

Staff Report to Council

Planning & Development

FILE: 3360-20-2019-03

REPORT DATE: February 13, 2020 MEETING DATE: February 25, 2020
TO: Mayor and Council
FROM: Alex Wallace, Manager of Community Development
SUBJECT: Zoning Application for 19950 Lougheed Highway

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S): THAT Council:

- A. Receive for information the 'Zoning Application for 19950 Lougheed Highway' Staff Report as presented at the February 25, 2020 Regular Meeting of Council; AND
- B. Deny the zoning application for 19950 Lougheed Highway to reduce the minimum lot size in the C-1 (Highway Commercial) zone from 2.5 hectares to 1 hectare for the purpose of future subdivision; OR
- C. Other.

PURPOSE

To present to Council an application requesting a site specific text amendment to the Zoning Bylaw to reduce the minimum lot area from 2.5 hectares to 1 hectare in the C-1 (Highway Commercial) zone for 19950 Lougheed Highway.

☐ Information Report ☒ Decision Report ☐ Direction Report

DISCUSSION

Background:

The City has received an application requesting a site specific text amendment to Zoning Bylaw No. 2505, 2011 to reduce the minimum lot size from 2.5 hectares to 1.0

hectare. The subject property is zoned C-1 (Highway Commercial) (Attachment A) and is currently occupied by two vehicle dealerships: a Toyota dealership on the northern portion of the property and a Kia dealership on the southern portion (Figure 1).

Both dealerships are owned by the same property owner. The applicant is seeking to reduce the minimum lot size for the purpose of subdividing the property for estate planning purposes (Attachment B). There are no proposed changes to the buildings.

Applicant: Kabel Atwall
Owner: Ron Jones Ltd., Inc. No. 146911
Civic Address: 19950 Lougheed Highway

Legal Description: Lot 2 except: Parcel A (Statutory Right of Way Plan BCP25578)
District Lot 222 and 246 Group 1 New Westminster District Plan LMP40247

PID: 024-345-423
Parcel Area: 2.32 ha (5.75 acres)
OCP: Highway Commercial
OCP DPA: #8—South Lougheed Commercial
Zoning: C-1 (Highway Commercial)

Application History:

In 2007, the City received a subdivision application to subdivide the lot into two legal parcels. At the time, Planning Staff referred it to the Ministry of Transportation and Infrastructure (MOTI) for approval, which is required under Section 83 of the Land Title Act. MOTI did not approve of this application because the proposed Lot B would not have direct access from 203rd Street (Attachment C). The City went back to MOTI to see if they would consider approval of the subdivision with the condition that there be a registered access easement from an extension of 200th Street in Maple Ridge. MOTI did not support this option and instead, suggested that the City dedicate and extension of 200th Street to allow municipal street access to Lot B. In addition, the Ministry stated that they would require a covenant over Lots A and B so that there would be no direct access to Lot B via Highway 7 (Lougheed Highway). The file was subsequently closed as it remained inactive for over a year.

Since this application was made, the zoning bylaw has been updated and the minimum lot size in the C-1 changed. As such, the applicant has submitted a site specific text amendment to reduce the minimum lot size for the purpose of subdividing. The new proposed plan of subdivision is generally the same as the one submitted in 2007; however, the new proposed plan of subdivision is a more irregular shape.

Relevant Policy, Bylaw or Legislation:

This issue is regulated by the City's *Official Community Plan Bylaw No. 2352, 2007* and *Zoning Bylaw 2505, 2011*.

Analysis:

Site Context

The subject site is located in a predominantly commercial area and is directly bordered by Maple Ridge to the east (Attachment C). It shares a parking lot with Canadian Tire to the south (located in Maple Ridge). Staples is also south of the site (also in Maple Ridge) (Figure 1). Directly east of the subject site is a Mazda dealership and westward across the Katzie Slough is Meadowtown Centre, which has several service commercial businesses. The site is accessed via 200th street off of Maple Meadows Way.

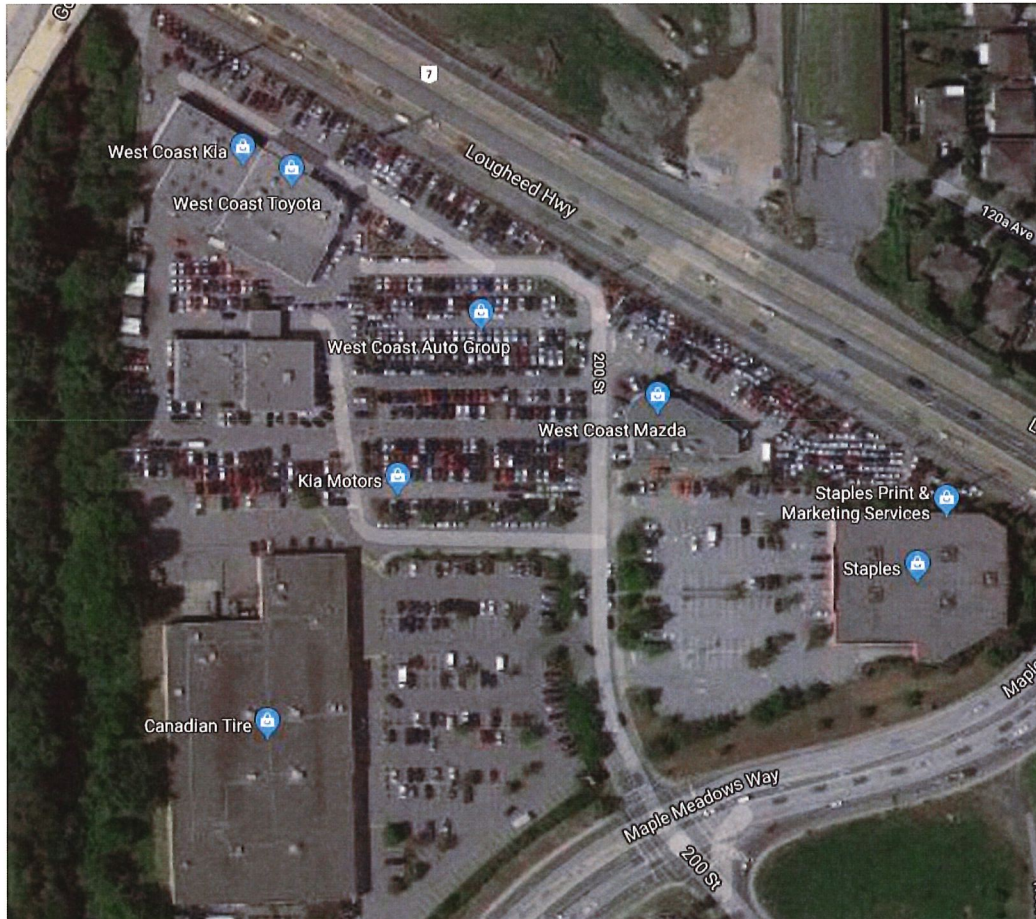


Figure 1: Site Context

Regional View- Frequent Transit Networks and Frequent Transit Development Areas

The subject site is located on a Frequent Transit Network (FTN). An FTN is a network of corridors where transit services run at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. The Lougheed Highway corridor, running from Coquitlam Centre Station through Pitt Meadows to Maple Ridge, is a newly incorporated FTN. In January 2020, the RapidBus began operating. This service allows for a better connection to the regional transportation network as the Rapid Bus connects Pitt Meadows to the SkyTrain line in Coquitlam.

Under the *Metro Vancouver 2040: Shaping Our Future (2040)*, Frequent Transit Development Areas (FTDAs) are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. FTDAs are located along FTN corridors and are characterized by higher density residential, commercial, and mixed uses, and may contain community, cultural and institutional uses. Generally these areas are within 400 metres from the FTN and 800 metres from rapid transit stations along the FTN corridor.

Within *Metro Vancouver 2040: Shaping Our Future (2040)*, Strategy 1.2- Focus growth in Urban Centres and Frequent Transit Development Areas (FTDA) directs municipalities to include policies in their Official Community Plans (OCP) for FTDAs. Metro Vancouver is currently updating the Regional Growth Strategy. As part of the update, there has been ongoing policy review of *Metro Vancouver 2040's* Urban Centres and FTDAs; Metro Vancouver has been undergoing a series of studies on the region's Frequent Transit Network Corridors in partnership with TransLink and member jurisdictions. The purpose of these studies is to investigate how land uses and growth along FTN corridors could be coordinated and planned across municipal boundaries to support the new transit service and to understand how improved transit may impact growth and development more generally. The Lougheed Corridor Study Area, running from Coquitlam through Pitt Meadows to Maple Ridge is one of these studies.

Lougheed Corridor Study Area

In early 2019, Metro Vancouver and its member jurisdictions concluded the Lougheed Corridor Land Use and Monitoring Study. The purpose of this study was to identify how land use and growth could be coordinated with the introduction of the RapidBus that now runs down Lougheed Highway. Figure 2 indicates the Lougheed Corridor Study Area, highlighted in yellow, from Coquitlam to Maple Ridge.

A Market Potential Analysis was also undertaken by Urban Systems, which recommended that municipalities conduct an in-depth review of vacant and/or underutilized parcels of land for development and/or redevelopment over the medium to longer terms, parcels of land that could be re-designated or re-zoned in the interest of further developing transit-supportive land use patterns, and re-evaluating land use policies related to auto-oriented commercial sites along the study area.

At this time, the City of Pitt Meadows has not begun to evaluate underutilized parcels of land for development/redevelopment within the Lougheed Corridor Study Area, with the exception of the North Lougheed Study Area; however, the City of Maple Ridge has initiated the Lougheed Highway Transit Corridor study, which has investigated land uses around the FTN within their municipal boundary (Attachment F). This study is important to consider when evaluating the current application because the subject site is right on the border of Pitt Meadows and Maple Ridge. It is important that Pitt Meadows works with Maple Ridge to coordinate appropriate land uses across municipal boundaries to ensure that these land uses are supportive of transit.

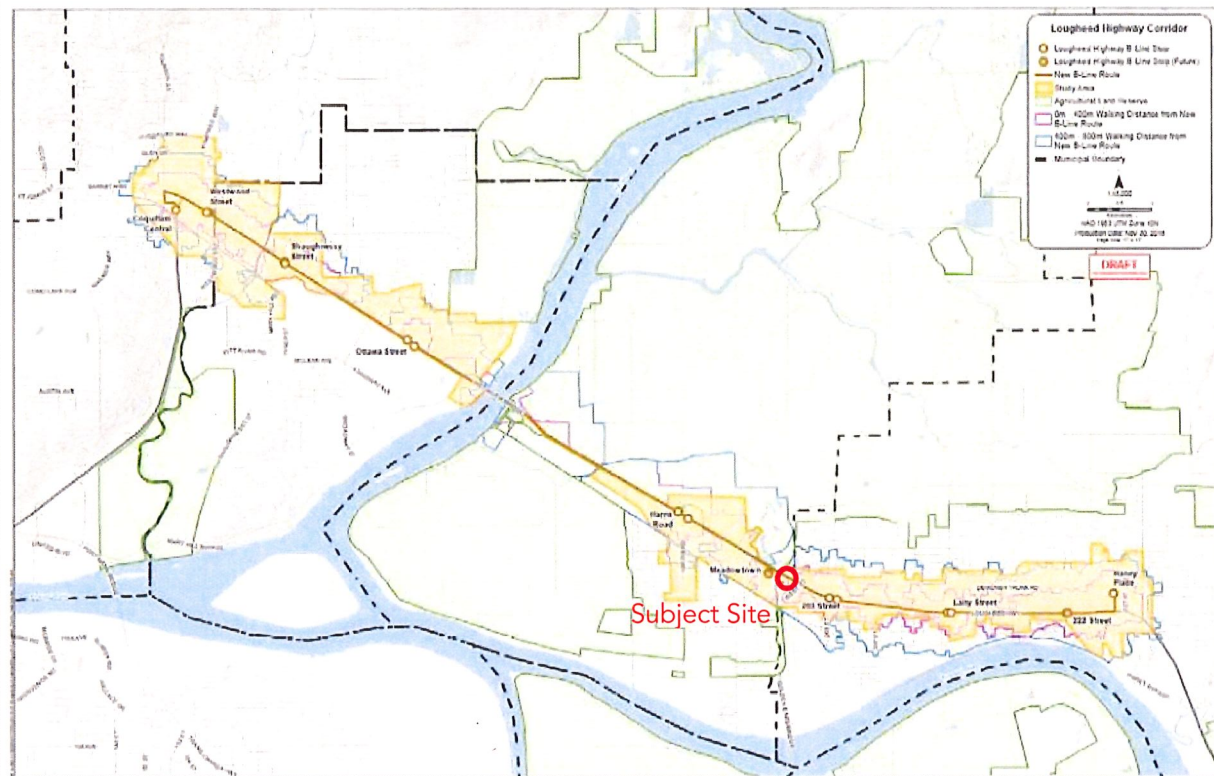


Figure 2: Lougheed Highway Corridor Study Area

The study highlighted that the Lougheed Corridor is an integral connection to the regional transit system. Therefore, the subject site is located within the Lougheed Corridor Study Area (Figure 2) and is projected to be a key area for focusing future growth to create a complete, walkable and accessible community. Further fragmenting land parcels within the Study Area is therefore not recommended because building envelopes become more restricted, which produces less favorable conditions for redevelopment for mixed use developments.

Larger Parcels for Employment Lands

The Commercial and Industrial Lands analysis, conducted by Rollo & Associates in March 2019, identified that employment lands are in high demand in the Metro Vancouver Region. Under Maple Ridge's Lougheed Highway Transit Corridor Study, the lands directly east of the subject site have been proposed to be designated Employment Business Park (Attachment F). The purpose of this land use designation is to provide local jobs in close proximity to an established transportation network and existing residential neighbourhoods. This was determined through a market analysis conducted by Urban Systems which also identified the demand for light industrial designated lands in the region.

Under the *Metro Vancouver Regional Growth Strategy 2040* municipalities are to include policies within their OCPs that support Employment Lands within FTDA's. While Pitt Meadows current OCP does not speak to FTDA's, the City will be working with

Metro Vancouver to evaluate the lands within the Lougheed Corridor Study Area for potentially re-designating the lands within the FTDA in the updated OCP.

In the current OCP Policy 4.8.1 (b) specifically supports the expansion of its employment lands as long as this can be accomplished with no net loss of the City's current inventory of agricultural land. The subject site offers a future opportunity to supply the region with an increase in employment lands, which also helps reduce speculation on agricultural land north of Lougheed Highway and northwest of the North Lougheed Study Area.

Because of the high demand for employment lands in the region, the likelihood of the subject site being included as a future study area to reevaluate the land uses from Metro Vancouver and the OCP policies supporting the protection of land parcels for employment lands located outside agricultural land, Staff are not in support of further fragmenting the subject site.

Official Community Plan

The subject property is designated as Highway Commercial and is within Development Permit Area No.8—South Lougheed Commercial in the City's Official Community Plan (OCP) (Attachment E). The proposed land use is not changing and is in line with this land use designation as it permits auto-related retail and services.

The following policies apply to this application:

Policy 4.7.3-

- a) Developers of commercial areas adjacent to Lougheed Highway will be required to provide a comprehensively-designed parking and traffic flow plan prior to rezoning of properties; and,
- b) The City encourages limiting vehicular access points along the Lougheed Highway and Meadow Gardens Way and supports consolidation of ownership and comprehensive development of the lands to achieve this objective.

Although the subject site is located past Meadow Gardens Way, the Ministry of Transportation and Infrastructure does not want to allow access to the site from Lougheed Highway.

Policy 4.8.1-

- b) The City supports expansion of its industrial land base as long as this can generally be accomplished with no net loss to the City's current inventory of agricultural lands or productivity.

The City is currently undergoing an Official Community Plan update and will be speaking to Maple Ridge in regards to proposed land uses abutting Maple Ridge. The

City will also be discussing land use designation and FTDA's with Metro Vancouver. As such, land uses on or surrounding the subject site may change.

Zoning Bylaw No. 2505

The property is designated C-1 (Highway Commercial) in the City's Zoning Bylaw (Attachment A).

	Current Lot Area	Minimum Lot Area Required	Proposed Lot 1 Lot Area	Proposed Lot 2 Lot Area
Lot Area	2.32 ha (5.73 acres)*	2.5 ha (6.18 acres)	1.306 ha (3.23 acres)**	1.020 ha (2.52 acres)**

*The current lot area is legal non-conforming.

**See Attachment G for proposed plan of subdivision.

Referral Comments

This application has been referred out to applicable City departments. The Building Department stated that they will need confirmation that the Building Code requirements are being met in relation to spatial separation and wall assemblies. The Engineering Department will have comments at the subdivision stage if this application reaches that point.

The Environmental Department is recommending that the applicant submit the following, to the satisfaction of City staff, as a condition of third reading:

- A waste management plan for how the dealerships will manage disposal of automotive service-related waste and wastewater (including, but not limited to paint, solvents, waste oil, and water from washing cars); and,
- A hazardous material spill plan prepared by a qualified professional.

Maple Ridge Comments

The application was referred out to Maple Ridge for comment as the south east corner of the subject site falls within their jurisdiction. City staff from Maple Ridge had various comments (Attachment H) in regards to the service connections, drainage system, the existing easements and right of ways needing to be updated. Staff from Maple Ridge also commented that they would like to see improvements to the storm water management system to enhance the environmental integrity of the Katzie Slough. Lastly, Maple Ridge wants to work with Pitt Meadows to ensure that all provincial legislation is being met with respect to stream protection (Riparian Areas Regulation). The majority of these comments will be considered at the subdivision stage should this application be approved. However, Maple Ridge's environmental comments will be included with the City of Pitt Meadow's Environmental Department comments as a condition of third reading, if granted by Council.

Ministry of Transportation and Infrastructure Referral

The application was referred out to the Ministry of Transportation and Infrastructure (MOTI) as required under Section 52 of the *Transportation Act*. The referral was sent out May 13, 2019. At the time of writing this report, no comments have yet been received from the Ministry.

Staff had a meeting with the applicant in November 2019 who informed staff that he had a meeting with MOTI. Staff was told by the applicant that MOTI no longer would require 200th Street extended, which was a requirement of approval in the subdivision application back in 2007. MOTI told the applicant that it would be up to Pitt Meadows to make a decision on the access easement.

Staff have reached out to the applicant's contact at MOTI and have been in contact with the agent who was sent the referral but are still awaiting comment. Adoption of this Bylaw cannot be approved without obtaining approval from MOTI (Section 52 of the *Transportation Act*).

Staff Recommendation

City Staff are recommending denying the application and the requested zoning bylaw amendment for the following reasons:

- Regional land use policies are directed at creating complete and compact communities. Policies include directing residential and commercial growth and intensification to occur along Frequent Transit Networks. The subject site is within 400 meters of a Rapid Bus Stop and the West Coast Express Station; therefore, the subject site offers an optimal location to focus and intensify residential, commercial or employment land uses;
- From the Commercial and Industrial Lands analysis conducted by Rollo & Associates in March 2019, it was identified that employment lands are high in demand in the region. Therefore, fragmenting lots along key transportation routes such as Lougheed Highway is not supported as employment land use designations require larger parcels of land. The lands in Maple Ridge directly east of the subject site are proposed to be Employment Business Park. The City of Pitt Meadows will be coordinating land use designations with Maple Ridge. As such, there is potential for the subject lands to eventually be designated a similar land use. Larger parcels of land are also better for facilitating mixed use development;
- As the purpose of this site specific zoning text amendment request is for future subdivision, both lots require sufficient highway access. The City has not yet heard from the Province in regards to this application; however, the subdivision application from 2007 was declined by the Ministry of Transportation and Infrastructure due to access issues. It remains unclear how the lots will be accessed;

- The proposed plan of subdivision shows the new lots to be an irregular shape which may impose further restrictions to future building envelopes and redevelopment;
- The lot is located close to a very busy intersection (the Golden Ears Bridge ramp merges onto 203rd Street and intersects with Lougheed Highway). Traffic flow to and from the site is unclear and may cause issues in the future;
- Keeping larger lots along Lougheed Highway that are within the urban containment boundary is important to reduce speculation on agricultural lands located northeast of the North Lougheed Study Area (OCP Policy Section 4.8.1);
- Rezoning properties is permanent and runs with the land. Staff does not see the fragmentation of land for estate purposes conducive to the future growth of Pitt Meadows;
- The newly incorporated RapidBus provides the City with an opportunity to re-evaluate land uses of the subject site. Reducing the minimum lot size may hinder future development opportunities that seek to achieve high transit use and the creation of compact and complete communities; AND
- Even if this site specific text amendment is approved, a subdivision application requires approval from the City's Approving Officer. The Approving Officer is appointed by Council as the official with responsibility to independently apply provincial statutes and local bylaws regarding subdivision, and uses his or her own discretion in making decisions regarding subdivision approval and other matters within their jurisdiction. The Approving Officer has separate and independent jurisdiction from Council and it is the Approving Officer's responsibility to ensure that subdivisions are in accordance with local government and provincial bylaws, statutes and regulations. This means that, even if this application is ultimately approved by Council, a future subdivision application will require the Approving Officer's approval, independent of any Council involvement. The Approving Officer reviews items such as: road access, dedication and improvement requirements; access to water; servicing requirements; flood hazards; public interest; and more.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☐ Principled Governance ☐ Balanced Economic Prosperity ☒ Corporate Excellence
☐ Community Spirit & Wellbeing ☐ Transportation & Infrastructure Initiatives
☐ Not Applicable

Accountability. Demonstrate open and honest accountability in all activities.

FINANCIAL IMPLICATIONS

- ☒ None ☐ Budget Previously Approved ☐ Referral to Business Planning
☐ Other

There are no financial implications.

PUBLIC PARTICIPATION

☒ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

A development proposal sign was posted on the subject site on May 27, 2019 (Attachment I).

A public hearing is required as part of the Zoning Bylaw text amendment application process.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No

SIGN-OFFS

Written by:

Stefanie Ekeli,
Development Services Technician

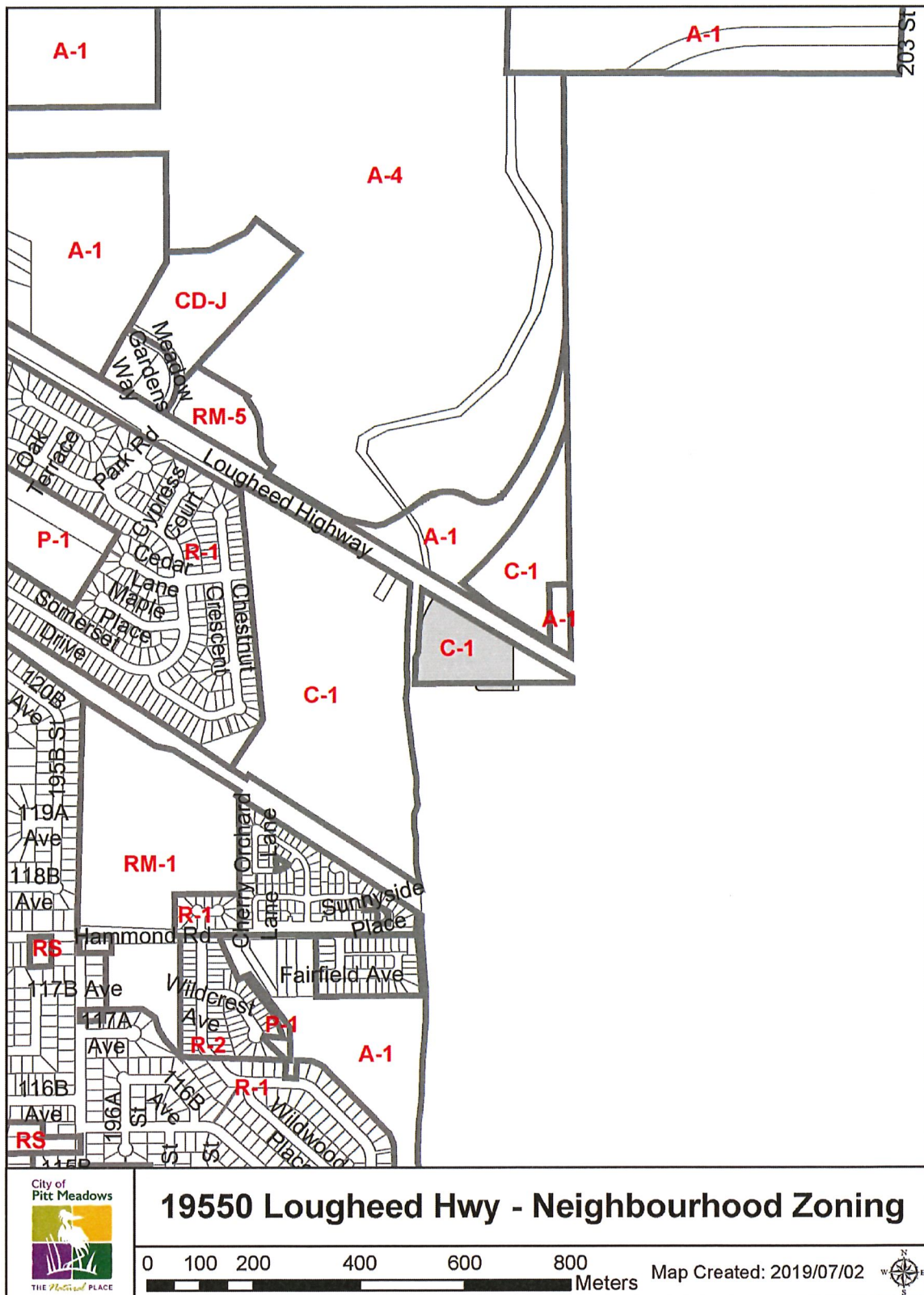
Reviewed by:

Alex Wallace,
Manager of Community Development

ATTACHMENT(S):

- A. Zoning Map
- B. Letter of Intent
- C. 2007 Proposed Plan of Subdivision
- D. Aerial Map
- E. Official Community Plan Map
- F. Maple Ridge Proposed Land Use Concept for Lougheed Corridor Study
- G. Proposed Plan of Subdivision
- H. Maple Ridge Comments
- I. Posted Sign

ATTACHMENT A: Zoning Map



RATIONALE FOR REQUEST

The desire to subdivide the subject property into two parcels and thereby allowing each car dealership to be sited on its own legal parcel is driven by succession and estate planning considerations. As it exists now, it is not possible to sell either of the two car dealerships independent of each other, without effecting a subdivision. However, as the current Minimum Lot Area, specified in the Zoning bylaw, does not permit the parcel sizes required, this severely limits the ability of the owner to undertake any meaningful succession and estate planning. The required Minimum Lot Area makes it impossible to separate one dealership from the other. This makes it difficult to look at the succession of ownership as not all future owners of the parent parcel would not need, want, or could even be able to handle two dealerships. If one wanted to sell one dealership, under the current situation, it would not be possible. This severely restricts what can be done with the dealerships and in a worst case scenario, it could lead to the closure of one of the dealerships. This would inherently affect jobs, taxes collected, and impact the local economy. The requested amendment allows for flexibility in dealing with these factors and would permit the creation of two parcels, each containing one of the car dealerships.

It would also not be possible to put one of the car dealership under a lease and deal with it on that basis for several reasons. Foremost is the fact that any land lease over three years in terms has to be looked at the same way as a subdivision and is subject to the same regulatory provisions as a subdivision. Therefore, Minimum Lot Area as specified in the zoning bylaw would be applicable and this draws one back to the same situation as a subdivision. Secondly, for financing and other financial situations, a land lease would not be recognized the same as a subdivision. Therefore, it would make it very difficult to arrange financing to permit a purchase as well as have the property maintain its assessed values.

Therefore, the most logical way to deal with this scenario is to subdivide the property so that each dealership would be on its own legal parcel and therefore, not tied to each other. As mentioned earlier, this cannot be accomplished under the current provisions of the C1 zoning bylaw due to the 2.5 ha. Minimum Lot Area identified in that zone. The only way this can be accomplished amend the text of the C1 zoning bylaw, asking that the Minimum Lot Area for, **just the subject property**, be amended to 1 ha. This would also comply with that provision of the C1 bylaw that states under Section 11.1.8, Conditions of Use, that the maximum amount of site area devoted to vehicle dealerships shall be 1 ha.

Once this is done, the application can be made to subdivide the property so as to site each car dealership on its own parcel. To this end, included as part of this submission, is a draft plan of the proposed subdivision. This plan shows that the two dealerships could be separated and the resulting parcels sizes would be 1.306 ha. for the Toyota dealership and 1.020 for the Kia dealership. The subdivision, as proposed, would maintain the required setbacks for the buildings and conform to all other provisions of the bylaw.

It must also be noted that the Kia dealership was established in 2012. The existing Zoning Bylaw was in effect at that time. At no time during the permitting and regulatory process for this dealership was it ever brought up, by any one, that it might be difficult to separate that dealership from the other due to the Minimum Lot Area specified in the bylaw. In fact, a subdivision application was made in 2007 to

create a separate parcel for the Toyota dealership. In a letter dated, July 19, 2007, the District of Pitt Meadows stated that while the Ministry of Transportation did not approve the subdivision due to access concerns, it further talked about using the option of easements to provide access to one of the proposed lots. One would assume from that letter that the subdivision, except for the comments received from the Ministry of Transportation, that the application would have been approved (the concerns of the Ministry can be dealt with today). Therefore, it gives credence to current request. The only thing that has changed since the Kia dealership was constructed is that the provisions of the Bylaw as they pertain to the Minimum Lot Area, for some reason, have changed. A 2.5 ha. Minimum Lot Area was specified, which in of itself is a strange size and is not consistent with others in the C1 zone.

In looking at the all the properties zoned as C1 in Pitt Meadows, to get provide some perspective on the requested Minimum Lot Area, only two comply with the Minimum Lot Area specified in the C1 zoning bylaw. One is the Meadowbrook Shopping Center and the other is Lot A, District Lot 223, 224, 246, and 286, Group 1, NWD, Plan LMP4786. In addition, Lot A was granted a text amendment that allowed the maximum amount of the site area to be devoted to a vehicle dealership to exceed 1ha. Therefore, a precedent for a text amendment exists in regards to the provisions of the C1 zoning bylaw. Others that are designated C1, have parcel sizes of .64 ha., .43 ha., and another that is .4 ha. The subject property, as a whole is only 2.4 ha. in size. As such, precedent exists for the parcel size text amendment requested. In fact, the requested parcel size exceeds the majority of the existing C1 zoned properties.

Furthermore and recognizing that Pitt Meadows is not bound by lot sizes specified by other municipalities in regards to Highway Commercial uses, it is nevertheless, important to note that adjacent municipalities have set .09 ha. and .11 ha. as the minimum lot sizes for similar uses. Therefore, the requested parcel size of 1 ha. is not out of line, when considered in the area as a whole.

SUMMARY

The applicant is requesting a text amendment to the provisions of the C1 zone in the Pitt Meadows Zoning Bylaw. The requested amendment, which would be specific to the subject property only, asks that the Minimum Lot Area as it pertains to the subject property, be amended to allow for parcel sizes of 1 ha.

The text amendment is being requested in order to deal with succession and estate planning issues. If allowed, the two car dealerships located on the property, each operating independently and fully compliant with the other provisions of the C1 zone, could be sited on their own legal parcel.

The size of the lots requested is consistent the majority of other C1 zones properties in Pitt Meadows and would not set a precedent for a parcel size that does not currently exist within this zone.

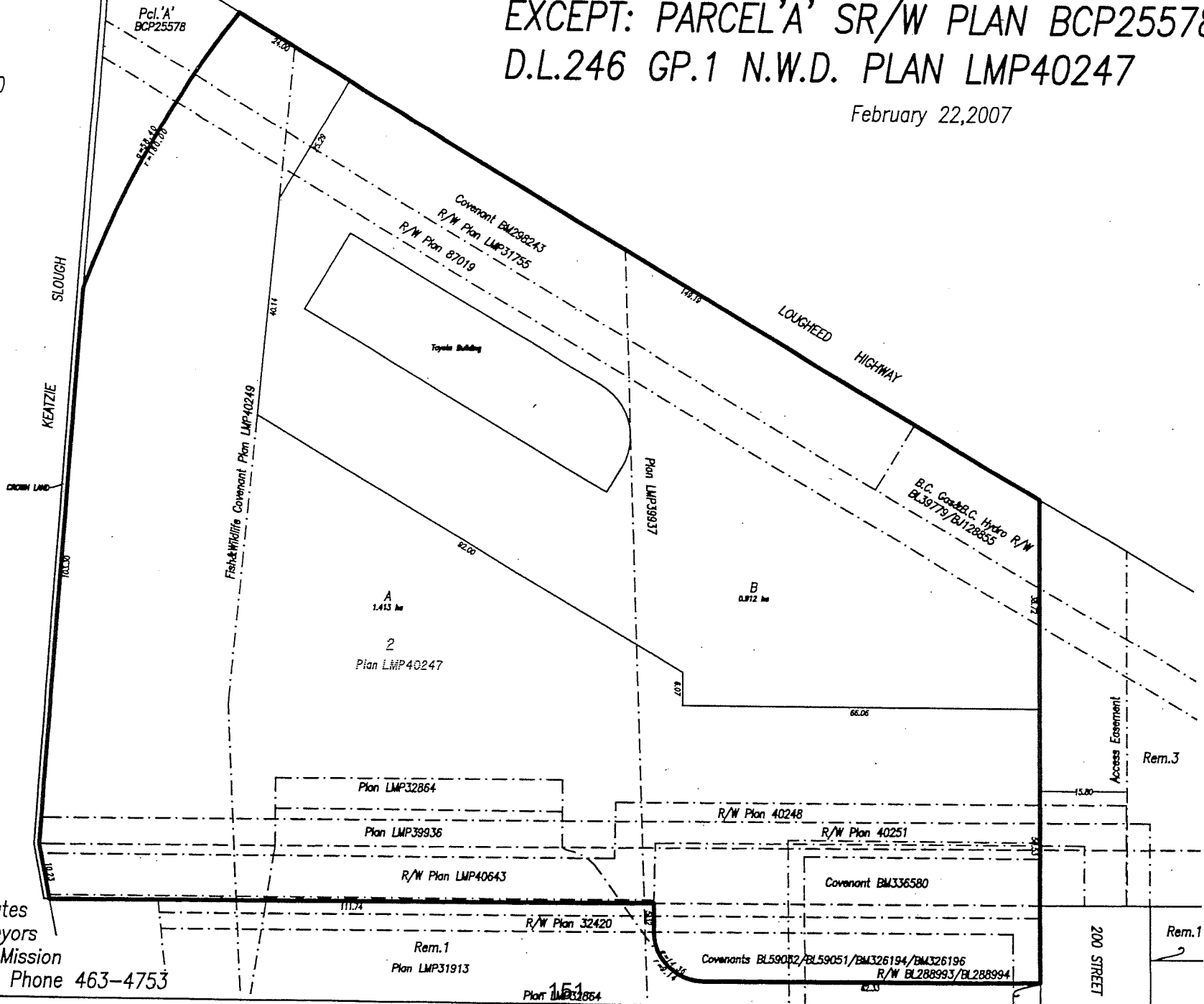
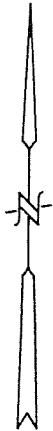
It is hoped that Pitt Meadows gives due consideration to this request as this would allow the uses to continue into the future.

PROPOSED SUBDIVISION OF LOT 2 EXCEPT: PARCEL 'A' SR/W PLAN BCP25578 D.L.246 GP.1 N.W.D. PLAN LMP40247

February 22, 2007

Scale 1:1000

ATTACHMENT

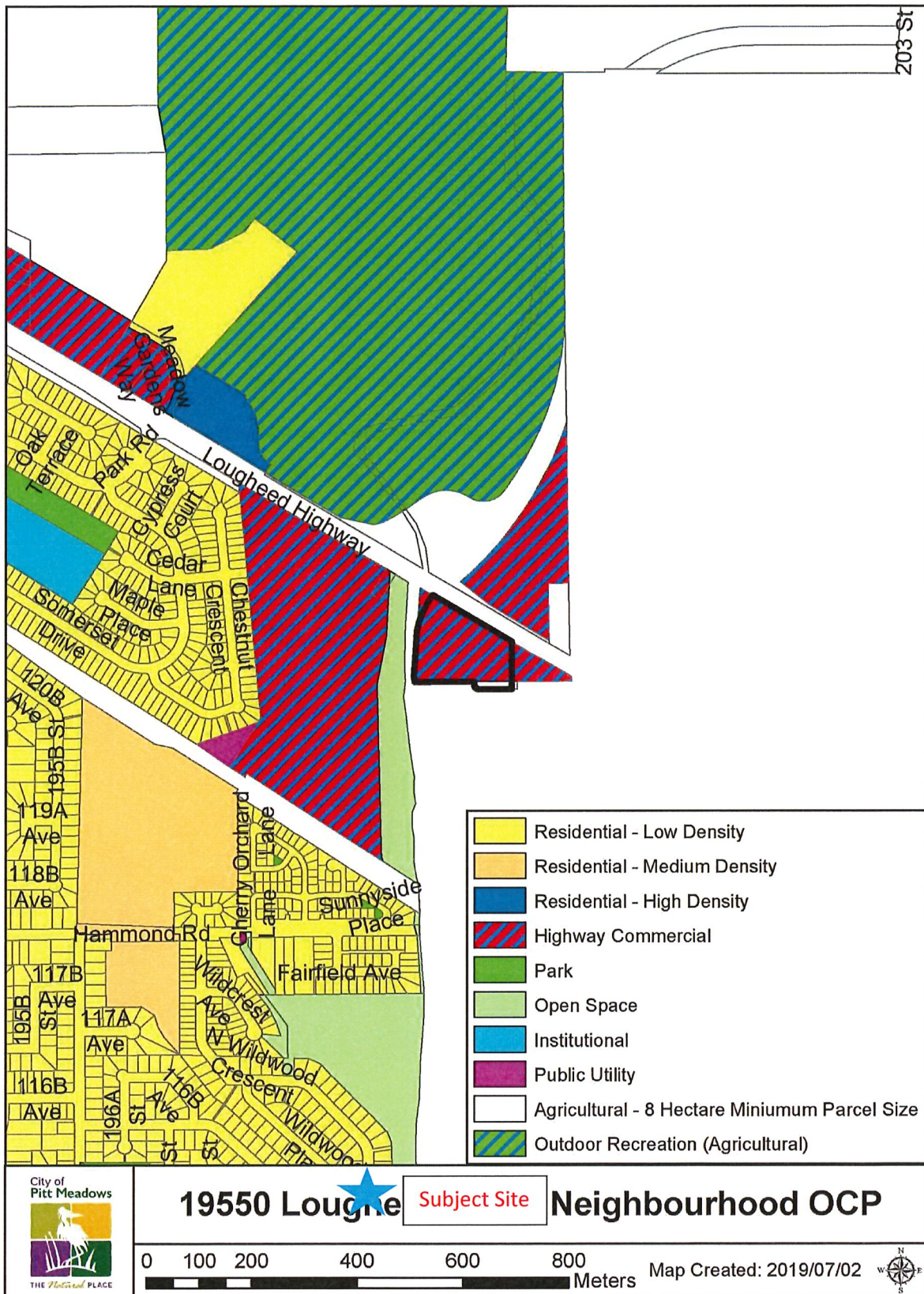


Wade & Associates
B.C. Land Surveyors
Maple Ridge & Mission
H2576 Phone 463-4753

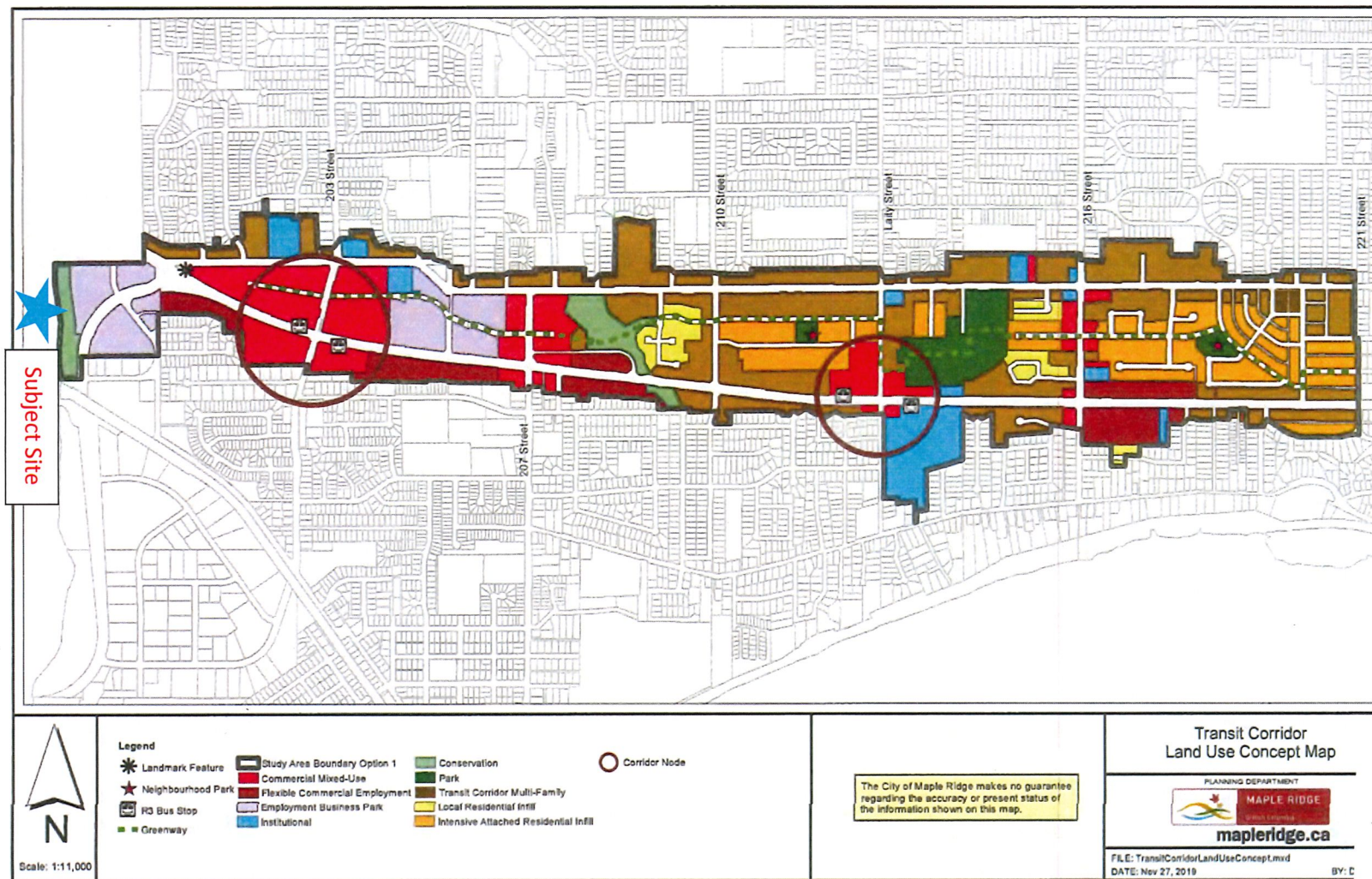
ATTACHMENT D: Aerial Map



ATTACHMENT E: Official Community Plan Map



ATTACHMENT F: Maple Ridge Proposed Land Use
Concept for Louheed Corridor Study



DRAFT PLAN OF PROPOSED SUBDIVISION OF
 LOT 2 EXCEPT: PARCEL A (STATUTORY RIGHT OF WAY PLAN BCP25578)
 DISTRICT LOT 222 AND 246 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP40247

ATTACHMENT

6

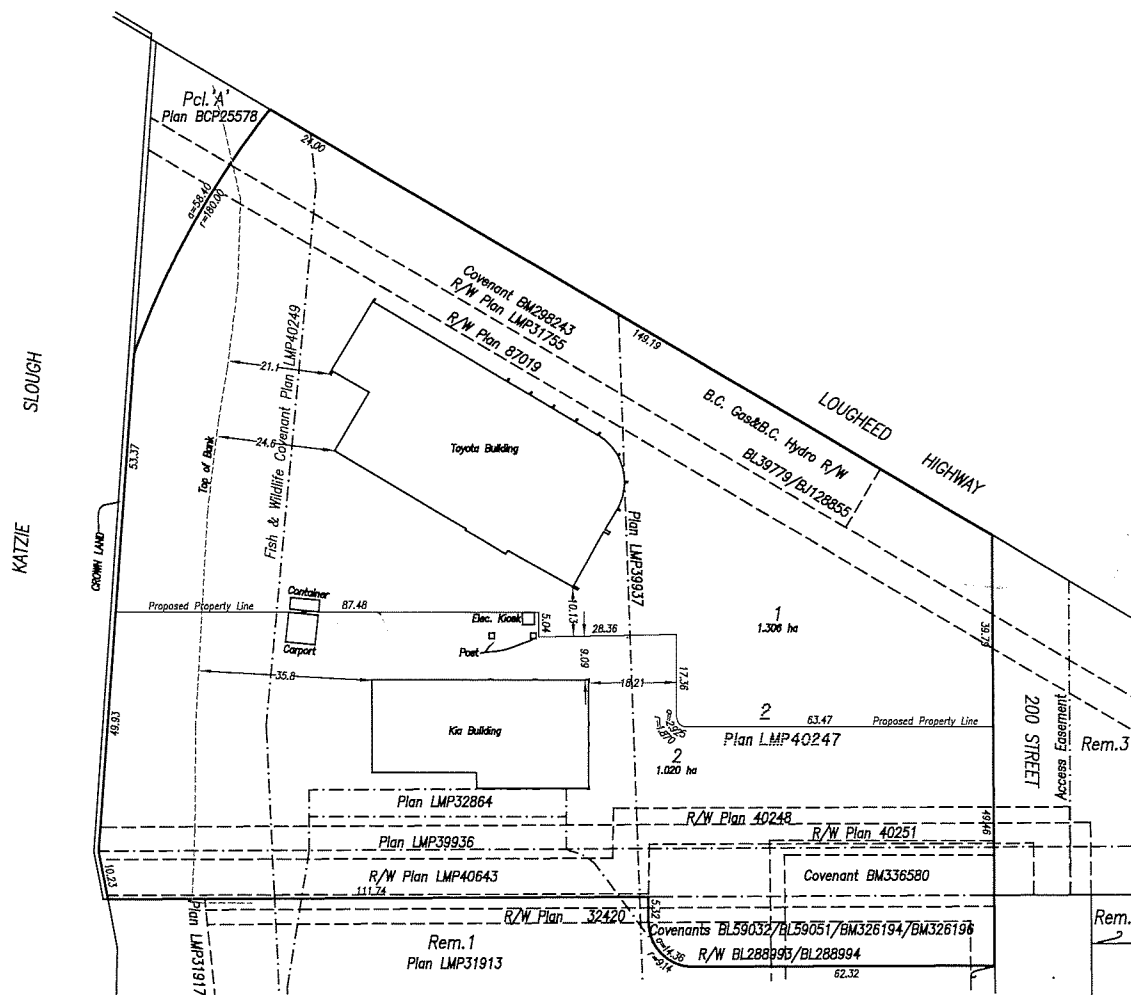
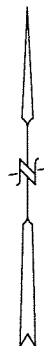
SCALE 1 : 750

ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED.



PARCEL IDENTIFIER: 024-345-423

CIVIC ADDRESS: 19950 Lougheed Hwy, Pitt Meadows



LOT DIMENSIONS DERIVED FROM
 PLAN LMP40247

WADE & ASSOCIATES LAND SURVEYING LTD.
 BC LAND SURVEYORS
 MISSION & MAPLE RIDGE
 PHONE: (604) 826-9561 OR 463-4753
 FILE: H2576-12

PREPARED FOR: WEST COAST GROUP

CHARGE(S) ON TITLE WITHOUT REFERENCE TO
 SURVEY PLANS THAT MAY AFFECT IMPROVEMENTS:
 SEE TITLE

S.P. WADE, BCLS

DATE OF SURVEY: MAY 21, 2019

Michelle Baski

From: Doug Armour
Sent: Thursday, June 13, 2019 12:18 PM
To: Michelle Baski
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Michelle,

Fire Department has no comments at this point.

Doug Armour
Assistant Fire Chief
Fire Prevention & Operations



**MAPLE RIDGE
BRITISH COLUMBIA**

City of Maple Ridge – Maple Ridge Fire Department
22708 Brown Avenue, Maple Ridge, BC V2X 9A2
Direct: 604-476-3068 Fax: 604-476-3069
[Web](#) [Open Government Portal](#)

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From: Michelle Baski <mbaski@mapleridge.ca>

Sent: June 13, 2019 10:45 AM

To: Michael Canning <mcanning@mapleridge.ca>; Doug Armour <darmour@mapleridge.ca>; Bill Ozeroff <bozeroff@mapleridge.ca>; Chuck Goddard <cgoddard@mapleridge.ca>; Chad Neufeld <cneufeld@mapleridge.ca>; Brent Messam <bmessam@mapleridge.ca>

Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi folks,

Just a reminder that we need to send our referral comments back to Pitt Meadows, preferably by tomorrow, but Monday may be ok too.

Thanks,
Michelle

From: Michelle Baski

Sent: Monday, May 27, 2019 11:16 AM

To: Michael Canning <mcanning@mapleridge.ca>; Doug Armour <darmour@mapleridge.ca>; Bill Ozeroff <bozeroff@mapleridge.ca>; Chuck Goddard <cgoddard@mapleridge.ca>; Chad Neufeld <cneufeld@mapleridge.ca>;

Michelle Baski

From: Bill Ozeroff
Sent: Thursday, June 13, 2019 12:20 PM
To: Michelle Baski
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi Michelle,
The building department has no comment regarding this proposal.
As the intent is to subdivide this property in the future The City of Pitt Meadows should review the spatial separation requirements between the two buildings.

Thank you.

Bill Ozeroff, RBO, CBO
Manager of Permit Services



MAPLE RIDGE
BRITISH COLUMBIA

From: Michelle Baski <mbaski@mapleridge.ca>
Sent: June 13, 2019 10:45 AM
To: Michael Canning <mcanning@mapleridge.ca>; Doug Armour <darmour@mapleridge.ca>; Bill Ozeroff <bozeroff@mapleridge.ca>; Chuck Goddard <cgoddard@mapleridge.ca>; Chad Neufeld <cneufeld@mapleridge.ca>; Brent Messam <bmessam@mapleridge.ca>
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Subject: FW: Text Amendment MR Referral- 19950 Lougheed Highway

Hi folks,

Please see the attached plan and request for referral comments below, related to the dealership at 19950 Lougheed Hwy, in Pitt Meadows, but on our border and perhaps serviced by us?

They are seeking comments before June 16. If you like, you can contact the person below directly, or I can compile the comments and send them in one email, if that's easier. Just let me know what you'd prefer.

Thanks,
Michelle

Michelle Baski

From: Michael Canning
Sent: Thursday, June 13, 2019 5:03 PM
To: Michelle Baski
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi Michelle,

We don't have detailed information about the on-site servicing arrangement so only general comments can be provided. The City's general requirements for subdivision would be:

- Each property would require individual service connections to the City of Maple Ridge infrastructure on 200 St. Lot 1's on site services would be protected in an easement were they cross lot 2
- Drainage system to be protected by easements as required if the on site system is shared. Alternately the system could be separated to each individual property.
- The existing easements and ROW's such as the access easement or Metro Vancouver SRW's would require updating relative to the new subdivided property arrangement.
- 3rd Party utilities such as Hydro and Fortis will likely require separated services as well.

Regards,

Mike Canning, PEng
Manager of Infrastructure Development
Engineering Department



**MAPLE RIDGE
BRITISH COLUMBIA**

City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604-467-7465 Fax: 604-467-7425
[Web](#) [Open Government Portal](#)

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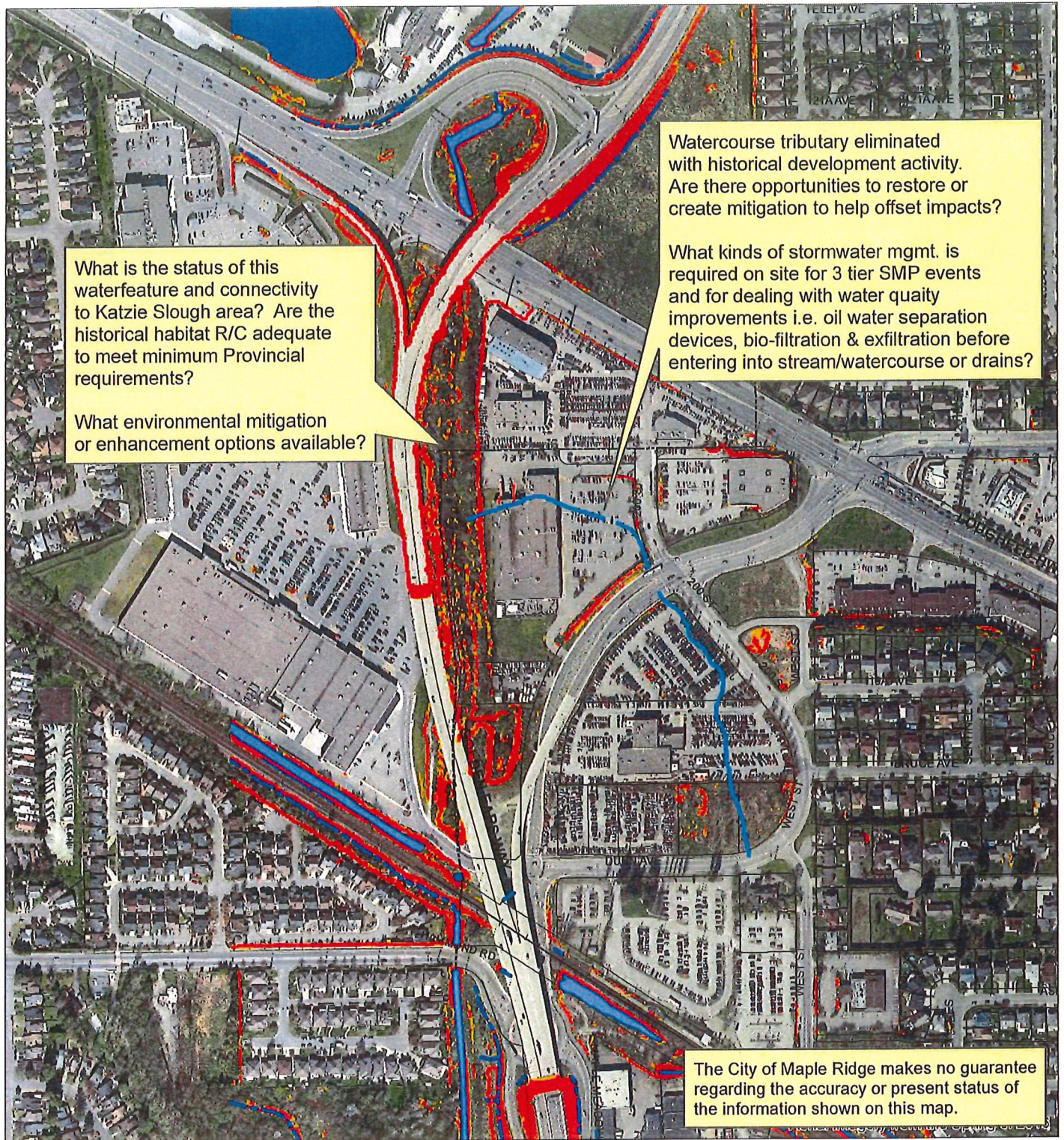
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From: Michelle Baski
Sent: Thursday, June 13, 2019 10:45 AM
To: Michael Canning; Doug Armour; Bill Ozeroff; Chuck Goddard; Chad Neufeld; Brent Messam
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi folks,

Just a reminder that we need to send our referral comments back to Pitt Meadows, preferably by tomorrow, but Monday may be ok too.

Thanks,
Michelle



Scale: 1:5,000

Legend

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

Slope (2014 LiDAR)

<VALUE>

- | | |
|--|---------|
| | 0 - 14 |
| | 15 - 25 |
| | 26 - 30 |
| | 30+ |

Hammond Area/Katzie Slough Site Context Map1

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: Rods Subject Map1

DATE: Jun 13, 2019

BY: RS

Michelle Baski

From: Brent Messam
Sent: Friday, June 14, 2019 2:52 PM
To: Michelle Baski
Cc: Michael Canning; Ryan Fahlman; Scott Salsbury; Rodney Stott
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi Michelle,

We have reviewed the request for referral comments related to 19950 Lougheed Highway. We have no comments with regards to the water and sanitary servicing.

Are we able to confirm their onsite drainage plan/design? We have an existing 675mm dia. storm sewer that runs east-west just south of the subject property. Our records do not show on-site drainage tying into this main. Due to water levels in the Katzie Slough we are unable to complete CCTV inspection of this sewer and it makes scheduled maintenance difficult. If there are any requirements (from Pitt Meadows or Rod's environmental comments) that involve work related to the Katzie Slough, or the existing storm sewer, we would like to assess options to reduce the water levels within the existing storm sewer.

If you have any questions please let me know.

Regards,

Brent Messam, ASCT
Engineering Technologist - Operations



**MAPLE RIDGE
BRITISH COLUMBIA**

City of Maple Ridge
23925 Dewdney Trunk Road, Maple Ridge, BC V4R 1W1
Tel: 604-463-9581 Ext. 3575 Fax: 604-467-7360
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From: Michelle Baski <mbaski@mapleridge.ca>
Sent: May 27, 2019 11:16 AM
To: Michael Canning <mcanning@mapleridge.ca>; Doug Armour <darmour@mapleridge.ca>; Bill Ozeroff <bozeroff@mapleridge.ca>; Chuck Goddard <cgoddard@mapleridge.ca>; Chad Neufeld <cneufeld@mapleridge.ca>; Brent Messam <bmessam@mapleridge.ca>
Subject: FW: Text Amendment MR Referral- 19950 Lougheed Highway

Hi folks,

Please see the attached plan and request for referral comments below, related to the dealership at 19950 Lougheed Hwy, in Pitt Meadows, but on our border and perhaps serviced by us?

Stefanie Ekeli

From: Rodney Stott <rstott@mapleridge.ca>
Sent: June-18-19 12:51 PM
To: Michelle Baski; Stefanie Ekeli
Cc: Brent Messam
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi Michelle and Stefanie

I believe Maple Ridge Operations Dept. comments probably address the majority of Environment Sections feedback from a municipal regulatory perspective regarding drainage. See email below from Brent Messam, Operations Dept., dated June 14, 2019. Further information is required on the drainage design plans. Please refer to my initial site context map with some of the high level environmental comments. Appreciating the majority of the lands are outside of the Maple Ridge jurisdiction, the environmental comments below are intended for consideration only by Pitt Meadows, as requested.

Environmental Comments

Recognizing the importance of the surrounding Katize Slough area along with the fact that the land use history and activity in this area and for this site would not likely allow for additional habitat to be set aside for protection, a best level of effort to help improve the functionality, health, and complexity of the remaining environmentally sensitive area is desirable. Maple Ridge Environment Section would be looking for a best level of effort to integrate appropriate drainage mitigation on site with the potential for addressing environmental improvements. For example, this might include possibilities such as on site bio-filtration treatments along with some enhancement/restoration opportunities within the protected habitat covenant area.

Integration of Tier A SMP Treatments and Habitat Enhancement Designs.

If on site 3 tier stormwater management mitigation including water quality treatments can somehow be combined with some possible environmental improvements to improve water quality entering into the Katzie Slough or the tributary in question on the western portion of the site, this is a good opportunity to consider how this can be achieved in a mutually beneficial manner.

Impacts or disturbance within the SPEA or conservation protection area would likely require submissions to the appropriate senior environmental agencies and possible Approvals from the Province depending on the final impacts proposed so a third party qualified environmental professional would likely need to be involved in the final designs, mitigation, and supervision related to drainage improvements and/or enhancements.

Not sure if Pitt Meadows is reviewing development plans, servicing plans, or environmental assessments to determine whether basic Provincial legislative requirements have been met with respect to stream protection? Coordination on these fronts would be something Maple Ridge Environment Section would be looking for if possible. Usually an independent qualified environmental professional (QEP) can help achieve or coordinate these objectives. Will a QEP be required by Pitt Meadows for this project?

Keeping hard infrastructure like outfalls out of the protected ESA or habitat protection area is what Maple Ridge would be looking for with its own regulations and practice as a best level of effort to avoid impacts and improve functionality of habitat in these areas where possible. Keeping hard infrastructure outside of ESA areas also helps to reduce the need for ongoing maintenance access to these facilities and impacts on the ESA areas. Potential bio-filtration opportunities on site and possibly off site if the designs can mimic something natural that doesn't require ongoing maintenance to help deal with runoff rates and water quality treatments are typical SMP solutions that the City of Maple Ridge would be seeking through its own regulations.

Hope these comments are helpful.

Rodney Stott
Environmental Planner

City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604-467-7390 Fax: 604-466-4327
Web Facebook Twitter YouTube

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Survey Email Comments
rstott@mapleridge.ca
work phone: 604 467 7390

Hi Michelle,

We have reviewed the request for referral comments related to 19950 Lougheed Highway. We have no comments with regards to the water and sanitary servicing.

Are we able to confirm their onsite drainage plan/design? We have an existing 675mm dia. storm sewer that runs east-west just south of the subject property. Our records do not show on-site drainage tying into this main. Due to water levels in the Katzie Slough we are unable to complete CCTV inspection of this sewer and it makes scheduled maintenance difficult. If there are any requirements (from Pitt Meadows or Rod's environmental comments) that involve work related to the Katzie Slough, or the existing storm sewer, we would like to assess options to reduce the water levels within the existing storm sewer.

If you have any questions please let me know.

Regards,

Brent Messam, ASCT
Engineering Technologist - Operations



MAPLE RIDGE
BRITISH COLUMBIA

From: Michelle Baski
Sent: Monday, June 17, 2019 11:59 AM
To: 'Stefanie Ekeli' <sekeli@pittmeadows.ca>
Cc: Rodney Stott <rstott@mapleridge.ca>
Subject: RE: Text Amendment MR Referral- 19950 Lougheed Highway

Hi Stefanie,

Please see the attached comments from our Fire, Building, Engineering, and Operations sections. Note that our Environmental Planner is away today, but I've attached a map he had generated. He may want to provide some written feedback once he's back in the office. I've cc'd him on this email.

Hope this helps; thanks for seeking our input.

Regards,

Michelle Baski
Planner



MAPLE RIDGE
BRITISH COLUMBIA

City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604-467-7330 Fax: 604-466-4327
[Web](#) [Open Government Portal](#)

Please be advised that this correspondence was prepared in compliance with Municipal Bylaws in effect at the time of the inquiry. It is also noted that this response relates to specific questions asked, and that the City position may change if new information arises, or if the proposal is altered. Prior to proceeding with a development application, applicants are encouraged to discuss the proposal with City staff to ensure that the position noted within this correspondence remains valid, and that the proposal is in compliance with all relevant and current Municipal Bylaws, policies and objectives.

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From: Stefanie Ekeli <sekeli@pittmeadows.ca>
Sent: Monday, May 27, 2019 11:09 AM
To: Michelle Baski <mbaski@mapleridge.ca>
Subject: Text Amendment MR Referral- 19950 Lougheed Highway

Good Morning Michelle,

I hope you enjoyed your weekend.

As discussed, Kabel Atwall has applied for a text amendment to the City of Pitt Meadows zoning bylaw to reduce the minimum lot size from 2.5 ha to 1 ha to allow for a future subdivision of 19950 Lougheed Hwy. The purpose of this for the existing Kia and Toyota dealerships to be on their own separate legal parcel. Because the southeast corner of the lot is located within Maple Ridge and because the lot is serviced by Maple Ridge, I am forwarding you this application for comment before it goes to Council.

Please find the proposed site plan attached. Please let me know if you need any further information. The tentative Council date for this application is for July 16. If you could please forward any comments at least a month before this date that would be greatly appreciated!

Regards,

Stefanie Ekeli | Development Services Technician

ATTACHMENT I: Posted Sign

