attracts more businesses for the community and more revenue. Money is saved on utilizing the green infrastructure, the natural assets, the trees, etc. for storm water, air quality, etc. and the city does not have to spend as much on grey infrastructure such as storm drains, etc. It's a win-win for all! Thanks!

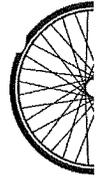
This Greenway and the entire plan will work out best if we can keep the big trees in the neighbourhoods. We can use examples from other cities to build around the trees as one of our most valuable resources. I was in Portland last year and there were places with trees in the walking spaces, the sidewalks moved around the trees, and parking lots plans included sections with trees in them to drain the water out of the parking spaces. It is incredible the ways they have developed with nature and their planning got awards for their use of natural spaces and trees. This is something I want for Maple Ridge!

I would like to see more parks and green spaces and trees in the plan. The cost-savings to the city and tax-payers are enormous when we utilize green infrastructure and nature to work with us. For example, studies have shown that trees and parks provide so many benefits and services in terms of air quality, water retention, storm drainage, and overall livability to the City. People who are looking to come here by transit or to more here want places to relax and play in parks where they can enjoy nature. Other cities have saved billions of dollars every year by retaining and using their natural assets, urban forests, etc. Let's make Maple Ridge one of the greenest and most livable cities in the world!



Your **Cycling** Connection

bikehub.ca



September 27, 2020

To:

Mayor and Council <mayorandcouncil@mapleridge.ca>

Lisa Zosiak <lzosiak@mapleridge.ca>

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Re: Lougheed Transit Corridor Draft Plan

Dear Mayor and Council,

This letter is to advise you of HUB's recommendations with respect to the Lougheed Transit Corridor Draft Plan.

We understand that this is a very long-term plan, which is why it's all the more important to thoroughly consider all the changes in the transportation landscape that we may expect in the coming years and decades. There is a significant degree of uncertainty as to how these changes will impact the way we live and get around over the coming decades. However, there is much that can be done to help ourselves move into a more sustainable direction and build more livable neighbourhoods, which will benefit generations to come.

It is clear that, even if electric vehicles offer a cleaner way to move around, having an ever increasing number of cars on our already congested roads for potentially ever longer trips is not just undesirable, but also unsustainable for our community and for the region as a whole. The tremendous cost of sustaining our car-dependency, not only in financial terms but also with regard to the health of our residents and livability of our neighbourhoods, is the reason why we need to do more to incentivize, facilitate and prioritize active transportation and transit as much as possible.

The emerging micromobility options mean a wider range of speeds that needs to be accommodated for active transportation users, which requires even more careful consideration when planning infrastructure for walking and cycling.

West Ridge Greenway

The Lougheed Transit Corridor is the "spine" of our community. Two 4-lane highways run along this spine, Dewdney Trunk Road and Lougheed Highway, which primarily serve car and truck traffic and are presently very hostile to cycling. Therefore we are excited about the plan to complete a continuous Greenway between these two major arterials, all the way from downtown Maple Ridge on the east side to just past 203rd Street on the west side.

The distance between Lougheed and Dewdney is less than 400 m at the widest point between 203rd Street and 221 Street. This means that both of these fast, comfortable and convenient east-west arterial routes are already available for motor vehicles for current as well as future residents within the Lougheed Transit Corridor, at the most 200 meters to the north or to the south, and the Greenway is not needed as a fast nor through car route.

Such a convenient, direct, comfortable through route is presently not yet available for people traveling by bike. The Greenway creates a unique opportunity to provide a great, more relaxing travel experience for those who walk and roll, while greatly improving access to commercial and other destinations along the Lougheed Transit Corridor both for people walking and cycling.

Neighbourhood shops

We love the idea of small neighbourhood shops - perhaps a cafe or an eatery as a gathering place, along the Greenway, both at 210 Street and the intersection of Donovan Ave. and Wicklow Way. Having a small neighbourhood park across the street will add further to the attraction and interest while traveling along the Greenway at low speed.

Segregation of people on bikes and people walking

We are aware of the City's goal to build sidewalks on one side of the street along all the many existing residential streets that presently don't have one. The 2014 Strategic Transportation Plan recognizes the significant obstacle to achieve this: *"... the needs for sidewalks far exceed the financial resources available to the City even with a very aggressive capital program"*. We are also aware that the rationale behind building separated multi-use paths rather than pedestrian sidewalks on one side of the street is that it enables the City to apply for more active transportation funding from higher levels of government to help achieve its goal.

We strongly oppose this approach. It not only leads to less money being available for those routes where separated cycling facilities are most urgently needed, namely along arterials and busy, higher speed collector roads, but it also leaves us with compromised safety for people walking and people on bikes along the residential streets where these separated multi-use paths are being built.

We understand the need for sidewalks. However, we're trying to solve a problem here by creating another. Our HUB Cycling committee does not support the mixing of bikes with pedestrians on separated **shared use** paths along residential streets. Through its decision to ban cycling on sidewalks throughout the city late last year, Council has been very clear about its opposition to mixing people on bikes with people walking. The reason for this decision was that shared use of sidewalks between people walking and people on bikes was considered decidedly dangerous for people walking. It doesn't make any sense whatsoever to then provide shared pathways in this particular context, which is becoming increasingly urbanized and densified in coming years as this Plan is being implemented.

It's great to see separated and segregated pedestrian and cycling facilities on both sides of the road planned for the Greenway **west of McKenney Creek**. This ensures convenient and safe access for people walking and people wheeling to shops and other destinations, not only to those along the Greenway, but also along Lougheed Highway and the commercial High Streets as identified in the Lougheed Transit Corridor Concept, at 207 Street and 203 Street.

For clarity, we would like the language used in the final Plan to be clear, that people walking and people cycling will be segregated (not mixed-use), as shown in the illustration showing the conceptual road design for the Greenway west of McKenney Creek.

We do not support a multi-use, mixed facility along the Greenway **east of McKenney Creek**. This particular shared use facility shows a bi-directional design on one side of the street, a design which we have consistently spoken out against and continue to oppose in a more urban context - along streets with frequent driveways and side streets - for known safety reasons.

We feel it would be more appropriate to provide a regular sidewalk for people walking, and to discourage - or better yet, prevent (e.g. through the use of bike-permeable diverters) - through car traffic where possible along the Greenway, and to traffic calm the residential streets along this Greenway route.

We would strongly support turning the West Ridge Greenway into a low speed (30 km/h) route to encourage active transportation and the safe on-street use of bicycles, not only through signage, but especially by design, which is key to reducing car speeds.

We have a great opportunity here to, for once, offer the advantage of convenience, along a pleasant, enjoyable traffic calmed route, both to people walking and people rolling, without each having to worry about the other, let alone speeding cars, for their safety.

If cars are welcomed, once again, as the primary user of this supposedly 'green' Greenway, its true purpose for being is lost.

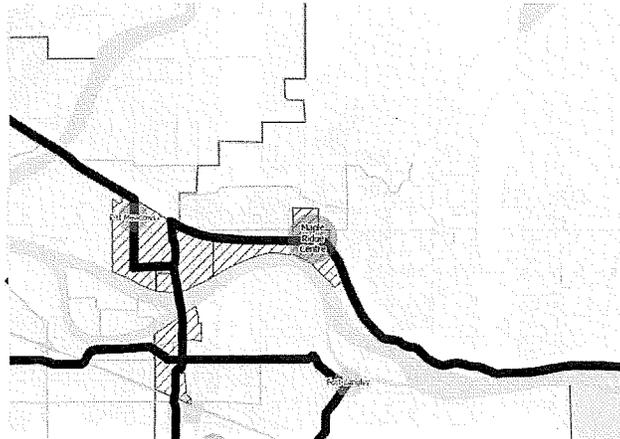
High Streets

The re-development of the High Streets provides an opportunity to provide safe, separated and segregated cycling and walking facilities **on both sides**, to improve safe and convenient access for walking and cycling for all ages and abilities.

Lougheed Highway

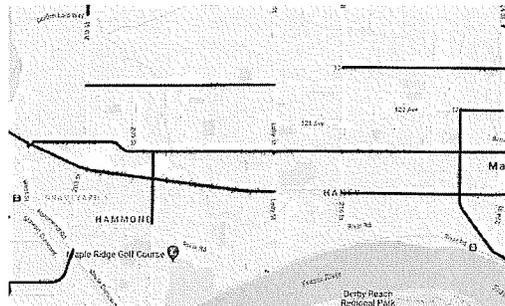
Under 4. *Transportation and Connectivity Lougheed Highway, Lougheed Highway*, the draft Plan talks about the need to obtain "*sufficient road right-of-way to accommodate future vehicular capacity and higher level forms of rapid transit*".

There is no mention at all, however, of the fact that TransLink has identified Lougheed Highway as being part of the Major Bike Network:



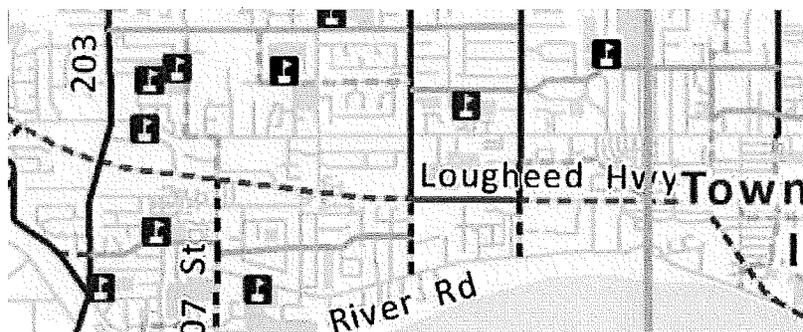
Major Bike Network (TransLink)

HUB Cycling also has identified Lougheed Highway as a critical gap in the cycling network:



UnGapTheMap (HUB Cycling)

According to Maple Ridge's 2014 Strategic Transportation Plan, a separated path is planned along Lougheed Highway between 222 Street and Pitt Meadows:



2014 Strategic Transportation Plan - cycling network

One of the guiding principles of the Lougheed Transit Corridor Plan is to enhance mobility choice.

High quality, direct, fast, convenient and safe routes are important for an efficient multi-modal transportation network that has to include cycling for all ages and abilities, as well as the emerging micromobility options. Therefore we would like to see a fast and efficient Cycle Highway along Lougheed Highway included in this Plan. To ensure multi-modal mobility and accessibility on both sides of the highway, separated and segregated (uni-directional) cycling and walking facilities need to be part of the Plan.

A multi-use facility is only planned on the north side. Note that, according to TransLink's Major Bike Network map, the area that is in particular meant to benefit from the provision of high quality, direct bicycle facilities along Lougheed Highway, is the shaded area south of Lougheed.

Presently no cycling connections exist south of Lougheed and east of Laity Street. However, opportunities for crossing Lougheed Highway are far and few between. There is a distance of 1.2 km between 222nd Street and 216th Street, with no crossing opportunities in between. As some of the area south of Lougheed will likely be re-developed with more densification as well as low-income housing, it makes sense to ensure that the area is well-served with convenient walking and cycling infrastructure, which can be required to be built by the developer as part of the rezoning process.

Benefits of a well connected cycling network for low income families

By ensuring the provision of safe and efficient cycling facilities for all ages and abilities, opportunities to reduce residential and commercial parking standards will be enhanced. This will help reduce the cost of building affordable housing, which will help lower the cost of living for low income people. Also, fewer people will be dependent on their cars to get around, which will further help them lower their cost of living.

Transportation Demand Management

We strongly support exploring the Transportation Demand Management measurement options as suggested in the draft Plan:

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

These measures will all encourage more people to be less car-dependent in their daily lives.

Thank you for considering our recommendations, and as active transportation stakeholders in the region we remind you that we are available to assist throughout the process.

With kind regards,

Ivan Chow
co-chair
HUB Cycling
Maple Ridge/Pitt Meadows Committee
mapleridge-pittmeadows@bikehub.ca

JC/JD/IC/MN/JW/BB/JL/NC

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.

Lisa Zosiak

From: Dave Rush
Sent: Thursday, October 1, 2020 2:05 PM
To: Lisa Zosiak
Subject: Re: Draft Lougheed Transit Corridor Concept Plan - We Want Your Feedback

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 Lisa:

The cycling provisions appear quite circuitous and not overly useful for many people. Beyond that, my main concern is in the future, these trails will be used as an excuse for doing nothing to improve the dangerous and daunting E-W cycling routes in the area.

Dave Rush

----- Original Message -----

Subject: Draft Lougheed Transit Corridor Concept Plan - We Want Your Feedback
From: Lisa Zosiak
To: Lisa Zosiak
CC:

Hello,

This is a friendly reminder that there are only 5 days left to complete the feedback questionnaire on the above, as the link will close on Sunday, October 4th. If you haven't already viewed the Draft Lougheed Transit Corridor Concept Plan, please view the following link, which also includes a link to the questionnaire.

<https://lougheedstudy.mapleridge.ca/>

If you have any questions on the draft plan or the process, please feel free to email LougheedStudy@MapleRidge.ca or call 604-467-7341.

Regards,

Lisa Zosiak, MRM, MCIP, RPP
Manager of Community Planning



City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604.467.7383 Fax: 604.466.4327
www.mapleridge.ca

Our service commitment: fair, friendly, helpful.

Lisa Zosiak

From: Rina Chitta
Sent: Monday, September 14, 2020 7:05 AM
To: Lisa Zosiak
Subject: Re: Draft Lougheed Transit Corridor Concept Plan - We Want Your Feedback

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 Lisa,

It was great meeting you at the open house on Saturday and discussing the rezoning plan. I think overall the plan looks great and you all have done an awesome job. I think that region of Maple ridge is going to be a great area for the growing need of the city.

As you requested, I am just following up with you about the four properties between 218 st and Carr along the Lougheed hwy (south side i think). As discussed, we were shown interest from commercial real estate agents about these properties. Given, the left side of these properties are already commercial-mix, there are already existing roads on both sides of the four properties and there will be a medical office building across the street, there will be more demand for commercial-mix than mulifamily. Could you please look into it and let me know whether it is possible to change this in the plan.

I greatly appreciate considering this possibility and look forward to hearing from you.
Thank you
Suganthi

On Thu, Sep 10, 2020 at 7:19 PM Lisa Zosiak <lzosiak@mapleridge.ca> wrote:

You are invited to an open house to view the draft Concept Plan for the Lougheed Transit Corridor on **Saturday, September 12th** at the **Memorial Peace Park**, between **9 a.m. and 2 p.m.** (Note: this event will take place during the Haney Farmer's market and the Planning Department tent will located between the bandstand and 224th Street).

At the event we will be seeking the community's feedback on the draft Concept Plan and land use map. Visit the webpage for more information <https://lougheedstudy.mapleridge.ca/> and to complete the survey, which will be posted just prior to Saturday's event and will remain open on the website for three weeks. This webpage provides all of the information provided to date through the process. Additionally, the draft Concept Plan will be posted in the window of City Hall (near the courtyard entrance across from the Police Station) for three weeks after the open house event.

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: November 10, 2020
MEETING: Workshop
SUBJECT: Bill 15 Changes to the Agricultural Land Commission Act

EXECUTIVE SUMMARY:

On June 26, 2020 the Ministry of Agriculture introduced changes to properties within the Agricultural Land Reserve (ALR). These legislative changes, known as Bill 15, came into effect on September 30, 2020 and will affect application fees, soil removal, fill placement, and application processes.

A number of benefits are proposed for farm operators and for local governments. Farm operators may benefit from reductions in application fees. Local governments may benefit from receiving a greater portion of the application fee as outlined by the Agricultural Land Commission (ALC) fee schedule.

Likely the most noteworthy of these changes is the elimination of the option for land owner exclusion applications. This change could involve policy, financial and legal implications for local governments as they consider how to address landowner requests to exclude their land from the ALR.

This report will discuss these ALC changes, and the impacts for local governments with land in the ALR. With a specific focus on the City of Maple Ridge context, including its exclusion application history, recommendations are provided for Council consideration.

RECOMMENDATION:

1. That staff prepare an amendment to Fees & Charges Bylaw No. 7575-2019 to establish a fee for exclusion applications; and,
2. That staff prepare a Council Policy for the Processing of Applications for Exclusion from the Agricultural Land Reserve; and further,
3. That as an interim measure until the above noted Council Policy is endorsed, applications for exclusion for remnant parcels, properties within a Council-endorsed area planning process or other policy based criteria will be evaluated and based on merits may be forwarded to the Agricultural Land Commission.

DISCUSSION:

a) **Background Context:**

The recent changes to ALC regulations will affect the following:

1. The placement of fill and the removal of soil.
2. The ability to place remediation orders on title.
3. Application fees and the portion received by local governments.
4. Landowner applications for exclusion from the ALR (eliminated).

These changes are discussed further below:

i. The placement of fill and the removal of soil:

These regulatory changes specifically pertain to the placement of fill or removal of soil for farm roads. The previous regulations had a threshold fill volume of 50 cubic metres or less, regardless of variables such as farm size or road length. The new regulations recognize these variables by establishing a 50 cubic metre threshold per 100 metres of road length. In addition, asphalt and recycled concrete were prohibited materials for road maintenance. The new regulations allow the use of recycled concrete aggregate and recycled asphalt pavement as fill for roads and parking areas in the ALR, provided that these materials are crushed or screened to be no larger than 1.9 centimeters (0.75 inches) in diameter.

ii. The ability to place remediation orders on title.

The CEO of the ALC has been given the authority to register a remediation notice on a property's certificate of title as an advisory to potential purchasers. This measure will help to inform prospective purchasers of ALC requirements on specific properties prior to the transfer of title.

iii. Application fees and the portion received by local government.

The changes in application fees in effect are outlined in Tables 1 and 2 below.

Table 1 Previous Fees			
Fees until September 29, 2020	Local Government Portion	ALC portion	Total
Non-Adhering Residential Use	\$300.00	\$1,200.00	\$1,500.00
Soil Removal or Fill Placement			
Non-Farm Use			
Subdivision			
Exclusion			

No fee will be assigned to Inclusion Applications. The costs for Non-Adhering Residential Use applications are significantly reduced, from \$1500.00 to \$900.00. In addition, the local government portion of the fee will increase, from 20% to 50%. Although the application fee is reduced, the local government will receive more money, from \$300.00 to \$450.00. This 50% cost sharing will also apply to Fill, Non-Farm Use, Subdivision, and specific (Prescribed Body) Exclusion applications. In these cases, the fee remains the same, but the local government portion will increase from \$300.00 to \$750.00.

Table 2 New Fees			
New Rates (in effect September 30, 2020)	Local Government Portion	ALC portion	Total
Non-Adhering Residential Use	\$450.00	\$450.00	\$900.00
Soil Removal or Fill Placement	\$750.00	\$750.00	\$1,500.00
Non-farm Use			
Subdivision			
Exclusion (Prescribed Body)			
Local Govt Initiated Exclusion		\$750.00	\$750.00

iv. Landowner applications for exclusion from the ALR (eliminated)

As demonstrated by the fee schedules above, these new regulations recognize two types of exclusion applications, including (1) Prescribed Body and (2) Local Government initiated Exclusion applications.

Prescribed Body applications are generated from government organizations. These include Regional Health Boards, Educational Bodies, Improvement Districts, BC Transit Corporation, BC Housing Management Commission, BC Hydro and Power Authority, South Coast BC Transportation Authority, BC Transportation Financing Authority, and the Columbia Power Corporation. All other exclusion applications are considered to be Local Government initiated exclusion applications, which, based on application history, would pertain to virtually all exclusion applications processed within the City of Maple Ridge.

Both types of applications require notification, a public hearing, and the posting of a sign on the property under application. The Local Government initiated application sends the application and public hearing details directly to the Agricultural Land Commission. The Prescribed Body application submits the application on the ALC portal, but the application is first reviewed by the affected local government, who then pass a resolution about whether or not to forward the application to the ALC.

The ALC online portal for submitting exclusion applications has been removed for private landowners as of September 30, 2020. The only option for private landowners to have their land excluded is through the Local Government initiated application process. Under this process, Local Governments (including Maple Ridge) must pay the \$750.00 exclusion application fee. No provision yet exists under the ALC Act for application costs (including notification, signage, and processing) to be recovered from the interested landowners.

Processing of Applications for Exclusion from the Agricultural Land Reserve

Regardless of how local governments review exclusion requests and submit exclusion applications, in the decision making process, the ALC will continue to uphold its mandate to preserve ALR land, and encourage farming of ALR lands.

Local Governments will continue to have the authority to determine how exclusion requests are dealt with from private landowners and to make decisions on whether or not to forward the prescribed body exclusion request application to the ALC. The ALC suggests that local governments develop a process for receiving exclusion requests from private landowners. Under the ALC Act, there is no blanket authority to charge fees for any service rendered. However, legal counsel for the City of Maple Ridge confirms that such a fee can be implemented.

The ALC identifies three potential options for local governments to consider for ALR exclusion applications:

1. Council could accept all private landowner requests.
2. Council could develop criteria for considering forwarding exclusion applications to the ALC.
3. Council could consider exclusion applications as part of an area planning or Bylaw Review Process, and prohibit exclusion applications that are outside of the planning area.

The ALC also suggested strategies such as grouping several properties into one exclusion application request, and to consider the attributes of each parcel under application (its percentage within the ALR, its location, and its agricultural capability)

Local Government Initiated Application – Responsibilities

The ALC has clarified the new process for exclusion applications.

Local Government initiated exclusion applications will proceed in a series of seven steps, outlined by the ALC as follows:

- STEP 1: Local Government fills out the application. This must be undertaken online through the ALC Application Portal.
- STEP 2: Local Government gives notice of the application. Giving notice includes posting a sign that meets ALC guidelines, scheduling a public hearing, advertising the public hearing in two issues of a local newspaper, and notifying affected local or first nations governments.
- STEP 3: Local Government holds the public hearing. The public hearing must give all attendees the opportunity to speak.
- STEP 4: Local Government passes a resolution on the application.
- STEP 5: Local Government submits the application to the ALC.
- STEP 6: Local Government pays the \$750.00 ALC application fee.
- STEP 7: ALC holds the exclusion meeting to consider the application.

Many of the steps outlined above are similar to the previous system of landowner applications. What has changed, however, is the responsibility given to local governments in processing these applications, through notification and advertising requirements, in hosting a public hearing, and the payment to the ALC.

There are costs associated with these responsibilities. As noted, legal counsel indicates that the City of Maple Ridge could establish an application fee for these services. What is needed is a reasonable estimation of these costs in order to establish a fee schedule.

RECOMMENDED ACTIONS:

Although many of the application fees described in this report will transfer more funds to local governments, exclusion applications are the exception. Based on changes to the ALC resulting from Bill 15, staff recommend the adoption of a fee schedule for the processing of landowner exclusion applications.

a) Exclusion Application Fees

The estimated costs of a Local Government initiated application are as follows:

Public notification (includes advertising, staff costs)	\$1200.00
Posting of sign	(landowner's responsibility)
Staff report (research and preparation)	\$3000.00
ALC fee	\$750.00
Total	\$4950.00

Based on the above calculations, the estimated municipal costs for each exclusion application would be in the range of \$4,950.00. Notification costs that were previously paid for by property owners will now be assumed by the Municipality for the public hearing. For practical considerations, the recommended process is that the landowner pays the cost of signage. It is difficult to assess a cost for posting signs as there is a range of possibilities that can affect signage requirements, such as

multiple properties under group applications. In addition, there are a few companies that already provide this service to applicants in other development process applications.

b) Alternative Action: Status Quo, no new fees:

As noted above, the revised process brought on by Bill 15 will result in additional costs to the local government for landowner exclusion applications. In order to recover these costs, it is recommended that staff be directed to prepare an amendment to Fees & Charges Bylaw No. 7575-2019 to establish a fee for exclusion applications.

In the absence of a revised fee schedule, these additional costs will be covered by general revenues. Without an application fee, there is no financial disincentive for property owners not to seek the exclusion of their properties. These applications would in effect be subsidized by Maple Ridge taxpayers.

c) Processing of Applications

Staff suggest that the proposed application process would proceed in two stages for the City of Maple Ridge. The first step would introduce the application to Council, through the staff report. The second step would be triggered by the Council decision of whether or not to forward the application to the ALC.

The expectation is that signs would be posted before the proposal is considered by Council, in order to provide an opportunity for public input. If Council concurs with the recommended process, the applicant will be responsible for the signage portion of the notification. Other notification costs will only be triggered if Council decides to forward the application to the ALC for their consideration. The ALC will require notification, newspaper advertisements, and a public hearing, but those steps in the ALC process need only occur after Council has made a decision to forward the application to the ALC. For this reason, some of these funds could be refunded to the applicant, should Council deny the application from proceeding.

Drafting the staff report will require background research and interdepartmental referrals. Maple Ridge policy documents, such as the Official Community Plan, and the Agricultural Plan will be used to establish a policy context for reviewing the application. The Engineering Department will need to assess the logistics of servicing a proposed development that exceeds the infrastructure requirements normally associated with agricultural land.

The questions that the staff report will address will include the following:

- What is the ALC process required in order to realize the development under application?
- What are the community benefits to be attained with the development proposal, and is the exclusion justified, based on community need?
- Is there an employment benefit?
- How does the proposal align with the strategic direction established for Maple Ridge?
- How likely is the application to succeed?

The mandates of the ALC and Metro Vancouver, to protect agricultural land, and to meet growth management objectives will also need to be considered in the staff report to Council.

Maple Ridge Application History

In order to more fully estimate what these changes will mean for individual property owners, it is useful to review the recent history of applications for exclusion in the ALR. It is important to recognize that with few exceptions, the current ALR boundaries are likely to remain. This point was made clear with

a number of policy documents commissioned by the City of Maple Ridge, including the Commercial and Industrial Strategy, which was endorsed by Council in 2014. The ALC confirmed to the project team that lands in the ALR should not be considered feasible for conversion to industrial uses.

However, the ALC has also identified some lands for exclusion. An important dynamic in recent exclusion history is the ALC identified “remnant parcels”. In 2011, the Agricultural Land Commission identified certain properties within the City as appropriate for exclusion under ALC Resolution 2635/2011, made on October 27, 2011 (Map is attached as Appendix B). This resolution invited the City to submit a local government application for exclusion for these remnant areas “identified by the Commission as being unsuitable for agriculture”. The identification of these properties for exclusion stems from the Commission’s interest in maintaining an Agricultural Land Reserve that accurately reflects agricultural capability and suitability of properties contained within it. Some of the properties identified as remnant parcels are within the Urban Area Boundary and have been developed for urban uses. Other properties are outside of the urban area but are considered unsuitable for agriculture due to site conditions. The expectation of the ALC was that these parcels would be excluded as a group application along with the exclusion of the Albion Flats, but the ALC also supported individual applications.

In advance of this group exclusion, several of these properties have been advanced for exclusion as separate applications. Table 3 below summarizes the outcomes of the last five years of exclusion applications in Maple Ridge. Although Council denied some of these applications from being forwarded, the ALC has denied all exclusion applications for parcels that were not remnant parcels, as previously identified.

Ref #	Outcome	Application # and Address	Remnant Parcel
1.	Denied by ALC	2019-183-AL - 12176 237 St.	No
2.	Denied by ALC	2019-072-AL - 12225 250 St.	No
3.	File Closed	2018-502-AL - 11761 250 St.	No
4.	Deferred	2018-323-AL - 23623 Jim Robson Way	No
5.	Approved	2018-310-AL - 25336 112 Ave.	Yes
6.	Denied by ALC	2018-209-AL - 20370 132 Ave.	No
7.	Denied by Council	2018-156-AL - 22080/18 128 Ave./Lot 149 NWP65767	No
8.	Approved	2018-012-AL - 23795 Dewdney Trunk Rd	Yes
9.	Denied by Council	2018-071-AL - 12225 250 St.	No
10.	Approved	2017-574-AL - 12791 232 St.	Yes
11.	Approved	2017-568-AL - 25237 112 Ave.	Yes
12.	Denied by ALC	2017-198-AL - 21587 128 Ave.	No, but less than 2 acres
13.	Denied by Council	2017-046-AL - 12301 237 St.	No
14.	Denied by Council	2016-456-AL - 9881 280 St.	No
15.	Denied by Council	2016-299-AL - 12176 237 St.	No
16.	Approved by ALC	2016-298-AL - 12102 237 St.	Yes
17.	Denied by Council	2016-082-AL (no civic address)	No

The only successful applications in recent history have been for remnant properties that were previously indicated for exclusion by the ALC. In addition to the remnant properties, the ALC recognizes

that the Albion Flats Area Planning process will involve further exclusion applications. As these applications would likely succeed, there is a need for an interim policy to ensure that the processing of exclusion applications for these previously indicated properties would continue.

An alternative approach, to consider each application on its own merits is not recommended due to the limited prospect for success.

Summary of Recommendations

The above section suggests that exclusion applications are usually denied, unless the property has been previously identified as unsuitable for agriculture by the ALC. Previously, application costs provided a financial disincentive for property owners, as success was unlikely. These new regulations have eliminated these costs and disincentives. In light of these circumstances, the following three recommendations are provided for Council consideration:

1. **Develop application fees** for reviewing and forwarding exclusion applications, similar to other land development applications, such as rezoning. These fees should be a reasonable reflection of the staff hours and other related costs in application processing.
2. **Develop criteria for reviewing requests for exclusion** using available resources and expertise to advance this work. The Official Community Plan contains policies for agriculture, for employment generating lands, and for growth management which could be used to develop this criteria. The Agricultural Plan outlines supportive agricultural measures, and also refers to compensatory measures to benefit agriculture should conversion of agricultural lands be contemplated. As a knowledgeable citizen's advisory body, the Maple Ridge Agricultural Advisory Committee could assist in reviewing potential criteria for this purpose. In the interim, Council could consider the merits of each application separately.
3. **As an interim measure**, until the above noted Council Policy is endorsed, applications for exclusion will be evaluated and forwarded for "remnant parcels", for properties within a Council endorsed Area Planning process, or other policy based criteria. The remnant parcels are identified on Appendix B. Council may wish to consider advancing these applications as a group application, and not on a parcel by parcel basis. This approach is recommended as an interim measure in recognition of previous ALC decisions and to ensure that applications being forwarded are supportable and respectful of the Commission's time. As a Council endorsed Area Planning process, it is noted that Albion Flats discussions are ongoing and a Block Exclusion Application for this area could commence outside of the interim policy. Other pertinent Maple Ridge policy documents include the Official Community Plan, the Agricultural Plan, and the Commercial and Industrial Strategy. Subject to Council review, the policies of these documents may form the basis of support for specific development proposals that may justify the removal of lands from the Agricultural Land Reserve.

Desired Outcome

The goal of this report is to provide for Council consideration a response to ALC changes to the exclusion application process.

d) Citizen/Customer Implications

The changes to fill and soil removal for road construction within the ALR are directly related to the needs of farming operations. The ability to place notices on title will avoid situations where purchasers of land have unknowingly purchased land with ALC remediation orders. The changes in application fees will cost less for the applicant and/or increase the local government portion of fees.

The elimination of the ALR exclusion application by land owner option is contentious, and has been criticized by some property owners. However, property owners were previously required first to seek the approval of the local government, which has always had the authority to deny forwarding the application to the ALC. Nevertheless, because more of the exclusion application process is now assumed by local governments, landowners may benefit from a clearer process, with potential applicant cost savings, particularly if consultant services would otherwise have been used to advance the application with the ALC.

e) Interdepartmental Implications

The exclusion application process now in effect involves additional responsibilities for the local government, through notification requirements, the public hearing process, and the remittances of fees. The Legislative Services Department will likely be required to assume many of these responsibilities, in addition to the Planning Department.

f) Financial Implications

Some of the changes in application fees will increase the amount of money the City of Maple Ridge receives. The exception is the landowner application fees, which have been eliminated. For this reason, Council is advised to consider options for cost recovery by introducing a new application fee for this purpose, as outlined earlier in this report.

CONCLUSION:

This discussion of the changes to the ALC regulations and fee structure is presented for Council's information. Council's response to the changes in land owner exclusion applications will provide clarity for the community. For this purpose, a recommended process has been identified, and Council approval is requested.

"Original signed by Diana Hall"

Prepared by: **Diana Hall,
Planner 2**

"Original signed by Adam Rieu"

Co-prepared by: **Adam Rieu,
Planner 1**

"Original signed by Chuck Goddard"

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

"Original signed by Christine Carter"

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

"Original signed by Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

Attachments:

- (A) Letter from ALC, dated July 30, 2020
- (B) Map of ALC identified remnant parcels



File: 0280-30

Ref: 192545

July 30, 2020

To: All local and treaty First Nation governments with land in the Agricultural Land Reserve

Re: Information update on Order in Council #353/2020 - Amendments to regulations under the *Agricultural Land Commission Act* regarding application fees, soil removal, and fill placement. Part of Bill 15 – *Agricultural Land Commission Amendment Act, 2019* also brought into force by the same Order in Council.

Greetings,

The purpose of this letter is to provide additional information about recent regulations that will bring into effect changes to the *Agricultural Land Commission Act* (ALCA) and its regulations. As part of recent public engagement undertaken by the B.C. Government, many local governments indicated that they would benefit from additional guidance and information from the Ministry of Agriculture on any significant legislative changes.

On June 26, 2020, Order in Council No. 353/2020 updated Agricultural Land Reserve (ALR) regulations (see news release at <https://news.gov.bc.ca/releases/2020AGRI0026-001178>). Effective September 30, 2020, the Order in Council:

- amends the Agricultural Land Reserve Use Regulation and the Agricultural Land Reserve General Regulation as they relate to soil removal, fill placement, and application fees; and,
- brings into force a part of the *Agricultural Land Commission Amendment Act, 2019* (Bill 15), which amends the ALCA to enable the Agricultural Land Commission (ALC) CEO to file remediation order notes on title.

The September 30, 2020 effective date provides time for local governments, the public, other stakeholders, and First Nation governments to become familiar with, prepare for, and adapt to those changes. These changes will impact both private and public landowners.

The appendix to this letter provides additional information about these changes.

If you have any questions regarding these amendments and the revitalization of the ALC and the ALR, please contact Arlene Anderson, Director of Legislation, B.C. Ministry of Agriculture, at Arlene.Anderson@gov.bc.ca.

.../2

Ministry of Agriculture
Agriculture, Science and Policy
Division

Office of the
Assistant Deputy Minister

Mailing Address:
PO Box 9120 Stn Prov Govt
Victoria BC V8W 9B4

Location:
5th Floor, 545 Superior Street
Victoria BC V8V 1T7

Telephone: 778 974-3844
Facsimile: 250 356-7279

Web Address: <http://www.gov.bc.ca/agri/>

If you have questions about the administration of the ALR, please contact the ALC at ALCBurnaby@Victoria1.gov.bc.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer McGuire". The signature is written in a cursive style and is positioned above a horizontal dashed line.

Jennifer McGuire
Assistant Deputy Minister

Appendix (1)

cc: Gary MacIsaac, Executive Director
Union of BC Municipalities

Kim Grout, Chief Executive Officer
Agricultural Land Commission

Tara Faganello, Assistant Deputy Minister, Local Government Division
Ministry of Municipal Affairs and Housing

Appendix: Summary of Recent Changes

Please note: this information is for guidance purposes only. For more details please see the ALCA, the Agricultural Land Reserve Transitional Regulation, the Agricultural Land Reserve General Regulation, the Agricultural Land Reserve Use Regulation, and information provided by the ALC.

Application Fees

On March 12, 2020, Order in Council (OIC) No.131/2020 was approved by the B.C. Government. This OIC simplifies how application fees are collected by local governments, First Nation governments, and the ALC. Those changes will come into effect September 30, 2020. In response to feedback about application fee amounts, Order in Council No. 353/2020 makes further changes about application fees. It lowers the fee for “non-adhering residential use” applications and it increases the amount of application fees that go to a local or First Nation government when they are required to review an application. For more information about applications that require local or First Nation government review, please see section 34 of the ALCA and section 34.1 of the *Agricultural Land Commission Amendment Act, 2019* (Bill 15).

Until September 29, 2020			
Application fees when local or First Nation government review is required			
Application type	Fee to local or First Nation government	Fee to ALC	Total fee
Non-Adhering Residential Use	\$300	\$1200	\$1500
Soil or Fill Use			
Non-Farm Use			
Subdivision			
Exclusion			
Inclusion	\$0	\$0	\$0

As of September 30, 2020 and after			
Application fees when local or First Nation government review is required			
Application type	Fee to local or First Nation government	Fee to ALC	Total fee
Non-Adhering Residential Use	\$450	\$450	\$900
Soil or Fill Use	\$750	\$750	\$1500
Non-Farm Use			
Subdivision			
Exclusion			
Inclusion	\$0	\$0	\$0

On September 30, 2020 and after, fees for “non-adhering residential use” applications will be reduced from \$1,500 to \$900. Local and First Nation governments will also receive 50 percent of

the total application fee when their review is required, receiving \$450 for “non-adhering residential use” applications and \$750 for other types of application.

If a landowner applies to a local or First Nation government and the local or First Nation government does not forward the application to the ALC, the applicant only pays the local or First Nation government their portion of the application fee (\$450 or \$750). The applicant will not pay the ALC’s portion of the application fee because the ALC will not review the application.

OIC No. 353/2020 also changes the amount a local or First Nation government will pay when they initiate some types of application to the ALC. Instead of the current higher fee, local and First Nation governments will pay \$450 for a “non-adhering residential use” application or \$750 for most other types of application. The most common local or First Nation government-initiated applications with these lower fees will likely be exclusion applications for land within their jurisdiction and applications for non-farm uses or subdivisions of land the local government owns. Fees for applications that are set out in regulation as those that must be filed directly with the ALC (transportation and utility use applications) remain at \$1500; they are not changed by OIC No. 353/2020.

Soil Removal and Fill Placement

OIC No. 353/2020 will make it easier for farmers on the ALR to maintain and build roads.

Annual Farm Road Maintenance

For maintenance of existing farm roads, soil removal or fill placement is currently allowed up to a volume of 50m³ per year. If a farmer needs to use more than that amount, they must seek permission by submitting a Notice of Intent or an application to the ALC. Some people with larger parcels expressed that this 50m³ limit unintentionally impacts their farms, and so OIC increases the amount of soil removal or fill placement for farm road maintenance to 50m³ per 100m of existing road length annually, effective September 30, 2020. To remove soil or place fill for the construction of a new farm road or for maintenance beyond 50m³ per 100m of farm road length, a person can consult the ALC website for more information about seeking permission by submitting a Notice of Intent or application to the ALC.

Recycled Concrete Aggregate and Recycled Asphalt Pavement

Construction and demolition waste are prohibited fill materials in the ALR. Prohibited fill materials are those:

- that a person cannot use for a fill use permitted by regulation (see Agricultural Land Reserve Use Regulation section 35), and,
- that the ALC may not approve to be used as fill if a person applies (see Agricultural Land Reserve Transitional Regulation section 30.1 and Agricultural Land Reserve General Regulation section 23).

OIC No. 353/2020 defines recycled concrete aggregate and recycled asphalt pavement and permits them to be used as fill for roads and parking areas in certain circumstances. Since some farm road maintenance is permitted under the regulations (see Agricultural Land Reserve Use Regulation section 35 [d]), a person will be able to use recycled concrete aggregate or recycled asphalt pavement as fill for farm road maintenance up to the annual permitted amount without submitting a Notice of Intent or an application to the ALC.

When a person applies to the ALC for permission to place fill for road construction, maintenance, or widening, the ALC will be able to approve the use of recycled concrete aggregate or recycled asphalt pavement as fill. Similarly, when a person applies to the ALC for permission to place fill for parking area construction or maintenance, the ALC will be able to approve the use of recycled concrete aggregate or recycled asphalt pavement as fill.

For the purposes of the ALCA, recycled concrete aggregate and recycled asphalt pavement will be concrete and asphalt from a demolition process that have had other construction debris, like metal rodding, glass, or wood removed from them. Recycled concrete aggregate and recycled asphalt pavement will have to be crushed or screened and not exceed specific dimensions. Recycled concrete aggregate will have to be able to pass through a 1.905 cm screen (the size of 3/4 inch crush) while recycled asphalt pavement particles will be 1.905 cm³ or smaller.

The ALC's compliance and enforcement team monitors how ALR land is used and responds to information or concerns they receive, including concerns about illegal fill dumping. People should contact the ALC if they suspect unauthorized land uses like fill dumping on the ALR. More information on the ALC's compliance and enforcement program can be found online here: <https://www.alc.gov.bc.ca/alc/content/alc-act-alr-regulation/compliance-and-enforcement/about-compliance-and-enforcement>.

Remediation Order Notes on Title

Currently, a person might purchase ALR land without being aware that there are outstanding remediation orders related to contraventions of the ALCA. OIC No. 353/2020 brings part of the *Agricultural Land Commission Amendment Act, 2019* (Bill 15) into force. That part gives the ALC's CEO the ability to file notices in the land title office about remediation orders that have been issued under the ALCA. The CEO may cancel the remediation order note when they are satisfied that the remediation order has been complied with, or that the remediation order cannot be substantially complied with. If the CEO registers a remediation order note on title, it will provide an avenue for prospective buyers to become aware of outstanding issues with the ALR land.

Recent legislative changes: Revitalization of the ALR and the ALC

The *Agricultural Land Commission Amendment Act, 2019* (Bill 15) continued the B.C. government's commitment to revitalize the ALR and the ALC. The part of Bill 15 that strengthens the independence and governance of the ALC was brought into force on March 12, 2020. Much of the remainder of Bill 15 will be brought into force on September 30, 2020.

The changes made by the *Agricultural Land Commission Amendment Act, 2018* (Bill 52) and the *Agricultural Land Commission Amendment Act, 2019* (Bill 15) build on recommendations of the Minister's Independent Advisory Committee (the Committee) to revitalize the ALR and the ALC, focusing on four targeted areas:

- protecting the ALR land base into the future;
- preserving the productive capacity of the ALR;
- improving governance of the ALR; and,
- supporting farmers and ranchers in the ALR.

From February 4 to April 30, 2018, the Committee held stakeholder consultation meetings in nine communities across B.C. with representatives from 29 local governments and over 110 individuals representing farming and ranching associations and other agricultural organizations and stakeholder groups. The Committee also hosted an online public survey, receiving over 2300 completed surveys during that period, as well as over 270 written submissions.

Feedback collected from this public engagement demonstrated that British Columbians believe the ALR is fundamental to the economic performance of the province's agriculture sector and to the province's food security. They value the ALR because it ensures viable agricultural land is available, affordable, and in production now and into the future. There is strong support from British Columbians for protecting the ALR.

The first stage of legislative changes to revitalize the ALR and the ALC were made by the *Agricultural Land Commission Amendment Act, 2018* (Bill 52). The amendments in Bill 52 were brought into force on February 22, 2019, and made changes in three key areas:

- Restricting the removal of soil and placement of fill; and, increasing penalties for the dumping of construction debris and other harmful fill in the ALR.
- Directly addressing mega-mansions and speculation in the ALR by limiting principal residence size on ALR land and empowering the ALC to approve additional residences if they are necessary for farm use.
- Reunifying the ALR as a single zone, ensuring consistent rules with strong protections for all ALR land across the province.

These critical amendments were needed immediately to preserve the viability and productive capacity of the ALR through addressing the detrimental nature of mega-mansion builds and the abuse of soil and fill on the ALR. Further, Bill 52 confirmed that all land in the ALR is valuable by removing the two-zone approach. It was vital that government eliminate the perception that there is higher and lower priority agricultural land in B.C.

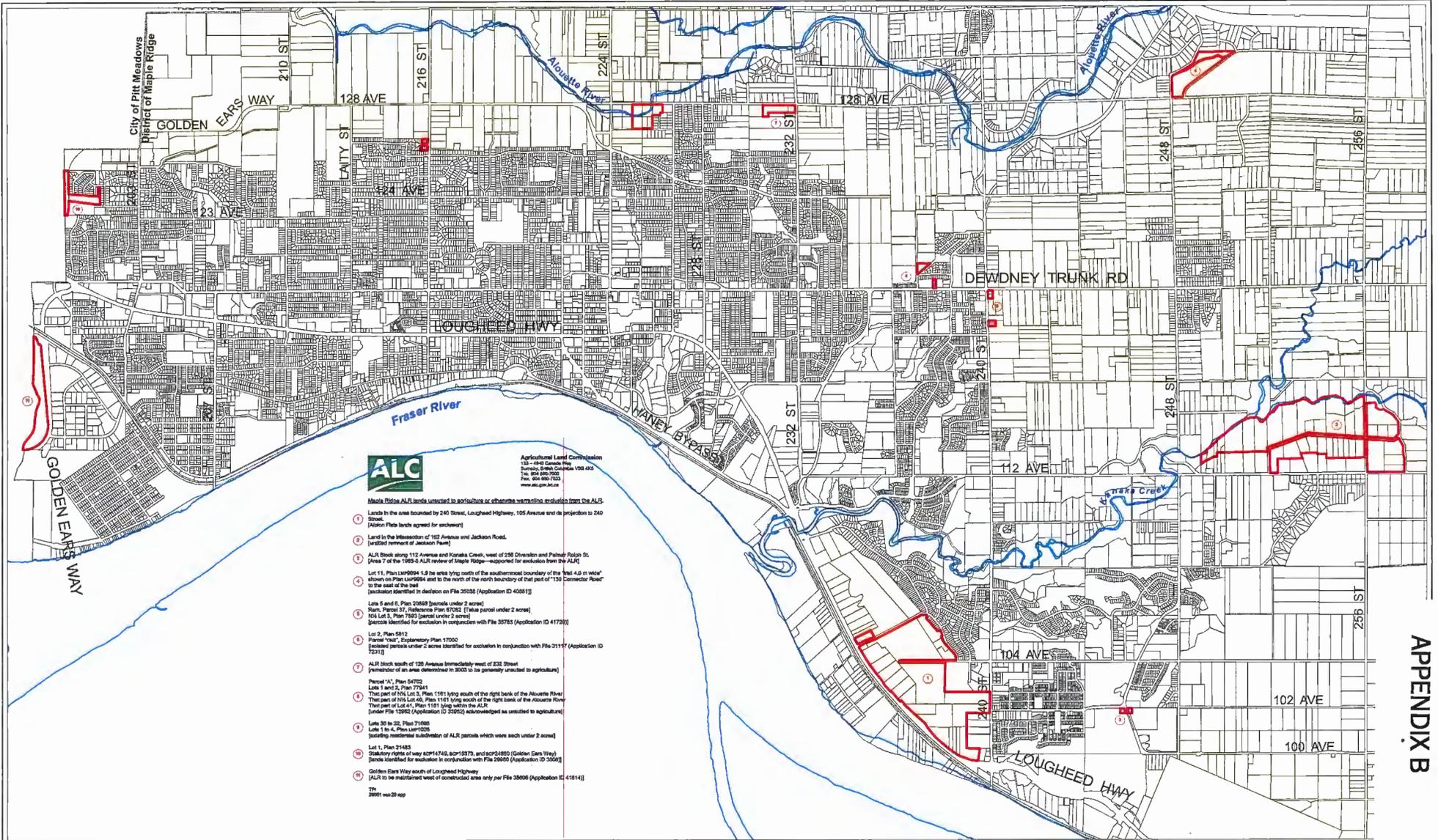
Role of the Agricultural Land Commission

The ALC is the independent administrative tribunal dedicated to preserving agricultural land and encouraging farming in B.C. in collaboration with other communities of interest. The ALC administers the ALR in accordance with the ALCA and its regulations.

The appointed commissioners review land use plans, create operational policies, and decide land use applications. ALC staff support the commissioners through administration, planning, mapping, and compliance and enforcement of legislation and orders. The ALC and its staff anticipate working with stakeholders throughout implementation of the Bill 15 changes in order to provide operational and administrative guidance. ALC staff will provide local governments with information updates through the ALC update emails, information bulletins, process guidelines, updates to the ALC website and application Portal, and educational materials with respect to Bill 15.

Role of the Ministry of Agriculture

The Ministry of Agriculture establishes government's policy and legislative framework for the ALC and the ALR. To encourage farming and promote the development of the industry, the Ministry provides agricultural land use planning support and information material for local and TFN governments across the province through its Strengthening Farming Program and Regional Agrologist network.



Agricultural Land Commission
 133 - 69-02 Conche Way
 Burnaby, British Columbia V5C 4X2
 Tel: 604-466-7020
 Fax: 604-466-7103
 www.alc.gov.bc.ca

- Maple Ridge ALR lands unexcused to agriculture or otherwise unexcused from the ALR.
- 1 Lands in the area bounded by 240 Street, Lougheed Highway, 105 Avenue and de projection to 240 Street. (Action: File a notice of unexcused)
 - 2 Land to the intersection of 102 Avenue and Jackson Road. (unexcused remnant of Jackson Farm)
 - 3 ALR Block along 112 Avenue and Koratka Creek, west of 298 Dimension and Palmier Robin St. (Area 2 of the 1985-8 ALR review of Maple Ridge - supported for excusation from the ALR)
 - 4 Lot 11, Plan L249094 5.0 is the area lying north of the southeasterly boundary of the "661 A.B. in water" shown on Plan L249094 and to the north of the north boundary of that part of "130 Connector Road" to the east of the lot. (excusation identified in decision on File 25038 (Application ID 40681))
 - 5 Lots 5 and 6, Plan 20668 (lots under 2 acres)
 Plan, Parcel 17, Reference Plan 67032 (Total parcel under 2 acres)
 N4 Lot 5, Plan 7163 (parcel under 2 acres)
 (parcel identified for excusation in conjunction with File 35785 (Application ID 41729))
 - 6 Lot 2, Plan 5815
 Parcel 1607, Explanatory Plan 17000
 Excusation parcels under 2 acres identified for excusation in conjunction with File 31117 (Application ID 7313)
 - 7 ALR block south of 126 Avenue immediately west of 232 Street
 (remainder of an area determined in 2005 to be generally unexcused to agriculture)
 - 8 Parcel "A", Plan 54792
 Lots 1 and 2, Plan 77181
 That part of N4 Lot 3, Plan 1161 lying south of the right bank of the Alouette River
 That part of N4 Lot 6, Plan 1161 lying south of the right bank of the Alouette River
 That part of Lot 4, Plan 1161 lying within the ALR
 (under File 12052 (Application ID 32902) subexcused as unexcused to agriculture)
 - 9 Lots 30 to 32, Plan 711000
 Lots 1 to 4, Plan L249028
 (excusation identified in decision on File 35785 (Application ID 41729))
 - 10 Lot 1, Plan 21483
 Stationary rights of way 2014740, 2014743, and 2014880 (Golden Ears Way)
 parcels identified for excusation in conjunction with File 35800 (Application ID 35800)
 - 11 Golden Ears Way south of Lougheed Highway
 [ALR to be maintained west of constructed area only per File 38006 (Application ID 41814)]

2/9
 2011-03-29

APPENDIX B



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



Maple Ridge
 CORPORATION OF THE DISTRICT OF MAPLE RIDGE
 PLANNING DEPARTMENT
 DATE: Mar 13, 2012 FILE: Unfiled BY: 07



mapleridge.ca

CITY OF MAPLE RIDGE

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Recreation Facilities Gap Analysis

MEETING DATE: November 10, 2020
FILE NO: 01-0640-30-2020
MEETING: Workshop

EXECUTIVE SUMMARY:

Council previously gave extensive consideration to the enhancement of recreation facilities with the intent to make a significant investment in recreation infrastructure and ultimately approved eight recreation projects as an outcome of the “Facilities Conversation” process. Since that time, Council has heard from some of the local sports organizations that their needs were not addressed during the previous Alternative Approval process (AAP). As a result, Council directed staff to conduct a recreation facilities gap analysis to provide Council with further information on needed or desired facilities to better support the full spectrum of organized sports within the community.

Through responses received in a recent survey, the majority (73%) of community sports groups expressed satisfaction with City facilities and the allocation times provided to meet the needs of recreational practice and league play. In contrast, a few sports groups have suggested that ice allocation, aquatic facilities, ball diamonds, indoor and outdoor sports courts, and lacrosse boxes as areas that the City is not providing sufficient facilities to meet their needs.

A review was undertaken for each of these stated deficiencies and included current usage, participation and allocation levels as well as strategic direction provided within the 2010 Parks, Recreation & Culture Master Plan. Staff’s process, survey findings, respondents’ desired amenities, and analysis is included within the report.

RECOMMENDATION:

For Information only.

DISCUSSION:

a) Background Context:

The 2010 Parks, Recreation & Culture Master Plan recommends service standards, guides the development of parks and recreation infrastructure projects, program and service improvements and defines how we work with partners, service providers and citizens. In 2010 when the Plan was developed, the City of Maple Ridge provided the City of Pitt Meadows with

parks and recreation services under a joint service model, thereby encompassing the needs of both communities and aligning with the composition of local sports organizations.

Staff referenced the Master Plan to guide the facilities AAP consultation process and in 2017, Council ultimately approved eight recreation projects including:

- Renovation of the Maple Ridge Leisure Centre pool, mechanical systems, lobby and change rooms (complete)
- Renovation of the Telosky Stadium fields and new fieldhouse (complete)
- Upgrades to the MRSS/Merkley Park Running Track facility (final stage of completion)
- Renovation of the Ridge Canoe Kayak facility and floating dock at Whonnock Lake (first phase of construction awarded)
- Addition of a fourth ice sheet (schematic design complete)
- Renovations and improvements to the Hammond Community Centre and site (design and tender documents near complete)
- Addition of two Gathering Places in Silver Valley (land acquired and detailed design underway)

Since 2018, Council heard from some of the local sports organizations that their needs were not addressed during the previous process. Council directed staff to conduct a recreation facilities gap analysis to provide Council with further information on needed or desired facilities. The following background provides Council with staff's process, survey findings, respondents' desired amenities, and analysis.

Sports User Group Survey

Representatives from over forty community sports user groups received an electronic survey requesting their feedback covering a range of items including:

- facility and allocation satisfaction
- specific needs to grow and/or sustain their sport in the community
- needs for the broader community
- costs associated with their sport and how the City can better support them

A response was received from almost every group with the exception of football, boxing, archery and ringette. Key findings and analysis regarding feedback on facilities and allocation are summarized in this report and an overview of the responses is included in Attachment A. It should be noted that several clubs have started to distinguish Maple Ridge facilities from facilities in Pitt Meadows, despite each organization encompassing Maple Ridge and Pitt Meadows with participants across both communities. Survey feedback indicates a shortage of particular facilities in Maple Ridge, which staff believes does not accurately represent facility supply. As well, the survey was completed during Covid-19 when access to facilities has been impacted by closures or reduced availability, in particular the MRLC aquatics facility, arenas and school gymnasiums.

Overall, community sports groups are generally satisfied with City facilities and the allocation times provided, and the majority of clubs also feel that the City's recreation facilities meet the needs of residents. Over 25% of respondents expressed the opinion that City facilities do not meet sport needs, including specifically:

- there is not enough ice allocation and more ice sheets are needed

- the aquatic facilities are inadequate for swim clubs and a new competitive pool is needed
- there are not enough lacrosse boxes to grow this sport
- there is a lack of baseball diamonds in Maple Ridge to serve three tiers of minor players
- the supply of slo-pitch diamonds limits participation for adult ball groups
- a second squash court is needed to support league play

Ice time is provided at the Planet Ice facility through a partnership with a private operator and at the Pitt Meadows Arena Complex through the purchase of ice time in partnership with the City of Pitt Meadows. While Minor Hockey has noted that there are only two ice surfaces available to their club, this does not reflect the ice allocated at the three sheets in Pitt Meadows. Although Female Minor Hockey has noted that the shortage of available ice time is restricting their participation numbers due to inequities of distribution, an analysis of ice allocation indicates that the distribution of prime and non-prime hours reflects participation rates. Both the MR Skating Club and Speed Skating cite the need for more ice time to support their clubs. Currently, prime time ice provided at both arena facilities is in high demand and fully utilized. At Planet Ice Cam Neely rink, 49 hours of subsidized ice time is provided, however approximately six hours each week are not used, likely because the timeslots are not desirable. Anecdotal information suggests that clubs purchase ice at the full commercial rate in neighbouring communities to provide additional ice during more desirable timeslots.

The Master Plan outlines a recommended service standard of one sheet per 18,400 population, with the 2010 service level of one sheet per 22,500 population, and notes that with growth, a review of the need for an additional ice sheet at Planet Ice is to be undertaken. A fourth ice sheet at this location is a current proposed infrastructure project with a schematic design developed with input from stakeholders and the next steps to include obtaining Agricultural Land Commission approval through a non-farm use application or land exclusion process. In the short term, and until a new ice sheet is built, additional ice could be purchased by the City at the PM Arena Complex and provided to ice users at the subsidized rate to address ice allocation pressure.

The community's two swim clubs utilize the community-level indoor aquatic facility at the Maple Ridge Leisure Centre (MRLC) that includes a 25m competition pool, teach pool and newly renovated leisure pool. The Hammond outdoor pool provides additional training and leisure capacity from May to September. Community-level aquatics facilities are intended to meet a basic level of service, providing recreational and entry-level competition opportunities. The swim clubs have expressed their dissatisfaction with their allocation along with the need for new facilities focused on a new competition pool. One club has suggested in the short term, a 25m eight lane outdoor pool would meet their needs, while the other club suggests a 50m indoor pool would meet their needs for growth and support many other aquatic activities.

The 2010 Master Plan highlights that a needs assessment for an Indoor Aquatic Centre in Pitt Meadows was conducted in 2004-2005. Taking into consideration that MRLC participation exceeded the forecasted maximum capacity in 2008, servicing residents in a quality manner will become more challenging due to overcrowding at peak demand times. The Master Plan outlines a recommended service standard of one pool per 45,000 population and notes that the supply of indoor pools is far below typical standards. A new indoor pool facility was included in the Facilities Conversation in 2015 and was one component of a Multi-Use Wellness facility concept plan which also included new fitness, multi-purpose and gymnasium spaces and a curling rink (the existing Golden Ears curling rink would be converted to an ice arena). At that time, this \$70M Multi-Use Wellness facility concept was not selected by Council to advance to the Alternative Approval Process (AAP).

With the construction of the City's fifth and sixth synthetic playing field at Telosky Stadium, the City provides fall/winter field sports field allocation that meet and exceed recreational and league play needs. Fall/winter sport survey responses indicate that the sports fields meet current needs, while spring/summer sport responses indicate the number of ball diamonds do not meet their needs. It is important to note that the spring/summer clubs including baseball, softball and slo-pitch feel that with all of the improvements for field users in recent years, there has been very little done to benefit ball diamond users. Minor baseball has that noted a need for additional diamonds for three tiers in the 10-15 year age range. With participation rates fluctuating year by year, diamond infield sizing could be adjusted if needed to meet spikes in specific age categories. Spring/summer ball groups have also provided feedback regarding the school field maintenance levels not meeting acceptable playing conditions, the need to rent indoor training facilities and the desire for additional baseball and softball/slo-pitch diamonds to support growth in participation and for these to be provided in one location to also host tournaments. Large community events held at the Fairgrounds impose a constraint on the hosting of softball/slo-pitch tournaments at the Albion Sports Complex.

The lacrosse club has suggested they are unable to grow box lacrosse and need to rent covered/indoor facilities in other communities to conduct all of the tryouts in advance of their season start. The club has shared that lacrosse is a rapidly growing sport in our community, including the establishment of girls' teams, and additional access to facilities would better support their club. In 2017, Council received information from minor lacrosse requesting additional outdoor boxes with covers, lights and sports surfacing. The club has also expressed a preference for an indoor box facility similar to those in Coquitlam or Langley. Lacrosse has indicated that their need would primarily be from January to March during their pre-season training and team try-outs and has suggested that this type of facility may also benefit other sports groups when not being used by Lacrosse. At the direction of Council, staff provided information on a potential location at Belle Morse park for a new covered lacrosse box along with high level costing.

The sport court respondents included tennis, pickleball, volleyball, racquetball and squash. The City provides an outdoor multi-court tennis facility at Thomas Haney Secondary School (THSS), six pickleball courts at Garibaldi Secondary School (GSS) along with individual courts in several neighbourhood parks. The MRLC contains two racquetball courts and one squash court with indoor volleyball and pickleball accommodated in the gymnasium.

The volleyball club has indicated that gymnasium time is limited and outdoor sand volleyball currently occurs at a private court rented at a local church. Community gymnasiums are very well used and provision of a new gym in a future multi-purpose recreation centre in east Maple Ridge is identified in the Plan. Outdoor sand volleyball courts were identified as a shortfall within our community during the BC Summer Games facility review and capital funding was approved to provide for new outdoor volleyball courts in advance of the 2024 Summer Games which when constructed will enable the growth of this sport.

The squash group has expressed the need for a second squash court to support league play and junior development. As a result of prior discussions with squash representatives, design and costing work is already underway for a second squash court at the MRLC.

Pickleball players would like access to the GSS courts on weekdays to continue when school is in session. In advance of the season, the pickleball group needs to request access to the courts and if the courts are not in use then this request would not be unreasonably withheld by the School District.

The tennis clubs have suggested that additional tennis courts are desired along with washrooms at the THSS tennis facility.

Separate from the facilities needed for each sport, many clubs expressed a desire for indoor facilities to support skills development, training and conditioning. These indoor facilities are suggested to include a fitness area, gym, weight room and physical therapy space, with a strong preference for an indoor multi-purpose training space. Clubs noted that there is a lack of indoor training facilities to support high-performance athletes who are having to leave the community to reach the next level of competition.

A number of additional facility ideas were put forth in response to a question regarding what facilities are not currently available that would support sport participation growth and include indoor facilities for soccer, tennis and lacrosse to enable games and practices during inclement weather, a publicly operated bowling alley, additional disc golf space, as well as sport clubhouses. In response to the specific needs to grow or sustain their sport and how the City could better support sports clubs, the groups expressed their desire for the City to provide a higher level of service on a number of fronts and this list is included in Attachment A. Important information used in this analysis includes community sports participation rates for indoor sports and outdoor sports and are included in Attachment B.

b) Desired Outcome:

The desired outcome is to provide Council with information on recreation facility service levels, identified needs for recreation facilities, along with sports clubs requests to support growth in participation.

c) Strategic Alignment:

The Parks, Recreation & Culture Master Plan (2010) provides a vision to support a safe, healthy and sustainable community and contains the strategic objective to continue to provide a variety of facilities to support multiple uses, consistent with current trends.

d) Citizen/Customer Implications:

Sports participants and community residents benefit from the affordable provision of recreation facilities that provide for recreational level sports at low cost to participants while supporting partnerships to provide enhanced and elite opportunities.

e) Business Plan/Financial Implications:

Should Council wish to proceed with requests that have any financial implication, a funding source would need to be identified. Community Amenity Charges (CAC) are an available funding source for recreation facilities and existing CAC funds have been allocated to current recreation infrastructure projects. Parks master plan reserves have limited capacity due to the recreation infrastructure projects currently underway and additional facilities would likely need to be funded through borrowing or other capital programs.

f) Policy Implications:

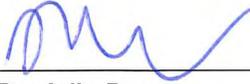
The PRC Master Plan provides strategic direction and sets service levels to best utilize limited public resources to meet current and future demand for sports, recreation and cultural facilities.

g) Alternatives:

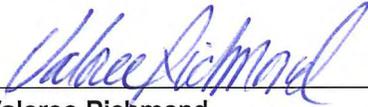
Council may wish to direct staff to further investigate the costs to support specific sports participation in the community based on the feedback received from the survey.

CONCLUSION:

This report provides an overview of the sports user group engagement process and summary results. The eight recreation infrastructure Alternate Approval Process projects are already providing facilities to better support a number of sports organizations. Should Council wish to proceed with requests that have a financial impact, these could be more fully explored and feedback from the community obtained through the proposed Parks, Recreation and Culture Master Plan update in 2021.



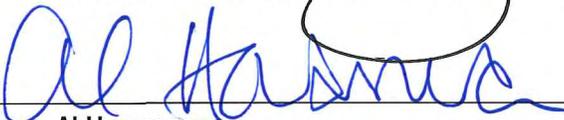
Prepared by: **Danielle Pope**
Director, Recreation & Community Engagement



Prepared by: **Valoree Richmond**
Director, Parks & Facilities



Approved by: **David Boag**
General Manager, Parks, Recreation & Culture



Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:

- (A) Survey Findings
- (B) Indoor and Outdoor Sports Participation

Attachment A: Gap Analysis Survey Findings

Question	Results	Comments	City Perspective
<p>Does the City's recreation facilities meet the needs of residents</p>	<p>79% meets, exceeds or somewhat meets</p>	<p>Ice rinks need to be updated and provide a training facility. There is only one rink/floor surface available for ball hockey in MR, forcing clubs to look for space in Pitt Meadows or Mission which can be costly.</p> <p>There are two ice sheets for over 800 registered MR residents. Pitt Meadows has 200 athletes with three ice sheets. MR needs to build at least three more ice sheets</p>	<p>During the 2019/2020 ice season approximately 6 hours of subsidized ice/week was returned by users as times considered undesirable (5:15am, 10pm).</p> <p>Allocation of facilities is managed jointly between the City of Maple Ridge & City of Pitt Meadows as athletes from both communities are represented. Although CMR has two rinks, the inventory available to users is five.</p>
	<p>21% not meeting needs</p>	<p>The Maple Ridge Leisure Centre is too small to service the entire community and the swim club's needs.</p>	<p>Prior to our closure, swim clubs were maximizing space available to them which had the potential to impact registration growth. There are times available but are deemed undesirable with some times being tied to SD42 start and dismissal times (3pm weekdays, 7am weekdays).</p>
		<p>There are no diamonds for ages 10-15 in Maple Ridge.</p>	<p>The 10-15 year old players are allocated diamonds in both Pitt Meadows and Maple Ridge. Should additional diamonds be needed to accommodate additional participants in some age categories, infields could be adjusted as needed.</p>
		<p>There are hundreds of people who use tennis courts. Storage, bathrooms and space for organization is needed.</p>	<p>The City focuses on providing facilities to meet the needs of sports participation. Clubhouses are an enhanced level of service not currently accommodated. Portable toilet service levels could be increased. Storage facilities are the responsibility sports groups.</p>

Question	Results	Comments	City Perspective
Does the City's current facilities meet your Club's needs for recreational practice and league play	73% meet, exceed or somewhat meets	Speed skating needs more ice time allocated to set up runs and take down mats. Not enough ice for or space for female hockey development/training areas at the arenas.	Providing additional time to speed skating for set up/take down would further reduce time available to other users. The City's allocation policy states that allocation is based on Club registration numbers.
	27% not meeting needs	There should be a hosting room installed at Telosky.	The City focuses on providing facilities to meet the needs of sports participation. Clubhouses are an enhanced level of service not currently accommodated.
		The current aquatic facilities are inadequate for a competitive swim club. Most community facilities are at least 8 lanes, whereas we have 6.	The Maple Ridge Leisure Centre provides its winter club with the ability to host sanctioned invitational meets where swimmers can qualify for provincials, however neither the winter or summer club can host for regionals or provincials (requires 8 lanes). Waterpolo needs are not currently being met with existing lane pools.
		The City is lacking high performance training facilities. High level athletes have to go to other communities. No training facility leaves groups at a disadvantage. Clubs cannot retain or recruit high-level coaches.	The City focuses on providing facilities to meet the needs of sports participation. Training facilities are an enhanced level of service not currently accommodated.
Question	Results	Comments	City Perspective
Are you satisfied with the allocation level your Club receives	50% satisfied, very satisfied	Not enough subsidized ice for females and not equal distributed during the week. Boys dominates quality ice times.	During the 2019/20 season, allocation of subsidized prime time hours was equitable between Female Hockey and Minor Hockey.
	44% dissatisfied, 6% very dissatisfied	Safety and parking along DTR at Garibaldi Secondary is an issue.	Parking unavailable during school hours as the facility is located on school property. Land acquisition could be

			pursued on the adjacent property to accommodate off-road parking.
		Washroom facilities. Porta potty is a temporary solution for events w/out washrooms on site. There are 150+ tennis club members, 50+ junior members.	Portable toilet servicing could be increased at THSS.
		We feel left out. Every decision is made for the better interest of soccer. Look at how many soccer fields have been developed versus zero baseball fields.	Supply of baseball or softball/slo-pitch diamonds have not been identified as current facility gap
Question	Results	Comments	City Perspective
Are there facilities not currently available that would support growth for your sport	Indoor facilities (6 respondents)	Overall, six respondents state indoor training facilities would support their growth including soccer, cricket, tennis, lacrosse and baseball.	The City focuses on providing facilities to meet the needs of sports participation. Training facilities are an enhanced level of service not currently accommodated.
		Support from the City to limit public access during training at MRSS track facility.	The City has adjusted public access times during Covid-19 to provide exclusive use of the track and will consider community feedback.
		Clubhouse or hosting facility at Telosky.	The City focuses on providing facilities to meet the needs of sports participation. Clubhouses are an enhanced level of service not currently accommodated.
Question	Results	Comments	City Perspective
Do you think there is enough recreation facilities to meet the needs of your sport	52% No		
	48% Yes		
Question	Results	Comments	City Perspective
Do you think there is enough recreation facilities to meet the needs of your sport for the next ten years	34% Yes	We cannot expand beyond 800 participants in ball hockey because there is simply not enough floor space available.	Allocation of facilities is managed jointly between the City of Maple Ridge & City of Pitt Meadows as athletes from both communities are represented. Although CMR has two rinks, the inventory available to users is five.
	66% No	Tennis is a growing sport, more courts will be required.	The need for additional courts to meet growth will be considered within the

			proposed PRC Master Plan update process in 2021
		Our club quadrupled in size w/in one month of the MRLC re-opening. This clearly shows that there is interest and that the facility can't support	Swim clubs were finding it difficult to grow membership prior to the LC retrofit closure. Swim Club needs are currently being met with existing allocation however may not be met with ongoing continued growth.
Question	Results	Comments	City Perspective
What is the highest priority to support your Clubs current and future success	Indoor Training facility (6), Adequate allocation and availability at a reasonable cost (6), dedicated washroom and storage (2), 3 ice sheets (2), swimming pool 50 metre competitive (2)		Allocation and fees & charges are set by Council through policies. Local minor sports organizations receive a 60% subsidy level while adult users are subsidized at 40%. Allocation is prioritized by PRC programming followed by local non-profits and historical use.
Question	Results	Comments	City Perspective
In your opinion, what is the highest priority to support the community in recreation	Ice/dry floor sheets (5), promotion of local sports clubs/activities (4), training/multi-use facilities (5), advertising/promotions in CMR publications (2)	Need three more sheets, speed skating track, more floor surface, at a reasonable cost	Allocation of facilities is managed jointly between the City of Maple Ridge & City of Pitt Meadows as athletes from both communities are represented. Although CMR has two rinks, the inventory available to users is five.
Question	Results	Comments	City Perspective
What is your highest operating cost	61% facility rental 15% coaching 12% equipment 3% administration 9% other		Local minor sports organizations receive a 60% subsidy level while adult users are subsidized at 40%. The fees associated with facility rentals offset operating costs.

Attachment B:

Outdoor Sports Fields User Group Registrations 2008-2019

	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020
Fall/Winter SPORTS FIELD USER GROUPS												
Ridge Meadows Minor Lacrosse	134	137	188	188	171	228	247	342	344	349	359	326
Meadow Ridge Knights Football	270	233	236	255	320	325	340	338	236	218	182	129
Bruins Rugby	72	96	103	110	93	78	83	83	87	85	74	83
Independent Adult Soccer	68	68	60	60	35	35	35	32	43	20	20	20
Albion Football (Soccer)	-	-	-	-	-	-	451	770	766	679	772	770
Ridge Meadows Soccer	1591	1649	1850	2055	3808	3700	3609	3289	3085	2455	2335	2028
Golden Ears United Soccer	2227	2153	2186	1768	-	-	-	-	-	-	-	-
TOTAL	4362	4336	4623	4436	4427	4366	4765	4854	4561	3806	3742	3356
Spring/Summer SPORTS FIELD USER GROUPS												
Ridge Meadows Minor Softball Association	889	863	860	778	799	741	828	778	759	681	700	223*
Ridge Meadows Minor Baseball Association	837	837	899	664	543	685	695	780	959	854	899	156*
Adult Baseball Jerks/Bulls/Cardinals	-	-	-	16	35	30	32	47	35	49	46	-
Ruskin Adult Slo Pitch	560	560	450	450	450	450	450	421	420	430	416	-
Pitt Meadows Adult Slo Pitch	272	272	320	235	225	240	270	270	260	184	216	-
Golden Ears Women's Fast Pitch	80	80	60	42	43	42	42	29	24	30	30	-
Telosky Women's Fast Pitch	150	180	168	96	84	108	120	96	108	108	108	-
Special Olympics	-	-	33	28	16	22	28	33	19	24	24	-
Maple Ridge Archery	25	25	15	15	15	20	20	24	35	35	29	-
MR Seniors Slo-Pitch	20	20	15	13	15	15	15	15	15	15	13	-
PM Seniors Slo-Pitch	20	20	15	15	15	15	15	15	14	15	30	-
Ultimate Frisbee	80	80	70	92	106	105	106	106	119	124	122	-
Golden Ears Track & Field				64	64	70	80	80	144	143	111	
TOTAL	3058	3062	3007	2528	2430	2553	2701	2715	2911	2692	2744	379*
TOTAL REG #s	7420	7398	7630	6964	6857	6919	7466	7569	7472	6498	6486	3765*

*Spring/summer Season and participation impacted by Covid-19 pandemic

Indoor Sports User Group Registrations 2016-2021

	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021
ICE USER GROUPS					
Ridge Meadows Minor Hockey	1035	1059	1049	1017	1049
Figure Skating	161	205	201	208	210
Female Hockey	109	151	173	200	211
Speed Skating	32	36	21	28	23
Ringette	66	76	56	46	78
TOTAL	1403	1527	1500	1499	1571
DRY FLOOR USER GROUPS					
Ridge Meadows Minor Lacrosse	753	763	789	799	731
Ridge Meadows Minor Ball Hockey	968	925	855	911	871
Seniors Men's Lacrosse	30	30	25	25	25
TOTAL	1751	1718	1669	1735	1627
AQUATIC USER GROUPS					
Haney Seahorse Swim Club	120	100	30	85	n/a
Haney Neptunes Aquatic Club *	154	138	100	82	99
Special Olympics Aquatics	36	30	n/a	6	n/a
Haney Seahorse Swim Club	120	100	30	85	n/a
<i>* Average of three seasons (winter, summer, fall)</i>					
TOTAL	430	368	160	258	99
SPORT COURTS USER GROUPS					
Squash **	49% utilization rate <i>(Sat/Sun 59% utilized, Mon-Fri 46% utilization rate)</i>				
Racquetball **	24% utilization rate <i>(Sat/Sun 22% utilization rate, Mon-Fri 25% utilization rate)</i>				
Pickleball ***	Average monthly participation 384				
<i>** Period reported out March 2019 - March 2020 and is an average</i>					
<i>*** Indoor pickleball 5 times/week at the LC (3 weekday, 2 weekend times)</i>					
TOTAL REG #s	3584	3613	3329	3492	3297