

**2021-320-RZ, 12209, 12219, 12231, 12241, and 12251 222 Street
and 22190 123 Avenue**

***Official Community Plan Amending Bylaw No. 7771-2021
Zone Amending Bylaw No. 7772-2021***

Recommendations:

THAT *Official Community Plan Amending Bylaw No. 7771-2021* be given first reading.

THAT in accordance with Section 475 and 476 of the *Local Government Act*, Council direct staff to proceed with the consultation strategy as outlined in the Staff report dated March 25, 2025, for *Official Community Plan Amending Bylaw No. 7771-2021*.

THAT an opportunity for early and ongoing consultation be provided by way of posting *Official Community Plan Amending Bylaw No. 7771-2021* on the City's website, and Council considers holding a Public Hearing on the Bylaw to be sufficient consultation.

THAT in accordance with Section 477 of the *Local Government Act*, Council considers the *Official Community Plan Amending Bylaw No. 7771-2021* consistent with the City's Capital Expenditure Plan and Waste Management Plan.

THAT *Official Community Plan Amending Bylaw No. 7771-2021* be given second reading and forwarded to Public Hearing.

THAT *Zone Amending Bylaw No. 7772-2021* be given second reading and forwarded to Public Hearing.

THAT staff be directed to work with the applicant to address the outstanding terms and conditions as outlined in the Staff report dated March 25, 2025, and any others as identified by Council, prior to recommending bylaw adoption.

**Report Purpose and
Summary Statement:**

To recommend that Council consider first and second reading of *Official Community Plan Amending Bylaw No. 7771-2021* to redesignate the properties located at 12209, 12219, 12231, 12241, and 12251 222 Street and 22190 123 Avenue from *Single-Family Residential* to *Low-Rise Apartment*, that Council consider second reading of *Zone Amending Bylaw No. 7772-2021* to rezone the subject properties from RS-1 (Single Detached Residential) to RM-2 (Medium Density Apartment Residential) to allow the future construction of two 6-storey apartment buildings with a total of 152 market strata dwelling units, and that Council call a Public Hearing on the proposal.

Previous Council Action:

Rezoning Application

First Reading – December 12, 2023

Proposed Variances:

- Minimum Principal Structure Setback Variances
- Minimum Underground Parking Structure Setback Variance
- Off-Street Parking Configuration Variance
- Maximum Building Projection Setback Reduction Variances
- Maximum Retaining Wall Height Variance
- Maximum Small Car Parking Percentage Variance
- Minimum Parking Space Width Variance
- Minimum Off-Street Parking Spaces Variances
- Minimum Short-Term Bicycle Parking Spaces Variance
- Minimum Short-Term Bicycle Parking Spaces Variance
- Long-Term Bicycle Parking Configuration Variance
- Minimum Road Right-of-Way Width Variance

Strategic Alignment:

Liveable Community

To: Mayor and Council

File number: 2021-320-RZ

**2021-320-RZ, 12209, 12219, 12231, 12241, and 12251 222 Street
and 22190 123 Avenue**

***Official Community Plan Amending Bylaw No. 7771-2021
Zone Amending Bylaw No. 7772-2021***

BACKGROUND:

Applicant:	Daniel Giordano (Ledingham McAllister)		
Property Owner:	LM Alouette Homes Ltd.		
Legal Descriptions:	Lot 16 District Lot 396 Group 1 New Westminster District Plan 15728; Lot 15 District Lot 396 Group 1 New Westminster District Plan 15728; Lot 14 District Lot 396 Group 1 New Westminster District Plan 15728; Lot 13 District Lot 396 Group 1 New Westminster District Plan 15728; Lot 12 District Lot 396 Group 1 New Westminster District Plan 15728; Lot 11 District Lot 396 Group 1 New Westminster District Plan 15728		
OCP Designation:			
Existing:	<i>Single-Family Residential</i>		
Proposed:	<i>Low-Rise Apartment</i>		
Within Urban Area Boundary:	Yes		
Area Plan:	Town Centre Area Plan		
OCP Major Corridor:	Yes		
Zoning:			
Existing:	RS-1 (Single Detached Residential)		
Proposed:	RM-2 (Medium Density Apartment Residential)		
Surrounding Uses:			
North:	Use:	Vacant Land (Future Apartment Residential and Group Child Care Centre)	
	Zone:	CD-6-21 (Medium Density Mixed Use Rental and Market Apartment Residential)	
	Designation:	<i>Urban Residential</i>	
South:	Use:	Townhouse Residential	
	Zone:	RM-4 (Medium Density Townhouse Residential)	
	Designation:	<i>Ground-Oriented Multi-Family</i>	
East:	Use:	Single Detached Residential; Apartment Residential	
	Zone:	RS-1 (Single Detached Residential); RM-2 (Medium Density Apartment Residential)	

	Designation: <i>Ground-Oriented Multi-Family; Low-Rise Apartment</i>
West:	Use: Single Detached Residential
	Zone: RS-1 (Single Detached Residential)
	Designation: <i>Urban Residential</i>
Use of Property:	
Existing:	Single Detached Residential; Vacant Land
Proposed:	Apartment Residential
Site Area:	
Existing:	5,084.9 m ² (1.3 acres)
Proposed:	4,434.2 m ² (1.1 acres)
Proposed Vehicular Accesses:	123 Avenue (Underground Parking); Delcrest Street (Concealed Above-Ground Parking)
Servicing Requirement:	Urban Standard
Fraser Sewer Area:	Yes
Flood Plain:	No

ANALYSIS:

Site Characteristics:

The subject properties are located on 222 Street and have a total site area of 5,084.9 m² (1.3 acres) (Attachments A, B, and C). The site is interspersed with trees and slopes gradually, rising from the northwestern corner to the southeastern corner, which is its highest point. One of the subject properties is vacant land (12231 222 Street), and the other five have single detached residences on them. To the north of the subject properties is 123 Avenue, with vacant land across the roadway where a future mixed-use building will be built with apartment residences and a group child care centre. To the south is 122 Avenue, with townhouse residences across the road. To the east is 222 Street, with single detached and apartment residences across the road. To the west is Delcrest Street, with single detached residences across the road.

Project Description:

The proposed development involves the construction of two 6-storey apartment buildings with a total of 152 market strata dwelling units (Attachments F and G). The development includes an outdoor amenity area between and adjacent to the two buildings for use by the future residents. The unit breakdown is summarized in Table 1.

Table 1. Unit Breakdown

Category	Number of Units (Northern Building)	Number of Units (Southern Building)	Number of Units (Both Buildings)
1-bedroom unit	30 units	28 units	58 units (38.1%)
2-bedroom unit	45 units	34 units	79 units (52.0%)
3-bedroom unit	7 units	8 units	15 units (9.9%)
<i>Total</i>	<i>82 units</i>	<i>70 units</i>	<i>152 units (100%)</i>

The proposed off-street parking is to be accommodated within one level of underground parking shared between both buildings and one storey of concealed above-ground parking for the southern building. The concealed above-ground parking would be surrounded by terraced landscaping to improve the streetscape. The concealed above-ground parking is necessary and supported by staff due to a water level and blue-grey clay level on the site, which makes it infeasible to provide a second level of underground parking. Vehicular access to the underground parking is to be from 123 Avenue, while the vehicular access to the concealed above-ground parking would be from Delcrest Street.

The proposed development includes required road dedication for 123 Avenue, 122 Avenue, 222 Street, and Delcrest Street. After the road dedications, the site area is 4,434.2 m² (1.1 acres). Since the development proposes a gross floor area of 10,321.2 m² (111,096.4 sq.ft.), consistent with *Zoning Bylaw No. 7600-2019*, the density would be 2.33 FSR (Floor Space Ratio) based on the proposed site area. The proposed development utilizes the RM-2 (Medium Density Apartment Residential) zone's base allowable density of 1.8 FSR and additional density of 0.53 FSR through a density bonus contribution at a rate of \$161.56 per square metre (\$15.00 per square foot) for an estimated \$377,992.24.

Official Community Plan:

The subject properties are located within the Town Centre Area Plan (North View Precinct) and are currently designated *Single-Family Residential*. An Official Community Plan (OCP) amendment is required to redesignate the subject properties to *Low-Rise Apartment* (Attachment D) and allow the rezoning to the RM-2 (Medium Density Apartment Residential) zone.

The redesignation is being supported by staff as there are several existing low/medium-rise apartment buildings and townhouse developments to the east, to the southeast, and to the south of the subject properties. The properties with single detached residences to the east of the subject properties are designated *Ground-Oriented Multi-Family* and will likely be redeveloped and intensified over time. The boundary for the Town Centre Area Plan is to the north and the west of the subject properties, but these areas will likely be redeveloped over time as well. The area to the north was recently rezoned to permit the construction of a 7-storey, mixed-use building with a group child care centre and 105 dwelling units.

The *Low-Rise Apartment* OCP designation is intended for development in an apartment form where units are accessed from an internal corridor and residential parking is provided underground. Town Centre Area Plan Policy 3-22 notes that all *Low-Rise Apartment* developments should be a minimum of three and a maximum of five storeys in height.

However, the Town Centre Area Plan also notes that in instances where it is demonstrated that neighbourhood character is maintained and that shadowing, view obstruction, and other negative impacts are sufficiently mitigated, the height may be increased to six storeys. The proposed development is consistent with the *Low-Rise Apartment* designation, and a 6-storey height is recommended by staff given the emerging character of the neighbourhood and sufficient mitigation of negative impacts.

Parking Variances and Payment-in-Lieu:

Off-street parking has been an important consideration and the subject of negotiation in the processing of this application. The applicable parking rates are those identified for the RM-2 zone in *Off-Street Parking and Loading Bylaw No. 4350-1990*; also identified in that bylaw is a separate set of reduced parking rates for properties within the Town Centre Area Plan's Central Business District. Although the subject properties are outside of the Town Centre Area Plan's Central Business District, the applicant is proposing off-street parking in general alignment with those reduced parking rates. The subject properties are within 930 metres of the municipal parking garage (at the City Hall). This area within the 930-metre radius, identified in *Off-Street Parking and Loading Bylaw No. 4350-1990*, is where payment-in-lieu of parking is allowed; the payment-in-lieu rate was previously \$8,000.00, but is currently \$20,000.00, for each parking space required in the bylaw but not provided.

On July 6, 2021, a staff report recommending first reading of *Zone Amending Bylaw No. 7772-2021* was presented to the Committee of the Whole. The proposal at that time involved the future construction of two 4-storey apartment buildings with a total of 117 market strata dwelling units. The Committee of the Whole referred the application back to staff for further consideration noting the following:

- The applicant was proposing off-street parking in alignment with the reduced parking rates for the Town Centre Area Plan's Central Business District, instead of the applicable parking rates; and
- The applicant was proposing a partial payment-in-lieu contribution for the reduced parking spaces.

On December 5, 2023, a staff report was presented to the Committee of the Whole with a revised development proposal, which included two 6-storey apartment buildings with a total of 152 market strata dwelling units (up from 117). The applicant continued to propose off-street parking in alignment with the reduced parking rates for the Town Centre Area Plan's Central Business District. Staff supported the application with the proposed off-street parking and variances to eliminate the need for a payment-in-lieu contribution. Staff support was based on a supportive parking study prepared by Bunt & Associates dated October 31, 2023 (Attachment K), and the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023*, which proposes to extend reduced parking rates to those areas of the Town Centre Area Plan that are outside of the Central Business District.

On December 12, 2023, Council granted first reading to *Zone Amending Bylaw No. 7772-2021*. Council was generally supportive of the proposed off-street parking being in alignment with the reduced parking rates for the Town Centre Area Plan's Central Business District. However, Council did express some concern over allowing the reduced parking rates without providing additional bicycle parking spaces in alignment with the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023*, and the applicant was encouraged to provide additional bicycle parking

spaces. The proposed development has since been revised to address this concern. Details regarding the required and proposed parking are summarized in Table 2.

Staff previously supported variances to eliminate the need for a payment-in-lieu contribution anticipating that the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023* would have been adopted prior to the adoption of *Zone Amending Bylaw No. 7772-2021*. However, since the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023* is still in draft at first reading, in keeping with best practices and to ensure a consistent approach with similar development applications, staff are supportive of the applicant providing a voluntary contribution towards transportation demand management measures in the City, such as active transportation projects.

On January 11, 2022, *Off-Street Parking and Loading Bylaw No. 4350-1990* was amended to increase the payment-in-lieu rate from \$8,000.00 to \$20,000.00 for each parking space required in the bylaw but not provided. While the bylaw does not have an in-stream protection provision, the accompanying staff report at that time noted that in-stream applications that received first reading prior to the adoption of the increased payment-in-lieu rate may align with the previous payment-in-lieu rate. The City has been supporting applications consistent with that approach. For example, Council recently granted final reading in relation to application 2021-281-RZ, and the relevant applicant provided a voluntary contribution based on the previous payment-in-lieu rate (i.e., \$8,000.00 per parking space) towards transportation demand management measures in the City.

Therefore, in consideration of how this application was in-stream prior to the adoption of the increased payment-in-lieu rate and the history of the application, staff recommend that a voluntary contribution in the amount of \$558,000.00 be supported. This amount is based on the previous payment-in-lieu rate of \$8,000.00 per parking space (i.e., \$8,000.00 x 82 spaces = \$656,000). However, it includes credit for parking spaces that were lost to provide additional long-term bicycle parking spaces in alignment with Council's comments at first reading (i.e., \$8,000.00 x 4 spaces = \$32,000.00), and for the cost of specialized bicycle racks to accommodate the additional long-term bicycle parking spaces (i.e., \$66,000.00). The voluntary contribution would be a condition to be met prior to the adoption of *Zone Amending Bylaw No. 7772-2021*.

Zoning Bylaw and Off-Street Parking and Loading Bylaw:

The application proposed to rezone the subject properties from the RS-1 (Single Detached Residential) zone to the RM-2 (Medium Density Apartment Residential) zone (Attachment E). The proposed development is generally consistent with requirements in *Zoning Bylaw No. 7600-2019* and *Off-Street Parking and Loading Bylaw No. 4350-1990*, including those for the RM-2 zone. However, some variances are required, as outlined in this report.

The required and proposed parking for the development is summarized in Table 2. The 'Current Bylaw Applicable Rate' column indicates the required parking in *Off-Street Parking and Loading Bylaw No. 4350-1990*. The 'Current Bylaw CBD Rate' column indicates the parking that would otherwise be required if the development was within the Town Centre Area Plan's Central Business District. The 'Proposed Bylaw Applicable Rate' indicates the required parking contemplated in the first reading version of the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023*.

Table 2. Required and Proposed Parking

Category	Current Bylaw Applicable Rate	Current Bylaw CBD Rate	Proposed Bylaw Applicable Rate	Proposed Parking
Off-Street Parking Spaces				
Residential Tenant	1.5 per unit 228 spaces	1 per 1-bedroom unit; 0.1 per extra bedroom 163 spaces	1 per unit 152 spaces	1.06 per unit 162 spaces
Residential Visitor	0.2 per unit 31 spaces	0.1 per unit 16 spaces	0.2 per unit 30 spaces	0.1 per unit 15 spaces
<i>Total</i>	<i>259 spaces</i>	<i>179 spaces</i>	<i>182 spaces</i>	<i>177 spaces</i>
<i>Max. Small Car</i>	<i>10%</i>	<i>10%</i>	<i>25% (visitor only)</i>	<i>27.2%</i>
<i>Accessible</i>	<i>4 spaces</i>	<i>4 spaces</i>	<i>7 spaces</i>	<i>4 spaces</i>
Bicycle Parking Spaces				
Long-Term (Tenant)	0.25 per unit 38 spaces	0.25 per unit 38 spaces	1.25 per unit 190 spaces	1.25 per unit 191 spaces
Short-Term (Visitor)	0.3 per unit 46 spaces	0.3 per unit 46 spaces	0.2 per unit 31 spaces	0.19 per unit 30 spaces

The proposed development will include electric vehicle charging infrastructure consistent with the first reading version of the proposed *Off-Street Parking and Loading Bylaw No. 7970-2023* as follows:

- 30% of the residential tenant off-street parking spaces (i.e., 49 spaces), including all accessible parking spaces, will be energized to Level 2 electric vehicle charging. The remaining 70% of the residential tenant off-street parking spaces (i.e., 113 spaces) will be provided with roughed-in infrastructure capable of providing Level 2 electric vehicle charging.
- 50% of the residential visitor off-street parking spaces (i.e., 8 spaces) will be energized to Level 2 electric vehicle charging. The remaining 50% of the residential visitor off-street parking spaces (i.e., 7 spaces) will be provided with roughed-in infrastructure capable of providing Level 2 electric vehicle charging.
- Electric outlets will be provided in rooms with long-term (residential tenant) bicycle parking spaces.

Proposed Variances:

The Development Variance Permit application involves the variances summarized in Table 3.

Table 3. Proposed Variances

Minimum Principal Structure Setback Variances	
<p>Variance 1 (Front Lot Line) <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.7 (1)(a)</i></p> <ul style="list-style-type: none"> To vary the minimum principal structure front lot line (northern) setback from 7.5 m to 4.0 m. 	<p>Staff Comment The reduced front lot line (northern) setback is being supported because:</p> <ul style="list-style-type: none"> The 4.0 m setback would improve the development's interface with 123 Avenue. Shallower setbacks make residents feel connected to the street, which fosters a more vibrant and safe community and creates a more appealing streetscape.
<p>Variance 2 (Rear Lot Line) <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.7 (1)(b)</i></p> <ul style="list-style-type: none"> To vary the minimum principal structure rear lot line (southern) setback from 7.5 m to 6.4 m generally, and from 7.5 m to 2.5 m for the above-ground parking level. 	<p>Staff Comment The reduced rear lot line (southern) setbacks are being supported because:</p> <ul style="list-style-type: none"> The 6.4 m setback would improve the development's interface with 123 Avenue. Shallower setbacks make residents feel connected to the street, which fosters a more vibrant and safe community. The 2.5 m setback for the above-ground parking level is only in relation to a corner truncation segment of the rear lot line. There is a 6.0 m setback for the above-ground parking level when measured to the main segment of the rear lot line. The terraced landscaping surrounding the above-ground parking level would constitute an appropriate buffer.
<p>Variances 3 and 4 (Exterior Side Lot Line) <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.7 (1)(d)</i></p> <ul style="list-style-type: none"> To vary the minimum principal structure western exterior side lot line setback from 7.5 m to 5.8 m generally, and from 7.5 m to 2.5 m for the above-ground parking level. To vary the minimum principal structure eastern exterior side lot line setback from 7.5 m to 7.2 m generally, and from 7.5 m to 3.7 m for the above-ground parking level. 	<p>Staff Comment The reduced exterior side lot line setbacks are being supported because:</p> <ul style="list-style-type: none"> The 5.8 m western exterior side lot line general setback and the 7.2 m eastern exterior side lot line setback would improve the development's interface with Delcrest Street and 222 Street, respectively. Shallower setbacks make residents feel connected to the street, which fosters a more vibrant and safe community. The 2.5 m western exterior side lot line general setback and the 3.7 m eastern exterior side lot line setback for the above-grade parking level are sufficient since there are no at-grade units fronting either Delcrest Street or 222 Street and since the terraced landscaping surrounding the above-ground parking level would constitute an appropriate buffer.

Minimum Underground Parking Structure Setback Variance	
<p>Variance 5 <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.7 (2)(d)</i></p> <ul style="list-style-type: none"> To vary the minimum underground parking structure exterior lot line (western/eastern) setback from 1.5 m to 0 m. 	<p>Staff Comment The reduced underground parking structure exterior side lot line setback is being supported because:</p> <ul style="list-style-type: none"> The 0 m setback is required to ensure the underground parkade would be wide enough to accommodate two maneuvering aisles with a compliant 7.0 m width. A 0 m underground parking structure setback is allowed in relation to the rear lot line and the interior side lot line. The 1.5 m underground parking structure setback is only required in the relation to the front lot line and exterior side lot line to prevent encroachment into road rights-of-way. The underground parking will not encroach into the road rights-of-way.
Off-Street Parking Configuration Variance	
<p>Variance 6 <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.10 (2)</i></p> <ul style="list-style-type: none"> To relax the requirement for off-street parking to extend no more than 0.8 m above average finished grade. 	<p>Staff Comment The relaxation of the requirement for off-street parking to extend no more than 0.8 m above average finished grade is being supported because:</p> <ul style="list-style-type: none"> Above-ground parking is necessary due to a water level and blue-grey clay level at the site which make it infeasible to provide a second level of underground parking. The above-ground parking will be concealed and surrounded by terraced landscaping to improve the streetscape.
Maximum Building Projection Setback Reduction Variances	
<p>Variances 7, 8, and 9 <i>Zoning Bylaw No. 7600-2019, Part 4, Section 403.2 (4)(a)</i></p> <ul style="list-style-type: none"> To vary the maximum building projection front lot line (northern) setback reduction from 1.25 m to 1.5 m. To vary the maximum building projection rear lot line (southern) setback reduction from 1.25 m to 2.2 m. To vary the maximum building projection eastern exterior side lot line setback reduction from 1.25 m to 3 m. 	<p>Staff Comment The increased building projection setback reductions are being supported because:</p> <ul style="list-style-type: none"> The 1.5 m front lot line (northern) setback reduction would accommodate balcony projections, especially in relation to a corner truncation segment of the front lot line. The additional setback reduction is minor, and the relevant balconies help frame the development. The 2.2 m rear lot line (southern) setback reduction would accommodate balcony projections, especially in relation to a corner truncation segment of the rear lot line. The additional setback reduction is minor, and the relevant balconies help frame the development.

	<ul style="list-style-type: none"> The 3 m eastern exterior side lot line setback reduction would help accommodate a prominent entrance canopy for the northern building.
Maximum Retaining Wall Height Variance	
Variance 10 <i>Zoning Bylaw No. 7600-2019, Part 4, Section 403.9(1)</i> <ul style="list-style-type: none"> To vary the maximum retaining wall height from 1.2 m to 2.4 m. 	Staff Comment The increased maximum retaining wall height is being supported because: <ul style="list-style-type: none"> A higher maximum retaining wall height is necessary due to the site topography and parking configuration. Terraced landscaping will mask the wall heights and improve the streetscape.
Maximum Small Car Parking Percentage Variance	
Variance 11 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Part 4, Section 4.1 (a)(i)</i> <ul style="list-style-type: none"> To vary the maximum small car parking percentage from 10% to 28%. 	Staff Comment The increased maximum small car parking percentage is being supported because: <ul style="list-style-type: none"> The increased small car parking percentage is required to avoid reducing the amount of proposed parking. The first reading version of the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i> contemplates allowing a maximum small car parking percentage of 25%. While it limits small car parking to visitor parking, that limitation is intended to be removed.
Minimum Parking Space Width Variance	
Variance 12 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Part 4, Section 4.1 (a)(ii)</i> <ul style="list-style-type: none"> To relax the requirement for the minimum width of parking spaces to be increased by 0.3 m on each side which abuts a pillar over 0.3 m in height. 	Staff Comment The reduced parking space widths are being supported because: <ul style="list-style-type: none"> Adding 0.3 m to a parking space width where there is pillar encroachment would reduce the proposed parking by approximately six to eight parking spaces. Pillars will be located such that they straddle two parking spaces and do not impede entry/exit for the vehicle or vehicular occupants. The provision of maneuvering aisles with a width of 7 m will help drivers maneuver into and out of parking spaces.
Minimum Off-Street Parking Spaces Variances	
Variances 13 and 14 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Schedule A, Section 1.0 (b)</i> <ul style="list-style-type: none"> To vary the minimum residential tenant parking spaces from 1.5 spaces per 	Staff Comment The reduced off-street parking spaces are being supported because: <ul style="list-style-type: none"> Although the subject properties are not within the Town Centre Area Plan's Central Business District, the proposed parking is in general alignment with the reduced parking rates for the Town Centre Area

<p>dwelling unit (228 spaces) to 1.06 spaces per dwelling unit (162 spaces).</p> <ul style="list-style-type: none"> ▪ To vary the minimum residential visitor parking spaces from 0.2 spaces per dwelling unit (31 spaces) to 0.1 spaces per dwelling unit (15 spaces). 	<p>Plan's Central Business District. A total of 163 residential tenant parking spaces and 16 residential visitor parking spaces (a total of 179 spaces) would be required if the proposed development was within the Central Business District. The proposed development includes 162 residential tenant parking spaces and 15 residential visitor parking spaces (a total of 177 spaces).</p> <ul style="list-style-type: none"> ▪ The proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i>, currently at first reading, would extend reduced parking rates to those areas of the Town Centre Area Plan that are outside of the Central Business District. It would require 152 residential tenant parking spaces and 30 residential visitor parking spaces (a total of 182 spaces). The proposed development includes 162 residential tenant parking spaces and 15 residential visitor parking spaces (a total of 177 spaces). ▪ The applicant provided a supportive parking study from Bunt & Associates dated October 31, 2023 (Attachment K). Since that time the proposed residential tenant parking has been reduced by 2 spaces and the proposed bicycle parking has increased substantially. The 15 off-street residential visitor parking spaces (0.1 spaces per dwelling unit) are expected to meet peak evening demand (0.1 spaces per dwelling unit). In addition, the study notes that there would be approximately 20 to 25 public on-street parking spaces to help accommodate any excess parking demand. ▪ The provision of 191 long-term (residential tenant) bicycle parking spaces (1.26 spaces per dwelling unit) and 30 short-term (residential visitor) bicycle parking spaces (0.19 spaces per dwelling unit), in general alignment with the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i>, currently at first reading, will encourage active transportation use and help reduce car dependency. ▪ The applicant is proposing a voluntary contribution, as outlined in this report, toward transportation demand management measures in the City. The contribution is based on the parking spaces that are required by bylaw but not provided.
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Minimum Short-Term Bicycle Parking Spaces Variance	
<p>Variance 15 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Schedule A, Section 10.4</i></p> <ul style="list-style-type: none"> To vary the minimum short-term bicycle parking spaces from 0.3 spaces per dwelling unit (46 spaces) to 0.19 spaces per dwelling unit (30 spaces). 	<p>Staff Comment The reduced short-term (residential visitor) bicycle parking spaces are being supported because:</p> <ul style="list-style-type: none"> The proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i>, currently at first reading, would require 0.2 short-term bicycle parking spaces per dwelling unit instead of 0.3 short-term bicycle parking spaces. The provision of 0.19 short-term bicycle parking spaces per dwelling unit is in general alignment with the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i>. The proposed development includes 191 long-term (residential tenant) bicycle parking spaces (1.26 spaces per dwelling unit), exceeding what is currently required (0.25 spaces per dwelling unit) and in alignment with the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i> (1.25 spaces per dwelling unit).
Short-Term Bicycle Parking Siting Variance	
<p>Variance 16 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Schedule A, Section 10.4.1 (a)(c)</i></p> <ul style="list-style-type: none"> To relax the requirement for short-term bicycle parking areas to be located within 15 m of each main entrance. 	<p>Staff Comment The relaxation of the requirement for short-term (residential visitor) bicycle parking areas to be located within 15 m of each main entrance is being supported because:</p> <ul style="list-style-type: none"> While many short-term bicycle parking spaces will be located within 15 m of each main entrance, there is insufficient space to accommodate all 30 short-term bicycle parking spaces within 15 m of each main entrance.
Long-term Bicycle Parking Configuration Variance	
<p>Variance 17 <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Schedule A, Section 10.4.2 (b)</i></p> <ul style="list-style-type: none"> To vary the maximum percentage of long-term bicycle parking spaces provided by an alternative storage method (i.e., stacked bicycle racks) from 40% to 53%. 	<p>Staff Comment The increased percentage of long-term bicycle parking spaces provided by an alternative storage method is being supported because:</p> <ul style="list-style-type: none"> There is insufficient space in the proposed development to provide long-term bicycle parking spaces in alignment with the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i> (1.25 spaces per dwelling unit) without having a higher percentage of spaces provided by an alternative storage method.

Minimum Road Right-of-Way Width Variance	
<p>Variance 18 <i>Subdivision and Development Servicing Bylaw No. 4800-1993, Schedule C</i></p> <ul style="list-style-type: none"> To vary the minimum road right-of-way width for 222 Street (collector street with a bike lane) from 24 m to 21 m. 	<p>Staff Comment The reduced minimum road right-of-way width is being supported because:</p> <ul style="list-style-type: none"> The Engineering department has determined that all of the required services can be accommodated within the proposed reduced right-of-way width.

Development Permit:

The proposed development requires a Form and Character Development Permit subject to the Town Centre (North View Precinct) Development Permit Area Guidelines outlined in Section 8.11 and the Multi-Family Development Permit Area Guidelines outlined in Section 8.7 of the OCP.

A detailed description of the development's form and character will be included in a future report to Council on the applicant's Development Permit, should the OCP and zone amending bylaws receive third reading.

Advisory Design Panel:

The application was reviewed by the Advisory Design Panel (ADP) during its meeting on February 19, 2025. The ADP's resolution and comments and the applicant's responses are attached to this report (Attachment H). Staff confirm that the ADP's comments have been addressed and are reflected in the attached plans.

Development Information Meeting:

In accordance with *Council Policy 6.20*, a Development Information Meeting (DIM) hosted by the applicant was held in the Fraser Room of the Maple Ridge Public Library on February 6, 2025, from 5:30 to 7:30 PM. Three people attended the meeting. A summary of the main comments and discussions was provided by the applicant (Attachment I). The comments indicate some concern regarding increased traffic, insufficient parking, tree removal, and lacking amenities in the area.

The notification requirements for the DIM included a mail-out, newspaper advertisements, and notice on the development signs posted on the property, all of which provided information on the development and contact information for the applicant.

Conditions to be Met Prior to Adoption:

Staff have advised the applicant that adoption of *Zone Amending Bylaw No. 7772-2021* will not be recommended until the following conditions, and any others that Council identifies, are met:

- Amendment to Official Community Plan Schedule "A", Chapter 10.4 Town Centre Area Plan, Schedule 1 – Town Centre Area Land Use Designation Map.
- Registration of the following:
 - Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the security, as outlined in the Agreement;

The following servicing upgrades will be required through the Rezoning Servicing Agreement:

- Road dedication as required to meet the design criteria of *Subdivision and Development Servicing Bylaw No. 4800-1993*.
 - Utility servicing as required to meet the design criteria of *Subdivision and Development Servicing Bylaw No. 4800-1993*.
 - Frontage upgrades to the applicable road standard.
- b) Restrictive Covenant for Stormwater Management;
 - c) Restrictive Covenant for a Geotechnical Report, which addresses the suitability of the subject properties for the proposed development; and
 - d) Restrictive Covenant for the protection of Visitor Parking.
3. Road dedication for 123 Avenue, 122 Avenue, 222 Street, and Delcrest Street, as required.
 4. Consolidation of the subject properties at the Land Title Office.
 5. If the Director of Waste Management from the Ministry of Environment and Parks determines that a site investigation is required based on the submitted Site Disclosure Statement, a rezoning, Development Permit, or Development Variance Permit cannot be approved until a release is obtained for the subject properties.
 6. In addition to the Ministry of Environment Site Disclosure Statement, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject properties. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.
 7. That a voluntary contribution, in the amount of \$851,200.00 (\$5,600.00 per unit), or such rate applicable at third reading of this application, be provided in keeping with the Council Policy 6.31 with regard to Community Amenity Contributions.
 8. That a density bonus contribution, in the amount of \$377,992.24 (\$161.56 per square metre above 1.8 FSR), be provided in keeping with *Zoning Bylaw No. 7600-2019*.
 9. That a voluntary contribution, in the amount of \$558,000.00, be provided towards transportation demand management measures in the City, such as active transportation projects.

EXTERNAL REFRRALS:

Official Community Plan Amendment Consultation:

Pursuant to Section 477 (3) of the *Local Government Act*, after the first reading of an Official Community Plan amending bylaw, a local government must consider whether the bylaw is consistent with its financial plan and waste management plan. The developer will pay for and install all required servicing and infrastructure. As such, staff deem it consistent with the City's financial plan and waste management plan.

Pursuant to Section 475 of the *Local Government Act*, Council must consider whether the opportunities for consultation with Indigenous Nations, adjacent municipalities, boards of education, improvement district boards, and federal and provincial agencies are required. The proposed *Official Community Plan Amending Bylaw No. 7771-2021* does not propose any substantial changes. As such, staff recommend that, other than School District No. 42, such

consultation is not required. The public consultation strategy to meet the intent of the *Local Government Act* is summarized in Table 4.

Table 4. Consultation Strategy

Agency	Engagement Method	Timeline
Indigenous Nations	Referral not recommended due to no substantive policy change.	N/A
School District	A referral was sent to School District No. 42. See below.	Completed
Metro Vancouver	Referral not recommended due to no substantive policy change. The Official Community Plan amendment is consistent with the Regional Growth Strategy.	N/A
Ministry of Transportation and Transit	Not required. Not within 800 m of a controlled access highway.	N/A
Other Federal and Provincial Agencies	Referral not recommended due to no substantive policy change.	N/A
Neighbouring Owners and Residents	Newspaper advertisements and a mailout will be sent prior to the Public Hearing.	Prior to the Public Hearing

School District No. 42:

Pursuant to Section 476 of the *Local Government Act*, consultation with School District No. 42 is required at the time of preparing or amending the Official Community Plan. Referral comments from School District No. 42, dated March 5, 2025, are attached (Attachment J) and include the following main points:

- The proposed application would affect the student population for the catchment areas currently served by Glenwood Elementary and Maple Ridge Secondary.
- Glenwood Elementary has an operating capacity of 383 students. For the 2023/2024 school year, the student enrolment at Glenwood Elementary was 361 students (94% utilization) including 80 students from out of catchment.
- Maple Ridge Secondary has an operating capacity of 1,300 students. For the 2023/2024 school year, the student enrolment at Maple Ridge Secondary was 1,169 students (90% utilization) including 715 students from out of catchment and 320 French Immersion students.
- Based on the density estimates for the land use at build out, the following applies:
 - For the construction of 152 dwelling units, the estimated number of school age residents is 11.

CITIZEN IMPLICATIONS:

Pursuant to Section 464 of the *Local Government Act*, a Public Hearing must be held for the proposed development, allowing the public to comment on the proposed OCP and Zoning Bylaw amending bylaws and the development.

CONCLUSION:

It is recommended that first and second readings be given to *Official Community Plan Amending Bylaw No. 7771-2021*, that second reading be given to *Zone Amending Bylaw No. 7772-2021*, and that application 2021-320-RZ be forwarded to Public Hearing.

"Daniel Rajasooriar"

Prepared by: Daniel Rajasooriar, Planner 2

Attachments:

- (A) Location Map
- (B) Aerial Photo
- (C) OCP and Zoning Map
- (D) *Official Community Plan Amending Bylaw No. 7771-2021*
- (E) *Zone Amending Bylaw No. 7772-2021*
- (F) Proposed Architectural Plans
- (G) Proposed Landscape Plans
- (H) Advisory Design Panel's Resolution/Comments and Applicant's Responses
- (I) Development Information Meeting Summary
- (J) School District No. 42 Comments
- (K) Parking Study

Report Approval Details

Document Title:	2021-320-RZ, 12209, 12219, 12231, 12241, and 12251 222 Street and 22190 123 Avenue, Second Reading.docx
Attachments:	<ul style="list-style-type: none">- Attachment A - Location Map.pdf- Attachment B - Aerial Photo.pdf- Attachment C - OCP and Zoning Map.pdf- Attachment D - Official Community Plan Amending Bylaw No. 7771-2021.pdf- Attachment E - Zone Amending Bylaw No. 7772-2021.pdf- Attachment F - Proposed Architectural Plans.pdf- Attachment G - Proposed Landscape Plans.pdf- Attachment H - Advisory Design Panel's Resolution and Comments and Applicant's Responses.pdf- Attachment I - Development Information Meeting Summary.pdf- Attachment J - School District No. 42 Comments.pdf- Attachment K - Parking Study.pdf
Final Approval Date:	Mar 18, 2025

This report and all of its attachments were approved and signed as outlined below:

Hasib Nadvi, Deputy Director of Planning and Building

James Stiver, Director of Planning and Building

Corinn Howes, Deputy Corporate Officer

Scott Hartman, Chief Administrative Officer