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Chapter 1

Community Context

Vision Statement

Population and Housing Trends

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1.1 VISION STATEMENT

CORPORATE MISSION STATEMENT

To promote a safe and livable community for our present and future citizens.

OFFICIAL COMMUNITY PLAN OVERALL VISION STATEMENT

The District will strive to protect its Community Values into the future, as it becomes more vibrant and prosperous, offering residents a strong local economy, stable and special neighbourhoods, thoughtful development, a diversity of agriculture, and respect for the built and natural environment.

OFFICIAL COMMUNITY PLAN PRINCIPLES

Maple Ridge residents have identified 45 community principles that reflect the community's vision of the future, and form the framework for the policies contained within the Official Community Plan.

PRINCIPLES

Principle 1

Protection of agricultural lands is considered a strong element of protecting environmental values.

Principle 2

Agriculture is an important part of the community's character and economy. Citizens value methods to enhance and protect a diversity of agriculture in Maple Ridge.

Principle 3

A comprehensive assessment of the ALR is important to ensure compatibility between municipal objectives and the objectives of Metro Vancouver and the ALC.

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, 'placemaking'.

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like “everywhere else.” It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

Principle 7

Special places and neighbourhoods are valued as significant components of the larger community, each with unique attributes.

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.

Principle 9

A clear, well-articulated, long-lasting and certain vision of the future that is community-driven is valuable to local planning processes.

Principle 10

Citizens keenly appreciate the importance of public participation in community and neighbourhood planning processes.

Principle 11

An expeditious and fair approval system is a critical part of an effective planning process.

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 13

Culture and recreation are vital components of a healthy community.

Principle 14

The community recognizes the importance of public school construction occurring concurrently with development.

Principle 15

Citizens favour efforts to pursue the establishment of a post-secondary institution in Maple Ridge to provide more local opportunities.

Principle 16

The Downtown is a very important part of Maple Ridge and would benefit from a variety of planning and design activities that improve its role as a key community node.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities ‘fit’ within the community context.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 21

Home-based businesses are recognized as beneficial to the community.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

Principle 23

The community values the protection of environmentally sensitive areas including, water (for its intrinsic value, habitat and aquifer recharge), areas of natural beauty, forests, etc.

“We value the rural character and green spaces with the diversity of landscapes and visual spaces together with the distinct historical neighbourhoods and a vibrant downtown core in a community that is proud of citizen leadership and involvement.”

Source: Group Vision created during OCP Visioning Sessions, March 2006.

Principle 24

The community recognizes the environmental contribution made by lands within the ALR (also see Principle 1).

Principle 25

Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.

Principle 26

There is value in integrating natural features of the environment into development through planning and design.

Principle 27

Overall environmental protection demands a comprehensive, “smart growth” approach.

Principle 28

Pursue a more contained and densified urban environment. Finish developing existing areas within an urban boundary before going to new areas and reserve new areas (e.g. Thornhill) based on careful analysis of opportunities and constraints.



Principle 29

The community values a wide range of housing choices that provide a variety and mix of housing type, density, lot size, character, tenure, and affordability.

Principle 30

Achieving a balanced community requires that commercial and industrial land development keep pace with residential development.

Principle 31

It is important to undertake detailed planning work on the basis of neighbourhood planning.

Principle 32

The community recognizes that heritage value must not be lost as enhancements to existing neighbourhoods, including infill and other activities to strengthen neighbourhoods, occur in the future.

Principle 33

Amenities and design are valued as being integral to development.

Principle 34

An integrated system of centres or nodes is supported as an important framework for community development.

Principle 35

Respect for the landscapes of Maple Ridge should shape community design, contributing to a sense of place and better fit with landforms. (also see Principle 26)

Principle 36

Integrating growth with services, infrastructure, and schools is desirable for the future of Maple Ridge. (also see Principles 38 and 44)

Principle 37

Housing choice is critical to meeting the diverse needs of current and future residents of Maple Ridge – special needs, singles, young families and an aging population. (also see Principle 29)

Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

Principle 39

A healthy community depends on social services that meet the needs of a diverse population.

Principle 40

A well-planned transportation network is central to providing transportation choices that accommodate multi-modal transportation within the community, and connecting with other places.

Principle 41

The need to address the east-west road capacity issue is recognized as important.

Principle 42

Improved community bus service is important to provide connections between neighbourhoods and transit services.

Principle 43

The community desires more frequent West Coast Express trains, with safer pedestrian access to stations.

Principle 44

Adequate roadway capacity, especially for emergency vehicles, is an important component of developing new areas.

Principle 45

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services. (also see Principle 25)





1.2 POPULATION & HOUSING TRENDS

1.2.1 POPULATION PROFILE

A Rapidly Growing Population

Maple Ridge has experienced rapid growth over the last 30 years, more than doubling in population to 76,052 people as of the 2011 Census of Canada count. Population growth has increased the urban segment of the community, however Maple Ridge still retains its agricultural roots.

The population for the District of Maple Ridge is projected to be 108,900 in 2031.

According to the District of Maple Ridge 2003 Community Survey, people living in Maple Ridge enjoy the small town feeling, rural character, access to the outdoors, community spirit, and appreciate the recreational and other amenities offered in the community. These attractive features, combined with relatively lower housing prices, are a strong draw, particularly for younger families.

Maple Ridge has a much higher proportion of young families and children than other municipalities in the Lower Mainland. In addition, the ethnic profile of the District is dissimilar from the rest of the Lower Mainland with a much smaller proportion of visible minorities.

An Aging Population

The average age in Maple Ridge in 2011 was 40.2 years, which is the same as the rest of the Lower Mainland. However, the number of seniors is anticipated to increase significantly in the coming decades as the 'Baby Boom' generation ages.

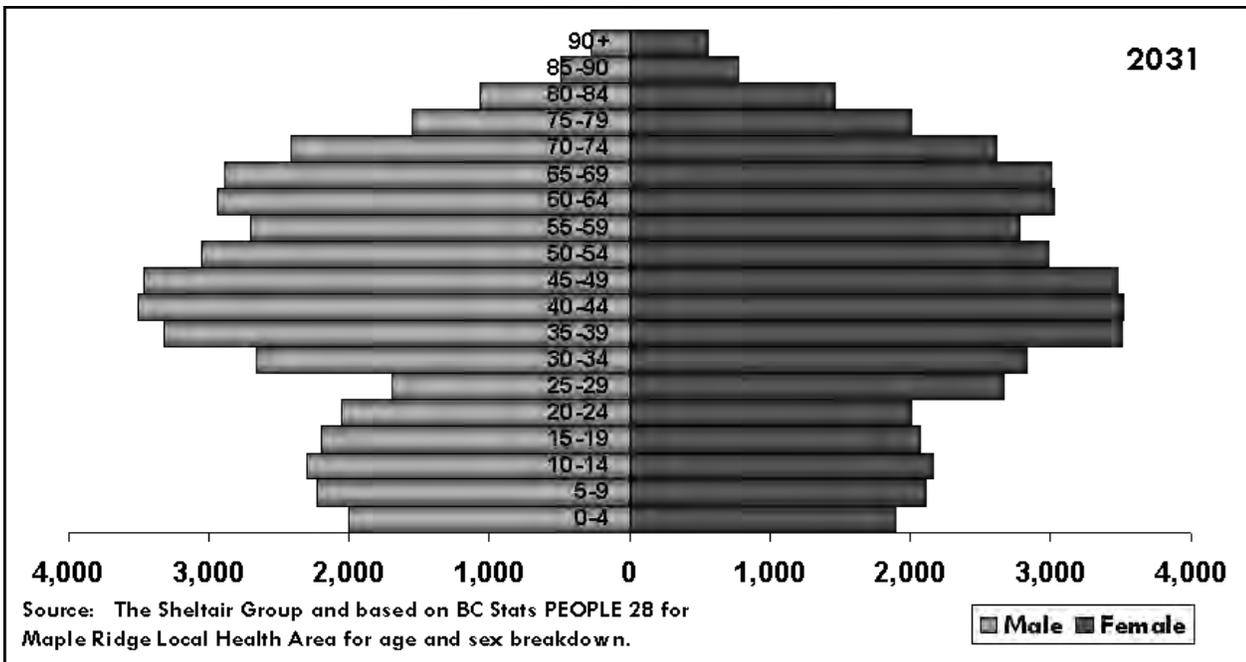
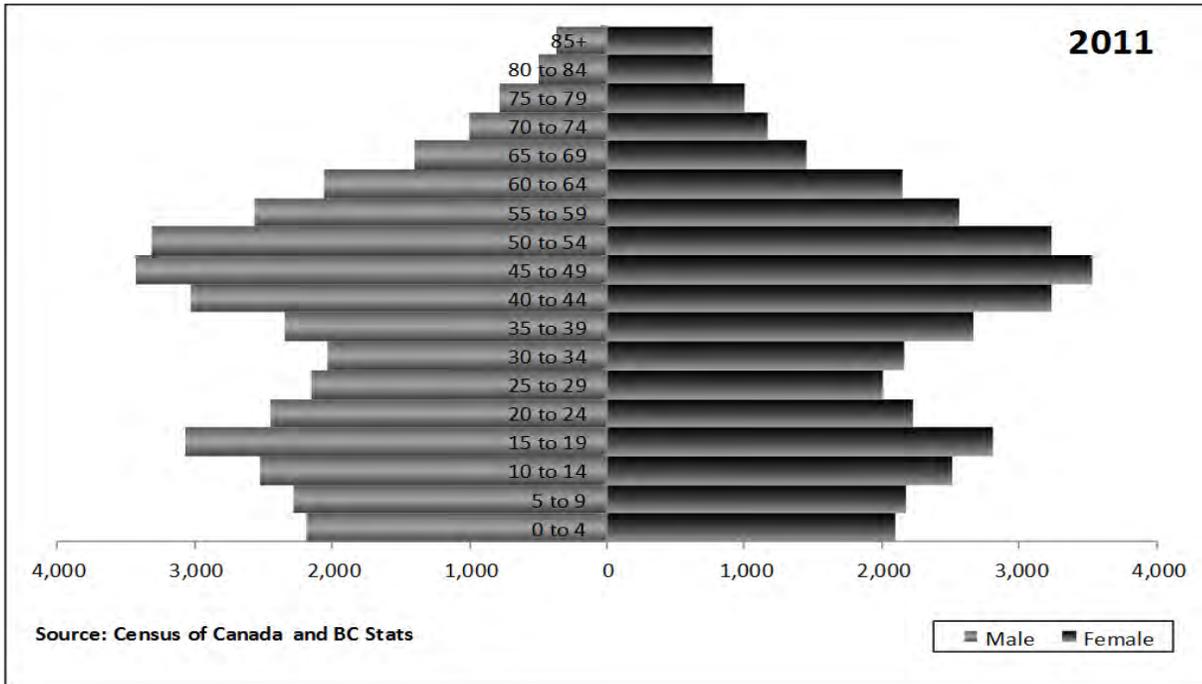
A Family Oriented Population

Maple Ridge has a higher proportion of youth, aged 19 years and younger, than other areas of the region. This can be attributed to the appeal of the District to young families in their child-rearing years.

Household Profile

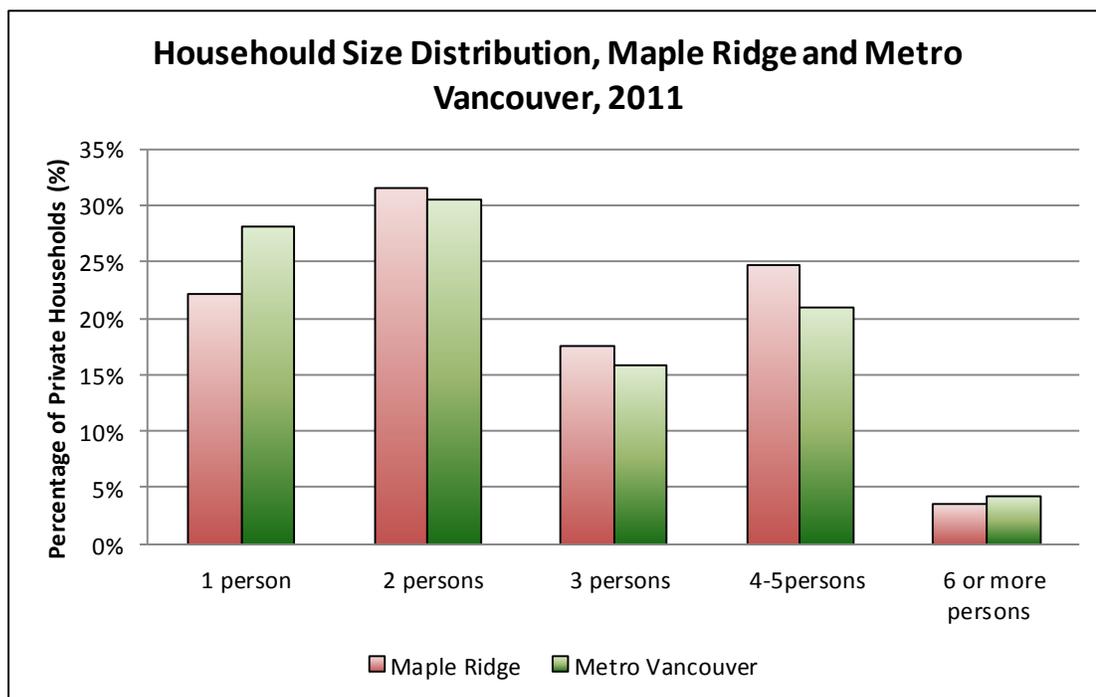
As with most Canadian communities, average household size in Maple Ridge has been declining steadily over the last three decades. As of 2011 the average household size in Maple Ridge was 2.71 persons per dwelling.

Population Pyramids for Maple Ridge, 2011 and 2001



As a result of declining household sizes, housing in Maple Ridge has been growing at a faster rate than population over the last 30 years. However, this trend towards smaller household size has been tempered by the District’s draw for young families in their child rearing years. As a result, Maple Ridge has a much higher average household size than most other communities in the Lower Mainland.

Household Size Distribution, Maple Ridge and Metro Vancouver, 2011



1.2.2 HOUSING PROFILE

Although single-detached houses are the dominant housing style, the share of the total housing stock has been declining over the last 25 years in favour of higher density development such as low-rise apartments and row houses. This change has largely been precipitated by smaller household sizes, higher land costs, and affordability issues. This trend towards a broader mix of dwelling types is consistent with other areas in the Region. Another Regional trend is the increasing proportion of families living in housing forms, other than single family. The mix in new housing has created a more diverse community in terms of residential homes.

The availability of affordable housing is an issue in Maple Ridge, particularly for rental accommodation, a situation which the District shares with other municipalities in the Lower Mainland. There is a need for diverse forms of affordable housing ranging from studio units for single adults to three bedroom units for families. The demand for seniors housing is anticipated to increase as the population in Maple Ridge and the Lower Mainland ages over the coming decades.

Housing for seniors in Maple Ridge and the Lower Mainland is showing a trend towards increased specialized housing, including the development of congregate care residences, care homes, and retirement residences. For example, congregate care residences have increased significantly in the Lower Mainland between 1998 and 2002.

1.2.3 POPULATION AND HOUSING PROJECTIONS

The average household size is expected to continue to decline, primarily due to changing family composition. The declining trend means a larger number of households over the next three decades and a demand for new housing, even if the population were to remain static. The decline in average household size also suggests an increased demand for smaller homes and other ground-oriented units and apartments.

Future transportation improvements, such as construction of the Golden Ears Bridge and replacement of the Pitt River Bridge, may accelerate population growth for Maple Ridge.

The population is projected to increase to approximately 109,000 in 2031 with housing capacity being reached after 2021. After 2031, as the average household size decreases and the population ages, the population may decline.

The share of the population aged 55 years and older will increase dramatically and account for over 34% of the population by 2031. The median age of the population is also expected to increase from 36.3 years to 44.6 years over the same time period.

The demand for single-detached homes will shift in the future due to declining average household size. Many smaller households will consider other ground-oriented units and apartments to meet their housing needs, particularly if housing prices remain high. There will likely be a significant increased demand for apartments and ground-oriented units such as row houses in the coming decades.

The percentage of single-detached homes is expected to decrease from a level of 65% in 2001 to 52% by 2021 and remain at that level until 2031. The number of apartment units will almost double to 7,100 units and other ground oriented units will more than double to 11,600 units in 2031.



1.3 LEGISLATIVE CONTEXT

An Official Community Plan must comply with the relevant legislation and policy documents of other levels of government.

1.3.1 PROVINCIAL CONTEXT

The Maple Ridge Official Community Plan recognizes the policies and programs of the Provincial Government. In accordance with Section 877 and 878 of the *Local Government Act*, the Official Community Plan includes objectives, policies and maps in the following areas:

1. Detailed policies and maps to guide the location, amount, type and density of residential development to meet anticipated housing needs for at least 5 years;
2. Detailed policies and maps that indicate the approximate location, amount and type of proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
3. A map showing the approximate location and area of gravel deposits suitable for future extraction;
4. Policies that place restrictions on the use of hazard lands and on lands designated as Conservation areas;
5. Maps that illustrate the approximate location of major roads and sewer and water systems;
6. A map indicating the approximate location and type of public facilities such as schools and parks;
7. Detailed policies respecting affordable housing, rental housing, and special needs housing;
8. Objectives and policies relating to social needs, social well-being, social development, and community wellness;
9. Policies and objectives to enhance and promote farming in the community and on lands designated in the Agricultural Land Reserve; and
10. Policies and objectives that protect, preserve, restore, and enhance the natural environment and natural features of the community.





1.4 REGIONAL CONTEXT STATEMENT

On July 29, 2011, The Metro Vancouver Board of Directors approved the Metro Vancouver 2040 Regional Growth Strategy Bylaw, pursuant to Section 863(1) of the *Local Government Act*.

Part 25 of the Local Government Act requires that an Official Community Plan must include a Regional Context Statement that is accepted in accordance with Section 866 of the Local Government Act by the Board of the Regional Government, in this case Metro Vancouver. The Regional Context Statement must identify the relationship between the municipal Official Community Plan and the Regional Growth Strategy and if applicable, how the OCP will be made consistent with the Regional Growth Strategy over time.

The Metro Vancouver 2040 Regional Growth Strategy is organized into five main goals:

- Goal 1: Create a Compact Urban Area
- Goal 2: Support a Sustainable Economy
- Goal 3: Protect the Environment and Respond to Climate Change Impacts
- Goal 4: Develop Complete Communities
- Goal 5: Support Sustainable Transportation Choices

The RGS also includes Regional Land Use Designations that are aimed at achieving the five goal areas of the Plan and include:

- General Urban
- Industrial
- Mixed Employment
- Rural
- Agricultural
- Conservation and Recreation

In addition a Regional Urban Containment Boundary has been established as a long-term area for urban development across the Region, within which nine urban centres have been identified, including the Maple Ridge Town Centre.

OFFICIAL COMMUNITY PLAN – STUDIES CURRENTLY UNDERWAY (JULY 2013)

The District of Maple Ridge is currently undertaking a number of significant studies that are anticipated to result in policy amendments to the Official Community Plan (as of July 2013). These studies include:

- Commercial and Industrial Strategy – that will provide updated employment projections and policy recommendations that strengthen the employment base (commercial, industrial and other employment opportunities) within the District.
- Strategic Transportation Plan – that will provide long-term direction for transportation network development and improvements, and may include revisions to the Major Corridor Network (OCP Figure 4), as well as other policy-related recommendations.
- Environmental Management Strategy – that will strive to connect the existing policy basis contained within the Official Community Plan with environmental and watercourse development permit guidelines and other Official Community Plan policies.
- Housing Action Plan – as a requirement of the Regional Growth Strategy, that will follow Maple Ridge Council’s consideration of potential bylaw amendments (e.g. Zoning Bylaw, Parking Bylaw) related to Secondary Suites and Temporary Residential Uses.
- Albion Flats Area Plan- preparation of an area plan for the Albion Flats area of Maple Ridge, currently designated as a Special Study Area within the Regional Growth Strategy.
- Population and Dwelling Unit Projections – will be undertaken by the District to align with the Regional Growth Strategy projections prior to 2018.

Each of the above projects is expected to contain policy recommendations that will be evaluated by District staff and within the context of the Regional Growth Strategy. It is anticipated that these studies will contribute to Maple Ridge working toward consistency with the Regional Growth Strategy.



GOAL 1: CREATE A COMPACT URBAN AREA

“Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.”

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Role of Municipalities:

Strategy 1.1.3a) Depict the Urban Containment Boundary

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies the *Urban Area Boundary*. This boundary is generally consistent with *the Urban Containment Boundary* identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.1.3b) Provide municipal population, dwelling unit and employment projections

- The 2041 RGS includes estimated projections for the District of Maple Ridge that are intended to provide guidance to assist in regional and local planning. The estimated projections for Maple Ridge are:
 - Population = 132 000
 - Dwelling Units = 50 900
 - Employment = 48 000
- The District’s estimated projections are a guide for long-range planning purposes only and are the result of a comprehensive demographic analysis completed as part of the 2006 Official Community Plan update. The projections are generally consistent with the 2041 RGS as follows:
 - Population = 118,000*
 - Dwelling Units = 45,000*
 - Employment = 42 500**

*The population and dwelling unit projections are taken from the proposed updates to the RGS projections identified by Metro Vancouver that are reflective of the 2011 Census. The targets included are the low range for both population and dwelling units, as identified by Metro Vancouver

**Employment projections have been taken from The Commercial & Industrial Strategy: 2012 – 2041 prepared by G.P. Rollo & Associates, as received by Maple Ridge Council on November 26, 2012.

STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Strategy 1.2.6a) Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas

- Chapter 10.4 Town Centre Area Plan, Section 1.3 Assumptions and Targets identifies the population, density, housing and commercial projections for the Regional Town Centre to 2021 as follows:
 - Population = 21,750 (approximately 24% of the total population)
 - Density = 70 to 100 persons per hectare
 - Housing = 11,065 dwelling units (approximately 32.5% of total housing)
 - Commercial goal to create between 0.25 to 0.75 new jobs for every new dwelling unit in the Town Centre.
- The District of Maple Ridge will work toward undertaking a review of the population, density, housing and commercial goals within the Town Centre Area Plan boundaries, which forms the extent of the Regional City Centre. This review will be to better align the projections for the Regional City Centre with the overall population, dwelling units and employment projections for the entire District.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge. The Official Community Plan is consistent with the RGS.

1.2.6b) Include policies for Urban Centres which:

i) Identify the general location, boundaries and types of Urban Centres on a map

- Schedule “B” of the Official Community Plan identifies the boundaries of the Town Centre Area Plan, which aligns with the location of the Regional Town Centre identified on *Map 2: Regional Land Use Designations* of the RGS.

ii) Focus growth and development in Urban Centres

- Chapter 2 Growth Management, Section 2.1.2 – Compact & Unique Community.
- 10.4 Town Centre Area Plan, Sections 1.2.1 Goals and Objectives; 1.3 Assumptions and Targets; 3.2 General Land-Use Requirements, policies 3-1 and 3-3.

iii) Encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-20.
- Chapter 10.4 Town Centre Area Plan, Chapter 3.2 General Land Use Requirements, policies 3-1 and 3-2

iv) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- 10.4 Town Centre Area Plan parking standard; Section 5.0 Multi-Modal Transportation Network, policies 5-4, 5-5 and 5-6.

1.2.6c) Include policies for Frequent Transit Development Areas which:

i) Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

ii) Focus growth and development in Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

iii) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

1.2.6d) Include policies for General Urban areas which:

i) Identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2).

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated *Urban Residential; Commercial, Industrial, Institutional, Parks and Conservation and Urban Reserve* that are located within the Urban Area Boundary. These land uses are generally consistent with the Regional Land Use Designations of “General Urban”, “Industrial” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

ii) Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Section 10.1 Area Planning of the Official Community Plan establishes the area planning program for the District. In addition, Sections 10.2 – Albion Area Plan; 10.3 Silver Valley Area Plan; and 10.4 Town Centre Area Plan establish policies and guidelines for development within each of the area plan boundaries.
- Section 3.1.3 Residential Designations, Urban Residential policies 3-18 1) Neighbourhood Residential and 3-18 2) Major Corridor Residential.
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit.

- The Regional Growth Strategy does not identify any Local Centres in the District of Maple Ridge. However, the following OCP policies reflect the spirit and intent of a ‘local centre’ as identified in the RGS:
 - Section 6.3.5 Community Commercial Node, policies 6-26, 6-27, 6-28 and 6-29.
 - Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-31, 6-32 and 6-33.
 - Section 6.3.8 Historic Commercial, policies 6-37, 6-38 and 6-39.
 - Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and 5.2.3 Main Street Commercial Areas.

iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas

- Chapter 7.2 Road Network Plan, policy 7-11.

v) encourage infill development by directing growth to established areas, where possible;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Chapter 3.1 Residential, Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

1.2.6e) Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except in the Mixed Employment areas contained within the overlay area;

- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features, policies 2-1, 2-2, 2-13, 2-14 and 2-15.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas or Mixed Employment lands within the District of Maple Ridge.

1.2.6f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:

i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;

- Chapter 2.1 Growth Management, policy 2-1.
- Section 6.4.1 Industrial Lands, policies 6-40, 6-41 and 6-42.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) encourage safe and efficient transit, cycling and walking;

- Chapter 7.3 Transit
- Chapter 7.4 Cyclists
- Chapter 7.5 Pedestrians
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.

iii) implement transit priority measures, where appropriate;

- Chapter 7.1 Transportation, policies 7-3, 7-4 and 7-5.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network, policies 5-12 and 5-13.

iv) support district energy systems and renewable energy generation, where appropriate.

- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policy 2-19.
- Chapter 5.5 Air Quality, policies 5-39 & 5-40.
- Chapter 5.6 Preparing for Climate Change.

STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Strategy 1.3.3a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land uses outside of the Urban Area Boundary that include Agricultural, Park, Parks Within the ALR, Forest, Rural Residential, Suburban Residential, Estate Suburban Residential and Conservation. These land uses are generally consistent with the Regional Land Use Designations of “Rural” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.3.3b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-4 and 2-6.
- Chapter 2.2 .2.2 Land Use Designations, *Agricultural, Rural Residential, Suburban Residential, Estate Suburban Residential*.
- Chapter 3.1 Residential, Section 3.1.3 Residential Designations, Rural Residential policies 3-6 through 3-9, Suburban Residential policies 3-10 through 3-13 and Estate Suburban Residential policies 3-14 through 3-17.
- Chapter 9.1 Municipal Services, Section 9.1.2 Septic Systems, policies 9-5 and 9-6.

1.3.3 c) include policies which:

i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;

- Section 3.1.3 Residential Designations policies 3-6 through 3-17.

ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.

- Section 2.1.2 A Compact and Unique Community policy 2-6.
- Chapter 6.2 Agricultural Opportunities, Sections 6.2.1 Economic Development Strategy and 6.2.2 Sustainable Agriculture.





GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

“The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.”

STRATEGY 2.1: PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Role of Municipalities:

2.1.4 a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;

- Chapter 6.1 Employment Generating Opportunities, policies 6-1, 6-2, 6-3 and 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.
- Chapter 6.3 Commercial Opportunities, policies 6-18, 6-20 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 1.2 – 8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Principles: 1 Each Neighbourhood is Complete 6 Jobs are close to home; and 7 The Centre is distinctive, attractive and vibrant.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements policies 3-1, 3-2, 3-3, 3-5, 3-6, 3-9, 3-14 and 3-15.

2.1.4 b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;

- Chapter 6.3 Commercial Opportunities, Section 6.31 Commercial Strategy policies 6-17, 6-18 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-2 and 3-6.

2.1.4 c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;

The Maple Ridge Regional City Centre is intended to serve as the main commercial area within the District and provides a number of significant municipal services and facilities. It is also intended to be the primary location for any future post-secondary or technical institutional uses that do not require special site characteristics found elsewhere in the District.

- Chapter 4.2 Institutional, policies 4-31 through 4-37.
- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-22.

2.1.4 d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.

- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

2.2.4 a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land designated as *Industrial* and *Rural Resource*. These lands are generally consistent with the Regional Land Use Designation of “Industrial” identified on Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.2.4 b) include policies for Industrial areas which:

i) support and protect industrial areas;

- Chapter 6.4 Industrial Opportunities, Section 6.4.1 Industrial Lands, policies 6-40 through 6-46.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) support appropriate accessory uses, including commercial space and caretaker units;

- Section 6.4.2 Business Parks, policy 6-47.

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

- Within the District, ‘business parks’ are intended to provide a range of light industrial uses and supporting industries. They are not considered to be the primary locations for office uses (restricted to a maximum of 25% of the total floor area of the development) or for professional and/or personal services.
- Section 6.4.2 Business Parks, policy 6-49.
- Section 6.5.3 Large Format Retail.

iv) encourage better utilization and intensification of industrial areas for industrial activities;

- Section 6.4.1 Industrial Lands, policies 6-41, 6-42 and 6-44.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

2.2.4 c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designation map (Map 2);

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.

2.2.4 d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

2.2.4 e) include policies which help reduce environmental impacts and promote energy efficiency.

- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Note: The District is currently undertaking an Environment Management Strategy that may recommend Official Community Plan amendments to include additional policies that promote energy efficiency.

STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Role of Municipalities:

2.3.6 Adopt Regional Context Statements which:

a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Agricultural and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Agriculture” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.3.6 b) include policies to support agricultural viability including those which:

i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

ii) discourage subdivision of agricultural land leading to farm fragmentation;

- Section 6.2.2 Sustainable Agriculture, policies 6-12 and 6-13.

iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;

- Chapter 7.2 Road Network Plan, policy 7-9.

iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-2, 2-4 and 2-6.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy, policy 6-6. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).
- Section 6.2.2 Sustainable Agriculture, policies 6-10, 6-12 and 6-13.

v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);

- Section 6.2.1 Economic Development Strategy, policies 6-5 through 6-8.
- Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

vi) encourage the use of agricultural land, with an emphasis on food production;

- Section 6.2.1 Economic Development Strategy, policies 6-7 and 6-8.

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

- Section 6.2.1 Economic Development Strategy, policies 6-6 and 6-8. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).





GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

“Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from climate change and natural hazards.”

STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS

Role of Municipalities:

3.1.4 Adopt Regional Context Statements which:

a) identify the Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Conservation, Forest, Park and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

3.1.4 b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:

i) public service infrastructure, including the supply of high quality drinking water;

- Chapter 4.3 Heritage, Section 4.3.1 Heritage Recognition, policy 4-40, and Section 4.3.2 Heritage Management, policy 4-45.
- Chapter 5.4 Water Resources, policies 5-32 through 5-38.

ii) environmental conservation;

- Chapter 5.2 Environmental Management Model, policies 5-1 through 5-8.
- Chapter 5.3 Land Resources, policies 5-9 through 5-16.
- Chapter 5.4 Water Resources, policies 5-28 through 5-32.

iii) recreation, primarily outdoor;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-7, 4-9 and 4-10.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2.7 River Village Parks, Section 5.3.8 Blaney, Forest and Horse Hamlets Parks and Schools and 5.4.5 Eco-Clusters Parks.

iv) education, research and training facilities and uses that serve conservation and/or recreation users;

- Section 4.1.2 Community Wellness, policies 4-5, 4-6, 4-7 and 4-8.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.4 Forest.

v) commercial uses, tourism activities, and public cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-5, 4-7, 4-8, 4-10 through 4-13.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism, policies 6-54, 6-55 and 6-56.

3.1.4 c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.3 Land Resources, policies 5-10 through 5-13 and 5-17.
- Chapter 5.3 Land Resources, Section 5.3.1 Hillside Development, policies 5-20 through 5-24.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).

STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Role of Municipalities:

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

- Schedule “C” of the Maple Ridge Official Community Plan (Bylaw No. 6425-2006) identifies Natural Features including conservation lands, forests and major parks; Fraser River 200 Year Floodplain, Kanaka Creek Floodplain (interpreted) and Alouette River Floodplain, Canadian Wildlife Service Wetlands and the Fraser River Escarpment.

3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-8, 4-9 and 4-10.
- Chapter 5.2 Environmental Management Model, policies 5-3, 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 7.6 Multi-Use Equestrian Trails, policies 7-42 and 7-43.

3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.4 Water Resources, policy 5-30.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).
- Chapter 8 Development Permit Guidelines, Watercourse Protection Development Permit Area Guidelines.

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

- Chapter 5.4 Water Resources, policies 5-28, 5-29, 5-32 and 5-33.

STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

Role of Municipalities:

3.3.4 Adopt Regional Context Statements which:

a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

- Chapter 5.6 Preparing for Climate Change, policies 5-43 through 5-45.
- Chapter 7.1 Transportation, policies 7-1, 7-3 and 7-4.

3.3.4 b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- *existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure;*
- *community design and facility provisions that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);*
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 5.6 Preparing for Climate Change, policies 5-43, 5-44 and 5-45.
- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policies 2-21 through 2-24.

3.3.4 c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;

- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policies 9-1, 9-2 and 9-3.

3.3.4 d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

- Chapter 5.4 Water Resources, policies 5-28, 5-30, 5-32 through 5-38.
- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features.



STRATEGY 3.4: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS

Role of Municipalities:

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

- Chapter 5.3 Land Resources, policies 5-10 through 5-14, 5-18 and 5-19.
- Section 5.3.1 Hillside Development, policies 5-20 through 5-24.

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

- Chapter 5.3 Land Resources, policy 5-9.
- Chapter 5.6 Preparing for Climate Change, policy 5-43.
- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policy 9-4
- Section 9.1.2 Septic Systems, policies 9-5 and 9-6.
- Section 9.1.3 Waste Reduction and Recycling, policies 9-7, 9-8 and 9-9.





GOAL 4: DEVELOP COMPLETE COMMUNITIES

“Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.”

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Role of Municipalities:

4.1.7 Adopt Regional Context Statements which:

a) include policies or strategies that indicate how municipalities will work towards meeting the estimate future housing demand as set out in Appendix Table A.4, which:

i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-1, 2-2, 2-3, 2-5 and 2-6.
- Chapter 3.1 Residential, section 3.1.1 Housing and Land Requirements, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policies 3-2, 3-3 and 3-5.
- Section 3.1.3 Residential Designations policies 3-8, 3-12, 3-15, 3-17, 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19 (1) and (2), 3-20 and 3-21.
- Section 3.1.5 Urban Reserve.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policy 3-1.

ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;

- Section 3.1.4 Residential Infill and Compatibility Criteria

iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27 through 3-33.

iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.

- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-1, 3-7 and 3-8.
- Chapter 10.4 Town Centre Area Plan, Section 5.0 Multi-Modal Transportation Network, Section 5.1 Offering Transportation Choices, policy 5-4.
- *Note: Section 10.0 of the Off-Street parking and Loading Bylaw No. 4350-1990 (as amended), outlines provisions for reduced parking standards for multi-family non-market housing, Seniors Independent Living, Assisted Living, Supportive Housing and Congregate Care facilities.

4.1.8 Prepare and implement Housing Action Plans which:

a) assesses local housing market conditions, by tenure, including assessing housing supply, demand and affordability;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27, 3-28, 3-29 and 3-31.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-27, 3-29, 3-30, 3-31 and 3-32.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;

- The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-30 through 3-33.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.

- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements which:

a) support compact, mixed use, transit, cycling and walking oriented communities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place.
- Section 3.1.3 Residential Designations, policies 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria.
- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services, policies 4-2, 4-5, 4-7 through 4-11 and 4-13.
- Chapter 7.3 Transit.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.
- Chapter 10.2 Albion Area Plan, Section 10.2.6 Village Centre.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and Section 5.3 Hamlets.
- Chapter 10.4 Town Centre Area Plan, Section 1.2.8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Section 3.2 General Land-Use Requirements, Section 4.0 Park and Conservation, Section 5.1 Offering Transportation Choices and Section 5.2 Defining the Transportation Network.

4.2.4 b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services.
- Section 4.1.4 Diverse Population.
- Chapter 4.2 Institutional.
- Chapter 4.3 Heritage, Section 4.3.2 Heritage Management.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

4.2.4 c) provide public spaces and other place-making amenities for increased social interaction and community engagement;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services.
- Section 4.1.4 Diverse Population, policies 4-18 and 4-19.

4.2.4 d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services, policies 4-5, 4-7 through 4-13.
- Chapter 5.2 Environmental Management Model, policies 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-14, 5-15 and 5-16.
- Chapter 7.2 Road Network Plan, policies 7-10, 7-11, 7-13 and 7-15.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.

4.2.4 e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy.
- Section 6.2.2 Sustainable Agriculture.

4.2.4 f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-5.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 7.1 Transportation, policies 7-1 and 7-4.
- Chapter 10.1 Area Planning, policy 10-3.

4.2.4 g) support universally accessible community design;

- Chapter 3.1 Residential, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 7.5 Pedestrians, policy 7-38.

4.2.4 h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-servicing commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development areas;

- Chapter 6.3 Commercial Opportunities, Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-32 and 6-33.
- Section 6.3.8 Historic Commercial, policies 6-37 through 6-39.

4.2.4 i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student or passenger trips.

- Map 11 of the Regional Growth Strategy does not identify any Special Employment Areas in the District of Maple Ridge.





GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

“Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.”

STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Role of Municipalities:

5.1.6 Adopt Regional Context Statements which:

a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink’s Frequent Transit Network;

- Chapter 7.1 Transportation, policies 7-1 through 7-5.
- Chapter 7.2 Road Network Plan, policies 7-9, 7-10, 7-11 and 7-15.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 7.4 Cyclists, policies 7-25 through 7-33.
- Chapter 7.5 Pedestrians, policies 7-34 through 7-41.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.
- Chapter 10.4 Town Centre Area Plan, Figure 3 Future Rapid Transit Route identifies the potential future location of a rapid transit route along the Lougheed Highway in the Regional City Centre.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-4, 5-5 and 5-6.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

- Chapter 7.1 Transportation, policies 7-1, 7-4 and 7-5.
- Chapter 7.2 Road Network, policies 7-10, 7-11 and 7-14.
- Chapter 7.3 Transit, policies 7-16, 7-17, 7-19, 7-20, 7-23 and 7-24.
- Chapter 7.4 Cyclists, policies 7-25, 7-26 and 7-29 through 7-33.
- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-1 and 5-2.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

STRATEGY 5.2: COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

Role of Municipalities:

5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Area, ports, airports and international border crossings;

- Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031) identifies the current (Nov. 14, 2006) and proposed major transportation routes within the District.
- Note: The District is currently preparing a Transportation Plan which may include proposed changes to Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031).

5.2.3 b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;

- Chapter 7.1 Transportation, policies 7-1, 7-2 and 7-3.

- Chapter 7.2 Road Network Plan, policies 7-8, 7-9, 7-10, 7-12 and 7-14.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

- Chapter 7.1 Transportation, policy 7-1.
- Chapter 7.2 Road Network Plan, policies 7-6 through 7-11.
- Chapter 7.3 Transit, policy 7-18.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

- Chapter 7.2 Road Network Plan, policies 7-12 and 7-13.
- Chapter 10.4 Town Centre Area Plan, Section 5.2.2 Enhancing the Multi-Modal Network, policy 5-13.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

6.2 REGIONAL CONTEXT STATEMENTS: PROVIDING FOR APPROPRIATE MUNICIPAL FLEXIBILITY

6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.7 b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, the municipality may re-designate land:

- **from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or**
- **from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network;**

provided that:

- **the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and**
- **the aggregate area of all proximate sites that area re-designated does not exceed three hectares;**
- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.7 c) the aggregate area of land affected by all re-designations under section 6.2.7(a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of the municipality’s Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

- The Maple Ridge Official Community Plan hereby permits such amendments.

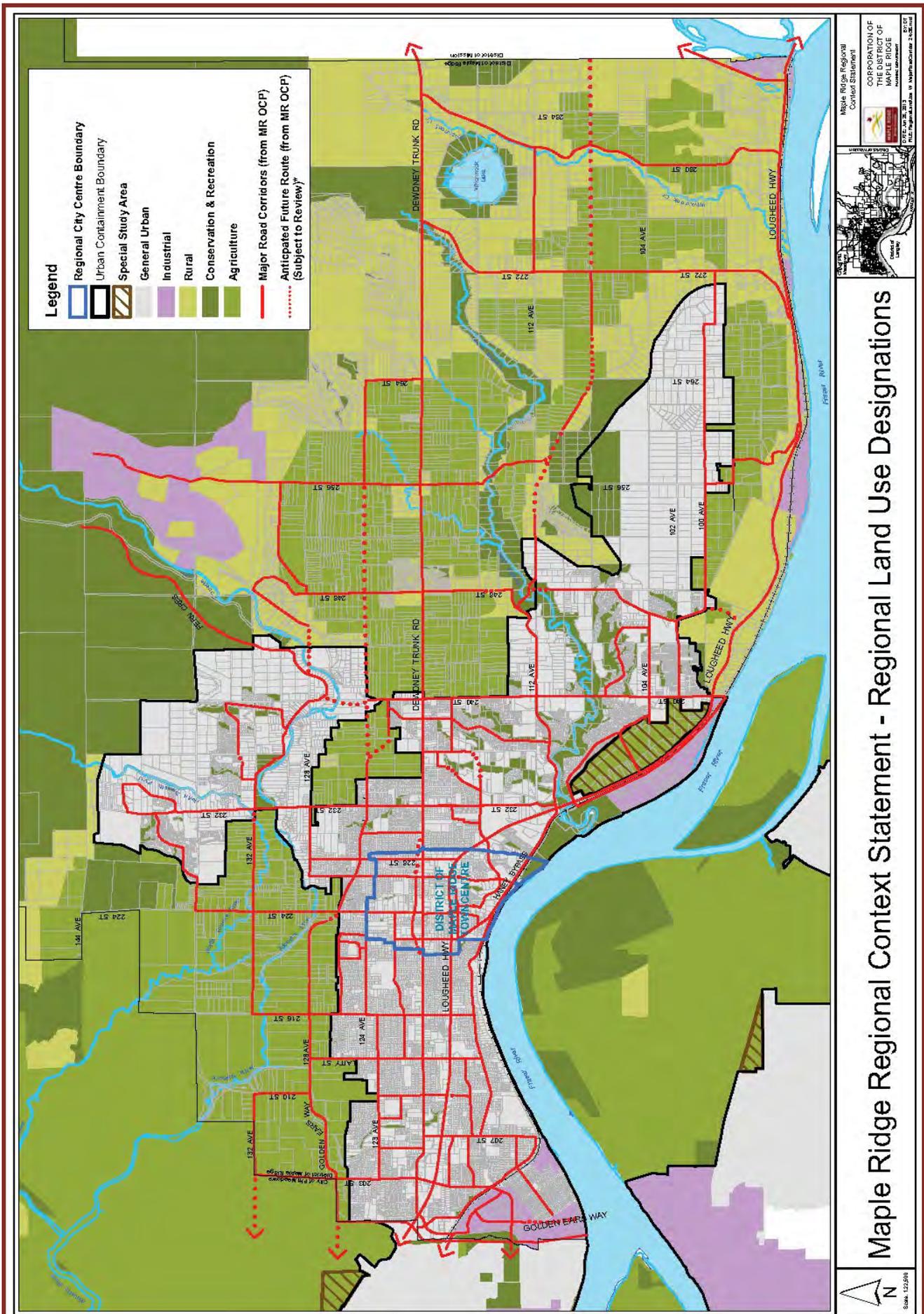
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

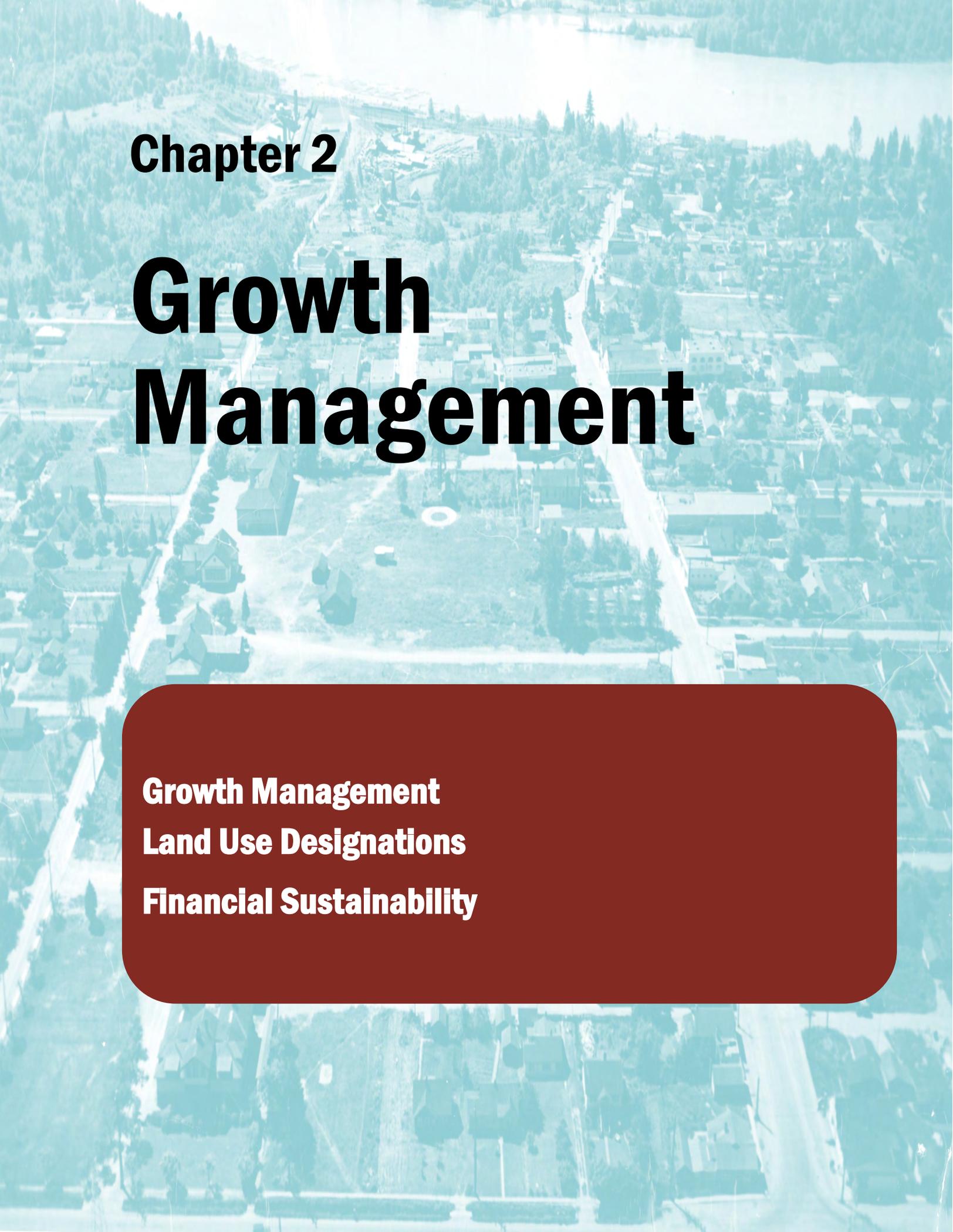
- The District of Maple Ridge will implement policy 6.2.9 of the Regional Growth Strategy.

6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribe adjustments do not require and amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require and amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

- The Maple Ridge Official Community Plan hereby permits such amendments.







Chapter 2

Growth Management

**Growth Management
Land Use Designations
Financial Sustainability**



2.1 GROWTH MANAGEMENT

BACKGROUND

The Official Community Plan policies reflect the principles established by the Community during Community Visioning sessions. Maple Ridge residents value this community and have said very clearly that the District must protect and foster the characteristics that make Maple Ridge unique.

In Maple Ridge, the majority of the growth in population, jobs and housing will be accommodated within the Urban Area Boundary where services are readily available or the infrastructure is already in place for their provision. By concentrating growth and density within the Urban Area Boundary, development patterns will emerge that transit, cycling, and walking as viable and attractive transportation alternatives. Within the Urban Area Boundary, growth is directed to the Town Centre (through policies in the Town Centre Area Plan), Community Commercial Nodes, and neighbourhoods with Area Plans. The Official Community Plan policies reflect the District's commitment to an Area Planning process that engages neighbourhood residents, and provides a greater level of policy detail than found within an Official Community Plan.

This approach of contained growth reinforces broader community objectives of preserving the agricultural land base, protecting the District's natural features and environmental resources, and maintaining the community's cherished character and community lifestyle. Residents of Maple Ridge appreciate the character of this community. It is rooted in diversity: a diversity of landscapes, from natural and rural to suburban and urban. Its uniqueness includes its physical make-up and its social characteristics, and citizens have stated that Maple Ridge's character must be protected and enhanced, to avoid becoming like "everywhere else".

Generally speaking the Official Community Plan policies:

- support the agricultural land base;
- manage growth within the Urban Area Boundary with the highest density occurring in the Town Centre (through policies in the Town Centre Area Plan), and directed to Community Commercial Nodes and neighbourhoods with Area Plans;
- are committed to an Area Planning framework;
- strive to foster the community's strong sense of place and unique identity;

- increase economic and employment opportunities by enhancing and promoting our agricultural, commercial, institutional, and industrial sectors;
- adopt an environmental management model to protect and manage our natural features and resources; and
- foster a healthy, socially sustainable, safe, connected and inclusive community through activities relating to the needs, well-being, and development of individuals within the District.

2.1.2 A COMPACT AND UNIQUE COMMUNITY

POLICIES

2 - 1 Maple Ridge will designate an adequate supply of land to accommodate future growth for residential, commercial, industrial, institutional and recreation uses.

2 - 2 Maple Ridge is a unique community committed to maintaining and fostering this strong sense of community by:

- a) supporting the Principles contained within the Official Community Plan;
- b) assessing all applications to amend the Official Community Plan and Zoning Bylaw against the policies contained in the Official Community Plan;
- c) maintaining the integrity of the Urban Area Boundary and promoting residential development within the Urban Area Boundary; and
- d) the preparation of Area Plans.

2 - 3 Within the Urban Area Boundary, growth will be directed to the Town Centre (through Town Centre Area Plan policies), Community Commercial Nodes, areas with Area Plans, and to other locations where Official Community Plan policies are satisfied.

2 - 4 Outside the Urban Area Boundary, commercial growth will be directed to rural commercial and historic commercial centres.

2 - 5 Maple Ridge will limit urban scale development to areas where:

- a) the best use of existing physical, community and social infrastructure can be made;
- b) neighbourhood compatibility criteria are met;
- c) the infrastructure can be provided in a manner that is efficient and cost effective for the municipality; and
- d) the development is consistent with Regional policies and plans such as the Metro Vancouver Regional Growth Strategy and Liquid Waste Management Plan.

2 - 6 Maple Ridge supports and maintains the Urban Area Boundary recognizing the role that it has on limiting urban expansion, preserving community character, reducing land speculation within the Agricultural Land Reserve and protecting the agricultural land base, and in providing for the efficient delivery of services. Adjustments to the Urban Area Boundary:

- a) will only be supported if the District has an adopted Agricultural Plan;
- b) will be considered in cooperation with the Agricultural Land Commission and Metro Vancouver; and
- c) will only be conducted during a Comprehensive Official Community Plan review, or Council directed Comprehensive Urban Area Boundary review, and applications considered outside of either review are considered premature.

2-7 Maple Ridge will establish a Community Amenity Program, within areas of the District where Council determines that Density Bonuses and Amenity Contributions will be applied, to provide amenities in a sustainable and economically viable manner.

2-8 The Community Amenity Program will be integrated into the *Maple Ridge Zoning Bylaw* to identify the conditions under which Density Bonuses will apply.

2-9 Density Bonuses and Amenity Contributions may be considered at Council’s discretion for all Official Community Plan and Zoning Bylaw amending applications to help provide a variety of amenities and facilities throughout the municipality.”

2.1.3 A SUMMARY OF POLICIES

The Official Community Plan policies are summarized according to the 10 theme areas identified by the Community during Community Visioning Sessions. The summaries are as follows:

Community Character and Sense of Place

Residents of Maple Ridge appreciate the character of the community, noting that it is rooted in diversity. The diversity ranges from natural and rural to suburban and urban, and includes the physical make-up, infrastructure, and social characteristics.

The Official Community Plan policies reflect that Maple Ridge is a unique community and that residents want to ensure that it does not become like “everywhere” else. The Growth Management Policies identify that Maple Ridge is a unique community and that Council is committed to maintaining and fostering this uniqueness. The Heritage policies acknowledge that built, natural and cultural lands of Maple Ridge have resulted in the community’s strong sense of place, and are committed to preserving community character.

The Housing policies recognize the need to stabilize and preserve the identity and character of neighbourhoods, and have established compatibility criteria to guide development. The Natural Features and Agricultural policies identify that that natural features and agricultural lands strongly contribute to the character of this community.

Community Engagement and Governance

Maple Ridge residents want to be involved at both the neighbourhood and community level. They would like the District to have a clear vision of the future, an opportunity to participate in planning processes, and they recognize the need to work with other agencies and authorities to meet municipal objectives.

Chapter 1 of the Official Community Plan contains the Vision Statement for the future and the 45 principles that will guide decision making. The Implementation Chapter identifies the list of actions required to implement the Community's Vision and the need to address key issues in an integrated and comprehensive manner.

The Community Services Chapter of the Official Community Plan contains a number of policies that support community engagement and the use of Council Advisory Committees to assist Council in decision making. The Area Planning Chapter identifies a commitment to an Area Planning process that is based on a consultative approach with Regional and Provincial agencies, community groups, and residents.

Many chapters, such as the Agricultural, Commercial, Industrial, Natural Features and Transportation Chapters have policies that identify and support working in cooperation with Provincial and Regional authorities to advance community goals and objectives.

Culture/Recreation/Education

Maple Ridge residents value the diversity of culture and recreation in the Community, and acknowledge that trails and recreational opportunities; history and heritage preservation; and cultural activities such as arts, crafts and festivals, are all components of a healthy community.

The Residential policies of the Official Community Plan contain Community Character and sense of place policies that recognize the link between community wellness and activities. The Community Services policies provide policy direction to support a range of cultural and leisure services and facilities. The Official Community Plan policies also identify the need to work in cooperation with the School District to strategically plan for educational facilities, and that the District should pursue the establishment of a post-secondary institution in the community.

Downtown

Maple Ridge residents overwhelmingly support developing the downtown to enhance its role in the community. The Town Centre Area Plan supports this goal through policies that focus on developing this neighbourhood with high density compact urban form. See the Town Centre Area Plan in Chapter 10, Area Plan, Section 10.4 for more details.

Growth and Development

Residents of Maple Ridge are very interested in the future growth and development of the community. They support neighbourhood planning and have identified that neighbourhoods should be strengthened, and that heritage values must be preserved.

Housing choice is very important, noting there is a need to provide a mix of housing types and uses, and affordable, rental and special needs housing. Area residents want to pursue “Smart Growth” and support contained and densified urban development.

The Official Community Plan policies support maintaining the integrity of the Urban Area Boundary, and note that the development of the Urban Reserve will not happen until specific triggers and milestones have been attained. The Neighbourhoods and Housing policies identify the need for affordable, rental and special needs



housing and that residential growth should occur within the Urban Area Boundary, with a focus on the Town Centre, neighbourhoods with area plans, and compatible infill.

The Official Community Plan identifies the need for future industrial and commercial lands, but recognizes the need to work cooperatively with other agencies and the community to ensure that community goals and objectives are met.

The Agricultural, Heritage and Natural Features policies identify that these resources are key to preserving the character of Maple Ridge and speak to protecting resources. Official Community Plan policies also identify that growth needs to be integrated with services, infrastructure and schools.

Services

The community has identified that growth should be integrated with services, infrastructure and schools. There is a recognition that social services are key to the health and wellness of the community.

Chapter 9, Municipal Services, has policies that support maintenance of the Urban Area Boundary to provide services in an efficient manner, and require that fiscal impact analysis be conducted on major development proposals, as a component of area planning, and when considering adjustments to the Urban Area Boundary.

Chapter 4, Community Services, contains a number of policies relating to the provision of “soft” services in the community. These policies note that the District will work in cooperation with agencies and the Social Planning Advisory Committee to prepare a Social Plan. Other policies in this section support the provision of services and facilities such as the library, schools, parks and leisure facilities.

Transportation

Maple Ridge residents want to increase transportation choices in the community through a well-planned transportation network for people and vehicles. Residents have identified a need to improve east-west connectivity, transit, West Coast Express service, and to plan for an efficient and multi-modal transportation network that supports development.

The Official Community Plan policies identify the need to provide an integrated transportation system that balances all modes of transportation, with an emphasis on non-automobile transportation modes. There is recognition of the need to work cooperatively with agencies and other levels of government to address the east-west capacity issue and expand transit service in the community.

Agriculture

Maple Ridge residents have identified that agriculture is a vital component of the community's rural character and of the local economy. Maple Ridge agriculture is also highly diverse, in the range of products and also in the size of farming operations. Agricultural land is a key component of the Metro Vancouver Regional Growth Strategy and provides many benefits of local and Regional significance. As an economic generator, it contributes to a more complete community.

The value of agriculture is consistently recognized and supported within the community. Agriculture is not only valued for its role in protecting a land resource, but is recognized for its intrinsic value to the community. Maple Ridge will strive to protect the agricultural land base by maintaining the integrity of the Urban Area Boundary, encouraging sustainable agricultural practices and promoting agriculture as a viable contributor to the local and Regional economy.

The Natural Features policies of the Official Community Plan also identify that agricultural land makes a significant contribution to the natural environment in the community. Agricultural fields and crops provide habitat, a source of food for wildlife, and often function as wildlife corridors. The removal of lands from agricultural production will often have an impact on the environment. The Official Community Plan also recognizes that agricultural lands have heritage value and reflect the history of Maple Ridge and maintain community character.

Economic Development

Residents have identified a strong need for economic development, in preferred locations (i.e. the Lougheed corridor), and in preferred sectors (i.e. clean, high paying, low environmental impact, manufacturing and high tech jobs). There is strong support for a "balanced community", but there is also a recognition that economic development must "fit" with the environmental context and community character.

The Employment section of the Official Community Plan identifies that there is a need to diversify the tax assessment and employment base in the community, and contains policies regarding agricultural, commercial and industrial employment as economic generators. The policies identify that there is a need to identify long-term commercial and industrial land in the community, but that this must be done in conjunction with a comprehensive review of the Urban Area Boundary.

Environment

Maple Ridge residents place a high value on the natural environment. They note that the mountains, lakes, rivers and parks contribute to the community's character and make it a "place to call home". Residents want to protect water (creeks, rivers, lakes, bogs and headwaters) areas of natural beauty, and forests, and recognize the role that heritage and agriculture have on the protection and preservation of the environment.

Maple Ridge residents also have identified a need to integrate natural features into the planning process and support a “smart growth” approach to development.

The Natural Features policies in the Official Community Plan support an environmental management model that combines watershed management with a land-based planning approach and incorporates natural features and systems into a comprehensive planning model. The policies also recognize the environmental importance of agriculture and that sustainable agriculture is part of an environmental management strategy.

The Transportation policies of the Official Community Plan encourage and promote alternative modes of transportation including pedestrian, transit, multi-purpose trails, and cycling, and recognize that parks and green space enhance community.





2.2 LAND USE DESIGNATIONS

This section describes the land use designations in the Official Community Plan.

A “designation” of land on a schedule of the Official Community Plan characterizes what land uses could be supported in the future. Municipal Council “designates” the types of land use activities that are appropriate for different areas throughout the municipality. The designations are general in nature, and specific form, character, or density details are contained in Area Plans and accompanying Zones.

A Public Hearing is required to adopt or change a land use designation. The land use designations are mapped on Schedule B of the Official Community Plan and are summarized below.

1. AGRICULTURE

The Agriculture designation generally applies to land within the Agricultural Land Reserve. While the majority of this land is intended for farm use, non-farm uses approved by the District and the Agricultural Land Commission will retain this designation.

2. PARK

The Park designation permits open space, recreation and park use, and may be under either Federal, Provincial, Regional, or Municipal jurisdiction.

3. FOREST

The Forest designation is for the protection and maintenance of the ecological diversity and integrity of forested lands within the District. The majority of the lands designated Forest are under Provincial jurisdiction. Some lands under this designation are economic generators and provide opportunities for research and development.

4. CONSERVATION

The Conservation designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain the ecological diversity within the District.

5. RURAL RESIDENTIAL

The Rural Residential designation permits agricultural uses and single detached or duplex housing on acreage located outside the Urban Area Boundary where municipal services do not exist.

6. SUBURBAN RESIDENTIAL

The Suburban Residential designation permits single detached or duplex housing in areas located outside of the Urban Area Boundary that may have water service but which are not connected to the municipal sanitary sewer system.

7. ESTATE SUBURBAN RESIDENTIAL

The Estate Suburban Residential designation permits single detached or duplex housing in areas outside the Urban Area Boundary. The properties are within the Fraser Sewer Area or on property where sewer services have already been connected.

8. URBAN RESIDENTIAL

The Urban Residential designation permits a range of housing types, densities and infill opportunities within the Urban Area Boundary. Within the Urban Residential Designation, the following two residential categories are included:

- a) Neighbourhood Residential; and
- b) Major Corridor Residential

The general characteristics of each of the above residential categories are outlined in Chapter 3 of the Official Community Plan.



9. COMMERCIAL

The Commercial designation permits a range of commercial activities throughout the District. Within the Commercial designation, the following five categories exist:

- General Commercial;
- Community Commercial Nodes;
- Neighbourhood Commercial Centres;
- Historic Commercial Centres; and
- Rural Commercial.

The characteristics of each of the above five commercial categories are outlined in Chapter 6 of the Official Community Plan.

10. INDUSTRIAL

The Industrial designation permits industrial and business park use on lands identified for industrial development.

11. INSTITUTIONAL

The Institutional designation includes diverse uses that meet specific community needs and that serve the local population, such as schools, parks, community halls, recreational facilities, museums, places of worship, firehalls, daycare facilities, healing and wellness centres, correctional and rehabilitation facilities, public services uses, hospitals, and congregate care facilities.

12. RURAL RESOURCE

The Rural Resource designation identifies lands that are potentially suitable for gravel extraction, in compliance with Official Community Plan and Council policies.

13. PARK IN THE ALR

Park in the ALR identifies existing or proposed parks that are in the Agricultural Land Reserve. The identification indicates that it is the District's intention to establish or maintain a park on certain properties, but acknowledges that approvals from the Agricultural Land Commission will be required for future park use.

14. URBAN RESERVE

The Urban Reserve designation identifies lands identified by the District for long term future urban level services and housing, subject to compliance with Section 3.1.5 of the Official Community Plan.



2.3 FINANCIAL SUSTAINABILITY

Taxation rates are reviewed annually by Council to maintain an established level of service to the community. They are not designed to provide for new services or for major upgrades to existing services.

Population growth involves challenges in maintaining established service levels. Although population growth brings increased tax revenues, it also increases the demand for services, often beyond accepted levels.

However, the District does not have the resources to meet all of the demands generated with growth. Demand must be managed to make sure that expectations reflect fiscal realities and the need to contain expenditures.

A significant portion of services costs involves infrastructure for new developments. Although the initial costs are generally paid for by the development community, these investments are usually turned over to the municipality to operate and maintain. As the community grows, this investment increases.

The continuous search for efficiencies in service delivery is a sound business practice that can be accomplished through a variety of means, including:

- establishing priority considerations;
- providing full cost analysis of a capital project, including ongoing maintenance, before giving it approval;
- determining where existing services could be delivered more efficiently;
- identifying potential sources of non-traditional revenues to diversify the tax base;
- amortizing financing arrangements over the life cycle of infrastructure improvements, to provide more equitable and affordable taxation rates;
- maintaining reserve funds in order to respond to unexpected events or opportunities.

A proactive strategy is required that will position the Municipality to meet financial obligations and take advantage of opportunities that arise; it will also mean that residents can look forward to equitable and affordable taxation.

To address these issues, the District of Maple Ridge has established Council Policy 5.52 to lay the groundwork for the continuance of high quality services that guide, support and respect the direction of the community.



Chapter 3

Neighbourhoods & Housing

Residential

Affordable, Rental & Special Needs Housing



3.1 RESIDENTIAL

BACKGROUND

The District's changing age composition will be an important driver of future housing demand. The demand for single-detached dwellings will continue, but at a slower rate than previous decades, and the demand for other forms of housing will increase. The demand for apartment units is anticipated to be limited in the short term, but will increase over the next two decades due to the aging population. More medium to high-density dwelling units will also be required for a growing and changing population.

To meet the population projection of approximately 109,000 people by 2031, Maple Ridge will require an additional 6,250 to 7,500 dwelling units, depending on dwelling type mix and average household size.

As the population ages there will be more demand for a range of housing suited to seniors, from independent living units to assisted living units to full care facilities. Seniors housing should be encouraged and supported in locations central to community amenities and services, including public transit. Aging-in-place options for seniors housing will also be encouraged.

Affordability, location, and availability of ground-oriented and apartment style units will be major factors in attracting new residents and young families to Maple Ridge, and providing greater choice for the changing needs of current residents.

Redevelopment should be encouraged through infill and densification policies to enhance the Town Centre and to minimize the urban footprint.

3.1.1 HOUSING AND LAND REQUIREMENTS

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Housing policies in the Official Community Plan:

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, “placemaking.”

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like “everywhere else.” It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

“We value the rural character and green spaces with the diversity of landscapes and visual spaces together with the distinct historical neighbourhoods and a vibrant downtown core in a community that is proud of citizen leadership and involvement.”

Source: Group Vision created during OCP Visioning Sessions, March 2006.

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

Principle 7

Special places and neighbourhoods are valued as significant components of the larger community, each with unique attributes.

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.

Principle 28

Pursue a more contained and densified urban environment. Finish developing existing areas within an urban boundary before going to new areas and reserve new areas (e.g. Thornhill) based on careful analysis of opportunities and constraints.

Principle 29

The community values a wide range of housing choices that provide variety and mix of housing type, density, lot size, character, tenure, and affordability.

Principle 32

The community recognizes that heritage value must not be lost as enhancements to existing neighbourhoods, including infill and other activities to strengthen neighbourhoods, occur in the future.

Principle 35

Respect for the landscapes of Maple Ridge should shape community design, contributing to sense of place and better fit with landforms.

Principle 37

Housing choice is critical to meeting the diverse needs of current and future residents of Maple Ridge – special needs, singles, young families and an aging population.

ISSUES

- The District should ensure that a variety of housing types are available to accommodate the diverse and changing needs of its current and future residents.

OBJECTIVES

- To encourage a variety of housing types and densities to meet the diverse residential needs of the District.
- To accommodate future population growth and change through appropriate land use designations and strategies that are consistent with community and regional goals and objectives.
- To incorporate sufficient flexibility into Area Plans to allow for response to changing market and housing demands.

POLICY

3 - 1 Maple Ridge will:

- a) designate an adequate supply of residential land to accommodate future residents;
- b) accommodate growth through infill by:
 - i. promoting a mix of housing types and tenures to support diverse needs (e.g. income and abilities) lifestyles (e.g. age and values), and preferences. Examples include housing for older residents; housing for persons with disabilities; rental and ownership housing; new homeowners and empty nester housing; and ecologically sensitive design; and
 - ii. developing other strategies as appropriate for meeting the future housing needs of residents.

3.1.2 COMMUNITY CHARACTER AND SENSE OF PLACE

ISSUES

- Residential neighbourhoods are places where people connect and develop a sense of community. Stabilizing, preserving and enhancing the character of neighbourhoods are therefore key elements in fostering a sense of community.
- Residents of Maple Ridge appreciate the character of this community. Its uniqueness includes its physical make-up and its social characteristic. Citizens have stated that Maple Ridge’s character must be protected and enhanced, to avoid becoming like “everywhere else”.
- By encouraging new residential development to the Town Centre, through compatible infill, and Area Planning the shape and character of our neighbourhoods can be retained.

OBJECTIVES

- To foster stable residential neighbourhoods by preserving and enhancing their identity and character.

Healthy Community Land Use Strategy

Uses land in a manner that is environmentally sound and promotes a healthy, self-sufficient, connected, safe and inclusive community. It reflects the needs of a community, incorporates environmental protection principles, and includes universal accessibility for all citizens.

Social Planning Advisory Committee

- To promote a compact and complete community.
- To encourage infill development that is sensitive to the existing residential and neighbourhood context.
- To promote healthy, socially sustainable neighbourhoods through policies that encourage overall community wellness.

POLICIES

Community Health, Identity and Neighbourhood Stability

3 - 2 Neighbourhoods are considered to be physically stable areas. New development within neighbourhoods will be consistent with this concept and will respect and reinforce the existing physical characteristics of buildings, streetscapes and open space patterns.

3 - 3 The stability of a neighbourhood’s physical character is one of the keys to a successful community. Maple Ridge will protect residential neighbourhood character by:

- a) encouraging the maintenance and rehabilitation of the existing housing stock;
- b) discouraging incompatible uses;
- c) discouraging higher volume traffic-generating developments on local roads;
- d) maintaining an adequate quality of community services and facilities; and
- e) encouraging the conservation and restoration of heritage resources.

3 - 4 To foster a sense of community and neighbourhood identity, Maple Ridge will encourage:

- a) opportunities for public gathering spaces in and around community nodes;
- b) pedestrian scale and neighbourhood identity at major intersections and around community commercial nodes through coordinated development and design elements;
- c) special streetscapes for individual neighbourhoods;
- d) preservation of heritage elements as a unifying feature throughout the community;
- e) housing styles that help to distinguish individual neighbourhoods;
- f) neighbourhood identification through distinctive streetscape elements;
- g) landscape elements that integrate nature into neighbourhoods, and enhance liveability;
- h) physical connections to provide for safe, convenient and pleasant access within neighbourhoods;
- i) perimeters and gateways to neighbourhoods through improved urban design elements and appropriate transition spaces at the edges of neighbourhoods;
- j) transition spaces or buffer zones between neighbourhoods and adjacent incompatible non-residential uses.

3 - 5 Maple Ridge will support Healthy Community Land Use Strategies and community wellness principles by:

- a) recognizing the link between the provision of a range of housing options and social sustainability;
- b) promoting affordable housing developments that incorporate access to services through interconnecting roadways, bicycle paths, and pedestrian links;
- c) promoting activities that contribute to the needs, health, development, and well-being of individuals within the community, as well as the overall community;
- d) encouraging the provision of an appropriate scale of services at the neighbourhood level;
- e) promoting diverse, safe and secure neighbourhoods that facilitates neighbourly support, resulting in a healthier, more resilient community;
- f) encouraging public spaces that offer opportunities for community interaction; and
- g) promoting affordable housing developments that meet diverse housing needs.



3.1.3 RESIDENTIAL DESIGNATIONS

The residential land use designations are a key component for achieving a compact community. The main residential land designations are:

Rural Residential designation, which permits agricultural uses and single detached and duplex housing on acreage located outside the Urban Area Boundary where municipal servicing is not available.

Suburban Residential designation, which permits single detached and duplex housing in areas located outside of the Urban Area Boundary that may have water service but which are not connected to the municipal sanitary sewer system.

Estate Suburban Residential designation, which permits single detached and duplex housing in areas outside the Urban Area Boundary. The properties are within the Fraser Sewer Area or on property where sewer services have already been connected.

Urban Residential designation, which permits a range of housing types within the Urban Area Boundary. Infill and densification may be possible based on compatibility and locational criteria on properties which can be fully serviced to municipal standards. Within the Town Centre, medium to high density housing in combination with commercial, cultural, leisure and institutional uses are encouraged.

Within the Urban Residential designation, two residential categories exist, the components of which are outlined in the policies that follow:

- Neighbourhood Residential
- Major Corridor Residential

OBJECTIVES

- To manage residential growth through infill and intensification in a manner that respects neighbourhoods and the existing physical character of the surrounding areas.
- To direct urban growth within the Urban Area Boundary.

POLICIES

Rural Residential

3 - 6 Urban-level residential densities will not be supported in areas designated Rural Residential.

3 - 7 Maple Ridge will encourage retention of the rural character of Rural Residential areas and will support agricultural uses and low density, single detached and duplex dwellings. The Rural Residential land use designation is generally characterized by 0.8 hectare lots where community water is available, and 2.0 hectare lots where on-site water is provided.

3 - 8 Maple Ridge will continue to support garden suites as a form of infill in Rural Residential areas. See Zoning Bylaw for more details.

3 - 9 Lands designated Rural Residential are located outside the Urban Area Boundary and servicing for these areas is to be provided through private systems.

Suburban Residential

3 - 10 Urban-level residential densities will not be supported in areas designated Suburban Residential.

3 - 11 Maple Ridge will support some agricultural uses and single detached housing on large suburban lots. Lot sizes within this land use designation are generally 0.4 hectares in size.

3 - 12 Maple Ridge will continue to support garden suites as a form of infill in Suburban Residential areas. See Zoning Bylaw for more details.

3 - 13 Areas designated Suburban Residential are located outside the Urban Area Boundary. City water is required and sewage disposal is provided through a private system.

Estate Suburban Residential

3 - 14 Urban-level residential densities will not be supported in areas designated Estate Suburban Residential.

3 - 15 Maple Ridge will support single detached and two-family residential housing in Estate Suburban Residential areas. The Estate Suburban Residential land use designation is characterised generally by 0.4 hectare lots.

3 - 16 Areas designated Estate Suburban Residential are located outside the Urban Area Boundary, but are within the Fraser Sewer Area, or on property where sewer services have already been connected. Properties within the Fraser Sewer Area that are not connected to servicing, will require municipal approval prior to connecting to sewer.

Neighbourhood Residential generally refers to a residential property, within an established residential neighbourhood. Neighbourhood residential properties are not located within the Town Centre, a Community Commercial Node, a neighbourhood with an Area Plan, or along a Major Corridor as illustrated on Figure 4.

3 - 17 Maple Ridge will continue to support garden suites as a form of infill in Estate Suburban Residential areas. See Zoning Bylaw for more details.

Urban Residential

3 - 18 Maple Ridge will support a range of densities within the Urban Area Boundary. Urban Residential consists of two residential categories with the following characteristics:

1) Neighbourhood Residential – General Characteristics:

- a) a maximum of one principal dwelling unit per lot and an additional dwelling unit such as a secondary suite or garden suite;
- b) density that is based on the current zoning of the property, or surrounding neighbourhood context;
- c) single detached dwellings will remain the predominant housing form within neighbourhoods. Other housing forms are possible, subject to compliance with the Neighbourhood Residential Infill policies;
- d) is not within a neighbourhood with an Area Plan, a Community Commercial Node, or located on a Major Corridor as illustrated on Figure 4.

2) Major Corridor Residential – General Characteristics:

- a) Major Corridor Residential is characterized by the following:
 - i. has frontage on an existing Major Road Corridor as identified on Figure 4 Proposed Major Corridor Network Plan, or has frontage on a road built in whole or part to a collector, arterial, TransLink Major Road, or Provincial Highway standard;
 - ii. may be adjacent to Community Commercial Node, or designated commercial centre.
- b) includes ground oriented housing forms such as single detached dwellings, garden suites, duplexes, triplexes, fourplexes, townhouses, apartments, or small lot intensive residential, subject to compliance with Major Corridor Residential Infill policies.

3.1.4 RESIDENTIAL INFILL AND COMPATIBILITY CRITERIA

Compatibility refers to development that “fits’ with the character of a neighbourhood. It does not mean that the development looks the “same” as neighbouring development, rather the housing form is similar in size, scale, massing and architectural elements. As an example, attached housing forms could be considered compatible with single detached housing if they were ground oriented and similar in height and architectural details.

POLICIES

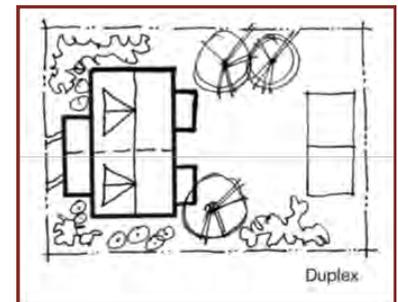
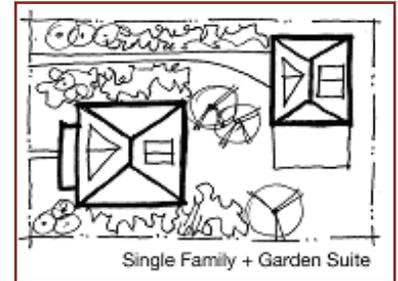
3 - 19 Neighbourhood Residential Infill is permitted subject to compliance with the following criteria:

- 1) Infill development on a property that is larger than the prevailing lot size of the surrounding neighbourhood or existing zoning of the lot may include the following:
 - a) a possible change in lot size and configuration providing that:
 - i. the proposed lot area and widths should be not less than 80% of the lot area and width prescribed under the predominate or adjacent zoning in the surrounding neighbourhood;
 - ii. the proposed lot configuration is similar to the prevailing lot pattern that exists within the

- neighbourhood; and
- iii. the proposed housing form is consistent in scale and massing to that of the surrounding neighbourhood.
- b) a change in unit type - unit types such as single detached dwellings, secondary suites, garden suites, duplexes and triplexes that resemble a single detached dwelling, with an emphasis on orientation to the street.
- 2) Neighbourhood Residential infill must be designed to be compatible with the surrounding neighbourhood and will be evaluated against Policy 3-21.

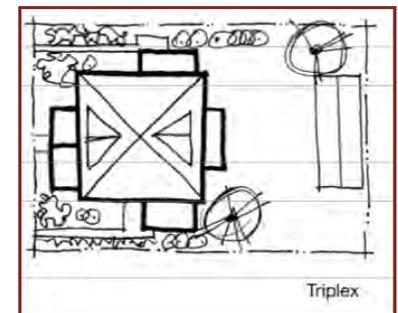
3 - 20 Major Corridor Residential Infill developments must be designed to be compatible with the surrounding neighbourhood and will be evaluated against the following criteria:

- a) building forms such as single detached dwellings, duplexes, triplexes, fourplexes, townhouses, apartments, and small lot intensive residential developments subject to Policy 3-21;
- b) a maximum height of two and one-half storeys with an emphasis on ground oriented units for all developments except for apartments;
- c) a maximum height of four storeys for apartments;
- d) adherence to Development Permit Guidelines for multi-family and intensive residential developments as outlined in Chapter 8 of the Official Community Plan.



3 - 21 All Neighbourhood and Major Corridor Residential infill developments will respect and reinforce the physical patterns and characteristics of established neighbourhoods, with particular attention to:

- a) the ability of the existing infrastructure to support the new development;
- b) the compatibility of the site design, setbacks, and lot configuration with the existing pattern of development in the area;
- c) the compatibility between building massing and the type of dwelling units in the proposed development and the surrounding residential properties;
- d) the location, orientation, and visual impact of vehicle access/egress in relation to:
 - i. adjacent developments



- ii. the street
- iii. the pedestrian environment
- e) minimizing adverse parking and traffic impacts on the existing neighbourhood;
- f) a gradual transition of scale and density through the design of building mass and form, such as:
 - i. reduction in building heights at the edges of a development;
 - ii. location of lower density components towards the perimeters of a site; and
 - iii. concentration of density to the centre of a development or towards a non-residential boundary;
- g) retention and preservation of significant trees, other natural vegetation, and environmental features;
- h) maintaining adequate light, view and privacy for residents on adjacent properties or in adjacent neighbourhoods;
- i) conservation of special landscapes such as gardens, or built-form features, including heritage buildings, that contribute to the unique character of a neighbourhood.

3.1.5 URBAN RESERVE

3 - 22 Maple Ridge will avoid non-contiguous expansion of the Urban Area Boundary.

3 - 23 Maple Ridge will not support urban level densities in the Urban Reserve until an Area Plan is adopted pursuant to policy 3 –25.

3 - 24 Maple Ridge will retain the Thornhill area as a long term Urban Reserve area. Urban development will not be supported in the Thornhill Urban Reserve Area until the population threshold exceeds 100,000 people for the District and the residential capacity within the existing urban area is approaching build-out.

3 - 25 Prior to urban development occurring in the Thornhill Urban Reserve, the following must have been achieved:

- a) approval of an amended Regional Context Statement by the Metro Vancouver Board;
- b) approval of an extension to the Fraser Sewer Area by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board;
- c) an Area Plan adopted by Council which includes, but is not limited to:
 - i. policies regarding the types of residential development, land use patterns, minimum density requirements, and appropriate phasing for the area;
 - ii. a fiscal impact assessment study;
 - iii. identification of environmentally sensitive areas, ecosystems and the impact of development;
 - iv. agricultural impact assessment to minimize the impact of development on adjacent farm lands;
 - v. an aquifer groundwater management study; and
 - vi. a transportation plan that includes an integrated system which balances all modes of transportation, including transit.

3 - 26 Until policies 3-24 and 3-25 are satisfied, the minimum parcel size for subdivision of land designated Urban Reserve is 2.0 hectares.



3.2

AFFORDABLE, RENTAL AND SPECIAL NEEDS HOUSING

ISSUES

- Due to land shortages and the expensive housing market in the Lower Mainland, housing affordability is a Regional issue that directly impacts Maple Ridge. While housing prices are lower in Maple Ridge than the median price within the Region, houses are still expensive relative to average household income and in comparison to house prices in many other communities in Canada.
- Housing affordability is of particular concern for both homeowners and renters living in the community with almost one-quarter of homeowners considered to be in Core Housing Need. Housing affordability is also an issue for renters, where 34% are spending in excess of 30% of their gross income on housing. The percentage of residents spending greater than 30% of gross income on housing is an issue of concern because it's an indicator that these residents have less disposable income available for other basic needs, such as food, transportation, clothing, recreation and leisure.
- According to the Canada Mortgage and Housing Corporation's rental market report, Maple Ridge has very few bachelor suites and apartments with three or more bedrooms. Similarly there is a lack of two-bedroom townhouse units. The lack of these types of rental housing contributes to the issue of housing affordability in the community. In addition there are waiting lists for affordable rental accommodation, and vacancy rates are not considered to be within a healthy range.
- A significant portion of the rental housing stock in Maple Ridge is composed of secondary suites. Secondary suites increase the affordability of single detached housing for the homeowner, and at the same time provide affordable accommodation for renters. Unfortunately secondary suites are often considered an insecure form of rental housing because many have not been upgraded to satisfy building code requirement, and as a result may be subject to municipal bylaw enforcement.
- Local and Regional service providers have identified that there is a shortage of special needs housing units within the community. Special needs housing is commonly defined as housing for people, who for varying reasons cannot have their housing needs met through the traditional housing market. Research has identified that there are waiting list for social housing, shelter beds, transition housing, community care facilities, and supportive housing units, and that providers regularly turn away those in need of such housing.

Core Need

A term used by senior government to determine eligibility for social housing subsidies. A household is considered to be in core need when appropriate housing costs more than 30% of its gross income in shelter costs (either rent or mortgage payments).

Source – Affordable Housing for Maple Ridge.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Affordable, Rental and Special Needs Housing policies in the Official Community Plan:

Principle 29

The community values a wide range of housing choices that provide variety and mix of housing type, density, lot size, character, tenure, and affordability.

Principle 37

Housing choice is critical to meeting the diverse needs of current and future residents of Maple Ridge – special needs, singles, young families and an aging population.

Principle 39

A healthy community depends on social services that meet the needs of a diverse population.

OBJECTIVES

- To encourage the provision of affordable market and non-market housing and rental accommodation in Maple Ridge.
- To continue the secondary suite program within the District in order to encourage housing affordability for homeowners and renters.
- Where appropriate, support the use of garden suites on residential property in order to provide housing affordability for homeowners and renters, and rental accommodation in the community.
- To recognize that mixed socio-economic housing contributes positively to overall community health, and to facilitate the provision of special needs housing within the District (including social housing, community care facilities, transition housing, shelter housing and supportive housing units) for people with physical, mental, and/or lifestyle challenges.

POLICIES

3 - 27 Maple Ridge will regularly update its affordable housing strategy to identify specific targets, objectives, opportunities and municipal incentives for affordable, rental, and special needs housing. The affordable housing strategy will be initiated at the discretion of Council and in consultation with the Social Planning Advisory Committee.

3 - 28 Maple Ridge will encourage partnerships with government and non-government agencies to support the creation of affordable, rental and special needs housing in the community.

3 - 29 Maple Ridge recognizes that secondary suites and other detached dwelling units in residential neighbourhoods can provide affordable and/or rental housing in the community. Maple Ridge is committed to ensuring that bylaws and regulations are current, and responsive to community issues and needs.

3 - 30 Maple Ridge will consider density bonus as a means of encouraging the provision of affordable, rental and special needs housing, and amenities.

3 - 31 Maple Ridge supports the provision of rental accommodation and encourages the construction of rental units that vary in size and number of bedrooms. Maple Ridge may also limit the demolition or strata conversion of existing rental units, unless District-wide vacancy rates are within a healthy range as defined by the Canada Mortgage and Housing Corporation.

3 - 32 Maple Ridge supports the provision of affordable, rental and special needs housing throughout the District. Where appropriate, the provision of affordable, rental, and special needs housing will be a component of area plans.

3 - 33 Maple Ridge will encourage housing that incorporates “age-in-place” concepts and seniors housing designed to accommodate special needs.





Chapter 4

Community Services

Social Sustainability

Institutional

Heritage



4.1 SOCIAL SUSTAINABILITY

BACKGROUND

Social sustainability is an integral part of the function and vibrancy of the community. Social sustainability occurs when systems and relationships are in place that supports the ability of current and future generations to create healthy and liveable communities. Socially sustainable communities are equitable, diverse, connected, democratic and provide a good quality of life. Furthermore, a truly sustainable community is grounded by three equally important elements: community health; economic health; and environmental health.

The District of Maple Ridge Official Community Plan aims to address the need for social sustainability through addressing all three elements. Economic health elements have been incorporated into the employment, agricultural, commercial and industrial policies. The environmental, heritage, agricultural and residential policies respond to the importance of protecting and enhancing the natural and built environment. The social sustainability policies represent the third element in enhancing sustainability in the District of Maple Ridge. Furthermore, all three elements are intertwined as concepts throughout the Official Community Plan.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Social Sustainability policies in the Official Community Plan:

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like “everywhere else.” It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody”.

Jane Jacobs

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.

Principle 10

Citizens keenly appreciate the importance of public participation in community and neighbourhood planning processes.

Principle 13

Culture and recreation are vital components of a healthy community.

Principle 14

The community recognizes the importance of public school construction occurring concurrently with development.

Principle 25

Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.

Principle 36

Integrating growth with services, infrastructure, and schools is desirable for the future of Maple Ridge. (also see Principles 38 and 44)

Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

Principle 39

A healthy community depends on social services that meet the needs of a diverse population.

ISSUES

- Maple Ridge is a diverse community with a growing number of youth, seniors, recent immigrants, disabled, and economically disadvantaged, each requiring access to a variety of services, facilities and supports.
- There is a growing recognition by service providers that citizen involvement and access to services results in a healthier and safer community for all, and can improve an individual's sense of belonging, empowerment, and quality of life.
- There is also recognition that there are social and individual benefits from parks and leisure services in the community that may include a reduction in crime rates, nurturing strong families, integrating groups and individuals of diverse backgrounds within the community, and fostering neighbourhood identity and spirit.
- There is no one root cause, or solution to social issues, therefore a cooperative and integrated approach is required. Partnerships and the establishment of community connections are an integral component of healthy communities, and are crucial to the successful provision of services and facilities.

4.1.1 SOCIAL PLANNING ADVISORY COMMITTEE GUIDING PRINCIPLES

The Guiding Principles, adopted by the Social Planning Advisory Committee are intended to provide a broad policy framework upon which social sustainability policies are based. The Guiding Principles are:

- **Equity:** The community provides equitable opportunities and outcomes for all its members, particularly the poorest and most vulnerable. Equity is a fundamental concept and should be utilized as a filter by which all other principles are viewed.
- **Social Inclusion and Interconnectedness:** Residents are involved in setting and working towards collective and community goals. The community provides processes, systems, and structures that promote connectedness within and outside the community at both an informal and institutional level.
- **Quality of Life:** Individuals and communities have economic security, their basic needs are met and they have the confidence that they live in a safe, supportive and healthy environment that promotes a good quality of life. They then are able to contribute to their own well-being and to engage in community life.
- **Diversity:** The community promotes and encourages diversity by respecting, honouring and celebrating the diversity in the community.
- **Adaptability:** Communities and individuals with the opportunity and ability to respond appropriately and creatively to change result in a more resilient community.

4.1.2 COMMUNITY WELLNESS COMMUNITY & CULTURAL SERVICES

OBJECTIVES

- To foster connectiveness based on establishing and maintaining networks, discussion, a sharing of information, collective problem solving, and by providing opportunities for shared experiences.
- To provide opportunities for citizens to contribute positively to the community through volunteering; the provision of leadership development and support; and the empowerment of community members to identify needs, set priorities, and develop a common vision.

- To support, develop and maintain community networks of service providers and community organizations, providing tools to assist in building consensus, and opportunities to meet, share information and to collaborate.
- To respond to diverse community needs for affordable and appropriate recreation, leisure and cultural activities, programs and services.
- To provide a range of cultural and leisure facilities and services that meet the needs of a growing community.
- To support Community Development as a model to define, shape and deliver services in the community and to explore ways to work with citizens to improve their sense of belonging, empowerment and quality of life.

POLICIES

4 - 1 The District of Maple Ridge in cooperation with the Social Planning Advisory Committee will work in collaboration with stakeholders, including but not limited to BC Housing and the Health Authority to prepare a Social Plan to guide the social development of the community and address resident concerns with social issues.

Community Development

Promoting individual and community growth by empowering community members to take responsibility for leisure services by identifying their own needs, setting priorities and developing and acting on a common vision.

4 - 2 Maple Ridge will work with citizens and community organizations to encourage independence and promote neighbourhood connectiveness through the use of a community development model.

4 - 3 Maple Ridge will assist the Fraser Health Region to plan for appropriate community health facilities and services for our changing and growing population.

4 - 4 Maple Ridge will assist the Fraser Valley Regional Library Board to ensure quality library services in our community.

4 - 5 Maple Ridge supports the cooperative and community use of facilities belonging to the Municipality, School District, local churches and other agencies, as neighbourhood centres for gatherings; accessing educational, recreational, leisure and volunteer opportunities; and promoting capacity building and leadership development in the community.

4 - 6 Maple Ridge will work in cooperation with School District No. 42 and other education providers to anticipate and strategically plan for new educational facilities to support population growth that arises from new development.

4 - 7 Maple Ridge supports the provision of both public and private education facilities to serve a broad range of interests, educational needs and age groups. Maple Ridge will locate community level and neighbourhood level parks adjacent to secondary schools and elementary schools, wherever possible.

4 - 8 Maple Ridge will ensure that parks, leisure and cultural facilities and services are provided for in the changing and growing community in accordance with the Maple Ridge/Pitt Meadows Parks, Recreation and Culture Master Plan, taking into account the joint delivery of services in Maple Ridge and Pitt Meadows.

4 - 9 Maple Ridge will partner with Regional and Provincial agencies, and neighbouring municipalities to advance the implementation of the Regional Recreation Greenway Network, embedded within the Metro Vancouver Regional Growth Strategy.

The Metro Vancouver Regional Recreation Greenway Network identifies regionally significant recreational greenways that are required to connect major parks.

4 - 10 Maple Ridge recognizes that access to parks and green spaces greatly enhances community health and individual quality of life, and will continue to maintain and enhance the large network of trails and green space.

4 - 11 Maple Ridge recognizes the relationship between individual and community health, pride and sense of belonging by supporting community building initiatives such as festivals and community beautification initiatives.

4 - 12 Maple Ridge will encourage opportunities for decentralization and integration of community services at the community and neighbourhood level.

4 - 13 Maple Ridge recognizes the importance of arts and culture to the community, and will support the implementation of the Ridge Meadows Arts and Culture Policy and Plan, and the development of a comprehensive public art initiative.

4.1.3 CITIZEN ENGAGEMENT COMMUNITY CONNECTIONS

OBJECTIVES

- To provide opportunities for citizens to increase their understanding of the community and to have a voice in decisions being made that affect them in their community life.

- To encourage resident participation on Council Advisory Committees to provide opportunities for input into decision making and to improve the understanding of municipal processes.

POLICIES

4 - 14 Maple Ridge supports a range of Council Advisory Committees that reflect the community's values, and respond to issues of concern, to assist in their decision making process. The District is committed to ensuring that the mandate of each committee is current, supports the Principles embodied in the Official Community Plan, and can provide guidance to Council on issues of importance in the community.

Citizen Engagement

is achieved when all members of the community are offered access to opportunities to collaborate on decisions that affect them. The ability to engage citizens and to connect all members of the community is integral to sustainability. A connected community where individuals take pride in, and care for, their neighbours and neighbourhoods, and as a result, the community is a better place to live for everyone.

4 - 15 Maple Ridge will provide opportunities for citizens to engage in meaningful discussions regarding community issues with this input being provided to Council to assist in their decision making process. Development Information Meetings in accordance with Council Policy are required to provide residents with an opportunity to review development proposals and to identify issues early in the development process.

4 - 16 Maple Ridge will provide educational and leadership opportunities to promote community understanding of municipal processes, community development and build strong community networks.

4.1.4 DIVERSE POPULATION

OBJECTIVES

- To respect, honour and celebrate the diversity in the community.
- To provide opportunities for the most vulnerable members of the community to participate in the community decision making process.
- To encourage the provision of services and facilities that are affordable, respectful and accessible to a diverse population.
- To participate with social service agencies, health providers, non-profit agencies, and individuals to reduce homelessness in the community.

POLICIES

4 - 17 Maple Ridge supports the provision of municipal services and policies that respect, honour and celebrate diversity in the community.

4 - 18 Maple Ridge recognizes that maintaining the diversity of neighbourhoods contributes to the overall health of the community and encourages building connections between diverse groups to promote understanding, respect and interdependency.

4 - 19 Maple Ridge will encourage all members of diverse populations, including the most vulnerable, to participate in community issues that affect them; by offering opportunities for education, and meaningful collaboration with youth, seniors, immigrant, ethnic populations and those faced with poverty.

4 - 20 Maple Ridge promotes support to people of all ages to assist them in overcoming personal barriers to participate in recreational, cultural and educational services, and programs that are affordable, respectful, and accessible.

4 - 21 Maple Ridge supports and encourages building connections between diverse groups to promote understanding, respect, and interdependency.

4 - 22 Maple Ridge encourages the development of accessible quality child care facilities throughout the community, and will encourage the provision of space for child care in all assisted rental housing projects developed under senior government programs.

4 - 23 Maple Ridge encourages the development of seniors care facilities throughout the community that are conveniently located near transit and other services.

4 - 24 Maple Ridge will encourage that opportunities and services be available to enable persons with disabilities to function independently, and will work with the Municipal Advisory Committee on Accessibility Issues to encourage the full participation of all citizens, in all aspects of community life.

4 - 25 Maple Ridge supports the Regional Homelessness Plan and its guiding principles, and will participate on Regional committees that coordinate the response to homelessness, drug abuse and other issues noting that senior government are the primary providers of social services.

Diverse Population

Policies should respect, honour and celebrate diversity in our community. All community members are encouraged to participate and have opportunities to contribute to their community in a meaningful way.

4.1.5 SAFETY AND SECURITY

OBJECTIVES

- To continue to support the provision of police and fire service throughout the community.
- To continue to reduce opportunities for crime through the design of safe buildings and facilities in the community.

POLICIES

4 - 26 Maple Ridge will continue to provide fire protection services to maintain a safe and secure community, in accordance with the Fire Department Master Plan.

Socially Sustainable Communities

are equitable, diverse, connected, democratic and provide a good quality of life.

4 - 27 Maple Ridge will continue to provide police protection services to maintain a safe and secure community, and will develop a policing services master plan that will include community policing initiatives.

4 - 28 Maple Ridge supports Crime Prevention Through Environmental Design (CPTED) principles and will encourage existing and new developments to incorporate CPTED principles and promote safety audits. Projects may be required to submit an independent CPTED study for review early in the development review process.

4 - 29 Maple Ridge recognizes the link that exists between neighbourhood connectiveness and capacity to issues of safety and security, and supports initiatives designed to strengthen neighbourhoods, and the development of neighbourhood crime prevention programs.

4 - 30 Maple Ridge will continue to support community policing initiatives involving citizens as volunteers in crime prevention and as contributors in establishing appropriate responses to public safety issues as they arise.



4.2 INSTITUTIONAL

BACKGROUND

The Institutional designation applies to diverse uses that meet specific community needs. While some institutional uses are appropriate only in a limited number of locations within the Urban Area Boundary, other institutional uses are best located in rural areas. Uses that serve a localized population are appropriately located throughout the municipality.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Institutional policies in the Official Community Plan:

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, 'placemaking'.

Principle 36

Integrating growth with services, infrastructure, and schools is desirable for the future of Maple Ridge. (also see Principles 38 and 44).

Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

Principle 39

A healthy community depends on social services that meet the needs of a diverse population.

ISSUE

- Small and large scale institutional facilities are required in the District, and provide a range of much needed services to residents. However, these facilities are often large in scale, and if not planned properly may adversely impact surrounding residential neighbourhoods.

OBJECTIVE

- To meet community needs in the provision of accessible institutional facilities while minimizing potential conflicts.

POLICIES

4 - 31 Small scale or locally serving institutional facilities that can be located throughout the community include: schools, community halls, parks and recreation facilities, museums, firehalls, and places of worship. These uses will be permitted in rural and urban areas subject to parking requirements, access, compliance with zoning bylaws, and compatibility with adjacent land uses.

4 - 32 Public Service Uses, which provide essential services such as water, sewer, electrical, telephone, or other similar services will be permitted throughout the community subject to pertinent government regulations.

4 - 33 Large Scale Institutional Facilities such as public hospitals, congregate care facilities, and private hospitals should:

- a) be within the Urban Area Boundary;
- b) be conveniently located near public transit;
- c) have direct access to a collector, arterial, TransLink major road or Provincial Highway as identified in the Maple Ridge Transportation plan;
- d) where considered necessary, require the completion of a transportation impact study; and
- e) respect the neighbourhood context and natural features.

4 - 34 Proposed expansions in the range of uses or size of existing Large Scale Institutional Facilities must be evaluated on their impacts to the adjacent neighbourhood, to the transportation network, to existing services and facilities, and to the surrounding community and its natural features. The redevelopment or reuse of institutional facilities for other than institutional use is encouraged, providing that the transportation network servicing and infrastructure can support the use.

4 - 35 An Institutional use may be considered in rural areas provided that the use, character, and related programs of the operation respects rural character, is sited to minimize conflicts with adjacent rural neighbours, and existing on-site services and infrastructure can support the use.

4 - 36 Maple Ridge supports the establishment of child-care facilities in Residential, Institutional, Commercial and Industrial land use designations subject to compliance with District bylaws and regulations.

4 - 37 To meet the needs of a growing and changing population, appropriate facilities and services will be planned in consultation with Provincial and Regional agencies and authorities, including the Fraser Health Region.





4.3 HERITAGE

BACKGROUND

The geography of the District, full of watercourses and ravines along the north shore of the Fraser River, was influential in the historical settlement of Maple Ridge. By the turn of the century, several distinct communities had developed into self sufficient places with unique characteristics, each with their own post-office, general store, school, community hall, churches, and with railway stations in all but three.

The impressive ridge of high land parallel to the Fraser River, with its stand of huge western broad leaved maple trees, gave Maple Ridge its name at the time of incorporation in 1874.

Residents of Maple Ridge value the heritage of the community and recognize that heritage structures, and cultural and natural landscapes keep Maple Ridge unique and from looking like “everywhere else.” There is a strong recognition that Maple Ridge needs to foster its history to maintain the Community’s strong sense of place.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Heritage policies in the Official Community Plan:

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like ‘everywhere else.’ It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

Principle 31

It is important to undertake detailed planning work on the basis of neighbourhood planning.

Principle 32

The community recognizes that heritage value must not be lost as enhancements to existing neighbourhoods, including infill and other activities to strengthen neighbourhoods, occur in the future.

4.3.1 HERITAGE RECOGNITION

ISSUES

Heritage Information Base

- A comprehensive inventory of the built, natural and cultural landscape resources within the District has not been compiled. Evaluation criteria to determine the eligibility of a property, feature, activity, building or landscape feature for consideration as a heritage resource will need to be developed.

First Nations Heritage

- Involvement of the local First Nations' in heritage conservation activities has been limited. Identification of all culturally important heritage resources is needed to foster a greater understanding and appreciation of all the heritage resources with the District.

OBJECTIVE

- To develop a process that is inclusive of all communities for identifying heritage resources that are significant to the community, including natural, built and cultural heritage.

POLICIES

4 - 38 Maple Ridge will work cooperatively with the Community Heritage Commission and other relevant groups and organizations to establish an information database of all types of built, natural and cultural heritage resources within the District, including evaluation criteria for each type. This inventory would be updated on an ongoing basis evolving and responding to theoretical and practical changes in the heritage arena.

4 - 39 Maple Ridge will work with local First Nations communities to help ensure the conservation of significant First Nations heritage resources.

4 - 40 Maple Ridge will encourage the conservation and designation of significant heritage structures, and natural and cultural landscape features in each neighbourhood.

4.3.2 HERITAGE MANAGEMENT

ISSUES

- A comprehensive heritage management framework that addresses a broad range of heritage resources requires future work.
- A clearly defined process for evaluating development applications that have heritage-related issues currently does not exist. In addition, the District does not have a set of conservation guidelines or standards to be applied when a development application is reviewed. Consequently, past development practices have impacted heritage resources and heritage conservation efforts.
- The District should have a formal heritage incentive program in place to aid heritage conservation initiatives.
- The tools available under Provincial legislation could be used more effectively by the District to help conserve its heritage resources.

OBJECTIVE

- To provide a framework for municipal staff, the Community Heritage Commission, property owners and the public to better manage situations involving identified or potential heritage sites.

POLICIES

4 - 41 Maple Ridge will continue to recognize significant heritage areas and will consider identification of these areas as Heritage Conservation Areas or Heritage Districts to ensure development that respects their heritage character and historic context.

4 - 42 Maple Ridge, in consultation with the Community Heritage Commission, will work to establish a comprehensive heritage management framework that incorporates categories that address information and resource requirements, conservation incentives, education and awareness programs; and utilizes and considers a wide range of planning tools enabled by provincial legislation.

4 - 43 The development application review process will include an opportunity to evaluate the overall impact of proposed development on the heritage characteristics and context of each historic community or neighbourhood. Conservation guidelines and standards should be prepared to aid in this evaluation and provide a basis from which recommendations can be made to Council.

4 - 44 Maple Ridge will endeavour to use tools available under Provincial legislation more effectively to strengthen heritage conservation in the District. Other planning tools will also be utilized where appropriate to establish a comprehensive approach to heritage management in the District.

4 - 45 Maple Ridge will assist the financial aspects of heritage resource management by:

- a) supporting the efforts of the Community Heritage Commission, which may include financial assistance requests from the Heritage Commission evaluated by Council on a program or project basis;
- b) working cooperatively with the Community Heritage Commission in fund raising efforts for the conservation of heritage resources;
- c) supporting and promoting effective marketing of heritage resources to potentially interested businesses;
- d) supporting heritage tourism efforts;
- e) encouraging local organizations, including the Community Heritage Commission to pool resources and develop partnerships to strengthen heritage conservation activities throughout the community.

4.3.3 HERITAGE EDUCATION

ISSUE

- Public awareness of heritage resources within the District could be improved.

OBJECTIVE

- To raise public awareness of heritage resources within Maple Ridge.



POLICY

4 - 46 Maple Ridge will collaborate with the Community Heritage Commission, other local organizations, and the general public in order to develop specific programs and to increase public support and interest in heritage conservation activities.

4.3.4 HISTORIC COMMUNITIES

ISSUES

- Hammond, The Ridge, Port Haney/Haney, Albion, Yennadon, Websters Corners, Whonnock and Ruskin are recognized as the historic neighbourhoods of Maple Ridge. Brought to life by the coming of the railroad in the 1850's, these communities were to a high degree self-sufficient with at least one store, a post office, one or more churches, a school, and a community hall; all but three had a railway station. The Communities Map (Figure 1) identifies these historic neighbourhoods with approximately defined borders.
- In the 1900's, increased settlement outside the core of the historic areas created new neighbourhoods such as the area now called East Haney and Thornhill. The community of Thornhill, on the southern slope of Grant Hill, straddles the border between Albion and Whonnock communities. Silver Valley is also recognized as a new community.

OBJECTIVE

- To recognize the historic and new communities that formed the District of Maple Ridge.



POLICY

4 - 47 Historic and new communities identified on the Communities Map will form the general boundaries for the preparation of future neighbourhood plans. The specific boundaries for area planning are identified on the Area Plan map (Figure 6).



Chapter 5

Natural Features

Natural Features

Environmental Management Mode

Land Resources

Water Resources

Air Quality

Preparing for Climate Change



5.1 NATURAL FEATURES

BACKGROUND

Maple Ridge encompasses a total of 25,700 hectares of land and water, making it the fourth largest municipality in the Greater Vancouver Region. With its diversity of physiographic regions, ecosystems, natural features and watercourses, Maple Ridge supports many species of animals and plant life.

Maple Ridge is recognized as a leader in the areas of Recycling and Waste Reduction, watercourse and riparian setback mapping, the Municipal Energy Conservation and Green Buildings Program and the civic stewardship and environmental education programs.

Maple Ridge has historically placed a high value on the natural environment. The combination of assets, values, and civic support lends a unique character to Maple Ridge and contributes positively to the quality of life in the community.

PRINCIPLES

A number of principles have been identified to provide an overall context and guidance for decisions regarding the natural environment. The principles reflect many of the values of the community highlighted through numerous community workshops and the Community Visioning Sessions held in Spring 2006.

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

Principle 7

Special places and neighbourhoods are valued as significant components of the larger community, each with unique attributes and needs.

Principle 23

The community values the protection of environmentally sensitive areas including, water (for its intrinsic value, habitat and aquifer recharge), areas of natural beauty, forests, etc.

Principle 24

The community recognizes the environmental contribution made by lands within the ALR.

Principle 25

Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.

Principle 26

There is value in integrating natural features of the environment into development through planning and design.

Principle 27

Overall environmental protection demands a comprehensive, 'smart growth' approach.

Ecosystem Principles

An integrated set of principles for the management of land, water and biological resources that utilizes accepted scientific methodologies.

OBJECTIVES

In addition to the above principles, the Natural Features section of the Official Community Plan was drafted based on the following objectives:

1. A comprehensive approach based on ecosystem principles incorporating land, water and air into a single framework.
2. A perspective that anticipates climate change and strives to reduce its causes while mitigating its effects.
3. A balanced evaluation process incorporating economic, social and environmental sustainability; and
4. The cultivation and strengthening of community partnerships to help enhance the success of policies and programs.





5.2 ENVIRONMENTAL MANAGEMENT MODEL

BACKGROUND

An ecological planning approach is one that is based upon natural features and systems, rather than political or legal boundaries. To implement this approach, an environmentally sustainable management model that incorporates each component and identifies opportunities for evaluation and review of ecosystems and site-specific issues is required.

The foundation of the environmental management model is the identification and documentation of ecosystem boundaries, watershed areas, environmentally sensitive areas, and hazard lands. The goals of the model are to:

- Protect significant ecosystems in the Municipality;
- Anticipate and respond to the impacts of climate change on land, water, and air resources;
- Determine guidelines and standards that are necessary in and around environmentally sensitive areas;
- Identify situations where additional environmental studies or impact assessments are required as part of the development process; and
- Maintain and improve ecosystem health and human safety.

The model combines watershed management with a land-based planning approach to incorporate each component into a comprehensive ecosystem planning model. The components are as follows:

- **Land Resources** – include areas of conservation, hazard lands (including steep slopes and floodplains), open space, environmentally sensitive areas, and agricultural lands;
- **Water Resources** – include watercourses and wetlands, rainwater and stormwater management and the protection of groundwater resources; and
- **Air Resources** – include air quality management, energy conservation initiatives and transportation and land use alternatives.

Environmentally Sensitive Areas

Areas where the landscape, wildlife, ecological function or historic value is of importance or is endangered.

Conservation Area

Ecologically sensitive lands that require protection in order to ensure their health, diversity and integrity are maintained.

The model also includes goals and objectives aimed at preparing for climate change, recognizing that it has impacts on land, water, and air resources. At the watershed or ecosystem level, and within each of the above categories, some resources will be designated as Conservation where development will not be allowed. This is to ensure that the most important and ecologically sensitive areas will be protected to maintain their health and diversity and will contribute to a District-wide system of connected systems and features.

At the sub-watershed and site-specific level, additional research and study will be required to identify the level of development that is possible without significantly impacting a natural feature or ecosystem. In these instances, development proposals will be required to include proven mitigation techniques in combination with development permit requirements.

ISSUES

- Development reviews often focus on site-specific issues and may not take larger ecosystem-based aspects into consideration.
- There is a shortage of documented information regarding overall ecosystem health, including baseline information on individual components.
- If not managed properly, increasing development may impact the District's ongoing initiatives with respect to natural features and environmentally sensitive areas.

OBJECTIVES

- To incorporate an environmental management model into the land use planning process to enable overall ecosystem evaluation and review to occur.
- To develop and implement consistent guidelines and practices for monitoring, assessing and the management of natural features throughout the municipality.
- To endorse Regional, Provincial, and Federal programs and plans that will support an ecosystem-based model and will contribute to the District's natural features information base.
- To acknowledge and foster the role that agricultural lands have on the environment.

Hazard Land

Lands that have significant development constraints or cannot be developed due to steep slopes, flooding, erosion or other unstable conditions.

POLICIES

5 - 1 Maple Ridge will build upon existing information and practices in the development of an environmental management model that will inform the land use planning process to enable the assessment, monitoring and management of ecosystems and natural features within the municipality.

5 - 2 Maple Ridge will assess the scope of studies necessary to implement the environmental management model and will identify components as part of the annual business planning process.

5 - 3 Maple Ridge will continue to participate in Regional, Provincial, and Federal programs that contribute to the overall health of the District's ecosystems and protection of its natural features, watercourses and open space.

5 - 4 Maple Ridge will incorporate Regional, Provincial, and Federal programs and regulations where appropriate, for the protection of residents with respect to hazard areas, forest fire interface zones, floodplains and areas of standing water.

5 - 5 Maple Ridge will prepare and implement a sustainable West Nile Virus Response Plan for surface waters based on approved Metro Vancouver policy while a threat of West Nile Virus exists.

5 - 6 Maple Ridge will work toward achieving the goal of a positive benefit for the District's natural features by designating Conservation areas and by mitigating the potential for habitat impacts with enhancement, restoration, environmental monitoring and other alternatives that are acceptable to the municipality.

5 - 7 Maple Ridge will work in co-operation with Regional, Provincial, and Federal authorities and plans that contribute to the management and protection of the District's natural features, and may include but are not limited to the Blue Mountain Provincial Forest Recreation Management Strategy, Blaney Bog Regional Park, the Kanaka Creek Regional Park Management Plan, and the policies and regulations of the Agricultural Land Commission.

Floodplain

The land that is adjacent to a watercourse which is subject to regular flooding.

5 - 8 Maple Ridge will continue to protect watercourses by requiring landowners who are either subdividing or rezoning properties within or adjacent to lands or watercourses identified on the Natural Features Schedule C or designated as Conservation on Schedule B of the Official Community Plan, to provide a portion of lands as park land through the development process. At the discretion of Council the following options can be provided:

- a) the area can be dedicated as park land and be designated as Conservation;
- b) land can be protected through a conservation covenant and payment is made to the Municipality in an amount that equals the market value of up to 5% of the land that may be required for park land; or
- c) combination of parkland dedication and conservation covenant.



5.3 LAND RESOURCES

ISSUES

- Increasing development activities may result in a loss of habitat and natural areas.
- Fragmentation of the landscape into small, isolated pockets can have a major impact on the health and survival of terrestrial species and can affect ecological diversity.
 - Development in floodplains and other hazard areas may place people and property at risk.
 - Predicted changes due to climate change may exacerbate risks associated with spring flooding, landslides and forest fires. In addition, the economic contribution of renewable resource lands such as forests and farms may be impacted by extreme weather conditions.
 - Activities on Provincial Crown land, particularly within the Blue Mountain Provincial Forest, are of concern to some local residents.
 - Development in forest fire interface areas may increase the risk of property loss and ecosystem degradation.
 - Agricultural lands make a significant contribution to the environmental values in the community. Agricultural fields and crops provide habitat, a source of food for wildlife, and often function as wildlife corridors. The removal of lands from agricultural production will often have an impact on the environment.

Environmental Impact Assessment

A report that outlines the attributes of an area or natural feature and assesses the level of impact a development proposal may have.

OBJECTIVES

- To identify, protect and enhance ecosystems, sensitive areas and other natural features that have significant ecological value.
- To ensure that soils, vegetation and mature trees are maintained and protected where possible and encourage the use of native species when replanting is necessary.
- To encourage the retention of forest and woodland areas in Maple Ridge.
- To protect persons, property, and landscape from risk or hazards due to flooding, standing water, hazardous terrain, and forest fire while protecting environmental features to as great an extent as possible.
- To preserve agricultural land in support of community values.

POLICIES

5 - 9 Maple Ridge will identify significant ecosystems and natural features throughout the municipality as *Conservation* on the Natural Features Schedule C, Schedule B of the Official Community Plan, or adopted area plans. The Natural Features Schedule will also identify environmentally sensitive areas, open space, floodplains, hazard lands, the Fraser River Escarpment Area, watercourses, and other natural features, to enable their protection and to minimize the risk of injury or damage to residents and to property.

5 - 10 Maple Ridge residents have consistently emphasized the importance of preservation of natural features. A Natural Features Development Permit Area is established for the preservation, protection, restoration and enhancement of natural features within the community. Development Permit guidelines will also be prepared for hazard lands and environmentally sensitive areas identified on the Natural Features Schedule C or adopted area plans, in order to minimize disturbances and negative impacts that may occur as the result of development activities.

5 - 11 Maple Ridge will require environmental impact assessments to be completed where rezoning or subdivision is proposed within or adjacent to natural features or significant lands identified on the Natural Features Schedule C or adopted area plans. The environmental impact assessment must be prepared by a Qualified Environmental Professional.

Greenway Corridors

A system of protected corridors of open space, managed for conservation or recreational purposes.

5 - 12 Maple Ridge will encourage soil retention and will limit activities that contribute to soil erosion, instability and sedimentation by requiring mitigation techniques to be identified as part of the development review process and implemented and monitored during the construction process.

5 - 13 Maple Ridge will promote the retention of urban and mature trees and of natural forests and woodland areas, and ensure that additional trees and plant material are provided as part of all development proposals. To enhance the ecological integrity of the District, the use of native trees, plants and naturescape principles will also be encouraged.

5 - 14 Maple Ridge will continue to pursue initiatives and to co-operate with authorities, agencies and stakeholders in the planning and management of forested areas within the municipality.

5 - 15 Maple Ridge will continue to encourage public access and controlled use of dykes, shorelines, ravines, watercourses and forests and woodland areas on public lands where such activity will not impact the health or functioning of ecosystems or natural areas.

5 - 16 Maple Ridge will identify and promote the enhancement of greenway corridors to improve connectivity throughout the municipality, as wildlife migration corridors, alternative transportation and recreation trail networks, and eco-tourism opportunities.

5 - 17 In recognition of the role that agriculture has on the natural environment and community values, Maple Ridge will work in cooperation with the Agricultural Land Commission to foster and maintain the agricultural land base. The District will also encourage local farmers to prepare Environmental Farm Plans to enhance sustainable agriculture and minimize potential adverse impacts to the natural environment.

Naturescape Principles

A set of principles that enables the restoration, protection and enhancement of wildlife habitat in urban landscapes by providing habitat in our homes and gardens.

5 - 18 Maple Ridge will review the issues concerning forest fire interface areas, flooding, slope stability and other hazards and will consider developing or revising regulations and guidelines for development within these areas.

5 - 19 The following should be considered in evaluating development to minimize forest interface hazards:

- a) the siting of development and construction practices that will not contribute to forest fire risk exposure in forest interface areas;
- b) the selection of appropriate building materials and maintenance practices that will minimize contribution to the spread of fire;
- c) the use of landscaping that minimizes contribution to the spread of fire.



5.3.1 HILLSIDE DEVELOPMENT

ISSUES

- The diverse landscapes and natural features that contribute to the quality of life in Maple Ridge also presents development challenges and can constrain the land available for development.
- With increasing growth and housing demand, there is greater pressure for residential development on hillsides. However, these areas can be difficult to develop safely. Recent climate change research indicates that the risks of slope instability will increase with heavier precipitation, which is associated with warmer, wetter winters.
- To address these concerns, some areas should be evaluated for geotechnical stability prior to allowing development to proceed. Consideration should also be given to appropriate levels of development density on hillsides in order to protect natural vegetation which assists in avoiding erosion effects. Measures must also be taken to manage storm water in order to avoid flooding in adjacent low lying areas.

OBJECTIVES

- To promote safety of hillside design and construction, and minimize flooding, ponding, and potential land movement.
- To minimize soil instability, erosion and downstream siltation.
- To protect rare and critical environments.
- To encourage development densities that are sensitive to and appropriate for the natural grade of land.

POLICIES

5 - 20 Development should be directed in such a manner to preserve large areas of open space, significant features, and environmentally sensitive lands.

5 - 21 Patterns of density should be encouraged to achieve a mosaic of development sensitive to the natural contours of the land, with retention of mid-slope forested areas and density increases towards upland flat or valley bottom areas. The natural crest of a hill should be respected and development should be set back sufficiently to maintain the slope of the crest and the vegetation along it. Denser forms of horizontal development should be permitted along hillsides only where they can be off-set by sufficiently large open areas and where building modules can be broken into smaller units and carefully sited.

5 - 22 Landscape disturbance should be minimized by retaining trees and natural vegetation as much as possible and requiring replanting or enhanced planting as a condition of development; providing a minimum of cuts and fills and limiting their depths, minimizing terracing and earth grading; blending graded areas with

natural slope; and minimizing the amount of exposed raw earth by phased development and on-site controls.

5 - 23 Minimal disturbance of natural ground contours should be incurred with utility and road alignments. On-street parking could be eliminated if impractical with existing topography or where the street serves wholly as an access road.

5 - 24 Maple Ridge will review the issues concerning slope stability and will consider developing or revising regulations and guidelines for development within these areas.

5.3.2 VISUAL CHARACTER

ISSUE

- The abundant hillsides and valleys in the landscapes of the District of Maple Ridge provide viewsapes that are valued within the community and contribute to its unique character. An objective of all development proposals should be the protection of these shared natural assets.

OBJECTIVES

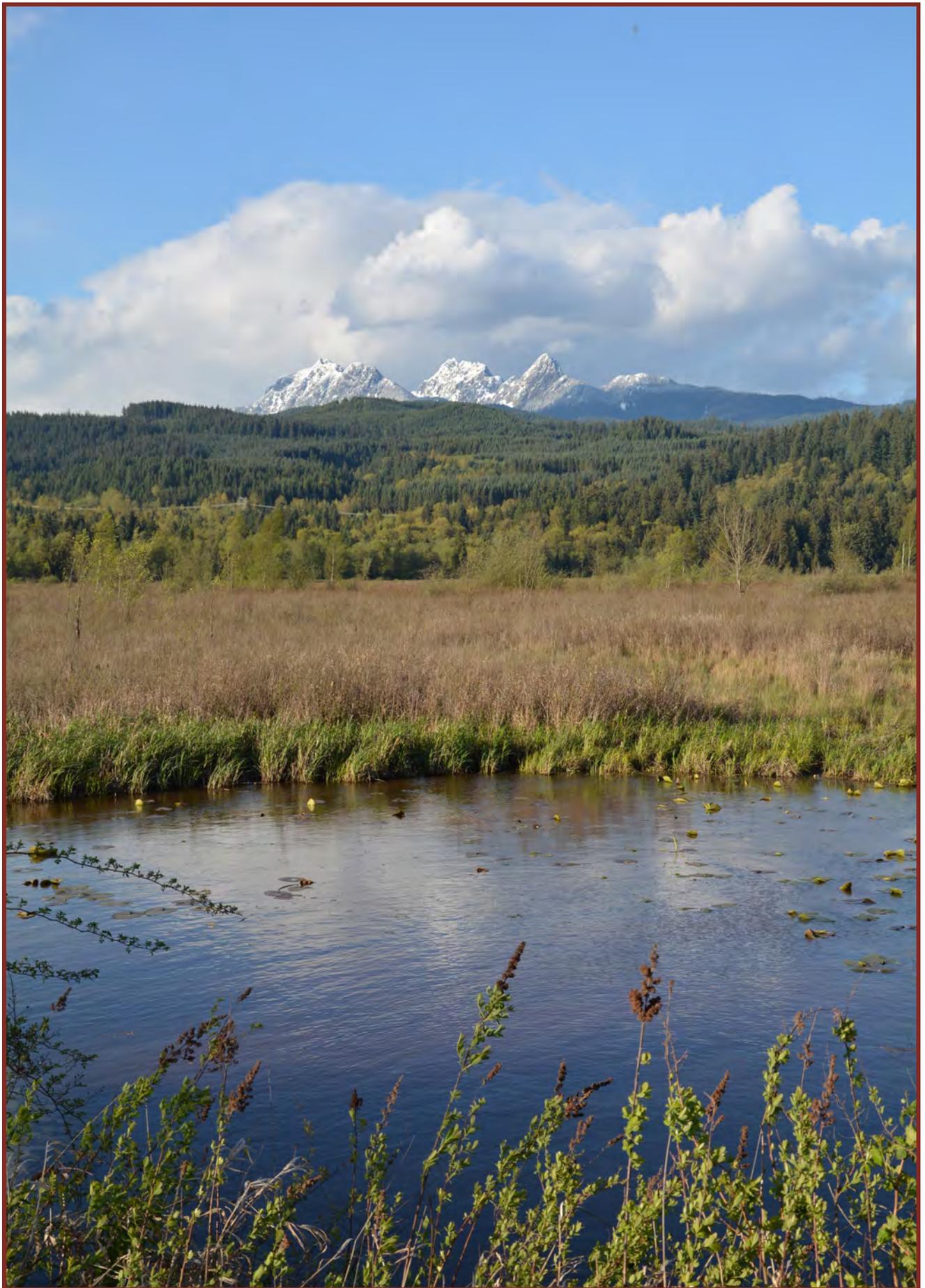
- To maintain the visual quality of hillsides with new development.
- To minimize adverse neighbourhood impacts with new development.
- To maintain and foster the unique natural features of Maple Ridge through sensitive hillside development and the protection of viewsapes.

POLICIES

5 - 25 Buildings should blend with the natural hillside terrain and vegetation by choice of building materials, and the location of buildings and parking areas. Landscaping that enhances natural features is to be encouraged.

5 - 26 The scenic qualities of hillside areas should be preserved by limiting change to natural landmarks such as rock outcrops, vegetation cover, intensive replanting of development sites, and preservation of natural drainage channels and encouragement of measures to reduce storm runoff.

5 - 27 The protection of views should be encouraged by sensitive site design that maximizes views beyond and between buildings on the site.





5.4 WATER RESOURCES

ISSUES

- The cumulative impact of development may place a heavy burden on municipal streams, water quality, and watercourse habitat.
 - Development in and adjacent to stream headwater and wetland areas may threaten sensitive ecosystems.
 - The increase of impervious surfaces due to urbanization prevents rainwater from percolating into the ground, which increases storm water rates and volumes and impacts stream hydrology.
 - Water quality of some streams in Maple Ridge is affected by surface runoff from developed areas.
 - Pressure on water supply will likely continue as a result of the growing Regional population and water shortages during the summer months.
 - Predicted weather impacts due to climate change include drier summers which will increase demand on water supply.
 - There is awareness that forestry, recreation, agricultural and industrial activities require groundwater management and protection mechanisms to minimize impacts to groundwater resources.
- Many rural residents rely on groundwater resources for their potable water. These resources are vulnerable to contamination and overuse beyond recharge capacity. Major groundwater sources are identified on Figure 7 (Aquifers) and appended to this document.

Wetland

An area that is regularly wet or flooded and is part of a connected aquatic habitat system that supports a variety of plant and animal life.

OBJECTIVES

- To participate in Regional, Provincial, and Federal programs and projects aimed at protecting and improving the District's water resources.
- To preserve the natural integrity of watercourses, wetlands, and riparian areas through adequate protection, enhancement, and restoration measures.
- To adopt a comprehensive and innovative approach to the management of rainwater and stormwater issues and to manage storm and rainwater in a manner that protects and maintains the ecological features of the District's watercourses.
- To ensure water quality is protected and is made available for residents' consumption.
- To promote wise water consumption throughout the District and to protect groundwater resources as an important source of water supply, especially in non-urban areas.

POLICIES

5 - 28 Maple Ridge will consider the preparation of watershed management plans that integrate watercourse protection, stormwater management, and sediment or erosion controls on an ecosystem basis.

5 - 29 Maple Ridge will identify the watersheds of the District and will protect significant municipal watercourses such as the Alouette River, Kanaka Creek and Whonnock Creek systems, by identifying each on the Natural Features Schedule of the Official Community Plan.

5 - 30 Maple Ridge regards the preservation of creeks and wetlands as important and will identify them on the Natural Features Schedule C of the Official Community Plan. A Natural Features Development Permit Area has been established for the preservation, protection, restoration and enhancement of the natural environment. The Development Permit Area includes all lands designated Conservation on Schedule B or an Area Plan of the Official Community Plan for all lands within 50 metres of the top of bank of watercourses or wetlands as identified on Schedule C.

5 - 31 Maple Ridge will continue to apply adaptive protection measures and the guidelines established through the Streamside Setback Assessment Map, to protect the District's watercourses, ponds and connected wetlands, and will require enhancement and rehabilitation of lands within and adjacent to identified natural features and environmentally sensitive areas as part of the development process.

5 - 32 Maple Ridge will work in partnership with agencies, authorities and stakeholders to consider the identification and protection for stream headwaters, well water supply streams, and wetland areas throughout the municipality and those located on Provincial Crown Lands.

5 - 33 Maple Ridge will adopt Provincial guidelines and standards for integrated rain and stormwater management and prepare an Integrated Stormwater Management Plan (ISMP) to maintain water quality and natural runoff rates in municipal watercourses.

5 - 34 Maple Ridge will participate in Regional, Provincial, and Federal programs aimed at reducing water consumption and will promote further initiatives that promote water conservation and wise consumption.

5 - 35 Maple Ridge will consider developing a municipal-wide groundwater management strategy that will assist the District in resolving issues regarding groundwater quality, quantity and contribution to local ecosystem health.

Riparian Areas

The area of land adjacent to a watercourse, lake or wetland area that links aquatic and terrestrial ecosystems.

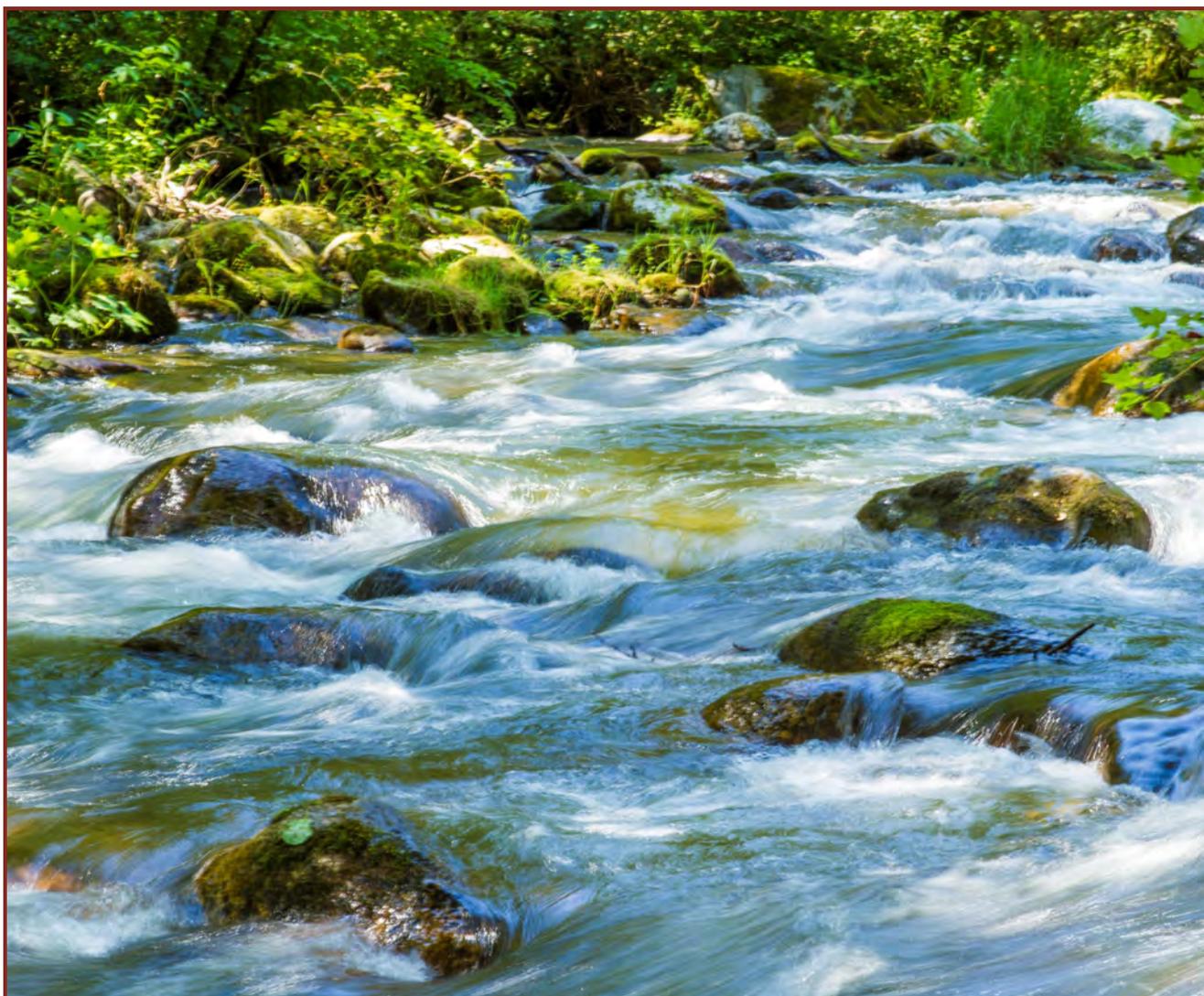
Watershed

The area where precipitation drains to a single body of water such as a river, wetland or lake.

5 - 36 Maple Ridge recognizes the importance of groundwater as a significant source of drinking water in non-urban areas and will promote the protection, maintenance, and restoration of groundwater quality outside the urban area.

5 - 37 Maple Ridge will require an evaluation of groundwater flows, conducted by a qualified environmental professional, for new development that is adjacent to areas reliant on well water. Development proposals that cannot ensure adequate groundwater flows, sufficient water quality or mitigate potential impacts to existing and surrounding well water systems will not be supported.

5 - 38 Maple Ridge will encourage new developments to incorporate Low Impact Development (LID) elements into the design of sites to manage rainfall at the source.





5.5 AIR QUALITY

ISSUES

- Emissions from industries, vehicles, outdoor burning and dust from roads contribute pollutant loadings to the atmosphere.
- Air quality is becoming a problem for the Region as a whole.
- Without a strategy for their reduction, emissions are expected to increase for most pollutants over the long term.
- Predicted climate change impacts include reduced air quality over drier summers as particulates accumulate in the atmosphere.

OBJECTIVE

- To develop an air quality management strategy aimed at reducing harmful air emissions and to promote energy conservation techniques.

POLICIES

5 - 39 Maple Ridge will continue to participate in National, Provincial, and Regional programs aimed at reducing air and greenhouse gas emissions.

5 - 40 Maple Ridge will promote energy efficiency to reduce air and greenhouse gas emissions by:

- a) participating in emissions management programs such as the Greater Vancouver Regional District air quality management program;
- b) encouraging alternative transportation initiatives, promoting 'clean' transportation options, and encouraging the use of public transit;
- c) promoting green space and natural areas;
- d) exploring opportunities for non-fossil fuel energy efficient systems in municipal buildings and infrastructure;
- e) maintaining and enhancing the District's forests and woodland areas; and
- f) encouraging tree retention and tree protection programs.

5 - 41 Maple Ridge will encourage the use of energy efficient site design and building practices in all new developments when appropriate.

5 - 42 Maple Ridge will encourage the use of Leadership in Energy and Environmental Design (LEEDS) standards as part of new development proposals where appropriate.



5.6 PREPARING FOR CLIMATE CHANGE

BACKGROUND

Scientific research indicates an increase in global temperatures, and a likely cause is human activity. A number of gases are known to have heat trapping effects, and are referred to as greenhouse gases. As it is most prevalent, the compound of greatest concern is carbon dioxide, which is released into the atmosphere through the use of fossil fuels.

Climate change should be considered separately from air quality concerns, even though emissions are involved. It is true that initiatives aimed at improving air quality by reducing fossil fuel consumption will have a positive effect on the production of greenhouse gases. However, the effects of climate change are more widespread, and also have direct implications for land and water resources. Climate change can also have adverse economic impacts on agriculture, resource industries, and tourism.

ISSUES

For the District of Maple Ridge, predicted weather trends due to climate change include warmer, wetter winters and drier summers. Wetter winters increase the risk of flooding in low lying areas, and landslides on hilly terrain as the average duration of precipitation events increases, and as soils become saturated and more unstable. Warmer winters lead to lessened snowpack cover which reduces the quantity of available water during drier months, thus exacerbating the problems associated with drier summers. Drier summers in the Lower Mainland are associated with a reduction in air quality, as particulates become trapped in an inversion layer and accumulate over successive days during a heat spell. The risk of forest fires also increases as vegetation and soils lose moisture.

The problem of climate change is likely most effectively addressed through a combined approach that anticipates and plans for its effects while promoting a reduction of greenhouse gas emissions.

OBJECTIVES

Over the next 50 to 100 years, climate change could have significant impacts for the District of Maple Ridge. Proactive measures are required to avert or mitigate increased risks such as:

- spring flooding,
- summer drought,
- air quality impacts,
- forest fire hazards,

- land slide risks, and
- economic impacts such as property damage, reduced agricultural capability, and loss of resources.

In addition, the District of Maple Ridge should take a leadership role in reducing the net production of greenhouse gas emissions through a range of initiatives, including but not limited to:

- public education and information
- procurement policies and facilities design
- encouraging low impact development
- increasing “carbon sink” effects through tree planting and protecting natural vegetation wherever possible.

In consideration of the requirements of Bill 27, the *Local Government (Green Communities) Status Amendment Act*, which have been incorporated into the *Local Government Act*, the creation of greenhouse gas emissions reduction targets is consistent with many of the policies contained in the Official Community Plan. Throughout the Plan there are policies related to containing growth within the Urban Area Boundary, protecting agricultural land, providing a multi-modal transportation network, and protecting natural resources, including trees which remove CO₂ from the environment and also produce oxygen.

Examples of policies in support of emissions reduction in other Sections of the Official Community Plan, include the following:

- Policy 2-2 in the Growth Management Section;
- Policy 5-22 in Natural Features;
- Policy 7-10 in Transportation;
- Policy 6-8 in Agricultural Opportunities; and there are many others throughout this document.

Information on Global Great Weather Disasters compiled over the last 50 years indicates an increase in incidents as well as increased economic losses as a result.

Year	# disasters	* \$ billion lost
1950-59	13	39.8
1960-69	16	52.3
1970-79	29	76.7
1980-89	44	121.8
1990-99	72	410.0

Source: NatCanSERVICE Munich Re, R&D/Geo - February 2001

* Monetary values based on U.S. dollars for the year 2000.

POLICIES

5 - 43 The District of Maple Ridge will use an integrated approach to reduce and mitigate the effects of climate change through the following:

- a) including climate change considerations and outlining proactive suggestions in community information publications;
- b) supporting ongoing federal, provincial and regional initiatives to reduce the production of greenhouse gas emissions;
- c) making low impact purchasing decisions in operations and facilities design;

- d) encouraging where possible water conservation and the reuse of storm water through a number of measures including the use of drought tolerant species, rain barrels, and efficient irrigation techniques;
- e) retaining natural vegetation and planting trees where appropriate;
- f) integrating risk mitigation measures in development permit areas, area planning, special area development policies (such as the Fraser River Escarpment) and environmental planning policies that address problems associated with forest fires, pest infestations, land slides, and flooding;
- g) encouraging low impact development measures where possible.

5 – 44 The District of Maple Ridge will explore undertaking a Community Energy and Emissions Plan that will help the municipality identify indicators to help track community energy emissions and to also provide recommendations on opportunities for reducing community emissions and achieving reduction targets.

5 – 45 The District of Maple Ridge has a goal to reduce community greenhouse gas emissions by 33% below 2007 levels by 2020 and 80% by 2050.

Possible Effects of Climate Change

Between 1895 and 1995, BC's average annual temperature increased by:

- 0.6 degrees Celsius (C) at the coast,
- 1.1 degrees C in the interior,
- 1.7 degrees C in the north.

As a consequence, the following has been observed:

- Lakes and rivers free of ice earlier in the spring,
- At least two southern B.C glaciers have retreated by more than a kilometre each.
- Larger share of Fraser River discharges of total annual flow sooner in the year.
- Average sea levels have risen by 4 to 12 cm.
- Increased high water sea levels in the Vancouver area
- Average coastal sea surface temperatures are 0.9 degrees C to 1.8 degrees C higher.

Source: British Columbia Ministry of Water, Land and Air Protection.



Chapter 6

Employment

Employment Generating Opportunities

Agricultural Opportunities

Commercial Opportunities

Industrial Opportunities

Additional Employment Generating

Opportunities



6.1 EMPLOYMENT GENERATING OPPORTUNITIES

ISSUES

- At present, 37 percent of the labour force both live and work in Maple Ridge, which is considered high for a suburban community. Maple Ridge would like to increase the number of jobs available within the District, recognizing that local employment has positive impacts on traffic, the environment, and an individual's quality of life.
- It is a local and Regional priority to meet the needs of a growing community, to improve the balance of jobs to housing and to encourage local investment. However, the District cannot do this alone, and will work with Regional and Provincial agencies to advance local employment opportunities.
- The need for diversification of the tax assessment and employment base into a balanced residential, commercial, industrial, and agricultural strategy is a priority for the District. However at the same time, there is a recognition that economic development is a very complex issue that requires a comprehensive approach to ensure that activities “fit” within the community context.
- There is also a need to link economic strategies with the priorities and values of the community as an important consideration in defining directions.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the employment policies in the Official Community Plan:

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities “fit” within the community context.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 21

Home-based businesses are recognized as beneficial to the community.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

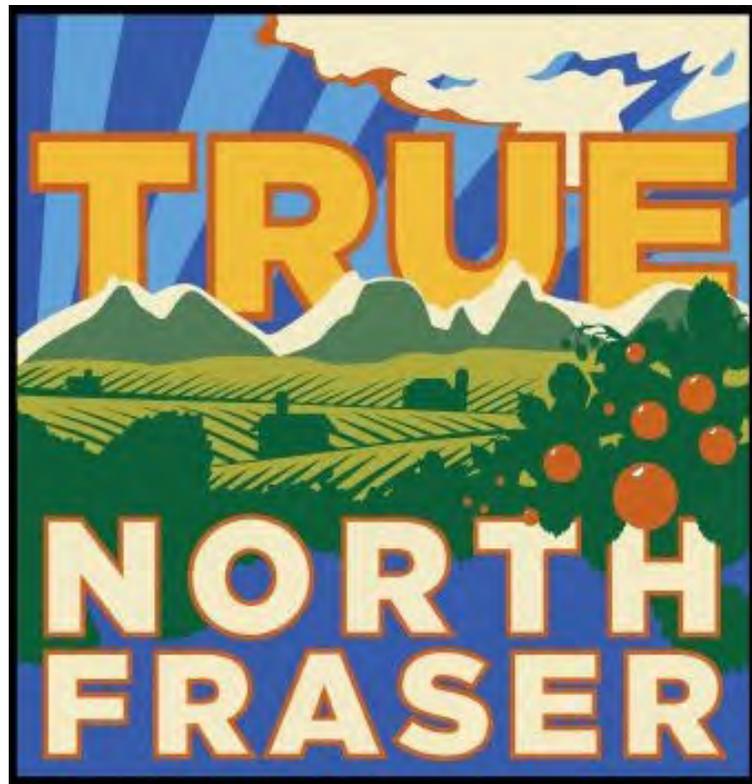
OBJECTIVES

- To support, maintain and market the community to current and potential employers.
- To increase the jobs / housing ratio and improve opportunities for residents to live and work in the same community.
- To encourage community consultation and discussion on economic goals.

POLICIES

6 - 1 Maple Ridge will:

- a) undertake an ongoing review of the Municipal economic development strategy;
- b) identify goals and objectives to enhance investment and business opportunities within the community;
- c) investigate alternative forms of incentives to stimulate local business initiatives;
- d) work cooperatively with the Economic Advisory Commission to foster employment generation within the community; and
- e) pursue clean, high pay, low environmental impact, manufacturing and high tech industries.



6 - 2 Maple Ridge will support and facilitate opportunities for local job creation, and identify and promote local strengths to a global market.

6 - 3 Maple Ridge encourages private and public sector businesses and residents to purchase locally and will promote the diversification of the range of goods and services available in the community for that purpose.

6 - 4 Maple Ridge will conduct a commercial and industrial lands strategy as a part of a comprehensive review of the Urban Area Boundary. The identification of new employment generating lands such as commercial or industrial areas outside of the Urban Area Boundary, prior to a comprehensive review of the Urban Area Boundary will be considered premature. The strategy will be developed in cooperation with Provincial and Regional agencies, including Metro Vancouver and the Agricultural Land Commission.





6.2 AGRICULTURAL OPPORTUNITIES

BACKGROUND

Agricultural land is a major land use within the District of Maple Ridge. The *Agricultural Land Commission Act*, enacted in 1972, established the Agricultural Land Reserve, which in 2003 occupied 3,679 hectares or approximately 26% of the area under municipal jurisdiction. However, it should be noted that over 25% of the District's actively farmed land is outside of the Agricultural Land Reserve.

Maple Ridge agriculture is a vital component of the community's rural character and of the local economy. The gross farm receipts per net hectare of farmed land are high compared to other agricultural communities in the Lower Mainland. Maple Ridge agriculture is also highly diverse, in the range of products and also in the size of farming operations. Agricultural land is a key component of the Metro Vancouver Regional Growth Strategy and provides many benefits of local and Regional significance. As an economic generator, it contributes to a more complete community.

The value of agriculture is consistently recognized and supported within the community. Support for agriculture and retaining rural character and lifestyles was expressed in public surveys, workshops held with farmers and rural residents, and in community visioning sessions. In addition, residents have identified that agriculture is valued because it reflects the history of the community and also for the environmental contribution it makes in the community. The environmental benefits include the provision of habitat and a food source for wildlife, wildlife corridors, and the provision of capacity for flood protection. The proximity of a large and diverse urban population creates marketing opportunities for local agriculture. Consumers are becoming more aware about issues related to food safety, food self-sufficiency, food quality and public health and safety.

The historic rural residential zoning applied to farmland in Maple Ridge has contributed to smaller agricultural parcels that have a range of opportunities and constraints associated with them. Small lot agriculture is well suited to meet local demand with innovative niche market products. Economic development strategies that tap into this opportunity can contribute to the overall vibrancy of the community.

Supporting agriculture while responding to growth requires a coordinated approach, involving the protection of the land base and community support to create viable conditions for successful farming operations. To create these supportive conditions, specific measures have been identified to retain farming businesses and encourage new farmers to the area. In addition to economic development strategies, the implementation of Development Permit Areas can support farming and minimize conflicts, especially in situations where agricultural uses are adjacent to residential uses.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the agricultural policies in the Official Community Plan:

Principle 1

Protection of agricultural lands is considered a strong element of protecting environmental values.

Principle 2

Agriculture is an important part of the community's character and economy. Citizens value methods to enhance and protect a diversity of agriculture in Maple Ridge.

Principle 3

A comprehensive assessment of the ALR is important to ensure compatibility between municipal objectives and the objectives of the Metro Vancouver and the ALC.

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, 'placemaking'.

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like "everywhere else." It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 24

The community recognizes the environmental contribution made by lands within the ALR (also see Principle 1).

Farming in Maple Ridge:

- contributes to the local economy
- provides greater food security
- protects environmental values
- maintains rural character
- supports local business
- provides local employment.

Maple Ridge agriculture –

A diversified industry

- 237 farms
- Greenhouse, poultry and mushroom
- Nursery and floriculture
- Dairy farms
- Horses, hay and pasture
- Sheep, goats and cattle
- Vegetables, berries, fruit and nut trees
- Exotic livestock such as llamas, emus.

Source: *Census of Agriculture 2000*

6.2.1 ECONOMIC DEVELOPMENT STRATEGY

ISSUES

Census 2000 information indicates declines in:

- the amount of farmland under active cultivation.
- the number of farm operators, which raises concerns about the loss of the skills and the knowledge base necessary for farming.
- the investment in fixed farm assets such as buildings, which indicates an unwillingness among farmers to make long term investments in their business.

OBJECTIVES

- To protect agriculture as a viable contributor to local employment and to the Regional economy.
- To promote agricultural opportunities and support for agriculture.
- To protect the agricultural land base by concentrating growth to within the urban area boundary.
- To promote and support forms of urban agriculture, such as community gardening.

Environmental Farm Plan

Is a management tool that producers can use to increase their awareness of environmental issues, to identify potential risks and to develop a practical plan to manage those risks on their farm operation.

POLICIES

6 - 5 Maple Ridge will collaborate with other agencies, such as the Agricultural Land Commission, the Ministry of Agriculture, and the Metro Vancouver to promote and foster agriculture.

6 - 6 Maple Ridge will implement the Maple Ridge Agricultural Plan in a manner that:

- a) maintains an inventory of local agricultural products and agricultural land use;
- b) develops and maintains a database of farm businesses and operators;
- c) promotes leasing opportunities of agricultural land;
- d) promotes agricultural heritage initiatives;
- e) identifies appropriate land uses within agricultural areas and at the rural/urban interface;
- f) promotes urban agriculture;
- g) recognizes the positive role that agricultural lands have on the environment;
- h) will identify a variety of mechanisms to assist farm operators and to protect agricultural lands, including but not limited to the creation of trusts, endowments, and life-leases;
- i) includes an assessment of the agricultural land base; and
- j) develop Development Permit area guidelines to direct non-agricultural development at the urban-rural interface.

6 - 7 Maple Ridge will promote sustainable agriculture and consider the inclusion of the following in its Economic Development Strategy:

- a) increasing public awareness of farming values and practices;
- b) emphasizing the local and Regional importance of agriculture;
- c) emphasizing the importance of preserving and supporting access to locally grown food;
- d) encouraging farmers to implement Environmental Farm Plans;
- e) emphasizing the importance of agricultural land on the District's social economic and environmental values.

Agri-Tourism

Is a form of tourism that attracts visitors who are interested in experiencing forms of agriculture and agriculturally related aspects of an area.

6 - 8 Maple Ridge will work cooperatively with senior levels of government and other agencies to promote agricultural business opportunities by:

- a) aligning land use bylaws to permit supportive non-farm uses such as agro-tourism, bed and breakfasts, and on-farm sales;
- b) assisting agricultural landowners to identify and develop agricultural opportunities (e.g. value added, agri-tourism, bed and breakfast, recreation);
- c) identifying and encouraging access by agricultural landowners to agricultural programs;
- d) promoting the demand for, and sale of, local agricultural products within the community (e.g. farmer's market, on-farm marketing, District food and plant material procurement policies);
- e) developing a small lot agricultural initiative tailored to Maple Ridge conditions.

6.2.2 SUSTAINABLE AGRICULTURE

ISSUE

- Although virtually all of the Agricultural Land Reserve in Maple Ridge is designated for Agriculture, most of the existing zoning is for rural or suburban residential uses, which predates the establishment of the Agricultural Land Reserve. As a result, this historic zoning has increased the rural residential uses in the Agricultural Land Reserve and may contribute to a perception that agriculture is not actually the primary use of land in the Agricultural Land Reserve.

Maple Ridge Farmland— The Critical Component

More than 97% of the Agricultural Land Reserve is of Class 1 to 4, and is considered to be of high agricultural capability.

Total farmland in Census (2000) = 1,615 ha

27% of Maple Ridge farms are outside the Agricultural Land Reserve.

35% of the Agricultural Land Reserve in Maple Ridge is farmed.

OBJECTIVE

- To maintain the agricultural land base in Maple Ridge and promote conditions for sustainable agriculture.
- To foster the role that agriculture has on the environment.

POLICIES

6 - 9 Maple Ridge supports the policies and regulations of the *Agricultural Land Commission Act* and the *Farm Practices Protection Act* in its land uses and will review its bylaws affecting farmland and farm operations for consistency with these provincial acts, regulations, and guidelines.

6 - 10 Maple Ridge will strive to maintain its agricultural land base in Maple Ridge through the following mechanisms:

- a) supporting the Metro Vancouver Regional Growth Strategy, which includes designated agricultural land;
- b) respecting the integrity of the urban area boundary by establishing a distinct separation between rural and urban designated areas;
- c) designating all lands outside of the Urban Area Boundary that are within the ALR as Agriculture in the Official Community Plan. Non-farm uses approved by the Agricultural Land Commission and the District will be permitted on all land designated Agricultural;
- d) striving for a balance between farming activity and conservation lands.

6 - 11 Maple Ridge will review policies and regulations to support and encourage small lot agriculture.

6 - 12 Maple Ridge will protect the productivity of its agricultural land by:

- Land is considered Agricultural if:**

 - The site is zoned to permit agricultural land uses
 - The site is designated agricultural; or
 - The site is within the Agricultural Land Reserve
- a) adopting a guiding principle of "positive benefit to agriculture" when making land use decisions that could affect the agricultural land base, with favourable recognition of initiatives including but not limited to supportive non-farm uses, infrastructure improvements for farmland, or the inclusion of land elsewhere in the Agricultural Land Reserve;
 - b) requiring agricultural impact assessments (AIAs) and Groundwater Impact Assessment of non-farm development and infrastructure projects and identifying measures to off-set impacts on agricultural capability;
 - c) preserving larger farm units and areas by using appropriate buffers such as roads, topographic features, watercourses, ditching, fencing, or gradually reduced residential densities on properties adjacent to agricultural land;
 - d) discouraging the subdivision of agricultural land into smaller parcels, except where positive benefits to agriculture can be demonstrated;
 - e) reinforcing the concept that the Agricultural Land Reserve is intended for agricultural use by increasing the minimum lot size for ALR properties that are zoned Rural Residential;
 - f) encouraging the amalgamation of smaller parcels of farmland into larger, more cohesive parcels.

6 - 13 As part of the Agricultural Planning process, Development Permit Area Guidelines for the protection of farming will be developed to:

- a) reduce impacts on farmland and maintain compatibility between farm and non-farm uses;
- b) guide the form and character of future adjacent non-farm development;
- c) place conditions on title to inform non-farming rural residents of normal incidents encountered when living in an active agricultural area (e.g. noise, odours, crop spraying, traffic).

6 - 14 Existing and proposed parks in the Agricultural Land Reserve are identified as “Parks in the ALR” on Schedule B of the Official Community Plan. The District of Maple Ridge acknowledges that any proposed parks within the Agricultural Land Reserve would require the approval of the Agricultural Land Commission, and is committed to working in consultation with the Commission to advance these community services.



6.2.3 ALBION FLATS

ISSUES

- The Albion Flats is an area of Regional and Provincial interest. It is mostly within the Agricultural Land Reserve, and is identified as Agriculture in the Regional Growth Strategy, the long range plan for Metro Vancouver. This area is therefore within municipal, Regional, and Provincial jurisdiction. For these reasons, the area is currently considered unavailable for urban development and is outside the Urban Area Boundary.
- The area is also strategically located adjacent to the Provincial Highway network. It is within the floodplain of the Fraser River, and is associated with high ecological values. For these reasons, a number of diverse interests have noted that this area is well suited for a variety of purposes, such as agricultural, commercial, industrial, or recreational uses.

OBJECTIVE

- To collaborate with other jurisdictions to determine the role of the Albion Flats in meeting community, Regional, and Provincial goals.

POLICIES

6 - 15 Maple Ridge will work with Metro Vancouver, the Greater Vancouver Sewerage and Drainage District (GVS&DD) and the Agricultural Land Commission (ALC) to determine the future of the Albion Flats in conjunction with community, Regional, and Provincial goals.

6 - 16 Prior to Council giving consideration to a change in land use, an extension of municipal services, or an amendment to the Urban Area Boundary, Maple Ridge will:

- i. develop and implement a Comprehensive Strategy as outlined in Section 11.1.3; and
- ii. collaborate with Regional and Provincial authorities to complete a comparative analysis to review land use, social, economic, and environmental goals.



6.3 COMMERCIAL OPPORTUNITIES

6.3.1 COMMERCIAL STRATEGY

ISSUES

- Maple Ridge faces challenges regarding commercial business opportunities due to its relatively small population, location within the Region, transportation constraints and competition from nearby municipalities.
- Many Maple Ridge residents commute to work in other cities and municipalities and do shopping outside of the community on their way home from work. This commuting pattern may provide an opportunity to establish new commercial businesses on the western edge of the community.
- The supply of designated commercial lands is over 200 hectares (500 acres), which meets current needs. However, 57 hectares (140 acres) are under utilized or vacant. Over the next 10 to 20 years, the demand for commercial development opportunities will greatly expand due to the new Golden Ears Bridge, Pitt River Bridge improvements, the increase in population, and the recognition by retailers of viable business opportunities in Maple Ridge. The location of future commercial lands is a complex issue, that must be addressed in a comprehensive manner to ensure that the resulting development is reflective of community goals, and “fits’ with the character of the community.
- The commercial centres and nodes in the community are interconnected and form part of an integrated system that needs to continue to be developed and fostered. Area residents identified the need to link centres and neighbourhoods with a transportation network that includes transit, trails, bikeways and pedestrian corridors.
- Approximately 56% of Maple Ridge’s zoned commercial lands are developed, 11% are vacant and 33% are under-utilized.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the commercial policies in the Official Community Plan:

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 16

The Downtown is a very important part of Maple Ridge and would benefit from a variety of planning and design activities that improve its role as a key community node.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities ‘fit’ within the community context.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

Principle 30

Achieving a balanced community requires that commercial and industrial land development keep pace with residential development.

Principle 34

An integrated system of centres or nodes is supported as an important framework for community development.

OBJECTIVES

- To ensure that Maple Ridge has an adequate supply of commercial land to meet present and future requirements.
- To create a large and diverse commercial sector that provides a wide selection of goods and services for citizens of Maple Ridge.
- To expand employment opportunities, diversify the Maple Ridge economy, generate additional investment, and to increase property tax revenues.
- To create a more “complete community” by providing for a range of commercial opportunities throughout the municipality.

POLICIES

6 - 17 Maple Ridge will address immediate market demands for commercial lands by examining policies and regulations for commercial areas and will address the long term need for additional commercial lands as part of a comprehensive review of the Urban Area Boundary.

6 - 18 Maple Ridge will work with the business community, investors and the public to encourage more compact forms of commercial development and to explore mechanisms that improve the urban environment and “fit” with the surrounding neighbourhood.

6 - 19 All commercial developments will be subject to Development Permit Guidelines and Design Guidelines.

6 - 20 Commercial Centres and Nodes form part of an integrated system and development applications within such areas, and Area Plans will require suitable linkages to other commercial centres and nodes, and residential neighbourhoods. Linkages include an adequate transportation system which considers transit, trails, bikeways, pedestrian corridors and roadways.

6 - 21 Maple Ridge will update the economic development strategy to stimulate and enhance the emergence of the Town Centre as a vibrant and livable area. The District will explore mechanisms to encourage the continued development of the Town Centre and work with the Strategic Economic Initiatives Department to achieve this goal.

6 - 22 Outside of the existing Urban Area Boundary, commercial uses, other than Rural Commercial and Historic Commercial, are not supportable and will be considered premature prior to the development and implementation of a comprehensive strategy as outlined in Section 11.1.3. In the long term, prior to considering large scale commercial development outside the existing Urban Area Boundary, the District will, at a time deemed appropriate by the District, determine specific success criteria for the Town Centre based on, but not limited to, the following suggested guidelines:

- a) number of housing units constructed;
- b) amount of commercial development;
- c) the vibrancy of the Town Centre as outlined by criteria.

6.3.2 COMMERCIAL DESIGNATIONS

The Commercial land use designation is a key component of achieving a compact community. Within the Commercial designation, there are five commercial categories, the components of which are highlighted in this chapter:

- a) General Commercial
- b) Community Commercial Node
- c) Neighbourhood Commercial
- d) Rural Commercial
- e) Historic Commercial

6.3.3 ~~deleted by Bylaw 6610-2008~~



6.3.4 GENERAL COMMERCIAL

ISSUES

- The majority of vacant and under-utilized commercial lands within the District are found in the Town Centre and along the Lougheed Highway.
- The Lougheed Highway has evolved in a linear pattern with a mixture of service commercial and other retail development. Over time, the distinction between traditional highway commercial and community commercial uses has become blurred. In addition, the range of uses permitted in these areas has not kept pace with current market trends.
- The spread of commercial development is expected to continue along Lougheed Highway and will increase over the next 15 years. Potential negative impacts on the quality of the urban environment may occur if not planned properly.

OBJECTIVE

- To respond to emerging market trends and shopping preferences of Maple Ridge citizens, and to permit greater flexibility in the range of permitted commercial uses.

POLICIES

6 - 23 General Commercial lands are lands designated Commercial on Schedule B of the Official Community Plan that are:

- a) located on the Lougheed Highway, west and east of the Town Centre;
- b) located on Dewdney Trunk Road, west of the Town Centre, but excludes property within a Community Commercial Node identified on Figure 3;
- c) located on Dewdney Trunk Road, east of the Town Centre and west of 230th Street;
- d) Lougheed Highway and 116th Avenue; and
- e) located west of 207th Street in the vicinity of the intersections between Dewdney Trunk Road and Lougheed Highway.

6 - 24 Maple Ridge will review bylaws and regulations aligning with the General Commercial land use designation to respond to market demand and differentiate those uses from retail uses typically found in the Town Centre.

6 - 25 Maple Ridge supports the development of centres that accommodate the automobile, pedestrian and transit services and will integrate into the character of the area. Rezoning applications for the purpose of a service station or car wash use, that adjoin a lot or property designated Urban Residential in the Official Community Plan, preference will be given where:

- i. located on a site having direct access onto a Major Road as illustrated on Figure 4;
- ii. a car wash use is to be located a minimum of 800 metres from any existing car wash use, however two car wash uses, each one sited on a different corner lot at the same intersection of a Major Road, may be permitted if both such car wash uses are located a minimum of 800 metres from any other car wash use;
- iii. a service station use is to be located a minimum of 800 metres from any existing service station use, however two service station uses, each one sited on a different corner lot at the same intersection of a Major Road, may be permitted if both such service station uses are located a minimum of 800 metres from any other service station use;
- iv. the distance between uses is to be calculated by measuring the distance between the boundary of each site nearest the other at a point that such boundaries intersect the fronting highway.

6.3.5 COMMUNITY COMMERCIAL NODE

ISSUES

- Population growth in eastern Maple Ridge and in existing developed areas along the western portion of Dewdney Trunk Road will create a need for Community Commercial Nodes outside the Town Centre.
- Community Commercial Nodes are comprised of commercial or mixed use developments and typically serve several neighbourhoods; provide a wider range of services; and also serve as a focus for the community. Commercial space within the Community Commercial Nodes are typically less than 7000 m² (75,350 ft²) in area, however may expand to 9290 m² (100,000 ft²) over the long-term.

OBJECTIVE

- To facilitate Community Commercial Nodes that serve as a retail and community focus centres for emerging residential neighbourhoods.

POLICIES

6 - 26 Maple Ridge will promote the development of Community Commercial Nodes to serve the commercial needs of emerging neighbourhoods.

6 - 27 The Community Commercial Nodes are located within the urban area boundary and are identified on Figure 2. The nodes are centred at the intersections of Dewdney Trunk Road and 240th Street, 232nd Street, and 216th Street, with residential developments interspersed between.

6 - 28 Total commercial space within each Community Commercial Node is typically less than 7000m² (75,350 ft²) although it is recognized that over time they may expand to 9290 m² (100,000 ft²) in area.

6 - 29 Commercial and Mixed Use Developments within an identified Community Node must be designed to be compatible with the surrounding area and will be evaluated against the following:

- a) adherence to additional design criteria as detailed in the Section 8 Development Permit Guidelines section of the Official Community Plan;
- b) required commercial use or mixed use component along the street frontage, within 100 metres from the intersection;
- c) continuity of commercial or mixed use from the intersection; and
- d) the ability of the existing infrastructure to support the new development.

6.3.6 NEIGHBOURHOOD COMMERCIAL CENTRES

ISSUES

- Population growth in eastern Maple Ridge may create a need for Neighbourhood Commercial Centres. Neighbourhood Commercial Centres will be located within the Urban Area Boundary, and examples include properties designated Commercial at 112th Avenue and 240th Street, and the intersection of the Haney Bypass and Lougheed. Property designated commercial at 248th Street and Dewdney Trunk Road is within the Metro Vancouver Fraser Sewer Area and for that reason is suitable for neighbourhood commercial development.
- Neighbourhood Commercial Centres are small retail centres that cater to the daily convenience shopping and service needs of a local neighbourhood and provide a limited range of services. The Centres are typically less than 929 m² (10,000 ft²) in area.

OBJECTIVE

- To facilitate Neighbourhood Commercial Centres that provide daily convenience shopping to serve residents.

POLICIES

6 - 30 Maple Ridge will encourage the development of Neighbourhood Commercial Centres within walking distance of neighbourhoods to service the daily convenience shopping and service needs of residents in the local neighbourhood.

6 - 31 Neighbourhood Commercial Centres will be considered subject to satisfying Parking Bylaw and Zoning Bylaw requirements, traffic, access, site design, and compatibility with adjacent land uses.

6 - 32 Total commercial space in a Neighbourhood Commercial centre is typically less than 930 m² (10,000 ft²) in area.

6 - 33 Neighbourhood Commercial Centres are to be located within the Urban Area Boundary. However property designated Commercial outside the urban area boundary that is within the Metro Vancouver Fraser Sewer Area is suitable for neighbourhood commercial development.



6.3.7 RURAL COMMERCIAL

ISSUE

- Rural Commercial centres cater to the daily convenience shopping and service needs of a rural population and provide a limited range of services. Rural Commercial retail centres are typically less than 93 m² (1,000 ft²) in area. Community serving outdoor recreational facilities are also appropriate in the rural area.

OBJECTIVE

- To facilitate Rural Commercial centres that serve rural areas outside the Urban Area Boundary.

POLICIES

6 - 34 Maple Ridge will encourage the development of small Rural Commercial centres outside the Urban Area Boundary to serve the rural population.

6 - 35 Rural Commercial Centres and outdoor commercial recreation facilities will be considered subject to satisfying Parking Bylaw and Zoning Bylaw requirements, traffic, access, site design, and compatibility with adjacent land uses.

6 - 36 Total commercial space in a Rural Commercial centre is typically less than 93 m² (1000 ft²) in area. Outdoor commercial recreational facilities may exceed 93m² (1000 ft²) in area.

6.3.8 HISTORIC COMMERCIAL

ISSUES

- Historic Commercial centres are the commercial hearts of the historic communities that formed the District of Maple Ridge. The size of these centres is dependent on the size of the historic commercial centre, although limited expansion may be supportable in compliance with Official Community Plan policies and compatibility with surrounding land use.
- The Historic Commercial Centres are located in Hammond, Port Haney, Yennadon, Albion, Whonnock, Webster's Corners and Ruskin. For information on the historic commercial pattern in the area refer to the District of Maple Ridge Heritage Discussion Paper 2003, and the book Maple Ridge, History of Settlement, 1972.

OBJECTIVE

- To facilitate commercial centres that serve as a historic focus for existing historic community neighbourhoods.

POLICIES

6 - 37 Historic Commercial centres are identified on Figure 2 and include the historic commercial areas of Hammond, Yennadon, Webster’s Corners, Albion, Port Haney, Whonnock and Ruskin.

6 - 38 Maple Ridge will support limited commercial development in Historic Commercial centres to provide for the commercial needs of the adjacent population. The Historic Centres generally reflect the historic commercial footprint of the area. Limited infill or expansion of a Historic Commercial centre may be supported if the development is sensitive to the historic character of the centre, and is compatible in use and form with the surrounding area.

6 - 39 Historic Commercial centres located within the Urban Area Boundary may provide a range of residential and commercial uses. Historic Commercial centres located outside of the Urban Area Boundary are intended to provide small scale convenience shopping and a limited range of services to residents.





6.4 INDUSTRIAL OPPORTUNITIES

BACKGROUND

Land available for future industrial development in Maple Ridge is contained in six industrial areas: Northern Maple Ridge, Southwest, Central, Albion, Whonnock and Ruskin.

Traditional industrial activity in Maple Ridge has been resource extraction and manufacturing based. The current market demand for industrial land is for light industrial and business park uses.

Due to projected population growth, the shift of industrial development eastward in the region, and the prospect of the new Golden Ears Bridge crossing and improvements to the Pitt River Bridge, Maple Ridge is now poised to realize greater growth and diversification of its industrial base.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Industrial policies in the Official Community Plan:

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities ‘fit’ within the community context.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 30

Achieving a balanced community requires that commercial and industrial land development keep pace with residential development.

6.4.1 INDUSTRIAL LANDS

ISSUES

- The supply of marketable and competitive industrial lands for the light industrial market is approximately 60 hectares (150 acres), which will accommodate demand for at least 10 to 15 years.
- Approximately two-thirds of Maple Ridge’s vacant industrial land is designated as Rural Resource and is currently not considered to be a desirable location for industrial users due to its remote location. However, this may change.
- Locally and regionally, Maple Ridge is known to have rich gravel deposits. However, the extraction of this commodity needs to be balanced with environmental, stormwater management, and traffic safety requirements.
- Figure 3 Major Public Utilities identifies the general location of potential gravel resources.
- To accommodate the long term demand for industrial lands, Maple Ridge needs to create an additional industrial area or areas of about 80 to 120 hectares (200 to 300 acres). However this is a complex matter that must be considered in a comprehensive manner to ensure that future industrial activity “fits” within the community context, and is consistent with Provincial, Regional and Community goals. Chapter 11 Implementation identifies the Comprehensive Strategy that is required to resolve this issue.

OBJECTIVES

- To create a larger and more diverse industrial sector that offers greater employment opportunities for residents, generates additional investment, enhances local businesses and creates a larger tax base to pay for municipal services and amenities.
- To create a more “complete community” by providing a range of industrial opportunities throughout the municipality.
- To encourage industrial development that meets the community’s aspirations for quality of environment, character and sense of place, and compatibility with other Maple Ridge land uses.
- To ensure that the policies, zoning regulations, and supply of industrial land are favourable and adequate to attract industry to Maple Ridge.

POLICIES

6 - 40 The Industrial land use designation is a key component of achieving a compact community. Within the Industrial designation, there are 2 industrial categories, the components of which are highlighted in this chapter:

- a) Business Park Industrial - lands are located in the Maple Meadows Industrial Park and Albion Industrial Area. The Business Parks provide for range of industrial uses and services, with an emphasis on landscaping and design.
- b) General Industrial - lands are located throughout the community and provide for a range of services and general industrial uses

6 - 41 The identification of additional employment generating lands is a priority for the District. Maple Ridge will evaluate alternate locations for a large block or blocks of additional employment generating land to support the growth of the employment sector in the future. Location parameters for suitable industrial land may include, but is not limited to:

- a) land that is relatively flat;
- b) land that is conducive to industrial development;
- c) land that is contiguous to a full range of municipal services;
- d) land that is strategically located near the Regional transportation network.

6 - 42 Maple Ridge will consider industrial development within the Urban Area Boundary providing that the following compatibility criteria can be satisfied:

- i) land is contiguous to a full range of municipal services;
- ii) land is strategically located on, or near a Major Road Corridor and the transportation network can support the development;
- iii) the proposed development is compatible with the surrounding area; and
- iv) the use is consistent with the Economic Development Strategy.

6 - 43 Maple Ridge will review bylaws and regulations to align with market demand.

6 - 44 Maple Ridge will implement strategies to accommodate industrial growth that is compatible with other land uses in the District.

6 - 45 Rural Resource Industrial lands are located in the northern portion of the community and provide for a range of general industrial, heavy industrial and high impact resource based industrial uses following the removal of gravel resources on these lands.

6 - 46 The gravel reserves in the Rural Resource area at the north end of 256th Street will be considered for use prior to development of the industrial potential. However, before any additional gravel extraction traffic occurs, beyond historic levels, alternative access needs to be developed to prevent increased impacts on the residential character of the neighbourhood.

6.4.2 BUSINESS PARKS

ISSUES

- There is an increasing market demand for office space in business parks outside the Town Centre.
- The Zoning Bylaw restriction of office space in business parks to 25% of the total floor area may limit the development of business park opportunities.
- Business park development will compete with industrial uses in the demand for industrial land and may impact the Town Centre office market if parameters are not placed on office uses within business parks.

OBJECTIVE

- To respond to market demand for office space and to encourage business park development opportunities without compromising office development in the Town Centre.

POLICIES

6 - 47 Maple Ridge will update regulations to be supportive of contemporary business needs for lands and buildings by reviewing policies and bylaws for industrial and business park uses. Consideration will be given to regulations that accommodate more mixed use developments, that allow more flexibility in uses, and that increase the permitted office component of businesses.

6 - 48 Office uses that utilize the entire gross floor area in business parks will be deferred to a future date to allow the Town Centre office market to become established. Maple Ridge will assess the market and review the zoning before permitting pure office developments in business parks.

6 - 49 Personal service and professional offices/businesses will not be permitted in business parks unless specifically permitted in the zone.

6 - 50 Maple Ridge will be flexible in the types of uses permitted in the Maple Meadows Business Park and Albion Industrial Area. The District will support Maple Meadows as a location for business park uses and/or commercial large format retail uses to meet market demands.

6 - 51 To ensure the highest quality urban environment, the District will require that large format retail centres comply with design guidelines that improve the visual impact of the centres, such as building design, site planning, landscaping, transportation / traffic circulation, and other components that may impact surrounding communities.

6 - 52 All industrial developments will be subject to Development Permit Guidelines and Design Guidelines.

6 - 53 Maple Ridge will consider additional opportunities for Business Park development within the Urban Area Boundary providing that the following compatibility criteria can be satisfied:

- i) land is contiguous to a full range of municipal services;
- ii) land is strategically located on, or near a Major Road Corridor and the transportation network can support the development;
- iii) the proposed development is compatible with surrounding development; and
- iv) the development is consistent with the Economic Development Strategy.





6.5 ADDITIONAL EMPLOYMENT GENERATING OPPORTUNITIES

6.5.1 TOURISM

ISSUES

- Tourism in Maple Ridge must compete with more established tourist commercial activities in other municipalities, but the sector has excellent opportunities to expand by emphasizing the District’s outdoor resources.
- Maple Ridge has excellent outdoor resources such as Golden Ears Provincial Park, the UBC Research forest, lakes, rivers, streams, and trails for walking and equestrian activities.

PRINCIPLES

The following community principles support the Tourism policies of the Official Community Plan:

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

OBJECTIVE

- To support and promote the tourist commercial sector in Maple Ridge.

POLICIES

6 - 54 Maple Ridge will continue to promote its outdoor resources as a theme for the tourist commercial sector.

6 - 55 Maple Ridge will actively promote and market the outdoor resource theme by:

- a) supporting and strengthening businesses that cater to tourists;
- b) supporting businesses involved with outdoor recreational activities and physical fitness;
- c) facilitating growth in the eco-tourism, cycling and equestrian industry.

6 - 56 Maple Ridge will promote agricultural tourism opportunities by:

- a) aligning land use bylaws to permit supportive non-farm uses such as agro-tourism, bed and breakfasts, and on-farm sales;
- b) assisting agricultural landowners to identify and develop agricultural opportunities (e.g. value added, agri-tourism, bed and breakfast, recreation).

6.5.2 HOME BASED BUSINESSES

ISSUES

- Home based businesses are a growing sector in Maple Ridge. They are substantial generators of income and have many positive impacts on the local economy. Balanced with the positive economic benefits, however, are potential impacts on neighbourhoods such as visual appearance, noxious noise/light/smells, increased traffic, hazardous materials, and presence of employees.

PRINCIPLE

The following principle reflects the shared community values of Maple Ridge residents and provides a framework for the Home Based Business policies in the Official Community Plan:

Principle 21

Home-based businesses are recognized as beneficial to the community.

OBJECTIVE

- To support home-based businesses as significant generators of new jobs while minimizing the adverse impacts on neighbourhoods.

POLICY

6 - 57 Maple Ridge will support home based businesses as important contributors to the local economy, and will facilitate the growth of this sector by reviewing the Zoning Bylaw to incorporate regulations that support and promote home-based businesses, and by adopting performance based criteria that minimizes the impacts of home based businesses on its surroundings.

6.5.3 LARGE FORMAT RETAIL

ISSUES

The nature of retail shopping has changed due to consumer preference for large format retail stores that offer convenience and competitive pricing. Large format retail stores tend to concentrate in “power centres” that require large sites with ample parking outside town centre areas. Such power centres, if not properly located, may create competition for Town Centre retailers and can cause considerable traffic congestion and adverse impacts on the quality of the urban environment.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Large Format Retail policies in the Official Community Plan:

Principle 5

Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like ‘everywhere else.’ It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.

Principle 16

The Downtown is a very important part of Maple Ridge and would benefit from a variety of planning and design activities that improve its role as a key community node.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities ‘fit’ within the community context.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

OBJECTIVE

- To provide an opportunity for large format retail outlets to meet consumer needs for Maple Ridge residents.

POLICIES

6 - 58 Maple Ridge will support large format retail outlets in the Town Centre or in the General Commercial areas along the Lougheed Highway.

6 - 59 To ensure the highest quality urban environment, the District will require that large format retail centres comply with Commercial Development Permit Area guidelines that improve the visual impact of the centres, such as building design, site planning, landscaping, transportation / traffic circulation, and other components that may impact surrounding communities.

"We value the rural character and green spaces with the diversity of landscapes and visual spaces together with the distinct historical neighbourhoods and a vibrant downtown core in a community that is proud of citizen leadership and involvement"

Source: Group Vision created during OCP Visioning Sessions, March 2006.



6.5.4 FOREST

ISSUES

- The forest sector has traditionally played a large role in the Maple Ridge economy. While this role has declined in recent years a large number of forest sector businesses, including logging, sawmills, shake and shingle mills, and millwork companies successfully operate in the community. The prevalence of forest within the District has also supported education, training and research at the Malcolm Knapp University of British Columbia Research Forest and B.C.I.T. Woodlot.
- There are many international and national factors that influence forestry operations in the community, including international competition and US softwood lumber duties. These factors have prompted a shift to value added operations, such as the use of non-traditional wood species; custom milling; and secondary manufacturing such as finger jointing and moldings.
- Other lands in the District are designated Forest for the protection of ecological diversity and integrity of forested lands.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Forest policies in the Official Community Plan:

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

Principle 23

The community values the protection of environmentally sensitive areas including, water (for its intrinsic value, habitat and aquifer recharge), areas of natural beauty, forests, etc.

OBJECTIVES

- To recognize that the forest sector is a significant generator of employment in the District, and to support the enhancement and transition of wood processing industries to value added products.
- To recognize the benefits of forest resource education and training, and to support the Malcolm Knapp University of British Columbia Research Forest and the B.C.I.T. Woodlot.
- To recognize the ecological diversity and integrity of forested lands in the District.

POLICIES

6 - 60 Maple Ridge will encourage the enhancement and transition of the wood processing industry to value added products, and will explore options for providing water infrastructure for industrial areas.

6 - 61 Economic benefits from forest resources can be achieved by supporting education research and training. Maple Ridge supports the Malcolm Knapp University Of British Columbia Research Forest and the B.C.I.T. Woodlot, and designates them for “Forest” purposes.

6 - 62 To protect ecological diversity and the integrity of forested lands, Maple Ridge will retain parts of the northern slope of Thornhill as Forest. Innovative development proposals that protect unique site characteristics, ecologically sensitive areas, or amenities on lands designated Forest and within private ownership, may be considered for a density bonus. The value of the density bonus will be at Council’s discretion, in return for the development providing an identified community benefit.

6.5.5 POST SECONDARY EDUCATIONAL INSTITUTIONS

ISSUES

Maple Ridge residents no longer have a post-secondary educational facility available within the community and are traveling, or relocating to other communities to further their educational needs. Given the success of existing research and training facilities such as the Justice Institute, Malcolm Knapp and BCIT and the infrastructure and amenities within the community it is recognized that there is an opportunity to establish a post-secondary facility.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Post Secondary Educational Institutions policies in the Official Community Plan:

Principle 15

Citizens favour efforts to pursue the establishment of a post-secondary institution in Maple Ridge to provide more local opportunities.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 20

The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.

OBJECTIVES

- To promote a more complete community that provides a wider range of educational opportunities and jobs for residents of Maple Ridge.

POLICY

6 - 63 Maple Ridge will pursue the establishment of a post secondary institution in Maple Ridge to provide educational and employment opportunities for residents.



Chapter 7

Transportation

Transportation

Road Network Plan

Transit

Cyclists

Pedestrians

Multi-Use and Equestrian Trails



7.1 TRANSPORTATION

BACKGROUND

The District of Maple Ridge faces a number of unique transportation challenges. It is bounded by waterways on the south and east, Pitt Meadows to the west, and mountains to the north. Highway 7 connects the District to the rest of the Lower Mainland and serves as the primary route to, from, and through the community. The Albion Ferry connects Maple Ridge to communities south of the Fraser River until such time as the Golden Ears Bridge is constructed.

Within the District, transportation efforts have been focused on improved roadway networks, bicycle and pedestrian facilities, and transit services. However, the automobile remains the dominant mode of transportation within the community, creating external and internal pressures on the transportation system.

ISSUES

- Maple Ridge is one of the fastest growing municipalities in the Lower Mainland. The transportation challenges facing the District are compounded by the rapid population growth in recent years. The projected population growth for the future will intensify these challenges.
- Major transportation routes through Maple Ridge, such as Highway 7 and the Haney Bypass, fall within the jurisdiction of the Provincial Government. Also, large sections of road such as Dewdney Trunk, 232nd Street, and Fern Crescent are in TransLink's Major Road Network.
- Transportation has been identified as one of the most pressing issues facing the District in a recent survey of community attitudes. Residents would like to see much improved transit services throughout the community, improved road connections between Maple Ridge and adjoining communities, and a continued expansion of on-street bicycle facilities and pedestrian systems.
- The primary challenge for the District will be to strategically invest, with the assistance of other agencies and levels of government, in infrastructure to accommodate increasing local and regional travel. At the same time, a balance needs to be maintained amongst the various travel modes in the transportation system and to explore options to improve safety, increase capacity and reduce congestion resulting from all traffic.

- A number of significant transportation improvements have been implemented. Other improvements, such as TransLink’s Area Transit Plan and the Golden Ears Bridge, are planned to proceed. The replacement of the Pitt River Bridge is also being planned as part of the Provincial Gateway Program.
- The District needs a variety of transportation options that provide good connections to both local and Regional destinations. For local travel, the emphasis should be placed on development of pedestrian and cycling connections between key destinations, and more flexible transit services to accommodate local trips. For Regional travel, strong connections to other municipalities to accommodate inter-municipal travel are necessary.
- The Transportation policies need to be read in conjunction with the District of Maple Ridge Transportation Plan.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Transportation policies in the Official Community Plan:

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 25

Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.

Principle 31

It is important to undertake detailed planning work on the basis of neighbourhood planning.

Principle 34

An integrated system of centres or nodes is supported as an important framework for community development.

Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

Principle 40

A well-planned transportation network is central to providing transportation choices that accommodate multi-modal transportation within the community, and connecting with other places.

The District of Maple Ridge Transportation Plan contains specific details regarding key issues, objectives and recommendations for transportation within the community.

Principle 41

The need to address the east-west road capacity issue is recognized as important.

Principle 42

Improved community bus service is important to provide connections between neighbourhoods and transit services.

Principle 43

The community desires more frequent West Coast Express trains, with safer pedestrian access to stations.

Principle 44

Adequate roadway capacity, especially for emergency vehicles, is an important component of developing new areas.

Principle 45

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services.

OBJECTIVES

- To provide for safe, convenient, efficient and accessible movement of people, goods, and services throughout the District.
- To provide an integrated system of transportation which balances all modes of transportation.
- To develop a transportation network that provides increased Regional connections for all modes of transportation.
- To develop a transportation network that supports travel by all modes of transportation and for people of all abilities.
- To provide transportation infrastructure and services in a manner that offers more travel choices to District residents and employers.
- To provide transportation infrastructure and services that support long-term municipal and Regional land use and economic policies and actions.
- To provide transportation infrastructure and services that enhance quality of life in Maple Ridge and the quality of the natural environment in a cost-effective manner that make the best use of resources.
- To support urban design initiatives that are conducive to enhancing the attractiveness of walking, cycling, and transit for people of all physical abilities.

POLICIES

7 - 1 Maple Ridge will encourage the development of a safe, integrated, multi-modal transportation system based on the long-term interests of the community, the economy, and the environment.

7 - 2 Maple Ridge will, with the assistance and cooperation of other agencies and levels of government, develop transportation strategies to address east-west mobility across the District, network improvements to facilitate the Golden Ears Bridge crossing, and mobility within the Town Centre.

7 - 3 Maple Ridge will place a priority on the following major inter-regional transportation links:

- a) the Golden Ears Bridge crossing;
- b) enhancement of inter-regional bus connections;
- c) obtaining more frequent (off-peak and reverse peak) West Coast Express train service to and from Maple Ridge;
- d) development of a continuous high occupancy vehicle and bus lane network to the west and east along Lougheed Highway.

7 - 4 Maple Ridge will place an emphasis on increasing choice for non-automobile transportation modes.

7 - 5 Maple Ridge supports an integrated approach to land use and transportation, and will provide for transportation services in accordance with the Maple Ridge Transportation Plan.





7.2 ROAD NETWORK PLAN

BACKGROUND

The Major Corridor Network Plan, as outlined in detail in the Maple Ridge Transportation Plan (Figure 4), identifies the District's long-term roadway network strategy and improvements, ranging from new roadway corridors to minor intersection improvements.

Details regarding the Major Corridor Network Plan are found in the District of Maple Ridge Transportation Plan.

ISSUES

- A key issue with the existing transportation network is the limited number of connections between Maple Ridge and the other areas of the Lower Mainland.
- Surrounding municipalities represent key origins and destinations for Maple Ridge. With projected population growth, employment expansion throughout the region, and the Golden Ears Bridge, traffic patterns can be expected to change as a result of the anticipated growth.
- Maple Ridge has a lack of continuous east-west roadways which concentrates travel demand onto Lougheed Highway and Dewdney Trunk Road and increases traffic congestion along these routes. As a consequence, motorists tend to short-cut through residential neighbourhoods.
- Existing discontinuities in the road network make travel by automobile more circuitous, make transit more difficult to provide, and discourage cycling and walking for even short trips. Emergency response is also challenging when fewer direct routes are available.
- Unchecked expansion of the road network in response to increased traffic volume is expensive and difficult in the long term for most communities. The issue is how to strategically develop a transportation network with adequate capacity that supports and encourages non-automobile travel modes, in conjunction with a coordinated land use strategy that promotes compact, long term sustainable development within the urban area.
- The efficient movement of people, goods and services within Maple Ridge is important to the economic development of the community.
- It has been identified through both public input and agency discussion that road safety is an issue for residents of Maple Ridge.

- In the rural areas of Maple Ridge, equestrians often share road space with motorized traffic along District roadways. The safety of sharing road space and/or right-of-way with automobiles and trucks is a key concern for horseback riders.

OBJECTIVES

- To support the development of Regional connections between Maple Ridge and other municipalities to enhance Regional mobility.
- To enhance the movement of people, goods, and services by providing an efficient and effective roadway network and by identifying strategic opportunities for improving mobility within the District with new road connections.
- To facilitate access to/from/within local commercial areas for people, goods, and services, while considering the impacts of truck traffic on local neighbourhoods.
- To place a priority on road safety in the planning, operation and maintenance of the road network for people, goods and vehicle movement.
- To support equestrian activities and ridership in the rural areas of Maple Ridge.

POLICIES

7 - 6 Maple Ridge will work with all levels of government and relevant agencies to continue to advance the implementation of the new Golden Ears Bridge, and will continue to recommend improvements to the local road network to minimize impacts of the crossing on Maple Ridge neighbourhoods, while ensuring minimal impact on the Major Road network as a result.

7 - 7 Maple Ridge will work with the Provincial Government, Translink, and other municipalities to advance the replacement of the Pitt River Bridge.

7 - 8 Maple Ridge will work cooperatively with all levels of government to ensure that major highway corridors and commuter routes, both within the District and connecting to adjacent municipalities, are developed or upgraded in accordance with the community's needs.

7 - 9 Maple Ridge will build on the existing grid system to improve the east-west road network, to provide better connectivity in the local road network and to complete the major arterial network where appropriate, as identified on the proposed Major Corridor Network Plan (Figure 4). The District will work with the community, the Agricultural Land Commission and other relevant agencies to explore the potential future routes identified on the Plan.

7 - 10 Maple Ridge will define and plan for transportation improvements that keep pace with development and whenever feasible will accommodate automobile and alternative modes of travel, including bicycle lanes and in decisions on transportation improvements and when constructing or reconstructing roadways.

7 - 11 Maple Ridge will support initiatives that reduce traffic demand and automobile trips such as:

- a) encouraging more compact development in the Town Centre and around village commercial centres and community commercial cores;
- b) supporting the Town Centre as the central node of the community linked to outlying areas;
- c) locating the industrial and commercial land base in appropriate areas;
- d) encouraging telecommuting and home-based business;
- e) emphasizing more employment opportunities adjacent to residential developments, or more housing adjacent to employment generating uses;
- f) encouraging transit use, bicycle use, and pedestrian travel;
- g) promoting community education programs.

7 - 12 Maple Ridge will monitor the changes occurring in the transportation network as the system is improved.

7 - 13 Maple Ridge will encourage the use of the Fraser River for transportation purposes such as:

- a) the transshipment of industrial goods and raw materials;
- b) for recreation; and
- c) for tourism.

7 - 14 Maple Ridge will make road safety a priority in the planning, operation and maintenance of the road network through programs and institutionalized approaches to transportation.

7 - 15 Maple Ridge will explore, where appropriate, and adopt methods of accommodating equestrians within the right-of-way of rural arterial and collector roadways in a safe manner. It is recognized that equestrians prefer off-road networks.





7.3 TRANSIT

ISSUES

- An Area Transit Plan was completed for Maple Ridge and Pitt Meadows in 2004. This plan provides for many short term and long term transit related improvements.
- Current bus service is relatively limited in Maple Ridge, with only one route providing a Regional connection between Maple Ridge and Coquitlam Station.
- The West Coast Express currently provides a limited service to and from downtown Vancouver. A new West Coast Express station is planned for the Albion area, after the opening of the Golden Ears Bridge.
- Service frequency, hours of service, routing, coverage, travel time and reliability are key transit issues that can limit the attractiveness of transit as a viable travel option.
- Present transit connections to destinations outside Maple Ridge are provided in a westerly direction only. There is demand and opportunities to expand Regional connections to the south and to the east.
- A full-service transit exchange in the Town Centre is planned for the future.

OBJECTIVES

- To ensure that long-term transit services support growth and development in the community and offer a viable choice for local and Regional travel.
- To identify opportunities that enhance the success of transit and the West Coast Express service to and from the District.

POLICIES

7 - 16 Maple Ridge will develop land use strategies that support and encourage the use of transit, such as compact communities, mixed use developments, and higher density developments in appropriate areas.

7 - 17 Maple Ridge will support initiatives that reduce traffic demand and automobile trips such as:

- a) encouraging transit friendly design in higher density nodes;
- b) encouraging changes to local transit service to support commuter rail and other regional transit services;
- c) supporting and promoting design principles and guidelines that encourage transit-oriented developments;
- d) Encourage the protection of corridors that consider future light rail or similar transportation nodes.

7 - 18 Maple Ridge supports priority treatments for inter-regional public transit movement, and improvements to local service and facilities.

7 - 19 Maple Ridge will encourage the development of an efficient transit system to link historic community centres and community commercial cores with each other and the Town Centre, and to link major employment areas with residential areas. The system will include linkages with other modes of transportation, convenient routing, and provision of appropriate facilities, such as walkways, sidewalks and other pedestrian amenities.

7 - 20 Maple Ridge will consult and work in cooperation with the appropriate government authorities:

- a) in planning for new urban areas to ensure provision of convenient routing and appropriate facilities;
- b) to promote efficient transit services;
- c) to provide safe pedestrian access to transit facilities;
- d) to support an increased range of bus services to meet the needs of Maple Ridge residents;
- e) to prioritize redevelopment of the Town Centre bus exchange.

7 - 21 Maple Ridge will assist in the advancement of a public transit depot in the Town Centre and explore the possibility of a coordinated approach with other transit service providers.

7 - 22 Maple Ridge will promote the expansion of the West Coast Express service as part of an overall strategy to improve transit services within the municipality, including the provision of off-peak and reverse-peak train or bus services to and from downtown Vancouver.

7 - 23 Maple Ridge will promote where appropriate the protection of corridors and the inclusion of design features in Regional and provincial facilities that consider future light-rail or other similar transportation modes to Maple Ridge.

7 - 24 Maple Ridge will work in cooperation with Regional and Provincial agencies and authorities, such as the West Coast Express and TransLink, to provide safe pedestrian access to stations, facilities and bus-stops.





7.4 CYCLISTS

ISSUES

- Cyclists have identified the need for a more extensive network of appropriate and consistent on-street bicycle facilities in Maple Ridge with connections to adjacent municipalities.
- Road safety has been identified as an issue for cyclists in Maple Ridge.
- End-of-trip support measures such as parking, showers, and lockers are an important component of the cycling network but are generally limited.

The Bicycle Network Plan identifies a comprehensive District-wide network of bicycle facilities that link regional and local destinations throughout Maple Ridge.

OBJECTIVES

- To support and promote cycling as an important component of the transportation network and as part of a multi-modal system.
- To establish a comprehensive network of routes and facilities throughout Maple Ridge with connections to adjacent municipalities.
- To place a priority on road safety in the planning, operation and maintenance of the road network for cycling in Maple Ridge.

POLICIES

7 - 25 Maple Ridge will integrate cycling into the broader transportation system. Maple Ridge recognizes the economic and positive lifestyle values that cycling brings to the community.

7 - 26 Maple Ridge will encourage and promote a network of cycling routes with connections to surrounding municipalities through the Bicycle Network and the Maple Ridge Transportation Plan.

7 - 27 Maple Ridge will continue to support the Bicycle Advisory Committee and the development of a bicycle network to improve cycling facilities.

7 - 28 Maple Ridge will work with other municipalities to coordinate bicycle planning initiatives and to develop a consistent set of cycling standards for all designated bicycle routes.



7 - 29 Maple Ridge will support and implement the bikeways standards and guidelines in the Bicycle Network Plan.

7 - 30 Maple Ridge will encourage the development of cycling infrastructure and support programs, such as 'end-of-trip' facilities for cyclists at key destinations and new developments.

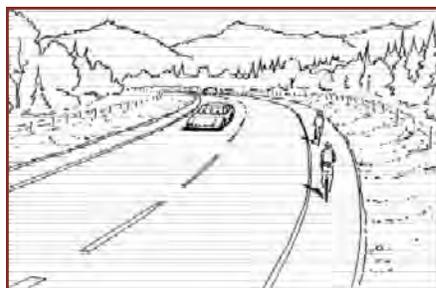
7 - 31 Maple Ridge will support initiatives that reduce traffic demand and automobile trips by ensuring adequate treatment of bicycles in the design of developments.

7 - 32 Maple Ridge will encourage education and awareness campaigns to enhance cycling safety in the community.

7 - 33 Maple Ridge will make road safety a priority in the planning, operation and maintenance of the road network for cycling in the District.



Marked Wide Curb Lanes



Paved Shoulders



Shared Route

Courtesy of Urban Systems





7.5 PEDESTRIANS

ISSUES

- The safety of walking along major roads and crossing major intersections is a primary issue for residents in Maple Ridge.
- Sidewalk facilities are not provided on some streets or are immediately adjacent to travel lanes with no buffer, creating uncomfortable walking conditions for pedestrians.
- The major east-west transportation routes and the CP railway line create barriers for north-south pedestrian travel.
- Trails are a very desirable feature of the community and contribute to the overall livability of Maple Ridge.
- It has been identified through both public input and agency discussion that road safety is an issue for residents of Maple Ridge.
- Pedestrian facilities include all methods of personal mobility, and promote the principles of universal accessibility.

OBJECTIVES

- To provide a safe, accessible and hospitable pedestrian environment in higher density areas and key pedestrian areas.
- To provide opportunities to overcome major barriers to pedestrian travel.
- To place a priority on road safety in the planning, operation and maintenance of the pedestrian network for people movement in Maple Ridge.
- To promote universal accessibility throughout the District.

POLICIES

7 - 34 Maple Ridge will promote the construction of sidewalks in higher density areas and key pedestrian areas and will encourage the implementation of a safe, accessible and hospitable pedestrian environment throughout the District.

7 - 35 Maple Ridge will encourage pedestrian routes that link local destinations and neighbourhoods.

7 - 36 Maple Ridge will develop urban design standards and encourage pedestrian facilities for the Town Centre to promote the identity and importance of the area. See Town Centre Area Plan for more details.

7 - 37 Maple Ridge will, over time, work towards the provision of sidewalks on all major streets and will develop safe and convenient pedestrian crossings at key locations along major east-west transportation routes, including the CP railway line.

7 - 38 Maple Ridge will continue to promote universal accessibility throughout the District.

7 - 39 Maple Ridge will support the development of a major pedestrian trail network and will work cooperatively with the Agricultural Land Commission and other relevant agencies to acquire necessary approvals.

7 - 40 Maple Ridge will support initiatives that reduce traffic demand and automobile trips by ensuring adequate treatment of pedestrians in the design of developments.

7 - 41 Maple Ridge will make road safety a priority in the planning, operation and maintenance of sidewalks and the pedestrian network.





7.6 MULTI-USE AND EQUESTRIAN TRAILS

BACKGROUND

Trail connections provide linkages between neighbourhoods and between rural and urban areas in Maple Ridge. They are important to community health and sustainability to the extent that they provide opportunities for active living, experiencing nature and scenic landscapes, and an alternative mode of travel. Residents enjoy portions of the trail network on foot, on bicycle, or on horseback. Some routes and trails are restricted in terms of the mode of travel given the standard of trail development or level of use, while others accommodate all forms of travel.

The existing trail network and the potential it has for growth and continuing to provide valuable connections as the community develops has been preserved largely through the efforts of equestrians over many years who have seen the strength of this feature in Maple Ridge and wish to preserve it for future generations.

Figure 5 is the Long Term Multipurpose Trail Plan for Maple Ridge which the municipality and its partners intend to work toward. As an Official Community Plan figure it should not be interpreted to be in its exact detail but rather to indicate the important general routes and connections which are to be preserved and developed. It provides direction for the detailed discussions which must take place as development occurs and other opportunities for making connections present themselves. It is supported by a working map maintained and updated regularly by the municipality which will reflect the more exact location of trails as they are developed, removed, or replaced by a preferred route identified on the Trail Plan.

OBJECTIVES

- To support the establishment and maintenance of a multi-use and equestrian trail network in partnership with trail users.
- To recognize that multi-purpose and equestrian trails are important to community health and sustainability.

POLICIES

7 - 42 Maple Ridge supports the establishment and maintenance of a multi-use and equestrian trail network in partnership with trail users and defines the general plan for trail routes and connections on Figure 5 of the Official Community Plan. The District of Maple Ridge acknowledges that any proposed trail routes and connections through the Agricultural Land Reserve would require the approval of the Agricultural Land Commission.

7 - 43 Maple Ridge will maintain and update as required, a working map of multi-use and equestrian trails which will reflect as accurately as possible the existing trail network.





Chapter 8

Development Permit Area Guidelines

Development Permit Areas

Application and Intent

Justification

Development Permit Area Exemptions

DP Guidelines for:

- ◆ **Commercial**
- ◆ **Multi-Family Residential**
- ◆ **Watercourse Protection**
- ◆ **Town Centre**
- ◆ **Industrial**
- ◆ **Intensive Residential**
- ◆ **Natural Features**



8.1 DEVELOPMENT PERMIT AREAS

INTENT

Section 919.1 of the *Local Government Act RSBC 1996* allows municipalities to designate Development Permit Areas to create special requirements for certain forms of development, including the form and character of intensive residential, commercial, industrial or multi-family residential development, and for the protection of natural features and ecologically significant land. A Development Permit Area is intended to address special development circumstances, and if a property is within a Development Permit Area, certain types of development activity cannot proceed without a Development Permit being issued by Council.

PRINCIPLES

A number of principles have been identified to provide an overall context and guidance for development. They are multi-faceted in nature and provide a framework for the Development Permit Area Guidelines of the Official Community Plan. These principles reflect the values of the community highlighted through numerous community workshops and the Community Visioning Sessions held in Spring 2006.

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, 'placemaking'.

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.

Principle 16

The Downtown is a very important part of Maple Ridge and would benefit from a variety of planning and design activities that improve its role as a key community node.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities ‘fit’ within the community context.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

Principle 23

The community values the protection of environmentally sensitive areas including, water (for its intrinsic value, habitat and aquifer recharge), areas of natural beauty, forests, etc.

Principle 33

Amenities and design are valued as being integral to development.

Principle 35

Respect for the landscapes of Maple Ridge should shape community design, contributing to sense of place and better fit with landforms.

Principle 45

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services.





8.2 APPLICATION AND INTENT

BACKGROUND

Development Permit is a practical approach for directing development in accordance with community values. To meet this objective, a Development Permit will be required for all rezoning, subdivision of land, or construction, addition to or alteration of a building or other structures as it pertains to multi-family residential, intensive residential, commercial, and industrial development. A Development Permit will also be required prior to subdivision of land, construction, addition to, or alteration of a building or other structure, alteration of land, disturbance of vegetation, soil deposit or removal, or any other development of activity that would disturb lands designated Conservation on Schedules B or C of the Official Community Plan, or watercourse identified on Schedule C.

DEVELOPMENT PERMIT AREAS

Maple Ridge designates the following as Development Permit Areas:

1. Commercial Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for the form and character of lands designated Commercial on Schedule B of the Official Community Plan or for lands designated Commercial in an Area Plan;
2. Industrial Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for the form and character of lands designated Industrial on Schedule B of the Official Community Plan or for lands designated Industrial in an Area Plan;
3. Multi-Family Residential Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for form and character of multi-family developments on lands designated Urban Residential on Schedule B of the Official Community Plan or for lands designated for multi-family development in an Area Plan;
4. Intensive Residential Development Permit pursuant to Section 919.1(1)(e) of the *Local Government Act* for form and character for single detached intensive residential developments on lands designated Urban Residential on Schedule B of the Official Community Plan or for lands designated for intensive residential development in an Area Plan; and

5. Natural Features Development Permit pursuant to Section 919.1(1)(a) of the *Local Government Act* for the preservation, protection, restoration and enhancement of the natural environment for lands designated Conservation on Schedule B and Schedule C of the Official Community Plan or for lands within 50 metres of the top-of-bank of a watercourse or wetland identified on Schedule C Natural Features of the Official Community Plan.

6. Town Centre Development Permit pursuant to Sections 919.1(1)(f) of the *Local Government Act* for property within the Town Centre as identified on Schedule B of the Official Community Plan. The Town Centre Development Permit applies to Ground Oriented Multi-Family, Medium and High-Rise Apartment, Low-Rise Apartment, Flexible Mixed Use, Town Centre Commercial, Port Haney Heritage Adaptive Use, and Port Haney Multi-Family, Commercial and Mixed Use land use designations and development.





8.3 JUSTIFICATION

The Development Permit Guidelines support the goals, objectives, and policies of the Official Community Plan. They outline the District's expectations and vision of future growth, and provide guidance regarding form and character of development for the community. The Guidelines are established and supported based on the principles identified by the Community, and are intended to preserve and enhance the valued elements of the community's physical resources and to introduce new elements that promote:

- a compact, complete and unique community;
- stable and livable neighbourhoods;
- community character and identity, including the historic communities;
- a high standard of livability, for both residential and non-residential areas;
- a high standard of development, incorporating basic design elements for site planning, building massing, building practices, quality of materials, and energy efficient building practices;
- a high quality public realm, including public streets and lanes, parks and other open spaces, publicly accessible spaces on private developments, and the form of buildings adjacent to public spaces; and
- protection of natural features and ecologically significant areas.

The guidelines identify general development criteria for new development and form the basis for the preparation and approval of development proposals. They are encouraged to be reviewed for design intent and rationale as they will be taken into consideration for approval of Development Permit applications. At the discretion of Council, certain guidelines may be waived.

In certain cases, these guidelines are surpassed by more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

In the event of a conflict between the Development Permit Guidelines and regulations outlined in the District of Maple Ridge Zoning Bylaw No. 3510 – 1985, the latter shall take precedent.



8.4 DEVELOPMENT PERMIT AREA EXEMPTIONS

1. A Development Permit is not required for any of the following:
 - a) Single Detached Residential dwelling units other than in the case of Development Permits for the protection of farming, natural environment, or Intensive Residential developments;
 - b) Internal renovation not resulting in any change to the external appearance of the building;
 - c) Additions or external alterations to an existing building or structure which do not significantly impact the external appearance of the building because they are compatible in terms of material, colours, form and character with the existing development, provided such work is not on lands within 50 metres of the top-of-bank of any watercourse or wetland. Generally, this applies to renovations with a total value of less than \$25,000 or for additions 100 m² (1,076 ft²) or less that are consistent with the Development Permit Guidelines;
 - d) Site improvements for such as landscaping, paving, and access paths, with a total value of less than \$25,000, provided such work is not within 50 metres of the top-of-bank of any watercourse or wetland and that the work is compatible with the Development Permit Guidelines;
 - e) Construction of an accessory building or structure with a floor area of less than 45 m² (484 ft²) provided such structure is not on lands within 50 metres of the top-of-bank of any watercourse or wetland.
 - f) Replacement of an existing sign subject to an existing Development Permit or Development Permit Guidelines.
 - g) Subdivision for the purpose of lot consolidation, lot line adjustment, or road widening to meet District standards.
 - h) Any servicing work undertaken by or on behalf of the District of Maple Ridge, in accordance with senior agency approval.
 - i) Exterior building envelope repairs covered under the *Homeowner Protection Act, SBC 1998*.
 - j) A property with an approved Temporary Use Permit.
 - k) Alterations to a heritage building protected through a heritage designation, provided that the building is subject to a Heritage Revitalization Agreement bylaw that has received final reading from Council, or a Heritage Alteration Permit that has received final approval.

2. A Natural Features Development Permit is not required for:
 - a) Development servicing within the watercourse protection area that is in support of accepted subdivision geometry or building permit and that requires approval from the Ministry of Environment under the authority of the *Water Act* and/or the Department of Fisheries and Oceans under the authority of the *Fisheries Act*. These servicing works include, but are not limited to, proposed watercourse crossings, retaining walls, culvert placements and stormwater discharge sites.

- b) For building permits issued for buildings or structures in single detached residential zones where the building or structure is setback two times the required yard of the zone adjacent to the watercourse protection area.
 - c) For building permits issued for buildings or structures in single detached residential zone where the building or structure is setback two times the required yard setback of the zone adjacent to the watercourse protection area
 - d) For any servicing work undertaken by or on behalf of the District of Maple Ridge, in accordance with senior agency approval.
3. A Development Permit is not required for fill activities that are regulated by a valid permit under the Maple Ridge Soil Deposit Regulation Bylaw No. 5763-1999.





8.5 COMMERCIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1) of the *Local Government Act* to establish guidelines for the form and character of commercial development. The purpose of the Commercial Development permit is to foster attractive commercial areas that are compatible with adjacent development and enhance the unique character of the community.

A Commercial Development Permit is required for all new development on land designated Commercial on Schedule B of the Official Community Plan or adopted Area Plan, other than in those circumstances indicated in Section 8.3 Development Permit Exemptions. In addition, where 100% residential development is proposed in Commercial designations, Multi-Family Development Permit Guidelines shall apply. The following form and character guidelines apply to all commercial developments.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

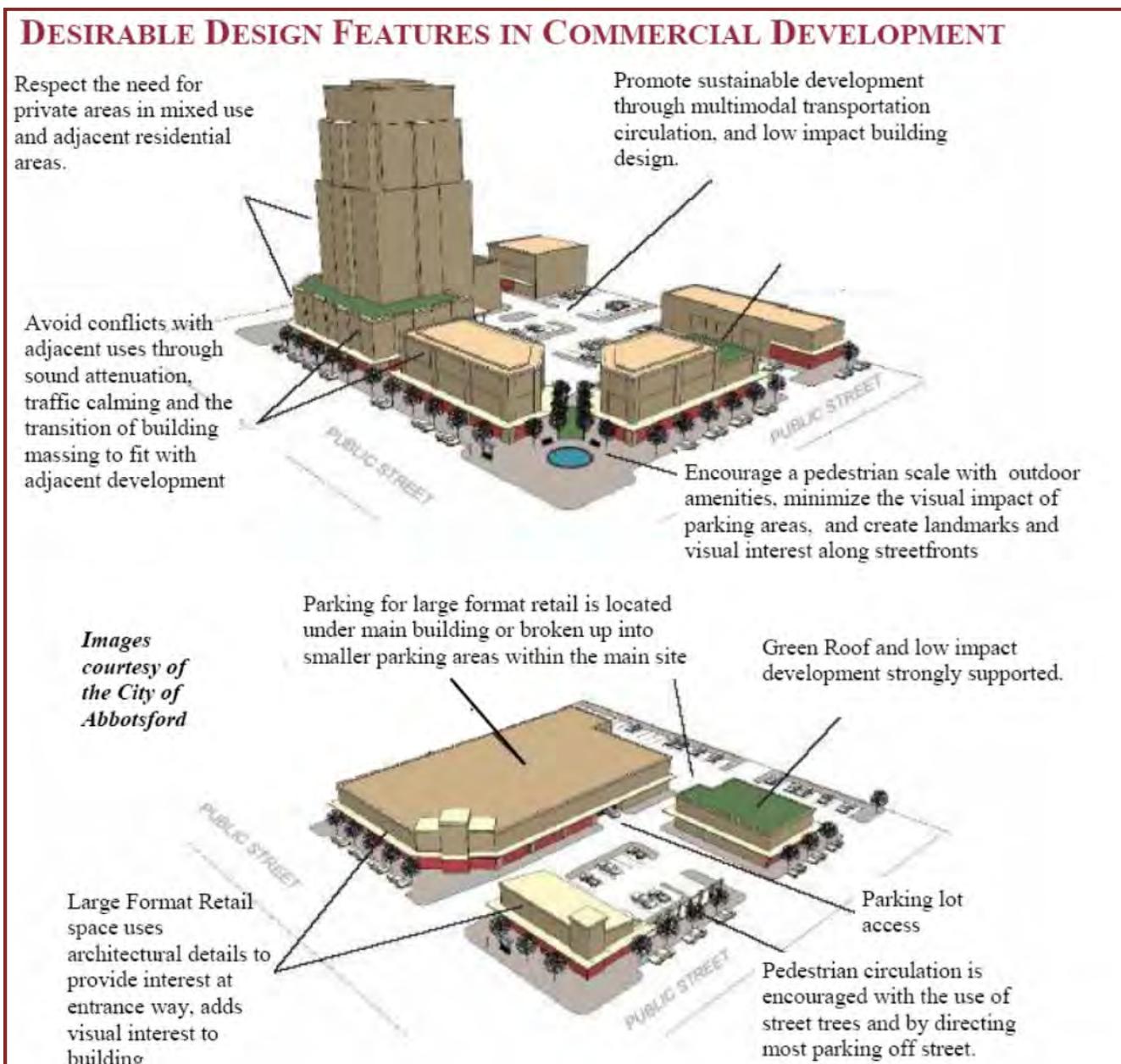
8.5.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts:

1. Avoid conflicts with adjacent uses through sound attenuation, appropriate lighting, landscaping, traffic calming and the transition of building massing to fit with adjacent development.
2. Encourage a pedestrian scale through providing outdoor amenities, minimizing the visual impact of parking areas, creating landmarks and visual interest along street fronts.
3. Promote sustainable development with multimodal transportation circulation, and low impact building design.

4. Respect the need for private areas in mixed use development and adjacent residential areas.

5. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions and building articulation.



8.5.2 GUIDELINES

A. BUILDING DESIGN, MASSING AND SITING

1. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, roof forms, facade modulation, architectural features, fenestration patterns, building elements and proportions and building articulation.
2. Exterior finishes should be wood, brick, natural stone or other materials of warm appearance. Substantial areas of concrete should be avoided. Expanses of solid wall or glass are unacceptable.
3. New buildings adjacent to existing small scale buildings such as houses should be designed to provide visual interest whilst protecting the privacy and livability of both properties.
4. Significant corners should be given added emphasis with vertical architectural features and roofscape features. At intersections, the definition of corners should be reinforced by buildings that front on both streets.
5. Development should be sited to have the building frontage on the main street alignment.
6. Projects located on slopes should be developed in a manner which creates a step in perceived height, bulk and scale between development.
7. Design and construction of buildings should account for maximum sound attenuation between commercial and adjacent residential uses. To ensure that noise generated on the site is addressed in the most appropriate manner, Council may request that a noise attenuation study be prepared.
8. Continuous weather protection, such as canopies, structural awnings, or building overhangs, is strongly promoted where at-grade retail uses are included in a development and over common entries to commercial and/or mixed-use developments that front a public sidewalk or open space.
9. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state.
10. Developments are encouraged to redirect water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

11. Buildings should be designed and located on a site to:
 - a) preserve and incorporate natural features or views;
 - b) ensure proper orientation and relationship to adjoining residential uses;
 - c) minimize impacts on natural features and agricultural lands;
 - d) accommodate natural grades to ensure minimal grading is required.

B. REFUSE, RECYCLING AND SERVICING AREAS

1. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.
2. Service areas should have differentiated access to minimize visual impact as well as conflicts with pedestrians.
3. Refuse receptacles must be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weatherproof and animal-resistant.
4. Mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones should be oriented on the site to face away from adjacent residential development. Whenever possible, these uses should not be visible from an adjacent residential property.

C. STREET FRONT

1. Particular attention should be made to the image presented to the street front.
2. New development should emphasize the street frontages by incorporating differentiated front, side and rear oriented facades. Facades should incorporate vertical and horizontal relief in a well-proportioned rhythm appropriate to the intended scale of development
3. Buildings with over 15 metres of street frontage should break the horizontal mass of the building with vertical elements in a rhythmic pattern.
4. Streetfront landscaping will incorporate street trees for definition of site boundaries and enhancement of public space.

5. Vehicle access on a street frontage should be located to the side of the building away from the pedestrian entrance and should be designed to minimize the impact on streetscape appearance and disruption to pedestrian movement.

D. SIGNAGE AND LIGHTING

1. Signage should be integrated with the design of a building, preferably at ground level only, and its size and design should complement the scale and architectural detail of the building.
2. High intensity illumination directed at adjoining properties should be avoided. Commercial signage and high intensity illumination adjacent to residential uses should be minimized in order to protect residential amenity.
3. Lighting and signage should be designed so as to have no direct source of light visible from the public right-of-way.
4. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter should take precedent.
5. In multiple-tenant commercial or mixed-use buildings, signs should be designed to present a unified appearance. Signage space should be provided for upper storey tenancies.

E. VEHICLE ACCESS, PARKING, AND CIRCULATION

1. Buildings and structures should be located to ensure safe traffic circulation and access and adequate on-site parking. Parking should be encouraged in smaller units to avoid a monotonous appearance.
2. Parking and storage areas should be appropriately screened. Low level landscape screening should be provided to parking areas adjacent to public streets.
3. Where possible, parking and servicing should be located underground or to the rear of buildings to minimize the impact on streetscape appearance and pedestrian amenity. In all new buildings the portion of the structure used for parking and servicing should be adequately screened and should be architecturally compatible with the rest of the building.

4. Existing lanes should be used for vehicle access, loading and servicing. Upgrading of lanes in terms of attractive treatment and screening of parking access and loading and service areas is encouraged.
5. Vehicle access should be located to the side of the building away from the pedestrian entrance and should be designed to minimize the impact on streetscape appearance and disruption to pedestrian movement.
6. Lanes and driveways should conform to the existing grades as closely as possible to ensure minimal disruption of slopes and vegetation. On steep terrain, access should be aligned, wherever possible, to run parallel rather than counter to, natural contours and existing grades.
7. Shared vehicle access between adjoining sites should be considered where access for parking at the rear of the property is limited. Joint or shared access should also be considered between adjoining developments to minimize disruption of pedestrian sidewalks and to maximize landscaping and permeable surfaces. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.
8. Minimize the amount of asphalt surfaces in parking areas by integrating a variety of paving materials such as concrete, decorative pavers or by using alternate surface treatments.
9. Above ground parking structures should not front public streets at grade. Non-parking uses or special façade treatments must be provided along street frontages to enhance the building's appearance to the public realm. On non-street fronting façades, parking structures should be treated to avoid long blank walls at grade, such as massed landscape treatments or attention to design detailing on the façade.
10. Parking control equipment, such as ticket dispensers and card readers, should be located at a sufficient distance from a public street to prevent parking queues extending onto the street. Similarly, a minimum distance of one car length, and preferably two car lengths, should be provided between an exit gate and the street edge to accommodate cars waiting to merge into traffic.
11. Rooftop parking structures should include design elements, including landscaping, to reduce the visual impact from the street and surrounding uses.

F. PEDESTRIAN AND BICYCLE ACCESS

1. Development should improve pedestrian amenity through interesting design detail at ground level, easily identifiable entrances, shop fronts with clear untinted glazing, concentration of signage at ground level, attractive landscaping and well defined pedestrian crossings for driveways and roadways.
2. A well defined pedestrian access to the commercial use will be provided from the public sidewalk. Design will ensure that pedestrian use is given precedence over vehicular use. Where possible, at least one pedestrian connection should be provided through the main block of buildings.
3. Facilities for cyclists should be considered for all developments.

G. LANDSCAPING AND OPEN SPACE

1. Landscaping should be supplemented to identify and define public space, to present a pleasing image and to soften the transition from adjacent land uses to the commercial development.
2. Adjacent residential uses should be adequately protected by significant landscaping or the provision of screening or both.
3. Street trees will be a required component of all new development for definition of site boundaries and enhancement of public space. Simplicity in landscaping materials is desirable and should be encouraged for screening purposes. Deciduous tree species should be considered in landscape plantings to permit light penetration in winter. Mature vegetation should be retained where possible.
4. Aesthetic values along frontages and on-site ought to be enhanced by significant landscaping on all property lines and around buildings. Street trees should be used to provide the landscaping variety that would soften the character and scale of the area.
5. Landscape planting and screening should be used to create interesting views and focal points into and out of the site for pedestrians, passing drivers and building tenants on the site or adjacent to it.
6. Open space should be usable, attractive and well-integrated with the design of the building. Open space, in many cases, will be achieved with courtyards, recessed balconies, terraced balconies, roof top gardens, and atria.

7. Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.
8. Landscaping should define the purpose and emphasize the desired character and function of public and private space. All private and semi-private open space should be clearly defined as such and should be controllable by those meant to benefit and be responsible for it, thus encouraging use, pride and safety.
9. Distinguish public and semi-public spaces from private spaces. Design symbolic barriers through:
 - a) building and site design;
 - b) changes in paving, vegetation, or grading; or
 - c) architectural features, such as low walls, bollards or raised planters.

H. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

1. Developments should be designed to maximize opportunities for natural surveillance allowing people to easily view what is happening around them during the course of everyday activities. Crime Prevention through Environmental Design principles and techniques are encouraged.
2. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all parking facilities.
3. Design the interior spaces and exits from any underground and above ground parking structures for maximum visibility within the parking area. Entries should be highly visible, well lit and spaced at convenient intervals. Hidden spaces, obscured alcoves and blind corners should be avoided in the design and layout of the parking facilities.
4. Walls and ceilings of parking structures, particularly underground structures, should be painted white to enhance or reflect light.

I. UNIVERSALLY ACCESSIBLE DESIGN

1. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchair / scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
2. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.

3. Building entries should be:
 - a) clearly addressed with large numbers visible from the street;
 - b) directly accessed from the street without stairs; and
 - c) provided with weather protection, exterior lighting, and power-assisted door openers.

J. BICYCLE STORAGE AND PARKING

1. Provide short term bicycle parking facilities, such as bicycle racks, at grade close to building entrances. Bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads. Bicycle racks should be made of sturdy, theft-resistant material, securely anchored to the floor or grounds.
2. Provide long term bicycle parking facilities in secure storage areas within buildings. Bicycle storage areas provided as part of a parking structure should be located close to elevators and access points. In mixed-use buildings, bicycle storage facilities for residents are to be separate from those for the commercial uses.
3. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.





8.6 INDUSTRIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1) of the *Local Government Act* to establish guidelines for the form and character of industrial development. The purpose of the Industrial Development Permit is to promote development that meets the needs of industry, and through attractive design that is compatible with adjacent development.

An Industrial Development Permit is required for all new industrial development within the urban area on lands designated Industrial on Schedule B of the Official Community Plan other than in those circumstances indicated in Section 8.4 Development Permit Exemptions. The following form and character guidelines apply to industrial development but are not necessarily appropriate for general industrial uses.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge.

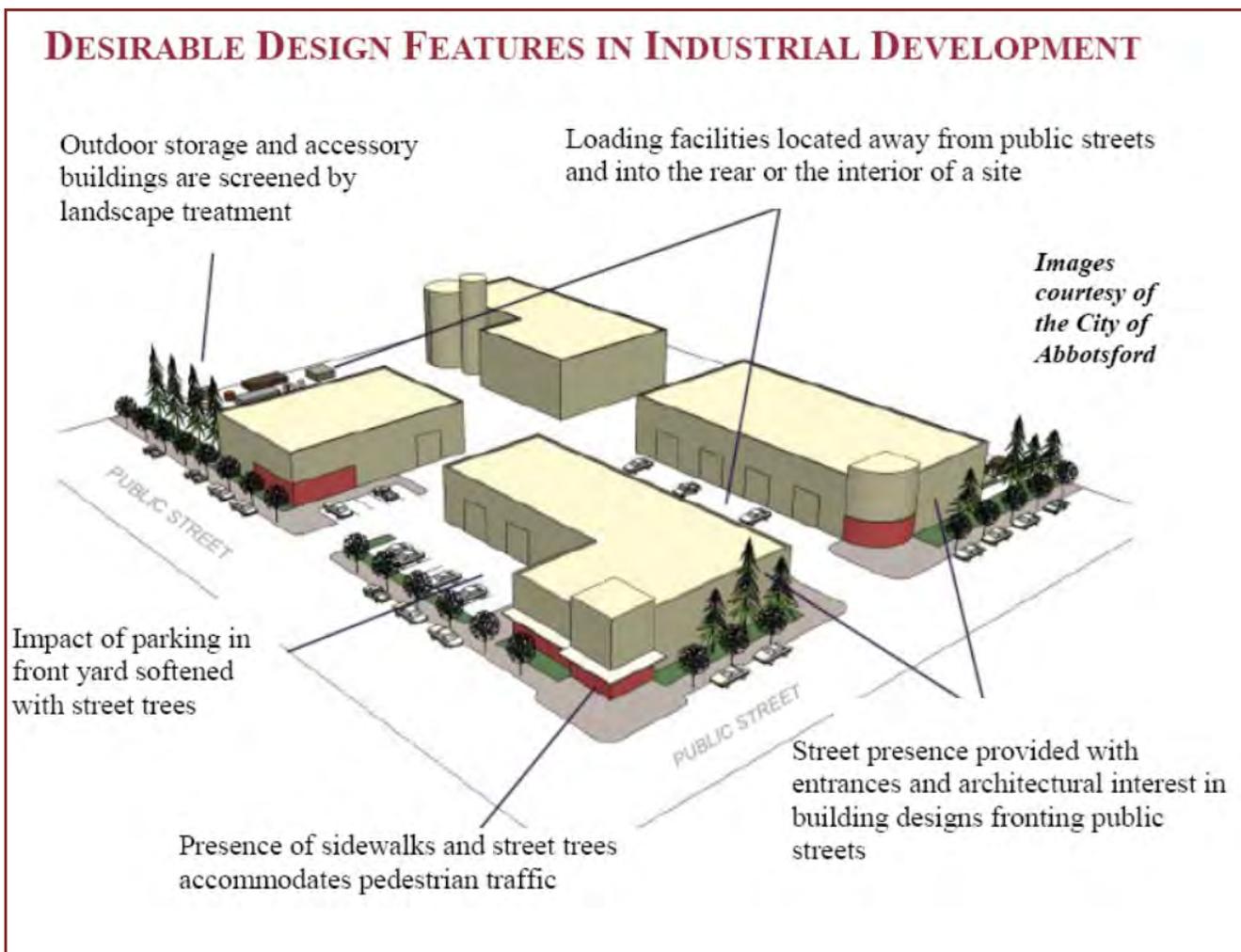
In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.6.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts:

1. Provide a street presence with entrances and architectural interest in building designs fronting public streets.
2. Loading facilities should be located away from public streets and into the rear or the interior of a site.

3. Outdoor storage and less attractive structures such as accessory buildings should be screened with fencing or landscape.
4. The transportation needs of diverse users should be accommodated through amenities such as bicycle facilities, and accessible design for the mobility impaired.
5. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions and building articulation.



8.6.2 GUIDELINES

A. BUILDING DESIGN, MASSING AND SITING

1. Offices, reception, sales, and other public use areas should be located at the front of the buildings to face streets. Design façades so that these areas are easily identifiable and visible from streets.
2. Main building entries should be located and designed to be clearly identified from streets or entry driveways. Include glazing as a major component of street-facing building façades.
3. Whenever possible, overhead service doors and loading docks should not be located on a building façade that faces a street. Design service doors to fit with the overall design of a building.
4. Buildings with significant areas of non-reflective opaque materials or blank walls should incorporate features such as texture, graphics, reveals, colours or decorative floodlighting to provide visual interest. Landscaping should also be provided to compliment the architectural details.
5. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state. Buildings and structures should be integrated into natural slopes and other significant features.
6. New developments are encouraged to incorporate Low Impact Development (LID) techniques into their site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.
7. Rooftops of buildings should include design elements, including landscaping, to reduce the visual impact from the street, surrounding uses and structures such as bridges.

B. VEHICLE ACCESS, PARKING AND CIRCULATION

1. Wherever possible, the majority of parking and all loading areas should be located between or to the rear of buildings, with access from lanes or internal circulation.
2. Divide large surface parking areas into smaller sections to avoid a monotonous appearance. Use landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance the visual appearance of large parking areas.

3. Parking areas adjacent to public streets should provide a low level landscaped buffer between the parking and the public realm.
4. Consider the use of permeable parking pavers or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.
5. Above ground parking structures should not front public streets at grade. Non-parking uses or special façade treatments must be provided along street frontages to enhance the building's appearance to the public realm. On non-street fronting façades, parking structures should be treated to avoid long blank walls at grade, such as massed landscape treatments or attention to the design detailing on the façade.
6. Parking control equipment, such as ticket dispensers and card readers, should be located at a sufficient distance from a public street to prevent parking queues extending onto the street. Similarly, a minimum distance of one car length, and preferably two car lengths, should be provided between an exit gate and the street edge to accommodate cars waiting to merge into traffic.
7. Rooftop parking structures should include design elements, including landscaping, to reduce the visual impact from the street, surrounding uses and structures such as bridges.

C. PEDESTRIAN ACCESS

1. Provide well defined and safe pedestrian access from parking areas and the public sidewalk to industrial uses. Design the access to ensure that pedestrian use is given precedence over vehicular use.
2. Industrial developments with large parking areas should provide a direct pedestrian pathway system through the parking area to facilitate convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets. Features such as special landscaping with trees and benches, overhead weather protection and distinct paving should be incorporated where appropriate. Pedestrian movement should be designed to avoid any obstruction by parked vehicles.
3. Where pedestrian pathways intersect service roads or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals.

D. UNIVERSALLY ACCESSIBLE DESIGN

1. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.

2. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
3. Building and site design features should integrate circulation routes and areas for people with disabilities with general public use.

E. REFUSE, RECYCLING AND SERVICE AREAS

1. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.
2. Service areas should have differentiated access to minimize visual impact as well as conflicts with pedestrians.
3. Refuse receptacles must be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weatherproof and animal-resistant.
4. Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development and outdoor spaces.
5. Mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones should be oriented on the site to face away from adjacent residential development. Whenever possible, these uses should not be visible from an adjacent residential property.

F. SIGNAGE

1. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter shall take precedent.
2. Signage design, materials and message should be integrated and complement the scale and architectural detail of the building.
3. In multiple-tenant buildings, signs should be designed to present a unified appearance.

G. LIGHTING

1. Pedestrian level lighting is encouraged along all pedestrian pathways.
2. Lighting should be designed so as to have no direct source of light visible from the public right-of-way or adjacent residential land. Care should be taken to ensure that lighting glare does not pose a nuisance to adjacent residences, pedestrians, or motorists.

H. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

1. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all buildings and facilities.
2. Ensure convenient, safe, identifiable and universally accessible access routes to building entrances, lobbies, parking structures, or other principal areas of buildings.
3. Design developments to maximize opportunities for natural surveillance, allowing people to easily view what is happening around them during the course of everyday activities. Design the interior spaces and exits from any parking structures for maximum visibility within the parking area. Entries should be highly visible, well lit and spaced at convenient intervals. Hidden spaces, obscured alcoves and blind corners should be avoided in the design and layout of the parking facilities.
4. Wherever possible, locate parking next to uses that generate human activity.

I. BICYCLE PARKING AND STORAGE

1. The provision of bicycle parking facilities, such as bicycle racks is encouraged. Bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads. Bicycle racks should be made of sturdy, theft-resistant material, securely anchored to the floor or grounds.
2. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.

J. LANDSCAPING AND OPEN SPACE

1. Ancillary or accessory buildings, including structures used for storing materials, should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent with the principal building.

2. For industrial developments with multiple tenancies, consider providing amenity spaces for the common use of employees and visitors. Amenity spaces for individual tenancies may be consolidated into large indoor and outdoor amenity spaces for the common use of all tenancies. Examples include outdoor landscaped areas or recreation spaces.
3. Landscaping both within and outside the development should:
 - a) provide definition for pedestrian corridors;
 - b) provide adequate screening between private outdoor spaces;
 - c) present a pleasing street image;
 - d) soften the transition between adjacent land uses;
 - e) create interesting views and focal points into and out of the site.
4. Provide landscaping of substantial proportions around property lines, particularly adjacent to residential development, to ensure a compatible and smooth transition to abutting residential uses.
5. Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.
6. The scale and location of planting material should complement and be consistent with the scale and massing of buildings.
7. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
 - a) The use of native and/or drought-resistant species;
 - b) designing the landscaping to moderate the effect of wind;
 - c) providing shade in summer;
 - d) allowing daylight into buildings;
 - e) allowing natural drainage to occur throughout the site;
 - f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.
8. Any portion of a building site left vacant for future development should be landscaped consistent with the landscape plan for the overall site. The minimum ground surface treatment should be lawn. Where possible, the natural state should be retained for those portions of a property not being developed.
9. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation. Replanting with indigenous or native species is encouraged.

10. Maximize the amount of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.
11. Chain link fences are to be avoided, and are discouraged along street frontages. Where chain link fences are unavoidable, a dense landscape material is encouraged adjacent to the landscape screen.
12. Fences abutting residential sites should be constructed with materials consistent with fences generally used in residential developments.





8.7 MULTI-FAMILY DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1)(f) of the *Local Government Act* to establish guidelines for the form and character of Multi-Family development. The purpose of a Multi-Family Development Permit is to enhance existing neighbourhoods with compatible housing styles that meet diverse needs and minimize potential conflicts on neighbouring land uses.

A Multi-Family Development Permit is required for all new multi-family development on land designated Urban Residential on Schedule B of the Official Community Plan, or Multi-Family development in an area with an Area Plan, other than in those circumstances indicated in Section 8.4 Development Permit Exemptions. A Multi-Family Development Permit is also required in Commercial designations where 100% residential multi-family development is proposed. The following form and character guidelines apply to multi-family residential developments.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.7.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following Key Design concepts are as follows:

1. New development into established areas should respect private spaces, and incorporate local neighbourhood elements in building form, height, architectural features and massing.
2. Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low rise ground oriented housing located to the periphery of higher density developments.

3. Large scale developments should be clustered and given architectural separation to foster a sense of community, and improve visual attractiveness.
4. Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property.

DESIRABLE DESIGN FEATURES IN MULTI-FAMILY DEVELOPMENT

New development in established areas respects private spaces, and uses elements of local neighbourhood character in building form, height, architectural features and massing

Pedestrian circulation encouraged with attractive streetscapes attained through landscape treatment, "eyes on the street" building design and by directing parking away from public view or underground



Transitional development bridge areas of low and high densities, through stepped building heights, or low rise ground oriented housing located at the edge of higher density developments

Larger developments are clustered or given architectural separation to foster a sense of community, and provide visual interest

Images courtesy of the City of Abbotsford

8.7.2 GUIDELINES

A. BUILDING DESIGN, MASSING, AND SITING

1. Design and siting of buildings should take advantage of natural features or views and should enhance privacy and livability.
2. Residential buildings should front or appear to front onto public roads through the use of appropriate treatment of exteriors, through direct pedestrian access to individual units from the public street/sidewalk, or through the provision of pedestrian walkways linked to the street. Street frontages should be emphasized by incorporating differentiated front, side and rear oriented façades, with a minimum two storey facade on the fronting street to foster a human scale. Buildings that are designed with an end wall or unit adjacent to a public street should design the end unit with the pedestrian entry facing the street. At significant intersections, the definition of corners should be reinforced by buildings that front on both streets and incorporate corner cuts.
3. Higher density dwellings should be sited adjacent to major streets in order to minimize access problems and to provide a transition to lower density uses.
4. Multi-family developments adjacent to lower density or single detached residential dwellings should:
 - a) be consistent in form and massing with the surrounding area;
 - b) be sited adjacent to major streets to provide a transition to lower density uses;
 - c) concentrate density to the centre of the development or towards a non-residential boundary and locate lower density components adjacent to lower density residential uses;
 - d) create a transition in building mass and form towards the setbacks of the adjacent neighbourhood;
 - e) minimize access conflicts;
 - f) be designed to maximize privacy and minimize views onto adjoining sites, particularly for portions of the development abutting the side yards of adjacent single detached residential uses.
5. Larger buildings, roof forms and building frontages should include design elements and features to:
 - a) provide variation in the façades to help reduce the visual length of individual buildings;
 - b) have the appearance of a series of smaller buildings, or as identifiable parts of a larger concept; and
 - c) incorporate components that express strong unit identity and incorporate direct access to grade for ground-floor units.
6. New multi-family developments should use design themes, architectural features and elements of the surrounding neighbourhood by incorporating common elements such as form, scale, massing and proportion into the design as a means to reinforce neighbourhood stability. Examples include:

- a) the articulation of façades, using where appropriate, elements such as porches, chimneys, projections, recesses, and balconies;
 - b) the placement, size, shape and number of doors and windows;
 - c) the location and visual appearance of garages and/or parking facilities;
 - d) the selection of appropriate and compatible roof forms; and
 - e) the design of hard and soft landscaping.
7. The exposed undersides of balconies and porches that are visible from a street or public walkway should be covered with exterior finishes to provide a finished appearance to public view.
8. Developments are encouraged to use the Leadership in Energy and Environmental Design (LEEDS) standards in the design of buildings. Techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas are encouraged.
9. Variation in individual unit designs is encouraged to provide visual interest and avoid significant repetition either within a row of townhouses, or between adjacent rows of units.
10. Garage doors should not face public streets. Where front facing garage doors are unavoidable, the impact of garage doors on the public realm should be mitigated by:
- a) designing residential units with enough width to include attractive entrances and windows between garages;
 - b) recessing garage doors behind the main building façade;
 - c) keeping a sufficient width in residential units to allow the creation of attractive entrances and fenestration between garages.
 - d) grouping garage doors in pairs between adjacent units to allow building entrances and façades more prominence on the street;
 - e) providing interior spaces that overlook the street;
 - f) separating and orienting unit entrances to the street;
 - g) providing individual pedestrian walkways linked to the street;
 - h) including design details such as transom windows or glazing in garage doors;
 - i) a comprehensive landscape plan that identifies how the visual impact of garage doors from the street will be mitigated.
11. Landscaping of rooftops is encouraged where possible, to provide shared or private outdoor space for residents and to provide attractive views for residents and passersby.

B. VEHICLE ACCESS, PARKING AND CIRCULATION

1. Parking and servicing should be located underground or to the rear of buildings, with access from lanes wherever possible. Where lane access is not possible, access should be from streets via narrow driveways to minimize the impact on streetscape appearance and disruption to pedestrian movement.
2. Parking structures should be adequately screened and architecturally compatible with the rest of the building. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance with landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance their visual appearance.
3. Developments with large parking areas should provide a direct pedestrian pathway system through the parking area to facilitate convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets. Features such as special landscaping with trees and benches, overhead weather protection and distinct paving should be incorporated where appropriate. Pedestrian movement should be designed to avoid any obstruction by parked vehicles.
4. Shared vehicle access between adjoining sites should be considered where access for parking at the rear of the property is limited. Joint or shared access should also be considered between adjoining developments to minimize disruption of pedestrian sidewalks and to maximize landscaping and permeable surfaces. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.
5. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.
6. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all parking facilities with convenient, safe, identifiable and universally accessible access routes to building entrances, lobbies or other principal areas of buildings, and to grade level from any underground or above ground parking structures.
7. To increase safety, consider using electronic security devices and monitoring systems as a supplement to natural surveillance opportunities in parking structures and parking areas.
8. The amount of asphalt surfaces in parking areas should be minimized by integrating a variety of paving materials such as concrete, decorative pavers, etc. or by using alternate surface treatments.
9. Road grades, streets, lanes, and driveways should conform to the existing grades as closely as possible to ensure minimal disruption of slopes and vegetation. On steep terrain, roads should be aligned, wherever possible, to run parallel rather than counter to, natural contours and existing grades.

C. LANDSCAPING AND OPEN SPACE

1. Landscaping both within and outside the development should:
 - a) provide definition for pedestrian corridors;
 - b) delineate private and semi-private space from public space;
 - c) provide adequate screening between private outdoor spaces;
 - d) present a pleasing street image;
 - e) provide suitable buffering between public road and privacy areas;
 - f) soften the transition between adjacent land uses;
 - g) provide a buffer between residential and non-residential land uses;
 - h) create interesting views and focal points into and out of the site;
 - i) reinforce design continuity with neighbouring properties, the scale and massing of buildings, and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.

2. Landscape drawings for development applications should include, but are not limited to, the following information:
 - a) the location of mature and existing trees to be retained or removed;
 - b) the location of all protective tree fencing;
 - c) a grading plan or cross section indicating finished grade; and
 - d) a drainage plan for the site.

3. Street trees will be a required component of all development. Incorporate deciduous tree species into streetfront landscaping to define site boundaries, to enhance public space, and to permit light penetration in winter.

4. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
 - a) using native and/or drought-resistant species;
 - b) designing the landscaping to moderate the effect of wind;
 - c) providing shade in summer;
 - d) allowing natural drainage to occur throughout the site;
 - e) allowing daylight into buildings; and
 - f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

5. Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances.
6. Create visual landmarks on significant street corners and at locations of high visibility. Provide landscaping and consider incorporating features such as flag poles, banners, visual art, ornamental trees, fountains, architectural elements, and landscape structures.
7. Any portion of a building site left vacant for future development should be landscaped consistent with the landscape plan for the overall site. The minimum ground surface treatment should be lawn. Where possible, the natural state should be retained for those portions of a property not being developed.
8. Identify, preserve and incorporate stands of mature trees into the overall site landscaping design. Retain unique tree species, significant vegetation, natural landscape features and nesting areas on a site wherever possible. To attain this objective, prior to the design of a project, a detailed survey prepared by a qualified professional indicating the location and condition of existing trees and vegetation on a site should be conducted and provided to the District as part of the development application process.
9. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation. Replanting with indigenous or native species is encouraged.
10. Consider incorporating rain gardens and vegetated swales into parking lot landscaping to increase the natural absorption of rainwater runoff from paved areas into the ground.
11. The height and location of a landscape screen should ensure that:
 - a) privacy to adjacent properties is adequately protected;
 - b) driving site lines are maintained from adjacent roads, manoeuvring aisles, parking lots; and
 - c) the quality of the streetscape and outdoor living spaces is enhanced.
12. Maximize the amount of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.

D. UNIVERSALLY ACCESSIBLE DESIGN

1. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchair/scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.

2. Building entries should be:
 - a) clearly addressed with large numbers visible from the street;
 - b) directly accessed from the street without stairs;
 - c) provided with level areas measuring a minimum of 1.5m x 1.5m (4.9 ft. x 4.9 ft.) both inside and outside of doorways; and
 - d) provided with weather protection, exterior lighting, and power-assisted door openers.

E. REFUSE, RECYCLING AND SERVICE AREAS

1. Integrate vents, mechanical rooms, mechanical equipment, and elevator penthouses into the roof design or screen with materials and finishes compatible with the overall architectural design.
2. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.
3. Garbage containers and recycling bins must be:
 - a) easily accessible;
 - b) appropriately sized for the building occupants;
 - c) contained within roofed/walled enclosures;
 - d) incorporated into the overall design of the development; or
 - e) screened from public view and weatherproof and animal-resistant within the boundaries of each site.
4. Service areas should be internalized within the development. For developments with multiple buildings, common refuse, recycling and service areas are to be provided. Storage areas should be located to be convenient and readily accessible from most buildings or units on the site. Avoid direct exposure from public streets and allow for adequate manoeuvring space for refuse removal vehicles.
5. Enclose or screen all exterior mechanical units or equipment, including roof top units, equipment, and satellite dishes within upper floors or structures that form part of the overall design of a development.
6. Locate building ventilation systems to minimize noise and exhaust pedestrian areas, residential units, and outdoor spaces and locate less sensitive land uses closer to sources of noise.
7. Buildings should be designed and constructed to maximize sound attenuation:
 - a) between units;
 - b) between public roads and units; and
 - c) between adjacent land uses and units.

F. SIGNAGE AND LIGHTING

1. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter shall take precedent.
2. Signage design, materials and message should be integrated and complement the scale and architectural detail of the building.
3. Pedestrian level lighting is encouraged along all pedestrian routes and pedestrian plazas. The lighting should be pedestrian focused.
4. Lighting should be designed so as to have no direct source of light visible from the public right-of-way or adjacent residential land. Care should be taken to ensure that lighting glare does not pose a nuisance to adjacent residences, pedestrians, or motorists.

G. BICYCLE PARKING AND STORAGE

1. Short term and long term bicycle parking facilities should be considered for all developments. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground. Longer term bicycle storage areas provided as part of a parking structure should be located close to elevators and access points.





8.8 INTENSIVE RESIDENTIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Intensive Development Permit Area is designated under Section 919.1(1)(e) of the *Local Government Act* to establish guidelines for the form and character of intensive residential development. The purpose of an Intensive Residential Development Permit is to provide a greater emphasis on high standards in aesthetics and quality of the built environment while protecting important qualities of the natural environment. The desired outcome is an environment that is safe, attractive, people-friendly and environmentally responsive.

An Intensive Residential Development Permit is required for all new intensive residential development on land designated Urban Residential on Schedule B of the Official Community Plan, or intensive residential development in an area with an Area Plan. Residential development at densities greater than 30 units per net hectare that is typically zoned R-3 Special Amenity Residential District, is considered as intensive residential. A Development Permit may not be required under certain circumstances indicated in Section 8.4 Development Permit Exemptions. The following form and character guidelines apply to intensive residential developments.

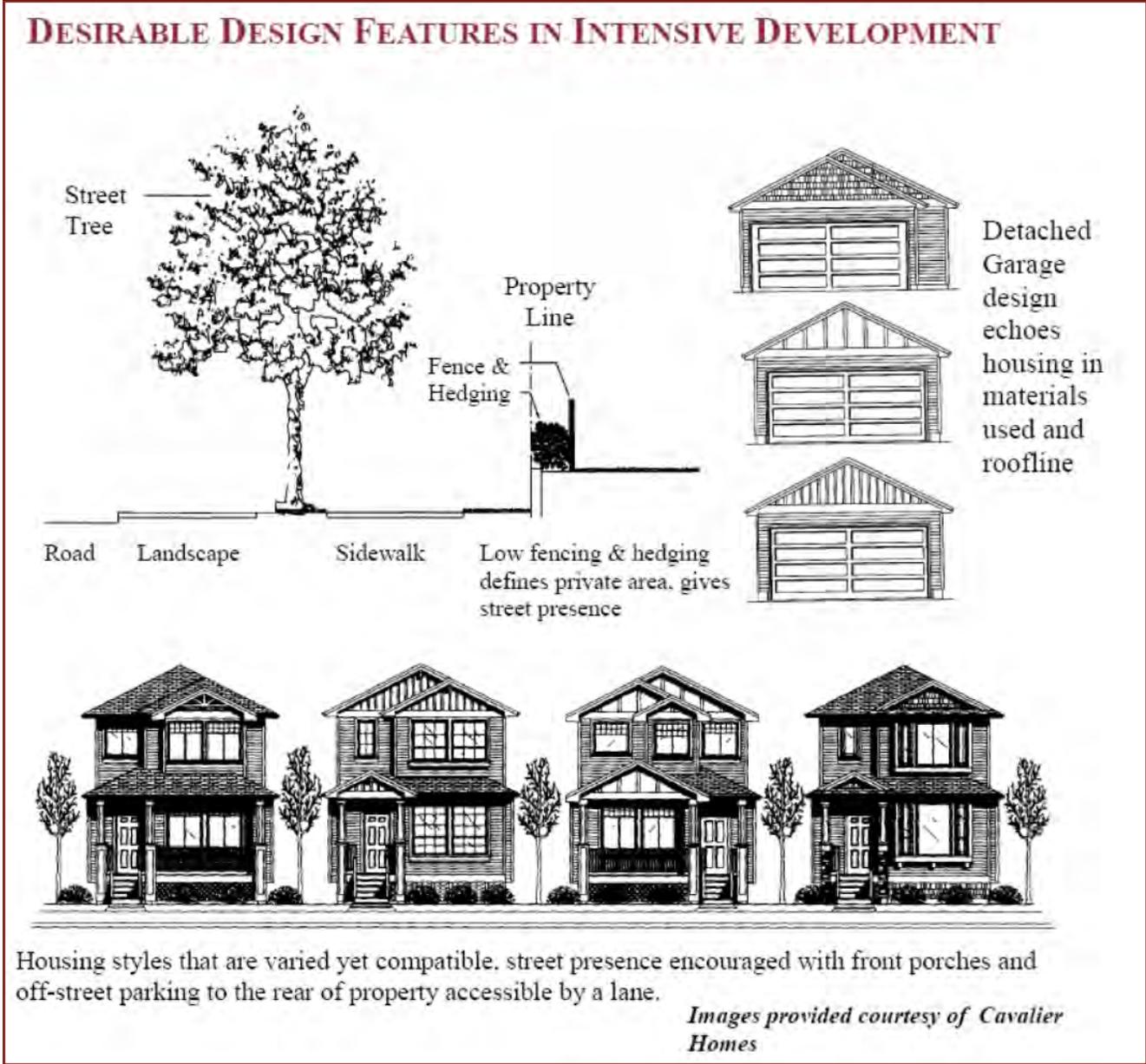
These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.8.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts as follows:

1. Neighbourhood cohesiveness and connectivity should be maintained through the design of varied yet compatible buildings, in materials used and in architectural styles, in landscapes and in recreational areas, and by facilitating a range of transportation choices.

- 2. A vibrant street presence is to be maintained through a variety of housing styles, by maintaining street parking and by directing garage structures and off-street parking to the rear of a property accessible by a lane.



8.8.2 GUIDELINES

A. BUILDING DESIGN, MASSING AND SITING

1. The existing neighbourhood should, where appropriate, provide a design reference for new development to reinforce neighbourhood stability. Unity, symmetry, and proportion should be the guiding principles of any architectural vernacular.
2. Attention should be paid to general architectural style and detailing, scale, finishing materials, character and materials of façades and roof treatment and treatment of entranceways.
3. Provide visual variety along streetscapes by varying individual unit designs. Avoid significant repetition either within a row of houses, or between adjacent rows of houses. Identical designs should not be repeated within three adjacent properties.
4. Buildings should front abutting streets. Main entrances should face the street, be clearly visible, and be directly accessed from the public sidewalk. Entrances should reinforce proximity to grade level and should avoid two-storey features.
5. The use of porches or verandas to define entries and create exterior living space is encouraged.
6. Building setbacks from roadways will generally be less than is typical of lower density residential development. As much as possible, entries and main living spaces should be elevated by approximately 1 meter from the fronting street grade to ensure privacy can be maintained.
7. The presence of garage doors along roadways should be minimized in order to enhance the pedestrian experience. Where front facing garage doors are unavoidable, the impact of garage doors on the public realm will be mitigated by:
 - a) designing residential units with enough width to include attractive entrances and windows between garages;
 - b) recessing garage doors a minimum of 0.6 metres (2 ft.) behind the main building façade;
 - c) providing interior spaces that overlook the street;
 - d) limiting the width of the garage door to no more than 50% of the building width, as seen from the fronting road. Where severe grade limitation allows the garage to be located within the basement level, this maximum width limitation need not apply; and
 - e) separating and orienting unit entrances to the street.
8. Buildings should be designed and located on a site to:

- a) preserve and incorporate natural features or views;
 - b) minimize impacts on natural features and agricultural lands; and
 - c) accommodate natural grades to ensure minimal grading is required.
9. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state. Buildings and structures should be integrated into natural slopes and other significant features.
10. New developments are encouraged to incorporate Low Impact Development (LID) techniques into their site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.

B. LANDSCAPING AND OPEN SPACE

1. Recreation space should be provided within a 2 to 5 minutes walking distance of a residence. This is equivalent to desirable maximum distance of 200 meters to an absolute maximum of 400 meters.
2. The design of recreational spaces should reflect the anticipated needs of the residential population and should have sun exposure year-round.
3. Recreation areas should be easily observed by nearby residences and should be sited so as to not conflict with the enjoyment of private outdoor space.
4. Whenever possible, measures should be taken to retain existing trees and vegetation on the development site.
5. Street trees should be required as a component of all new development.
6. Simplicity in landscape materials is desirable and should be encouraged for screening purposes. Landscaping should provide definition for pedestrian corridors, delineate private or semi-private space from public space, and provide adequate screening for private outdoor space. The scale and location of planting material should be consistent with the scale massing of adjacent buildings and seek to complement them.
7. Landscaping should:
 - a) provide definition for pedestrian corridors;
 - b) delineate private and semi-private space from public space;
 - c) provide adequate screening between private outdoor spaces;

- d) present a pleasing street image;
 - e) provide suitable buffering between public road and privacy areas;
 - f) soften the transition between adjacent land uses;
 - g) provide a buffer between residential and non-residential land uses; and
 - h) create interesting views and focal points into and out of the site.
8. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
- a) The use of native and/or drought-resistant species;
 - b) designing the landscaping to moderate the effect of wind;
 - c) providing shade in summer;
 - d) allow daylight into buildings; and
 - e) allow natural drainage to occur throughout the site.

C. SAFETY

1. Design developments to maximize opportunities for natural surveillance, allowing people to easily view what is happening around them during the course of everyday activities. Crime Prevention through Environmental Design principles and techniques are encouraged.

D. FENCING

1. Front and exterior side yard landscape screens or fences are encouraged as a means of defining public and private space. Notwithstanding the requirements of the Zoning Bylaw, fences in front yards should be reduced somewhat in height from the maximum permitted.
2. Fences that are adjacent to a street should be somewhat transparent (such as a picket type) rather than solid board, and should be in combination with landscaping along the street edge.
3. Chain link fences are to be avoided, and are discouraged along street frontages.
4. Any fencing should be provided in combination with landscaping on the street side.

E. VEHICLE ACCESS, PARKING & CIRCULATION

1. On public roads parking is to be accommodated on streets and to the rear of residences accessed by a lane, where possible. Where parking garages are oriented towards the street, the garage width should not exceed 50% of the total building width.

2. On private roads, parking is to be accommodated within garages/carports and driveways or discrete parking areas. Parking garages should not exceed 50% of the building width nor project forward. Parking areas should accommodate alternative uses such as play areas. This is best achieved with the use of alternative materials to those used on roadways. As much as possible visitor parking or common parking areas should be several small sites rather than a few larger sites.
3. Public roads and lanes should:
 - a) provide efficient circulation for service vehicles and encourage vehicles to maintain appropriate speed through physical design.
 - b) provide sufficient access for emergency response vehicles to all buildings on a site.
 - c) conform to the existing grades as closely as possible and be aligned to run parallel to natural contours to ensure minimal disruption of slopes and vegetation.
 - d) encourage pedestrian connections to adjacent properties.
4. Private roads should provide efficient circulation, encourage appropriate speed through physical design, and accommodate pedestrian use through the use of alternative paving materials, such as patterned concrete or paving stones, or with grade changes.
5. Parking should be accommodated on-site within garages or discrete parking areas and to the rear of residences accessed by a lane, where possible.
6. Consider the use of permeable parking pavers or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.

F. LIGHTING

1. Street lighting is required on public streets and should be provided for all private streets within a development.
2. Lighting is to be pedestrian focused and as such should be located at a maximum height of 4 meters and at lesser intervals than standard davit streetlights.
3. Care should be taken to ensure that lighting does not pose a nuisance to adjacent residences, pedestrians, or motorists by way of glare.

G. UNIVERSALLY ACCESSIBLE DESIGN

1. Whenever possible, pedestrian access for all areas of a site should be designed to be accessible to disabled persons. Careful consideration should be given to the proximity of pathways to private space, ensuring sufficient separation to avoid conflicts.



8.9 WATERCOURSE PROTECTION DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Watercourse Protection Development Permit Area is hereby established for the preservation, protection, restoration and enhancement of watercourse and riparian areas.

The following guidelines apply to all watercourse and wetland setback areas as identified on Schedule C Natural Features.

A Development Permit will be required for all development and subdivision activity or building permits within 50 metres of the top-of-bank of all watercourses and wetlands as shown on Schedule C Natural Features, other than in those circumstances indicated in Section 8.4 Development Permit Exemptions.

These guidelines may be varied with supporting documentation from a qualified professional at the discretion of Council.

Security should be taken as a condition of issuance of a Development Permit for those lots adjacent to a watercourse protection area to ensure that the Development Permit Guidelines are met.

8.9.1 OBJECTIVES

1. To identify the area particularly susceptible to disturbance by establishing top-of bank of watercourses and wetlands and the adjacent riparian leave strip as the watercourse protection area to remain free of development.
2. To afford greater protection to watercourses and their associated riparian habitat by securing natural watercourse protection areas in public ownership.

3. To facilitate environmentally sensitive development of lands adjacent to identified protected areas through particular attention to the subdivision of land, siting of buildings and structures, and areas of parking, storage, and landscaping.
4. To ensure that adjacent development activity does not encroach upon or alter the protected area(s).
5. To ensure vegetation or trees are maintained and conserved, or alternatively planted as necessary, to control erosion, protect banks and enhance fish habitat.
6. To ensure that land clearing is limited to a phased construction schedule in order to minimize the potential negative impacts of runoff and erosion on exposed soils in the watercourse protection area.
7. To develop stormwater management plans that strive for the maintenance of pre-development flow regimes of local watercourses.
8. To encourage where possible that development sites utilize drainage infiltration in order to augment stream base flows.

8.9.2 GUIDELINES

A. WATERCOURSE PROTECTION AREA ESTABLISHMENT

1. Watercourse protection areas are to be established in accordance with their habitat value and the potential impacts proposed by adjacent development. The District of Maple Ridge, the Department of Fisheries and Oceans and the Ministry of Environment must endorse the proposed watercourse protection boundaries.
2. The watercourse protection areas are to be dedicated where possible into public ownership for conservation purposes.
3. The boundaries of the watercourse protection areas are to be physically located on the ground by a B.C. Land Surveyor prior to site disturbance.

4. Temporary barrier fencing is to be installed adjacent to watercourse protection areas prior to any construction activity and should be replaced with permanent post and rail fence upon development completion.
5. All lots must provide the required minimum lot dimensions as set out in the Zoning Bylaw exclusive of the watercourse protection boundaries.

B. EROSION CONTROL

6. All work is to be undertaken and completed in such a manner as to prevent the release of sediment to any ravine, watercourse or storm sewer. An erosion and sediment control plan that involves implementation prior to land clearing and site preparation and the careful timing of construction is to be provided in accordance with the requirements of the District's Watercourse Protection Bylaw 6410 - 2006.
7. Silt fencing should be erected to prevent the movement of silt into the watercourse protection area prior to any disturbance to the soil on the site.
8. Cutting and filling adjacent to watercourse protection areas is to be kept to a minimum incorporating appropriate structural fill material and blending graded areas with natural slope, as supported by the Hillside Policies of the Official Community Plan.
9. The District may require environmental impact studies, enhancement works, and monitoring in support of development proposed to be located within a Watercourse Protection Area. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development may include the following:
 - a. A geotechnical slope stability and erosion control report;
 - b. A flood protection report;
 - c. A groundwater impact assessment report;
 - d. Wildlife habitat assessment report;
 - e. Vegetation impact assessment report; and
 - f. A detailed trail plan.

C. VEGETATION MANAGEMENT

10. Natural vegetation is to be retained wherever possible to ensure minimal disruption to the environment and to protect against slope failure. Land clearing adjacent to the watercourse protection areas is to be restricted to a phased construction schedule.

11. Habitat restoration landscaping of all bare or sparse riparian areas within the watercourse protection area may be required. Vegetation species should be native of the area and be selected for erosion control and fish and wildlife habitat values.
12. Stormwater outflows to the stream or leave area should have water quality and erosion control features so as to minimize their impacts on fish habitat and in compliance with the District's stormwater management plans.

D. MONITORING

13. The implementation of required environmental mitigative measures as designed and their maintenance is to be monitored by a qualified environmental monitor.





8.10 NATURAL FEATURES DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Natural Features Development Permit Area is hereby established for the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions.

A Development Permit will be required for all development and subdivision activity or building permits for:

- all areas designated Conservation on Schedule B or all areas within 50 meters of an area designated Conservation on Schedule B;
- all lands with an average natural slope of greater than 15 percent;
- all floodplain areas and forest lands identified on Natural Features Schedule C.

In addition to those circumstances outlined in Section 8.4 Development Permit Exceptions, a Development Permit will not be required where a Watercourse Protection Development Permit has been obtained as identified in Section 8.9.

The following environmental protection guidelines apply to development but are not necessarily appropriate for all circumstances. In addition, these guidelines may be varied with supporting documentation from a qualified professional at the discretion of Council.

Security shall be taken as a condition of issuance of a Development Permit to ensure that the Development Permit Guidelines are met.

8.10.1 OBJECTIVES

1. To encourage siting of development and construction techniques that will respect areas of geological concern and minimize erosion and recognize the limitations imposed by difficult soil conditions and steep slopes.

2. To encourage a high standard of infrastructure design and the siting and construction of utility services that will not negatively impact on the natural environment.
3. To retain natural vegetation where possible or on significant slopes, ravines in order to minimize disruption to soils.
4. To ensure the subdivision of land recognizes the identified protected area.
5. To require the siting of buildings to minimize environmental impacts on sensitive areas, to limit grading on slopes, and to address site characteristics and adjoining uses.
6. To maintain wildlife corridors and ensure vegetation and trees are maintained and conserved, or alternatively planted as necessary, to control erosion, protect banks and enhance fish habitat.
7. To limit the extent of impervious surfaces on development sites to minimize runoff and allow stormwater retention during rain events.

8.10.2 GUIDELINES

A. SOILS AND TOPOGRAPHIC CONSTRAINTS & EROSION CONTROL

1. Lot grading should be kept to a minimum to ensure maintenance of a maximum of the existing vegetation.
2. To prevent erosion, landscape disturbance should be minimized by retaining trees and natural vegetation as much as possible and requiring replanting or enhanced planting as soon as possible; providing a minimum of cuts and fills and limiting their depths, and minimizing terracing and earth grading; blending graded areas with natural slope; minimizing amount of exposed raw earth by phasing of development and on-site controls.
3. Siting adjacent to treed slopes and ravines should respect natural vegetation and may require additional setbacks beyond the Zoning Bylaw.
4. The District may require engineering reports, and monitoring in support of development applications in environmentally sensitive areas. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development may include the following:

- a. Technical justification for the possible modification of lines defining areas of environmental sensitivity undertaken by a qualified environmental professional;
- b. Analysis of soils and their capacity to accommodate development and appropriate soils handling procedures that may be necessary or proposed undertaken by qualified professional engineer or geoscientist;
- c. Slope analysis including recommendations for appropriate building setbacks or stabilization approaches undertaken by qualified professional engineer or geoscientist;
- d. Information on proposed site drainage methods;
- e. Flood protection and the identification of the 200 year floodplain boundary where applicable; and
- f. Subsurface hydrological assessments to ensure appropriate and safe siting respecting natural site characteristics undertaken by a qualified environmental engineer or geoscientist.

B. VEGETATION MANAGEMENT

1. The District may require environmental impact studies, enhancement works, engineering reports, and monitoring in support of development applications in environmentally sensitive areas. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development should include the following:
 - a. Ways and means to mitigate potential fisheries impacts and enhance fish habitat undertaken by a qualified environmental professional (e.g. encourage construction between June and September to avoid spawning and smolt release; where instream modifications are proposed, apply no-net-loss philosophy);
 - b. Identification of vegetation communities based on studies undertaken at appropriate time of year, with comments on size, quantity and location of identified significant species as well as rarity and frequency of occurrence undertaken by a qualified environmental professional; and
 - c. Identification of wildlife species sightings and significance of such occurrence undertaken by a qualified environmental professional.
2. Natural vegetation will be required to be retained where possible to ensure minimal disruption to the environment. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation.

C. STORMWATER MANAGEMENT

1. Integrated storm and rain water management plans should:

- a. Strive to reduce the amount of impervious surface with new development;
- b. Promote the use of Best Management Practices including permeable surface materials (e.g. gravel, paving stones);
- c. Maximize infiltration from frequently occurring rain events;
- d. Maintain or improve water quality from the development site;
- e. Maintain the site's discharge hydrography from peak flow events (i.e. 6 month, 2 year, 5 year); and
- f. Locate stormwater facilities so as to minimize impacts to habitat areas.

D. MONITORING

1. The implementation of required environmental mitigation measures as designed and their maintenance is to be monitored by a qualified environmental monitor.

E. ROADS AND INFRASTRUCTURE

1. Home design should accommodate natural grades to ensure that lot grading should be kept to a minimum to retain a maximum of existing vegetation for stormwater purposes.
2. Road grades should follow existing grades as closely as possible to ensure minimal disruption of slopes and vegetation.
3. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation.
4. Public and private roads should be developed to an urban standard.
5. Sewage disposal utilities should be sited to ensure no threat to the groundwater and adjacent watercourses. Ministry of Health and Ministry of Environment may need to be consulted.
6. On-street parking may need to be eliminated where existing topography renders development adjacent to the street impractical or where the street serves wholly as an access road. Restrictive covenants to Ministry of Environment standards may be required.





8.11 TOWN CENTRE DEVELOPMENT PERMIT AREA GUIDELINES



8.11 Town Centre Development Permit Area Guidelines

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Purpose of Development Permit Area Guidelines

Development Permit Areas are designated under Section 919.1(1)(f) of the *Local Government Act* to establish guidelines for the form and character of commercial, industrial and multi-family residential development. Development Permit Areas address special development circumstances, and if a property is within a designated Area, certain types of development cannot proceed without Council issuing a Development Permit. The District of Maple Ridge has Commercial, Industrial, Multi-family, Intensive Residential, Watercourse Protection and Natural Features Development Permit Areas (DPA) Guidelines that regulate land use development in designated areas.

All multi-family residential, flexible mixed-use, and commercial developments located in the Town Centre are subject to the Town Centre Development Permit Area Guidelines. Small lot Single-Family development in the Town Centre is subject to the Intensive Residential Development Permit Area Guidelines of the *Official Community Plan*. Pursuant with Section 919.1(1)(f), land-use designations identified on the Town Centre Area Land-Use Designations Map, Schedule 1, are designated as Development Permit Areas, as follows:

Town Centre Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for form and character applies to all lands designated Town Centre Commercial; Flexible Mixed-Use; Low-Rise Apartment; Medium and High-Rise Apartment; Ground-Oriented Multi-Family; Port Haney Multi-Family, Commercial, and Mixed-Use; and Port Haney Heritage Adaptive Use.

All designations in the Town Centre are subject to the Watercourse Protection Development Permit Area Guidelines and Natural Features Development Permit Area Guidelines. In the event of a conflict between Town Centre DPA Guidelines and other area guidelines, the Town Centre DPA Guidelines take precedent. The Town Centre DPA Guidelines have been created to promote new development that achieves the principles and policies of the official Town Centre Area Plan, and in so doing creates an attractive, vibrant and sustainable Town Centre for the District of Maple Ridge.

How to Use the Guidelines

The Town Centre DPA Guidelines outline general performance and design criteria for new development. Users of the guidelines to review this document for design intent and rationale as they are taken into account for approval of Development Permit applications. These Development Permit Guidelines complement other regulatory policies and bylaws found in the Town Centre Area Plan and the District of Maple Ridge Zoning Bylaw, which must also be taken into consideration for Development Permit Approval. Other accompanying documents and resources may need to be consulted during a development proposal process.

The guidelines are not intended as “blueprints” for design approval, rather they are meant to encourage variety and creativity in application of the architectural and site design elements of development proposals. To use the guidelines effectively, project proponents should take certain steps:

1. **Become familiar with the precinct in which the proposed project is located.** The goal is to ensure the quality of the project is compatible with the character, designated land uses and building forms of the Town Centre Precinct in which it lies.
2. **Refer to the DPA guidelines when evaluating the impact of the design.** Check each guideline against the proposed development to assess if the design is in keeping with the Town Centre Development Permit Area objectives.
3. **Seek early review of the project.** Making changes at the beginning of the project is easier than at the end. Involving consultants and District staff early on in the planning and design process helps to ensure the project is feasible, both economically and aesthetically.

In the event of a conflict between the Town Centre DPA Guidelines and the Town Centre Area Land-Use Designations Schedule 1 adopted by the District, the latter should apply. In the event of a conflict between the Town Centre DPA Guidelines and regulations outlined in the District of Maple Ridge Zoning Bylaw and the District's Sign Bylaw, the latter should take precedent. However, in the event of a conflict between Town Centre DPA Guidelines and other area guidelines, the Town Centre Guidelines take precedent.

Organization of the Town Centre DPA Guidelines

The guidelines document is divided into two main parts:

Part One: Town Centre Precincts provides an overview of the seven Town Centre Precincts: Downtown West, Civic Core, Downtown East, South of Lougheed, Port Haney & Waterfront; and two residential areas: North View and South View. It provides information and guidance regarding the following three topics:

- A. General Conditions and Character**
- B. Land use and Associated Building Form**
- C. Transportation and Circulation**

Part One should be reviewed carefully to provide the context and unique character found within each precinct. The precinct descriptions are brief, supplemented by diagrams, sketches and photos to exhibit the desired quality and character, as well as key development objectives and guidelines of each locale. Proposed development should be considered in context with the applicable precinct. All new development within the Town Centre should incorporate the key design strategies that reflect the precinct elements described in association with the guidelines outlined in Part Two: Town Centre Guidelines.

Part Two: Town Centre Guidelines are divided into three key topics:

- A. Building Form, Mass and Height**
- B. Building Façades, Materials, Screening and Colour**
- C. Building Site Considerations**

For each topic area development objectives and a discussion of intent is provided, followed by specific guidelines as outlined:

Objective and Discussion

The objective identifies the purpose and objective to be achieved or accomplished for the topic area. The discussion outlines the intent and describes why this guideline is important in achieving the overall goals and policies of the Town Centre Development Area Plan.

Development Guidelines

The development guidelines are written statements of desired performance that establish a qualitative level of design attainment to meet the design objective. The guidelines are meant to provide possible design solutions for achieving architecture and site related development objectives. The Guidelines apply to Ground-Oriented Multi-Family; Low-Rise Apartment; Medium & High-Rise Apartment; Flexible Mixed-Use; Town Centre Commercial; Port Haney Multi-Family, Commercial & Waterfront; and Port Haney Heritage Adaptive Use. The lettered icons apply to development as follows.

TCC - Town Centre Commercial - applicable to commercial developments only (for example, an office building).

MU - Mixed-Use - applicable to mixed-used developments, with commercial on the ground level and either offices or residential above.

MFR - Multi-Family Residential - applicable to ground-oriented developments and low-rise, medium-rise, and high-rise apartments.



Green Building Technique - this icon identifies guidelines that help to promote green building practice and design.

Concept sketches and photos are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

Part One

Town Centre Precincts

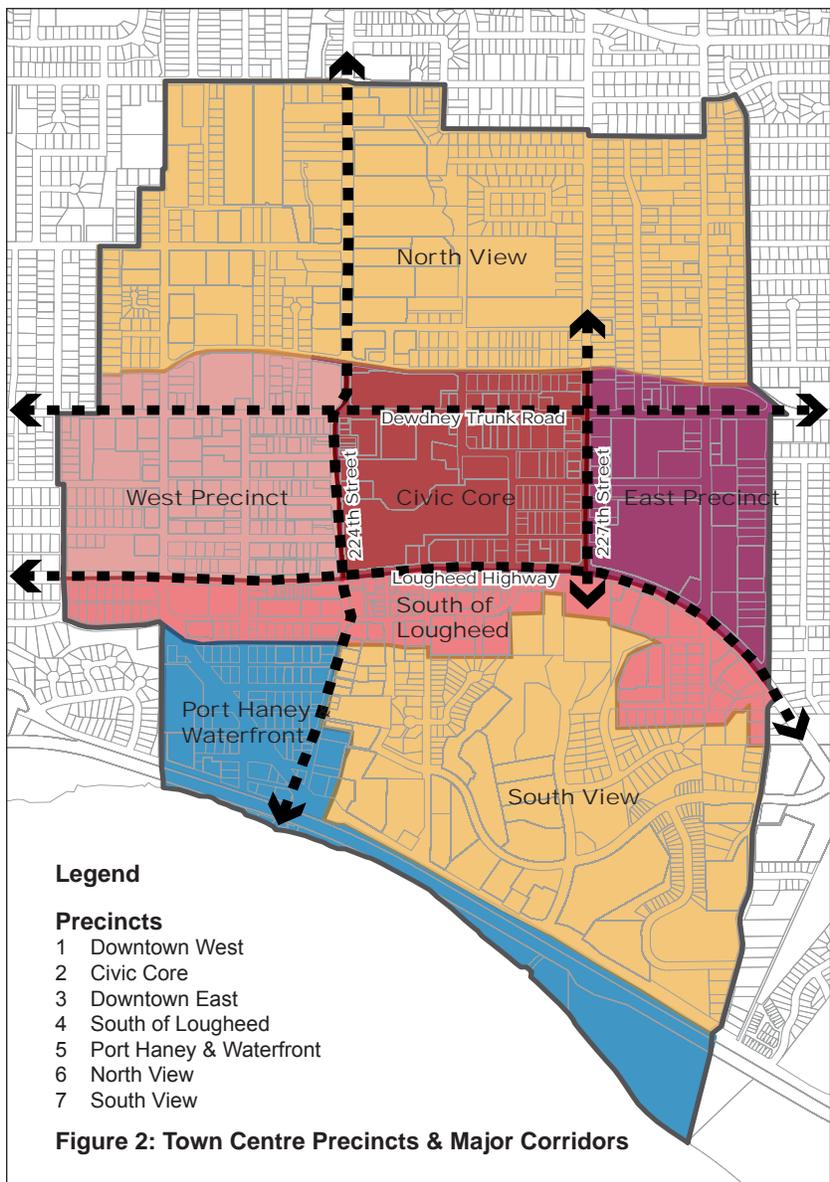


Figure 1: Aerial view of downtown Maple Ridge

Part One: Town Centre Precincts and Major Corridors

The Town Centre Development Permit Area Guidelines apply to seven precincts: The Civic Core, Downtown West, Downtown East, South of Lougheed, Port Haney, North View and South View as shown in Figure 2: Town Centre Precincts & Corridors. Four major Town Centre routes including Dewdney Trunk Road, Lougheed Highway, 224th Street and 227th Street are important corridors with associated land uses that also influence the form and character of the Town Centre. Proposed development should respect the general conditions and character outlined for each precinct. These precinct elements should be considered in association with Part Two: Town Centre Guidelines for all new development.

For properties designated for single-family use, the District’s Intensive Residential Development Permit Guidelines apply to intensive single-family development. The Watercourse Protection and Natural Features Development Permit Guidelines apply throughout the Town Centre.



Downtown West Precinct



Civic Core Precinct



Downtown East Precinct



South of Lougheed Precinct



Port Haney & Waterfront



North View Precinct



South View Precinct



Figure 3 - West Precinct in Context

Downtown West Precinct - General Conditions and Character

The West Precinct lies west of the Town Centre’s Civic Core, between Brown Avenue to the north and Lougheed Highway to the south. It extends to the western-most border of the designated Town Centre area and east to 224th Street. This precinct hosts some mainstay stores and offers a unique shopping district that could be improved and enhanced with revitalization and new pedestrian-oriented commercial and mixed-use development. The smaller lots and blocks, and traditional store fronts create a pedestrian-oriented, small scale and diverse shopping district. The area is an important central downtown neighbourhood, and could grow to accommodate boutique retail, arts and culture centres, and tourism related services such as hotels and small scale conference centres, in addition to multi-family residential development. New development in this precinct should reference more traditional architectural styles, including Maple Ridge’s most desirable heritage or character brick buildings. This precinct is an important gateway to Maple Ridge for travelers heading east along Dewdney Trunk Road and Lougheed Highway and a key link to the Centre’s Civic Core.

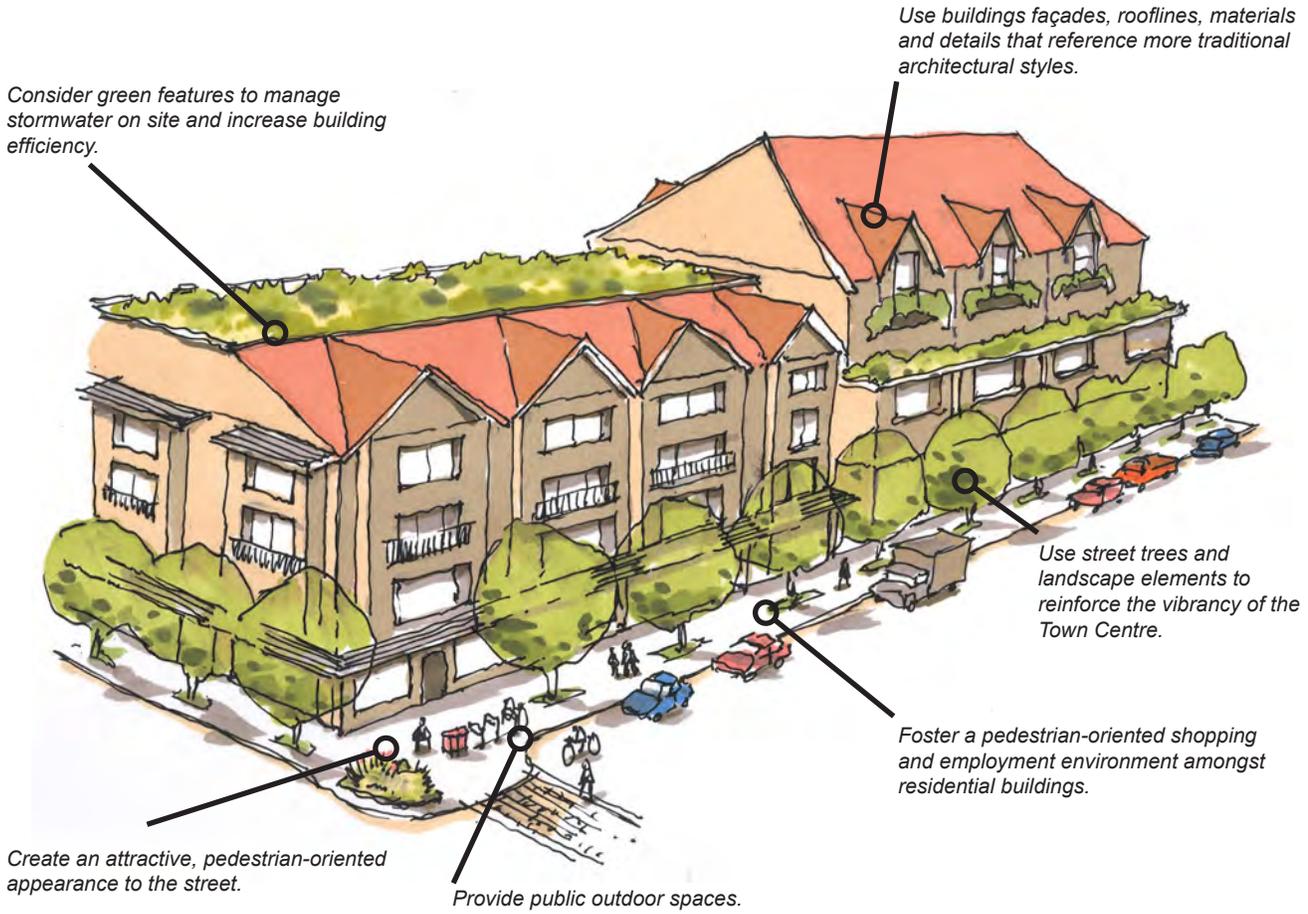


Figure 4 - West Precinct Character Sketch

Downtown West Precinct

Key guideline concepts:

- 1 **Provide a gateway to the Town Centre.** New development should promote the Downtown West Precinct as a Town Centre gateway for eastbound travelers along Dewdney Trunk Road. A gateway element should have strong visual presence that features landmark structures, landscape elements, welcome signage, public art and/or enhanced views to the mountains, while maintaining architectural quality and character of associated new development. This concept applies mainly to properties located on Lougheed Highway and Dewdney Trunk Road.
- 2 **Create a pedestrian-oriented, boutique-style shopping district.** New development in the Downtown West Precinct should foster a pedestrian-oriented, boutique-style shopping and employment environment amongst diverse residential buildings. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.
- 3 **Enhance the quality, character and vibrancy of the Town Centre.** New development should promote the quality, character and vibrancy of the urban environment. Colours should be fairly consistent, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.
- 4 **Reference traditional architectural styles.** New development in the Downtown West Precinct should reference more traditional architectural styles, that include materials such as brick and wood. A cohesive building style should be maintained, ensuring new buildings have consistent architectural and urban design setbacks, form, mass and height throughout the precinct.
- 5 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.
- 6 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces, where appropriate and feasible. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.
- 7 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, help manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.
- 8 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Where feasible, parking requirements should be accommodated underground.

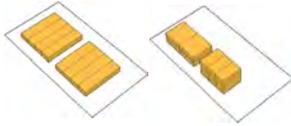


The desired quality and character of the Downtown West Precinct is a pedestrian-oriented, small-scale and diverse shopping and residential area.

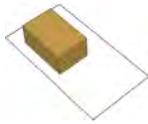
MAPLE RIDGE TOWN CENTRE

Land Use Descriptions

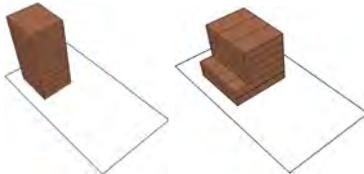
1. **Ground-Oriented Multi-family** supports ground-oriented attached housing, such as row house, town house, or stacked townhouse form.



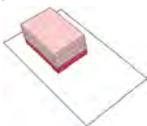
2. **Low-Rise Apartment** supports development of apartment forms of dwelling that are 3 to 5 storeys with underground parking.



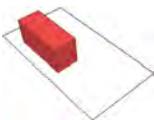
3. **Medium & High-Rise Apartment** supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.



4. **Flexible Mixed-use** supports buildings with flexible ground-floor units that can easily be retrofitted between residential and commercial uses.



5. **Town Centre Commercial** supports a range of commercial only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



Downtown West Precinct - Land Use and Building Form

Land uses for the West Precinct include Town Centre Commercial, Mixed-Use, and Multi-family Residential in the form of low and high residential apartments. The area lends itself to accommodating artist live/work units, studios and rehearsal space, small-scale commercial enterprises, and larger commercial and mixed-use buildings integrated among residential units. These uses can support a variety of building forms. The residential units can range in density from townhouses, to low rise three to five storey apartments, to high-rises over 20 storeys in height. A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.



Figure 5 - West precinct

Downtown West Precinct - Transportation and Circulation

The Town Centre’s major transportation corridors, Dewdney Trunk Road and Lougheed Highway, bind the West Precinct to the north and south respectively. Walking and biking along these routes could be better accommodated through sidewalk and streetscape improvements and biking could be improved through designated bike lanes. Selkirk Avenue should be developed as an “off Lougheed Bike Route” to accommodate safe bicycle travel from the western edge of the Town Centre. Increasing bike and pedestrian traffic on Selkirk could also serve to enhance small scale commercial services, such as cafés and bike shops, suitable to the mixed-use land use in the precinct. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with all new development proposed in the West Precinct.



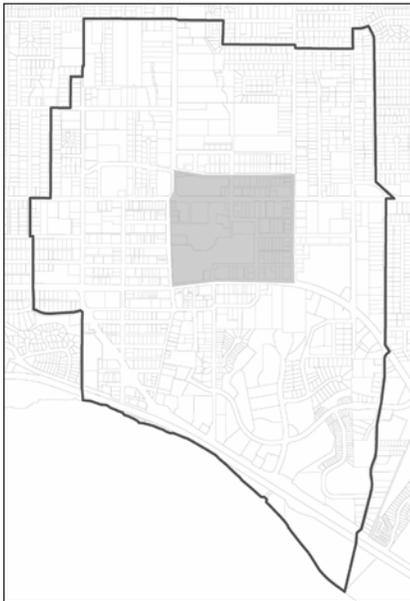


Figure 6 - Civic Core Precinct in Context

Civic Core - General Conditions and Character

The Civic Core acts as the municipal and public node of Maple Ridge Town Centre. It is bound to the north by Brown Avenue and to the south by Lougheed Highway. It extends west to 224th Street and east to 227th Street. The area offers important mountain views from 226th Street northward. There are also notable views over the park from the ACT looking west and looking east from 224th Street. The Civic Core hosts Maple Ridge’s key community buildings and parks including the District Hall, the Library, the Leisure Centre, the ACT theatre and Cultural Centre, and Memorial Peace Park. This precinct is recognized as Maple Ridge’s cultural hub. These important cultural facilities provide places for social gatherings, events, festivals and celebrations. Community members suggest the area has “amazing potential beyond what is already positive.” They indicate that more intense mixed-use commercial development in the area could bring more people living, working and playing in the area and a greater community vibrancy within the Civic Core. New development in the area should provide more retail activity, higher density housing, improve pedestrian and bicycle accessibility and build upon the Core’s great public spaces. The area should foster building design that has strong urban form, reflective of Maple Ridge’s heritage characteristics.

Incorporate consistent, pedestrian-scaled designs and reference historic Maple Ridge character.

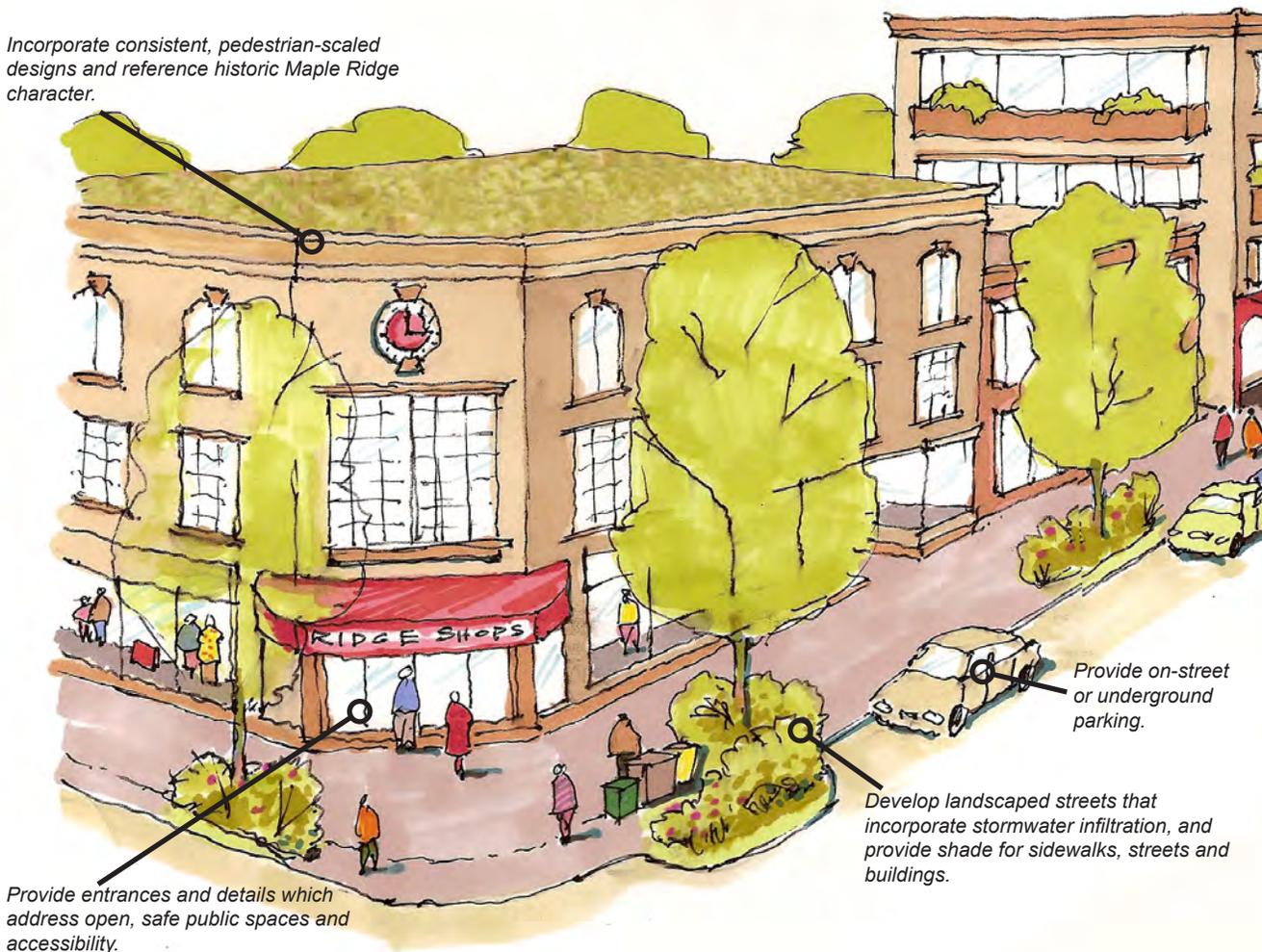


Figure 7 - Civic Core Character Sketch

Civic Core

Key guideline concepts:

- 1 **Promote the Civic Core as the “heart” of the Town Centre.** New development should promote the Civic Core as the heart of the Maple Ridge Town Centre. Anchored by a cluster of civic facilities and Memorial Peace Park, the Civic Core should follow the examples of these buildings and public spaces to accommodate public gatherings, festivals and parades, and create a vibrant pedestrian atmosphere. New development should enhance the quality, character and vibrancy of this important urban environment. Colours should be harmonious, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.
- 2 **Create a pedestrian-oriented, boutique-style shopping district.** New development in the Civic Core should foster a pedestrian-oriented, boutique-style shopping and employment environment amongst diverse residential buildings. A building’s form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.
- 3 **Reference traditional architectural styles.** New development in the Civic Core, like the West precinct, should reference more traditional architectural styles, including Maple Ridge’s most desirable heritage and/or character brick buildings. A cohesive building style should be maintained, ensuring new buildings have consistent architectural and urban design setbacks, form, mass and height throughout the precinct.
- 4 **Capitalize on important views.** New development should capitalize on important mountain views that extend northwards, particularly from 226th street. Existing streets and buildings should maintain and enhance these views.
- 5 **Enhance existing cultural activities and public open space.** New developments should include attractive, functional public outdoor spaces that build upon and enhance the existing cultural activities and public spaces in the Civic Core, such as the Library, ACT Theatre and Memorial Peace Park. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.
- 6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.
- 7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Where feasible, parking requirements should be accommodated underground.

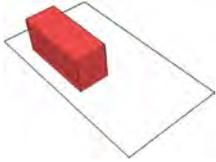


The Civic Core is the heart of Maple Ridge’s civic and community activity with a high quality and vibrant pedestrian environment.

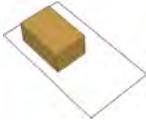
MAPLE RIDGE TOWN CENTRE

Land Use Descriptions

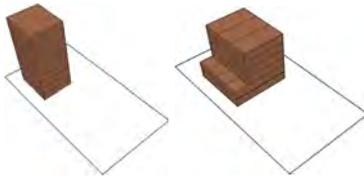
- 1. Town Centre Commercial**
supports a range of commercial only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



- 2. Low-Rise Apartment**
supports development of apartment forms of dwelling that are 3 to 5 storeys with underground parking.



- 3. Medium & High-Rise Apartment**
supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.



Civic Core - Land Use and Building Form

Most of the land use in the Civic Core is designated Town Centre Commercial. The intent of this zone is to develop a walkable, vibrant, and successful compact commercial area. Allowable uses range from commercial, to mixed-use commercial/residential to residential apartments only. Primary façades of all commercial buildings should be designed to improve the pedestrian realm. Facing streets, parks, greenways or other public amenities. The Civic Core is comprised of institutional uses including the Municipal Hall, RCMP, The ACT Theatre, the Leisure Centre, Greg Moore Youth Centre and the public library. Memorial Park is an important active park space for Maple Ridge Town Centre. The designated land uses can support a variety of building forms. These forms can range from 3 storeys to over 20 storeys, depending on the land-use designation. A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.



Figure 8 - Civic core

Civic Core - Transportation and Circulation

The Civic Core's central location and mix of community buildings and resources makes it an important destination and a prime area for a transit hub and proposed as a future terminus area for rapid transit into Maple Ridge (terminus location is yet to be determined).

New development should maintain and enhance pedestrian and bicycle connections, crosswalks, throughways and accessibility. The Maple Ridge Town Centre Multi-Modal Transportation Network, Section 5.0 of the Town Centre Area Plan (see Multi-Modal Transportatio Network Map, Figure 1) should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with all new development proposed in the Civic Core.





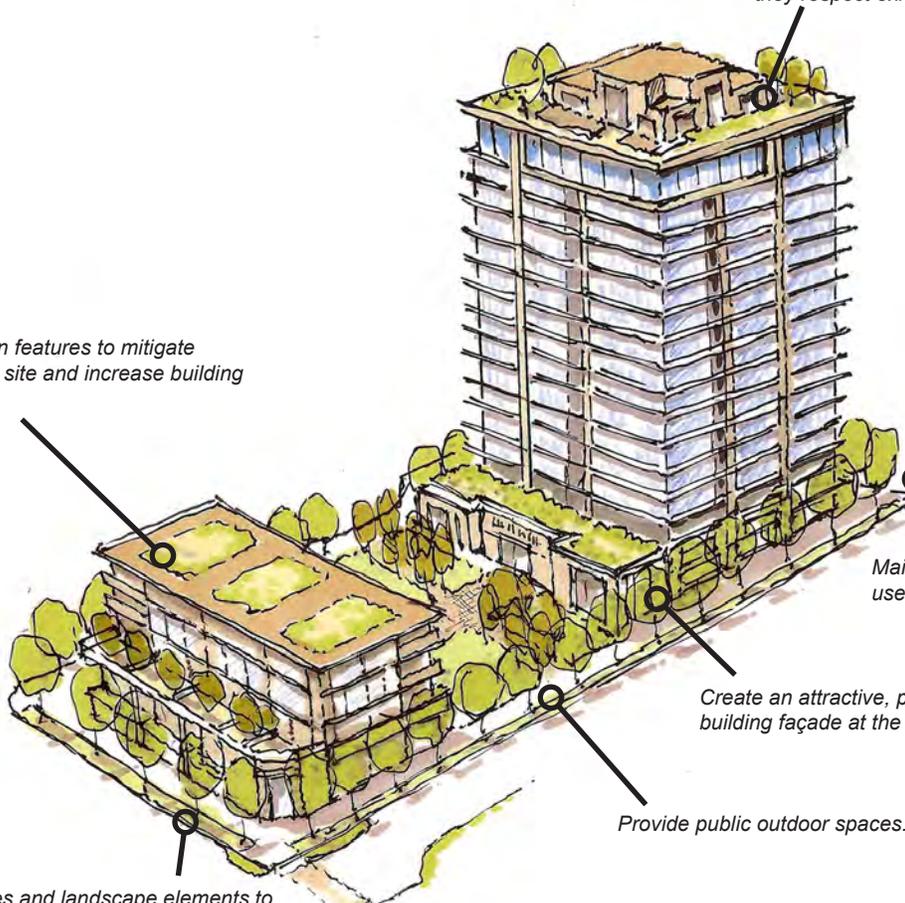
Figure 9 - East Precinct in Context

Downtown East Precinct- General Considerations and Character

The East Precinct lies directly east of the Town Centre’s Civic Core, between Brown Avenue to the north, Lougheed Highway to the south, 227th Street to the West, and Burnett to the east. It extends to the eastern-most border of the designated Town Centre area. The area offers great potential for new development that can contribute to more urban and pedestrian-oriented development. Currently, the Valley Fair Mall resides between 227th Street and 228th Street and serves as an anchor for businesses in the precinct. Infill development of the mall site with medium density residential development above first floor commercial that faces 227th street, should be encouraged. A number of large and/or underdeveloped lots in the area can accommodate a variety of building forms, from single-storey bigger box commercial to mixed-use commercial buildings with residential above, provided the building orients to the street and offers a pedestrian-friendly façade. Medium to high density residential high-rise towers can also be accommodated in the East Precinct. North of 226th Street (in the Civic Core Precinct) offers beautiful views to the mountains. These views should be carefully analyzed and maintained for all development proposals that may have a potential impact. Finally, the East Precinct is an important gateway to and from Town Centre for travelers along Dewdney Trunk Road and Lougheed Highway.

The Precinct can accommodate medium- to high-density residential towers, provided they respect existing views.

Consider green features to mitigate stormwater on site and increase building efficiency.



Maintain street interconnectivity and use of lanes.

Create an attractive, pedestrian scale building façade at the the street.

Provide public outdoor spaces.

Use street trees and landscape elements to enhance the streetscape and reinforce the vibrancy of the Town Centre.

Figure 10 - East Precinct Character Sketch

Downtown East Precinct

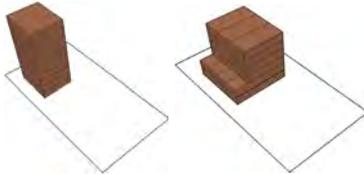
Key guideline concepts:

- 1 **Provide a gateway to the Town Centre.** New development should promote the Downtown East Precinct as a Town Centre gateway for travelers heading west along Dewdney Trunk Road and Lougheed Highway. A gateway element should have strong visual presence that features landmark structure(s), landscape elements, welcome signage, public art and/or enhanced views to the mountains, while maintaining architectural quality and character of associated new development.
- 2 **Create a pedestrian-oriented, mixed-use commercial area.** New development in the Downtown East Precinct should foster a pedestrian-oriented, mixed-use commercial area with a portion of medium to high density residential development. New development should promote the East Precinct as an important new commercial and residential urban environment in downtown Maple Ridge. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.
- 3 **Enhance the quality, character and vibrancy of the Town Centre.** New development should inform the quality, character and vibrancy of the urban environment. Colours should be harmonious and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street and should maintain a cohesive building style. The precinct can accommodate a variety of building forms, from single-storey bigger box commercial to mixed-use commercial buildings with residential above, provided the building orients to the street and offers a pedestrian-friendly façade.
- 4 **Capitalize on important views.** New development within proximity to 226th Street should protect important mountain views to the north. Existing streets and buildings should maintain and enhance these views.
- 5 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces, where appropriate and feasible. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.
- 6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.
- 7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Where feasible, parking requirements should be accommodated underground.

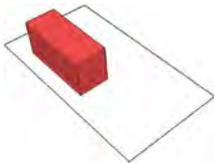


Land Use Descriptions

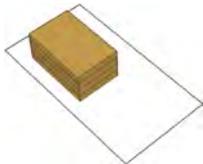
1. **Medium & High-Rise Apartment** supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.



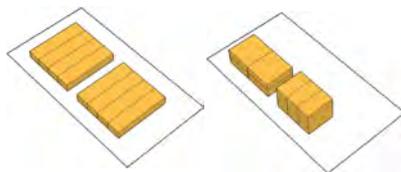
2. **Town Centre Commercial** supports a range of commercial only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ stories in height.



3. **Low-Rise Apartment** supports development of 3-5 storey apartment dwellings with underground parking.



4. **Ground-Oriented Multi-family** supports ground-oriented attached housing, such as row house, town house, or stacked townhouse form.



Downtown East Precinct - Land Use and Building Form

Land use designations for the East Precinct include Town Centre Commercial and Multi-family Residential. Town Centre Commercial uses can range from commercial, mixed-use, to residential only (see Schedule G in the Maple Ridge Zoning Bylaw for properties where ground floor commercial use is required). Heights may vary from 3 to 20-plus storey buildings. Depending on the specific designation (see side-bar at right), multi-family residential can be in the form of compact ground-oriented 2 to 3-storey townhouses, row houses, or stacked townhouses*, to low to high-rise apartments three to 20 plus storeys in height. The designated land uses can support a variety of building forms. A building’s form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

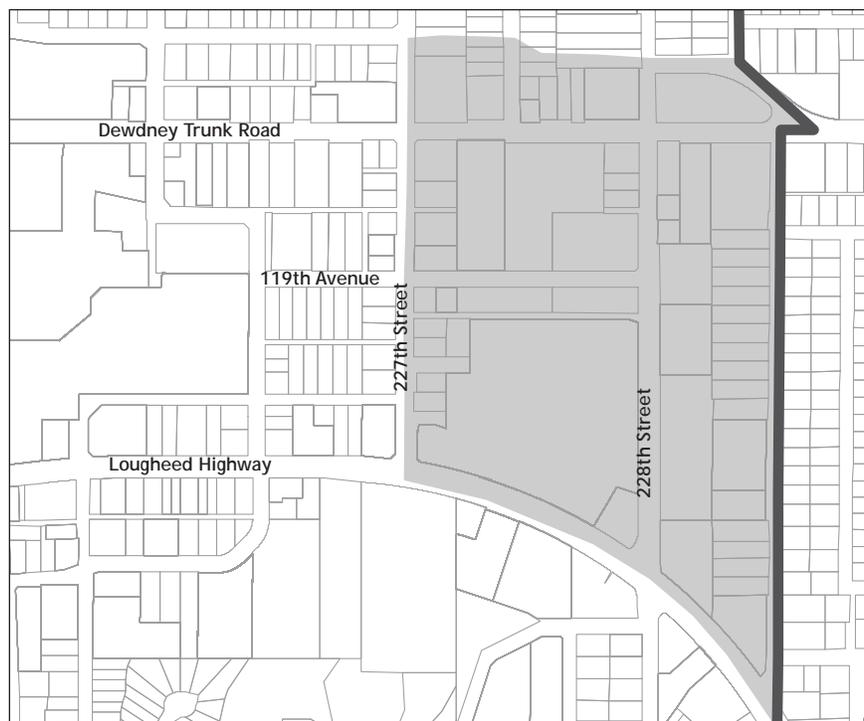


Figure 11 - East precinct

* A maximum 4-storey height may be permitted for a stacked townhouse form, see Land-Use policies in Section 3.0 of the Town Centre Area Plan.

Downtown East Precinct - Transportation and Circulation

227th Street is seen as a key connection for the Downtown East Precinct. Multi-modal transportation options in the area could be improved with further pedestrian and bicycle connections, including a designated bikeway through Valley Fair Mall parking lot, to and from the Civic Core and the Waterfront. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with new development proposed in this precinct.





Figure 12 - Port Haney Precinct in Context

Port Haney and Waterfront - General Considerations and Character

Historically, Port Haney served as Maple Ridge’s commercial hub. This precinct is bounded by the west boundary of the Town Centre Centre, 117th Avenue, 224th Street (however, includes some properties on the east side of 224th) and continues along the waterfront to the east boundary of the Town Centre. A number of important heritage buildings still remain, including Haney House, Billy Miner Pub and St. Andrews Church, and continue to accommodate important community functions. The precinct is within walking distance of the new Civic Core, and serves as a vital walkable link to key destinations including the Fraser River waterfront and the West Coast Express train station. Ample community parks, open space, and sweeping views to the Fraser River provide a scenic setting. Creating a connection between the waterfront and the Town Centre is encouraged, with tourism-oriented uses, and this will be enhanced with a proposed multi-modal pathway along the waterfront. Port Haney’s historic roots, heritage character, waterfront access, green space and river and mountain views should be maintained and enhanced with any new development.

Support tourism-oriented mixed-use commercial development.

Provide street trees and landscape elements that reinforce the urban character and vibrancy of the Town Centre.

Reference historic building forms and present a cohesive building style, with consistent architectural and urban design setbacks.

Maintain and enhance walkable links to key destinations throughout the precinct.

Accommodate on-street parking.

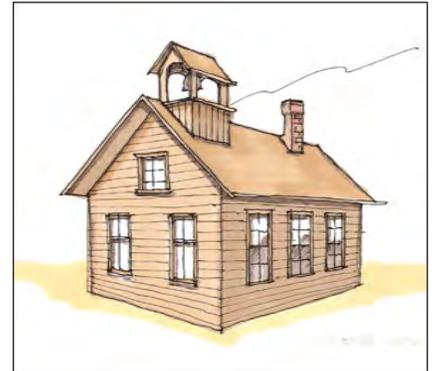


Figure 13 - Port Haney and Waterfront Character Sketch

Port Haney and Waterfront

Key guideline concepts:

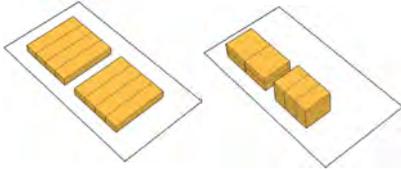
- 1 **Promote Port Haney and the Waterfront as an important heritage, tourism-oriented area.** New development should promote Port Haney and the Waterfront as an important heritage area in downtown Maple Ridge. Port Haney and the Waterfront includes existing heritage commercial and residential buildings, green space, waterfront access and views which should be preserved and enhanced. Additional heritage-style mixed-use commercial and residential development geared at promoting tourism, should increase the vibrancy of this Precinct.
- 2 **Provide a pedestrian-oriented, mixed-use commercial and residential environment.** New development in Port Haney and the Waterfront should foster a pedestrian-oriented, mixed-use commercial and residential environment. A building's form and mass should reference Maple Ridge's heritage, with materials and/or design features, and support a strong pedestrian-oriented urban realm, defining the street and sidewalk areas as active public spaces.
- 3 **Enhance the heritage quality, character and vibrancy of Port Haney and the Waterfront.** New development should promote the quality, character and vibrancy of the urban environment. Colours should be harmonious, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street and should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the precinct, and also should reference heritage designs.
- 4 **Capitalize on important views.** New development should capitalize on Port Haney's mountain and waterfront views. Existing streets, open space and buildings should maintain and enhance these views.
- 5 **Provide outdoor space.** New developments should include attractive, functional outdoor spaces and connections, particularly from Port Haney to the Waterfront. Public outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.
- 6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character, history and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.
- 7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Vital pedestrian connections linking the Town Centre to the Fraser River Waterfront and West Coast Express train station should be enhanced. Where feasible, parking requirements should be accommodated underground.



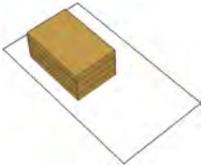
MAPLE RIDGE TOWN CENTRE

Land Use Descriptions

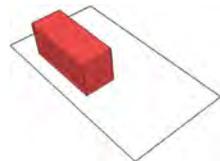
- 1. **Ground-Oriented Multi-family**
supports ground-oriented attached housing, such as row house, town house, or stacked townhouse.



- 2. **Low-Rise Apartment**
supports development apartment dwellings with underground parking.



- 3. **Commercial**
supports a range of commercial only, to mixed-use in maximum 4 storey form.



Port Haney - Land Use and Building Form

Land in the Port Haney Precinct is designated Port Haney Heritage Adaptive Use; Port Haney Multi-Family, Commercial and Mixed-Use; Low Rise Apartment. The Low-Rise Apartment supports buildings at a maximum height of 4 storeys. The Port Haney Multi-Family, Commercial and Mixed-Use offers flexibility and supports Multi-Family (ground-oriented and apartment), Mixed-Use, and Commercial uses. Port Haney Heritage Adaptive Use recognizes the heritage value of properties in this area and encourages conservation by permitting adaptive uses, outlined in the corresponding zones. For properties close to the waterfront, tourism-oriented mixed-use commercial development will be encouraged. Access to the Fraser River waterfront from Port Haney will be enhanced through a proposed new walkway and wharf.

A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

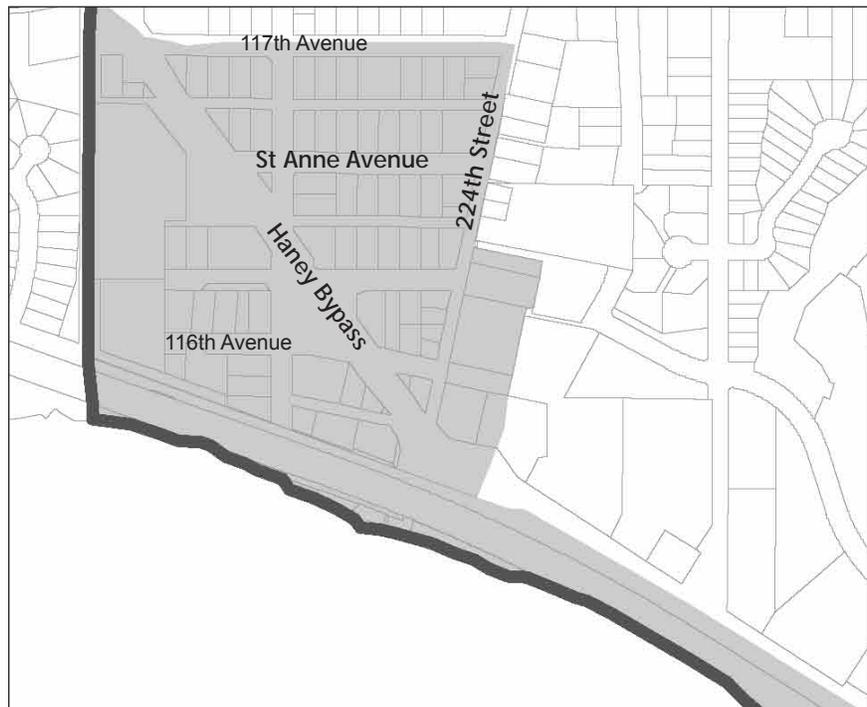


Figure 14 - Port Haney and Waterfront

Port Haney - Transportation and Circulation

224th Street through Port Haney from the Downtown Core serves as a key transportation route in the Town Centre. The precinct could benefit from designated off-street pedestrian and bicycle connections along 224th Street to the waterfront and the West Coast Express train station. The pedestrian underpass should be improved to safely accommodate mobility aids, strollers and bicycles and provide an informative route for tourists and residents highlighting the waterfront and various historical Maple Ridge facts. Other pedestrian connections should be made along Haney Bypass to the greenway trail and proposed bicycle and pedestrian routes along the waterfront. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and greenway routes and connections to be improved upon or created with all new development proposed in this precinct.



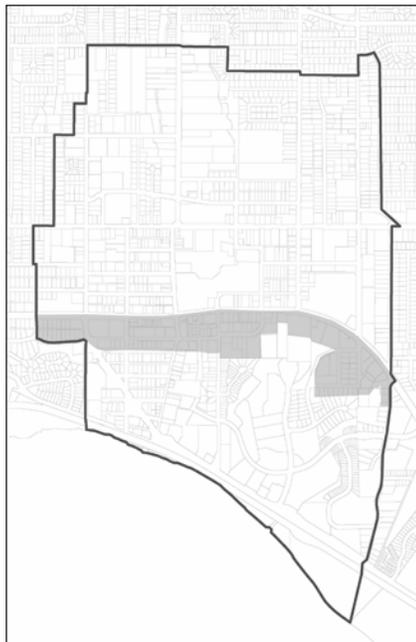


Figure 15 - SOLO Precinct in Context

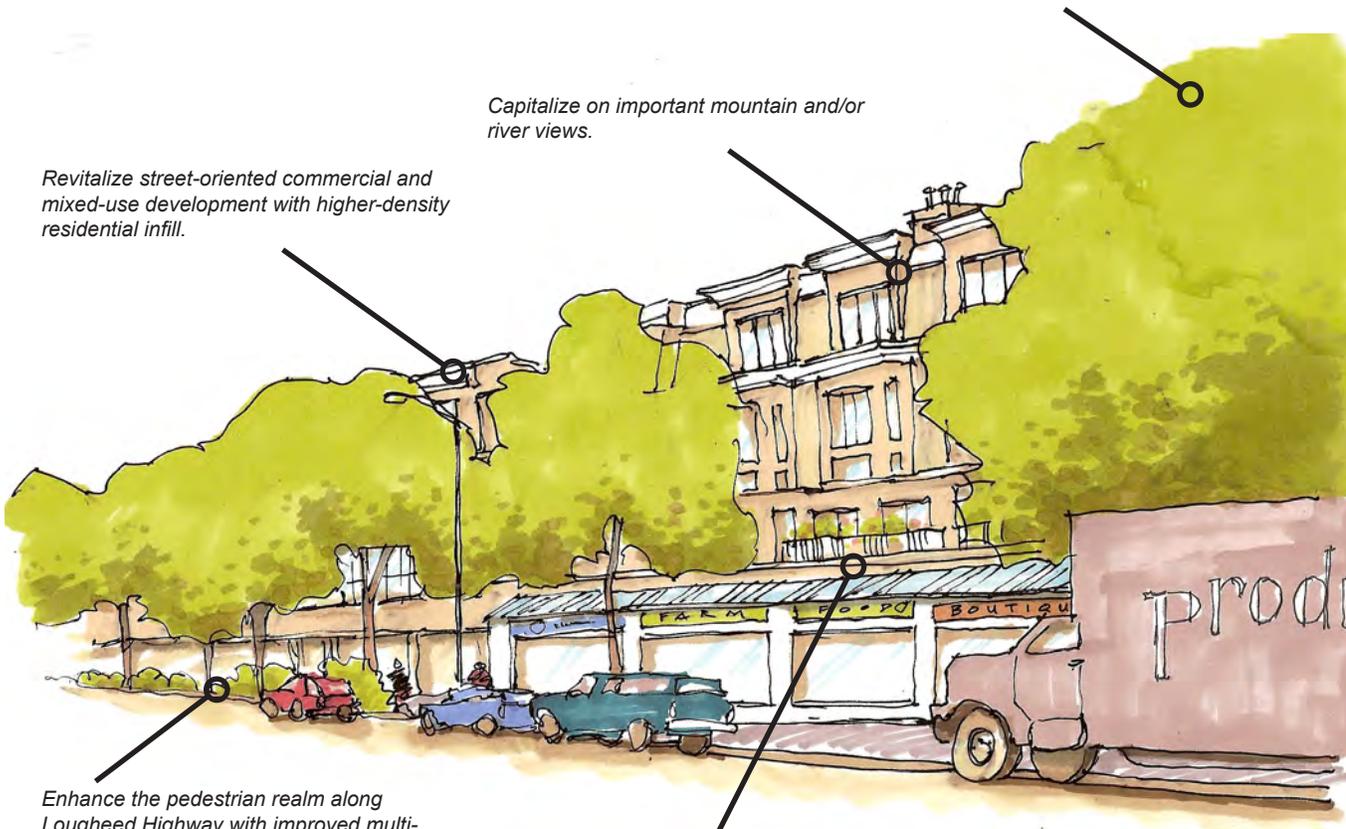
South of Lougheed - General Considerations and Character

The South of Lougheed Precinct, or SOLO, is located immediately south of the Lougheed Highway corridor, from the western Town Centre boundary to its eastern-most boundary. The area serves as a key transportation and transit corridor for Maple Ridge, supporting commercial, mixed-use commercial and higher density residential development along its route. SOLO would benefit from a revitalization of street-oriented, commercial and mixed-use development, alongside higher density residential infill. Smaller lot sizes that line Lougheed from 223rd Street to 227th Street provide the opportunity to accommodate 3-4 storey “boutique” commercial stores with residential or office space above. These blocks should be enhanced with corner commercial buildings, particularly at the west and east gateways of the Civic Core precinct. Larger lots east of 227th Street offer more flexibility in terms of redevelopment intensity. These lots should accommodate higher density, more intense office and commercial development, provided it maintains a street front and improves the streetscape along Lougheed Highway. South of the corridor, intensive residential infill development will offer the precinct, and the downtown core, the vibrancy needed to sustain local commercial, recreation and employment opportunities.

Enhance the quality, character and vibrancy of the urban context with attractive, functional public outdoor spaces.

Capitalize on important mountain and/or river views.

Revitalize street-oriented commercial and mixed-use development with higher-density residential infill.



Enhance the pedestrian realm along Lougheed Highway with improved multi-modal access, connectivity and safety.

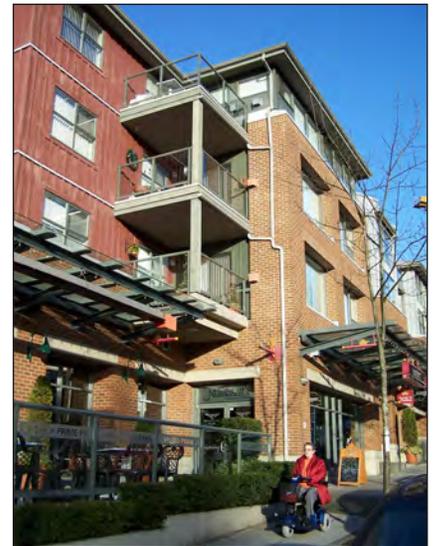
Maintain a cohesive building style, using harmonious colours and sustainable materials.

Figure 16 - SOLO Character Sketch

South of Lougheed (SOLO)

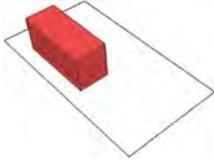
Key guideline concepts:

- 1 **Develop a diverse shopping, employment and residential district.** New development should establish South of Lougheed as an important commercial, office and residential corridor in downtown Maple Ridge. The Lougheed corridor is already an important commercial destination, transportation and transit corridor, and would benefit from a revitalization of street-oriented mixed-use commercial development. Additional higher density residential infill should increase the vibrancy of this Precinct.
- 2 **Create pedestrian-oriented streetscapes.** New development South of Lougheed should foster a pedestrian-oriented, shopping and employment environment amongst diverse commercial, office and residential mixed-use buildings. A building's form and mass should support a strong pedestrian-oriented street front and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.
- 3 **Enhance the quality, character and vibrancy of SOLO.** New development should inform the quality, character and vibrancy of the urban environment. Colours should be harmonious, and materials sustainable. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.
- 4 **Maintain cohesive building styles.** New development South of Lougheed should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the Precinct. That said, there is opportunity in South of Lougheed to explore a variety of building forms, including row houses, stacked townhouses, and over 20 storey or higher residential apartment buildings.
- 5 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.
- 6 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.
- 7 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.
- 8 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Where feasible, parking requirements should be accommodated underground.

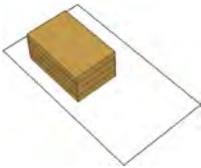


Land Use Descriptions

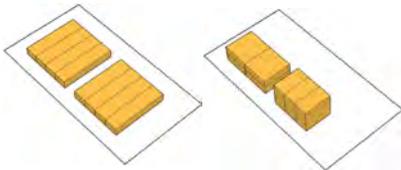
- 1. Town Centre Commercial**
supports a range of commercial only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



- 2. Low-Rise Apartment**
supports development of 3-5 storey apartment dwellings with underground parking.



- 3. Ground-Oriented Multi-family**
supports ground-oriented attached housing, such as row house, townhouse or stacked townhouse form.



South of Lougheed - Land Use and Building Form

Designated land uses for SOLO include Town Centre Commercial, Low-Rise Apartments and Ground-Oriented Multi-Family. Town Centre Commercial can range from three storey pedestrian-oriented buildings to over 20 storeys in height and may permit commercial, mixed-use, or multi-family residential (see Schedule G of the Maple Ridge Zoning Bylaw to see where ground floor commercial is required). Multi-family residential can be in the form of compact ground-oriented town houses, row houses, or stacked townhouses, to low rise apartments three to five storeys in height (see specific designations for maximum heights).

A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.



Figure 17 - Solo precinct

South of Lougheed - Transportation and Circulation

Lougheed Highway is the core transportation corridor for the Town Centre and the District. It provides a significant multi-modal connection for pedestrians, bicycles, and vehicles from the western Town Centre boundary to the east. Lougheed Highway also serves as a key transit corridor, connecting people to and from the Town Centre to the larger District and the entire Metro Vancouver region. Lougheed should be improved as a key transit route, with bus stops every 400 metres through the Town Centre. In addition, improvements to the streetscape to enhance aesthetics and safely accommodate bicycle and pedestrian access along Lougheed Highway should be considered with all new development. An off-Lougheed bicycle and pedestrian connection is proposed along Selkirk Avenue. Designated north and south bicycle and pedestrian connections along 224th and 227th streets will improve links through the precinct to the Civic Core, the Waterfront and West Coast Express Station. Rapid transit is proposed along Lougheed Highway with a terminus in the Civic Core (NOTE: exact route and terminus location not yet determined). A proposed greenway trail near 227th street connects the precinct to a community park. The Maple Ridge Town Centre Multi-Modal Transportation Network Section 5.0 and the corresponding Figure 2 Map in the Town Centre Area Plan should be referenced for more information about specific pedestrian, bicycle and greenway routes and connections to be improved upon or created with all new development proposed in this precinct.





Figure 18 - North View and South View Precincts in Context

North View and South View - General Considerations and Character

Two significant multi-family residential neighbourhoods comprise the Town Centre both north and south of the core precincts. These single-family and multi-family neighbourhoods offer a mix of housing types at various densities to provide housing choices for people of varying ages, family sizes and income levels. The location of multi-family housing close to the Civic Core, the East and West Precincts and SOLO, which enable many multi-family residents with easy access to transportation choices, shops and services. This serves to enhance the vibrancy and viability of shops and businesses in the downtown core. Ground-oriented multi-family, including row houses, townhouses, and stacked townhouses should be designed as a transition to single-family residential development predominant north of the downtown core. The street pattern, block configuration and building character should be referenced through appropriate building mass and form, as well as use of gabled roofs, front façades and doorways that reflect single-family character. Adequate private and semi-private green space, such as front, back and courtyards should be included in multi-family residential site layout. Higher density low-, mid- and high-rise apartments should be pedestrian-oriented with main entrances fronting public sidewalks, shallow setbacks, street-friendly façades and semi-public outdoor spaces.



Include a mix of housing types at various densities.

Incorporate building details such as gabled roofs and front façades within a shallow setback.

Enhance pedestrian streetscapes to promote walkability to and from the Town Centre and Civic Core.

Maintain and enhance street interconnectivity and laneways.

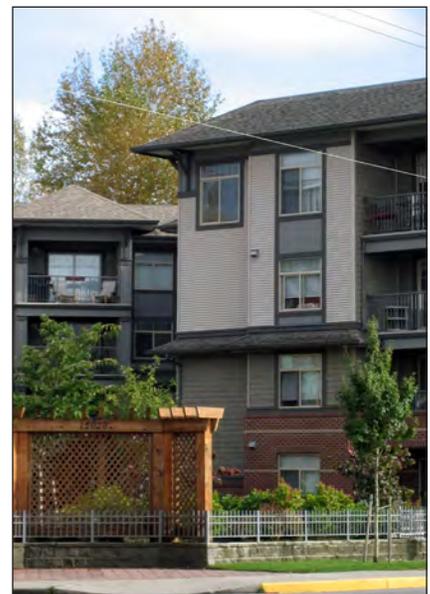
Include private and semi-private green spaces in multi-family developments.

Figure 19 - North View and South View Character Sketch

North View and South View

Key guideline concepts:

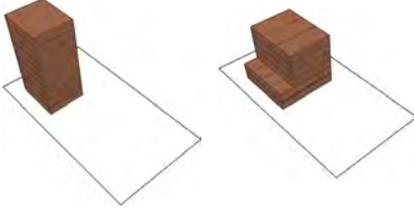
- 1 **Promote North and South View as distinctive, highly liveable multi-family neighbourhoods.** New development should promote North View and South View as important, highly liveable multi-family neighbourhoods in the Town Centre. The neighbourhoods are already important residential areas with a mix of housing types, at varying densities, and this mix should be preserved and enhanced. Additional ground-oriented, medium to higher density residential uses should increase the vibrancy of this Precinct.
- 2 **Create a pedestrian-friendly, ground-oriented, multi-family community.** New development in the North and South Views should foster a pedestrian-oriented, residential environment amongst diverse multi-family, predominantly ground-oriented buildings. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.
- 3 **Maintain cohesive building styles.** New development in the North and South View should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the precinct. There is opportunity in these areas to explore a variety of building forms, including triplexes, fourplexes, row houses and townhouses. Colours should be harmonious, and materials sustainable. All new multi-family and commercial mixed-use buildings should create an attractive appearance to the street.
- 4 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.
- 5 **Provide private and semi-private green space.** New development should include attractive, private and semi-private green spaces. Front and back courtyards in multi-family developments and outdoor spaces should be designed to incorporate universal accessibility, reduce vandalism, and increase safety.
- 6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, native vegetation should be planted, and green roofs and walls should be considered.
- 7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian thoroughway. Allocated parking areas should not intrude upon the urban, pedestrian-oriented quality of the Town Centre.



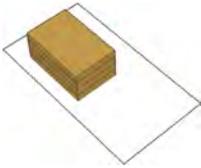
MAPLE RIDGE TOWN CENTRE

Land Use Descriptions

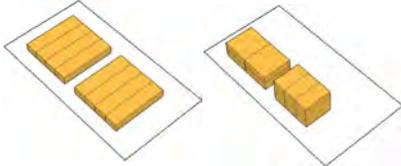
1. **Medium and High-Rise Apartment** supports development of apartment forms of dwelling that are a minimum of 6 storeys and may reach over 20 storeys.



2. **Low-Rise Apartment** supports development of 3-5 storey apartment dwellings with underground parking.



3. **Ground-Oriented Multi-family** supports ground-oriented attached housing, such as row house, townhouse, or stacked townhouse form.



North View and South View - Land Use and Building Form

The Town Centre north and south residential neighbourhoods as identified in Figure 2: Town Centre Precincts and Corridors are designated predominantly Single-Family Residential, Ground-Oriented Multi-Family and Low-Rise Apartment (see Land-Use Designations Schedule 1). A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

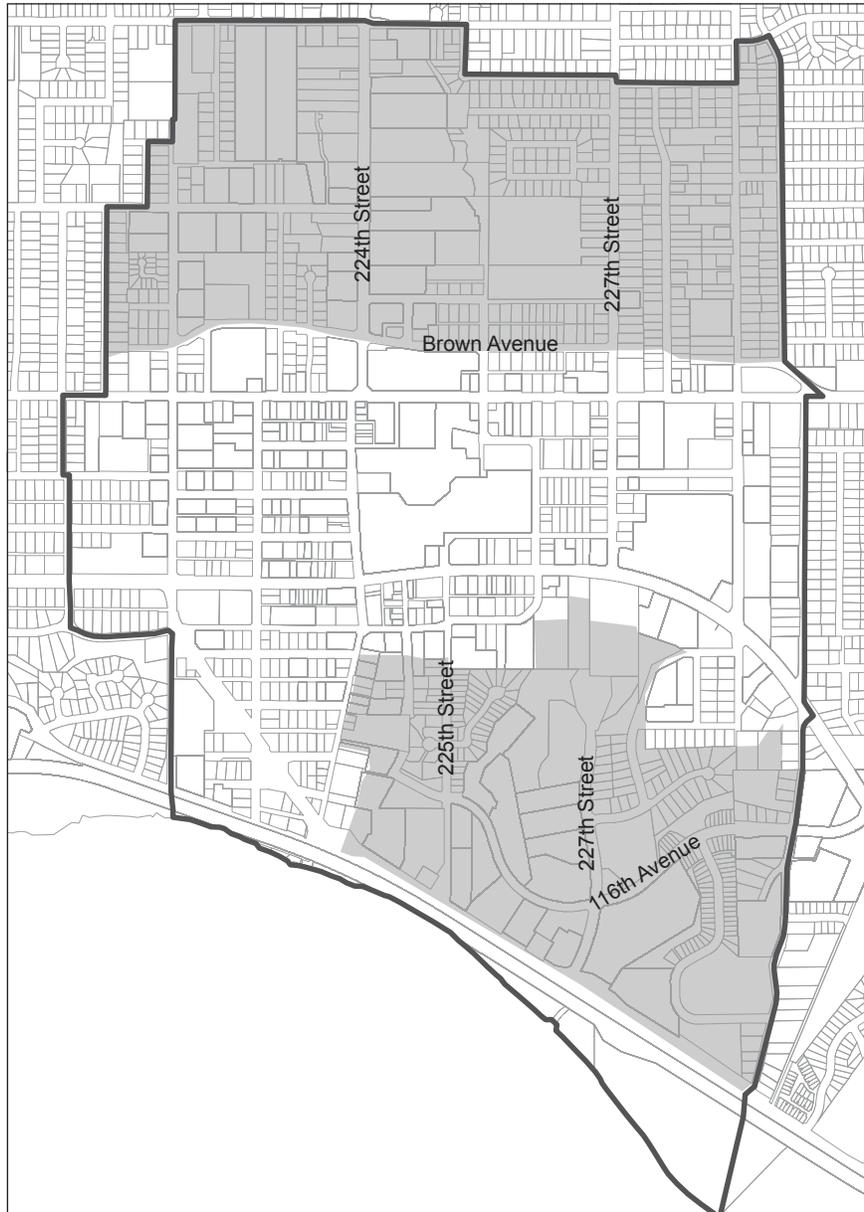
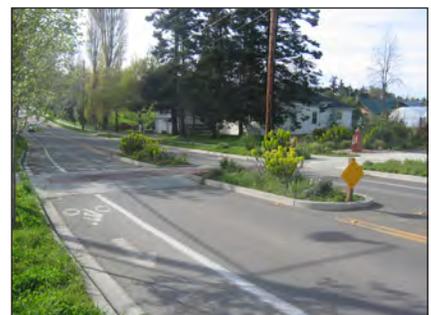


Figure 20 - North View and South View

North View and South View - Transportation and Circulation

224th and 227th Street are key north and south transportation corridors for both of these Town Centre precincts. Dewdney Trunk Road is a major east to west connection for the North area, while 124th Avenue/ Reid Avenue and Brown Avenue from 224th Street to Greenwell Street, provide important east-west linkages. In the south Multi-family Residential area, east and west connections are limited due to topography. Opportunities to improve street connectivity from 116th Avenue and Fraser Street to 224th Street and/or the Haney Bypass should be investigated with new development proposals. Street improvements that enhance pedestrian and bicycle access and movement should be made along key north-south and east-west corridors in both residential areas. Completion of greenway trails from 116th Avenue to Lougheed Highway in the South Area and from Brown Avenue to 124th Avenue in the North should be considered in development proposals of associated properties.



Part Two

Town Centre Guidelines

Development Guidelines

The development guidelines are written statements of desired performance that establish a qualitative level of design attainment to meet the design objective. The guidelines are meant to provide possible design solutions for achieving architecture and site-related development objectives. The Guidelines apply to Ground-Oriented Multi-Family; Low-Rise Apartment; Medium & High-Rise Apartment; Flexible Mixed-Use; Town Centre Commercial; Port Haney Multi-Family, Commercial & Waterfront; and Port Haney Heritage Adaptive Use. The lettered icons apply to development as follows.

TCC - Town Centre Commercial - applicable to commercial developments only (for example, an office building).

MU - Mixed-Use - applicable to mixed-used developments, with commercial on the ground level and either offices or residential above.

MFR - Multi-Family Residential - applicable to ground-oriented developments and low-rise, medium-rise, and high-rise apartments.



Green Building Technique - this icon identifies guidelines that help to promote green building practice and design.

Concept sketches and photos are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

A. Building Setbacks, Form, Mass and Height

Development Objectives

- To promote a cohesive building style and strong pedestrian-oriented urban realm in Maple Ridge Town Centre by ensuring new buildings, renovations and/or additions have consistent architectural and urban design setbacks, form, mass, and height.
- To help define the street and sidewalk areas as active public spaces.

Discussion

The Town Centre's multi-family residential, mixed-use, live/work, and commercial land use areas can exhibit variation in the size and style of buildings. Yet, the consistency of setbacks, building form and mass, scale and height will help to make the diversity of structures compatible with one another. Historically, Maple Ridge's buildings were built relatively close to the front property line; many older commercial buildings abut the sidewalk. This commercial "street wall" began to change with the advent of shopping malls built on larger parcels of land.

Traditional commercial buildings within the Town Centre have historically been built to cover the majority of the lot with no front or side yard, and often a small rear yard that accommodates limited parking accessed via the lane. This type of site design helps to define the street as a desirable pedestrian environment, improving the character of the area. Parking is typically accommodated on-street with a limited number of stalls at the rear of the lot.

The compatibility of these architectural elements is an important urban design issue for the Town Centre. For instance, large buildings can be made to appear smaller and smaller buildings made to appear larger through the use of architectural style and detailing. This perception is influenced by roof lines, projections, fenestration, and building form. Form and mass, as well as the ratio between doors and windows to walls and roofs, work together to give a building horizontal or vertical emphasis, which helps to support a pedestrian-oriented street front.

The pedestrian environment and architectural considerations to massing and scale must be included in new development, renovations and/or additions. Efforts should be made to maintain cohesiveness amongst buildings in the Town Centre and to maintain for each building the pedestrian scale and vibrancy at the street level. New development should retain where applicable and revitalize where needed the traditional "street wall" along the major roadways in the Town Centre, including 224th Street, 227th Street, Dewdney Trunk Road, and Lougheed Highway. Important views are affected by building mass and height. It is important that design considerations are implemented to avoid disrupting important views from the street and existing buildings.

A.1 Building Mass and Form Guidelines

A1.1 Maintain the mass and scale of buildings. Ensure the mass and scale of new Town Centre Commercial and Multi-family Residential buildings are designed to integrate with and promote a meaningful quality and character of the Town Centre. The form, mass and scale of buildings in the Town Centre should support an urban, pedestrian-oriented street front. Rectangular building forms are in keeping with traditional urban development and support a consistent street front. Curving, undulating, or diagonal building forms or elements are discouraged, except at significant corners or intersections where pedestrian entrances and activity can be highlighted.

A1.2 Enhance the block with corner commercial buildings. Commercial and/or mixed-use buildings on corner lots offer unique opportunities for infill and enhancement of existing single-storey commercial sites. Retrofit or expansion of mall sites, such as Haney Place Mall in the Civic Core and Valley Fair Mall in the East Precinct, can include the addition of new buildings at the street corners. Corner commercial can also provide gateway features on major roads, important intersections, and at the Town Centre boundaries.

A1.3 Accent corner buildings. Special roof shapes on corner locations are encouraged as a means to accent corner blocks and address key intersections such as 224th Street and Dewdney Trunk Road. Such design strategies can also provide important gateway features at the Town Centre boundaries on Dewdney Trunk Road and/or Lougheed Highway.



above:
The mass and scale of new buildings should integrate with the existing built fabric of the Town Centre. The main street in the top photo maintains views towards the mountains and creates a vibrant pedestrian realm.

below:
The commercial entrance in the bottom photo addresses both streets and is clearly differentiated from residential entrances nearby through a unique façade treatment.

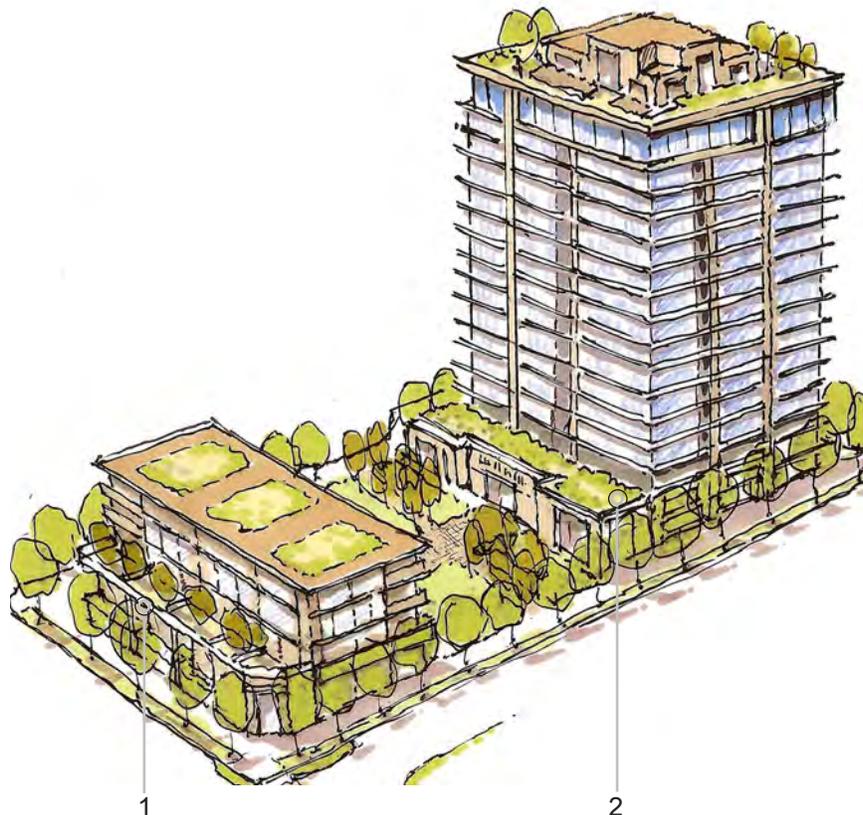


Figure 21. Building Setbacks, Form, Mass and Height.

- 1- Pedestrian-scale design elements on the first floor mitigate the impact of larger buildings.
- 2- High-rises can be stepped back from the main streets to maintain the existing scale along pedestrian-oriented commercial corridors.

- A1.4** **Use pedestrian-scale design elements.** Incorporate pedestrian-scale design elements including windows, awnings, signage, and other design details which break up building mass and define elements such as floor-to-floor transitions and roof and cornice lines. Such elements help to define a pedestrian scale street front.

TCC
MU
- A1.5** **Feature pedestrian amenities.** Commercial frontages should feature display windows, clearly defined entries and pedestrian amenities to refine the building scale, and enhance the street front and pedestrian realm. Blank walls on the ground floor of street frontages are unattractive and uninviting and not characteristic of the Town Centre’s traditional urban form.

TCC
MU
MFR
- A1.6** **Design large buildings into smaller modules.** Large commercial, multi-family and mixed-use buildings should be designed into smaller “modules” of similar scale and size and should provide an appropriate setback from the street front to maintain a quality pedestrian realm.

TCC
MU
MFR
- A1.7** **Accommodate street fronting units.** In all Town Centre residential, mixed-use, live/work and commercial land use areas, the building form and design should accommodate the highest possible number of ground-oriented units with direct entrances and connections to the sidewalk. In addition to providing a pedestrian-oriented street front, ground-oriented units are desirable for families and provide for greater accessibility.

TCC
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MFR



Figure 22. Accommodate ground-oriented units

- 1 - Clearly demarcate entrances with private space with minimum setbacks from the sidewalk and provide “eyes on the street” for safety.
- 2 - Large buildings can be designed into smaller units to increase visual interest.
- 3 - Accommodate the largest possible number of accessible ground-oriented units.
- 4 - Entrances are located on both streets.



TCC
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A1.8 Design flexible ground floor unit spaces. Flexible building spaces are strongly encouraged in designated Town Centre commercial and mixed-use or optional live/work areas of the West Precinct and should be considered in multi-family residential areas also. Buildings should be designed to enable easy retrofit of ground floor units into live/work space, retail, office, artisan studio and/or light industrial. Flexible building spaces in residential areas allow easy retrofit for special-needs, accessibility conditions, and for extra family members. Flexible buildings maximize building longevity.

TCC
MU
MFR

A1.9 Ensure appropriate roof pitch. Roof pitches should fit with the building style of the principal structure and be of a design and scale that promotes a traditional urban design aesthetic for the Town Centre.

TCC
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MFR

A1.10 Use design elements to reduce roof mass and scale. Dormers, gables or similar variations in roof planes can break up roof mass and reduce the scale of the building. A variety of building roof lines is appropriate; however they should complement roof forms of adjacent buildings.



TCC
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MFR

A1.11 Accommodate roof gardens, trellises, and green features. Extensive roof gardens and trellises are encouraged, both as building amenities and for environmental benefits. Other green features such as green roofs should be considered.



above:

The building is stepped back to reduce the scale of the building and to integrate it within the surrounding residential neighbourhood.

below:

The high-rise is set back from the main street to create a more welcoming pedestrian environment.



Figure 23. Roof pitch

- 1 - Window overhangs add variety to an otherwise flat façade.
- 2 - Break up a single pitched roof with dormers to enhance visual interest.
- 3 - Continuous overhangs in pedestrian areas are encouraged for weather protection and pedestrian scale.

A.2 Building Heights

A2.1 Vary building heights. Building heights in the Town Centre can vary from 3 storey mixed-use commercial buildings to residential towers over 20 storeys. Heights should be consistent with the land use designation and designed with respect to important views from streets, sidewalks and public spaces. New buildings should be sensitive to views from existing, neighbouring buildings.

A2.2 Maintain alignments of architectural features. Maintain the alignment of building cornices, roof lines and lines of new buildings adjacent to existing buildings to preserve the architectural continuity of the street front. As building heights vary in the Town Centre, discretion should be used to mediate roof heights between buildings and match appropriate building heights. Heights of new buildings should adhere to designations outlined in the Town Centre Land Use Designation Figure “A”.

A2.3 Integrate taller buildings. Taller buildings should maintain the traditional urban form along a street and within a block by matching cornice lines of adjacent buildings and by moving upper floors of taller buildings back.

A2.4 Step back taller buildings. Higher and mid-rise buildings should be stepped to maximize street front, public space and lower level unit exposure to sunlight and views. Stepping upper stories back helps to maintain a pedestrian scale street front and provides opportunities for private balconies and/or semi-private rooftop terraces/gardens.

A2.5 Match building heights at the end of blocks. Match building heights at the end of blocks and on adjoining corners to help create a unified architectural character at these important locations.



Figure 24. Step taller buildings back

- 1 - Generous and clearly defined pedestrian paths and spaces integrate buildings with the street.
- 2 - Existing two storey building is incorporated into the overall form of new development.
- 3 - Mid-rise building is stepped back to provide balcony space that maintains view over the sidewalk.
- 4 - The high-rise tower doesn't overshadow the sidewalk and integrates with surrounding buildings.
- 5 - Corner units wrap around to acknowledge both streets as well as buildings on opposite street corners.

A2.6 Manage phased development. Ensure each building phase is adequately completed. Visible frontages and accessible areas should be sufficiently finished, with tie-in to future development phases carefully considered. Temporary edges should have a finished appearance and should be durable enough to last for their intended life span and/or maintained as necessary. Incomplete structures, street work or landscaping should be made physically safe and aesthetically compatible with surrounding structures and use.

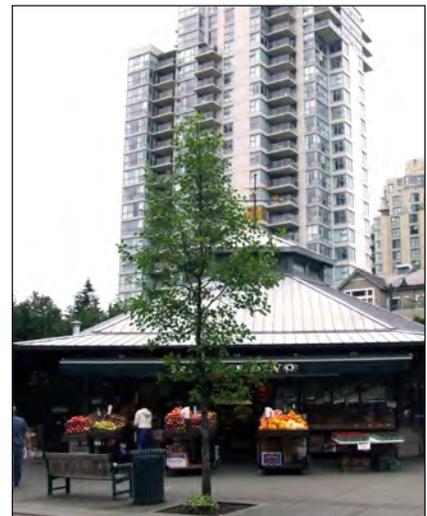
A2.7 Protect views. Where appropriate, a view analysis should be submitted as part of the development permit application. Care should be taken to avoid disrupting views of Maple Ridge's signature elements, such as Grant Hill, the Golden Ears peaks, and the Fraser River. In addition, residential units should be designed to accommodate views towards street activity and public pathways to contribute to security and eyes on the street. Taller buildings should be stepped back to accommodate views to and from street fronts, pedestrian areas, and public spaces.



A2.8 Site buildings to capitalize on daylight and solar opportunities. Where possible, situate the long axis of the building in the east-west direction to take advantage of solar opportunities such as solar water heating, photovoltaic, and passive solar heating.



A2.9 Protect solar access to surrounding buildings and minimize wind tunnel effects. Buildings should be massed and heights should be considered or stepped back to avoid shading surrounding buildings and public spaces and to minimize possible wind tunnel effects.



The building is stepped back to reduce the scale of the building and to integrate it with the surrounding neighbourhood village.



Figure 25. Use natural processes

- 1 - Deciduous trees to the south moderate sunlight throughout the seasons.
- 2 - Orient buildings along the east-west axis to take advantage of solar opportunities.
- 3 - Adequate windows allow cross ventilation to moderate internal temperatures.

A.3 Building Setbacks

A3.1 Place buildings to reinforce sidewalk activity. To reinforce vitality of the pedestrian realm, buildings should be constructed along the street, from side property line to side property line, and to the back of sidewalks where sidewalk right-of-way is of appropriate width (greater than 3 metres). A maximum 1.5 metres front yard setback is desirable for ground floor commercial buildings.

A3.2 Situate building entrances for visibility. Entrances that are close to the street help to maintain visual surveillance of the surrounding sidewalk and street area. To ensure visibility from the street, pedestrian entries should be recessed and/or framed by a sheltering element such as an awning, arcade, or portico. Shared or common entry vestibules should be avoided.

A3.3 Provide adequate throughways and lighting. Entrances should be recessed no more than 2 metres from the average face of the building façade. If a shaded entry is used, its width should be greater than 1.8 metres to provide an appropriate pedestrian thoroughfare, and its height should allow for natural light penetration during the day. All entrances and associated sheltering elements should provide adequate lighting.

A3.4 Provide clear sight lines from building foyers and lobbies to allow for visual surveillance. Plantings and other streetscape elements should be appropriately located and scaled around building entrances to allow for visual access of the surrounding sidewalk and streetscape. A minimum 15 meters clear sight line from the foyer is suggested.

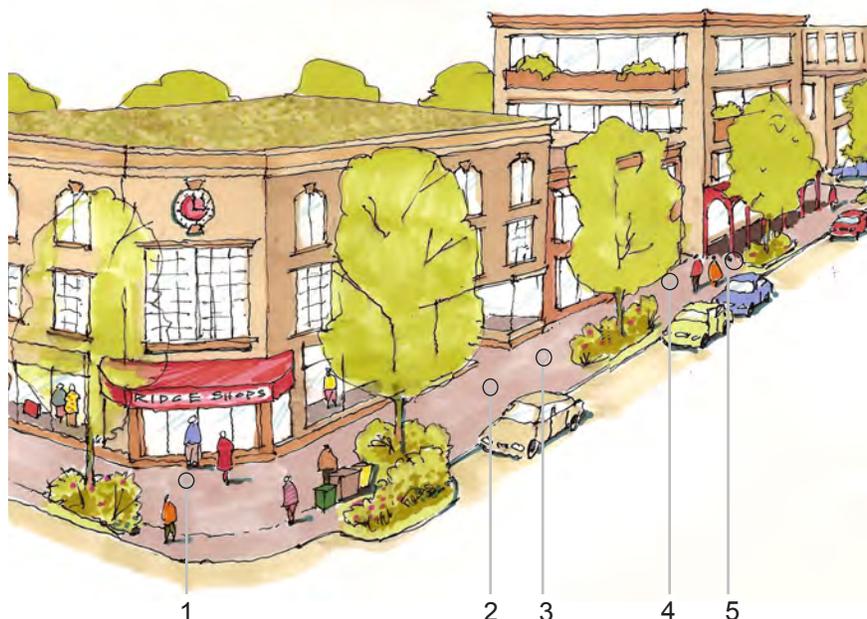


Figure 26. Building Placement and Setbacks

- 1 - Entries should be clearly expressed.
- 2 - Zero setbacks are encouraged along commercial streets with entrances recessed no more than 2 metres.
- 3 - Zero side lot lines are encouraged along commercial streets.
- 4 - A Maximum 1.5 metres front yard setback along commercial streets.
- 5 - Arcades should be constructed a minimum. 1.8 metres deep and their height should allow natural light.

A3.5 Separate residential entrances from commercial entrances. The character and quality of residential entrances should be visibly different from neighbouring commercial entrances. Multi-family residential entrances should be separated from commercial entrances, yet highly visible from the street.

MU

A3.6 Respect existing buildings. The location and layout of existing buildings should be considered in the design of new buildings. This includes considering existing windows and entrances. Where an existing building is adjacent to a new building, the new building should provide setbacks to allow for air circulation, light penetration, and usable space between the buildings where applicable.

TCC
MU
MFR

A3.7 Distinguish entrances with arrival areas and courtyards. While maintaining connectivity and visibility with the surrounding streetscape, entrances should incorporate small arrival areas to enhance the pedestrian environment. Arrival areas can break façades and serve to visibly distinguish different buildings' entrances.

TCC
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A3.8 Locate ramps and entrances with lifts in areas that are highly visible and connected to street and sidewalk activity. The presence of ramps and lifts should be emphasized to ensure visibility and ease of use. Visible signage and appropriate connectivity to the surrounding pedestrian realm creates an easy and seamless transition into buildings for those with mobility aids, strollers, and/or bicycles.

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The residential entrance in the top photo is close to the street while incorporating a separate arrival area.



Figure 27. Building Entrances

- 1 - Clearly visible ramps for accessibility.
- 2 - Distinguish residential from commercial entrances.
- 3 - Respect an existing building's placement, entrances, and windows.
- 4 - Incorporate arrival areas and courtyards.
- 5 - Corner buildings should address both streets.

B. Building Façades, Materials and Colour

Design Objectives

- To ensure additions, renovations and/or new infill projects in the Town Centre have a coherent architectural design concept where windows, doors, siding material and other façade elements create a pleasing composition compatible with surrounding buildings, commercial and neighbourhood character.
- To enhance the architectural and massing concepts of a building as well as the quality, character and vibrancy of the urban environment of the Town Centre through the use of harmonious, quality materials and colours.
- To screen rooftop and ground mounted mechanical equipment and trash storage from public view and thereby ensure commercial and mixed-use buildings maintain an attractive appearance to the street.

Discussion

Façade patterns create visual harmony among buildings. Façade patterns play an important role in integrating new buildings into the architectural fabric of the Town Centre. A façade pattern, for instance, consists of the size and ratio of fenestration to wall surface. Door and window openings can provide a height to width ratio that offers an appropriate scale to pedestrians passing along the sidewalk. Often, older commercial buildings that are primarily two storeys or more have predominantly narrow, vertical orientation, and are stacked above each other with a regular spacing. New, modern style commercial buildings tend to use large panels of glass that are horizontal in form and wrap the building, which is very different from the traditional vertical orientation with uniform spacing between windows.

While every building in the Town Centre need not have the same window design treatment, repeating the façade patterns — such as traditional orientation and rhythm of window openings — helps to reinforce a consistent architectural and urban design quality and character. Ensure that the ratio of open surfaces (windows, doors) to enclosed surfaces (walls, roof) are carefully considered. Use nearby elements and details to inform design and development of new buildings or additions. Ensure signage responds to a building's scale, character and materials. Choose high quality, aesthetically appealing lighting fixtures. Provide sufficient outdoor light for safety but use light standards that minimize light pollution of the night sky.

Texture, pattern and colour play a role in how well a building is integrated to its surroundings. An effort should be made to maintain high quality as well as an appropriate spectrum of materials. Ultimately, colours should reference the tone and type of colours found in the surrounding regional landscape. A suitable mix of colour schemes will avoid creating a dull uniform commercial streetscape that lacks distinction and interest. Yet, ensure that the selection of building colour will be a “good neighbour” to adjacent and nearby buildings. The choice and mix of materials and colours on the façades of structures is important in providing an attractive urban environment.

Finally, functional service requirements, such as gas metres, air conditioners, garbage storage areas, can be placed and screened to reduce their visual impacts in the urban setting. Functional elements should be appropriately located at the back of buildings, off lanes and side streets. Screening and enclosures can hide functional elements and also create attractive and interesting design features to a building.

B. 1 Building Façade

B1.1 Address both sides of the block with corner buildings. Corner buildings on main streets should be designed to address all sides with commercial street frontage. Side façades should be treated with the same quality of materials and a similar architectural detailing as the front. A visual and appealing pedestrian environment should be maintained along street frontage. Blank walls should be avoided.

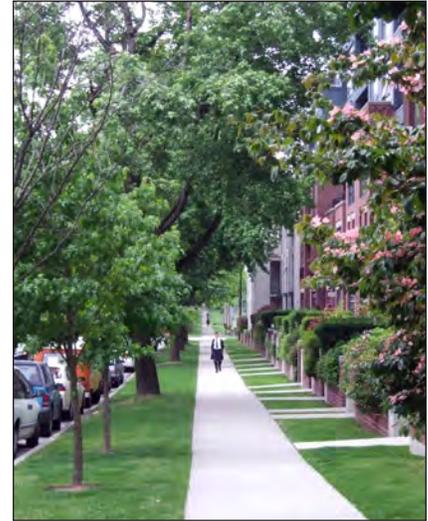
B1.2 Orient main entrances to face the sidewalk. Primary entrances and building façades should face the street to ensure a pedestrian-friendly street front.

B1.3 Locate windows, doors and entry features at the street level. To help create a safe and active appearance along the street front, windows, doors and entry features should be located at the street level. In commercial, mixed-use, live/work and multi-family residential buildings, window openings located above the street level may vary from traditional openings, and may incorporate modern styles and materials. Windows should be proportioned and grouped to provide a cohesive composition similar to that of the other buildings on the street.

B1.4 Use a mix of common façade patterns and elements. New development should fit with the existing character and quality of Maple Ridge by ensuring that a mix of façade patterns and elements common to the best-designed buildings in the Town Centre are used.

B1.5 Reflect original façades and building scale. Building renovations or additions should have window and door patterns that reflect the original building scale. Where appropriate, new building façades should reflect and complement the character and quality of original buildings.

B1.6 Respect original architectural elements. Where applicable, architectural elements such as windows should reflect the prevailing geometry of the original structure. Using vertical or horizontal façade orientation consistently ensures a cohesive, harmonious façade. For instance, if the façade pattern of the original structure is horizontal, window orientation of retrofits or new additions should be horizontal to match.



above:
Residential entrances face the street to ensure an active street front.

below:
This front porch addresses the sidewalk, creating a semi-private space that encourages lingering, increasing street surveillance and the perception of safety.

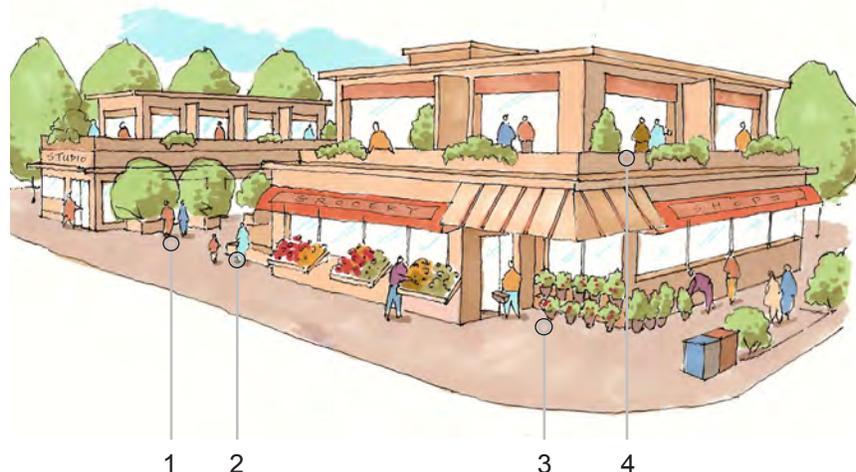


Figure 28. Corner commercial buildings.

- 1- Public “pocket” spaces can be nested between commercial buildings/units.
- 2- Corner developments create busy pedestrian locations ideal for street-vending opportunities.
- 3- Corner commercial areas gain enhanced visibility by addressing two street sides and the intersection.
- 4- Offices or residences above provide multiple views, architectural diversity, and watchful “eyes on the street”.

B1.7 **Respect old and new design.** When new additions and buildings are situated adjacent to existing desirable or heritage buildings, the new design should respect the old architectural building elements. New construction should be harmonious with more traditional styles and features without creating an inauthentic historic look.

TCC
MU
MFR

B1.8 **Maintain the horizontal rhythm of the street wall.** The horizontal rhythm of the street wall should be reinforced in new buildings by using a similar alignment of windowsills, buildings lines, cornices, roof lines, and floor-to-floor spacing along a street block.

TCC
MU
MFR

B1.9 **Provide a visual division between the street level and upper floors.** Use building design elements such as cornice lines, ground floor canopies and awnings, overhangs and windowsills to maintain a clear visual division in building design between the street level (ground floor retail uses) and upper floors of taller buildings.

TCC
MU
MFR

B1.10 **Include continuous canopies, awnings or overhangs.** Well-designed canopies, awnings, and overhangs should be included on the ground floor of commercial or mixed-use buildings. These features provide continuous weather protection for pedestrians, demarcate commercial storefronts, and help to create an attractive streetscape.

TCC
MU

B1.11 **Ensure appropriate placement and materials for awnings or canopies.** Awnings or canopies should not cover historical decorative ornaments or other architectural elements of the original façade. Canvas, glass, or metal are more suitable to the Town Centre than materials such as vinyl, plastic or aluminum. Light coloured awnings will enable daylight to filter through building fronts. It is important to note that canvas awnings often fade in colour over the long term.

TCC
MU



B1.12 **Use exterior shading devices to block summer sun.** Use of exterior shading devices can prevent the sun in summer months from entering interior spaces, while allowing solar energy to enter interior spaces in the winter when the sun is lower in the sky. Sunshades can also double as light shelves that redirect daylight into interior spaces, reducing the need for artificial lighting.

TCC
MU
MFR

Figure 29. Reflect original façade and scale

- 1 - The corner building maintains similar architectural details on both sides of the building, continuous overhangs can also function as sunshades and light shelves.
- 2 - Dormers are repeated in each building design to present a cohesive composition.
- 3 - Details, such as windows, overhangs, balconies, and window ledges add architectural diversity and demarcate building floors.
- 4 - Different building heights are successfully integrated through use of complementary, pedestrian-scaled design features.



B1.13 Use windows to provide “eyes on the street.” Design windows to overlook streets and public spaces. This “eyes on the street” design can help to improve safety in the public realm by adding an element of natural surveillance.

TCC
MU
MFR

B1.14 Enhance the public realm. Features that contribute to place-making such as public art, flags, banners and graphics are strongly encouraged provided they contain no commercial message.

TCC
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B1.15 Ensure signage respects the building scale, character and materials. Where street level commercial is provided, fascia signage and window signage is encouraged. Sign size, location and information thereon should be designed and oriented to pedestrians and should relate to the scale and character of the commercial area. Materials used for signs should be compatible with materials used in adjacent buildings. Signage should be integrated into the detailing of the building and not applied as an afterthought. Refer to District of Maple Ridge Sign Bylaw for complete reference of applicable signs within a development project.

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B. 2 Lighting



B2.1 Design outdoor lighting to minimize light pollution. Outdoor lighting should be designed to produce adequate lighting for safety, utility, security and enjoyment while preserving the ambiance of the night and without contributing to light pollution. All walkways, paths, plazas, and building entrances should be adequately lit. Minimize glare and obtrusive light by limiting misdirected, excessive, or unnecessary outdoor lighting. Generally, bollard, building, and pole-mounted lights should be designed to direct light downward to light the path and not the sky. Minimizing outdoor lighting helps to preserve the ambiance of the night sky, while conserving energy and resources.

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B2.2 Encourage energy efficient lighting. Energy efficient light fixtures such as LED or solar powered lights are encouraged. To avoid unnecessary use, timers, photo sensors, or motion detectors should control outdoor lighting.

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above:
The window overhangs on this building are carefully designed to control year-round solar access.

below:
Appropriate lighting designs ensure light is directed below the fixture, and prevent stray light from shining into the sky or other unwanted areas. Energy efficient models further reduce economic and environmental costs.



Figure 30. Continuous overhangs

- 1- The weather protection afforded by continuous overhangs encourages year-round pedestrian activity along a commercial street.
- 2- Enhance the public realm with high quality materials and detailing.

B.3 Building Materials

B3.1 Enhance the public realm with high quality materials and detailing.

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Durable, high quality facing materials and architectural details at the street level should be used to enhance the pedestrian experience and help foster a sense of permanence in the Town Centre.

B3.2 Use materials consistently.

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To enhance the street front, materials should be consistently applied and chosen to work harmoniously with adjacent materials of the building and buildings in the surrounding area.

B3.3 Avoid the use of inappropriate materials.

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Materials such as vinyl siding, artificial stone, mirrored glass, untreated wood, rough-sawn wood and horizontal wood siding on large building surfaces are not appropriate for the Town Centre urban environment. These building materials should be used sparingly or not at all.



B3.4 Select environmentally responsible building materials.

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When choosing building materials, the environmental impact should be considered. Exterior building materials that are durable, salvaged, incorporate recycled material, are recyclable, have low embodied energy, are locally produced, durable and procured from sustainably harvested sources are preferred.



B3.5 Minimize the use of unsustainable building materials.

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Minimize the use of building materials with high embodied energy, those produced from limited or ecologically unsustainable natural resources, or those that have damaging ecological effects during harvesting, manufacturing, and/or construction.

B3.6 Use a mix of quality materials.

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Materials should be natural, indigenous, durable and appropriate to the character of the streetscape and other desirable buildings on the block. A variety of exterior materials is appropriate. Preferred materials include concrete, wood, stone, brick, metal, and/or glass. Use of materials compatible with Maple Ridge's most desirable heritage or character brick buildings is encouraged.



B3.7 Consider life-cycle cost.

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It is highly encouraged to consider maintenance, repair, replacement, and disposal costs when choosing materials. Preference should be given to materials with lower costs over the longer term.

Figure 31. Building materials

Enhance building designs with durable, high quality, and sustainable materials and detailing. Examples of these may include:

- 1- Stucco siding.
- 2- Appropriate lighting.
- 3- Wooden details.
- 4- Lightly textured surfaces.
- 5- Window-edge details.
- 6- Roofing and edge details.
- 7- Canvas Awnnings.
- 8- Native plant landscaping.



B.4 Building Colours

B4.1 Select appropriate colours. Natural material colours (eg. stone, wood, brick) and muted colour tones in hues such as yellow, blue, gray, ochre, brown and green are preferred over pastel, reflective, or excessively bright colours. Choose colours that give a warm appearance, quality aesthetic and complement colours found naturally in the surrounding regional landscape.

B4.2 Highlight architectural details, awnings and entrances. Accent colours are encouraged to highlight architectural details, awnings and entrances, which can help create a pleasing pedestrian environment. Ensure accent colour application logically responds to and reinforces building structure, architectural features and change in building materials.

B4.3 Ensure a cohesive, consistent colour palette. Colours should be selected based on the palette of the surrounding buildings to ensure a cohesive, consistent colour palette for buildings in the Town Centre.

B.5 Screening and Storage

B5.1 Locate and enclose trash, composting, and recycling to reduce visibility. These areas should be easily accessible by trash collection trucks, but screened from public view. Locating trash, composting, and recycling on side streets or lanes and providing appropriate screening reduces visual clutter and impact on the surrounding neighbourhood. Trash, composting, and recycling bins need to be in closed containers to prevent access by nuisance pests such as rodents, wasps, and other insects and to minimize odors. Enclosures should be compatible with the architecture of the building, be large enough to provide easy storage and collection, and be made from durable, quality materials. Materials such as wood, masonry, wrought iron or decorative block are encouraged, chain link fencing is discouraged.

B5.2 Screen mechanical equipment. Building mechanical equipment should be screened from public view with appropriate, durable, quality materials. Screening and enclosures should architecturally coordinate with the building and surrounding environment to preserve the character of the Town Centre.

B5.3 Avoid conflict with neighbouring properties. Conflicts such as noise and exhaust should be avoided by locating undesirable uses such as mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones away from residential development.

B5.4 Locate building ventilation systems to minimize noise and exhaust nuisances for pedestrian areas. Building exhaust and ventilation should be located away from pedestrian areas to minimize noise and exhaust.



The colour of the wooden porch railing and stone façade reflect local materials and highlight the architectural form of the house.



Figure 32. Screening

Reduce the visibility of trash, composting and recycling by locating containers in enclosures compatible with the architecture of the building.

C. Building Site Considerations

Development Objectives

- To ensure public outdoor spaces are designed so that they improve use and activities, incorporate universal access, reduce vandalism, increase safety and provide more attractive, functional outdoor spaces in the Town Centre.
- To provide street trees and landscape elements that reinforce the 'urban' character and vibrancy of the Town Centre, enrich the pedestrian-friendly character of streets in the district, and integrate this important commercial and higher density residential area with the character and quality of the surrounding residential neighbourhood.
- To ensure parking lots are designed to be accessible, but do not intrude upon the surrounding residential area, nor the urban, pedestrian-oriented quality of the Town Centre.
- To facilitate off-street parking and car storage at the rear of commercial and mixed-use buildings to maintain street inter-connectivity, traditional use of the lane as a service street, and to provide a secondary vehicular and pedestrian thoroughway in the Town Centre.
- To ensure service loading and mechanical equipment is designed to protect the surrounding businesses and residential areas from unsightly, noisy and noxious environments.

Discussion

A building's site considerations play a critical role in supporting the Town Centre's streetscape, pedestrian environment and urban realm. Quality building sites provide urban design essentials such as accessible public outdoor space, street trees and landscaping, and pedestrian-friendly parking. The best building site features facilitate pedestrian activity and invite safe, leisurely public interaction.

Public outdoor space includes sidewalks, plazas, lanes, parks, and/or other public outdoor areas that can accommodate walking, strolling, resting and informal social interaction among people shopping and/or entertaining in the Town Centre. Hardscape elements such as benches, pavings, and signs, etc. help to make streets and sidewalks more inviting and user-friendly public places. Hardscape elements of high quality workmanship and materials reflective of the traditional architectural quality and character will enhance the Town Centre.

Street trees offer an urban forest for a downtown area, which can improve air quality, provide shade, reduce storm water run-off, help decrease the urban heat island effect by shading hardscapes, and add to the property values of a neighbourhood. They help define the pedestrian realm by providing separation between the sidewalk for people and the street for cars, which creates a pedestrian-friendly environment.

Parking and lane access in the Town Centre is important to the success of the local businesses. However, if surface parking lots are not carefully designed, they can impact the character and quality of the pedestrian environment. Large surface parking lots located in front of buildings can interrupt the rhythm of the sidewalk and street wall. Surface parking lots can preclude retail activity on the street and detract from the commercial area as a lively and attractive place to gather. Too often, large surface parking lots or unkept lanes create the appearance of a vacant underutilized and unsafe area. Such spaces can affect the viability of existing businesses and deter visitors and local residents from shopping and entertaining in the Town Centre.

C.1 Public Outdoor Space and Hardscapes

C1.1 Provide public outdoor space. Encourage the addition of outdoor dining areas, patios, seating spaces, plazas, and/or gardens to all new and existing multi-family, mixed-use or commercial buildings to help create a vibrant pedestrian environment. Enable social interaction and visual surveillance of the public realm by providing small areas with benches for people to stop and rest. Tables and chairs placed on sidewalks immediately adjacent to an indoor café or restaurant invite pedestrian activity and create an appealing public realm.

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C1.2 Ensure public outdoor space is highly visible. Visibility into and within public space should be maintained so that people entering and exiting can be readily observed. Important aspects of providing safe public outdoor spaces include: controlled access points, proper lighting, glazing on nearby buildings, cut-away corners, and limited places to 'hide'.

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C1.3 Provide connections between buildings, sidewalks, and outdoor open spaces. Visual connections between buildings and public realm elements should be enhanced to promote use of public outdoor spaces. Where possible in larger developments, provide public pedestrian access through outdoor corridors and/or courtyards to retain connectivity through the block.

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C1.4 Ensure universal access for all public spaces. All public spaces should be accessible, with amenities located on level surfaces. Smooth pathways should connect building entrances and amenities. Elevation changes should be kept to a minimum (less than 5cm) unless a ramp is provided.

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above:
This public space incorporates ample seating, wide and accessible paths, pedestrian amenities, and is highly visible.

below:
This ample curb cut ensures accessibility to the sidewalk and seating area.

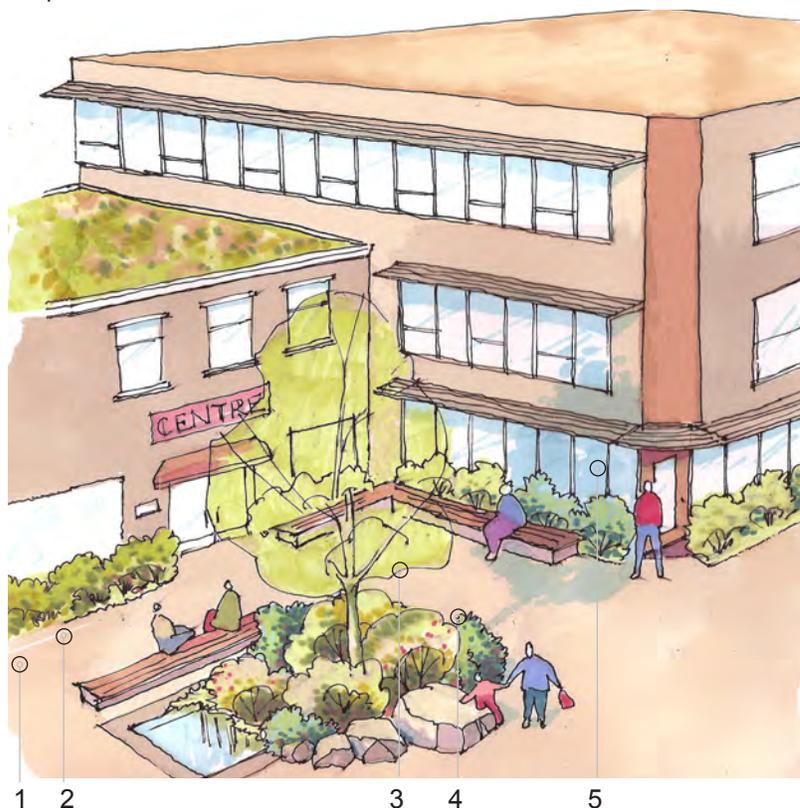


Figure 33. Public Plazas
 1 - Locate public plazas to capture the sun.
 2 - Ensure universal access.
 3 - Ensure public spaces are highly visible and well-lit.
 4 - Provide pedestrian amenities and planted areas with shade and incorporate water features and public art wherever possible.
 5 - Locate public spaces near or beside a diversity of land uses, such as commercial areas, community centres and recreation areas.



C1.5 **Locate outdoor plazas to capture the sun.** Outdoor spaces that capture the sun create an inviting gathering space. Suitable overhangs, canopies and trees for shade and rain protection should be considered.

C1.6 **Provide hardscape elements to enhance the street environment.** Provide elements such as paving materials, pedestrian street furniture, and art, along public streets to enhance the street environment and to assist in creating a pleasant and active place for people to walk, congregate and interact.

C1.7 **Design hardscape elements as part of the building.** Design hardscape elements, such as small entry plazas, seating alcove areas, and other pedestrian amenities as part of a building front. Providing such features at the street level enriches the pedestrian experience and visual appeal of the street.

C1.8 **Integrate pedestrian amenities with walls and/or landscaped areas.** Design seating, lighting, trash receptacles, telephones, and other pedestrian amenities into screening walls and landscaped setback areas to contribute to a comfortable and attractive pedestrian environment.

C1.9 **Provide public art.** Appropriately located public art displays are strongly encouraged. These can be situated in building entries, alcoves, public plazas, or along streets to provide a sense of place for the Town Centre and make walking through the area lively and interesting.



Figure 34. Hardscape Elements

- 1 - Public art should be incorporated as part of buildings and public spaces.
- 2 - Amenities such as decorative street lights, planted areas, seating and trash receptacles should be provided in public and transitional spaces.

C1.10 Ensure new elements complement existing. Fit hardscape elements and materials (such as the pattern and texture of ground paving materials) into the existing context of the streetscape and surrounding area to contribute to the overall theme and quality of elements and materials in the Town Centre.

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C1.11 Use materials that are functional, durable and include recycled or salvaged content. Use hardscape materials that are functional, able to endure seasonal weather, solid, and vandal resistant, yet attractive and able to fit in with the existing material context of the Town Centre. Such hardscape features are cost effective, easy to maintain, and offer an attractive street environment. The use of recycled and/or salvaged materials is encouraged.

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C1.12 Provide smooth routes. Avoid vertical disruptions along pedestrian routes to ensure ease of use by wheeled mobility devices, strollers, and bicycles. Excessive use of pavers, bricks, stones, and/or control joints creates an uncomfortable path for wheeled devices, and should be avoided.

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C1.13 Ensure barrier-free access. Entrances to buildings should be 'barrier-free' to ensure universal accessibility. Curbs, steps, and high thresholds should be avoided, or have an alternative path to provide easy access for everyone.

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C1.14 Encourage use of infiltration techniques. Techniques to increase the permeability of site, such as use of porous concrete, open jointed blocks, absorbant landscaping, bioretention facilities, green roofs, and other methods of reducing the effects of impermeable surfaces are highly encouraged, provided accessibility is still achieved (*see District of Maple Ridge Policies 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre*).

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above:
Urban infrastructure, such as street lights, provide opportunities for community expression and contribute to a sense of place. Continuous, colourful banners identify the community and create pedestrian-scale to the corridor.

below:
The popular new park in the Civic core serves as a model for other parks in the Town Centre. New streetscape elements nearby should compliment existing elements in Memorial Peace Park.



Figure 35. Public resting spaces

- 1 - Seating areas near the sidewalk provide a place to rest and socialize.
- 2 - Visibility increases the feeling of safety in public spaces.
- 3 - The sidewalk remains uncluttered, creating an attractive, accessible and continuous pedestrian realm.

C.2 Parking and Parking Lots

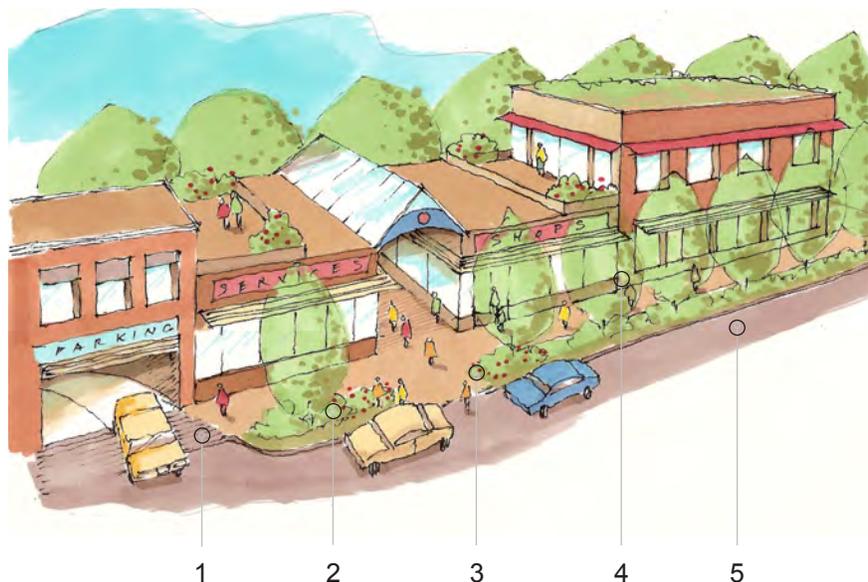
C2.1 Provide required parking underground. Accommodate parking spaces underground where feasible. Parking should meet but not exceed parking bylaw regulations. Any surplus parking should be directed underground. Moving parked cars underground or to the rear of buildings frees up the frontage for a pedestrian-oriented, active street and sidewalk space along major streets. This parking can be accessed via lanes or side streets. In smaller scale commercial, mixed-use, or live/work buildings and/or where underground parking is not feasible, parking may be accommodated at the rear or side of buildings. Surface parking design should include infiltration techniques (*refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre*).

C2.2 Screen large surface parking lots while maintaining surveillance. Large surface lots should be screened from adjacent public sidewalks with landscaping treatment and the lot should be designed as several smaller landscaped parking areas, wherever feasible. Semi-transparent screening and appropriate heights should allow for visual access between the sidewalk and parking lot. Appropriately designed landscaping is particularly effective at creating a soft, visually appealing edge and barrier to large expanses of paving. Tall landscaped berms are not in keeping with the urban form of the Town Centre and are discouraged as screening devices. Also discouraged are opaque screening materials that block views from the street into the parking lot. Consider safety, clear site lines and easy surveillance in all landscape or screening plans. Incorporate pedestrian level lighting, where appropriate.

C2.3 Design for pedestrian safety within parking lots. Parking lots, both underground and above ground, should include demarcated pedestrian routes, appropriate lighting, and clear sight lines to increase pedestrian safety. Design techniques such as landscaping, weather protection, and distinct paving are encouraged to distinguish pedestrian routes from vehicular traffic. Consider the use of bollards or other similar techniques that restrict vehicular access onto sidewalks.

Figure 36. Parking

- 1 - Provide both underground and on-street parking wherever possible.
- 2 - Where a larger surface lot is unavoidable, incorporate landscaped bioswales to capture and clean rainwater runoff.
- 3 - Provide ample, clearly defined, and safe pedestrian connections from all sidewalks and public areas to building entrances.
- 4 - Continuing canopy trees provide necessary weather protection, pedestrian-scale, and CO₂ uptake.
- 5 - Narrow vehicle ROWs keep parking lot speeds at a minimum, but ensure sufficient space to limit maneuvering conflicts.



C2.4 Provide visible signage. Signage that designates parking lots should be easily visible from the street. Entrances should be well-marked and designed so that traffic flows easily between the street and parking lot. Signs should maintain a balance between being highly visible and visually obtrusive. Refer to the Maple Ridge Sign Bylaw for further specifications.

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C2.5 Consider developing underground parking garages. As an alternative to large surface lots, appropriately located garages supply adequate parking while reducing the impermeable surface area dedicated to parking cars. Garages can be designed to blend into the surrounding urban fabric, and can be incorporated into commercial buildings either above or below grade. Stacked parking also allows for a greater pedestrian realm without decreasing the parking supply to the Town Centre.

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C2.6 Locate adequate priority parking in visible areas convenient to entrances. All parking lots should include an appropriate number of disabled parking spaces as well as designated spaces for family parking, carpools, vanpools and/or car co-ops. These spaces should ensure ease of access to the building entrance by being located close to elevators, ramps, lifts, and curb cuts without blocking them. These spaces should be appropriately sized to allow ease of use by all types of mobility devices.

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C2.7 Locate parking lot equipment away from the public street. Equipment such as garage doors and ticket dispensers should be located at a sufficient distance (minimum of one car length) from the public street to avoid queues onto the street.

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C2.8 Use permeable pavement and infiltration devices on appropriate sites. Pervious paving materials, such as pervious asphalt paving, alongside appropriate grading, drainage swales, oil/water separators associated with infiltration pits can help mitigate stormwater run-off. Consider integrated stormwater approach for the entire site, using parking areas as key collection and infiltration locations. Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.

TCC
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above:
This parking lot incorporates vegetated swales to capture and infiltrate surface runoff instead of directing it to storm drains. It also includes clearly demarcated pedestrian circulation routes and bicycle amenities.

below:
This new streetscape adjacent to a parking lot incorporates street trees and an attractive pedestrian environment. Curbs are replaced by closely spaced planting boxes to create a safe and accessible sidewalk.



Figure 37. Rear parking

- 1 - Landscaping functions as bioswales to infiltrate rainwater runoff and softens the visual impact of the parking lot. Bushes are pruned to enable clear sightlines.
- 2 - Adequate lighting increases the feeling of safety.
- 3 - Access is via the side street to enable narrow building setbacks along main corridors.



C2.9
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Provide shade trees and landscaping. Trees and landscaping should be included in all parking lots to visually break up large expanses of pavement, provide shade, reduce visual glare, and provide areas for stormwater infiltration. Shade trees should have a minimum mature height of 15 metres.



C2.10
TCC
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Provide secure and sheltered bicycle storage facilities for short-term uses. Short-term cycling parking is intended for visitors, customers, and people who will be parking for less than 2 hours. These spaces should be placed within 50 feet of building entrances and should be protected from the elements with roof overhangs or other structures. These areas should be well lit and contain a securely fixed structure that a bicycle wheel and frame can be firmly attached to. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*



C2.11
TCC
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Provide long-term bicycle parking. Secure long-term bicycle parking should be provided for building occupants as well as visitors. These areas should be designed with limited access, achieved either through a locked room or covered enclosure. Storage facilities should be well lit and placed in a location that gets a high amount of foot traffic. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*



C2.12
TCC
MU
MFR

Provide end of trip facilities. To encourage employees to commute by cycling, it is highly encouraged to provide end-of-trip facilities such as showers and change rooms. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C.3 Lanes and Service and Loading Areas



C3.1
TCC
MU
MFR

Use lanes for service, parking access and loading. Trash, recycling, and compost storage should be located in rear yards with lane access where appropriate to avoid cluttering the pedestrian street front. Even as service areas, lanes should remain safe, attractive and viable vehicular and pedestrian connections.



C3.2
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Utilize lanes as secondary vehicular and pedestrian thoroughways. Increase inter-connectivity and walkability throughout the Town Centre by maintaining and enhancing lanes as secondary vehicular and pedestrian routes.

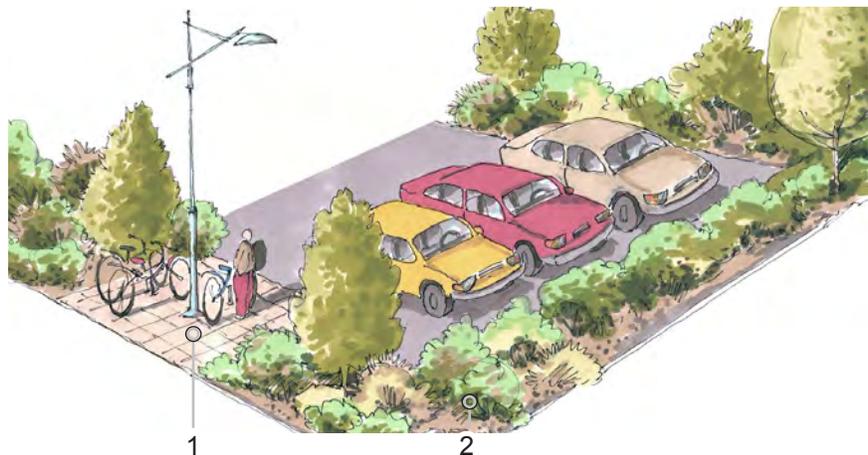


Figure 38. Rear parking

- 1 - Short-term bicycle parking areas can be incorporated into well-lit areas.
- 2 - Bioswales absorb and clean rainwater runoff.

C3.3 Strengthen visual access of the lane. Provide visual surveillance of lanes through glazing that overlooks the lane to ensure pedestrian and vehicular safety. Ensure rear yard fences and dense plantings are no more than 1.8 metres in height to assist business owners and pedestrians in safely surveying lanes. Include pedestrian level lighting wherever appropriate and feasible.

TCC
MU
MFR



C3.4 Minimize impervious paving of the lane. The paved width of the lane should be no more than 6 metres. Pervious paving materials, such as pervious asphalt paving, alongside appropriate grading, drainage swales, oil/water separators associated with infiltration pits can help mitigate stormwater run-off from the lane and are encouraged. Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.

TCC
MU
MFR

C3.5 Consider lanes as a community amenity. Incorporating community gardens, benches, landscaping, stormwater management features, and rainwater collection features creates aesthetically pleasing, safe, and usable public space.

TCC
MU
MFR



C3.6 Respect existing grades. Lanes should respect existing grades to ensure minimal disruption of slopes and vegetation.

TCC, MU
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C3.7 Locate loading and service areas away from the street front. Create an attractive commercial or mixed-use street front that is pedestrian-friendly by locating loading and service areas to the side or rear of buildings, accessible from side streets or lanes.

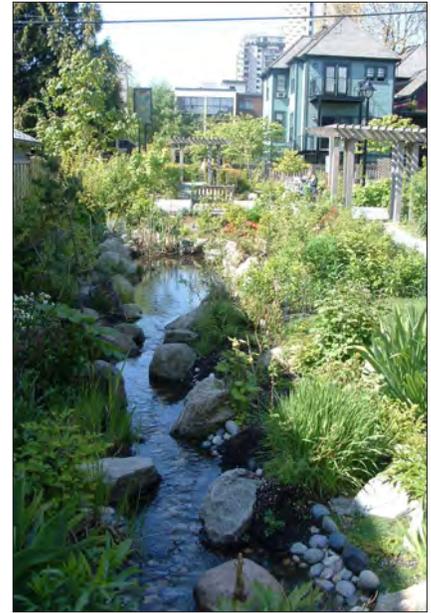
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C3.8 Separate loading from parking and pedestrian paths. To enhance safety for pedestrians, separate loading areas from sidewalks and other pedestrian paths. Separating loading from parking and pedestrians also provides greater ease for delivery trucks.

TCC
MU
MFR

C3.9 Screen loading areas. Loading areas should be located away from the public realm and designed to be visually inconspicuous from public areas and adjacent properties. The impact of loading areas on the surrounding neighbourhood is decreased by reducing their visibility and locating them away from busy pedestrian areas.

TCC
MU



above:
The lane in the background is enhanced by the inclusion of a community garden which infiltrates stormwater,

below:
Ample planting and interesting paving with clear sightlines enhances the attractiveness of this lane.



Figure 39. Lanes

- 1 - Lanes can be used as service routes.
- 2 - Maintain lanes as pedestrian route.
- 3 - Provide service and loading access from the lane.
- 4 - Minimize impervious paving to increase infiltration of stormwater.
- 5 - Provide visual surveillance over the lane.

C.4 Street Trees and Landscape Guidelines



C4.1
TCC
MU
MFR

Plant street trees. Provide canopy trees at regular intervals, every 6 to 8 metres along the street for new development and renovation projects. Street trees assist in creating well defined and protected pedestrian sidewalks, provide shade, and assist in sequestering green house gas emissions.

C4.2
TCC
MU
MFR

Use the right species. Select street tree species that are successful in the urban environment, that are easy to maintain, and have less aggressive rooting habits to help reduce sidewalk damage. A mix of species throughout the Town Centre is encouraged to promote diversity.



C4.3
TCC
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Minimize use of high maintenance plants. Use water-demanding, high maintenance plants such as annuals and some perennials sparingly.

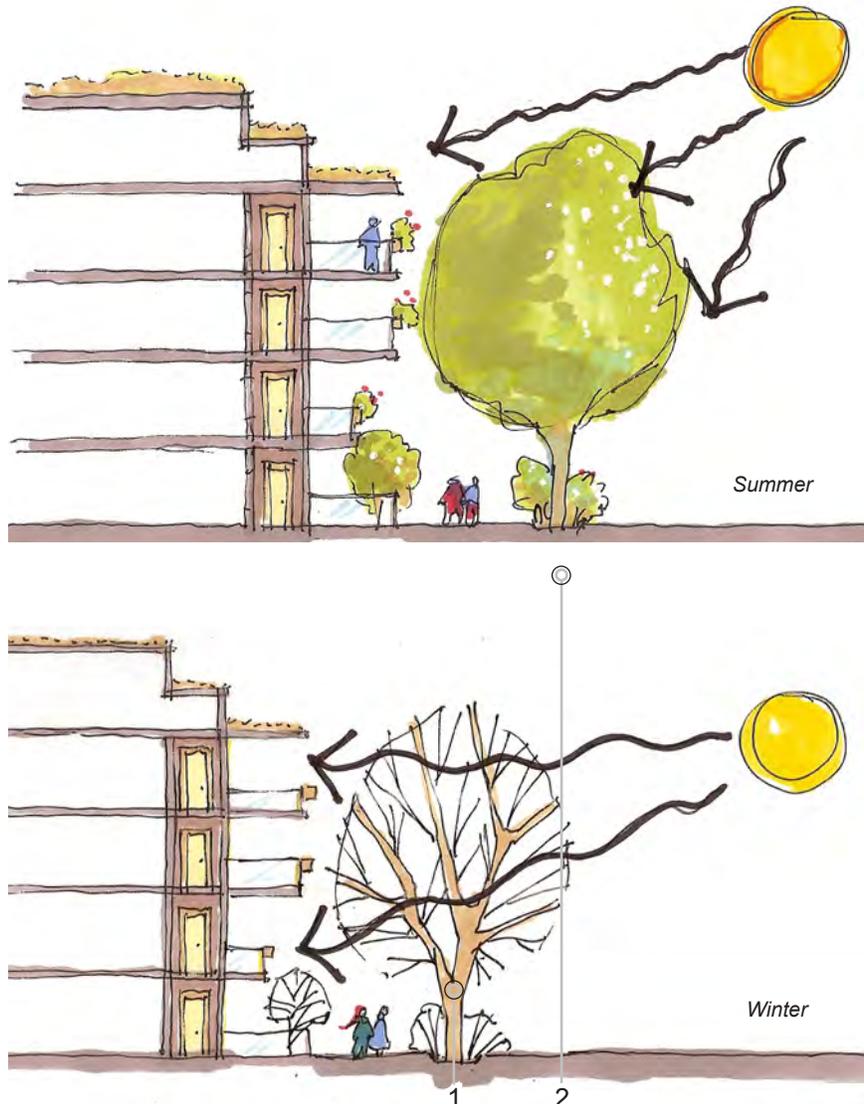


Figure 40. Solar Control

- 1- Deciduous trees on the south and west façades enable sunlight penetration during the winter.
- 2- In summer months, the leaves block unwanted solar gain.



C4.4
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MFR

Maximize use of native and climate appropriate species. Using native plant species that are adapted to local soil and climate conditions will minimize water consumption and maintenance of landscaping. Native plant species can also provide some habitat value for other local species while contributing to the sense of place in the Town Centre.



C4.5
MU
MFR

Consider the inclusion of community gardens. Community gardens are encouraged in multi-family developments, where appropriate and feasible, to provide residents with space to garden and grow food. Where appropriate, edible landscaping is encouraged.



C4.6
TCC
MU
MFR

Design and place landscape to facilitate year round moderation of the internal building climate. Appropriate deciduous trees on the south side of buildings will provide shade in summer and allow sunlight through in winter. Landscape design can also mitigate wind through sites.



C4.7
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Minimize erosion potential. Ensure site development minimizes erosion potential by discouraging excessive changes to existing slopes, maintaining existing vegetation on slopes, and planting new and existing slopes with stabilizing vegetation.



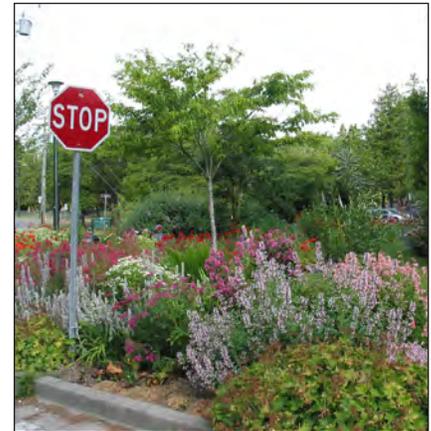
C4.8
TCC
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MFR

Maintain sight lines. Planting in public areas should not block the field of vision between 0.5 and 2.5 metres in height. Corner plantings should be kept low to maintain field of vision for traffic. Pedestrian pathways should have clear sight lines for at least 15 metres.



C4.9
TCC
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Provide adequate landscape maintenance. Ensure landscape is prepared for, planted and adequately maintained. Refer to the BC Society of Landscape Architect and/or BC Landscape and Nursery Association standards, and/or other applicable standards for more information about appropriate planting and maintenance.



above:
Native, drought tolerant plant species function as roadside bioswales to infiltrate rainwater.

below:
Pocket public street spaces and intersection corners and “bulb-outs” are ideal spaces for decorative community gardens.

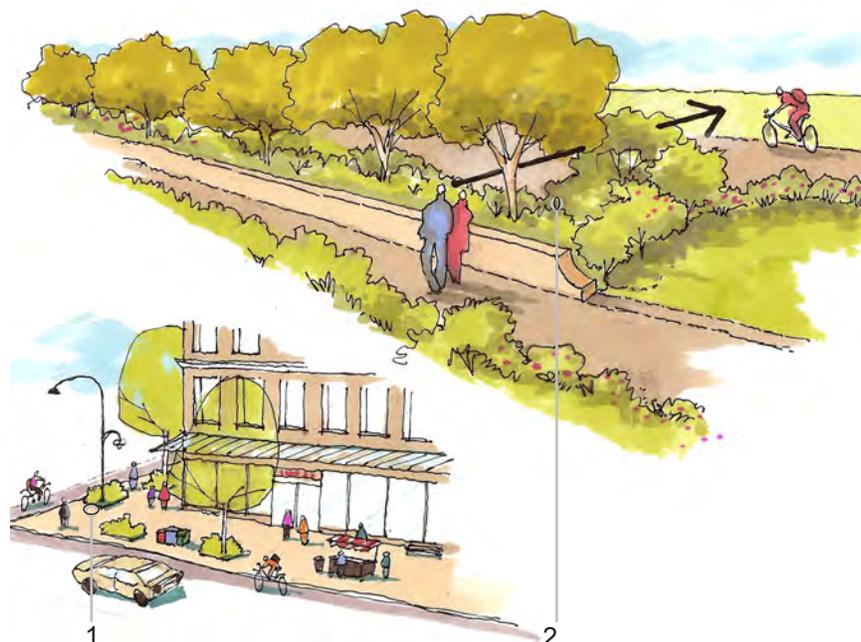


Figure 41. Maintain sight lines

- 1 - Corner plantings are kept low to maintain the field of vision.
- 2 - For safety and visibility, plantings should not block the field of vision at street intersections. Plantings and other amenities, not including street lamps, should be between 0.5 and 2.5 metres in height.



C4.10
TCC
MU
MFR

Consider incorporating landscape plantings for green features. Green roofs can reduce the volume of stormwater and reduce peak flow running from a site. Opportunities to accommodate green roofs, decks, patios and walls should be considered for all new developments. Consult applicable green roof standards for information about design, construction, plantings and maintenance.



C4.11
TCC
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MFR

Incorporate low impact stormwater features. New developments should aim to manage and infiltrate all stormwater on site. Green roofs, as well as vegetated swales, rain gardens, infiltration beds, and other types of stormwater features should be considered to increase the management and infiltration of stormwater on a site. Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.



C4.12
TCC
MU
MFR

Consider rainwater collection for re-use. Consider rainwater collection and storage in cisterns to use for irrigation.



C4.13
TCC
MU
MFR

Use natural plantings and green space to support habitat. Natural landscapes in urban areas can provide habitat for smaller wildlife, songbirds and important pollinators such as bees, butterflies and dragonflies. Promote the use of native shrubs and plants and mature trees in backyards, boulevards and utility right of ways, to provide habitat links through urban environments to larger parks and green spaces.



C4.14
TCC
MU
MFR

Retain existing mature trees. Landscape design should retain existing stands of mature trees, significant vegetation, and nesting sites. A site survey that identifies existing trees and their condition should be prepared by a qualified professional and provided to the District as part of the development permit application process.

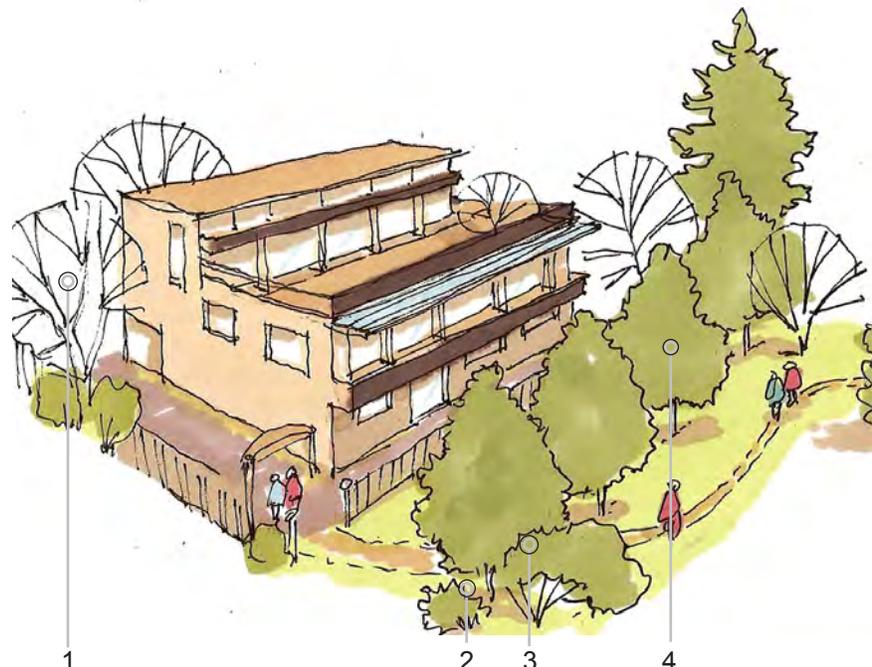


Figure 42. Trees

- 1 - Provide canopy trees along streets.
- 2 - Choose a variety of native and/or drought tolerant plants.
- 3 - Plant trees and vegetation with habitat-value to increase biodiversity.
- 4 - Plant evergreen trees on north sides of buildings to provide weather protection.

References

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Chapter 9

Municipal Services

Municipal Services



9.1 MUNICIPAL SERVICES

9.1.1 MUNICIPAL INFRASTRUCTURE

Refer to Figure 3 for information on Major Public Utilities

ISSUES

- Municipalities should view infrastructure in the broad context that includes all related costs associated with community or site-specific development. The capital costs of providing hard infrastructure represent only a small portion of the fiscal issue related to land use. The recurring costs of administration, maintenance, and delivery of community services, generally fully borne by the municipality, represent 75% of the total cost of providing municipal infrastructure and services. Municipalities do not always consider the long-term implications of recurring costs for capital infrastructure expenditures for development. Using a life-cycle cost approach will take into account the lifecycle or replacement cycle for the main expenditure categories of providing infrastructure.
- The form or design of a community has broad implications to municipal costs and greatly affects the fiscal performance (costs and revenues) of a development. Different forms of development have different costs for the municipality.
- Municipal tax structures often encourage low-density developments that typically result in high municipal infrastructure costs. Implementing tax structures that reflect actual costs will foster more compact forms of development.
- Directing population growth and density within the Urban Area Boundary and the Town Centre is the most efficient and economical method for providing and managing municipal services and infrastructure.

PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Municipal Services policies in the Official Community Plan:

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 36

Integrating growth with services, infrastructure, and schools is desirable for the future of Maple Ridge. (also see Principles 38 and 44)

Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

OBJECTIVES

- To minimize the cost of providing additional infrastructure, and to maximize the use of existing infrastructure in accommodating future population growth.
- To consider the long-term implications of recurring costs for planning and development initiatives by minimizing municipal capital, replacement, operation and maintenance costs of servicing residential development.
- To generate sufficient revenues from all sources and maintain adequate reserve funds to pay for the lifecycle and replacement costs of municipal infrastructure and community facilities.

POLICIES

9 - 1 Maple Ridge will maintain a contiguous Urban Area Boundary to help control the costs of infrastructure construction.

9 - 2 Maple Ridge will consider the use of life cycle fiscal impact analysis (capital cost, replacement, and annual operating and maintenance costs of municipal infrastructure, community service, and administration) as a tool for assessing the fiscal performance of major development proposals, area plans, and Urban Area Boundary adjustments.

9 - 3 Maple Ridge will consider establishing a separate Municipal Infrastructure Replacement Reserve Fund to pay for the replacement of aging municipal infrastructure.

9 - 4 Maple Ridge has adopted and supports the Metro Vancouver Liquid Waste Management Plan and will comply with the policies contained within the Plan.

9.1.2 SEPTIC SYSTEMS

ISSUE

- Private septic systems are used in the rural areas of Maple Ridge, and there is concern about their safety and the possible impacts on health and the environment. Incidences of septic tank failures have resulted in requests for the extension of public sewers, and are believed to be the source of high fecal coliform levels in Kanaka Creek and other municipal watercourses.

OBJECTIVE

- To establish and implement standards and guidelines for on-site septic disposal and waste water treatment.

POLICIES

9 - 5 Maple Ridge will evaluate alternative, private on-site septic disposal and waste water treatment methods and may consider approval of alternative treatment methods that are consistent with federal, provincial, and Regional statutes based on their technical, operational, and financial merits.

9 - 6 Maple Ridge has adopted and supports the Metro Vancouver Liquid Waste Management Plan to reduce the impact of residential, commercial, and industrial effluent on local water bodies.

9.1.3 WASTE REDUCTION AND RECYCLING

ISSUE

- With increasing population and consumer demands, Maple Ridge is producing higher volumes of solid waste, despite concerted recycling efforts by the District and partners.

OBJECTIVE

- To encourage improved waste management practices and to work towards waste reduction, recycling and reuse of materials.

POLICIES

9 - 7 Maple Ridge will encourage the reduction of solid waste generation by promoting the goal of working toward zero waste which promotes source reduction, reuse, recycling and composting, and will continue to participate in Regional and Provincial programs aimed at reducing waste generation.

9 - 8 Maple Ridge, in co-operation with Regional and Provincial authorities and agencies, will consider providing a comprehensive recycling depot that accepts a wide range of commodities.

9 - 9 Maple Ridge will continue to promote waste reduction and to ensure responsible management of District waste in its corporate practices, including the selection of products that contain recycled materials in its purchasing practices.

9.1.4 CONTAMINATED SITES AND HAZARDOUS MATERIALS

ISSUES

- Commercial and industrial activities may cause toxic substances such as PCBs, lead, cadmium, and hydrocarbons to build up in the soil, surface water, and groundwater. Sites are considered contaminated if these toxins are concentrated at levels that pose a threat to the environment or human health.
- Due to the lack of a comprehensive management program to reduce, store, or manage hazardous household wastes, deleterious substances such as solvents, pesticides, household cleaners, and household batteries are entering our soils and watercourses.
- Wood-waste from the manufacture of shakes and shingles were historically burned, used as hog fuel, or buried in landfills adjacent to the Fraser River. The Albion area has an estimated 6 to 15 wood-waste locations, which has the potential to produce toxic materials if the sites were to come into contact with water.
- Incidences of hazardous wastes entering the municipal sewage system are possible due to the lack of a sufficient monitoring system in the District. Metals introduced into the collection infrastructure can upset treatment systems and overflow into the environment. Non-domestic types of liquid wastes can be minimized and pre-treated prior to entering the sewer system through source control programs.

OBJECTIVE

- To prevent future contamination of air, water and land and to strive to mitigate sites that may contain hazardous substances through the use of scientifically sound and technically feasible approaches.

POLICIES

9 - 10 Maple Ridge will work with other authorities and agencies, and consider the development of a strategy for addressing hazardous materials and contaminated sites.

9 - 11 Maple Ridge will work with the Province in the administration of relevant sections of the Contaminated Sites Regulations, including a requirement for site profile evaluations to be completed as part of the development review process.





Chapter 10

Area Planning

Area Planning

Albion Area Plan

Silver Valley Area Plan

Town Centre Area Plan



10.1 AREA PLANNING

BACKGROUND

An area plan is a Council adopted Bylaw that provides a greater level of detail regarding land use, density, form, character, and phasing for a specific area, than is typically found in an Official Community Plan. An area plan can apply to a group of neighbourhoods, or a single neighbourhood, and is suitable for newly developing, existing or historic neighbourhoods. Neighbourhoods can be residential, commercial, industrial, institutional, or agricultural, or of any combination.

The general content of an area plan is identified in the Official Community Plan policies. However each area plan is unique, as the content is often dependent upon the issues, characteristics and objectives defined by stakeholders through consultation.

The Official Community Plan policies identify the criteria and general locations for future area plans, however their timing and the specific neighbourhoods involved will be determined by District Council.

ISSUES

Neighbourhood planning and community consultation will be important aspects of determining the future of neighbourhood character.

PRINCIPLES

A number of principles have been identified to provide an overall context and guidance for decisions regarding the natural environment. The principles reflect many of the values of the community highlighted through numerous community workshops and the Community Visioning Sessions held in Spring 2006. Those of particular significance to area planning are listed below.

Principle 6

The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.

AREA PLANS

can apply to a group of neighbourhoods, or a single neighbourhood, or entire designated areas, and may guide the development of new communities or the redevelopment of existing ones.

Principle 10

Citizens keenly appreciate the importance of public participation in community and neighbourhood planning processes.

AREA PLANS

Are often called Neighbourhood Plans, Secondary Plans or Neighbourhood Concept Plans.

Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

Principle 31

It is important to undertake detailed planning work on the basis of neighbourhood planning.

OBJECTIVES

- To develop area plans to guide redevelopment of existing neighbourhoods and to provide direction for new development in an urban reserve area.
- To utilize a consultative approach to area planning that involves working cooperatively with Provincial and Regional agencies, School District, community groups, and residents.

POLICIES

10 - 1 The historic and new communities identified in the Communities map (Figure 1) will form the general boundaries for the preparation of future area plans. The area plans map (Figure 6) identifies existing and potential future area plans. This figure does not preclude the District from undertaking an area plan for any other portion of the District.

10 - 2 Maple Ridge will initiate the creation of area plans as a means to guide development:

- a) Priority consideration will be given to an area in transition, neighbourhoods that present the greatest opportunities for redevelopment, or areas where Guide Plans are in existence;
- b) Area plans will be developed for the historic communities of Maple Ridge including Hammond, The Ridge, Port Haney/Haney, Albion, Yennadon, Webster's Corners, Whonnock and Ruskin;
- c) The Thornhill area is recognized as a new Community that requires an area plan prior to urban development occurring in the area. This area plan is a long-term priority for the District and will be initiated in accordance with the Thornhill Urban Reserve policies of the Official Community Plan; and
- d) Subsequent area plans will be based on a consideration of each area's suitability for accommodating residential intensification.

10 - 3 Area Plans will be developed utilizing a consultative approach that involves working cooperatively with Provincial and Regional agencies, School District, community groups, and residents and will include, but not be limited to the following:

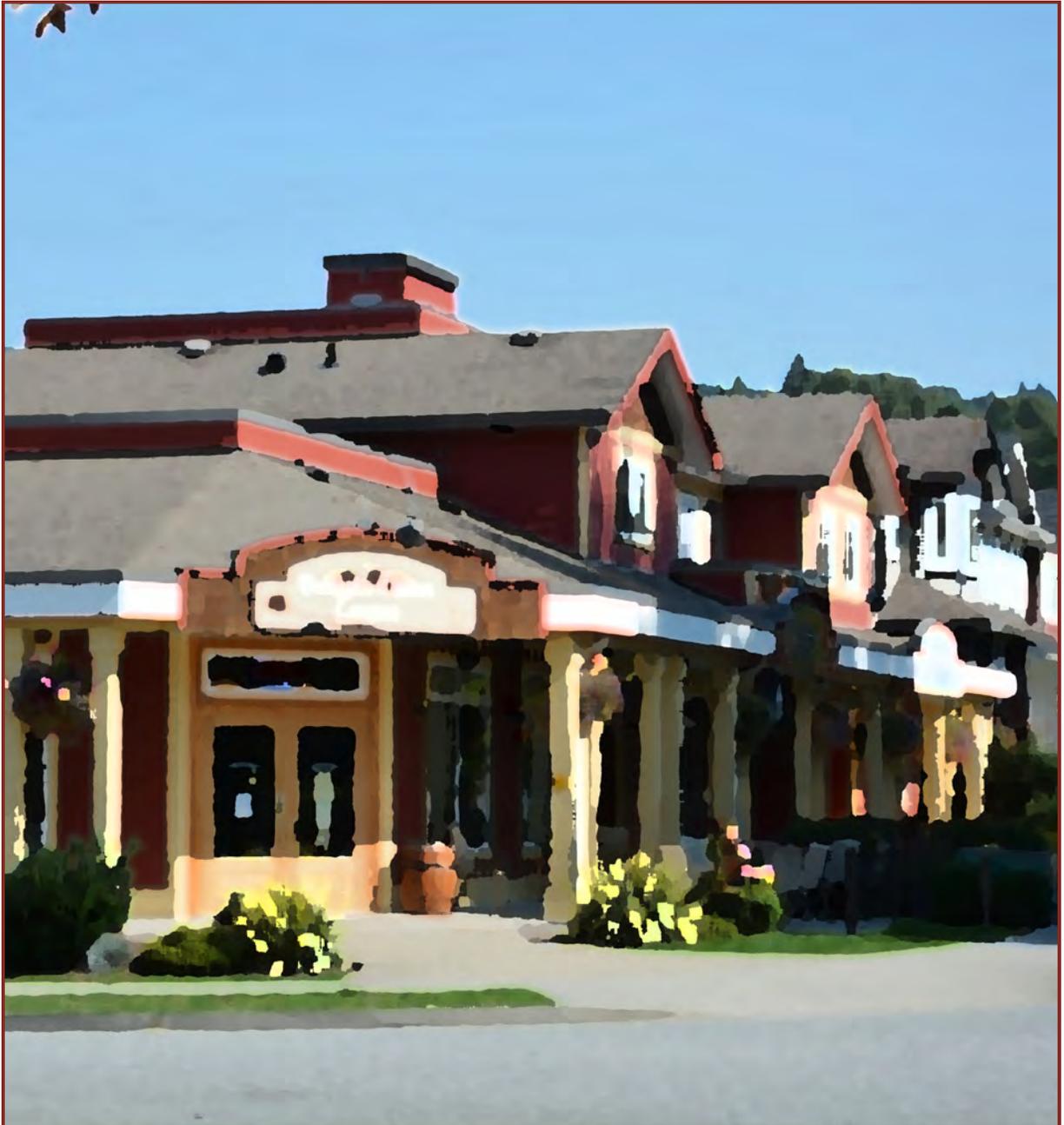
- a) policies relating to the types and form of development, land use patterns, and phasing;
- b) physical inventory of the site including an assessment of environmentally sensitive areas, ecosystems and the impact of development;
- c) an assessment of existing and future infrastructure, and a fiscal impact analysis study;
- d) a transportation study that addresses road connections, transit and alternate modes of travel, and connections to the Regional Town Centre;
- e) an assessment of parks and open space; and
- f) the provision of community amenities.







10.2 ALBION AREA PLAN





10.2 ALBION AREA PLAN

The following policies are adopted to guide development within the Albion urban area.

10.2.1 LAND USE DESIGNATIONS

The land use designations characterize the future land use that the District would like to see over the next twenty years or more to achieve orderly growth and development in the community. The following land use designations are identified on the Albion Area Plan:

A. RESIDENTIAL DESIGNATIONS

1. **Low Density Residential** corresponds with single family detached residential development at a low density urban standard with lot sizes at 2000 m² (half acre).
2. **Low-Medium Density Residential** corresponds with single detached or duplex housing with lot sizes ranging from 891 m² (9590 ft²) to 557 m² (5996 ft²).
 - a) notwithstanding the above, a minimum parcel area of “371m² (3993 ft²)” is only permitted for the properties located at Lot A Section 15 Township 12 New Westminster District Plan 22387 and Lot 1 Section 15 Township 12 New Westminster District Plan 7709.
3. **Medium Density Residential** allows for a range of housing styles and densities, including smaller lot single detached housing, townhouse and duplex dwelling units.

6995-2013 Notwithstanding the above, higher densities may be supportable in compliance with the Community Amenity Program regulations prescribed in the Zoning Bylaw.

B. NEIGHBOURHOOD COMMERCIAL DESIGNATION

This designation is intended to provide daily convenience shopping and services to neighbourhood residents within walking distance to the commercial centre.

C. VILLAGE COMMERCIAL DESIGNATIONS

This designation is intended to provide for convenience shopping and personal services to residents of surrounding neighbourhoods in a compact village form.

D. PARK DESIGNATION

This designation identifies the location of existing or future municipal or Regional park sites.

E. CONSERVATION DESIGNATION

This designation identifies ecologically sensitive lands that require protection in order to ensure that their health, diversity and integrity are maintained. They are considered to be of high environmental or geologic sensitivity.

F. INSTITUTIONAL DESIGNATION

This designation identifies lands for present or future use as civic or public use and includes school and/or park sites.

The corresponding zones for these designations are outlined in Section 10.2.4 Zoning Matrix.

10.2.2 RESIDENTIAL DEVELOPMENT AND COMMUNITY AMENITY PROGRAM

BACKGROUND

The Albion Area Plan strives to balance new residential development, the protection of environmentally sensitive areas, and the provision of a range of housing styles to meet diverse housing needs.

The Community Amenity Program is intended to meet the needs of the community and respond to changes in housing form and demand over time by enabling an additional means of providing neighbourhood amenities.

The Albion Area Plan Community Amenity Program provides the opportunity for a Density Bonus within a number of zones identified within the Albion Zoning Matrix, see Section 10.2.4. Within these zones, 'bonus' density may be achieved through an Amenity Contribution toward community amenities that will be located within the boundaries of the Area Plan.

OBJECTIVE

To support increases in density as a means of providing additional amenities in the Albion Area Plan.

POLICIES

Albion Area Community Amenity Program

10 - 4 A Density Bonus through the Community Amenity Program will be permitted on lands designated *Low Density Residential, Low-Medium Density Residential* and *Medium Density Residential* in the Albion Area Plan.

10 - 5 Where a Density Bonus option is utilized in a single-family subdivision, an Amenity Contribution is to be applied to all of the single-family lots in the subdivision that exceed the base density permitted in the zone.

10 - 6 Where a Density Bonus option is utilized in a multi-family development and the base density is exceeded, an Amenity Contribution is to be applied to all of the dwelling units on the site.

10 - 7 Maple Ridge Council may consider Density Bonuses as part of the development review process for Albion Area Plan amendment applications seeking a land use designation change that would permit a higher density than currently permitted.

10 - 8 A Density bonus will only be permitted on those lands that are located entirely within the boundaries of the Albion Area Plan and Urban Area Boundary.

General Development Policies

10 - 9 Growth in North East Albion (Figure 1) may create a need for Neighbourhood or Village Commercial Centres. Maple Ridge will consider the development of such centres to provide daily convenience needs and services, subject to satisfying Parking Bylaw and Zoning Bylaw requirements, traffic, access, site design, and compatibility with adjacent land uses.

10 - 10 The sequence of development is to proceed in the most efficient manner, with capital costs and ongoing servicing costs to be minimized. To achieve this, a lot consolidation may be required.

10 – 11 Development applications seeking a land use designation change through an Official Community Plan amendment, to allow an increase in density, will be submitted with an analysis of the existing downstream system to a limit determined by the District. Capacity constraints identified within the existing system are to be resolved prior to additional density being advanced.

Multi-Family Housing

10 -12 The siting, form, character and massing of multi-family residential development and their areas for parking, storage and landscaping should be designed to facilitate orderly development of the area and to be compatible with single family residential developments.

10 - 13 Multi-family housing should be provided with appropriate amenities to enhance the character of development.

10 - 14 The siting of development and construction techniques employed should avoid impacts to watercourses, reduce the risk of erosion in the area, minimize visual disruption to the neighbourhood and protect the visual character of the landscape.

10 - 15 Natural vegetation should be retained where possible to enhance the character of the area. Significant treed slopes or natural vegetation will need to be retained in order to minimize disruption to watercourses and to minimize erosion. Geotechnical assessments may be required.

10 - 16 Development in the Albion Area is subject to the Natural Features policies of the Official Community Plan. Multi-Family and Intensive Residential Development must also adhere to the Design Guidelines detailed in Section 8 Development Permit Guidelines.

10.2.3 VILLAGE CENTRE

The Albion area contains a village commercial centre which will be implemented by a Village Centre Commercial (C-5) Zone. The commercial area will be encouraged to incorporate a building form that is street-front oriented, pedestrian friendly, and to accommodate apartments above commercial space. The traditional shopping centre development form with large expanses of parking will not serve the village centre function.

POLICIES

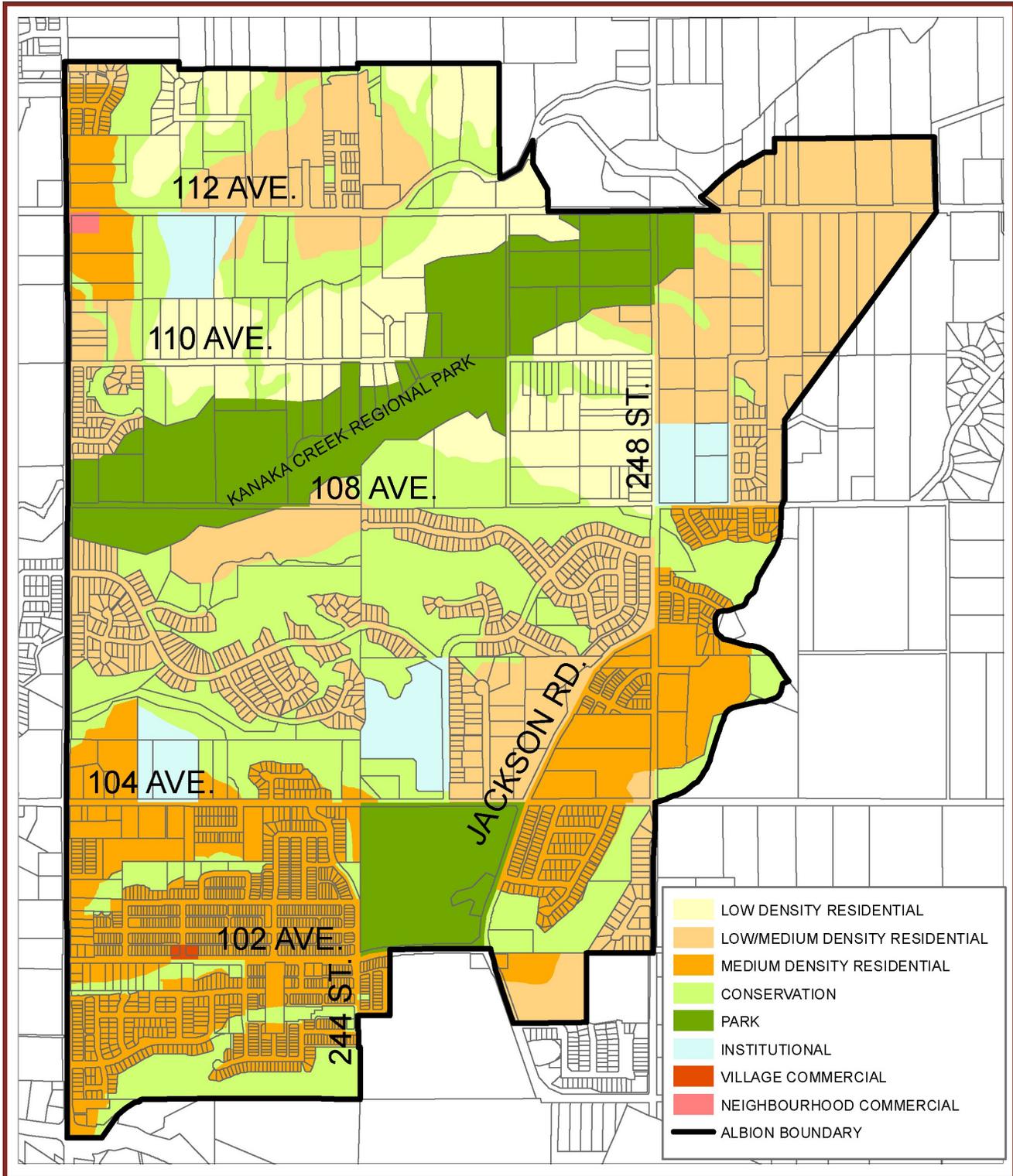
10 - 17 The siting and form of commercial buildings and areas for parking and storage should facilitate orderly development and ensure the area presents a coherent image identifying a pedestrian oriented village centre that appropriately integrates adjacent residential uses.

Village Commercial Development must also adhere to the Design Guidelines detailed in Section 8 Development Permit Guidelines.



10.2.4 ALBION ZONING MATRIX

LAND USE DESIGNATION	ZONE(S)
Low Density Residential	RS-1d One Family Urban (half acre) Residential*
Low / Medium Density Residential	RS-1 One Family Urban Residential RS-1b One Family Urban (Medium Density)* RT-1 Two Family Urban Residential R-1 Residential District, Subject to Policy 10.2.1A(2)(a)
Medium Density Residential	R-1 Residential District R-2 Urban Residential District R-3 Special Amenity Residential District RM-1 Townhouse Residential* RMH Mobile Home District
Neighbourhood Commercial	C-1 Neighbourhood Commercial
Village Commercial	C-5 Village Commercial
Park	P-1 Park and School
Conservation	Current or proposed zoning would apply
Institutional	P-1 Park and School P-2 Special Institutional P-3 Children’s Institutional P-4 Place of Worship Institutional P-4a Place of Worship Institutional & Educational P-6 Civic Institutional
* Density Bonus and Amenity Contribution provisions and details are provided in each of these zones.	
<p>Conditions:</p> <ul style="list-style-type: none"> a) This Matrix is to be read in conjunction with the policies and criteria in the Albion Area Plan and Official Community Plan and is not the only source for determining applicable zones; b) All zones corresponding to each land use designation or category may not be appropriate for a specific site, and are not applicable in all areas of the municipality; c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw; d) The P-4 Place of Worship Institutional zones would be considered in all Land Use Designations subject to satisfying all requirements of the zone. 	



ALBION AREA PLAN "SCHEDULE 1"

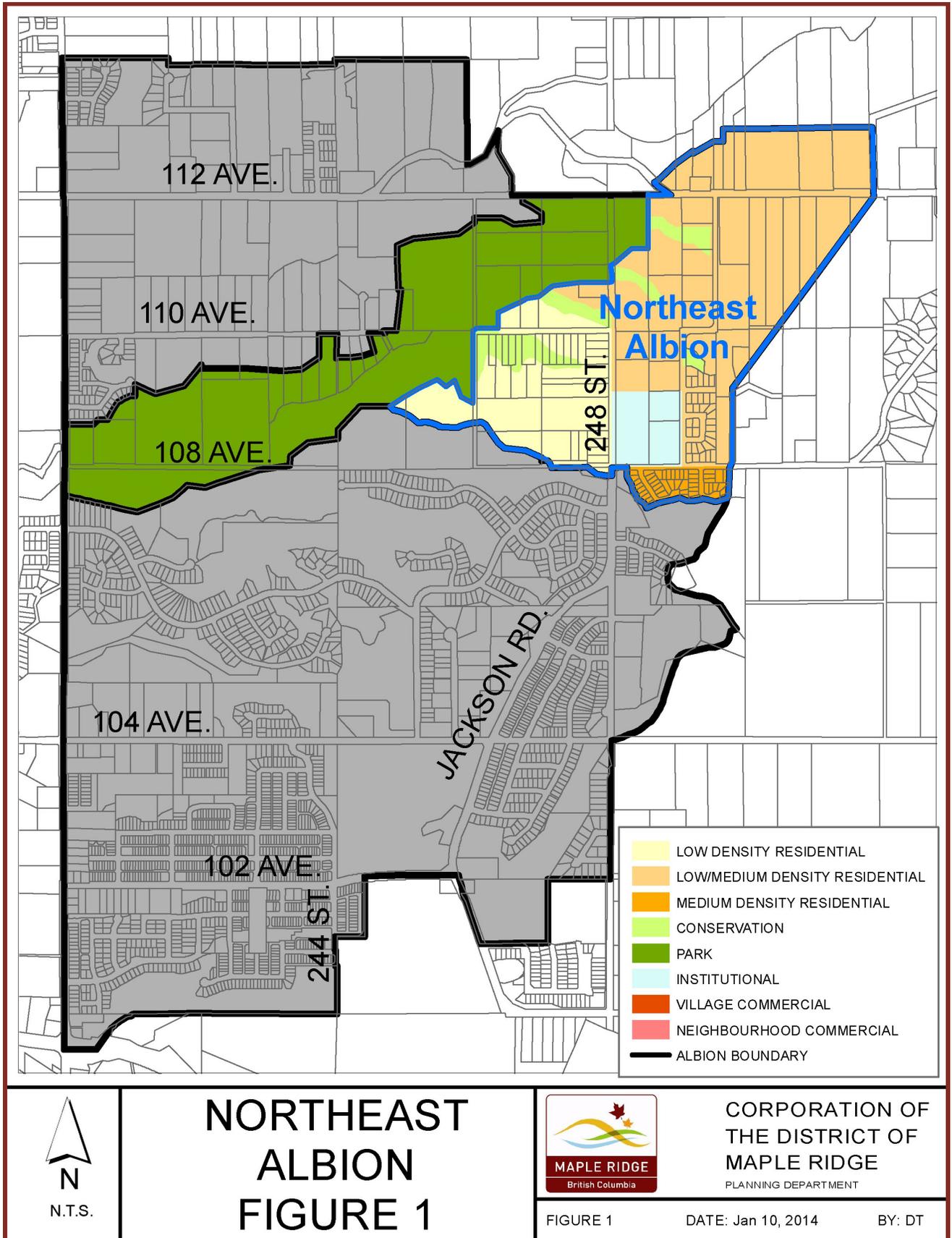


CORPORATION OF
THE DISTRICT OF
MAPLE RIDGE
PLANNING DEPARTMENT

DATE ADOPTED: July 4, 2006
DATE OF LAST REVISION: July 18, 2013

BY: DT

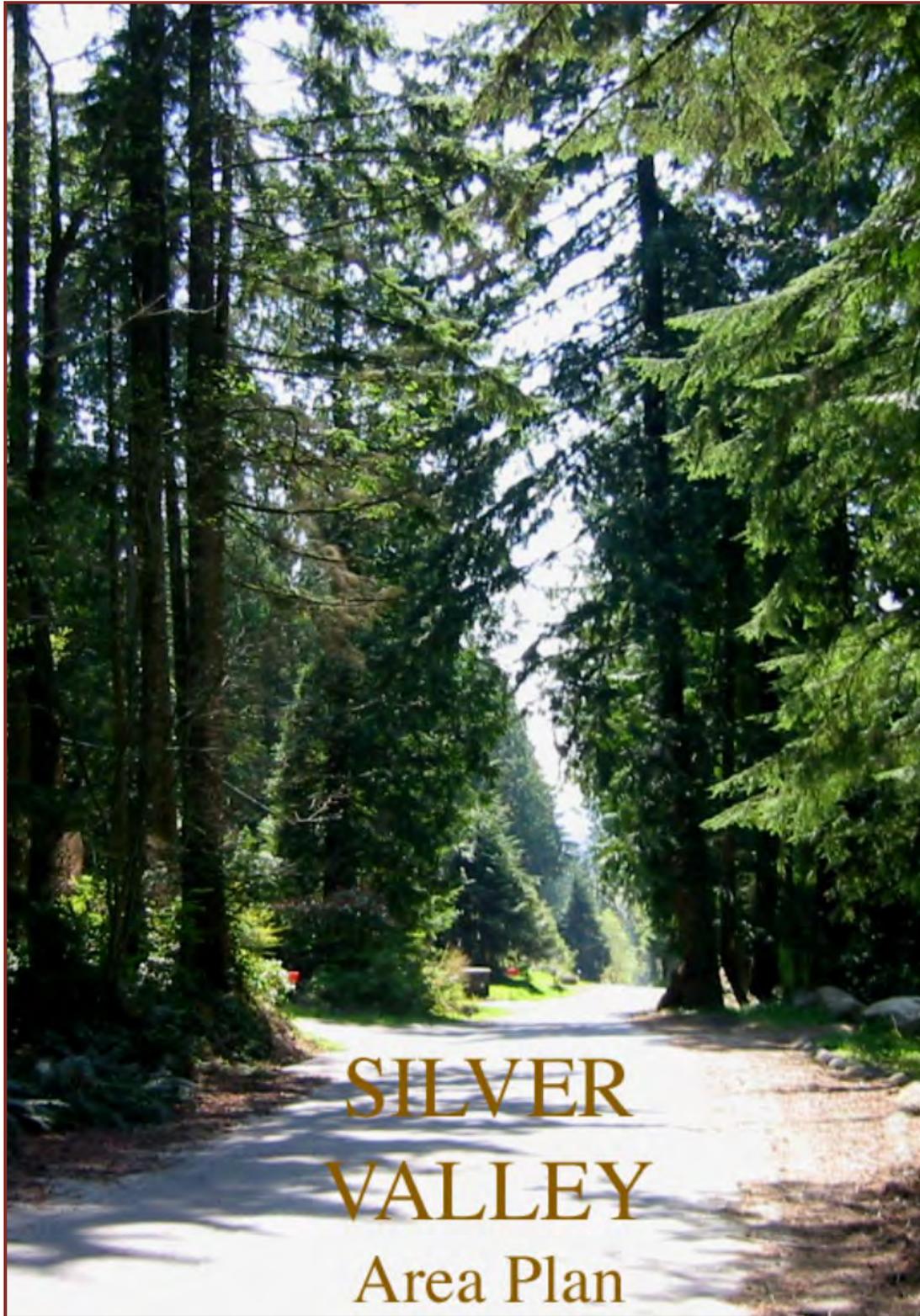








10.3 SILVER VALLEY AREA PLAN



SILVER VALLEY AREA PLAN

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1.0 INTRODUCTION

1.1 BACKGROUND

Silver Valley enjoys a unique status within the District of Maple Ridge. Its proximity to the Malcolm Knapp Research Forest and Golden Ears Park has identified it as a gateway to these popular recreation areas for residents and visitors alike. The forested hillsides of the area provide a backdrop for all the District that serves to reinforce its stated values for the natural environment. The creeks and rivers that bisect Silver Valley provide some of the richest salmon habitat in the Lower Mainland. With this context in mind, the community has also acknowledged Silver Valley can accept some of the District's dynamic growth, accommodating approximately 11,000 residents. It is the desire of the community to ensure that as growth occurs in Silver Valley, the elements that afford it a unique place in the District will be preserved, protected and celebrated.

1.2 OVERVIEW

1.2.1 RELATIONSHIP TO OCP AND OTHER PLANS

- a) The Silver Valley Area Plan is embedded within the umbrella policies of the Maple Ridge Official Community Plan and is to be read in conjunction with them.
- b) The Silver Valley Area Plan is derived from the concepts and principles described in the Silver Valley Area Planning Study completed in 2001. It is consistent with the objectives of other regulation and policy related to District planning and development.

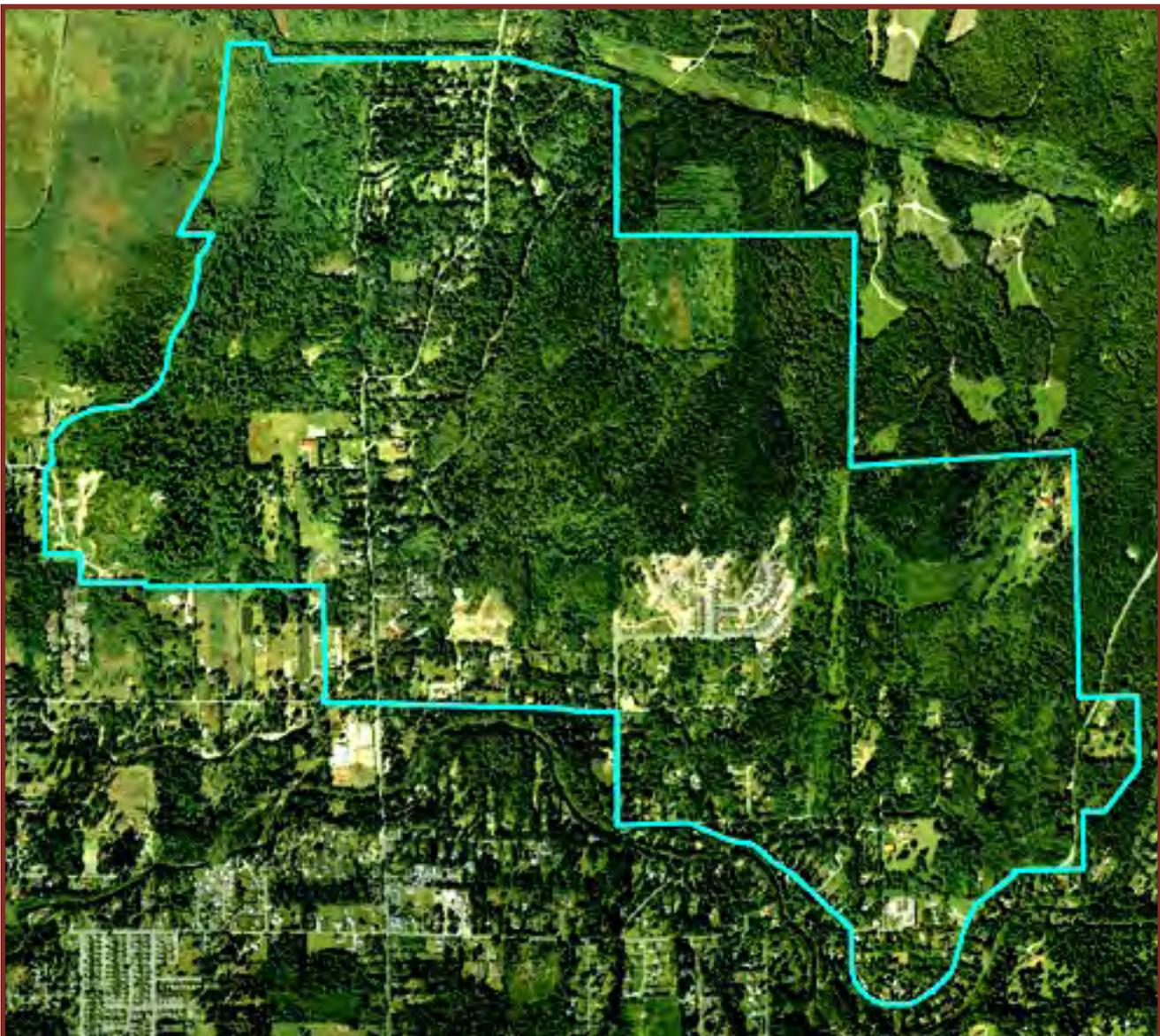
1.2.2 FRAMEWORK

- (a) The purpose of the Area Plan is to provide the framework for the future development of an area recognized as an integrated planning unit. The framework for Silver Valley is based on principles associated with achieving a complete community. The Area Plan includes planning detail that determines the distribution of development capacity over four discreet neighbourhoods. The neighbourhoods are noncontiguous due to the physical characteristics of the area. The plan incorporates the intervening areas as an ancillary entity with distinct development objectives.

- (b) The Area Plan also provides detail for the distribution of density and use within neighbourhoods. It includes policy structured to achieve the desired community pattern within stated principles. The Area Plan addresses essential services and facilities, land uses, transportation systems, population density and sequencing of development. It acknowledges sustainability objectives stated in the OCP and as such considers costs and benefits of various actions upon the present and future social, economic and environmental fabric of the area.

- (c) The appended maps are intended to illustrate policies and principles contained in this Plan. Specific street layouts and uses will be determined in detail in subsequent documents.

Silver Valley Area Plan Boundaries



1.3 PROCESS

The Silver Valley Area Plan proposes an alternative development model than one typical of suburban growth. The direction was provided by extensive public consultation that occurred during 1994 with a Land Use Review for Silver Valley. Further public consultation for a general review of the OCP in 1996 confirmed many of the community objectives stated in 1994. The planning study that is the basis for the Area Plan also undertook extensive public consultation. That process included four workshop charettes. The participants were invited from a broad group of community stakeholders. Each day's work was presented at an open public meeting following that day's proceedings.





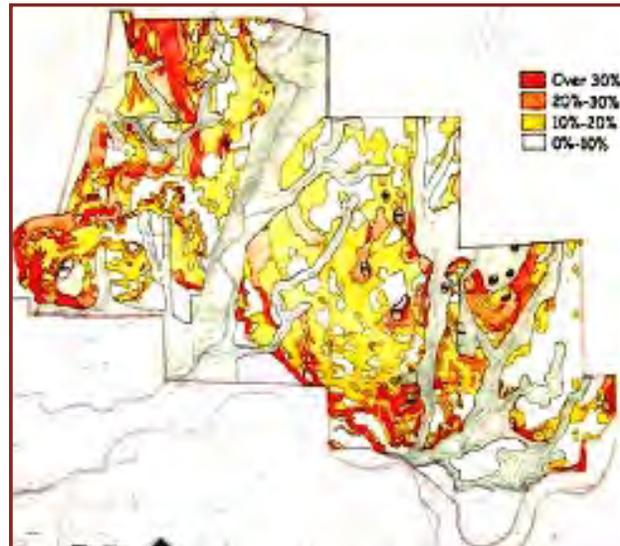
2.0 PHYSICAL CONTEXT

2.1 EXISTING SITE AND CONDITIONS

A detailed physical description of the Silver Valley area can be found in the 1992 study prepared for the District of Maple Ridge by Gartner Lee Limited titled *Silver Valley Environmental Assessment and Development Guidelines*. The following summarizes the description contained in that document.

2.1.1 TOPOGRAPHY AND GEOLOGY

- a) Three distinct regions are created by the North Alouette River and Millionaire Creek systems. Each of the three areas is characterized by complex, rolling bedrock topography. The bedrock is at or near the surface in much of the area.
- b) In general, the area rises away from the floodplain of the Alouette River along the south and west boundary. While the grade rises generally to the north, the North Alouette River, Millionaire Creek and the underlying bedrock, all contribute to significant irregularities in the topography.
- c) Three broad categories define the slope characteristics. Uplands and Moderate Slopes are areas of gently rolling to undulating to moderately sloping surface topography. Slopes can range up to 20 degrees (36%). Steep Valley Slopes found along the major creeks and rivers range from 20 degrees (36%) to 45 degrees (100%). The third category is Inactive Floodplain, which is planar or gently sloping land adjacent to the active floodplains of the Alouette and North Alouette Rivers.

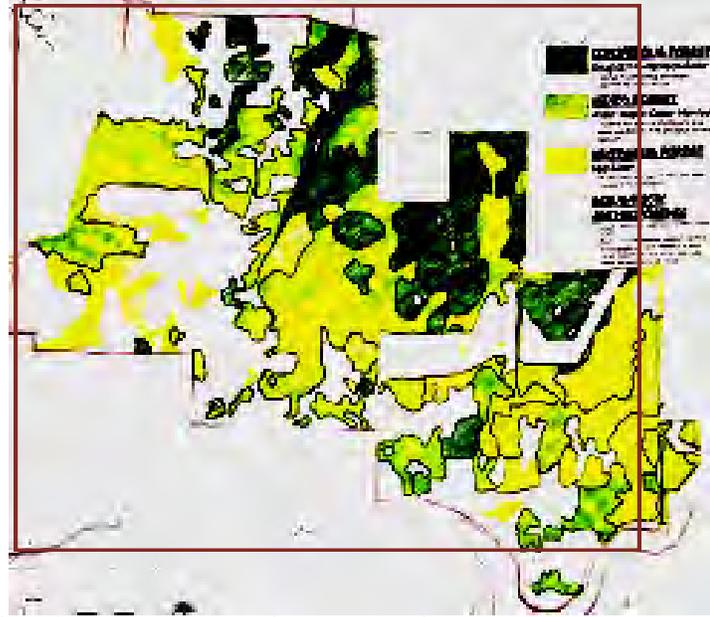


Slope/Geography

2.1.2 VEGETATION

- (a) Approximately 80% of Silver Valley remains wooded. All of the area was logged at one time. As much of the forest has regenerated to a hemlock and cedar association, considerable time has passed without disturbance. Some areas are characterized by deciduous forest. These areas have experienced more recent logging activity.

Two important, distinct vegetation communities that are also found within the Silver Valley area are marshlands and rock barrens. The marshlands to the west are part of the Blaney Creek watershed and now represent part of the Greater Vancouver Regional District's park system. The rock barrens are long-term natural clearings as the thin soils are incapable of supporting forest cover. They are, however, the source of diverse plant species not noted elsewhere in Silver Valley.



2.1.3 FISH AND WILDLIFE

- (a) The two rivers and various creek systems in Silver Valley support populations of Chum, Coho and Pink salmon. The most abundant of these is Chum. As well, there are populations of Cutthroat and Steelhead Trout in most of the systems.

- (b) Three mammal species have been identified in the area. The proximity of Golden Ears Park and the Malcolm Knapp Research Forest provides for movement of Black Bear, Cougar and Black-tailed deer into the area. As many as 26 species of birds have also been identified. The marshland to the west is important wintering and breeding habitat for waterfowl.



Watercourse / Setbacks

2.2 ENVIRONMENTALLY SENSITIVE AREAS

2.2.1 BIOPHYSICAL FEATURES

- a) The biophysical features of Silver Valley have a significant influence on the Silver Valley Area Plan. Each of the features must be considered in relation to the others as disturbance to one may impact many or all of the others. Development in the area will be sensitive to the following issues as they relate to the biophysical features:
- Flooding
 - Damage to fisheries spawning and rearing habitat
 - Handling of storm-water runoff
 - Tree retention
 - Erosion and failure of steep unstable slopes
 - Interruption of wildlife corridors
- b) In general, environmental sensitivity includes risk from development to existing flora and fauna in the area and to human habitation from natural hazards. The Area Plan addresses objectives of the Official Community Plan in minimizing these risks.





3.0 PRINCIPLES

3.1 GUIDING PRINCIPLES

The Guiding Principles for Silver Valley are the ‘foundations’ upon which all planning for the area is derived. They are also to be the measure of all future development of Silver Valley. The statements that embody the principles are to remain constant throughout the evolution of settlement in Silver Valley.

3.1.1 ENVIRONMENT FIRST

- Ensure significant environmental features of the site are protected or enhanced.
- Ensure that the ‘land informs development’ – development will be limited to suitable sites and follow guiding criteria.

3.1.2 SUSTAINABLE APPROACHES

The structure, form and character of the community must provide balance in environmental, social and economic benefits on an ongoing basis. This community will therefore;

- Incorporate ecologically based approaches in all aspects of development including open spaces, community parks, schoolyards, buildings, roads, sewage treatment, and storm water.
- Incorporate diversity in housing types and sizes to achieve a vibrant and diverse population, to serve as a foundation of a supportive and inclusive community.
- Contribute to the economic well being of each neighbourhood by facilitating and encouraging local and home-based employment; incorporating character elements that endear it to visitors, and; design and construct infrastructure that facilitates transportation choice and is affordable.

3.1.3 INTEGRATED COMMUNITY

- Integrate natural environment, housing, open space and infrastructure to achieve neighbourhoods and a community that is alive.

3.1.4 ADAPTABILITY

- Plan for incremental growth and changing market trends.
- Allow for the plan to adapt to meet economic opportunities over time.

3.1.5 HEALTHY COMMUNITY

- Ensure that the structure, form and character of the plan contribute to it being a healthy community.
- Ensure that neighbourhoods are safe, accessible and adaptable by design.
- Provide desirable lifestyle amenities for living, working and recreational needs.
- Ensure the plan is conducive to aging in place.

3.2 DEVELOPMENT PRINCIPLES

The following Development Principles respond to the Guiding Principles and refer to four primary topics that form the overall structure of the Silver Valley Area Plan. The four topics are; **Planning and Urban Design; Environment, Open Space and Recreation; Infrastructure; Economics**. The development principles are focused on the particular issues and conditions prevalent for the Silver Valley community and may be revised over time as the community evolves.

3.2.1 PLANNING AND URBAN DESIGN

- Plan development areas that have defined boundaries to prevent sprawl.
- Plan compact housing clusters as a solution to preserving natural environments and significant vegetation.
- Plan for a pedestrian oriented village centre that is mixed-use and accommodates piecemeal, incremental growth.
- Limit the extent of the village centre, and commercial parcel and building sizes to ensure that the desired village character and form is achieved.
- Accommodate parking on-street and in small lots off lanes or at the edge of the village.
- Ensure that community parks, plazas and gathering spaces define the village centre and each neighbourhood cluster.
- Maximize pedestrian safety and access to services and transit to encourage social interaction and reduce car trips.
- Provide for a variety of housing forms and types targeted to all markets, through incentive and performance zoning.

- Plan for schools and community facilities that are integrated with regional greenway linkages and open spaces.

3.2.2 ENVIRONMENT, OPEN SPACE AND RECREATION

- Promote patterns and forms of development that allow for retention of existing mature trees and vegetation.
- Plan development patterns, based on full seasonal analysis, that maintain existing hydrologic regimes, including groundwater flow and interflow.
- Maintain or improve fish habitat through an adaptive approach to establishing creek buffers.
- Respect existing topography, minimize erosion, integrate natural features and design open spaces to reflect the valued rural character and qualities of the community.
- Plan for a linked park and open space system that responds to recreational needs of the community and visitors.
- Maximize the multiple use of trails and greenway corridors by providing for and accommodating all users and patterns of use.
- Provide for a transitional buffer to natural and adjacent wilderness areas to ensure that the edges between development and nature appear organic and blurred.
- Maximize protection of wildlife corridors to minimize interaction with populated areas, and develop an education program for residents.
- Minimize the pollution effects of rural pasture, public landscapes and home gardening on water quality by adopting eco-sensitive management and natural landscape species.
- Foster the role of local stewardship groups in environmental protection and sustainable development.

3.2.3 INFRASTRUCTURE

- Adopt road and street types and standards that limit speed, fit to topography and minimize impervious areas.
- Utilize reduced road widths to achieve traffic calming, reduced site consumption, and maintenance of the desired rural character.
- Allow for an arterial road to become a street as it passes through a commercial centre or civic place to reinforce economic viability and character and accepting reduced speeds.
- Accommodate and treat storm water at/near the source wherever possible through maximizing permeable areas and minimizing storm water collection.
- Encourage unpaved, shared driveways and narrow paved lanes to housing clusters to minimize paved areas.
- Utilize rain and grey water collection systems where feasible for irrigation.
- Ensure that equestrian, bike and pedestrian routes are designated along roads and streets.

- Plan for local transit linkages to the village centre and Maple Ridge centre.
- Plan for pedestrians as a means of reducing car dependant trips in the community.
- Commit infrastructure to match defined densities and development pattern.

3.2.4 ECONOMICS

- Capitalize on all economic opportunities, no matter how small, to maximize effect of areas of economic development.
- Focus commercial development in a single village centre to achieve critical mass, image and character.
- Plan for local commercial needs recognizing that the village centre will be small, compact and informal in nature.
- Ensure that the form of the village centre achieves a character and atmosphere distinct from typical suburban forms.
- Encourage commercial development that accommodates mixed-uses: buildings integrating residential, office, retail.
- Control the types of retail and commercial uses in the village centre to ensure that services and character are consistent with the form of development.
- Encourage home-based business opportunities.
- Plan land development patterns that respond to the land, not to land ownership boundaries.
- Encourage strategic secondary economic development areas that capitalize on equestrian, tourism, and recreational economies.
- Encourage a housing mix that accommodates long-term demographic trends and densification within the defined development areas.





4.0 OVERVIEW OF THE PLAN

The plan can be summarized as it relates to nine basic community forms or elements. For each of these forms, this list describes key characteristics that are further detailed within the land-use structure of the plan, which follows.

4.1 DEFINITION OF DEVELOPMENT AREAS

- Distinct neighbourhoods within the community
- Development areas are defined by environmentally sensitive responses to vegetation, slopes, view and by open space linkages
- Development is formed in compact neighbourhood clusters
- Each development is conceived as a comprehensive increment

4.2 DISTRIBUTION AND LEVEL OF DENSITY

- Density is clustered in distinct walkable neighbourhoods
- Overall densities are medium to high within development areas
- Infill housing permits density to increase over time
- Higher densities are focused around commercial, schools and parks

4.3 MIX OF HOUSING

- Diverse mix of housing types
- Diverse housing types are integrated

4.4 LAND USE AND BUILDINGS

- Land uses are integrated
- Buildings allow for mixed-uses
- Buildings are compatible in scale regardless of use

4.5 ROADS AND LINKAGES

- Streets are designed for people and ‘accommodate’ traffic
- Roads inter-connect neighbourhoods and provide alternate routes
- Most streets are through streets
- Narrow streets with planted boulevards and narrow setbacks
- Strong street wall definition

4.6 PARKS AND OPEN SPACE

- Many smaller local parks
- Open spaces linked by network of greenways throughout
- Trails and open spaces designed as a network and integral part of the community plan

4.7 SCHOOL SITES

- Schools are located as an integral part of the centre of each Hamlet
- Schools are within walking distance of most students

4.8 COMMERCIAL

- Commercial areas are pedestrian-oriented mixed-use shopping streets

4.9 COMMUNITY AMENITIES

- Community amenities are integrated at the centre of each Hamlet
- Community buildings are multi-use and of civic importance as landmarks



5.0 COMMUNITY FORM

5.1 INTRODUCTION

5.1.1 SECTORS

The two major creek systems and ravines that flow north-south through Silver Valley divides the area into three distinct development areas or sectors. The three sectors include:

West Sector

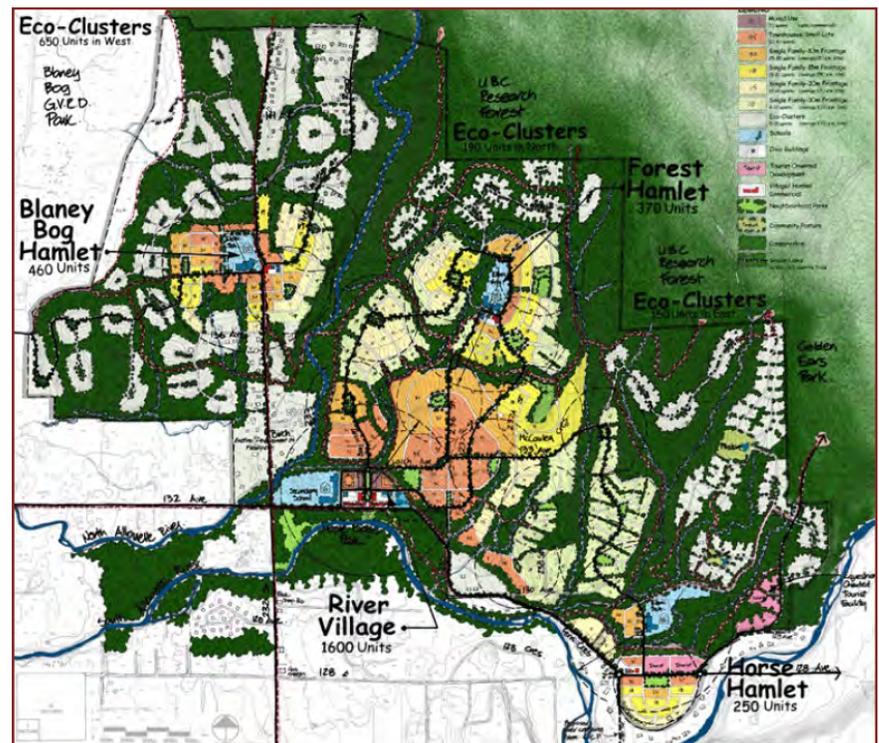
- Blaney Hamlet
- Eco-Clusters

Central Sector

- Forest Hamlet
- River Village
- Eco-Clusters

East Sector

- Horse Hamlet
- Eco-Clusters



5.1.2 COMMUNITY FORM

The community form is derived from four elements of the plan.

- a) **River Village** is the focal point of the community, providing services that are common to the entire Silver Valley area.
- b) The **Hamlets** provide services to an area defined by a five minute walking distance.
- c) **Eco-clusters** are more independent entities derived from opportunities to settle or develop limited areas that are within environmentally or visually important zones.
- d) Greenbelts define the character of the area, which is rural in nature and rich in natural amenities. Neighbourhoods are a vital element of any community and are common to River Village, the Hamlets and Eco-clusters. Their role is therefore defined as a subset of these broader elements.

5.2 RIVER VILLAGE

5.2.1 DESCRIPTION AND CONCEPT

- a) River Village is located along a main arterial route in the Silver Valley area, on Fern Crescent, between Maple Ridge Park to the south, and an escarpment to the north and east.
- b) River Village is the commercial heart of the Silver Valley area, and provides for the retail, service, office and civic needs for Silver Valley residents.

5.2.2 PRINCIPLES

- a) River Village is to be a complete community, with a main shopping street, integrated multi-family housing, mixed-use buildings, civic buildings and community facilities, including a high school, and an elementary school.
- b) A diverse mix of uses and a wide diversity of building types are encouraged for River Village to ensure a lively and integrated human environment.
- c) Change of uses and shared uses within buildings are permitted to allow River Village to develop and evolve over time.
- d) An integrated High School and community centre is envisioned on the western edge of River Village and is intended to be a significant component and the largest building in the fabric of the village.
- e) Civic buildings and amenities are to be concentrated in River Village to provide a nucleus for the Silver Valley area and help to define the character of the community.
- f) Residential areas should be developed in a manner to allow a gradual and natural increase in density over time.



5.2.3 MAIN STREET COMMERCIAL AREAS

- a) The shopping district is to be developed along a “main street” pattern with buildings fronting onto sidewalks. Strip commercial development with parking lots in front of the commercial space or commercial development behind parking lots will be discouraged in Silver Valley’s main commercial area.
- b) Secondary commercial development can occur on the lanes behind “main street” development, and are intended for commercial businesses requiring less visible and accessible locations.
- c) The shopping district will comprise:



- Personal, business, retail, food and beverage and entertainment services to meet the needs of Silver Valley residents, and
 - Tourist destination uses that focus on the unique recreational and other assets of Silver Valley and surrounding Maple Ridge.
- d) The shopping district will evolve over a 15 to 20 year period and could involve:
- Mixed residential and commercial development
 - Redevelopment/expansion of mixed residential and commercial
 - New, commercial only or mixed residential and commercial development.
- e) The shopping district will be limited to 10,219m² of commercial uses, with 8,361 to 9,290m² of space to meet the needs of Silver Valley residents and the balance for destination commercial uses. The size of the commercial area is also limited to ensure a scale of development and quality of development that meets residents objectives for a “village commercial” shopping district.
- f) Development will be phased in order to:
- Meet the evolving demand for commercial services
 - To ensure the on-going viability of services that are provided.
- g) At or near build-out, the potential to expand the commercial area will be considered and will be based upon market studies to justify the expansion and ensure the viability of existing and new businesses.
- h) To reinforce and celebrate the public amenity of the park and river, the shopping street on Fern Crescent is to be on one side only, facing Maple Ridge Park and the Alouette River.
- i) Integration of different uses is encouraged between residential and commercial uses, either within a development block or within a single building. All commercial buildings can accommodate residential uses, in a variety of forms, either on upper floors or as interim uses.

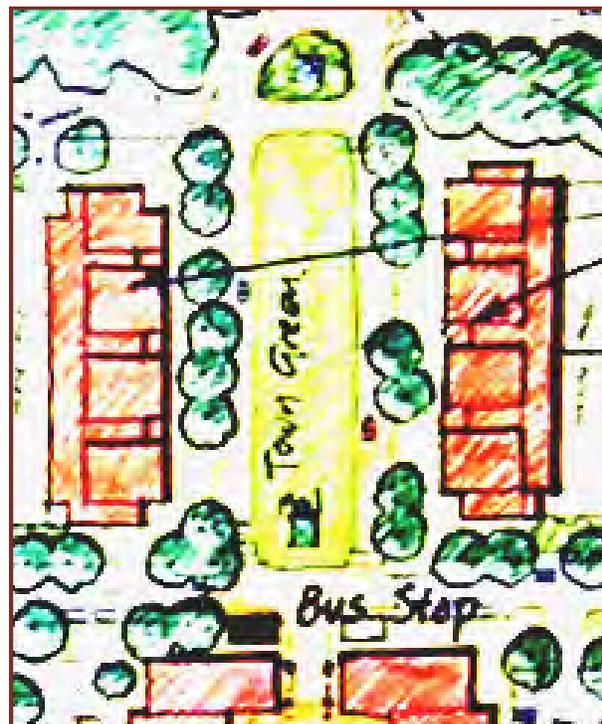


5.2.4 CIVIC AREAS

- a) Civic amenities including schools, a town hall, fire hall and police centre, library, day care, and bus stops are encouraged in River Village.
- b) A central Town Square, located in the middle of the shopping street and leading north to connect to a Town Green, will provide a civic node for River Village.
- c) A Town Green, aligned with and connected to the Town Square, will be provided north of the Town Square.
- d) Civic Buildings
 - Civic structures should be sited in prominent locations and conferred architectural distinction to serve as icons and gathering places for the community.
 - Civic architecture should be an important factor in defining and shaping the character of the community.
 - Civic facilities should be accessible to the community for mixed purposes and community events.
 - Civic buildings should be located at each end of the main shopping street to frame the limits of the Village and to provide gateway references for entry to the Village.



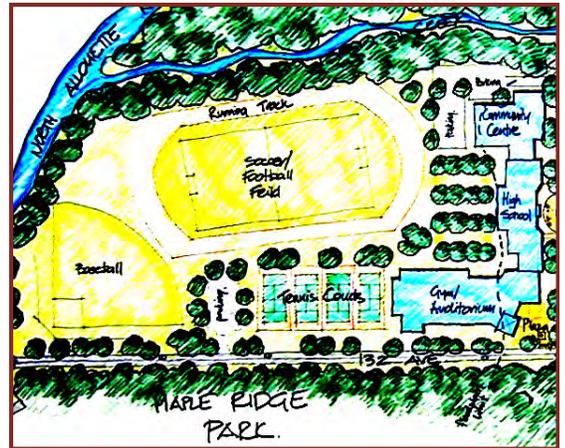
Town Square



Town Green

5.2.5 COMMUNITY FACILITIES

- a) Community buildings may accommodate shared uses.
- b) School buildings should be designed to accommodate spaces for other community uses, such as neighbourhood meetings, arts and crafts, society and social gatherings, etc., allowing public access during evenings and weekends, for the full calendar year.
- c) The High School should be designed to contribute to the learning environment of students by the integration of learning and business/work uses within the same building.
- d) An elementary school to serve the residents of River Village should be located adjacent to the High School.



5.2.6 RESIDENTIAL AREAS

- a) Home offices are encouraged in order to encourage local economic development, build a sustainable community and lessen traffic/commuting.
- b) Low rise apartment developments in River Village may be integrated with at-grade commercial units.
- c) All single family residential lots are permitted the development of an accessory building, separated from and to the rear of the principal building, subject to overall FSR and maximum site coverage. An accessory building may accommodate a residential use or a home-based business.
- d) The development of an accessory building on a single family residential lot is optional, and may be phased over time.
- e) Every residential site within River Village, with the exception of civic sites, may infill over time.



5.2.7 PARKS

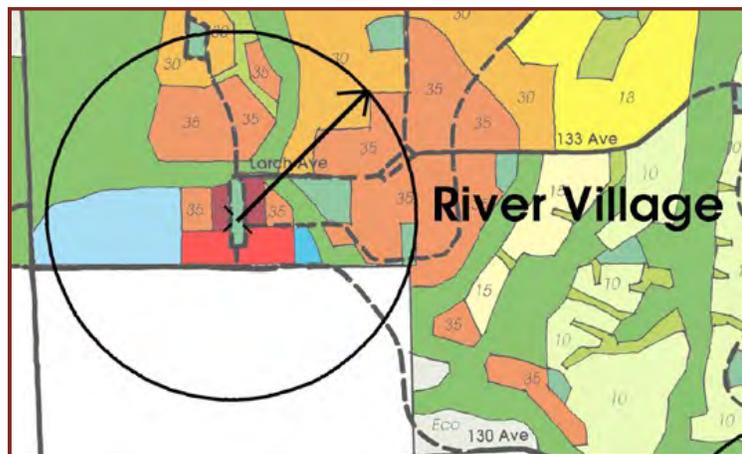
- a) One community park is proposed for the Silver Valley area, to be integrated with the Civic Area and High School. That park will provide sports facilities including playing fields and possibly tennis courts.

5.2.8 DENSITIES

- a) Residential densities range from 30 to 70 units per net hectare within a 5-minute walk of River Village. Approximately 400 residential units are proposed within this area, however, an additional 575 residences are proposed within an 800 metre radius of the centre.
- b) Higher densities of 70 units per hectare are generally limited to Balsam Street on opposing sides of the north half of the Community Green. These densities are typically associated with maisonette type of apartment accommodation within a mansion building form.
- c) Densities of 30 – 50 units per hectare will be encouraged for the balance of the River Village area and may include attached as well as detached fee-simple housing.
- d) In general, higher densities of 50 units per hectare should be located south of Balsam Creek between 233rd Street and 235th Street and should be within a 400 m or 5 minute walk from the village centre.

5.2.9 TRAFFIC AND CIRCULATION

- a) The location of River Village on Fern Crescent will necessitate traffic calming measures along the route as it passes through the Village. While legal maximum automobile speeds are consistent with those of all urban areas in the District, slower speeds are desirable during periods of greater activity in the Centre. Priority will be given to pedestrian mobility as a means of moderating traffic speeds, i.e. a change of surface treatment and materials to highlight pedestrian crosswalks.
- b) River Village is pedestrian-oriented and is a walkable scale, with a significant number of residents within a 5 minute walk.
- c) The main shopping street, civic centre, Town Square and the Town Green will all be interconnected with a pedestrian oriented, enhanced public realm.



5.3 HAMLETS

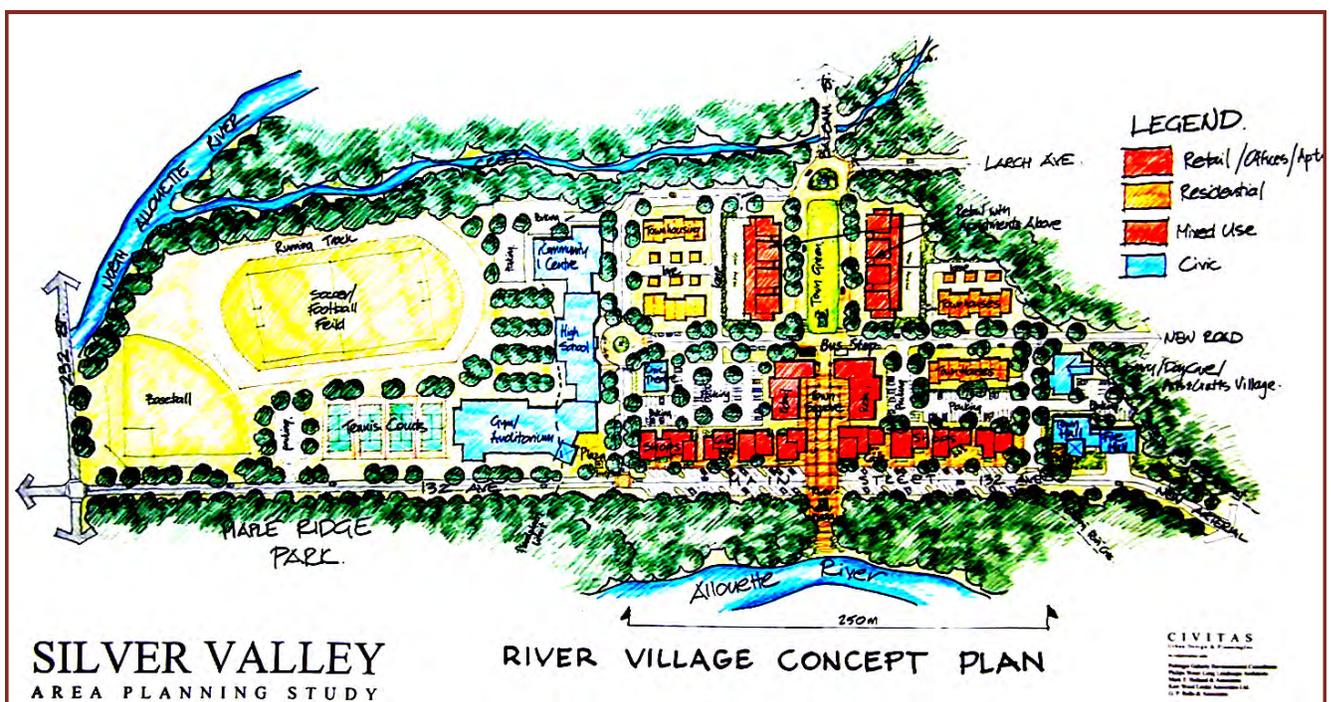
5.3.1 DESCRIPTION AND CONCEPT

- a) A Hamlet is a planned and complete village that encompasses diverse housing types, school and parks, transit access and basic commercial needs, best described as the traditional corner store, limited to approximately 50m² in retail area.

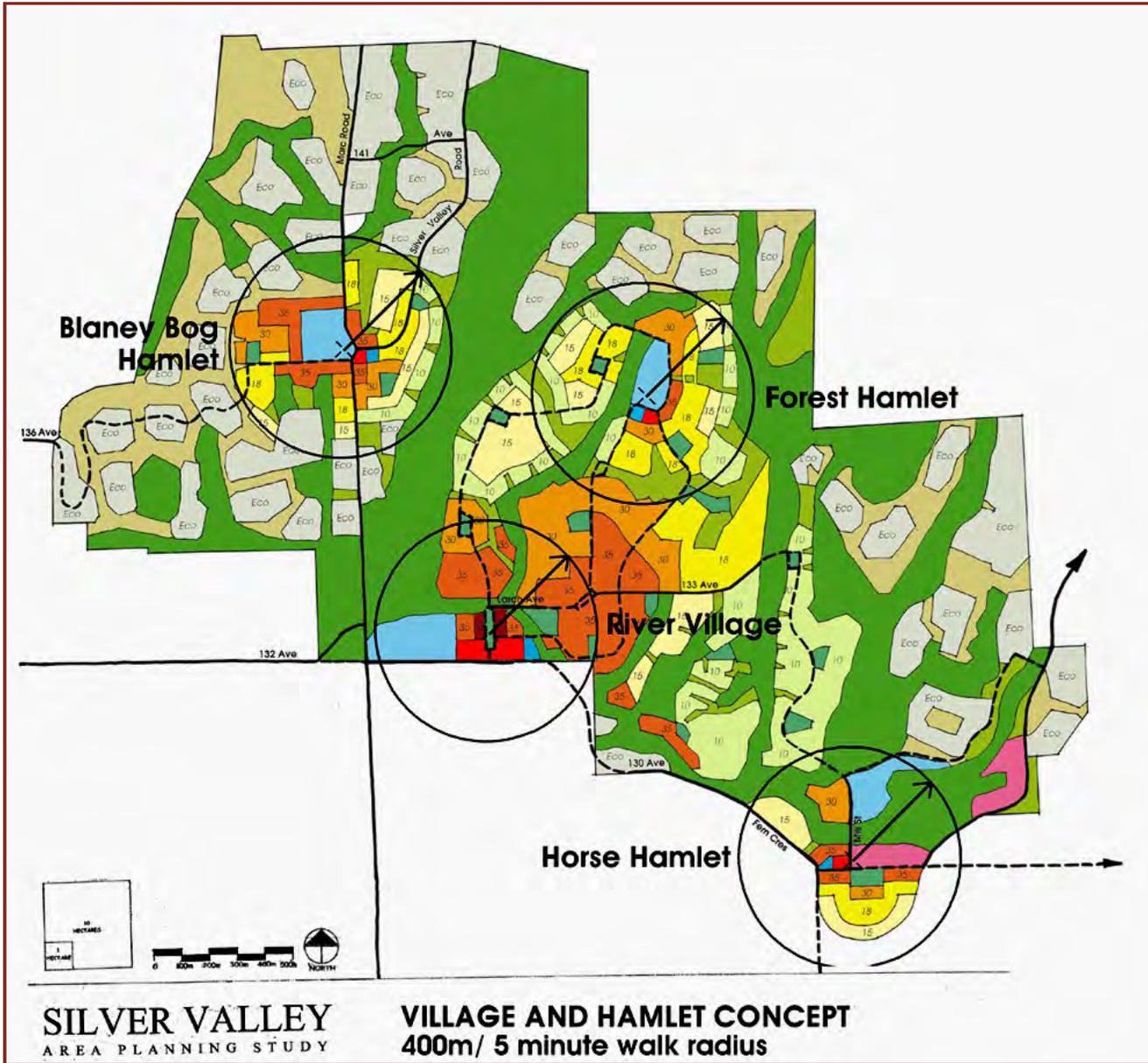
- b) Each Hamlet pattern is based on a centre which is the Civic Area, which includes a park and school, limited commercial space, civic uses, and higher density residential. This pattern is common to all Hamlets, with variations to accommodate site constraints.
- c) Hamlets are designed to limit the need for auto trips by providing access to basic household needs within a short, safe and desirable walking distance.
- d) A single Hamlet is composed of several neighbourhoods.
- e) Each Hamlet is themed to respond to existing natural features, uses and/or other opportunities.
- f) A total of 3 Hamlets will form the basic structure for the Silver Valley area neighbourhoods.

5.3.2 PRINCIPLES

- a) Hamlets are to be the defining structure for the development of the community and should provide the basis for theming of the communities.
- b) Spacing between schools, clusters of density, open spaces and parks within each hamlet will be defined by a comfortable walking distance.
- c) Each Hamlet should provide a civic focus for surrounding neighbourhoods. Location of schools, parks, commercial and community amenities should be within an identifiable centre for each Hamlet.
- d) Each Hamlet should be distinctive in form, character and theme.
- e) Residential areas should be developed in a manner to allow a gradual and natural increase in density over time.
- f) Hamlet scale is generally defined by a 400 metre, 5-minute, walking radius from a central square or main intersection.



- g) Equitable park areas are to be provided for all neighbourhoods.
- h) For each community, provide a balance between natural and developed parks that respond to the recreational needs of the community.

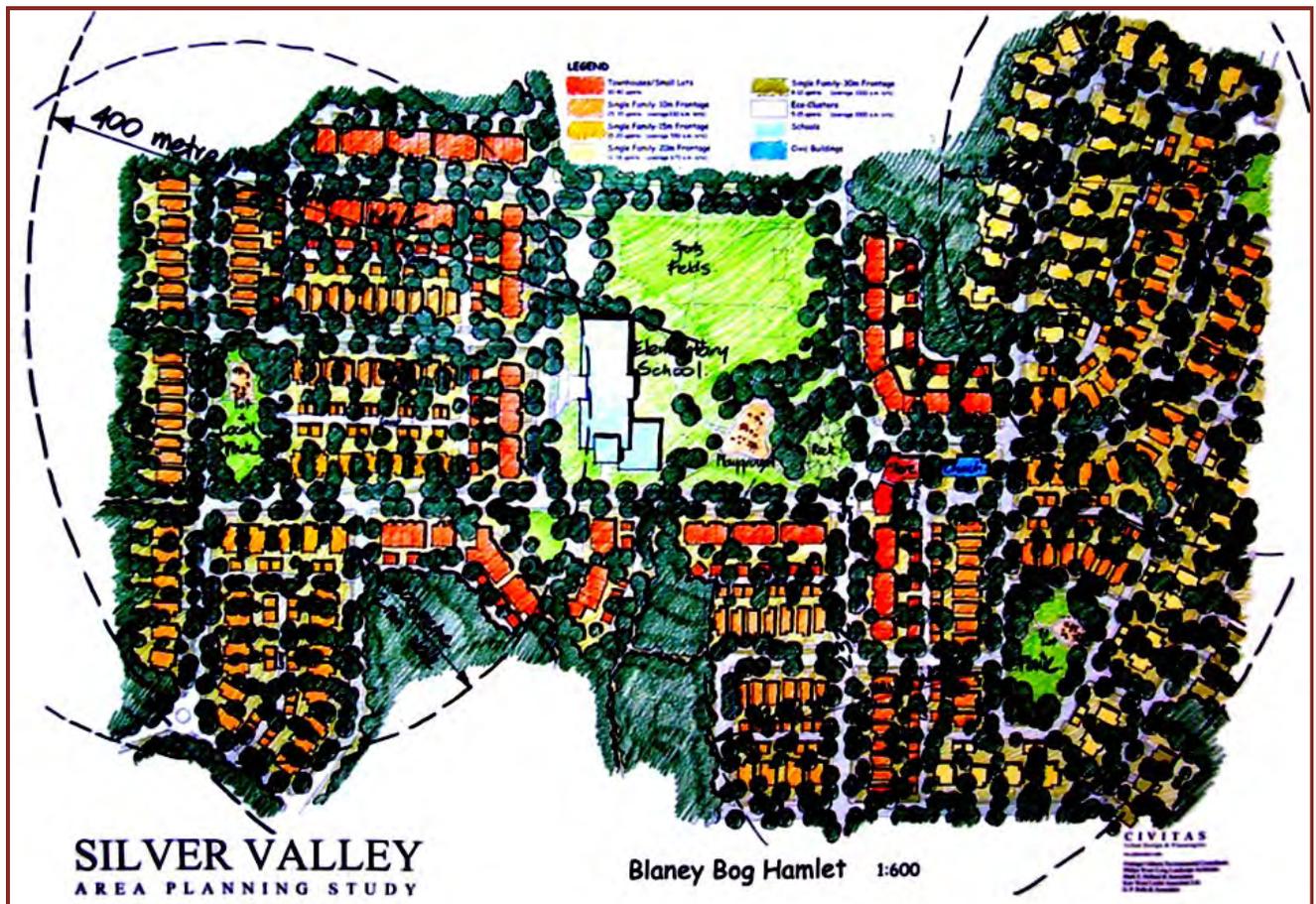
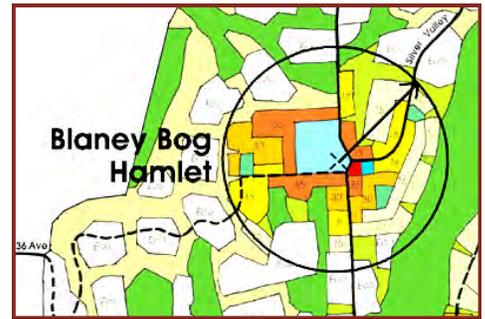


5.3.3 SPECIFIC HAMLETS

a) Blaney Hamlet

- i. Blaney Hamlet is located in the west sector on the west side of the North Alouette River and just east of Blaney Bog. Blaney Hamlet consists of 3 neighbourhoods, surrounded by a number of Eco-Clusters.

- ii. Blaney Hamlet should be centred at 232nd Street, at approximately 137th Avenue. The Hamlet centre should contain a civic area, comprised of a park, school and community facility, such as a day care. The centre should also include a small commercial area limited to retail floor space of 90 – 140 m².
- iii. Residential developments should be focussed around the school and park and tightly clustered to respond to areas of steep terrain and the view impact of development from distant vistas.
- iv. A total of 460 residential units are allocated to Blaney Hamlet, consisting mostly of small lot single family and limited townhousing.



b) Forest Hamlet

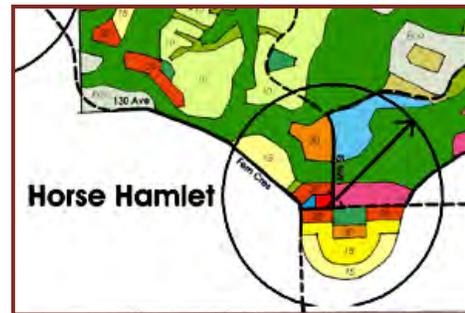
- i. Forest Hamlet is located in the central sector on the upper slopes adjacent to the UBC Research Forest.
- ii. Forest Hamlet should be centred at the intersection of 2 main streets, and should contain a civic area, comprised of a park, school, and community facility, such as a day care. The Centre should also include a small commercial area limited to retail floor space of 90 – 140 m².

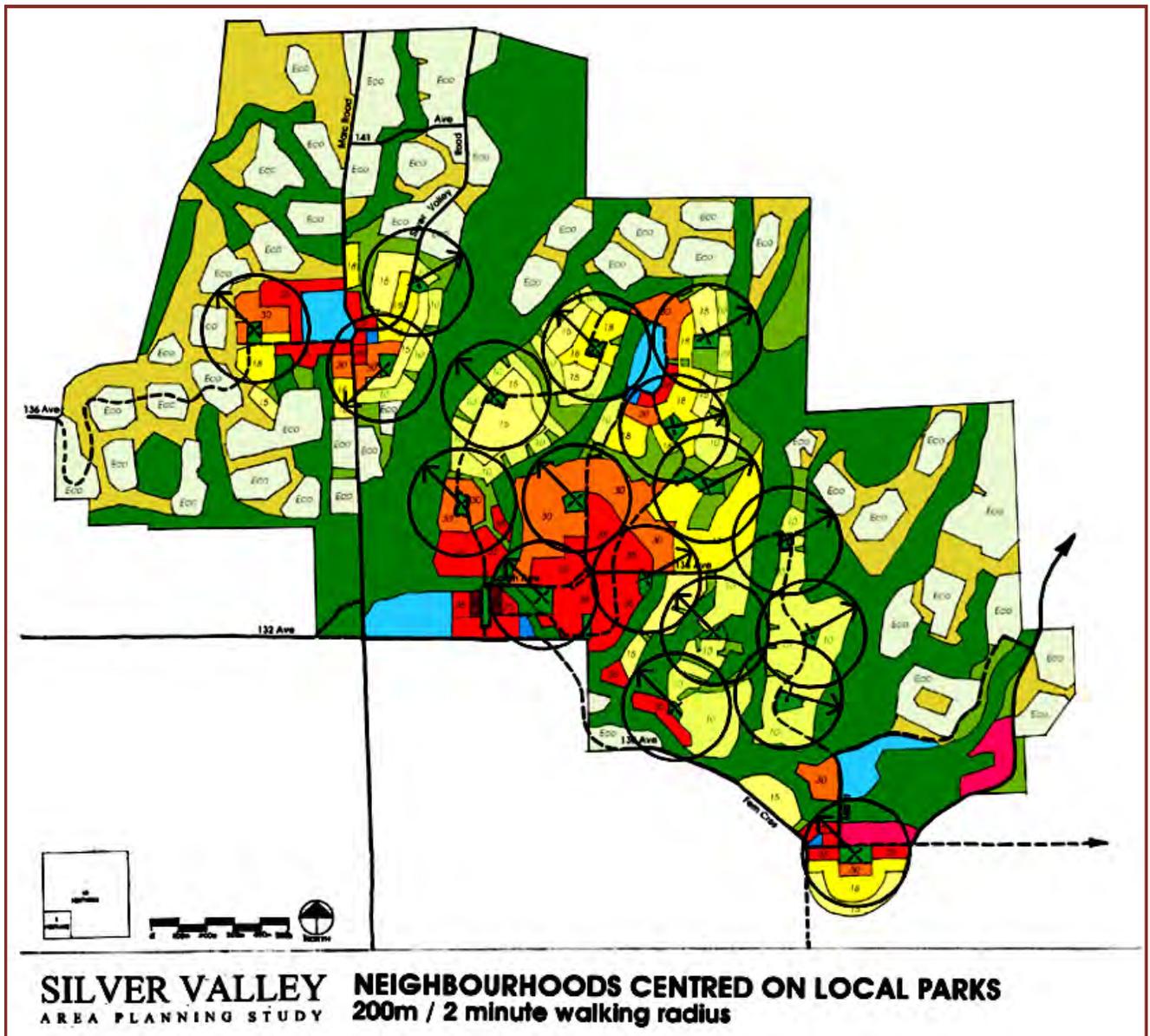
- iii. Forest Hamlet is divided by a significant creek and greenway. Access between the two sides will be provided principally by a network of trails through open space corridors.
- iv. Forest Hamlet consists of 3 neighbourhoods, surrounded by several Eco-Clusters to the north and by additional neighbourhoods to the west and south.
- v. A total of 500 units are allocated to Forest Hamlet, consisting mainly of small to medium lot single family dwellings and limited potential townhousing.



c) Horse Hamlet

- i. Horse Hamlet is located in the east sector within a crescent formed by the Alouette River and adjacent to an entry to Golden Ears Provincial Park.
- ii. Horse Hamlet is significantly interlaced with streams that create separate development cells, and preclude the location of the school directly adjacent to the commercial centre.
- iii. Horse Hamlet should be centred on an elementary school located within a 5 minute walk of most residents, and the principal commercial and community facilities should be located across a creek on 128th Avenue. The Hamlet Centre should contain a civic area, comprised of a park, school and community facility such as a daycare. The Centre should also include a small commercial area limited to retail floor space of 90 – 140 m².
- iv. A total of 240 units are allocated to Horse Hamlet, contained in a tightly compacted, neighbourhood scaled residential area.
- v. Horse Hamlet consists of 2 neighbourhoods, and surrounded by several neighbourhoods to the northwest and by Eco-Clusters to the northeast.
- vi. Horse Hamlet should be focussed on an equestrian theme.
- vii. A commercial precinct should be centred at the intersection of 128th Avenue and Fern Crescent to provide a focal point for the residential areas.
- viii. Commercial development in Horse Hamlet will primarily be destination recreational (equestrian theme) and tourism uses.
- ix. The scale of commercial service development serving the needs of Horse Hamlet residents will be limited to 93 to 185m²+/-.
- x. Equestrian uses, including stables, tack shops and paddocks are concentrated in the eastern sector above Horse Hamlet, and should be integrated with residential areas and supported within the commercial area of the Hamlet.
- xi. Tourist commercial uses encouraged and integrated within the core of Horse Hamlet may include tack shops, hotel facilities, horse boarding, riding schools, etc.





5.3.4 NEIGHBOURHOODS

- a) A Neighbourhood is a subset of a Hamlet, generally defined by a 200 metre, 2-minute walking radius from a central local community and/or park space and a transit stop.
- b) A total of 15 to 20 Neighbourhoods will be provided in the Silver Valley area.
- c) Each Neighbourhood is identifiable by housing focussed on the central local park space and surrounding open space or environmental preserve.
- d) Individual Eco-clusters may function as a neighbourhood although two or more Eco-clusters may also relate as a neighbourhood unit. The principle of a neighbourhood focus, primarily associated with a park space, also applies here.
- e) Location, size and form of Neighbourhoods should be determined by environmental constraints. Spacing of Neighbourhoods should be generally distributed to minimize overlapping of each walking radius.

- f) Neighbourhoods are based on the principle of housing clusters designed to allow children to safely play in the street or walk to the park, and to promote a sense of social cohesion among residents.
- g) Neighbourhoods should be ideally sized to promote neighbourliness among residents while still maintaining a sense of social independence.
- h) Local parks should be centrally located in each Neighbourhood, fronted by streets and housing rather than surrounded by fencing and rear yards. Access to the parks should be provided along local streets.
- i) In the west sector, Neighbourhoods are located around the Blaney Hamlet to minimize impacts on environmentally sensitive areas, regrading of steep slopes, and infringement of existing uphill acreages.
- j) In the central sector, to take advantage of the relative lack of constraints for development within this sector, Neighbourhoods are distributed to minimize overlap of walking radii.
- k) In the east sector, Neighbourhoods may be sited where possible, limited and shaped by the considerable environmental constraints in the area.



5.3.5 COMMERCIAL AREAS

- a) Local service commercial uses catering to the needs of residents are encouraged within Hamlet Centres.
- b) The commercial service area is primarily limited to the needs of the residents within the 4-500 metre radius from the Hamlet Centre.
- c) The commercial floor space in the Blaney Hamlet is limited to 93 to 140 m².
- d) The commercial floor space in the Forest Hamlet centre is limited to 93 to 140 m².
- e) All commercial buildings can accommodate residential uses, in a variety of forms, either on upper floors or as interim uses.



5.3.6 COMMUNITY AREAS

- a) Community buildings may accommodate shared uses.
- b) School buildings should be designed to accommodate spaces for other community uses, such as neighbourhood meetings, arts and crafts, society and social gatherings, etc.

5.3.7 RESIDENTIAL AREAS

- a) Home offices are encouraged in order to encourage local economic development, build a sustainable community and lessen traffic/commuting.
- b) All single family residential lots are permitted the development of a second detached unit, separated from and to the rear of the principal building, subject to overall FSR and maximum site coverage.
- c) The development of the second dwelling unit on a single family residential lot is optional, and may be phased over time.
- d) In Horse Hamlet, consider the development of larger “mansion” style residential developments that may contain 4 to 6 strata units or which may be used as a bed and breakfast or hotel.



5.3.8 PARKS AND SCHOOLS

- a) A variety of park typologies will be provided as follows:
 - i. Community Park – adjacent to a High School
 - ii. School Park – associated with an elementary school
 - iii. Neighbourhood Park – within a 5 minute walk
- b) School sites have been located within unique environmental and landscape character areas, such as Wetland Environment, Natural Forest Environment, River Terrace Environment, and Equestrian Landscaped Environment. All schools are sited to take advantage of natural features and natural open spaces associated with creeks and/or environmentally sensitive areas.
- c) Civic areas are the central focus of each neighbourhood and should be developed around their neighbourhood character. Associated with each civic area is a school, park area and natural open space.
- d) School parks are 0.4 ha (1 acre) to 0.6 ha (1.5 acres) in size and should be within a 5 – 10 minute walk from most dwellings. These parks should be integrated with the school site, the environment, topography and natural features of the area. Included in the parks should be playfields, school grounds, and adjacent natural open space. Some educational aspect should be added to the design and function of the park.

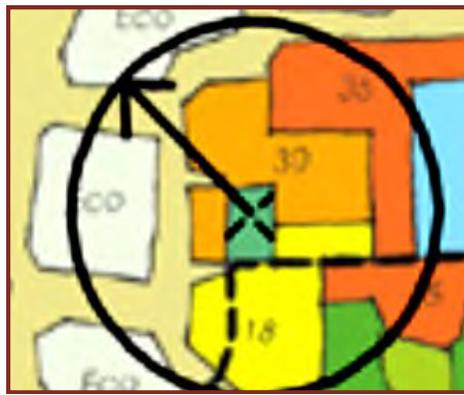
- e) Neighbourhood Parks are 0.2 ha (.5 acre) to 0.6 ha (1.5 acres) in size and should be within a 2 – 5 minute walk from a dwelling. These parks should provide an opportunity for social gathering, and will require appropriate amenities, i.e., benches, pathways, community mailboxes, and should include small playground structures where appropriate.

5.3.9 DENSITIES

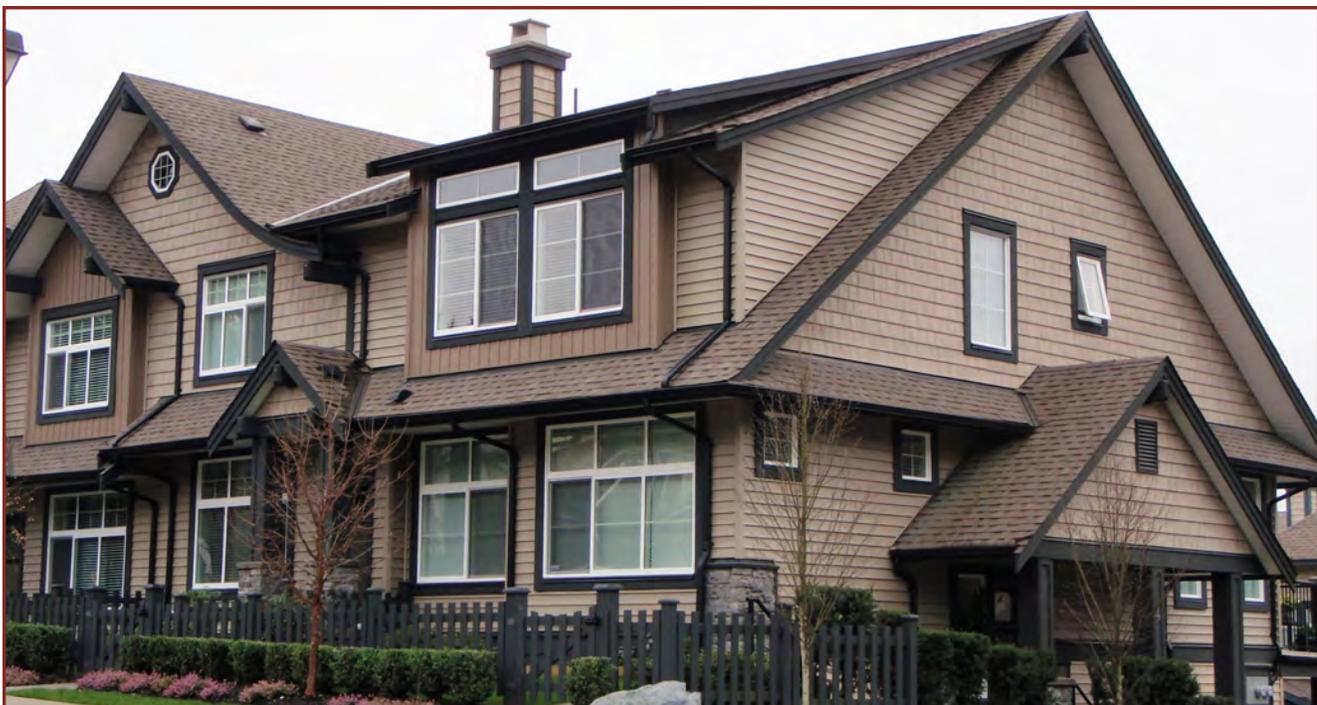
- a) Medium to medium/low densities, ranging from 15 to 40 units per hectare, will be located adjacent to schools, commercial uses, and civic uses.
- b) Low densities, ranging from 8 to 18 units per hectare, are located at the fringes of the 5 minute walking distance from a centre.



Low densities at fringes of 5 minute walking distance



Medium to med/low densities adjacent to neighbourhood centre



5.4 ECO-CLUSTERS

5.4.1 DESCRIPTION AND CONCEPT

- a) An Eco-Cluster is a group of housing units, condensed within clearly defined limits, surrounded by open space and linked to other parts of the Silver Valley community by a single local road.



5.4.2 PRINCIPLES

- a) Eco-clusters are intended to provide development opportunities in sparsely developed or rural areas, in a cluster form which supports sensitive implementation, minimal site regrading and tree clearing, and integration of housing into a forest setting.
- b) Eco-Clusters are located in areas where topography is difficult, view impacts need to be minimized, and the existing rural character should be retained.
- c) Development limits for Eco-Clusters are generally defined so as to maximize retention of existing vegetation and to limit the general disturbance of the natural setting. The actual limit of the developable areas is to be determined upon completion of a thorough physical inventory of the site. In general, development should be limited to areas where existing grades are less than 20%. Development may occur on steeper grades conditional on sensitive response to site conditions. In no instance will development be permitted when existing grades exceed 30%.
- d) Eco-Clusters are located at the fringes of Hamlets as a transitional form of housing between Hamlets and forest.
- e) The focal point of each Eco-Cluster is a small green or parkette which will serve as frontage for most units in the cluster.



5.4.3 LOCATIONS

- a) In the west sector, 15 to 20 Eco-Clusters are located around the north and west edges of Blaney Hamlet as transitional development areas between forest and Hamlet. The Eco-Clusters to the north of the Hamlet should incorporate limited settlements in existing rural areas.
- b) In the central sector, a limited number of Eco-Clusters are planned for the northern edges around Forest Hamlet, abutting the UBC Research Forest.

- c) In the eastern sector, Eco-Clusters are located upland of Horse Hamlet. These Eco-Clusters should be lower in density and more rural in atmosphere to support the equestrian theme for the area.



5.4.4 RESIDENTIAL AREAS

- a) All single family residential lots are permitted the development of a second detached unit, separated from and to the rear of the principal building, subject to overall FSR and maximum site coverage.
- b) The development of the second dwelling unit on a single family residential lot is optional, and may be phased over time.
- c) As a means of providing a diversity of housing types, consider integrating duplex/triplex developments that have the appearance of a single larger residence into the Eco-Clusters.
- d) Home based businesses are an integral part of the Maple Ridge economy and will be encouraged in Silver Valley in order to help create a more self-sustaining community, lessen traffic and commuting and assist Maple Ridge in achieving goals of building “complete communities” articulated in Metro Vancouver’s Regional Growth Strategy.

5.4.5 PARKS

- a) Parkettes are 0.1 ha (1/8 acre) to 0.2 ha (.5 acre) in size and also serve as traffic calming devices. Parkettes are natural in character and are integrated with trail, road, and infrastructure systems to expand on varying open space opportunities.

5.4.6 DENSITIES

- a) Densities and housing types should be diversified within and between Eco-Clusters.
- b) The densities of Eco-Clusters in the eastern sector should be lower than other Eco-Clusters due to limited access and the requirements for accommodating equestrian activities, i.e. pastures and stables.
- c) An Eco-Cluster includes varying levels of density, ranging from 5 to 15 units per hectare, in the form of single and/or multi-family units, dependent on proximity to a Hamlet centre, slope constraints, view impacts, and existing development.
- d) Residential areas should be developed in a manner to allow a gradual and natural increase in density over time.

5.5 GREEN BELTS

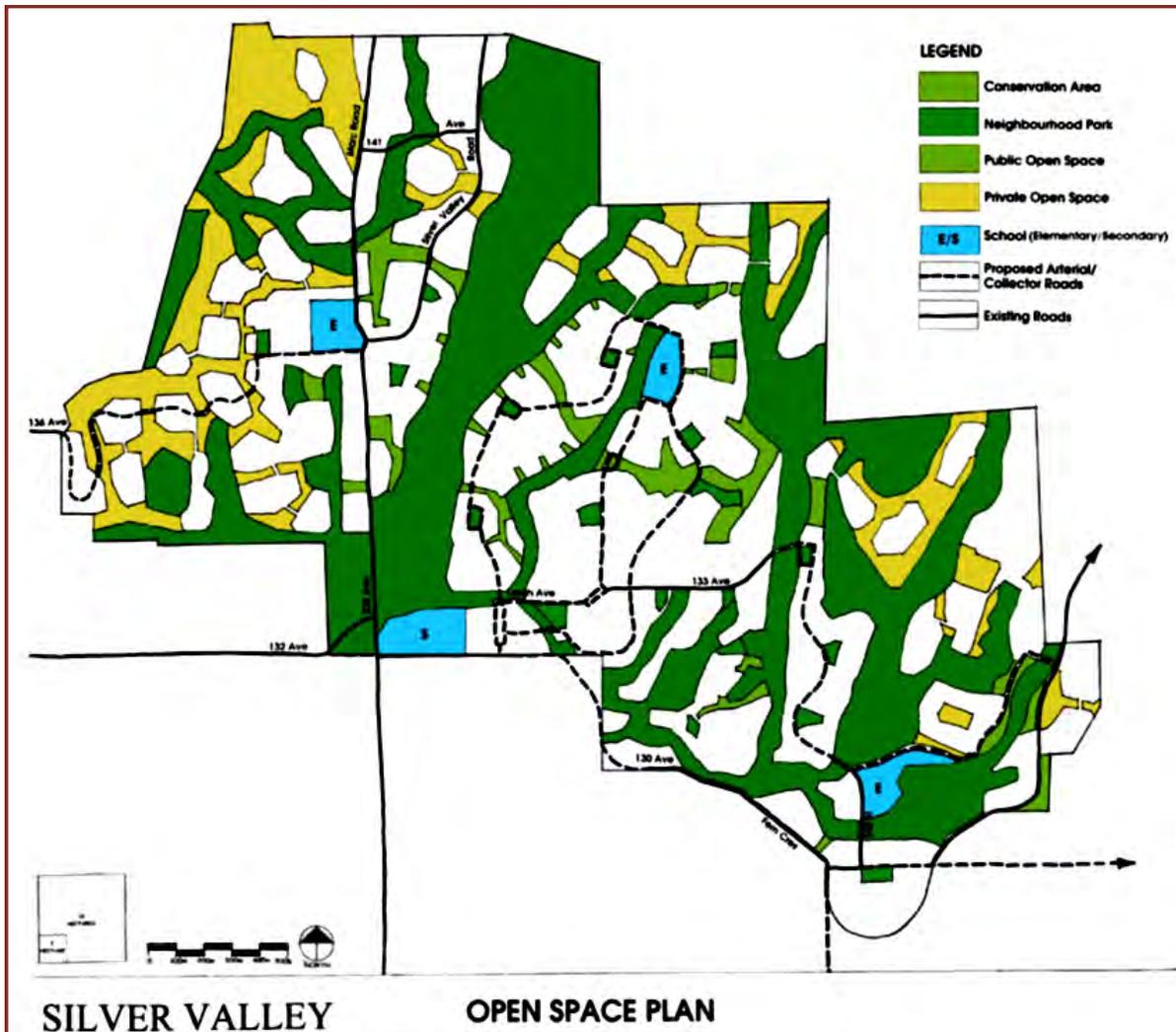
5.5.1 DESCRIPTION AND CONCEPT

- a) Green Belts are the natural areas in Silver Valley with great bio-diversity and the undeveloped areas left in their natural state and/or restored, after development, to their natural condition.
- b) The creeks and watercourses in the Silver Valley area are tributaries to the Alouette River System and are significant natural features in near pristine condition.



5.5.2 PRINCIPLES

- a) Environmentally sensitive and/or unique natural open spaces should be preserved, enhanced, and under public ownership.



- b) Natural vegetation in the environment and landscape of Silver Valley should be retained and/or restored.
- c) Natural open spaces should, wherever possible, be connected and/or continuous.
- d) Neighbourhoods and open space character should reflect the surrounding natural environment and bio-diversity of natural areas.
- e) In development areas respect, retain, and enhance natural features and other environmentally sensitive occurrences such as rocky knolls.
- f) Ensure Best Management Practices (BMP's) and principles of sustainability are followed in the development and planning of Silver Valley to minimize environmental impacts.
- g) Tree retention should be maximized throughout the Silver Valley area.



5.5.3 CREEKS AND SETBACKS

- a) Ensure streams/watercourses are considered when planning infrastructure.
- b) Minimize the number of watercourse crossings to reduce impacts and prevent intrusion into greenways. Ensure that crossings minimize impacts on watercourses.
- c) Minimize disruption to interflow and ground water flow through storm water Best Management Practices.
- d) Protect watercourses and their riparian zones which will, in turn, also protect vegetation and wildlife habitat corridors.
- e) Encourage appropriate wildlife use of natural open spaces and trails systems, while ensuring that yard maintenance and other practices are followed to minimize interaction between development and wildlife such as bears, cougars, and raccoons.
- f) Ensure water quality improvements through developer and homeowner Best Management Practices.
- g) Adopt varying widths of setbacks around watercourses to achieve a greater amount of natural open space and to minimize the number of watercourse crossings. Categorize setbacks into 3 zones to determine the degree of environmental protection afforded:
 - An inner or red zone, considered a no-touch zone, wide enough to cover the riparian area identified and described in the Maple Ridge Official Community Plan and the provincial Fish Protection Act.



- A middle or yellow zone, defined as a 50 metre wide band immediately adjacent to the red zone. The width and configuration of this zone may be varied, based on the environmental values present. An inventory should be conducted within this zone to determine the potential impacts of development and to develop an environmental management plan to minimize impacts. Limitations on development in a yellow zone will establish a set of criteria and provisions to be included in the development approval process, and to be confirmed during the implementation process.
- A green or outer zone represents the developable area, which is the balance of the land not adjacent to a watercourse.



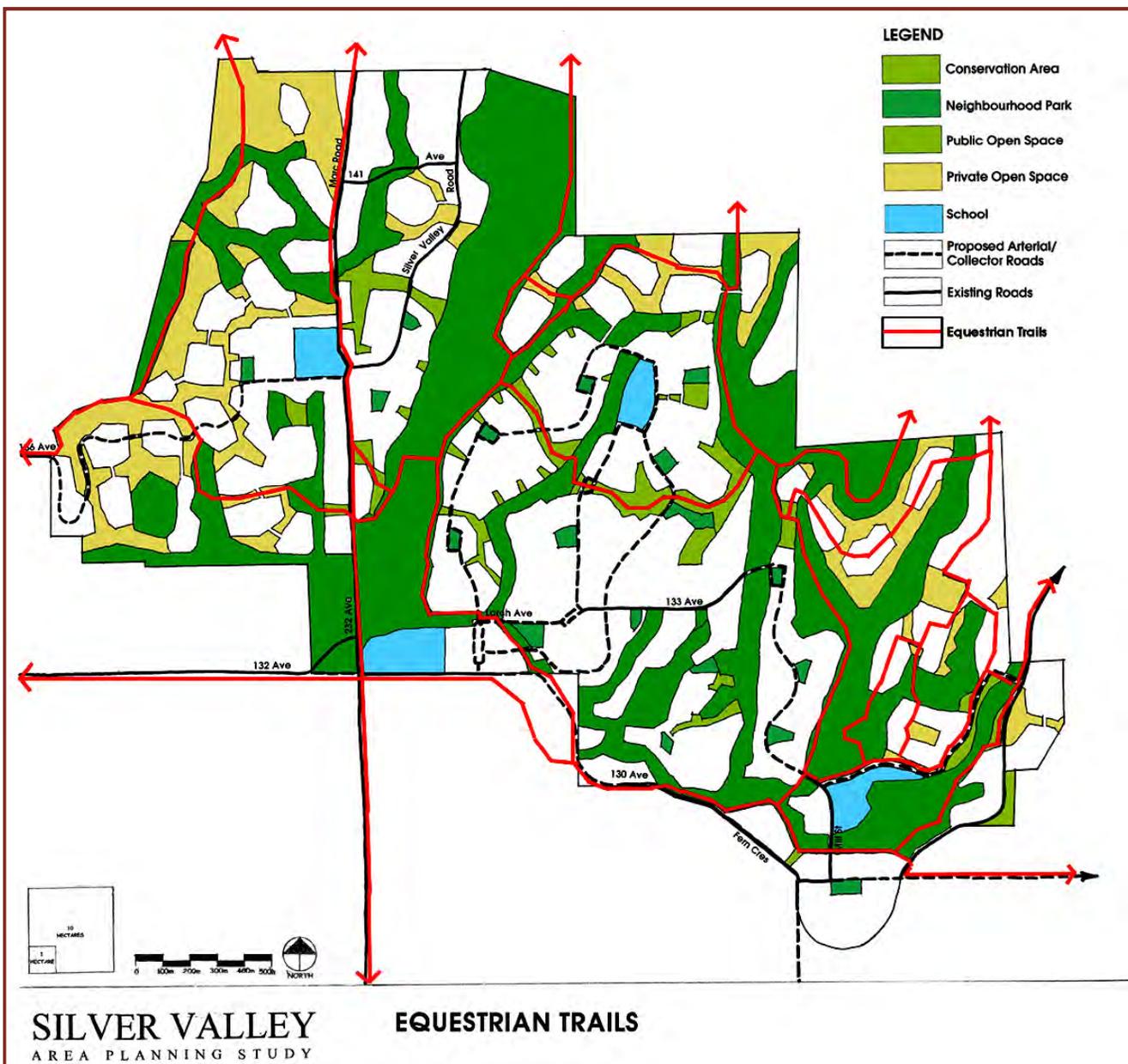
5.5.4 NATURAL OPEN SPACES

- a) New vegetation introduced into Silver Valley development areas should principally be native and should enhance the existing natural systems.
- b) Development should be integrated with existing trees wherever possible, and individual projects should be planned with tree retention in mind.
- c) Transition from development to the edges of the natural environment should be well integrated. Where significant site clearing has occurred adjacent to forest areas, a transition of natural planting should be implemented through restoring the forest edge and/or vegetation previously removed.
- d) In natural areas with environmental sensitivity, take measures to protect edge conditions and to limit development appropriately.
- e) Provide a variety of trails that ensure strong linkages and connections to surrounding amenities and community features.
 - i. Preserve and enhance historic and existing trails.
 - ii. Establish a hierarchy of trails throughout the natural open space areas, i.e.:



• Horse Trail:	horses, pedestrians
• Secondary Horse Trail:	horses, pedestrians
• Primary Trails:	pedestrians, cyclists
• Secondary Trails:	pedestrians

- iii. Plan and locate trails throughout development to maximize safety considerations such as wildlife, surface materials, visibility, and accessibility.
- iv. Consult and apply the Community Greenways Stewardship Series document produced by the Provincial and Federal Governments when establishing proposed trails as development occurs.
- v. Allow foot powered mobility only on trails. No motorized vehicles permitted, with the exception of service vehicles for operations and maintenance.
- vi. Create nodes where trails and pathways cross roads, to identify trail crossing and to provide traffic calming measures.
- vii. Establish an appropriate maintenance and management strategy for trails and natural open spaces, on both private and public lands. Explore feasibility of partnerships for the development and maintenance of trails and natural open spaces.





6.0 IMPLEMENTATION AND FINANCES

- 6.1 The proper sequence of development in Silver Valley will ensure that initial capital costs plus on-going servicing costs will be minimized for Maple Ridge taxpayers. Sequencing of development will also ensure that development will proceed in the most efficient manner and provide the financial incentives for the development community to implement the Silver Valley Plan.
- 6.2 Towards this end, developers and Maple Ridge must respond to changing market demand; land ownership; topography; soil conditions; environmental issues, site servicing costs and the need to create “affordable” development.
- 6.3 Planning, engineering, and financial analyses have shown that the optimum sequence of development is important to the viability of the plan. This sequence of development will form the basis of Silver Valley development over an anticipated development period of 15 to 20 years.
- 6.4 The acquisition of civic lands, including park lands, is an integral part of the Silver Valley Plan. These lands will be confirmed in advance of development and financial planning for development will give consideration to their acquisition, development and maintenance.





7.0 DESIGN GUIDELINES

7.1 DESIGN GUIDELINES FOR RIVER VILLAGE

7.1.1 SITING AND ORIENTATION

- a) Landscape buffers should be restricted and limited as a form of land use divider.



7.1.2 USES

- a) Commercial uses are limited to a maximum of 2 levels of commercial space in River Village.
- b) Retail uses are permitted at ground level only,
- c) Office uses are permitted at either ground level or at the second storey level.
- d) Secondary retail units in commercial buildings should be accessed from the lane.
- e) Parking for commercial uses should be provided as surface parking.



7.1.3 MASSING

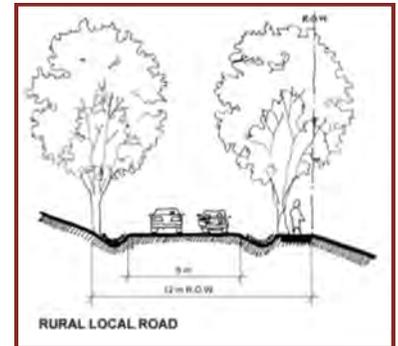
- a) Buildings in River Village should be limited in scale.
- b) Retail frontages should be small scale, individual storefronts with direct access from the street and pedestrian scale signage.
- c) Storefront modules should not exceed 15m in width.
- d) Shopping streets should manifest a diversity of building facades, massing and architectural expression, with a mix of uses in addition to retail and office or residential above.
- e) Strip mall development and large commercial outlets such as big box retail are not permitted.
- f) On site parking for commercial uses must be located to the rear of buildings.
- g) Rain protection for pedestrians is encouraged on commercial streets.



7.2 DESIGN GUIDELINES FOR HAMLETS

7.2.1 USES

- a) Retail uses are permitted at ground level only,
- b) Office uses are permitted at either ground level or at the second storey level.
- c) Buildings containing commercial uses should reflect the same character and scale as the residential buildings in the Hamlet.
- d) Commercial uses are permitted on corner sites only. The massing of the building should maintain a presence on both streets, with particular emphasis on a design that addresses the corner.
- e) Parking for commercial uses in Hamlets will be accommodated on the street. On-site parking for commercial uses will not be permitted.
- f) Signage for commercial uses should be unobtrusive. Free-standing signs and backlit signs will not be permitted.



7.3 DESIGN GUIDELINES FOR ECO-CLUSTERS

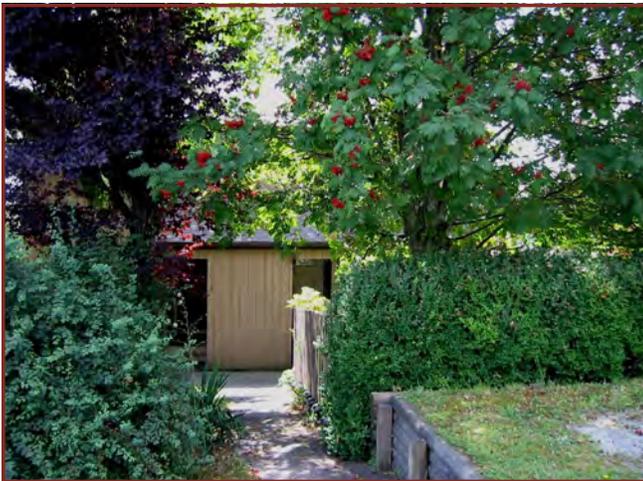
- a) Residential buildings in Eco-clusters should front onto prominent streets or a parkette.

7.4 DESIGN GUIDELINES FOR RESIDENTIAL DEVELOPMENTS

- a) Wherever possible, all single family lots should be serviced by a rear lane. Where lanes are not possible due to environmental or topographical constraints, access shall be from a street.
- b) On site parking shall be accessed from a lane, or in cases where no lane is possible, on site parking shall be located in the rear yard setback and accessed by a sideyard driveway from the street.
- c) On single family lots, a secondary dwelling unit shall be located in the rear yard, with access to the dwelling unit from the lane. In cases where no lane is possible, access to the second unit shall be from a side yard driveway entered from the street.
- d) Within Eco-Clusters, access to a secondary dwelling unit may be from a side yard drive.



- e) On larger lots and Eco-Cluster lots, a secondary dwelling unit may be equivalent to, but not larger, in size than the principal residence.
- f) On smaller lots, the secondary unit may be in form of a smaller granny suite or office space located above a garage or in place of a garage.
- g) On narrow lot, higher density residential areas, i.e. around Hamlet Centres, encourage shared driveways along a common side property line.
- h) To blend into a streetscape/cluster of typical larger single family residences, consider designing duplex/triplex developments to have the appearance of one larger residence.
- i) On larger lots within single family areas, consider the development of larger “mansion” style residences that accommodate 4 to 6 strata units, each with direct access to grade and a garage off a lane.
- j) Townhouse developments should be integrated with other forms of housing within the same block, and are encouraged to front onto streets rather than onto internal enclaves. The form and character of townhousing developments should be compatible with neighbouring residential scale and should reflect the design variety of its context.
- k) Low rise apartment developments should include underground parking to maximize landscape areas, and should be limited in length of facades to maintain a village scale.
- l) To provide “eyes on the street” surveillance and to promote social interaction amongst residents, living environments of housing should be oriented towards front yards, with garage doors located from a rear lane or from the rear of the house.
- m) Designated home office uses are permitted only in residential units or accessory buildings with direct access to grade.
- n) To maintain the natural forested appearance of the area, existing trees should be retained wherever possible. Buildings should be designed to accommodate existing trees on development sites.



7.5 DESIGN GUIDELINES FOR PARKS

- a) Park stewardship programs should be encouraged, and may be integrated with other community-based programs such as Neighbourhood Watch.
- b) All parks, open space and public areas should be designed with CPTED principles in mind. Safety should be determined on a site by site basis, with consideration of issues such visibility, wildlife, environment, and lighting.
- c) All parks and open space design is to be in accordance with the requirements of the Maple Ridge Master Plan for Parks, Recreation and Culture.





8.0 DEVELOPMENT CONTROLS

8.1 OBJECTIVES

8.2 GENERAL DEVELOPMENT CONTROLS

- a) All residential buildings will be subject to Floor Space Ratio (FSR) limitations and building envelope restrictions.
- b) All development applications will be subject to the requirements and regulations of the Subdivision and Development Bylaw, the Zoning Bylaw, and Development Permit Designations for the District of Maple Ridge.

8.3 HOME BASED BUSINESSES

- a) Home based businesses are an integral part of the Maple Ridge economy and will be encouraged in Silver Valley in order to help create a more self-sustaining community, lessen traffic and commuting and assist Maple Ridge in achieving goals of building “complete communities” articulated in Metro Vancouver’s Regional Growth Strategy.
- b) Efforts will be undertaken to ensure that home based businesses minimize public concerns regarding:
 - The adverse impact of these businesses on adjacent homes and the quality of Silver Valley neighborhoods. For example, no alterations of homes will be permitted that adversely change the character of the dwelling.
 - Unfair competition with businesses in established commercial areas.
 - Public safety, i.e., increase in noise, lack of security from people entering multiple family developments and hours of operation.
 - Loss of business licence revenues from unlicensed businesses.
- c) The type of home based businesses permitted in Silver Valley will be determined by a performance-based approach, giving consideration to performance criteria such as:
 - Noise: home based businesses that generate noise levels that exceed that normally found in a residential area will not be permitted.
 - Traffic: outside of the commercial area, home based businesses that create adverse car traffic in neighborhoods will not be permitted. There will be less restrictions in and adjacent to the commercial core.

- Hazardous materials: the predominance of service and office-oriented occupations in commercial live/work makes it less likely that hazardous materials will be in use. However, there will be restrictions on home based businesses that deal in hazardous materials.
 - Number of employees: The number of employees allowed in home based businesses in the commercial core will be greater than businesses in residential areas where there may be restrictions on the number of non-family plus total number of employees allowed.
- d) Home based businesses will be particularly encouraged in and adjacent to the Silver Valley commercial area.
- Larger and more prominent signage will be considered than in other Silver Valley residential neighborhoods.
 - There will be less restriction on the number of employees permitted in home based businesses than in other Silver Valley residential neighborhoods.
 - Limited retail sales plus personal service home based businesses will be permitted in and adjacent to the Silver Valley commercial area, but size will be limited by the need to limit adverse impacts on commercial businesses in the commercial area. Outside of the commercial area, no goods may be displayed or sold on the premises except those that are made on the premises.





9.0 INFRASTRUCTURE AND SERVICING

9.1 STORMWATER MANAGEMENT

9.1.1 PRINCIPLES

- a) Observe current and anticipated best management practices, including, but not limited to:
 - retention of native top soil
 - minimal interception of ground water flow
 - maximizing storm water infiltration
 - minimizing impervious surfaces
 - watercourse base flow maintenance
 - utilization of storm water treatment ponds
- b) development of storm water release rates through continuous simulation modeling of predevelopment stream flows
- c) Develop an integrated storm water management plan.
- d) Maintain predevelopment flow regimes and hydrology throughout the Silver Valley area in the management of storm water.
- e) The objective to limit impervious area to 15% of the total area for Silver Valley.

9.1.2 STORMWATER MANAGEMENT

- a) Maintain riparian corridors by establishing development setbacks and by minimizing road crossings.
- b) Retain stream habitat conditions by:
 - utilizing natural elements for stream enhancement
 - minimizing the number of storm outfalls
 - using bridge type structures at stream crossings
 - maintaining predevelopment aquatic habitat and biotic diversity
 - keeping the same stream regimens
- c) Preserve water quality by:

- controlling street pollutants with sediment/oil collection devices
 - controlling construction sediment/spills
 - maintenance of cool water temperatures through in-ground transport and storage
- d) Manage upland wildlife habitat by:
- protecting bird nesting sites
 - using native vegetation for landscaping
 - retaining upland fallen and woody debris
 - designing stormwater treatment facilities to be wildlife friendly
- e) Maintain stream base flow regime to predevelopment conditions.
- f) Bypass intermediate storm flows around watercourses wherever possible.
- g) Discharge major storm flows to watercourses.
- h) Utilize regional storm water treatment ponds with designed release rate to stimulate predevelopment stream flows.
- i) Disconnect drain leaders on buildings from the storm drain system and allow stormwater to drain to ground surface or to soak-away pits except in rocky and/or steep slope areas.
- j) Reduce the amount of impervious areas to 15% of the total area for Silver Valley.
- k) Install road side drainage swales with subsurface ground infiltration system except in rocky and/or steep slope areas.
- l) Install conventional drainage collection systems in areas where limited ground infiltration opportunities exist.
- m) Implement sediment control ponds.
- n) Implement oil water separators for drainage from larger impervious areas.
- o) Utilize bridges or open culverts at stream crossings.
- p) Design roads to convey major overland storm flow events for discharge to main watercourses.

9.2 WATER

9.2.1 PRINCIPLES

- a) Community water requirements will continue to be serviced by water supplied in sufficient quantity, quality and pressure.

9.2.2 WATER SUPPLY AND DISTRIBUTION

- a) Greater Vancouver Water District (GVWD) system will continue to supply the water to the Silver Valley area. The water distribution system will be owned, operated and maintained by the District of Maple Ridge.
- b) The closest GVWD supply point is a 900mm diameter main at 232 Street and 124 Avenue.
- c) Main distribution into the area is provided by a 450mm main on 232 Street from 124 Avenue to 132 Avenue, 300mm main on 232 Street from 132 Avenue to 136 Avenue, a 250mm main from 136 Avenue to Silver Valley Road and a 250mm diameter main on 132 Avenue extending east from 232 Street. A second supply will be required from a proposed GVWD main at 127 Avenue and 224 Street, looping along 132 Avenue to connect to the main at 232 Street.
- d) Four pressure zones are proposed to service the area: Zones 275, 400, 560, and 680:
 - i. Zone 275 is the lowest pressure zone and the main zone in the District providing service up to 60m elevation. A GVWD reservoir in the 24700 block Dewdney Trunk Road provides storage.
 - ii. Zone 400 will service from elevation 60m to about 104m. This zone will be supplied by pumping from Zone 275 to a reservoir proposed at 135 Avenue and 242 Street.
 - iii. Zone 560 will provide service from elevation 104m to about 145m. This zone will be supplied by pumping from Zone 400 to a new reservoir.
 - iv. The highest Zone 680 will service between elevation 145m and about 168m. This zone is relatively small and may be pumped from Zone 560.
 - v. Pressure reducing stations at each zone will allow transfer of water from higher zones under emergency conditions.

9.3 SANITARY SEWER

9.3.1 PRINCIPLES

- a) Wastewater will continue to be collected in a sanitary sewer system and transported in a safe and economical manner to a wastewater treatment facility.
- b) All development sites are serviced with a sanitary sewer.
- c) Storm water and waste water are conveyed in separate systems.
- d) Sanitary sewer systems are owned and operated by the District.

9.3.2 WASTEWATER SERVICING

- a) Reported poor soil conditions are not conducive to the implementation of ground disposal systems for wastewater suitable for the proposed types of development.
- b) New neighbourhoods and communities will be serviced with a conventional wastewater collection system owned and operated by the District of Maple Ridge.
- c) Wastewater servicing will generally comply with the servicing concept as developed by UMA Engineering Ltd. and presented in the report “Silver Valley Sanitary Collection Plan – March 1995” adopted to the new community plan.
- d) Mainline sanitary sewers will be constructed to current District standards in both roadways and easements to suit the development.
- e) Servicing for approximately one half of the Silver Valley development area to the south east will be routed to the existing interceptor sewer at 232 Street and 128 Avenue.
- f) Servicing for the remaining area for Silver Valley will be piped to a proposed wastewater pumping station on 136 Avenue east of 224 Street where wastewater will be pumped in a forcemain south across the Alouette River to the existing interceptor sewer on 128 Street.
- g) Offsite disposal will be at the Greater Vancouver Sewerage and Drainage District wastewater collection and treatment system.





10.0 TRANSPORTATION AND TRAFFIC

10.1 REGIONAL CONTEXT

10.1.1 PRINCIPLES

- a) Provide safe and efficient movement of people and goods throughout the region and between the Silver Valley area and the region.
- b) Provide safe, convenient, reliable and economical means of transportation for all sectors of society through transit services.

10.1.2 ROAD AND TRANSIT NETWORK

- a) Regional access to Silver Valley will be primarily routed to 232 Street from Lougheed Highway (east and west) and Dewdney Trunk Road (from the east).
- b) Fern Crescent/132 Avenue will continue to provide regional access to Golden Ears Park.

10.2 LOCAL CONTEXT

10.2.1 PRINCIPLES

- a) Provide safe and efficient movement of people and goods throughout the Silver Valley area with particular attention to mobility for pedestrians and cyclists.
- b) Promote safety in residential neighbourhoods by reducing traffic speed.
- c) Design transportation infrastructure to be environmentally friendly in keeping with best management practices.
- d) Provide and improve safe, convenient, reliable and economical means of transportation for all sectors of society through transit services.

10.2.2 ROAD NETWORK

- a) Implement improvements to local area transportation network to service new neighbourhoods and communities as development occurs.

- b) Include all forms and modes of travel in the transportation network and implement standards that promote safe and efficient modes.
- c) Promote traffic calming road design in residential neighbourhoods to slow traffic.
- d) For the short term, continue to provide access to Silver Valley from 232 Street.
- e) For the longer term, provide an east-west transportation access along an upgraded 132/128 Avenue route and a second access to the western portion of Silver Valley along a new 136 Avenue route.
- f) Extend the width of 232 Street to four lanes north to 132 Avenue as Silver Valley develops.
- g) Explore the potential of a future extension of 132 Avenue west of 232 Street and a bridge crossing to improve access to the Silver Valley area and to provide some relief to peak traffic volumes west of the North Alouette River.
- h) Consider the extension of 240 Street north to include a bridge across the Alouette River as the eastern portion of Silver Valley develops.
- i) Explore the possibility of the east extension of 128 Avenue and a future bridge crossing across the Alouette River in the final stages of the development of Silver Valley.
- j) Construct transportation corridors utilizing best management practices.

10.2.3 TRANSIT

- a) Provide new transit routes along 240 Street and 128 Avenue to link neighbourhoods as demand and need arises.
- b) Maintain the existing transit route on 232 Street and integrate into new neighbourhoods as development occurs.
- c) Establish and integrate future transit routes along 128 Avenue and 240 Street to service new neighbourhoods.

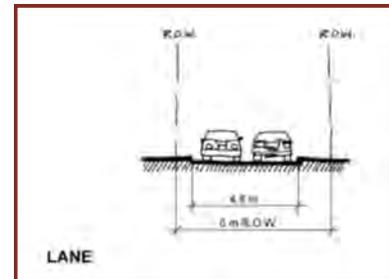
10.2.4 ROADS AND LANES

- a) Design roads to co-exist with bike and horse trails.
- b) Adapt roads to topographic features and to minimize site impacts.
- c) Utilize narrow roads where possible to provide for traffic calming and to preserve rural character.
- d) Adopt road standards that are topographically sensitive, ecologically friendly, and that accommodate larger community building principles rather than the needs of the automobile.
- e) Create numerous and diverse linkages throughout the neighbourhoods. Avoid dead-end cul-de-sacs.
- f) Provide rear lanes wherever possible to create access for on site parking, garages, and secondary dwelling units.
- g) Adopt lower levels of illumination and innovative lighting designs for the street lighting wherever possible.

10.2.5 ROAD CLASSIFICATION, STANDARDS, AND MAINTENANCE REQUIREMENTS

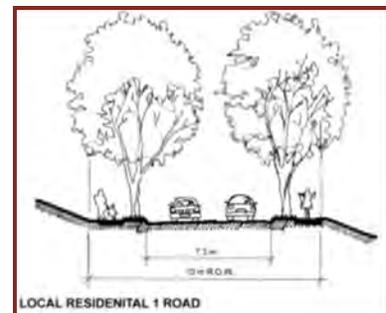
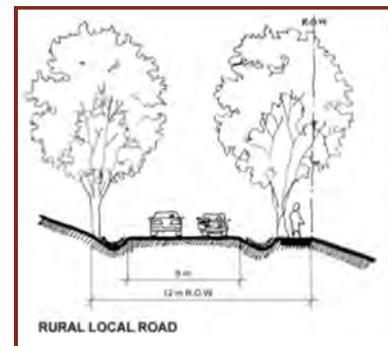
a) Lanes are narrow roads that provide vehicular, fire and emergency access to the rear of homes and commercial areas. Limited pockets of parking are permitted. Lanes are dedicated within a 6m R.O.W. and should have the following characteristics:

- 4.8m paved surface
- surface paving material should be asphaltic concrete or interlocking pavers
- a centre swale complete with drainage collection system to in ground disposal system or to regional treatment pond
- shoulder grassed or paved to adjacent hardscape or building face
- maintenance of drainage system and lane, grassed or planted shoulder



b) Rural Local Roads provide linkages within Eco-Clusters and are rural in character. This road type is adaptable to site topography and relatively narrow, which requires pockets of limited parking and slower speeds. Rural Local Roads may be dedicated within a minimum 12m R.O.W., subject to providing sufficient space for all utilities, and should have the following characteristics:

- 6 m paved width
- surface paving material to be asphaltic concrete with grassed gravel shoulder
- shallow grassed drainage swale on each side of the road with subsurface collection and ground dispersion system tied to a conventional storm drainage system for discharge to a treatment pond
- limited streetlighting
- regulated discharge of storm water to natural watercourse
- maintenance of subsurface drainage system, grassed swale, and road shoulder

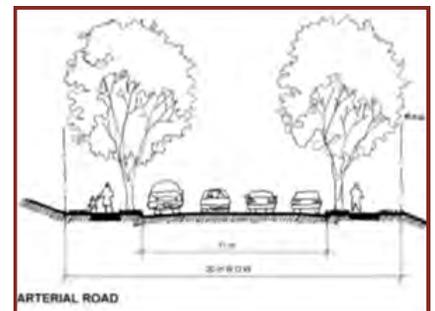
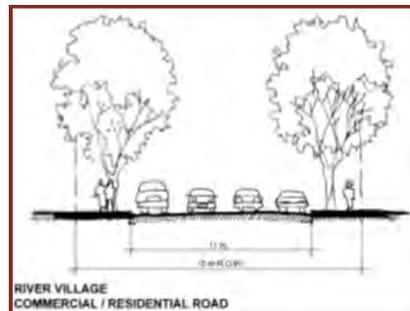


c) Local Residential 1 roads provides linkage between Eco-Clusters and into Hamlets. They are limited in speed, rural in character, and front onto single family residential lots 1000m² or more in area. Local Residential 1 roads are dedicated within a 13m R.O.W. and have the following characteristics:

- 7.3m paved width
- limited parking on one side only in specific areas with larger lots



- d) Local Residential 2 roads are rural in character and front onto lots 1000m² or less in area. They are limited in speed and include traffic calming features. Local Residential 2 roads are dedicated within a 18m R.O.W. and have the following characteristics:
- 8m paved width
 - parking on both sides
- e) Local Collectors are collectors for local residential roads (i.e. 232 Street north of 132 Avenue) and provide main access to the Hamlets and neighbourhoods, though still rural in character. Local Collector roads are dedicated within a 20m R.O.W. and have the following characteristics:
- 8m paved width
 - same shoulder, drainage system, swale, treatment system and maintenance requirements as Rural Local Roads
 - parking on one side



- f) Village Commercial/Residential Roads service River Village core areas and are village in character. This road type is associated with higher density residential areas and is limited to two lanes of traffic. Village Commercial/Residential roads may be dedicated within a minimum 15m R.O.W., subject to providing enough space for all utilities, and should have the following characteristics:
- 11m paved width
 - surface paving material to be asphaltic concrete or concrete pavers
 - constructed to suit the architectural character of the area
 - road edge defined by concrete curb and gutter
 - sidewalks surface finish to be pavers or concrete or a combination of both
 - conventional storm drainage collection system with catch basins and possible oil water separator system
 - discharge of storm water to a treatment pond
 - street lighting to suit village character
 - maintenance of storm drainage and treatment system
 - parking on both sides

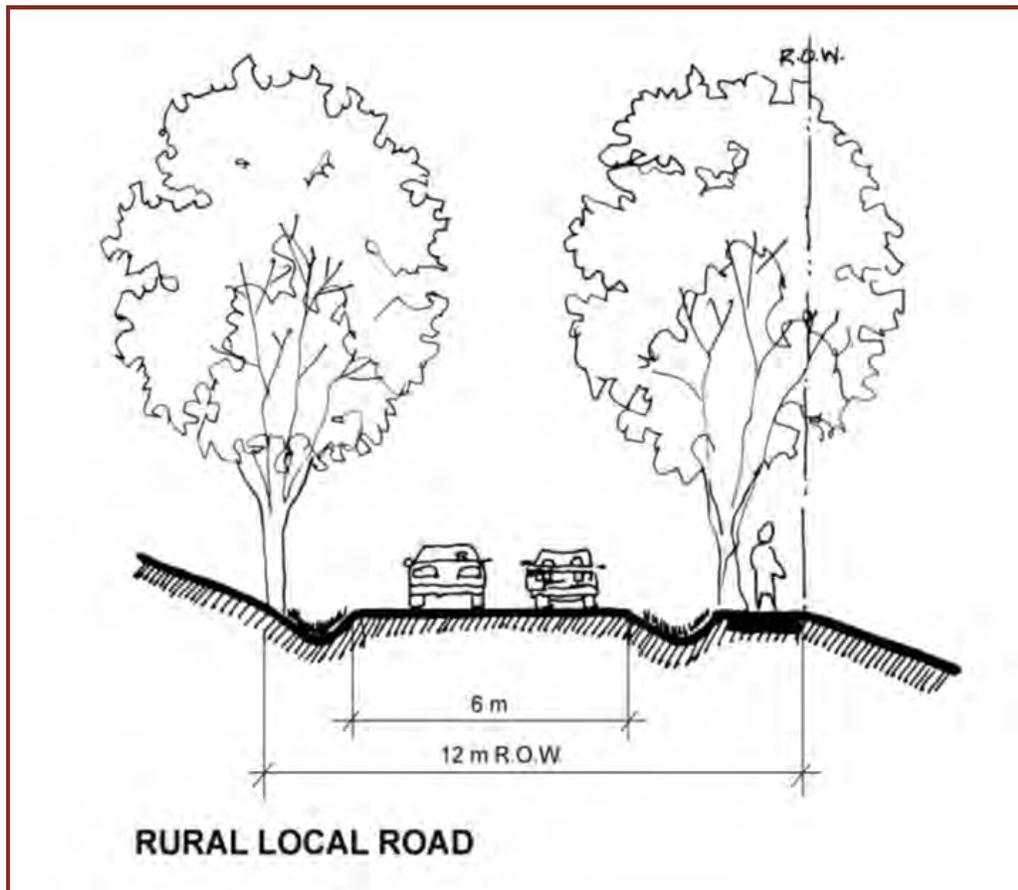
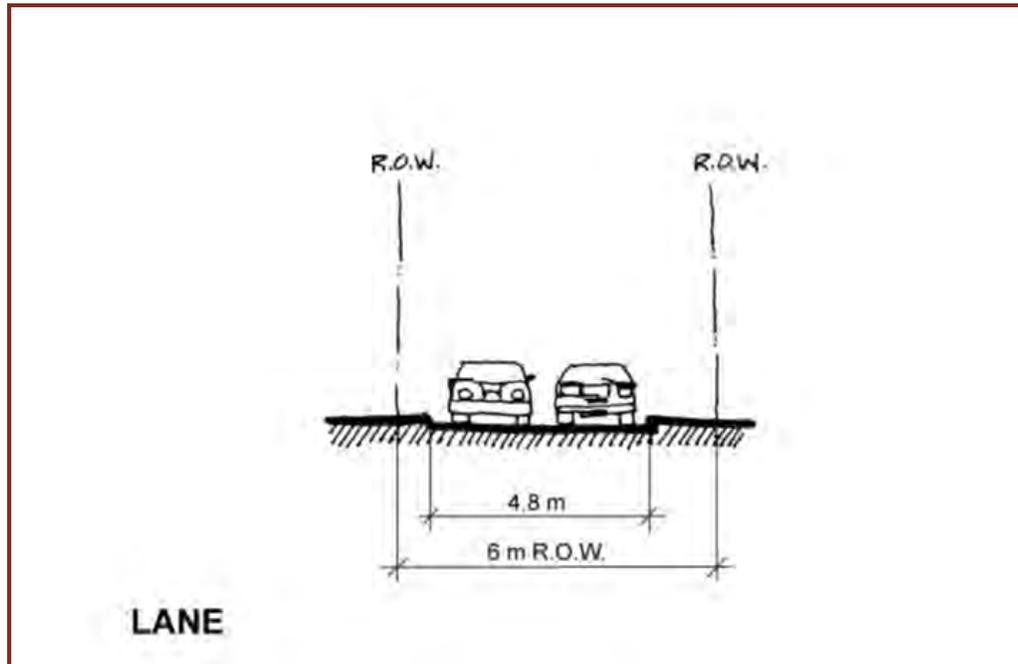
g) Arterial Roads provide main access to and from the Silver Valley area. Assuming these roads pass through rural areas, they are envisioned as two lanes with limited parking in pockets. Arterial Roads are dedicated within a 20m R.O.W. and have the following characteristics:

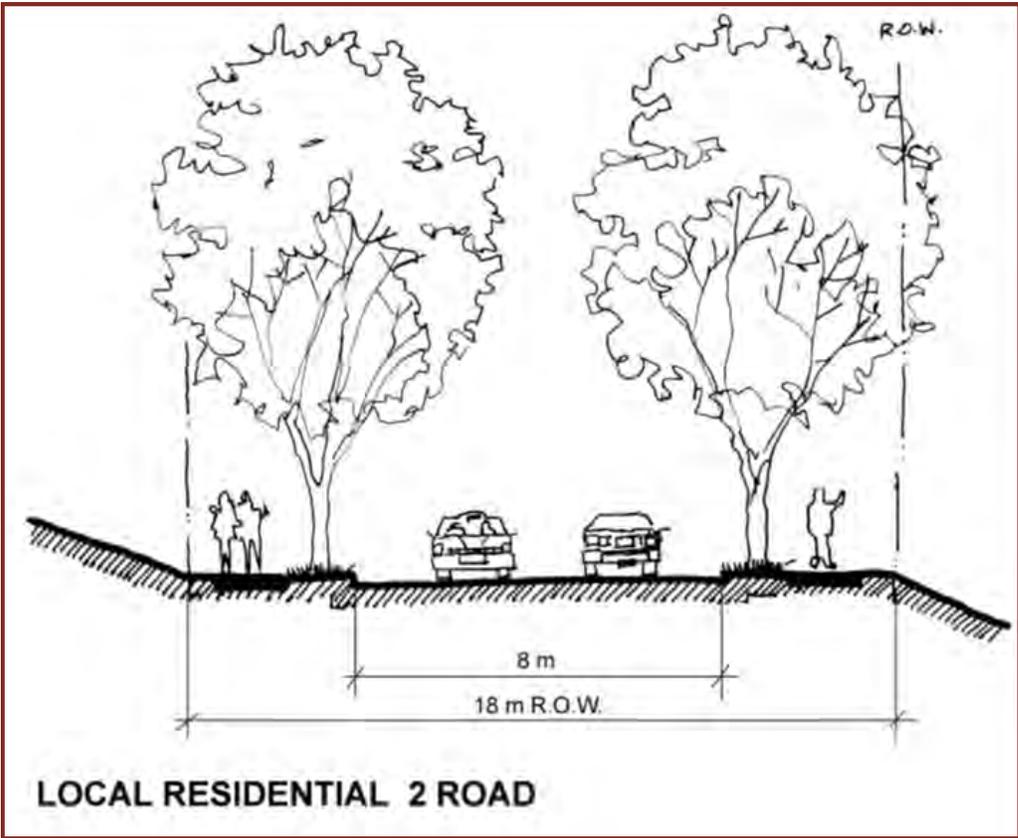
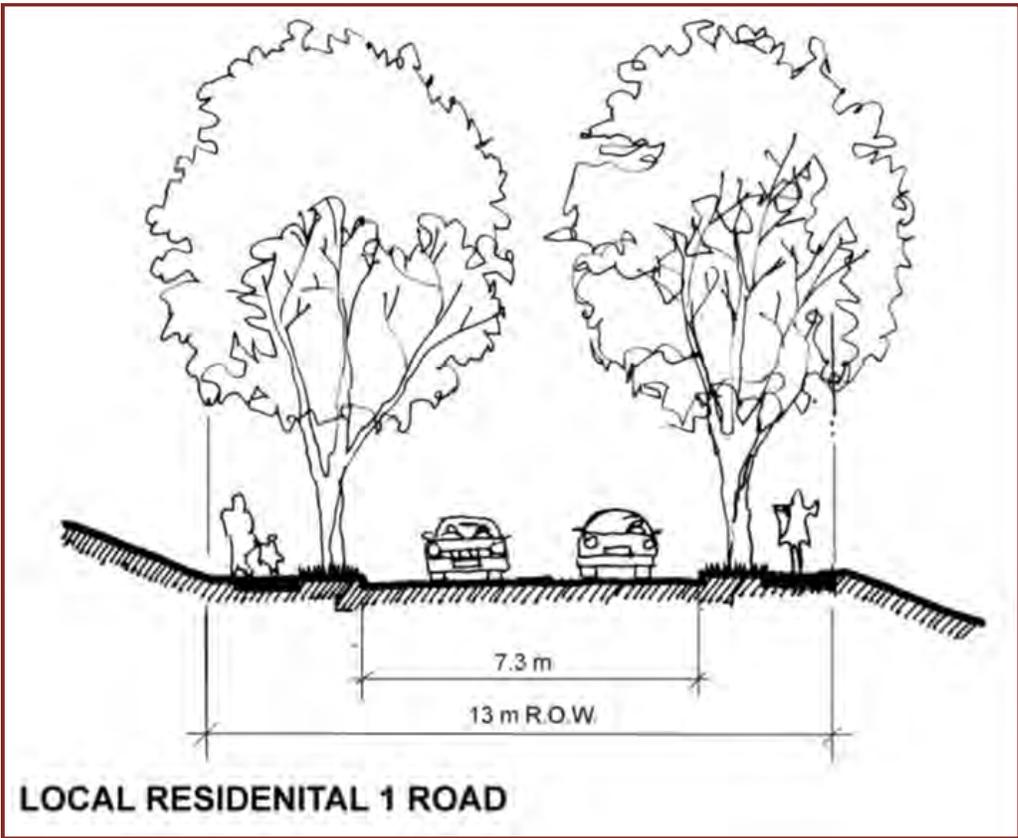
- 8m paved width for traffic
- 11m paved width with parking
- surface paving material to be asphaltic concrete pavement
- gravel shoulders
- drainage ditches on each side
- meandering trails and pathways within the R.O.W. and separated from the road edge with a planted or natural boulevard
- lighting and signalization of main intersections

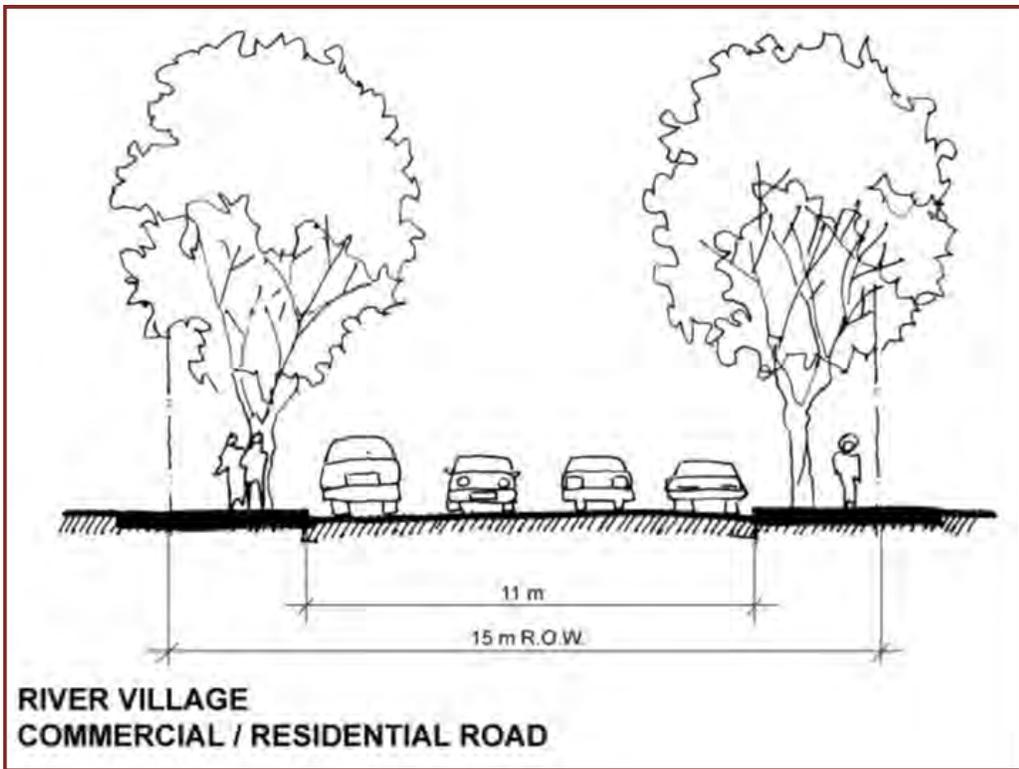
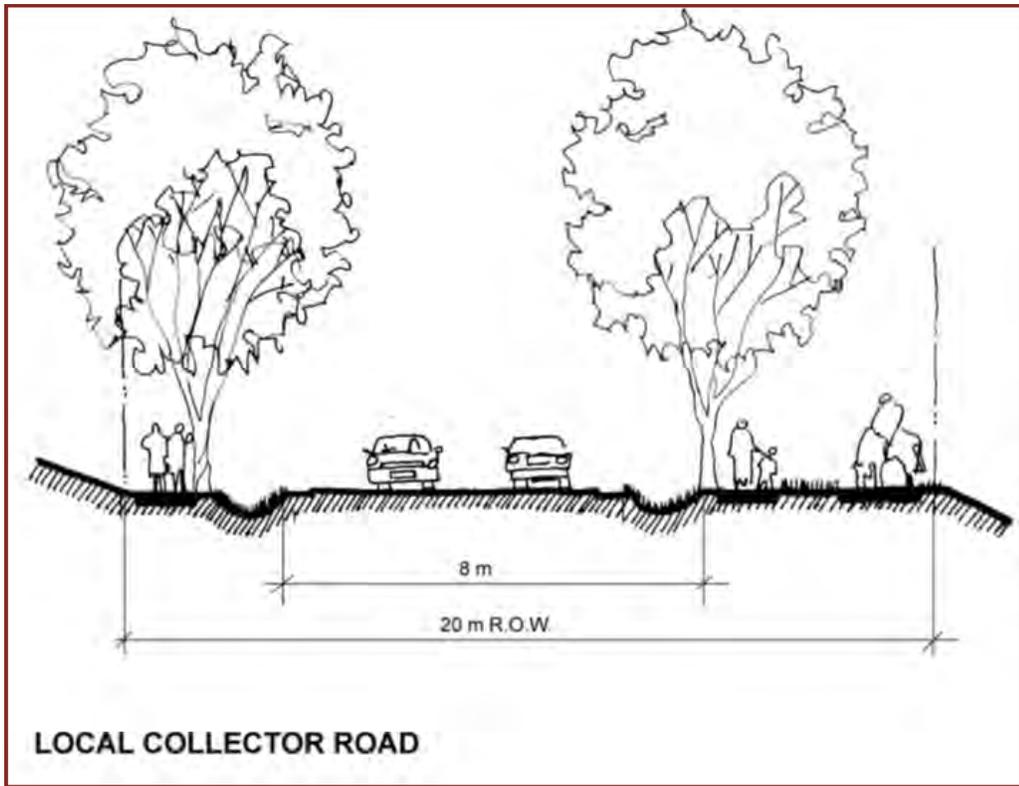


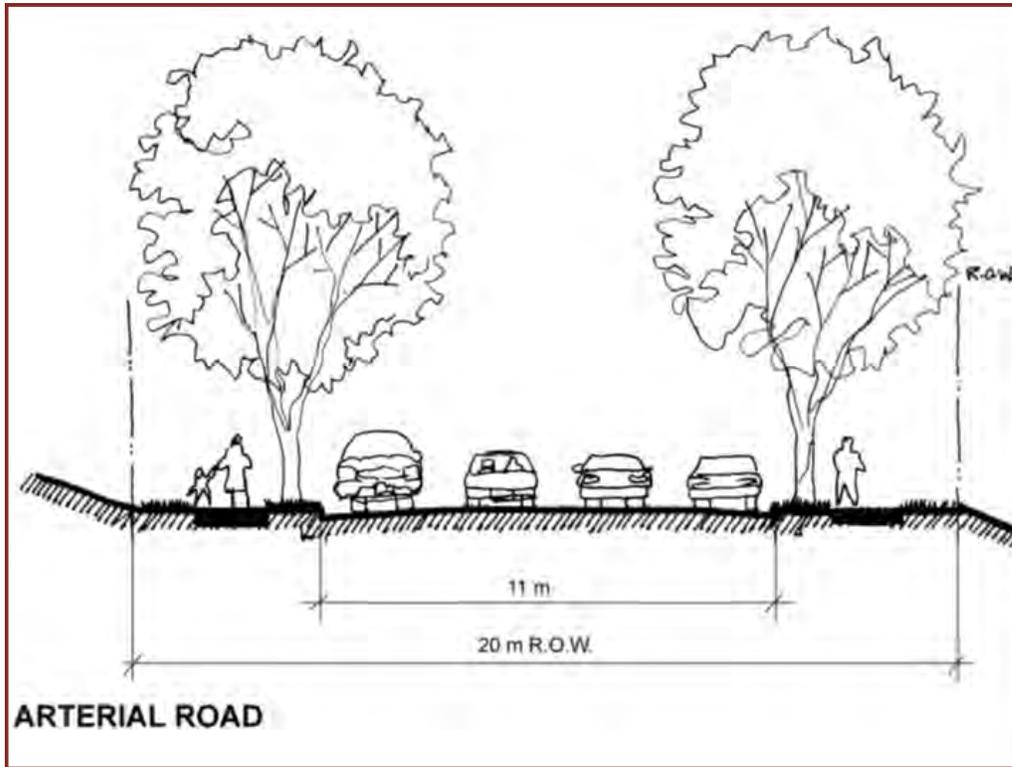


ROAD SECTIONS

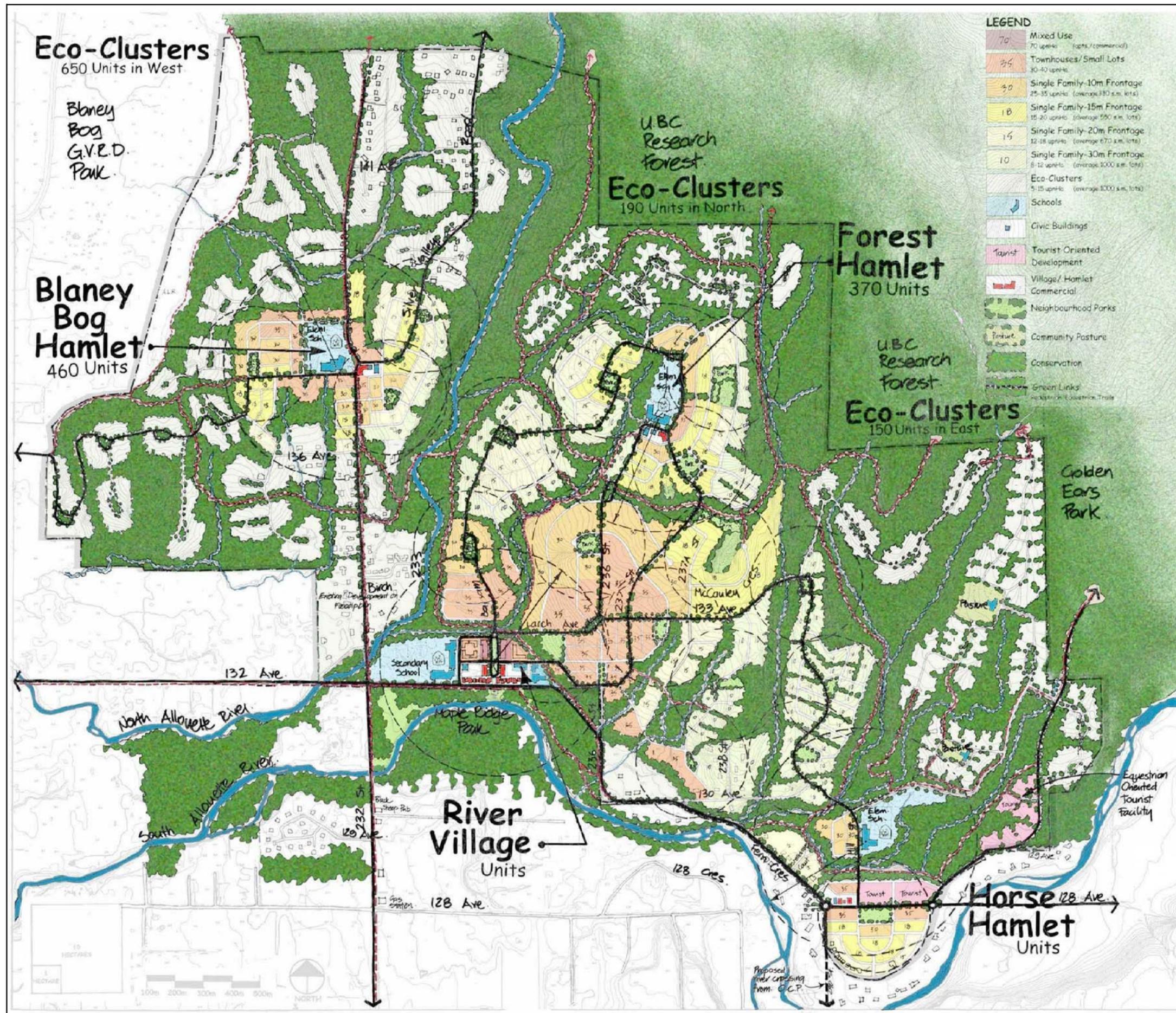












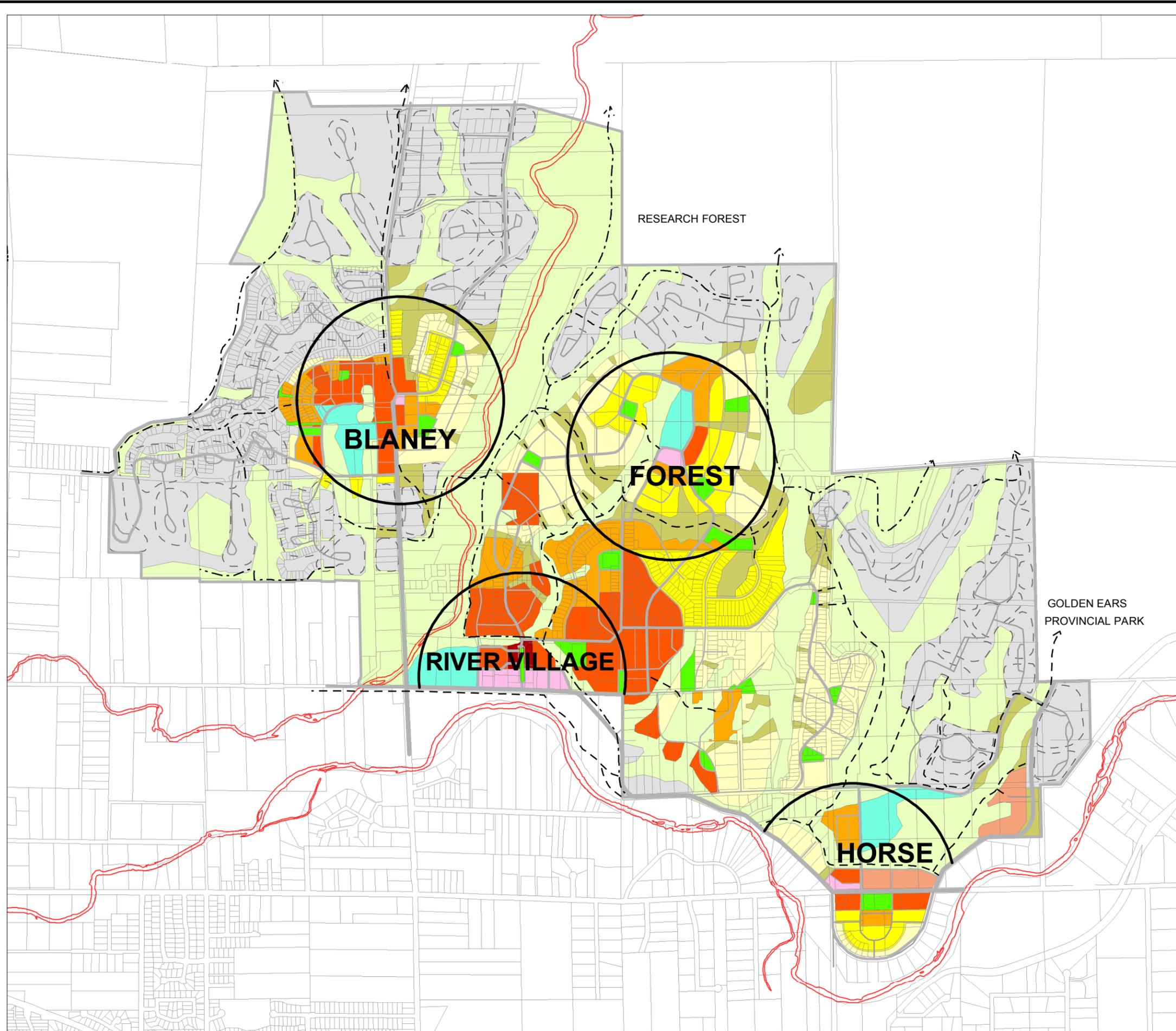
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OFFICIAL COMMUNITY PLAN
 PART VI A-SILVER VALLEY
 FIGURE 1 AREA CONCEPT PLAN
 CIVITAS URBAN DESIGN AND PLANNING

BYLAW:	6067-2002	DATE DRAWN:	JULY 4, 2002
ADOPTED:	OCT. 22, 2002	BYLAW REVISION:	
REVISED:		DRAWN BY:	T.M.



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- ECO CLUSTERS
- LOW DENSITY URBAN
- LOW/MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MED/HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- NEIGHBOURHOOD PARK
- OPEN SPACE
- CIVIC
- CONSERVATION
- TOURIST
- SECONDARY TRAIL
- HORSE TRAIL
- WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

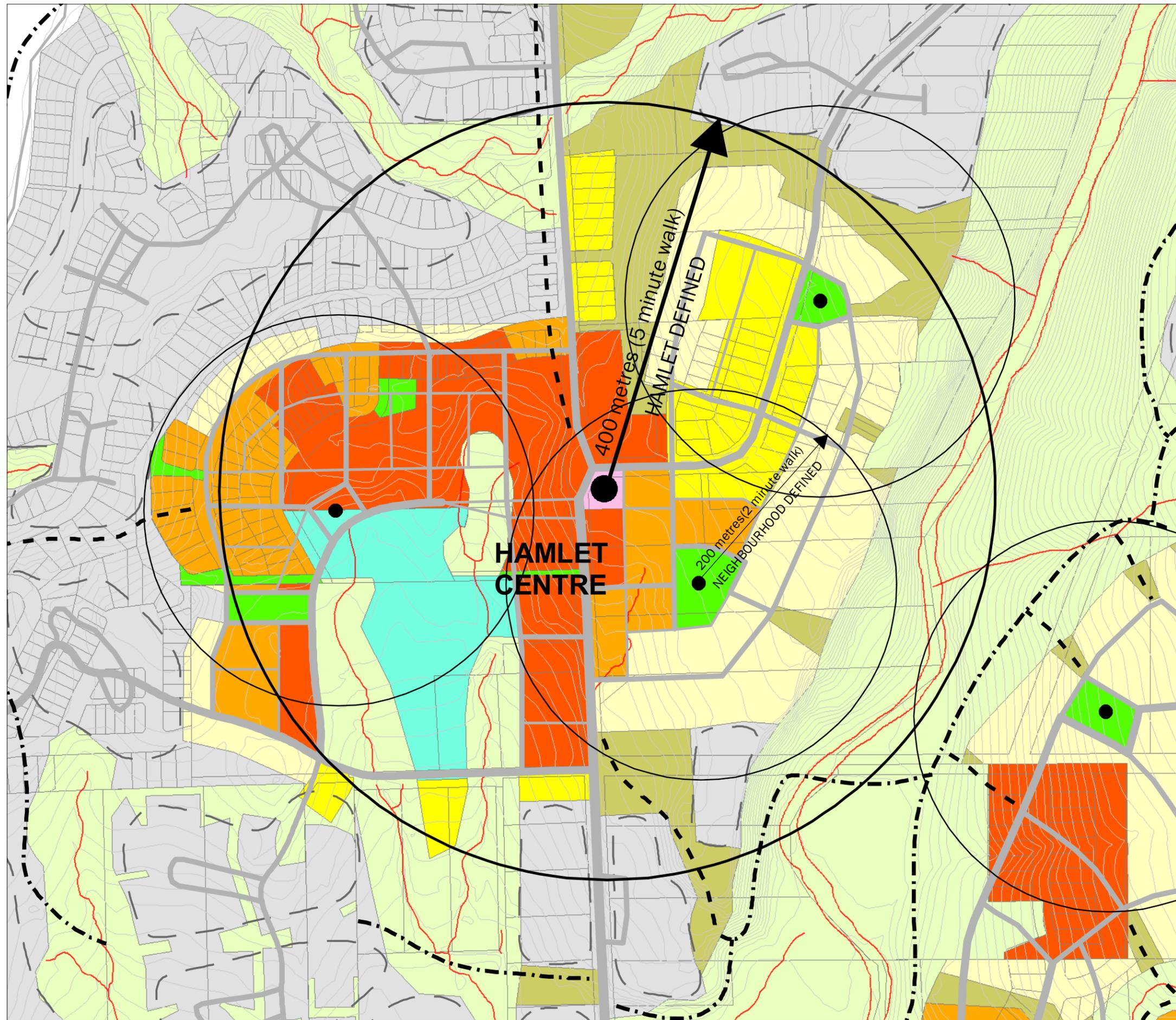
**OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 2. LAND USE PLAN**

BYLAW: ADOPTED: DRAWN BY:	6067-2002 OCT. 22, 2002 T.M.	REVISED: BYLAW REVISION: REVISED BY:	Jun 21, 2012 6747-2010 D.T.
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-  ECO CLUSTERS
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-  LOW/MEDIUM DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  MED/HIGH DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  NEIGHBOURHOOD PARK
-  OPEN SPACE
-  CIVIC
-  CONSERVATION
-  TOURIST
-  SECONDARY TRAIL
-  HORSE TRAIL
-  WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

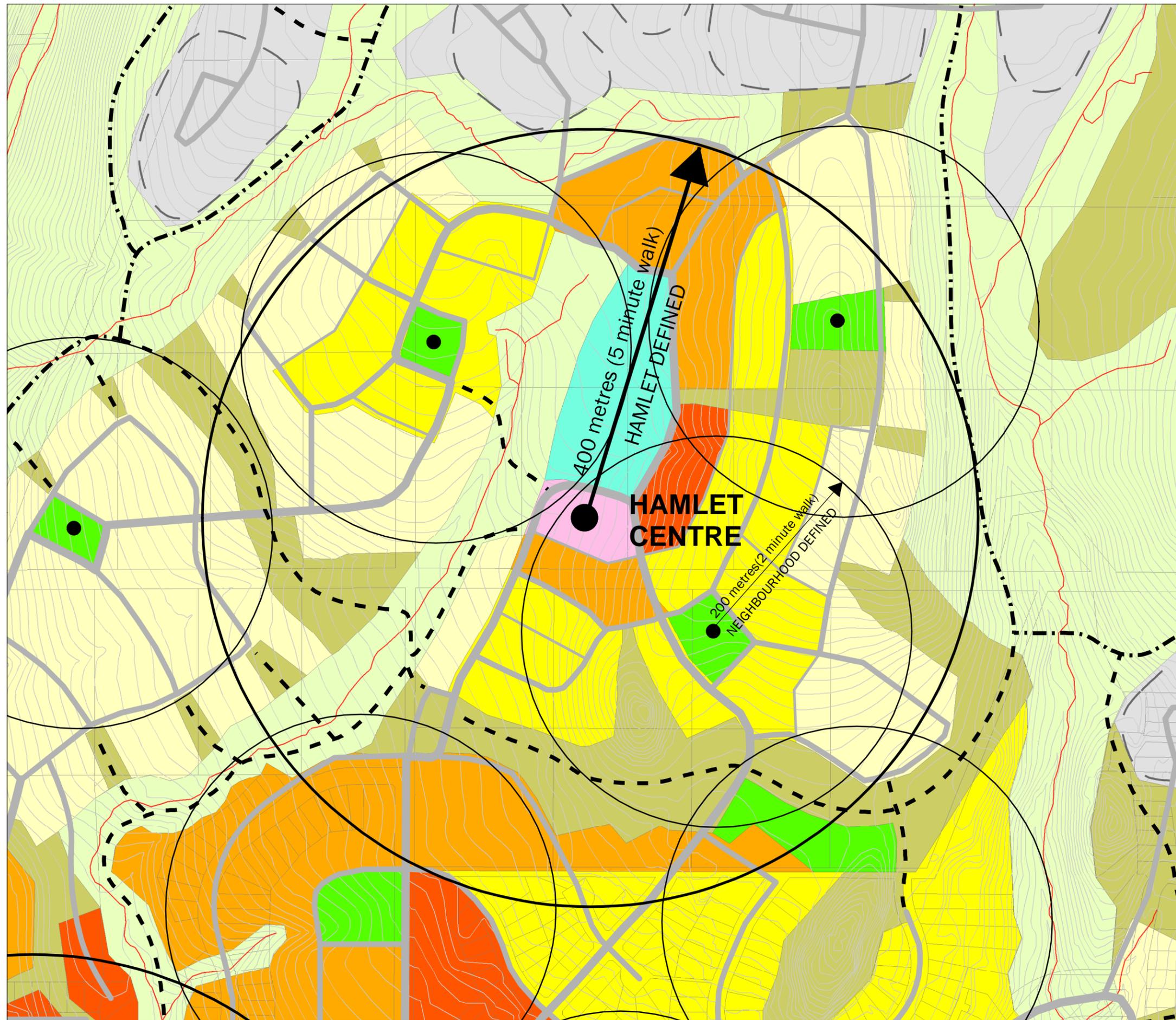
OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 3A BLANEY HAMLET

BYLAW: ADOPTED: DRAWN BY:	6067-2002 OCT. 22, 2002 T.M.	REVISED: BYLAW REVISION:	Aug 11, 2011 6580-2008
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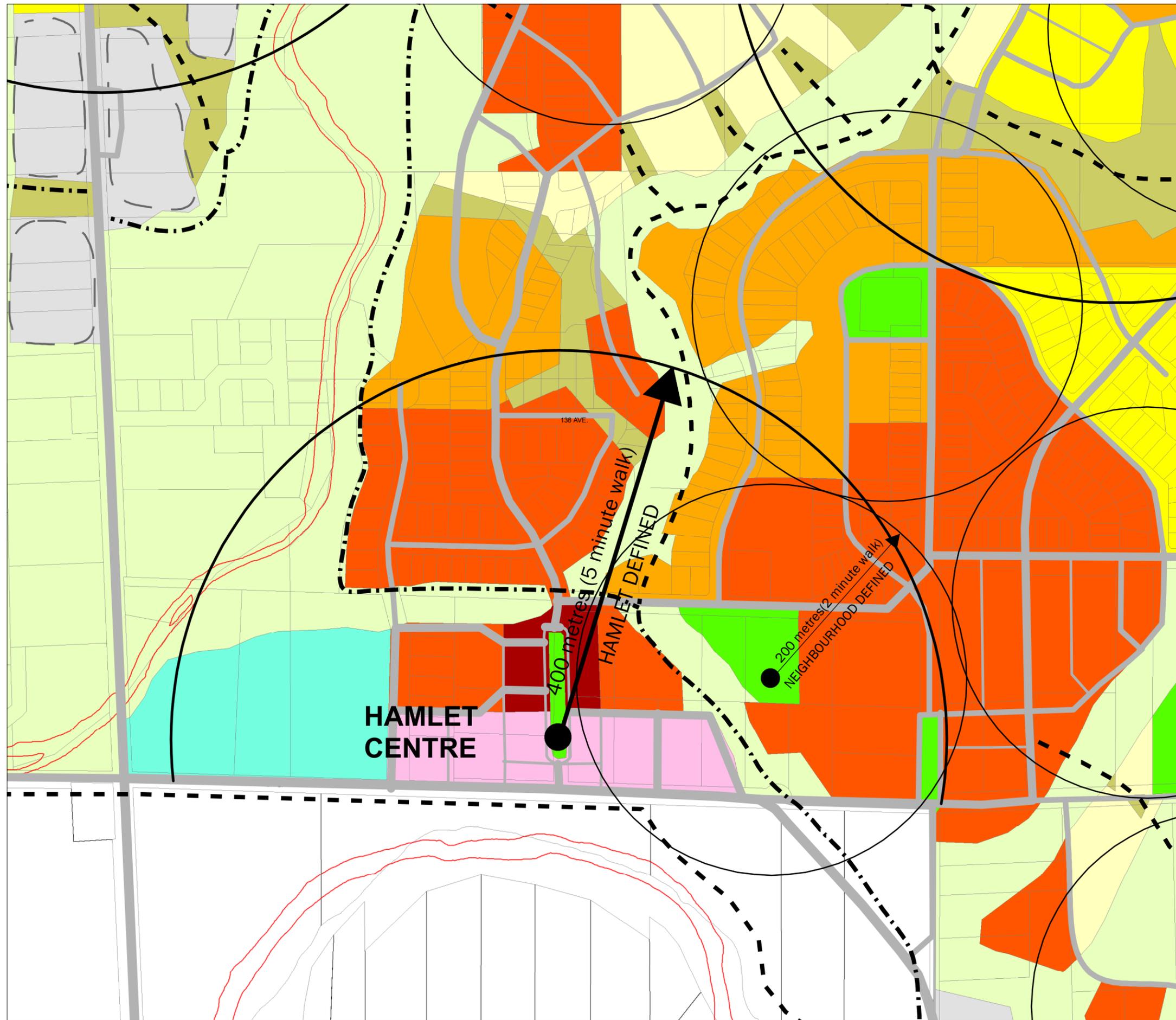
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- NEIGHBOURHOOD PARK
- OPEN SPACE
- CIVIC
- CONSERVATION
- TOURIST
- SECONDARY TRAIL
- HORSE TRAIL
- WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

**OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 3B FOREST HAMLET**

BYLAW: ADOPTED: DRAWN BY:	6067-2002 OCT. 22, 2002 T.M.	REVISED: BYLAW REVISION: Nov. 12, 2009 6649-2009
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- ECO CLUSTERS
- LOW DENSITY URBAN
- LOW/MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MED/HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- NEIGHBOURHOOD PARK
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- CONSERVATION
- TOURIST
- SECONDARY TRAIL
- HORSE TRAIL
- WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

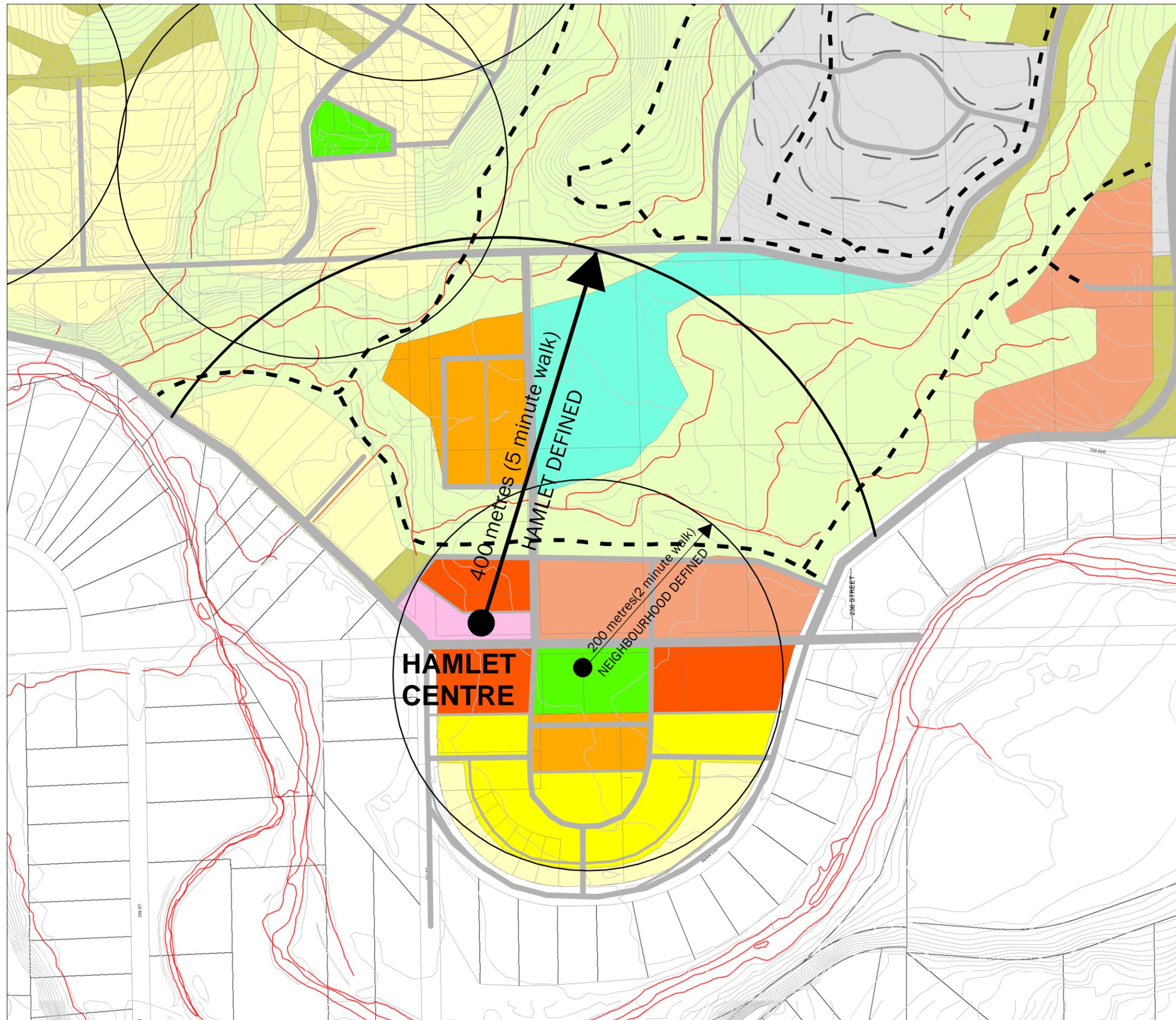
**OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 3C RIVER VILLAGE HAMLET**

BYLAW: ADOPTED: DRAWN BY:	6067-2002 OCT. 22, 2002 T.M.	REVISED: BYLAW REVISION:	Feb. 27, 2012 6874-2011
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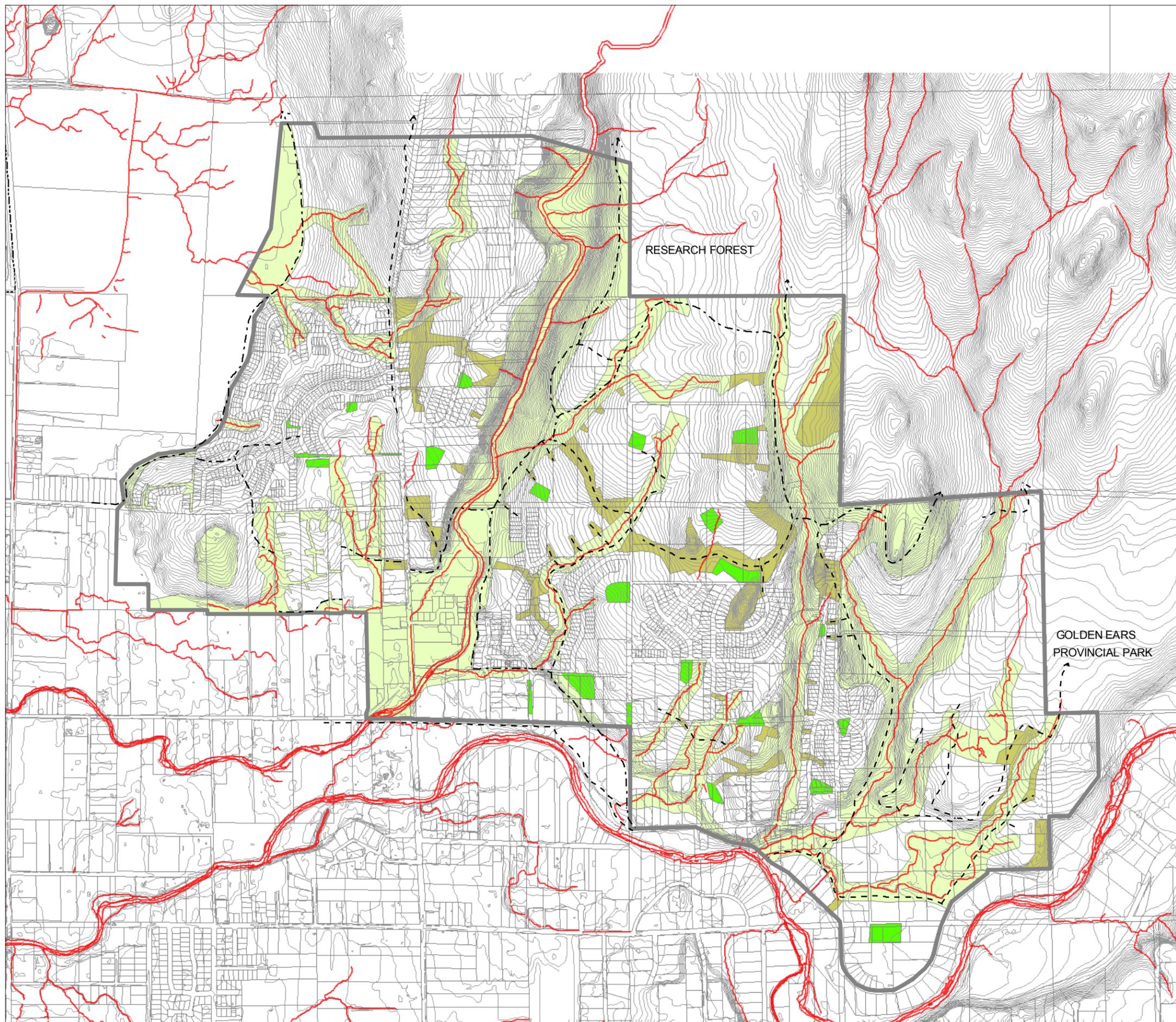
- ECO CLUSTERS
- LOW DENSITY URBAN
- LOW/MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MED/HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- NEIGHBOURHOOD PARK
- OPEN SPACE
- CIVIC
- CONSERVATION
- TOURIST
- SECONDARY TRAIL
- HORSE TRAIL
- WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

**OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 3D HORSE HAMLET**

BYLAW: ADOPTED: DRAWN BY:	6067-2002 OCT. 22, 2002 T.M.	REVISED: BYLAW REVISION: Nov. 12, 2009 6649-2009
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- Urban Development Boundaries
- NEIGHBOURHOOD PARK
- OPEN SPACE
- CONSERVATION
- - - SECONDARY TRAIL
- - - HORSE TRAIL
- WATERCOURSE

Re-adopted by Bylaw No. 7060-2014 Feb. 11, 2014

**OFFICIAL COMMUNITY PLAN
PART VI
A - SILVER VALLEY
FIGURE 4. TRAILS/OPEN SPACE**

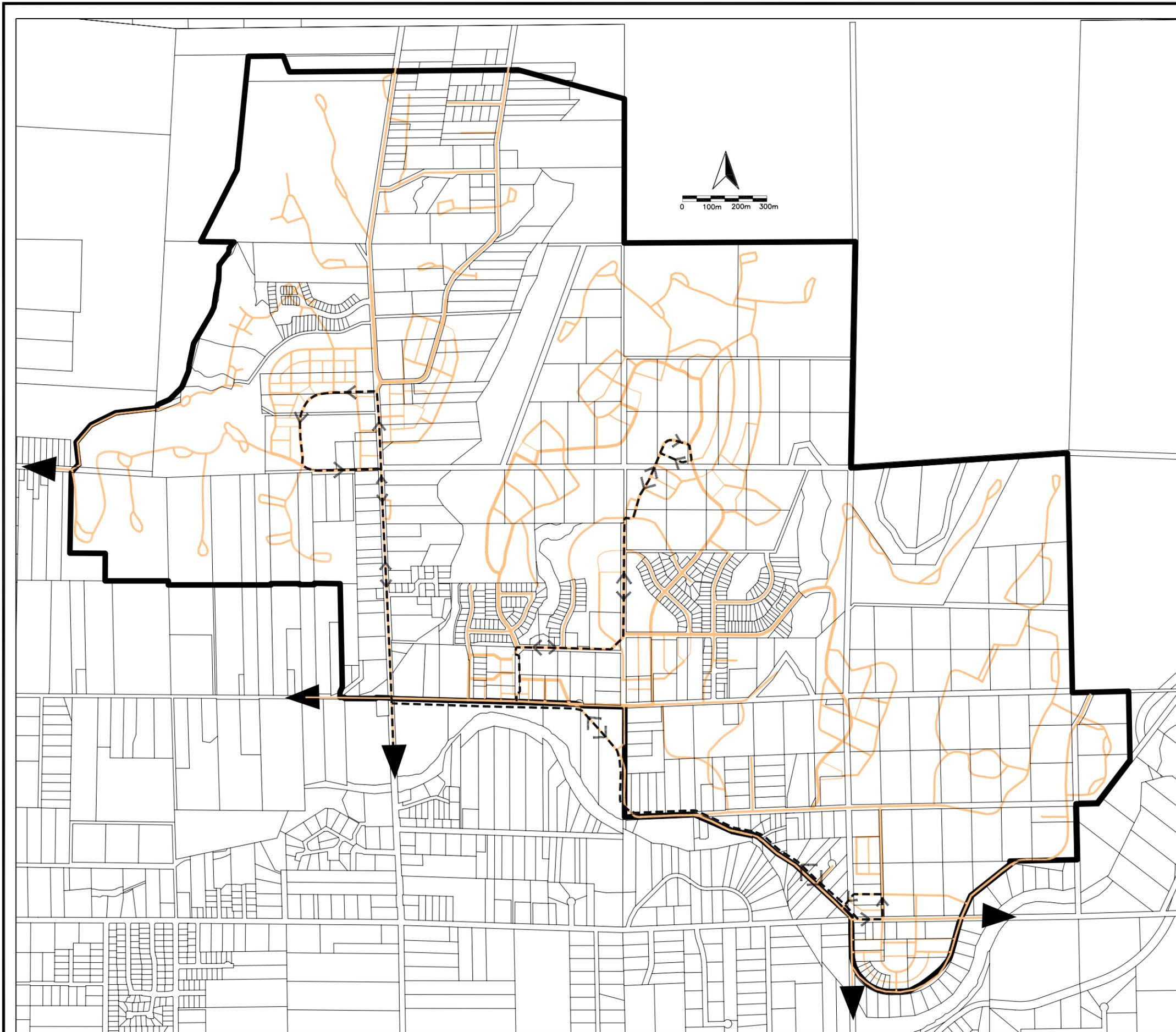
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1:15,000



- - - - - TRANSIT ROUTE
 ——— ROAD

Re-adopted by Bylaw No. 6067-2002 : YV. 1% 20%

OFFICIAL COMMUNITY PLAN
 PART VI
 A – SILVER VALLEY
 FIGURE 5. TRANSPORTATION NETWORK

SCALE: N.T.S.

BYLAW:	6067-2002	DATE:	JULY 18, 2002
ADOPTED:	OCT. 22, 2002	REVISED:	
BYLAW REVISION:		DRAWN BY:	T.M.



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 PLANNING DEPARTMENT



10.4 TOWN CENTRE AREA PLAN





TOWN CENTRE AREA PLAN

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1.0 INTRODUCTION

1.1 BACKGROUND

Maple Ridge Town Centre is a neighbourhood of unique character and opportunity. Located in the heart of Maple Ridge, it contains historic points of interest, a central business district, including the Municipal Hall, and a West Coast Express commuter train station. The neighbourhood boasts spectacular views that include the Fraser River to the south and the Golden Ears peaks of Mount Blanshard to the north.

The Town Centre of Maple Ridge is often referred to as “Haney” and “Port Haney”, reflecting on the fact that prior to 1874 Maple Ridge was comprised of a number of historic communities, each with its own unique characteristics. Haney was the area generally north of the Lougheed Highway, and Port Haney was situated south of the Lougheed Highway, adjacent to the Fraser River. Port Haney originally operated as the commercial heart of the newly formed District, however the construction of the Lougheed Highway and a significant fire in Port Haney contributed to the shifting of a rebuilt “uptown” and the commercial development of Central Haney began.

By the 1950’s the “core” of Maple Ridge was bounded by Ontario Street (224th Street), Dewdney Trunk Road, Hinch Road (225th Street), and Lougheed Highway, and included two elementary schools, one high school, Aggie Hall, and all major municipal services, including the municipal hall and library.

Since that time, the former “Central Haney” has evolved into the commercial heart of the District of Maple Ridge, encompassing several historic locations, municipal offices, a concentrated commercial area, including a West Coast Express Station in Port Haney. The boundaries also expanded to include lands as far north as 124th Avenue, west to 221st Street, and east to Burnett Street.

In early Official Community Plans priority for commercial development and residential density was noted for the Town Centre. . The Metro Vancouver Regional Growth Strategy identifies Maple Ridge Town Centre as one of seven "Regional City Centres", each intended to serve as regional hubs for densification and public transit.

1.1.1 THE SMART GROWTH ON THE GROUND PROCESS

In 2003 the District of Maple Ridge became the first Smart Growth on the Ground Partner Community. By doing so the District committed to exploring the application of smart growth and sustainability principles in the Town Centre. In December 2003, the project was initiated by the formation of a locally based project committee that oversaw and participated in the development of the Town Centre Concept Plan.

The Smart Growth on the Ground process for the Town Centre included a series of public workshops to examine a series of Smart Growth Principles and the participation in an intensive design charrette process. The information collected resulted in the creation of the Town Centre Concept Plan, which was endorsed by District Council in April 2005, along with a Council Resolution stating that the Smart Growth on the Ground Concept Plan would be used as a guide for development within the Town Centre. It is this concept plan that formed the basis for the Town Centre Area Plan.





1.2 8 GUIDING SUSTAINABILITY PRINCIPLES

The Smart Growth on the Ground Project resulted in 8 Guiding Sustainability Principles that are reflected in the Town Centre Area Plan. Those Principles are:

1. EACH NEIGHBOURHOOD IS COMPLETE

Smart Growth on the Ground communities allow residents to have the option to live, work, shop and play in the same local area. Compact, complete communities use land and infrastructure more efficiently, while providing more living choices for residents and local employees. Complete communities can reduce per capita expenditure on cars and per capita production of air pollution by over 40%. This means more money in our pockets and less congestion on our streets.

2. OPTIONS TO OUR CARS EXIST

Smart Growth on the Ground Communities reduce the emphasis on automobiles, and provide for other transportation choices. Compact neighbourhoods with an interconnected street network are convenient for walking and cycling, and can provide enough residential density and mix of uses to create a large ridership base for transit. Transportation choices reduce congestion and pollution, and allow residents who cannot drive (such as children, seniors, and people with disabilities) to access daily activities on their own.

3. WORK IN HARMONY WITH NATURAL SYSTEMS

Smart Growth on the Ground Communities respect, maintain, and restore the natural functioning of the landscape. Communities can be more environmentally friendly, energy efficient, and cost effective, by respecting natural eco-systems -- particularly river and stream systems and their associated aquatic habitat.

4. BUILDINGS AND INFRASTRUCTURE ARE GREENER AND SMARTER

Smart Growth in the Ground Communities optimize the economic, social and ecological impact of buildings and infrastructure. Innovative development standards, such as “green” infrastructure and buildings or natural drainage systems, can result in lower impact solutions that cost municipalities, residents and businesses much less over the long term.

5. HOUSING SERVES MANY NEEDS

Smart Growth on the Ground communities incorporate a variety of housing in the same neighbourhood and even on the same street. A mix of housing types (both owner and for rent) allows residents to live in the same community throughout their life, and recognizes the increase in non-traditional households such as empty nesters, single parent families, and childless couples. A range of housing also allows lower income residents (such as seniors on fixed income or recent university graduates) equal access to community amenities and local employment opportunities.

6. JOBS ARE CLOSE TO HOME

Smart Growth on the Ground Communities foster sustainable economic growth. Local economic growth allows many residents to find employment close to home and supports local businesses, while making the best use of existing infrastructure.

7. THE CENTRE IS ATTRACTIVE, DISTINCTIVE AND VIBRANT

Smart Growth on the Ground communities are animated, diverse, and have a strong local identity. The cultural heritage of the community is celebrated in functional and meaningful ways, and are incorporated into the vibrant neighbourhood and town centres as focal points for community interaction.

8. EVERYONE HAS A VOICE

Smart Growth on the Ground Communities belong to those who live, work and play there. Meaningful participation includes an early and on-going role for community members by engaging them in planning, design and development processes. This ensures that new development is accepted by existing stakeholders and responds to local needs



1.2.1 GOALS AND OBJECTIVES

In consultation with the community, the 8 Guiding Sustainability Principles were further considered and expanded, resulting in the creation of 16 goals and 90 objectives. These goals and objectives were intended to support the Principles and provide targets and measurements for achieving them. When relevant, these goals and principles have been incorporated into sections of the Area Plan, and provide explanation and guidance to the policies. Most, but not all of the objectives fall within the scope of the Town Centre Area Plan.

PRINCIPLE: 1: EACH NEIGHBOURHOOD IS COMPLETE

Goal:

Increase density and distribute a range of uses throughout the Centre

Objectives:

- Increase density for residential and non-residential land uses
- Incorporate a range of densities
- Incorporate mixed use development opportunities
- Ensure opportunities for living, working, shopping, and service provision
- Integrate waterfront development into the Centre
- Develop on currently undeveloped lots
- Create links between the Centre and other hubs within Maple Ridge

Goal:

Enhance opportunities for personal development and recreation

Objectives:

- Provide educational/training facilities
- Enhance technological capabilities so people can take advantage of world opportunities
- Develop cultural facilities
- Improve recreation opportunities, particularly for youth
- Improve and secure public access to natural places, including streams and waterfront
- Provide more public green space within the core
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces
- Design easily accessed public spaces
- Ensure public safety and security, and accessibility throughout the Centre

PRINCIPLE 2: OPTIONS TO OUR CARS EXIST

Goal:

Acknowledge and respect pedestrian needs

Objectives:

- Prioritize the safety of pedestrians
- Enhance pedestrian experience
- Designate pedestrian-only areas/no-car zones
- Enhance connectivity of pedestrian and other non-vehicular routes
- Utilize and upgrade laneways, sidewalks and other existing paths for pedestrians, bikes
- Design for short walking distances to reach daily needs

Goal:

Increase transit modes, availability and destinations

Objectives:

- Establish an internal transit system for the Centre
- Increase the frequency of transit service both internally and to out-lying areas
- Consider other transit modes
- Link new Abernethy crossing to transit
- Increase and improve access from river to Centre
- Provide water transportation options
- Ensure public safety for all transportation modes



PRINCIPLE 3: WORK IN HARMONY WITH NATURAL SYSTEMS

Goal:

Preserve, enhance and capitalize on natural amenities and create new ones

Objectives:

- Respect and enhance riparian areas and water resources
- Maintain views of mountains
- Maintain access and views to Fraser River
- Protect and enhance a range of wildlife habitats
- Reinststate historical streams

Goal:

Protect natural systems from the impacts of development

Objectives:

- Increase quality and amount of green space in the Centre
- Establish a green system that is linked throughout the Centre and beyond
- Reduce the generation of water pollution, air pollution and waste
- Manage pollution and waste with Best Management Practices (BMPs)

PRINCIPLE 4: BUILDINGS AND INFRASTRUCTURE ARE GREENER AND SMARTER

Goal:

Make it easier to be environmentally friendly

Objectives:

- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Have municipality adopt green building and infrastructure standards
- Educate on environmental benefits of growing smarter
- Increase quality, function and amount of mandatory public/open/green space built by developers

Goal:

Combine new technologies with rediscovered approaches

Objectives:

- Incorporate alternative methods of power generation
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impact of erosion and waste disposal during construction
- Adaptively reuse existing buildings, including heritage buildings
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses

PRINCIPLE 5: HOUSING SERVES MANY NEEDS**Goal:**

Increase housing options to provide for all ages, economic status, and life stages

Objectives:

- Integrate housing for all demographics
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable housing/low-cost housing with market housing
- Improve rental housing stock and options
- Improve housing quality and range of housing types
- Design housing for flexibility of use over its lifetime
- Design housing to strengthen social relationships
- Provide housing for people in transition

Goal:

Increase density in the Centre by integrating housing with other uses

Objectives:

- Increase residential density and identify density limits
- Integrate housing with other uses at the scale of both building and block
- Establish attractive form and character and mitigate noise to make housing in the centre desirable

PRINCIPLE 6: JOBS ARE CLOSE TO HOME

Goal:

Encourage all types of jobs, including new and non-traditional businesses and workplaces

Objectives:

- Provide an educational centre to train for jobs and to provide teaching and other jobs
- Increase civic development and retail development for job creation
- Incorporate high tech, internet, home businesses
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Make zoning and bylaws less restrictive for location and form of business premises, while retaining a positive sense of community
- Promote the film industry
- Promote the tourism industry

Goal:

Attract investment by supporting business needs

Objectives:

- Attract investment in housing and business ventures
- Densify the Centre to provide a customer base for businesses
- Identify and promote niche markets for business
- Develop the industry potential already present in Maple Ridge and support local businesses
- Pre-install technological infrastructure in buildings to attract businesses
- Streamline development approval processes and provide incentives
- Provide venues to support arts and crafts businesses

PRINCIPLE 7: THE CENTRE IS DISTINCTIVE, ATTRACTIVE AND VIBRANT

Goal:

Cultivate an identity that grows from the heart of the community

Objectives:

- Develop the “caring” identity of Maple Ridge
- Ensure that historical and cultural assets are respected and celebrated
- Feature the natural beauty and amenities of the place
- Establish development guidelines that respect local heritage, natural settings and attributes
- Support the arts in the community

- Encourage art in public and private spaces
- Enhance the urban public environment

Goal:

Establish the Centre as a hub of activity

Objectives:

- Increase tourism
- Provide opportunities for festivals and community events
- Provide more entertainment and education venues
- Encourage evening activities that cater to a broad demographic while benefitting the community
- Utilize park space for daily activities as well as special events
- Create easily accessible routes to key destinations
- Encourage symbiotic relationships among and between lands and land users
- Support and encourage the vitality of small business

PRINCIPLE 8: EVERYONE HAS A VOICE

Goal:

Create safe spaces and opportunities for all members of the community

Objectives:

- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Empower the least powerful
- Ensure safety

Goal:

Create opportunities for open dialogue among members of the community

Objectives:

- Establish ongoing public evaluation of smart growth strategies
- Provide public gathering spaces
- Ensure economic development office advocates for local business and interacts effectively with all levels of government



1.3 ASSUMPTIONS AND TARGETS

Population:

The Town Centre is 294 hectares (727 acres) in area and is home to over 8000 residents. By 2021 it is projected that the population will increase by over 13,000 resulting in a target population of 21,750 people by 2021.

Density:

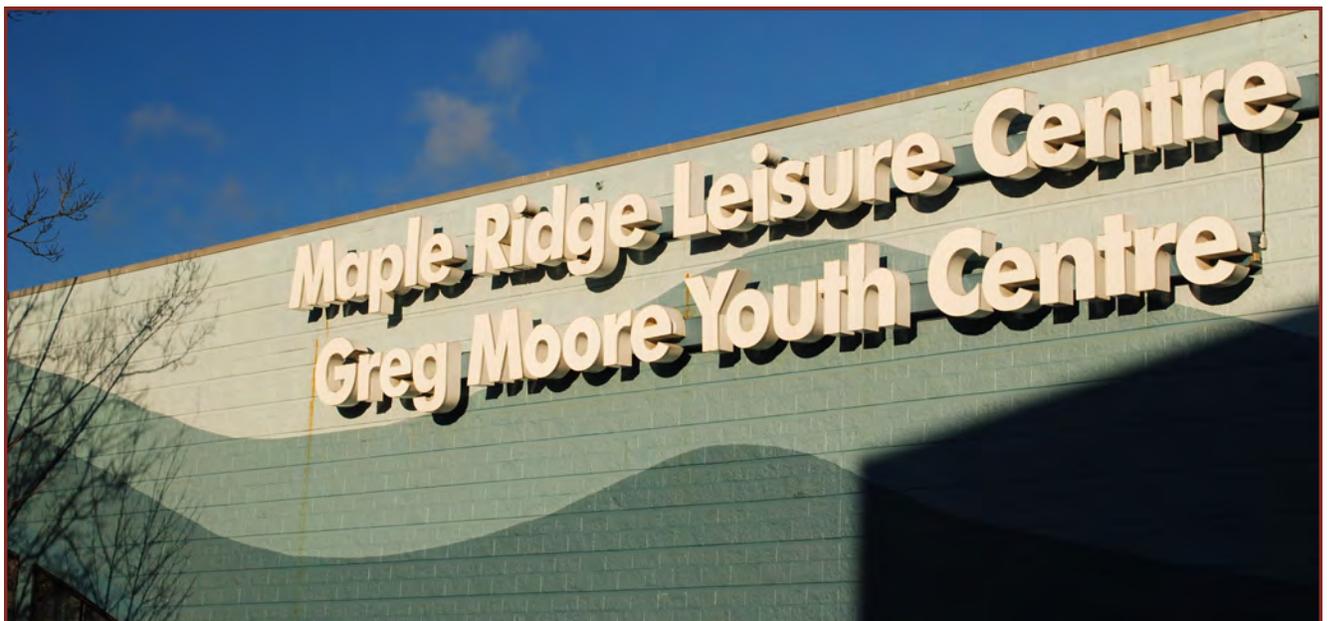
At the build out of the Town Centre Area Plan it is estimated that with a land area of 294 hectares, the resulting density will be in the range of 70 to 100 persons per hectare.

Housing:

There are approximately 4,500 housing units in the Town Centre and it is estimated that through development/redevelopment the Centre can accommodate another 6700 units, for a potential total of approximately 11,065 units by 2021.

Commercial:

Commercial, Office and industrial forecasts suggest that significant demand will occur by 2021. The Town Centre Plan has a goal of creating between 0.25 – 0.75 new jobs for every dwelling unit in the Town Centre.





1.4 THE ROLE OF THE AREA PLAN

The Town Centre Area Plan reflects the community's values and is intended to be the preeminent document for long range planning and development within the Downtown. Development applications within the Town Centre will be evaluated against the policies and development permit guidelines housed within this document. Since the Area Plan policies are a derivative of the broader policies within the Official Community Plan, the Town Centre Area Plan policies must be read in conjunction with them.





2.0 GREEN INFRASTRUCTURE

BACKGROUND

Green Infrastructure is the interconnected network of natural and man-made features and functions that support the local ecology while improving livability. As an essential life support system, Green Infrastructure involves the integration of conservation values with the various elements related to urban development. Components of Green Infrastructure include sensitive ecosystems, parks, retention and restoration of trees and native plants in public and private spaces, rainwater management, green buildings, and energy management.

The Town Centre has less than 20% of its land base (approximately 51 hectares of a total 300 hectares) in either conservation or park space and these are the key areas that sustain local wildlife and contribute to a healthy urban environment. The Green Infrastructure of an urban setting can be enhanced through the planting of trees, shrubs, and garden areas that link together and create opportunities for wildlife to access shelter, food, and water. In turn, augmenting habitat for local wildlife also improves the air quality, appearance, and ambiance of the urban environment for human habitation. The integration of Green Infrastructure in urban areas leads to reduced strain on natural resources, improved air and water quality, generally better health and mental well-being, increased property values, and a greater sense of place.

Reducing our consumption of natural resources is a necessary component of Green Infrastructure, as a smaller urban footprint will help to conserve and manage our natural resources more efficiently and effectively. Improvements to energy efficiencies may be achieved, for example, through rainwater management, green buildings, and energy management, thereby leading to a more sustainable community to be left as a legacy for future generations.

Maple Ridge is “a community committed to working toward achieving carbon neutrality”. This quote is published in Council’s 2025 Vision Statement and is supported by the District’s desire to identify possibilities for utilizing leading edge environmental technologies. Improving and protecting our Green Infrastructure will aid Maple Ridge in achieving this vision.

The primary aim of the Green Infrastructure section is to acknowledge that natural resources are part of a community life support system and to highlight the benefits of integrating nature into the urban fabric.

2.1 WORKING IN HARMONY WITH NATURAL SYSTEMS

GUIDING PRINCIPLES

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are Greener and Smarter

Goals:

- Make it easier to be environmentally friendly
- Combine new technologies with rediscovered approaches

Principle 7: The Centre is Distinctive, Attractive and Vibrant

Goal:

- Cultivate an identity that grows from the heart of the community

OBJECTIVES

- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Increase the quality and amount of green space in the Town Centre
- Establish a green system that is linked throughout the Town Centre and beyond
- Reduce the generation of water pollution, air pollution, and waste
- Manage pollution and waste with Best Management Practices (BMPs)
- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Explore the possibility of establishing green building and infrastructure standards
- Educate on environmental benefits of growing smarter
- Increase quality, function and amount of mandatory public/open/green space built by the development community
- Incorporate methods of power generation from renewable sources
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impacts of erosion and waste disposal during construction
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses
- Develop the “caring” identity of Maple Ridge
- Feature the natural beauty and amenities of the place



2.2 INTEGRATING GREEN INFRASTRUCTURE

The topic of Green Infrastructure is broad with a range of components that are important to the sustainable development of the Town Centre. The aim of the Town Centre Area Plan is to create a more sustainable community, where land is utilized more efficiently and residents may live, work, and play in the community. Green Infrastructure has an important role to play in achieving the above goals and objectives and may be achieved through various means including:

- Protection of Natural Features
- Rainwater Management
- Urban Ecology
- Building Local Partnerships to Support Environmental Stewardship
- Energy Management
- Green Buildings

2.2.1 PROTECTION OF NATURAL FEATURES

Natural Features are identified as environmentally sensitive areas or conservation areas. These features include watercourses, wetlands, rocky outcrops, and steep slopes. Where development is proposed on a site within 50 metres of a watercourse or other natural feature, a Watercourse Protection Development Permit and/or a Natural Features Development Permit will be required. Both of these environmental Development Permits are in the Maple Ridge Official Community Plan.

Conservation areas are identified on the Town Centre Area Land Use Designation Map, Schedule 1 in this plan.

POLICIES

2-1 Maple Ridge will continue to protect natural features, while ensuring public safety, including land resources, water resources, and air quality, under current requirements in the Corporate Strategic Plan, Maple Ridge Official Community Plan and related policies and bylaws and also in accordance with Provincial and Federal regulations.

2-2 Greenway Trails (see Section 5.2.1 under Multi-Modal Transportation Network and the Multi-Modal Transportation Network Map, Figure 1) will be encouraged through designated conservation areas and public spaces (eg. schools and parks) in accordance with policy 2-1 above, to enable the public to access, experience, and appreciate natural areas in the Town Centre and provide opportunities for recreation.

RAINWATER MANAGEMENT

Rainwater is a valuable resource that can be retained, filtered, and released slowly into streams and wetlands that support a variety of aquatic and waterfowl species and provide groundwater recharge, wherever feasible. Rainwater Management is a design with nature approach that integrates drainage infrastructure planning with community design. The aim is to improve the built environment, while protecting the natural environment.

POLICIES

2-3 The Water Balance Model is a planning and design tool that was developed out of an inter-governmental partnership of municipal, provincial, and federal levels of government, and on which Maple Ridge is a partner. Maple Ridge will explore the potential application of the Water Balance Model as an information tool for potential development.

2-4 The Liquid Waste Management Plan (LWMP) was prepared as a regional initiative by member governments of the Greater Vancouver Regional District (now Metro Vancouver) and approved in 2002. Under the LWMP, Maple Ridge will undertake the preparation of Integrated Stormwater Management Plans (ISMP) by 2012.

2-5 Incorporating Rainwater Management practices into on-site and off-site development will be encouraged and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, Council Policy No. 6.24, Subdivision of, or building on, Land within 300 Metres of the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations. Some examples of Rainwater Management practices include:

- a. bioretention areas;
- b. rainwater gardens;
- c. bio-swales;
- d. landscaped curb bulges on street right-of-ways;
- e. rainwater harvest for irrigation;
- f. green roofs.

2-6 Within the Alouette River Watershed (see Alouette River Watershed Boundary Figure 4), an infiltration rate of 90% for on-site and off-site developments will be encouraged, where it is determined by the District of Maple Ridge to be appropriate and feasible and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, Council Policy No. 6.24, Subdivision of, or building on, Land within 300 Metres of the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations.

2-7 For developments with conventional stormwater systems, Maple Ridge will encourage the installation of a range of Best Managements Practices (BMPs), including oil/water separators and innovative materials and technologies that may be available.

2-8 The Maple Ridge Subdivision & Development Servicing Bylaw will be reviewed and updated to reflect the policies in the Maple Ridge Town Centre Area Plan, including consideration of off-site Rainwater Management practices.

URBAN ECOLOGY

Urban Ecology can be defined as nature in the city. This includes natural/conservation areas, parks, street trees, gardens, etc. throughout the urban realm. Enhancing Urban Ecology involves improving ecological value by restoring habitat areas, creating links of green space throughout the community, and increasing the biodiversity of plants and animal species. Opportunities for enhancing Urban Ecology exist on both public and private lands and range from planting native tree and plant species near streams and wetlands, for aquatic habitat, to creating a living wall of plants and rain gardens in areas with a high percentage of impervious surfaces. Landscaping private yards and balconies with gardens that provide food and shelter for local songbirds and pollinating insect species is also a significant contributor to Urban Ecology.

Healthy Urban Ecology contributes to the urban environment by improving air quality and also the quality and quantity of water in local streams. Trees are important for carbon storage, intercepting rainwater, providing shade and cooling in summer months, reduced energy consumption, and creating a pleasing and inviting environment.

POLICIES

2-9 The use of plant and tree species that are suited for the Maple Ridge climate and that will attract local songbirds and pollinating insects species, such as bees, butterflies, and dragonflies, will be encouraged in public and private development;

2-10 Landscaping, as described in policy 2-9 above, will be encouraged in all public and private outdoor spaces in the Town Centre. For areas with a large amount of paved surfaces, such as surface parking lots and public plazas, the installation of trees, rain gardens, raised planters, and/or living green walls, where feasible, is encouraged to provide some areas of refuge for wildlife, such as small birds, rainwater interception, cooling in summer months, reduced glare from pavement, carbon sequestration, and a more attractive urban environment.

2-11 Trees provide health and economic gains to a community by improving the environment and reducing energy consumption. These benefits will be augmented by increasing the tree population and tree canopy throughout the Town Centre. Maple Ridge will endeavor to work with Metro Vancouver towards a goal of 50% tree canopy coverage in the Town Centre and monitor the outcomes on an ongoing basis.

2-12 Where appropriate and feasible, Maple Ridge will encourage naturescaping and urban agriculture areas be designed as part of the outdoor amenity spaces for multi-family developments.

2-13 Appropriate locations for habitat enhancement within Conservation Areas and Parks in the Town Centre will be explored by Maple Ridge with the aim of improving biodiversity for aquatic and wildlife species, including providing safe rearing shelters for specific bird and bat species to raise their young.



2-14 Invasive vegetative species eradication and restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

BUILDING LOCAL PARTNERSHIPS TO SUPPORT ENVIRONMENTAL STEWARDSHIP

Maple Ridge is currently engaged in a number of local partnership initiatives that contribute to enhancing Green Infrastructure in the Town Centre and surrounding municipality. The value of these partnerships to the municipality is extraordinary in that they provide community awareness and education, citizen engagement in the local community, and improve environmental and community health.

There remain many more opportunities for environmental stewardship initiatives as the community moves towards a greener and more sustainable Town Centre. To date, Maple Ridge has provided its support for the following community initiated programs and projects throughout the municipality:

- the Stewardship and Environmental Technology Centre,
- Composting, urban agriculture, community gardens, and naturescaping,
- Environmental Signage Programs and Nature Trails, and
- Streamkeeper Enhancement Initiatives.

POLICIES

2-15 Maple Ridge will continue to support urban forestry initiatives and biodiversity conservation in the Town Centre with non-profit organizations, stewardship groups, and other local programs in the Town Centre.

2-16 Education and outreach promotes understanding and participation in creating a healthy community. Maple Ridge will continue to support education and outreach programs that benefit community health and the environment. Examples of such programs include local community gardens, organic and pesticide-free gardening, community recycling, streamkeeper activities, naturescaping, and composting initiatives. Maple Ridge will work with community organizations for expansion of these programs or the creation of other similar programs in the Town Centre.

2-17 Maple Ridge will support local stewardship groups in providing education and outreach workshops on the Naturescape British Columbia program. Naturescape British Columbia is a provincially and federally sponsored organization that aims to educate and support the restoration, preservation, and enhancement of wildlife habitat in urban and rural environments.

ENERGY MANAGEMENT

Managing energy for reduced consumption benefits the community by putting less strain on natural resources and contributing to a healthier environment. Energy Management includes the use of clean energy (sources that cause little or no harm to the environment), technologies and management strategies to conserve energy, create efficiencies in energy consumption, as well as reduce energy demand.

The aim of Energy Management is to reduce fossil fuel use (and thereby carbon emissions) and the consumption of non-renewable resources (such as water). Energy Management technologies lead to increased self-sufficiency for a community and greater control over its own resources.

Examples of cleaner energy sources include geothermal energy, where heating and cooling is sourced from underground, solar energy, biomass, fuel cells, and wind power. Accessing energy from one of these systems could be used to heat or cool municipal buildings and also possibly the surrounding apartment buildings within close proximity to the energy source.

Technologies that help to reduce energy demand and create efficiencies include motion or heat detecting sensors for light switches, heat recovery ventilation, solar (trombe) walls, and solar orientation for buildings.

Although these systems can be more expensive at the time of installation, they provide significant cost-savings, reduced energy consumption, and lower carbon emissions than from conventional systems over the long-term.

POLICIES

2-18 An energy and emissions study and plan will be undertaken by Maple Ridge to identify viable municipal energy efficiency options and set performance targets over the long-term.

2-19 Maple Ridge may examine the application of a District energy system in the long-term redevelopment of the Town Centre.

2-20 Energy efficient design and Best Management Practices are encouraged in all developments in the Town Centre.

GREEN BUILDINGS

Green Buildings make up an important part of Green Infrastructure, in that they are designed to consider the environmental impact of a building throughout its entire lifecycle. From site selection through design, construction, and use a Green Building consumes fewer resources and emits fewer pollutants than a similar building designed and constructed without any Green technology. These buildings also tend to be healthier buildings by providing better air quality through a higher rate of ventilation and by selecting environmentally responsible non-toxic materials.

POLICIES

2-21 Maple Ridge will undertake a study for the purpose of preparing a green buildings standard for municipal buildings.

2-22 Maple Ridge supports the green technologies that are embedded in the Town Centre Development Permit Guidelines and encourages the incorporation of these into development, wherever feasible.

2-23 The creation of an incentive program will be explored by Maple Ridge to encourage Green Building development in the Town Centre.

2-24 Achieving a LEED (Leadership in Energy & Environmental Design), Built Green, or similar certification program is encouraged, wherever appropriate and feasible.





3.0 LAND USE IN THE TOWN CENTRE

3.1 A PLACE TO LIVE, WORK & PLAY

BACKGROUND

Maple Ridge Town Centre will face an exciting challenge over the next twelve years as it anticipates an additional 14,700 people moving into the neighbourhood. This is 50% of the total expected population increase for all of Maple Ridge to 2021. A population increase of this size will likely mean an additional 7,000 housing units within the Town Centre. Along with this increased housing demand, Town Centre residents can expect to see an increase in retail, services, business offices, and jobs. Accommodating this growth will require an increase in density throughout the Town Centre. The highest densities and greatest mix of uses can be expected primarily within the Central Business District (see Figure 2 for CBD boundaries), making this area the most pedestrian-oriented part of the neighbourhood.

More density in the Town Centre will result in the revitalization of the downtown area, provision of new and varied housing options, a population base of sufficient size to support more local businesses, and improved public transit. To enhance public safety and draw more “eyes on the street”, as the Town Centre neighbourhood grows, the design considerations involved in new development will play a major role in creating spaces that feel secure and attract pedestrian activity and social interaction.

The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the Centre
- Enhance opportunities for personal development and recreation

Principle 5: Housing Serves Many Needs

Goals:

- Increase housing options to provide for all ages, economic status, and life stages
- Increase density in the Centre by integrating housing with other uses

Principle 6: Jobs are Close to Home

Goals:

- Encourage all types of jobs, including new and non-traditional businesses and workplaces
- Attract investment by supporting business needs

Principle 7: The Centre is Distinctive, Attractive, and Vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goal:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

OBJECTIVES

- Incorporate mixed use development opportunities
- Integrate housing for all demographics
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable housing with market housing
- Improve rental housing stock and options
- Design housing for flexibility of use over its lifetime
- Design housing to strengthen social relationships
- Encourage housing for people in transition
- Enhance opportunities for living, working, shopping, and service provision
- Integrate waterfront development into the Centre
- Develop on currently undeveloped lots
- Encourage educational/training facilities
- Increase civic development and retail development for job creation
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Provide more public green space within the core
- Maintain views of mountains
- Maintain access and views to Fraser River
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces



3.2 GENERAL LAND USE REQUIREMENTS

POLICIES

3-1 An increase in residential and commercial density is encouraged in the Town Centre, particularly within the Central Business District (see Figure 2 for boundaries of CBD). Land use should include a mix of housing types catering to various demographics, including affordable and special needs housing, within walking distance to a broad mixture of uses, including shops, services, cultural facilities, and recreation.

3-2 Office use will be encouraged, particularly over ground level units in a mixed-use development, within and around the Central Business District and also in the commercial designated areas of Port Haney.

3-3 Commercial uses that support the residential population of the Town Centre through the provision of necessary goods, including food, and services such as medical care are a priority function and will be encouraged to develop or remain in and around the Central Business District of the Town Centre and in the commercial designated areas of Port Haney.

3-4 Hospitality, cultural, recreation and entertainment uses will be encouraged. This includes hotels, restaurants, theatres, art galleries and other venues that contribute to the attraction and amenity of the Town Centre and the Fraser River waterfront for both residents and tourists.

3-5 Community uses, particularly those that serve a broad area of the Maple Ridge municipality, such as government offices, places of worship, libraries, museums, community, recreation, entertainment and cultural centres are encouraged in the Town Centre.

3-6 Along arterial and collector streets and also within the Central Business District, Maple Ridge shall generally not support changes in land use designation and zoning that would have the effect of reducing employment opportunities or housing density.

3-7 To ensure a wide range of housing needs are accommodated within the Town Centre area, Maple Ridge will work with other areas of government and housing agencies to encourage and support development that provides:

- a. for those with special housing needs due to income, age, or disability, as an appropriate share of the Town Centre's housing stock;
- b. special needs housing incorporated within the Town Centre community and located close to public transit, shopping and services, and parks and recreation.

3-8 Where there are potential opportunities for designing flexibility into new development, these will be encouraged to help the community adapt as building uses evolve over time. Flexible design includes, but is not limited to, enabling the creation of additional rooms in housing units for growing families, the retrofit of a housing unit for people with disabilities, the change in use of a housing unit to a commercial unit, or vice-versa.

3-9 The adaptive re-use of heritage buildings and sites is encouraged, by potentially converting a single-family use to a commercial or institutional use, or vice-versa (where land use designation and appropriate zoning permits), or from a single-family use to a duplex or multi-family use. This policy applies to buildings and/or sites that are determined by the District of Maple Ridge to have heritage value and/or heritage character, including listings on the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register.

3-10 Land assembly or lot consolidation proposed in conjunction with development, redevelopment, conversion, or infilling should meet the following conditions:

- a. That any residual lots or remaining land parcels are left in a configuration and lot area which are suitable for a future development proposal, or can be consolidated with other abutting residual lots or land parcel and complies with the applicable Land Use Designations and Policies of Section 3.3 of this Plan;
- b. The use of any residual abutting lots or land parcels can continue to function in accordance with the applicable Land Use Designation and Policies of 3.3 of this Plan;
- c. Residual abutting lots or land parcels are not isolated or left in a condition which is unsuitable for redevelopment or unsuitable for the maintenance of the existing land use;
- d. The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.

3-11 Viewscape studies may be required for proposed buildings greater than three (3) storeys in height, where views may be impacted towards Golden Ears peaks to the north and the Fraser River to the south. Important viewscape have been identified along 224th Street, within Port Haney, and the south slopes of the Town Centre on 116th and on 227th. In locations where it is deemed that key viewscape will be impacted, an increase in density, or the proposed form, may not be supported.

3-12 High density development that is four or more storeys in height may be required to include a shadow study in consideration of adjacent sites to address potential impacts on available daylight. Consideration should also be given to the privacy of residents in existing buildings.

3-13 Maple Ridge encourages noise and vibration abatement measures for all buildings within 75 metres of the nearest railway track. Residential developments exceeding CMHC (Canada Mortgage and Housing Corporation) acceptable noise levels will not be supported. For developments within the 75 metre range, a report prepared by a professional with expertise in railway noise mitigation should be provided and contain the following:

- a. An assessment of the noise and vibration levels at the site;
- b. Recommendations for design measures to mitigate noise and vibration levels above acceptable standards recommended by Canada Mortgage and Housing Corporation Guidelines.

NOTE: Heritage buildings on the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register may be exempt from this policy.

3-14 Creating public outdoor meeting spaces will be encouraged in appropriate locations within the Central Business District and may take the form of urban squares, plazas, courtyards, or passageways between buildings. These areas will be landscaped with trees and plants that will attract birds and insects and also provide seating areas for people to rest, reflect, or meet and visit with others. Incorporating public art into these spaces will be encouraged.

3-15 Concealed parking structures are encouraged in all commercial, mixed-use, multi-family uses, and institutional uses in the Town Centre. Below grade parking structures are particularly encouraged for Low-Rise, Medium, and High-Rise Apartment, Mixed-Use, Flexible Mixed-Use/Live-Work, Commercial, and Institutional buildings. Above grade concealed parking is a viable option where building height (six or more storeys) coupled with challenging site conditions make it cost prohibitive to provide all required parking spaces in an underground structure. Above grade parking structures should be designed in such a manner that the pedestrian realm, streetscape façade, and protected views of the Town Centre are not impaired.

3-16 Principles of CPTED (Crime Prevention through Environmental Design) should be applied, particularly to the internal spaces and finishing of all parking garage structures.





3.3 LAND USE DESIGNATIONS

BACKGROUND

Maple Ridge Town Centre will continue to evolve over time with a change in demographics, range of incomes, household types and tenures, and housing trends. Increasing housing options makes it possible for residents to live in the neighbourhood for their entire lifetime, as housing needs change with age. Although more traditional forms of housing will continue to be a popular choice, it is expected that the growing residency in the Town Centre will bring a greater demand for non-traditional housing forms to accommodate demographics such as singles, empty nesters, single parent families, childless couples, seniors on fixed income, and recent post-secondary education graduates.

Meeting the projected demand for a range of housing types is supported by planning for increased housing density in the Town Centre, particularly in and around the Central Business District, and also encouraging a mix of housing tenures throughout the neighbourhood.

With the projection of a significant increase in population and density in the Town Centre, it is anticipated that a demand for services, shopping, and jobs will begin to grow. Living close to commercial amenities and to work means less time is spent driving each day and more time can be devoted to family life, recreation, culture and the arts, education, and other personal interests. The Maple Ridge Town Centre Concept Plan anticipates that while the Town Centre will continue to face competition from shopping areas outside of the neighbourhood, job demand within the Town Centre will likely range between 0.25 and 0.75 jobs for every dwelling unit over the next five to ten years.

The land use designations discussed in this section are as follows:

- Single-Family Residential
- Ground-Oriented Multi-Family
- Low-Rise Apartment
- Medium & High-Rise Apartment
- Flexible Mixed-Use
- Town Centre Commercial
- Port Haney Heritage Adaptive Use
- Port Haney Multi-Family, Commercial, and Mixed-Use
- Institutional

The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

SINGLE-FAMILY RESIDENTIAL

The Single Family Residential designation in the Town Centre provides options for increasing density and choice of housing form, while retaining the single family character in these established neighbourhood blocks.

POLICIES

3-17 To enable some densification in areas designated for Single-Family Residential, Maple Ridge will consider:

- a. A Detached Garden Suite, subject to consistency with the Maple Ridge Detached Garden Suites policy;
- b. A Secondary Suite within a principle single-family use dwelling, subject to consistency with the existing Maple Ridge Secondary Suite Bylaws.
- c. Lot size of 213m² to 370m² is permitted, where vehicle access is from a rear lane only.
- d. Minimum lot size of 371m² is permitted, where driveway access is located from the rear lane or the street.
- e. Duplex development will be permitted on a corner lot or a lot with lane access to concealed parking. The minimum lot size for duplex development is 557m² and the character of the development should be similar to a single-family development in its size, scale, and massing.



GROUND-ORIENTED MULTI-FAMILY

The Ground-Oriented Multi-Family use is intended to provide housing options that range from a low density attached form to a medium-high density attached form of ground-oriented housing that will generally be a maximum of three (3) storeys in height with ground level access to each unit. The development forms include townhouse, rowhouse, and stacked townhouse.

POLICIES

3-18 Ground-Oriented Multi-Family development should be a maximum of three (3) storeys in height, with ground level entry to each unit, except for the stacked townhouse form (see Policy 3-21).

3-19 Townhouse development typically includes an internal private street for vehicle access to each unit. All townhouse form of development should include the following characteristics:

- a. a site size and configuration that allows for two (2) or more units to face directly onto the street;
- b. residential parking is provided in a ground level concealed structure or underground structure;

3-20 Rowhouse development is an urban form of townhouse development that does not have the internalized private road system typical of townhouse developments. Rowhouse development in the Town Centre Area should include the following characteristics:

- a. each rowhouse unit fronting directly onto a street;
- b. parking accessed from a rear laneway;
- c. residential parking is provided in a ground level concealed structure or underground structure;
- d. all units will provide private outdoor amenity space in the rear yard as required in the Maple Ridge Zoning Bylaw.



3-21 Stacked townhouse development is intended to provide an affordable, attached, ground-oriented housing form, where units are layered one above the other. Units are slightly smaller than a typical townhouse, but slightly larger than a low-rise apartment. A stacked townhouse form should include the following characteristics:

- a. Generally a maximum building height of three (3) storeys, however, four (4) storeys may be considered where units are built on a slope and where the four (4) storey height is compatible with surrounding buildings;
- b. a separate ground-oriented entry for each unit;
- c. residential parking is provided in a ground level concealed structure or underground structure;

LOW-RISE APARTMENT

POLICIES

The Low-Rise Apartment use is intended for development in a three (3) to five (5) storey apartment form where units are accessed from an internal corridor and residential parking is provided underground.

3-22 All Low-Rise Apartment developments should be a minimum of three (3) storeys and a maximum of five (5) storeys in height.



MEDIUM AND HIGH-RISE APARTMENT

The areas designated Medium & High-Rise Apartment are intended for an apartment form that is a minimum of six (6) storeys and may reach over twenty (20) storeys, with residential parking provided either underground or within a fully enclosed parking garage.

POLICIES

3-23 All Medium & High-Rise Apartment developments should be a minimum of six (6) storeys and may reach over twenty (20) storeys.

3-24 Each ground level unit should have its own private exterior entrance in addition to the common entry and corridors.

FLEXIBLE MIXED-USE

The location of the Flexible Mixed-Use designation is within the Town Centre Central Business District, very close to shops and services and is intended to provide flexibility in building use over the lifespan of a development to potentially be used for Mixed-Use or residential only. Buildings should be a minimum of three (3) and a maximum of five (5) storeys in height.

Mixed-Use development is defined as a development with commercial (i.e. retail or service use) on the ground floor and office or residential use above. However, with Flexible Mixed-Use, the ground floor use is flexible and may be developed as a residential use with the ability to convert to a commercial use in the future.

POLICIES

3-25 Buildings should be a minimum of three (3) and a maximum five (5) storeys in height.

3-26 Multi-family residential is a permitted use in Flexible Mixed-Use, but must be designed with the flexibility to convert ground floor units to a commercial use in the future.

3-27 Retail, service, and entertainment uses, in a Mixed-Use development, shall be encouraged on the ground floor with office and/or residential uses encouraged in the second storey and above.

3-28 Maple Ridge will undertake research into expanded home-occupation regulations for the Mixed-Use designation.

TOWN CENTRE COMMERCIAL

Most of the Town Centre Central Business District is designated Town Centre Commercial with the intent to create a compact and vibrant commercial area that is pedestrian-oriented. Permitted uses include commercial, mixed-use, and multi-family residential (see Schedule G of Maple Ridge Zoning Bylaw for locations where commercial use is required on the ground floor). In areas where ground-floor commercial is not required, a Multi-Family Residential use is permitted in this designation.

POLICIES

3-29 Building heights within the Town Centre Commercial will range from three (3) storeys in height to over twenty (20) storeys. Generally, building heights should not be permitted greater than twenty-five (25) storeys.

3-30 Multi-Family Residential use is permitted as a principle use in the Town Centre Commercial designation, except where identified on Schedule G as “Ground Floor Commercial Required” in the Maple Ridge Zoning Bylaw, where the ground floor use is to be commercial.



3-31 Within a Mixed-Use development, retail, service, and entertainment uses shall be encouraged at ground level with office and/or residential uses encouraged above -grade.

PORT HANEY & FRASER RIVER WATERFRONT AREA

- **PORT HANEY HERITAGE ADAPTIVE USE**
- **PORT HANEY MULTI-FAMILY, COMMERCIAL & MIXED-USE**

The Port Haney & Fraser River Waterfront Area is recognized as an area in transition. The community has expressed a desire to retain the special quality and history of this locale that overlooks the Fraser River and is within walking distance to the Town Centre Central Business District. Retaining the historical character of this once vibrant townsite, while encouraging revitalization, is the intention for this special place that holds significant meaning to Maple Ridge.

There is interest and support within the community to create a tourist area along the Fraser River waterfront that includes enhancing the wharf and creating a boardwalk at the foot of the historical Port Haney commercial hub.

The uses permitted in this area are Port Haney Heritage Adaptive Use and Port Haney Multi-Family, Commercial & Fraser River Waterfront.

PORT HANEY HERITAGE ADAPTIVE USE

The properties located in the Port Haney Heritage Adaptive Use designation are recognized for their heritage value. Three of these properties are listed on the Maple Ridge Heritage Inventory, two are listed on the Maple Ridge Heritage Register, and one is a designated heritage property (St. Andrew's Presbyterian Church).

POLICIES

3-32 Maple Ridge will continue to encourage the conservation and designation of heritage properties recognized as having heritage value.

3-33 Adaptive re-use of heritage properties is encouraged to enable the longevity of use and ongoing conservation of historical resources.



PORT HANEY MULTI-FAMILY, COMMERCIAL & MIXED-USE

Revitalization of the Port Haney & Fraser River Waterfront Area involves flexible options for new development and existing buildings that are recognized as having heritage value.

The uses permitted in the Port Haney Multi-Family, Commercial, & Mixed-Use designation include ground-oriented development forms (such as rowhouse, townhouse, or stacked townhouse), low-rise apartment, and commercial or mixed-use.

POLICIES

3-34 Maple Ridge will continue to encourage the conservation and designation of heritage properties recognized as having heritage value.

3-35 Adaptive re-use of heritage properties is encouraged to enable the longevity of use and ongoing conservation of historical resources.

3-36 Parking is encouraged to be accessed from a rear lane or side-street, wherever feasible.

3-37 Ground-oriented Multi-Family residential development should be a maximum of three storeys in height, however, four (4) storeys may be considered for a stacked townhouse form where units are built on a slope and where the four (4) storey height is compatible with surrounding buildings. Ground-oriented multi-family should have the following characteristics:

- a. A separate ground level entry for each unit;
- b. Residential parking within an enclosed garage or underground parking structure;
- c. All units within a row-house or townhouse form of development must face onto a street;

3-38 Low-rise Multi-Family apartment, Commercial, and Mixed-Use in Port Haney should be a minimum of three (3) storeys and a maximum of four (4) storeys in height, with at least 90% of required parking provided underground.

3-39 Commercial or Mixed-Use development is encouraged to establish a connection between the Fraser River waterfront and the Port Haney area and to attract people and activity to the waterfront area.

3-40 Within a Mixed-Use development, retail, service, and entertainment uses shall be encouraged at-grade with office and residential uses encouraged above-grade.



3-41 Maple Ridge will undertake a study of this area to determine the feasibility of developing a wharf and boardwalk that would connect east/west walking trails along the Fraser River and possibly include additional commercial development.

INSTITUTIONAL

Institutional uses in the Town Centre include the Municipal Hall, The ACT Theatre, the Leisure Centre, Greg Moore Youth Centre, public library, RCMP, Fire Hall, churches, and elementary schools. These uses are important community resources that serve the Town Centre and entire Maple Ridge community.

POLICIES

3-42 The integration of institutional uses with other uses in the community is encouraged and will be supported based on the following criteria:

- a. compatibility with adjacent uses, the neighbourhood context and natural features;
- b. compatibility with the character and quality of the surrounding area;
- c. located near public transit;
- d. have direct access to a major corridor as identified on Figure 4 in the Maple Ridge Official Community Plan.

3-43 The adaptive re-use of existing institutional buildings, including heritage buildings identified on the Maple Ridge Heritage Inventory or the Heritage Register is encouraged.

3-44 Post-secondary, international student programs, and continuing education uses are encouraged within the Town Centre, recognizing that these uses may also occur in the commercial land use designation.





4.0 PARK AND CONSERVATION

BACKGROUND

Parks are an integral part of a livable community. They provide a range of benefits that contribute to health and wellness that include sports, recreation, nature viewing, biodiversity, social interaction, community gatherings, festivals, and public events.

The trees and plant materials in Park and Conservation areas provide shade and nutrients for aquatic habitat in creeks as well as wildlife habitat for songbirds, small mammals and insect pollinator species, such as butterflies, bees, and dragonflies. As the population continues to increase in the Town Centre so will the demand for public space that provides for recreational activities and social meeting places.

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goal:

- Enhance opportunities for personal development and recreation

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are greener and smarter

Goals:

- Make it easier to be environmentally friendly

Principle 8: Everyone has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

OBJECTIVES

- Provide more public green space within the core
- Protect and enhance a range of wildlife habitats
- Improve recreation opportunities, particularly for youth
- Improve and secure public access to natural places, including streams and waterfront
- Design easily accessible public spaces
- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Identify and act on appropriate urban ecology opportunities
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces
- Enhance the urban public environment
- Provide opportunities for festivals and community events
- Utilize park space for daily activities as well as special events
- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Provide public gathering spaces

POLICIES

4-1 An increase in green space and accessibility to Park spaces will be pursued through increasing the amount and distribution of public parks in the Town Centre to help meet the daily activity needs of the community and also provide various spaces for public gatherings, and special events.

4-2 Maple Ridge will pursue the creation of new park locations, as identified on the Town Centre Area Land Use Designation Map, Schedule 1, subject to the Parks Master Plan Maple Ridge and Pitt Meadows Parks, Recreation & Culture Master Plan and budgetary constraints:

- a. 121st Ave. & Edge St.
- b. North portion of Eric Langton Elementary School site
- c. 221st Ave. & 119th Ave.
- d. Church Ave. and 222nd St.
- e. 121st Ave. and 222nd St.
- f. 121st Ave. and 227th St.
- g. St. Anne Ave. and 223rd St.
- h. Foot of 224th and 116th Ave.
- i. Foot of 225th and 227th St. on south side of Haney Bypass
- j. South of River Road at west edge of Town Centre Area boundary

4-3 The uses within new and existing Park spaces will be considered to ensure that they are serving the needs of all age demographics, particularly seniors and youth.

4-4 Maple Ridge will continue to work with the Parks & Leisure Services Commission on the delivery of recreation programs that meet the needs of all age groups, genders, income levels, and ability levels within the community.

4-5 In order to ensure that Town Centre Park spaces are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.

4-6 As the amount of municipally-owned park space continues to grow in the Town Centre area, Maple Ridge will consider providing space for a community garden on a publicly owned site, in an area where there is sufficient neighbourhood demand for this use. The common area of a community garden may include fruit trees and other edible landscaping for community use, distribution, or for sale where proceeds go directly to a registered charitable or non-profit community organization.

4-7 Maple Ridge will look for opportunities to incorporate pocket parks into the urban environment, particularly in the Central Business District. Pocket parks are attractive public spaces that are landscaped with trees, shrubs, attractive paving, comfortable seating areas, and sometimes incorporate public art. Public plazas and small urban park spaces are examples of pocket parks.

4-8 The enhancement of urban ecology within the Town Centre is necessary to provide connected areas of naturalized habitat for various forms of wildlife. To encourage a variety of small wildlife, birds, and insects, and to provide shade and nutrients to watercourses and wetlands for aquatic species. Appropriate native shrub and plant material will be used in Park and Conservation areas, wherever feasible.

4-9 Maple Ridge will explore the potential of planting fruit bearing trees in suitable locations in public parks to attract small wildlife, songbirds, and insect pollinator species and also consider working with charitable organizations to harvest the fruit for charity use.

4-10 Conservation areas are intended for viewing and interpretation only. Where appropriate, Greenway Trails may be incorporated into these areas for the enjoyment of experiencing these natural systems (See Multi-Modal Transportation Network Map, Figure 1, for intended Greenway Trails). A Greenway Trail is a recreational pathway that connects recreation sites and other points of interest in the community. These trails provide opportunities for walking/hiking, mountain biking, or jogging.

4-11 All public or privately owned sites in the Town Centre that contain a watercourse, wetland area, rocky outcrop, or steep slope, will continue to be subject to the environmental policies in the Maple Ridge Official Community Plan and all related environmental protection bylaws.

4-12 All sites in the Town Centre that are designated for Park and Conservation are subject to the Maple Ridge and Pitt Meadows Parks, Recreation & Culture Master Plan.

4-13 Maple Ridge will consider some commercial uses within lands designated Park in the Town Centre.





5.0 MULTI-MODAL TRANSPORTATION NETWORK

BACKGROUND

Transportation is an important issue for the future of Maple Ridge and its Town Centre. It is estimated that approximately 80% of all trips currently made by Maple Ridge residents are by private automobile, 11.3% of trips are made on foot or by bicycle, and 4.8% by public transit. One of the biggest challenges put forth as a community goal in the Town Centre Concept Plan is to reduce the dependence on private automobile use in the Town Centre neighbourhood and create a neighbourhood environment that is enjoyable to explore by foot, bicycle, wheelchair, scooter, etc.

Increasing density and the land use mix will help towards the reduction of car dependence in the Town Centre, but many people will not choose alternative transportation on a regular basis unless the routes to their destinations are safe, accessible, convenient, and provide a greater benefit than travel by car. The Multi-Modal Transportation Network section focuses on enhancing the experience for alternative transportation modes, providing safe and interconnected routes, as well as providing incentives that together will help cultivate an increase in alternative transportation choices within the Town Centre.

All Multi-Modal Transportation Network policies aim to consider the need for universal accessibility throughout the Town Centre. As such, this plan intends to specifically recognize the importance of design that is sensitive to travel modes such as wheelchairs, canes, strollers, and mobility devices used by pedestrians with disabilities, as well as by families, teenagers, seniors, and visually impaired people. This plan acknowledges that transportation design shall include strategies for universal accessibility, and that the word “pedestrian” includes this broader cross-section of the population.

The Multi-Modal Transportation Network Map, Figure 1 indicates the general routes and connections, to be preserved and developed for a multi-modal community. The Figure 1 map will reflect as accurately as possible the existing multi-modal network.

5.1 OFFERING TRANSPORTATION CHOICES

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the Centre
- Enhance Opportunities for personal development and recreation

Principle 2: Options to Our Cars Exist

Goals:

- Acknowledge and respect pedestrian needs
- Increase transit modes, availability, and destinations

Principle 7: The Centre is distinctive, attractive, and vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community

OBJECTIVES

- Create links between the Centre and other hubs within Maple Ridge
- Improve and secure public access to natural places, including streams and waterfront
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces
- Design easily accessed public spaces
- Ensure public safety and security, and accessibility throughout the Centre
- Prioritize the safety of pedestrians
- Enhance pedestrian experience
- Designate pedestrian-only areas/no-car zones
- Enhance connectivity of pedestrian and other non-vehicular routes
- Utilize and upgrade laneways, sidewalks, and other existing paths for pedestrians, bicycles, etc.
- Design for short walking distances to reach daily needs
- Establish an internal transit system for the Centre

- Increase the frequency of transit services both internally and to out-lying areas
- Increase and improve access from river to Centre
- Provide water transportation options
- Ensure public safety for all transportation modes
- Develop the “caring” identity of Maple Ridge
- Enhance the urban public environment
- Create easily accessible routes to key destinations
- Encourage symbiotic relationships between lands and land users
- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Empower the least powerful
- Ensure safety
- Provide public gathering spaces
- Use names that reflect the community identity

POLICIES

5-1 Universal accessibility is encouraged in transportation planning and design within the Town Centre. Wherever possible, the accessibility needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by pedestrians with disabilities, as well as by families, teenagers, and seniors will be accommodated in the design of sidewalks, public plazas, and other public spaces throughout the Town Centre.

5-2 A guide containing universal accessibility design options will be developed by Maple Ridge to become a reference tool for creating barrier-free public spaces.

5-3 Maple Ridge will undertake a study to review street servicing standards in the Town Centre and establish street servicing standards and design guidelines in accordance with the policies in the Town Centre Area Plan and in consideration of the related recommendations in the Town Centre Parking Strategy Final Report to redesign streets. Prior to the preparation of this standards and design guidelines document, development applications and servicing drawings will be reviewed in accordance to the Town Centre Area Plan with the intent to strive for accommodating all uses identified within road right-of-ways, where feasible.

5-4 Maple Ridge will monitor the concept of “unbundled” as it rolls out through the Metro Vancouver Region. Unbundled parking is where the price of a unit is separated from the price of available parking stalls. With unbundled parking, purchasers have a choice of buying no stall, one stall, or two or more stalls with their unit. The intent of such a policy is to facilitate greater balance in the supply and demand of parking spaces in the Town Centre.

5-5 The appointment of a Transportation Demand Management Coordinator to develop and maintain a Transportation Demand Management program for the Town Centre, will be investigated by Maple Ridge.

5-6 The formation of a Parking Advisory Committee, to advise Council on parking supply management, will be investigated by Maple Ridge. The members of this Committee will be at the discretion of Council and should include a member(s) of Council and a member(s) of the Downtown Parking Society.

5-7 The enhancement of transportation circulation within the Maple Ridge Town Centre will be encouraged with extensions street right-of-ways, as shown on Schedule 1 and Figure 1 of the Town Centre Area Plan.





5.2 DEFINING THE TRANSPORTATION NETWORK

Maple Ridge Town Centre was originally developed with the traditional grid street pattern and over time it has remained as a fairly well-developed and predominantly interconnected street network. Within the Town Centre transportation network, specific interconnected routes have been identified for automobiles, bicycles, and pedestrians (which includes consideration for the needs of people with disabilities and accessibility issues) and are located on the Multi-Modal Transportation Network Map, Figure 1.

The aim of identifying defined routes in the Town Centre is to improve the pedestrian and cycling environment by enhancing circulation for all modes of travel. Multi-modal transportation routes have been selected throughout the Town Centre with specific policies intended to encourage people to choose an option to the car and are identified on the Multi-Modal Transportation Network Map, Figure 1, as follows and defined below:

- Civic Area Ring Route
- Civic Area Pedestrian Network
- Connective Pedestrian Network
- Bicycle Network
- Secondary Ring Route
- Greenway Trail

In addition to establishing the above routes within the Town Centre to improve circulation for all modes of transportation, policies have been created for:

- Laneways;
- Public Transit; and
- Fraser River and Waterfront

The waterfront and the Fraser River itself are two underutilized community assets and the creation of a multi-modal pathway is intended to fully integrate the river's benefits into the Town Centre neighbourhood.

5.2.1 MULTI-MODAL ROUTES

The Multi-Modal Transportation Network Map, Figure 1 indicates the general routes and connections, to be preserved and developed for a multi-modal community. The Figure 1 map will reflect as accurately as possible the existing multi-modal network.

CIVIC CORE RING ROUTE & CIVIC CORE PEDESTRIAN NETWORK

The Civic Core Ring Route is expected to experience a range of modalities that includes pedestrians, bicyclists, transit, and automobiles. On the route emphasis will be placed on wide pedestrian-friendly sidewalks with street trees, hanging baskets, and wayfinding signage. Where public space permits there may be opportunities for benches, rain gardens, and public art.

Routes that lie within the boundaries of the Civic Core Ring Route are identified as the Civic Core Pedestrian Network and have similar characteristics to the Civic Core Ring Route.

CONNECTIVE PEDESTRIAN NETWORK

The Connective Pedestrian Network provides pedestrian-friendly linkages outside of the Civic Core, but within the boundaries of the Town Centre neighbourhood. All roadways within the Town Centre will be required to accommodate pedestrians, but the Connective Pedestrian Network should be designed to enhance the pedestrian experience with separated sidewalks on both sides of street, street trees, and wayfinding signage.

BICYCLE NETWORK

The Bicycle Network consists of various routes for cyclists to travel within the Town Centre area. These routes may have dedicated bicycle lanes, where feasible, or shared arrow markings in street travel lanes to clearly identify bicycle routes to motorists, cyclists, and pedestrians. Street signage will also be used to identify bicycle routes and directional signage to help cyclists locate a bicycle route. Although the majority of bicycle routes will be located within the same street network designed for cars and buses, some routes may be located through development on public thoroughfares to augment circulation and route connectivity.

SECONDARY RING ROUTE

The Secondary Ring Route provides connectivity between points of interest outside of the Civic Ring Route area. This route is intended for touring and visiting places that are unique and of special interest in the Town Centre, such as parks, heritage sites, views of the Fraser River, and connection with routes to the Fraser River. Characteristics of the Secondary Ring Route will include separated sidewalks on both sides of the street, street trees, and wayfinding signage.

GREENWAY TRAILS

Greenway Trails are mainly located in naturalized and riparian areas. These trails are intended to provide public access alongside and through natural areas, enabling trail users to experience and enjoy environmentally significant areas within the Town Centre. Greenway Trails should be designed in accordance with Maple Ridge Development Permit requirements and all related environmental protection bylaws.

Although primarily for recreational uses, such as walking/hiking, mountain biking, and jogging, Greenway Trails also connect with other designated routes throughout the Town Centre area to help facilitate convenient travel to many key destinations.

Characteristics of Greenway Trails include wayfinding signs and viewing/seating areas in desirable locations, such as viewscape settings and nature interpretive areas. Interpretive signage will also be installed in strategic locations to help trail users identify native flora, fauna, or bird species.



5.2.1.1 Multi-Modal Route Characteristics & Related Policies

The following Table 5.1 details the characteristics that may be included in each specific multi-modal route. Although these characteristics are not a complete list of ways that a specific route may be enhanced to encourage non-auto oriented travel in the Town Centre, these items are to be considered for the specific routes wherever appropriate and feasible.

Table 5.1 Multi-Modal Route Characteristics

	Sidewalks on Both Sides of Street	Street Trees Along Sidewalk	Street Trees Along Separated Sidewalk	Wide Sidewalks	Wayfinding Signage	Bicycle Lanes/Shared-Use Arrows	Bicycle Storage Racks	Seating/Benches	Pedestrian Level Lighting (both sides)	Viewing/Seating Area	Public Art	Interpretive Signage	Hanging Baskets
Civic Area Ring Route	✓	✓		✓	✓		✓	✓	✓		✓		✓
Civic Area Pedestrian Network	✓	✓		✓	✓		✓	✓	✓		✓		✓
Connective Pedestrian Network	✓		✓	✓	✓		✓		✓				
Bicycle Network	✓		✓			✓	✓	✓	✓				
Secondary Ring Route	✓		✓		✓	✓	✓		✓	✓	✓	✓	
Greenway Trail					✓			✓		✓		✓	

POLICIES

5-7 To provide and enhance the routes identified on the Multi-Modal Transportation Network Map, Figure 1, the corresponding Multi-Modal Route Characteristics, listed in Table 5.1, are encouraged with development and redevelopment, where appropriate and feasible.

5-8 The Maple Ridge Subdivision & Development Servicing Bylaw will be reviewed and updated and reflect the policies in the Maple Ridge Town Centre Area Plan, including the policies contained within this Multi-Modal Transportation Network Section 5.0.

5.2.2 ENHANCING THE MULTI-MODAL NETWORK

LANEWAYS

Laneways are a valuable asset in urban neighbourhoods as they help accommodate the movement of people and vehicles by adding to the network of interconnected streets and providing convenient short-cuts and alternative routes for pedestrians, cyclists, and automobiles.

The sharing of laneways between automobiles, cyclists, and pedestrians is encouraged in the Town Centre. Lower laneway speed limits and traffic volume makes sharing possible. Signage and traffic calming features will be incorporated where they are warranted.

In order to encourage pedestrian and cycling activities in laneways, design characteristics will include pedestrian level lighting, maximum 6 metre wide paved carriageway, and adjacent developments that are designed to provide sufficient windows and outdoor seating areas at the rear of buildings.

POLICIES

5-9 Maple Ridge will encourage the retention of laneways and the creation of new laneways should be considered, where appropriate and feasible.

5-10 Laneways should have a maximum paved width of 6 metres.

5-11 Access to both underground and surface parking areas is encouraged to be provided off a laneway.

PUBLIC TRANSIT

It is expected that the Town Centre will experience increasing demand for public transit along with the increase in population and density. Currently the Town Centre is served with the West Coast Express close to the Haney Bypass on River Road and bus routes that lead to the new full-service transit exchange on Edge Street, McIntosh Avenue, and 226th Street.

POLICIES

5-12 Maple Ridge will continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit service within the Town Centre and particularly to:

- a. increase existing transit service to a level that is consistent with a compact pedestrian-oriented community and the community's goal of locating a transit stop within 400 metres of any residential

- building, so that travel by public transit is efficient and accessible;
- b. Provide safe and convenient access to transit facilities;
- c. Work with agencies towards creating and implementing a plan for light rail or similar rapid transit modes that connect the Town Centre to other areas within the District and to other municipalities (see Future Rapid Transit – Proposed Route Map, Figure 3).

5-13 As development occurs over time in the Town Centre, Maple Ridge will promote and encourage, wherever appropriate, the protection of transportation corridors and the inclusion of design features that consider future light-rail or similar rapid transit modes.

FRASER RIVER AND WATERFRONT

The Fraser River has long been a valuable asset for Maple Ridge and the Town Centre. The community has recognized that this scenic gem and resource has been underutilized for a number of years and should be better integrated into the community with a multi-modal pathway network along the waterfront. Such a pathway would create a trail system for walking, hiking, and cycling and a water route to easily connect with Fort Langley and other nearby stops across the river. The river offers significant potential for creating a linkage between the Town Centre waterfront, the West Coast Express station, Kanaka Creek Regional Park, and the south shore of the Fraser River.

POLICIES

5-14 Maple Ridge will undertake a land use and access study of the lands along the Fraser River waterfront and the river itself for potential uses related to recreation, tourism, and multi-modal transportation. The exploration of commercial opportunities for cafes/restaurants and small retail shops should be included in this study.

5-15 Improving access to the Fraser River from Port Haney is an important community goal. As such, Maple Ridge will undertake a study to review the safety, effectiveness, and capacity of the existing pedestrian tunnel at the foot of 224th Street and provide recommendations for improving the tunnel access or considering alternative options. This study may also consider access points at other locations.





APPENDIX A – ZONING MATRIX

1. CONDITIONS:

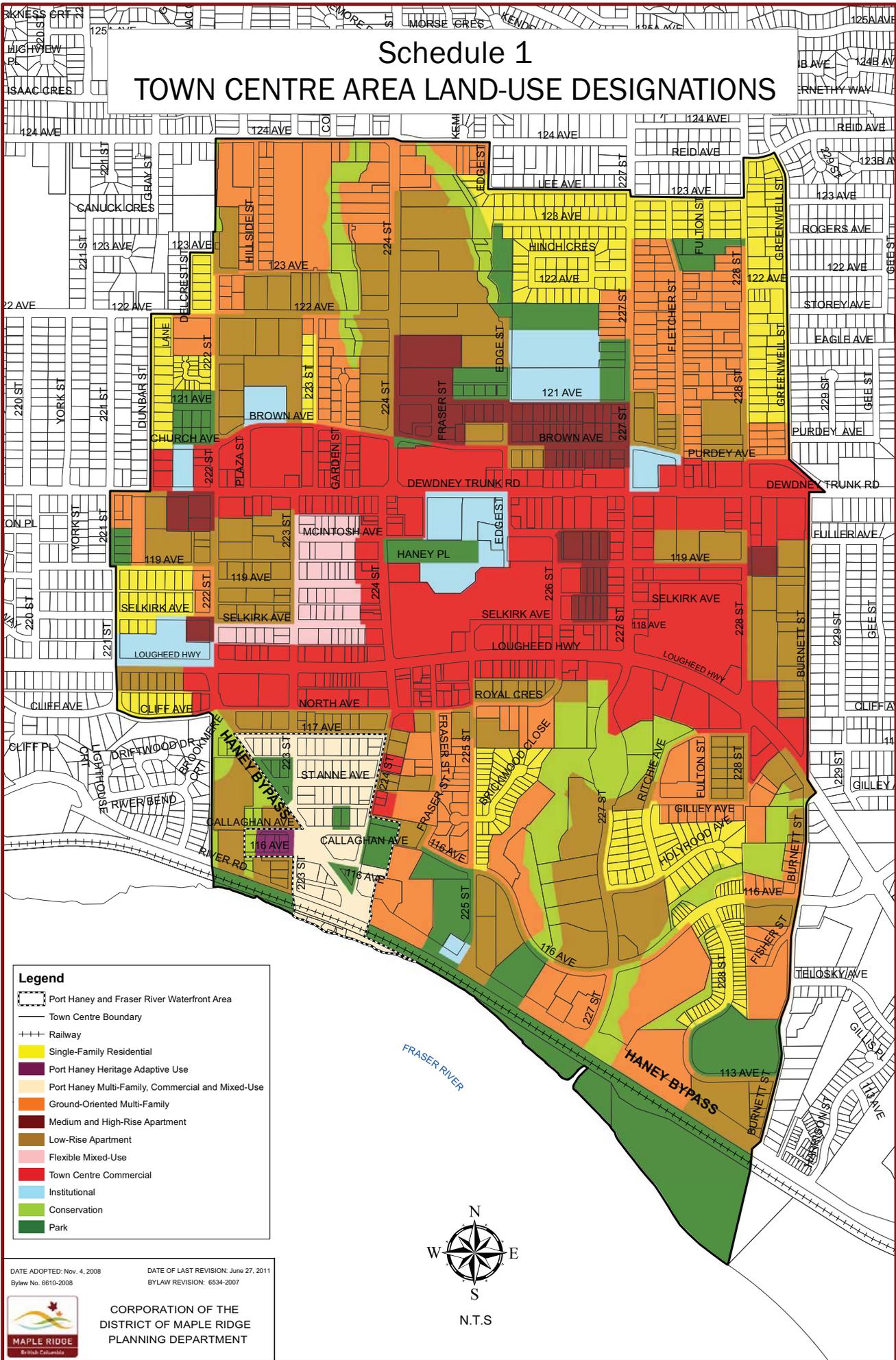
- a) This Matrix is to be read in conjunction with the policies and criteria in the Town Centre Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site, and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;
- d) Comprehensive Development Zones may be considered within Official Community Plan Land Use Designations and Categories based on compliance with Official Community Plan policies;
- e) The P-4 Church Institutional Zone would be considered in all Land Use Designations subject to satisfying all requirements of the Zone.

2. ZONING MATRIX

OCP DESIGNATION / CATEGORY	ZONES
Single-Family Residential	R-1 Residential District CD-1-93 Amenity Residential District R-3 Special Amenity Residential District RS-1b One Family Urban Medium Density Residential RT-1 Two Family Urban Residential
Ground-Oriented Multi-Family	RM-1 Townhouse Residential RM-4 Multiple Family Residential District RM-5 Low Density Apartment Residential
Low-Rise Apartment	RM-2 Medium Density Apartment CD-1-00 Comprehensive Development - Assisted Living

OCP DESIGNATION / CATEGORY	ZONES
Medium and High-Rise Apartment	RM-3 High Density Apartment RM-6 Regional Town Centre High Density Apartment Residential
Flexible Mixed-Use	C-3 Town Centre Commercial
Town Centre Commercial	C-3 Town Centre Commercial <i>Properties Designated Town Centre Commercial and not identified as Ground Floor Commercial Required on Schedule "G" of Zoning Bylaw 3510-1985 may align with zones within the Low-Rise Apartment and Medium and High-Rise Apartment land use category of this Matrix and in compliance with the Town Centre Area Plan.</i>
Port Haney Heritage Adaptive Use	CRM Commercial / Residential H-1 Heritage Commercial
Port Haney Multi-Family Commercial & Waterfront	RM-1 Townhouse Residential District RM-4 Multiple Family Residential District RM-5 Low Density Apartment Residential RM-2 Medium Density Apartment CD-1-00 Assisted Living CRM Commercial / Residential H-1 Heritage Commercial
Institutional	P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional
Park	P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional

Schedule 1 TOWN CENTRE AREA LAND-USE DESIGNATIONS



Legend

- Port Haney and Fraser River Waterfront Area
- Town Centre Boundary
- Railway
- Single-Family Residential
- Port Haney Heritage Adaptive Use
- Port Haney Multi-Family, Commercial and Mixed-Use
- Ground-Oriented Multi-Family
- Medium and High-Rise Apartment
- Low-Rise Apartment
- Flexible Mixed-Use
- Town Centre Commercial
- Institutional
- Conservation
- Park

DATE ADOPTED: Nov. 4, 2008
Bylaw No. 6610-2008

DATE OF LAST REVISION: June 27, 2011
BYLAW REVISION: 6534-2007



CORPORATION OF THE
DISTRICT OF MAPLE RIDGE
PLANNING DEPARTMENT



FIGURE 1 MULTI-MODAL TRANSPORTATION NETWORK

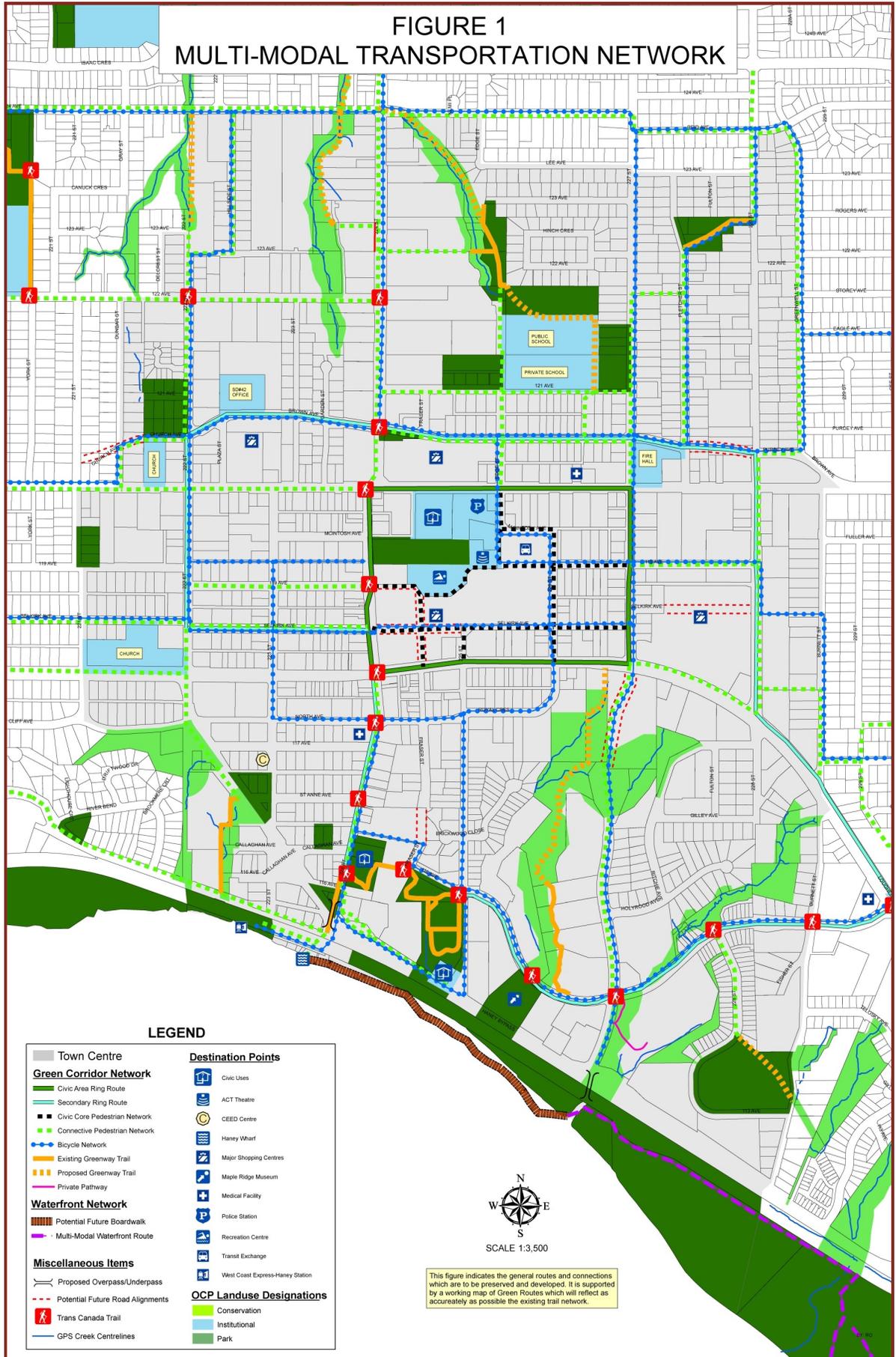
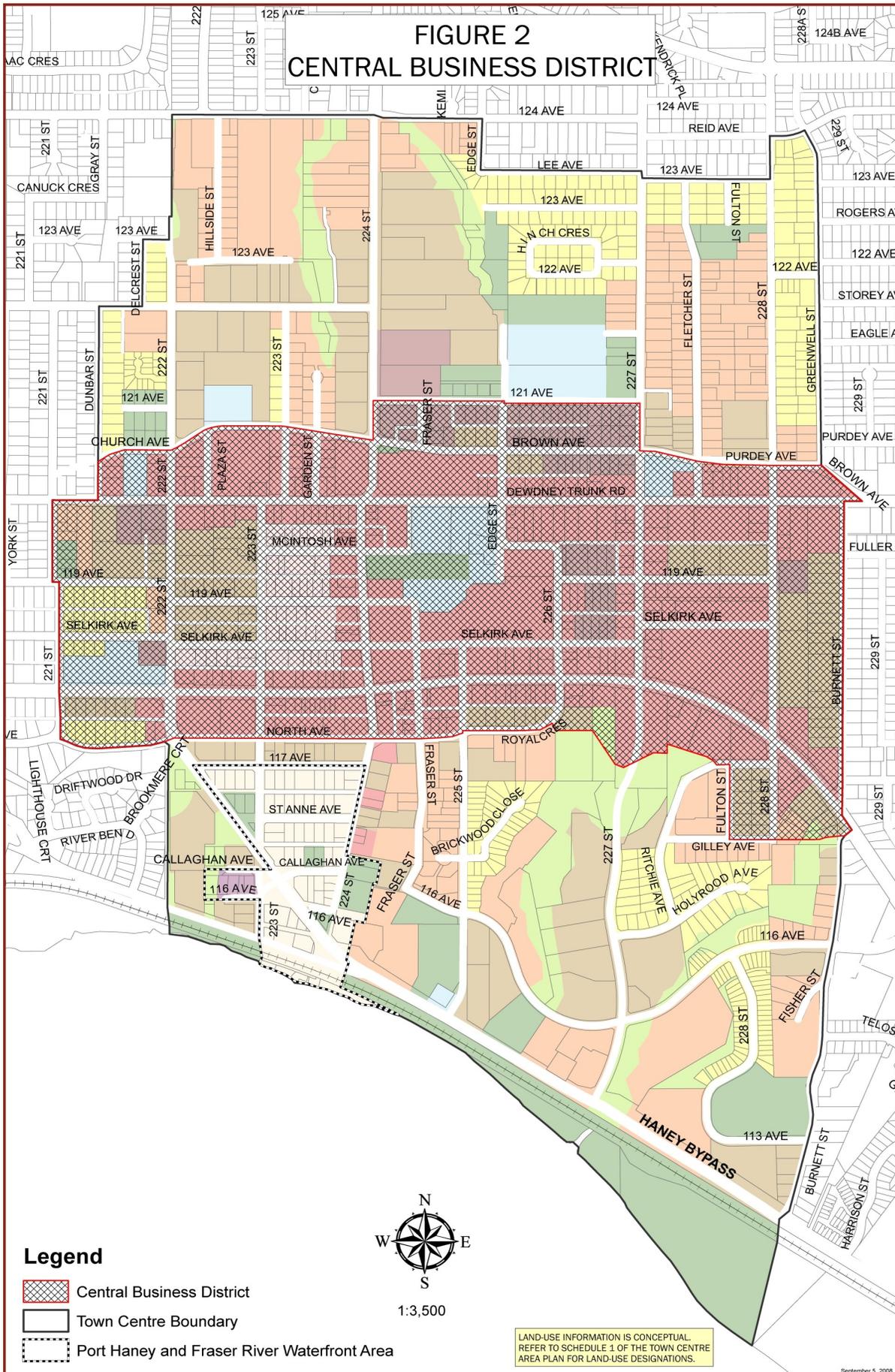
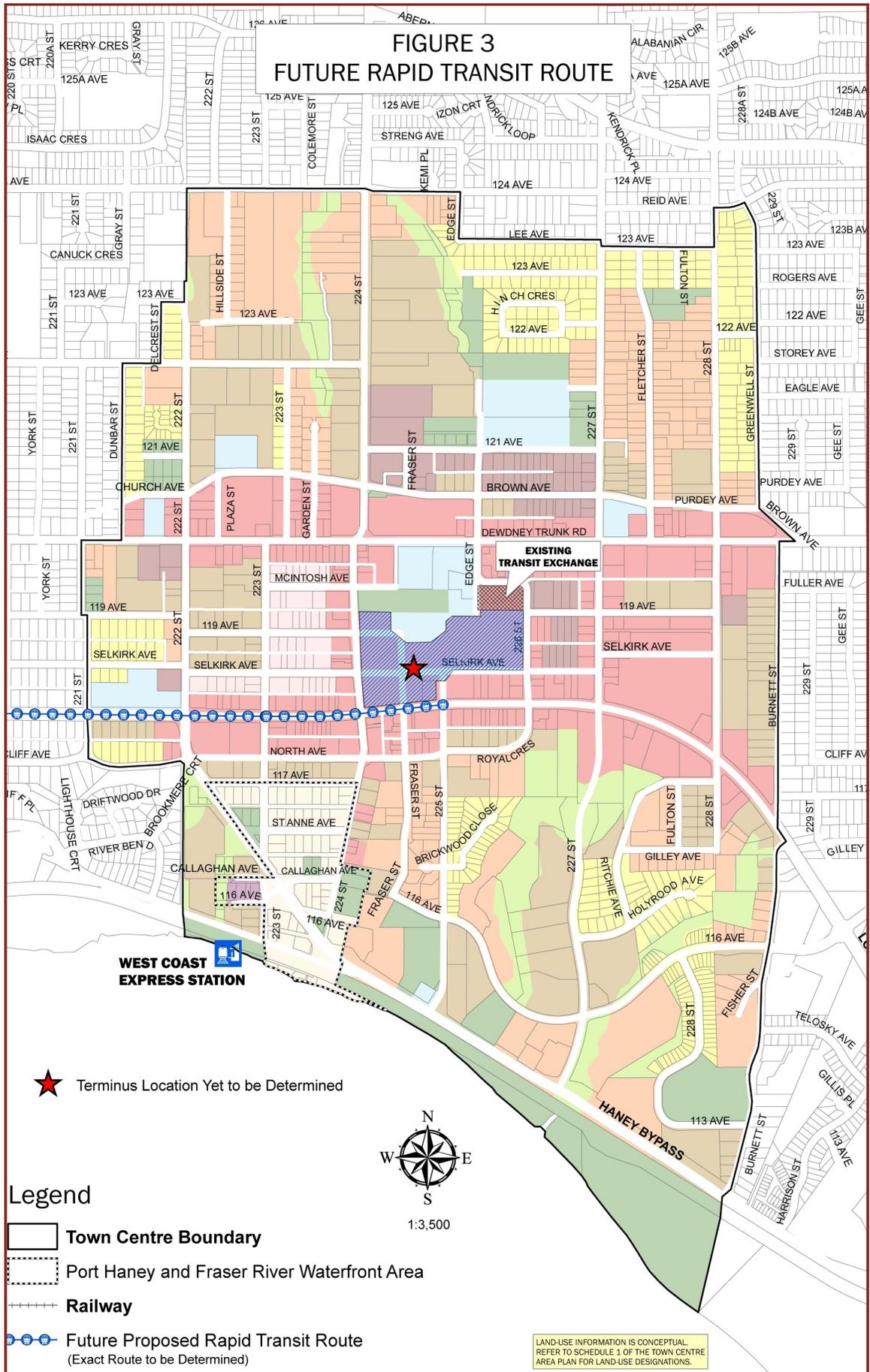


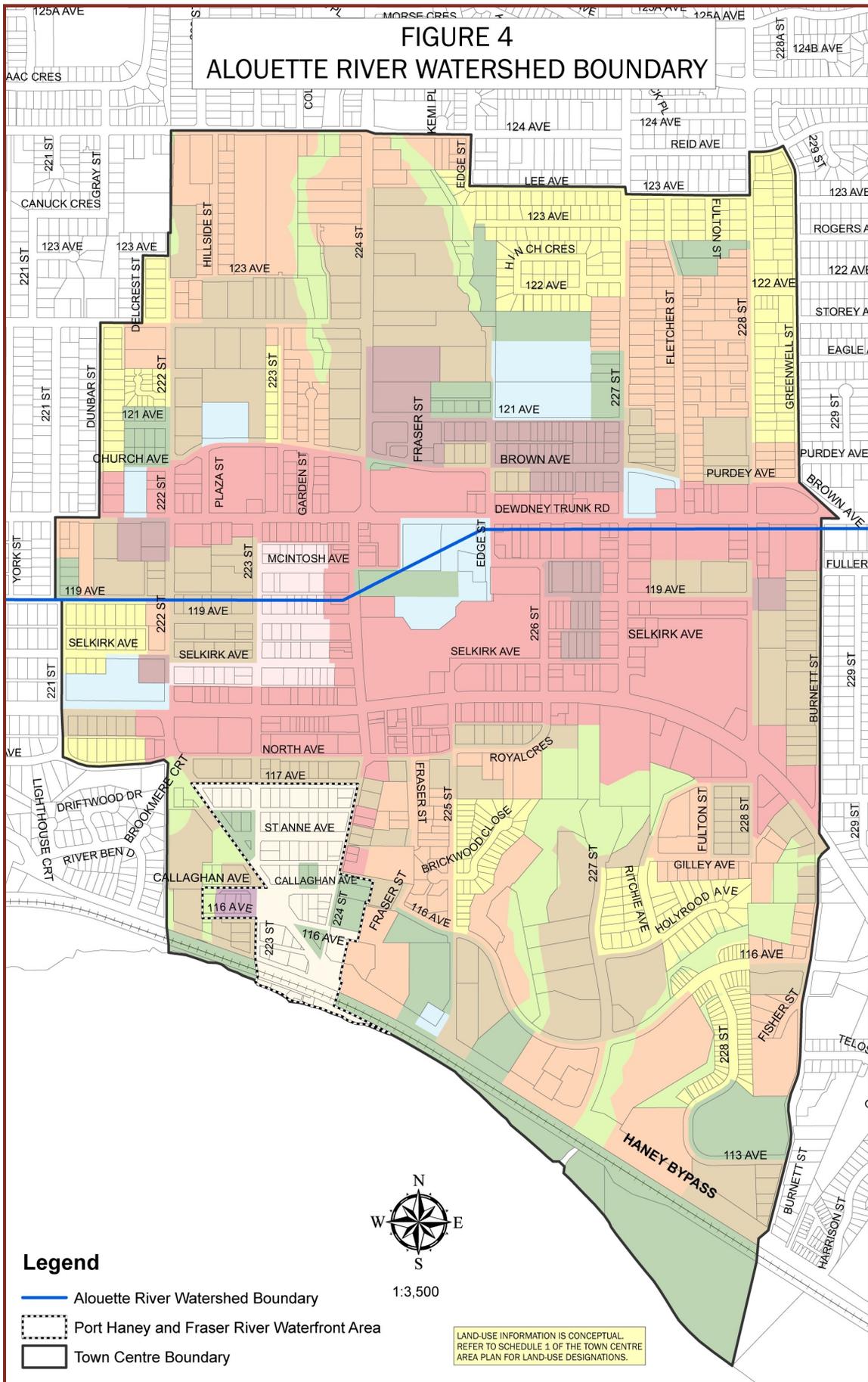
FIGURE 2 CENTRAL BUSINESS DISTRICT

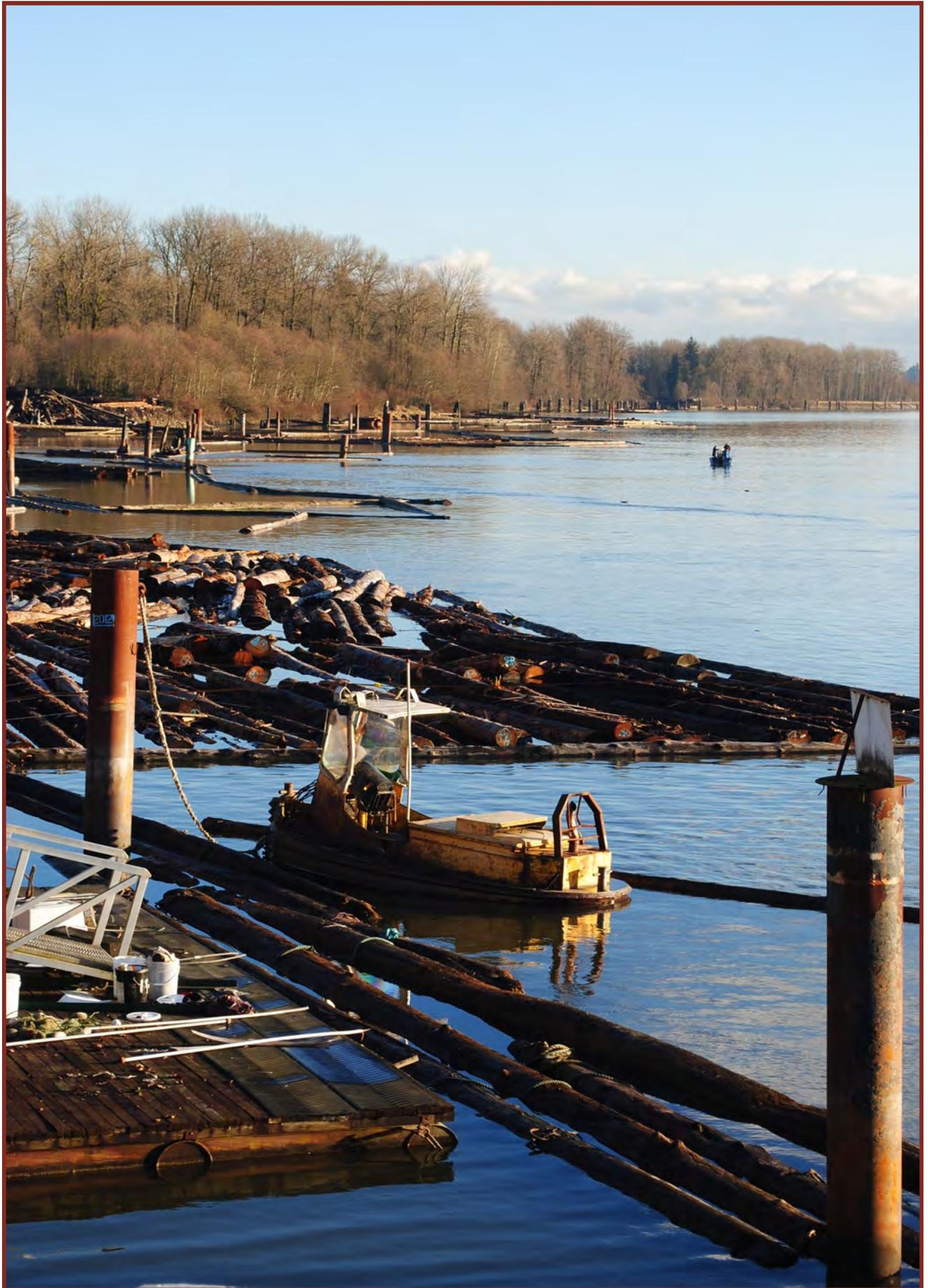


**FIGURE 3
FUTURE RAPID TRANSIT ROUTE**



**FIGURE 4
ALOUETTE RIVER WATERSHED BOUNDARY**





Chapter 11

Implementation

Implementation



11.1 IMPLEMENTATION

BACKGROUND

The Official Community Plan is a set of policies or rules to guide future decision-making. The policies of an Official Community Plan express the local vision of what a community values and indicates actions for addressing issues. With strong policy guidance, the direction the Community wishes to follow is understood by all and is continued. The strength of an Official Community Plan lies in its ability: to express desired community direction; to be accessible and easily understood; and to provide the greatest community benefit over the life of the Plan through implementation.

11.1.1 RELATED PLANS AND BYLAWS:

The Official Community Plan focuses on land use issues and works in conjunction with other District Bylaws, Plans and Regulations. The Official Community Plan is descriptive in nature, and works in conjunction with more detailed policies and regulations contained within a variety of other Municipal documents. Some examples of these documents are identified in the following section of the Official Community Plan:

Area Plans – guides the development of portions of the District and establishes specific policies, detailed land use and servicing standards.

Business Plans – are documents prepared annually by departments within the Corporation of the District of Maple Ridge. The business plans identify how the work program for each department aligns with the Corporate Strategic Plan. The Business Plans identify the priorities, timelines and responsibilities for Departmental projects.

Corporate Strategic Plan – is Council’s long-term direction for the District. It contains the Corporate Mission Statement, Vision, Business Purpose, and identifies Council’s focus areas.

Council Adopted Policies - The District of Maple Ridge has a number of Council Adopted Policies that guide decision making. A few examples of these policies include the Arts and Cultural Plan, Fraser River Escarpment, and Panhandle Lot policies.

Development Cost Charges Bylaw – establishes rates applied to development for capital costs for services, roads and parkland.

Economic Development Strategy – guides the Districts efforts in key areas for economic growth, such as attracting new employment, and business retention.

Financial Sustainability Plan – is a strategy that lays the groundwork for the continuance of high quality services and provides a legacy for future generations. It positions the Municipality to meet financial obligations and take advantage of opportunities that arise.

Fire Department Master Plan – guides the delivery of fire service in the District and includes information on fire response standards, programs and initiatives of the Fire Department.

Maple Ridge and Pitt Meadows Master Plan for Parks, Recreation and Culture – Guides the allocation of resources for parks, recreation, and cultural services.

Maple Ridge Sign Bylaw – prescribes the signage standards for buildings and structures in the District.

Maple Ridge Transportation Plan – Provides a clear vision of the multi-modal transportation system to serve the residents and businesses of the District for the next 20 to 25 years. The Plan also provides a strategy with which to get there.

Off Street Parking and Loading Bylaw – prescribes the parking and loading standards for buildings and structures in the District. The Bylaw regulates parking requirements, off-street design, and off-street loading requirements.

Subdivision and Development Servicing of Land Bylaw - regulates the subdivision and development of land and sets standards and provision regarding parcel and subdivision design, services and utilities, and construction standards.

Zoning Bylaw – Divides the District into zones, establishes the boundaries and regulations for each zone, including regulations pertaining to permitted uses, density, siting, lot coverage, size of buildings and the size of lots that may be created by subdivision.

11.1.2 OFFICIAL COMMUNITY PLAN IMPLEMENTATION STRATEGY:

The Official Community Plan provides policy direction on a wide variety of topics, ranging from neighbourhoods and housing, employment generation and environmental management. Since Official Community Plan policies are general in nature, further work is often required, following the adoption of an Official Community Plan to refine the policies and provide a greater level of detail.

The following section of this Chapter identifies some of the key projects that require further study or review following the adoption of the Official Community Plan. The timing of the projects, roles, and responsibilities will be considered in relation to the Corporate Strategic Plan and will be determined by Council during annual Business Planning. These projects are not listed in order of priority:

- Update Affordable Housing Strategy
- Social Plan
- Conservation Development Permit Guidelines
- Integrated Stormwater Management Plan
- Municipal Wide Groundwater Management study
- On-going review of the Economic Development Strategy
- Agricultural Development Permit Area
- Bylaw review related to General Commercial Land Use
- Commercial and Industrial study
- Municipal Infrastructure Replacement Reserve Fund study
- Area Plans for Historic and New Communities

11.1.3 COMPREHENSIVE STRATEGY

Many of the policies in the Official Community Plan are inter-connected and inter-dependant. Based on this relationship there is a need to develop a comprehensive strategy for implementation following the adoption of the Official Community Plan. This strategy builds upon the implementation items identified in Section 11.1.2 and identifies how the details, results and recommendations fit together.

The objective of the comprehensive strategy is to focus on issues that have been recognized as inter-related and in need of a comprehensive approach. Key elements to this approach include inter-agency collaboration, an agricultural plan, and cost-benefit analysis that considers economic, social, and environmental values.

POLICIES

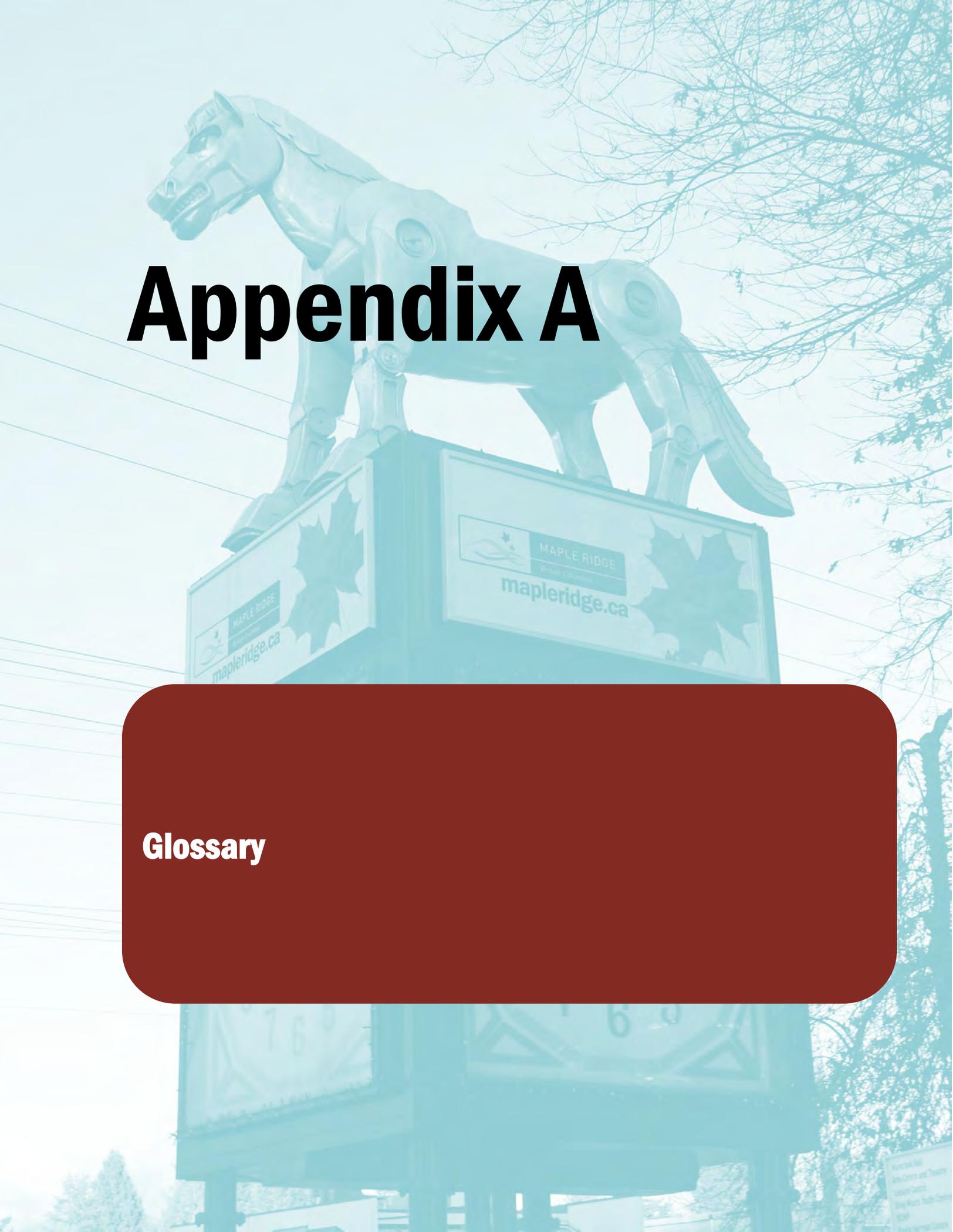
11 - 1 Maple Ridge will collaborate with agencies, including the Agricultural Land Commission and the Metro Vancouver Board, and the community to develop a comprehensive strategy to further community objectives. The comprehensive strategy will include:

- i) the completion of an agricultural plan that will form the foundations for the comprehensive strategy, and will inform decisions regarding further studies, including item (ii) and (iii) as follows;
- ii) an Urban Area Boundary Review; and
- iii) a commercial and industrial land use strategy.

11 - 2 The comprehensive strategy will be evaluated by a balanced triple bottom line analysis that considers economic, community and environmental issues. The strategy will also identify conflicts that may arise with and between issues, and include an assessment of advantages and disadvantages to assist Council with decision making.







Appendix A

Glossary



A. GLOSSARY

Agricultural Land Reserve

Agricultural land in a reserve established pursuant to the provisions of the Agricultural Land Commission Act.

Apartment

An apartment is a residential use where a building or buildings on a lot are used for three or more dwelling units.

Area Plan

An Official Community Plan that applies to a local planning area.

Assisted Living

Residences that provide housing and a range of support services, including personalized assistance for seniors and people with disabilities who can live independently but require help with daily activities. Assisted living residences do not provide direct professional nursing care. Assisted Living units are licensed under the Community Care and Assisted Living Act.

Bare Land Strata

Bare land strata is the collective ownership of a parcel of land. The land is strata titled rather than divided into fee simple lots as occurs with a typical subdivision. It is used for townhouse and apartment housing where each unit is individually owned and the remaining land is shared.

Biodiversity

The variety of life on earth in all its forms including genus, species, and ecosystems and the natural processes that link and maintain them.

Bio-inventory

A detailed site assessment that documents plant communities, aquatic and wildlife habitat values, aquatic and wildlife species presence (or likelihood of presence), sensitive ecosystems, rare ecosystems, rare species, adjacent land uses and threats, site stability and flood issues, other factors including lot layout, and where appropriate, potential habitat enhancement and protection opportunities.

Buffer

An area of land that surrounds and protects a sensitive feature from the adverse effects of activities on, or encroachments from adjacent land.

Character Defining Elements

The materials, forms, spatial configurations, uses, and cultural associations or meanings that together comprise the heritage value of a historic place, and which must be retained in order to preserve its heritage value.

Community Care Facilities

Housing units or facilities licensed under the Community Care and Assisted Living Act.

Compatibility

Refers to development that “fits’ with the character of a neighbourhood. It does not mean that the development looks the “same” as neighbouring development, rather the housing form is similar in size, scale, massing and architectural elements. As an example, attached housing forms could be considered compatible with single detached housing if they were ground oriented and similar in height and architectural details.

Complete Community

A complete community has a balance in the distribution of jobs and housing, a wide choice of affordable housing, better distribution of public services, and effective transportation service.

Conservation Area

Ecologically sensitive lands that require protection in order to ensure the health, diversity and integrity of the lands are maintained.

Conservation Covenant

A voluntary, written legal agreement in which a landowner promises to protect their land in specified ways. The covenant is attached to the title of land and binds future landowners to the terms of the contract.

Construction Works

The activity which might cause or permit sediment or construction related waste to be discharged into the Drainage System, including land clearing, site grading, excavation, and filling

Council

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

Density

A measure of development intensity on a lot and is the figure obtained when the total number of dwelling units constructed, or to be constructed on a lot is divided by the total area of the lot. In most instances, the density is not defined in the Official Community Plan, but is prescribed in the Zone that aligns with the land use designation, as illustrated on Appendix C, Zoning Matrix.

Density Bonus

A density bonus allows additional density on a site, usually in the form of more dwelling units or floor space, in exchange for affordable, rental or special needs housing or amenities. The District has the discretion to determine which amenities are eligible for a density bonus and the value of a density bonus, in return for providing an identified community benefit. See policies in Chapter 2, Section 2.1.2, A Compact and Unique Community and the Albion Area Plan for more details.

Development

Means any of the following associated with or resulting from the local government regulation or approval of residential, commercial or industrial activities to the extent that they are subject to local government powers under Part 26 of the Local Government Act:

- a) removal, alteration, disruption or destruction of vegetation;
- b) disturbance of soils;
- c) construction or erection of buildings and structures;
- d) creation of nonstructural impervious or semi-impervious surfaces;
- e) flood protection works;
- f) construction of roads, trails, docks, wharves and bridges;
- g) provision and maintenance of sewer and water services;
- h) development of drainage systems;
- i) development of utility corridors;
- j) subdivision as defined in Section 872 of the Local Government Act.

Development Permit Area

Areas that have been designated under the Local Government Act as requiring issuance of a development permit prior to the commencement of development.

District

The Corporation of the District of Maple Ridge.

Drainage System

The system and network of streams, creeks, waterways, watercourses, waterworks, ditches, drains or sewers located in the District on private or public property.

Duplex

A building which contains two principal dwelling units attached to each other, either side by side, back to front, or above and below, and the two units together have open space on all sides.

Ecological Footprint

An ecological footprint is the land area and the natural capital upon which it draws to sustain its population and production structure.

Ecosystem Principles

An integrated set of principles for the management of land, water and biological resources that utilizes accepted scientific methodologies.

Environmental Impact Assessment

A report that outlines the attributes of an area or natural feature and assesses the level of impact a development proposal may have.

Environmentally Sensitive Areas

Areas where the landscape, wildlife, ecological function or historic value is of importance or is endangered.

Floodplain

The land that is adjacent to a watercourse which is subject to regular flooding.

Fourplex

A building which contains four principal dwelling units attached to each other, and the four units together have open space on all sides.

Garden Suite

A Garden Suite is a secondary dwelling unit that is smaller than the principle residence on a property. It may be a detached accessory building on the same property or a unit within an accessory building on the same lot. See Zoning Bylaw for details.

Green Way Corridors

A system of protected corridors of open space, managed for conservation or recreational purposes.

Ground Oriented Housing

Ground oriented refers to single detached or multi-family (e.g. - townhouses) housing that has direct access to the ground. It is typically suitable for families.

Habitat Reservoir

A large area of relatively natural habitat that has sufficient size and ecological integrity to support a range of native species.

Hazard Land

Lands that have significant development constraints or cannot be developed due to steep slopes, flooding, erosion or other unstable conditions.

Heritage

The historical, cultural, aesthetic, scientific, natural or educational worth or usefulness of a property or an area associated with the evolution of the municipality.

Heritage Character

The overall effect produced by traits or features which give a property or an area a distinctive quality or appearance.

Heritage Conservation

All acts or processes that are aimed at safeguarding the character defining elements of a cultural resource so as to retain its heritage value and extend its physical life. This may involve Preservation, Rehabilitation, Restoration or a combination of these acts or processes.

Heritage Designation

Protection of a property by a local government through a bylaw, for property considered to have heritage value or heritage character, as prescribed by the Local Government Act.

Heritage Inventory

A list of heritage resources considered to be important to the history, character and evolution of the municipality.

Heritage Register

A list, established by resolution of a local government, that identifies real property that is considered to have heritage value or heritage character.

Heritage Value

The aesthetic, historic, scientific, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied in all the materials, forms, spatial configuration, uses and cultural associations or meanings that together comprise its character defining elements.

Historic Landscape

A place that is composed of a number of character-defining features which, individually or collectively contribute to the landscape's physical appearance as it has evolved over time. Historic landscapes include residential gardens community parks, rural communities, institutional grounds and cemeteries.

Impervious Surfaces

Surface areas on the ground where the natural process of rainwater percolation through the soil is prevented, such as the application of asphalt or concrete for human purposes.

Infill Population

The estimated population that can be reached if all development permitted under the Official Community Plan is achieved.

Intensive Residential

Residential development that employs a detached housing form at densities greater than 30 units per net hectare and is typically zoned R-3 Special Amenity Residential District.

Land Use Designation

The use of land as identified in a map schedule to the Official Community Plan.

LEED Leadership in Energy and Environmental Design

A Green Building rating system that is a consensus based national standard for developing high performance sustainable buildings.

Major Corridor Residential

Major Corridor Residential is property with frontage on an existing Major Road Corridor as identified on Figure 4 Proposed Major Corridor Network Plan, or has frontage on a road built in whole or part to a collector, arterial, Translink Major Road, or Provincial Highway standard.

Major Corridor Road

Major Road Corridor refers to the proposed major corridor network plan, as identified on Figure 4. The Major Corridor generally includes future and proposed collector, arterial, Translink Major Road and Provincial Highways within the District of Maple Ridge.

Multi-Family Dwelling

A residential building that contains three or more dwelling units, and includes triplex, fourplex, townhouse and apartment forms.

Multi-modal

An integrated transportation system that encourages diverse transportation options, including automobiles, bicycles, buses, trains, ferries and walking.

Naturescape

A way of restoring, protecting, and enhancing wildlife habitat in urban and rural landscapes.

Naturescape Principles

A set of principles that enable the restoration, protection and enhancement of wildlife habitat in urban landscapes.

Neighbourhood Residential

Neighbourhood Residential generally refers to a residential property, within an established residential neighbourhood. Neighbourhood residential properties are not located within the Town Centre, a Community Commercial Node, a neighbourhood with an Area Plan, or along a Major Corridor as illustrated on Figure 4.

Qualified Environmental Professional

A scientist or technologist specializing in a relevant applied science or technology, who is registered in B.C. with their appropriate professional organization, and who, through demonstrated suitable education, experience, accreditation and knowledge, may be reasonably relied on to provide advice within an area of expertise that includes but is not necessarily limited to agrology, forestry, biology, engineering, geomorphology, hydrology, landscape architecture.

Regional Town Centre

The Regional Town Centre is the commercial and community focal point for Maple Ridge. It is characterized by its distinct identity that encompasses a concentration of jobs and housing, a variety of shopping, services and community facilities; and a focus for road and transit networks. See the Town Centre Area Plan in Chapter 10, Section 10.4 for more details.

Remediation

The restoration and management of contaminated sites, including all stages from preliminary investigations, through implementing remediation procedures to final monitoring.

Riparian Areas

The area of land adjacent to a watercourse, lake, or wetland areas that link aquatic and terrestrial ecosystems.

Rural Area

Areas outside the Urban Area Boundary as identified on map Schedule "B".

Secondary Suite

An accessory self-contained dwelling unit with cooking facilities, located in a single-detached home.

Shelter Bed Housing

Short-term emergency housing for individuals with no other housing options.

Single-Detached House

A residential dwelling not attached to any other dwelling or structure (except its own garage, shed, or secondary suite). A single-detached house has open space on all sides, and has no dwellings either above it or below it (except a secondary suite).

Social Housing

Housing that is directly managed by B.C. Housing or Metro Vancouver Housing Corporation, or is delivered by a non-profit society or a cooperative. Social Housing unit rents are geared to income.

Special Needs Housing

Housing for people, who, for varying reasons, cannot have their housing needs met through the traditional housing market. Such housing includes, but is not limited to social housing, shelter beds, transition housing, community care facilities, supportive housing units, and assisted living units.

Storm Water Management

Measures to control rainwater run-off where urbanization has affected natural drainage systems and water quality.

Subdivision

A legal change to the property lines of land, typically the division of a parcel of land into 2 or more lots.

Supportive Housing

Housing with a combination of support services, including a private space with a lockable door; monitoring and emergency response; at least one meal per day; and housekeeping, laundry and recreational opportunities. Nursing and other health related services are delivered by the local health authority. Supportive Housing units may be owned and operated by private or not-for-profit housing providers.

Townhouse

Means a single building comprised of three or more dwelling units separated one from another by party walls extending from foundation to roof, with each dwelling unit having a separate and direct entrance from grade.

Transition Housing

Housing that is time-limited, and provides people with a range of training, practical help with daily living, and counseling. Examples of transition housing include housing for women who have fled abusive situations, or people leaving addiction treatment.

Triplex

A building which contains three principal dwelling units attached to each other, and the three units together have open space on all sides.

Units per net hectare (upnha)

Represents the theoretical maximum number of single detached units allowed per net hectare of land (i.e. the area available after required park dedication, up to a maximum of 5% of the gross area, and after required road dedication).

Urban Area Boundary

A line that clearly designates areas that are identified for urban uses from areas that are identified for non-urban uses.





Appendix B

References



B. REFERENCES

Plans and studies prepared by various departments in the District of Maple Ridge were used as a foundation for the preparation of the Official Community Plan. In addition, several studies and reports were commissioned by Maple Ridge to provide background information regarding issues and to inform the District on policy direction. These plans and studies form an integral part of the Official Community Plan and provide detailed information for implementation of the policies outlined in the Official Community Plan. All reports are available at Maple Ridge City Hall.

MUNICIPAL PLANS AND STUDIES

Maple Ridge Transportation Plan 2026

Urban Systems, August 2003

Strategic Plan

Community Survey, 2003

Building Community Solutions

Community Profile Snapshot, 2002

Maple Ridge & Pitt Meadows Master Plan for Parks, Recreation and Culture

PERC, W&J, CBA, June, 2001

OFFICIAL COMMUNITY PLAN BACKGROUND REPORTS AND STUDIES

Agricultural Policy Review

Background Report: Situation Analysis

Zbeetnoff Agro-Environmental Consulting and Quadra Planning Consultants Ltd.

October 21, 2004

Commercial Land Use Study, District of Maple Ridge

G.P. Rollo & Associates Ltd., December 2003

Demographic Analysis and Population and Housing Projection for Maple Ridge, 2001 – 2031

The Sheltair Group and Kelly & Associates, March 2004

Environmental Background and Policy Review Paper 2004

Rodney Stott

Watermark Technologies Canada, October 28, 2004

Housing and Residential Lands Policy Review for Maple Ridge

Report No. 1 Context Report

Report No. 2 Residential Capacity Assessment

Report No. 3 Evaluation of Residential Growth Options

Summary Report and Policy Recommendations

The Sheltair Goup, Eric Vance & Assoc., Harris Consulting, Global Frameworks, Infracycle, December, 2004

Maple Ridge Community Economic Development Strategy

Maple Ridge Heritage Discussion Paper

Maple Ridge Community Heritage Commission, March 2004

Industrial Land Use Study, District of Maple Ridge

G.P. Rollo & Associates Ltd., February 2003

Social Sustainability Background Paper

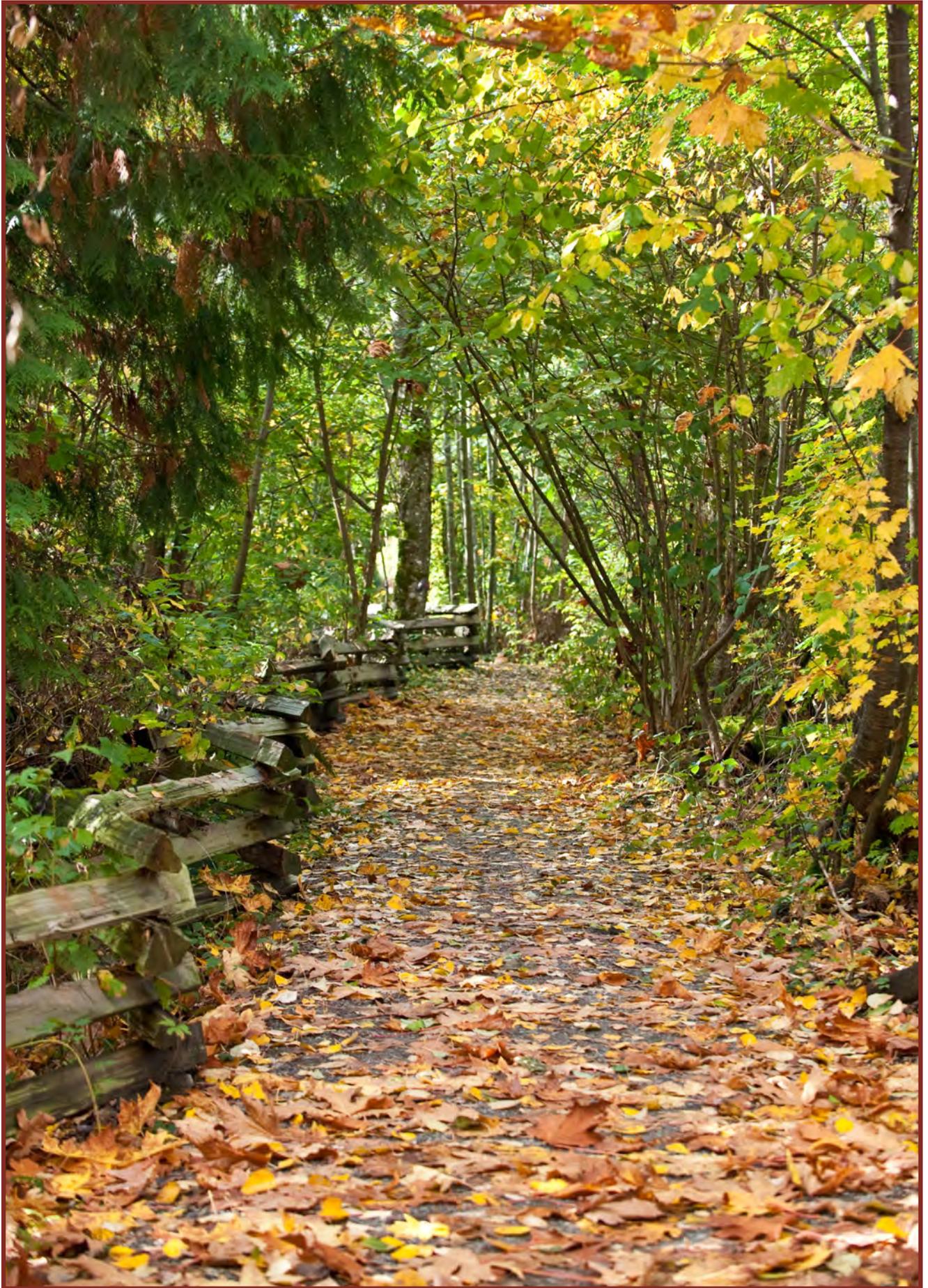
District of Maple Ridge, December 2004

Maple Ridge Visioning Report

Stantec Consulting Ltd., April 24, 2006

Maple Ridge Visioning

Stantec Report to Council, May 10, 2006



Appendix C

Zoning Matrix



C. ZONING

1. CONDITIONS:

- a) This Matrix is to be read in conjunction with the policies and criteria in the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site, and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;
- d) Comprehensive Development Zones may be considered within Official Community Plan Land Use Designations and Categories based on compliance with Official Community Plan policies;
- e) Certain zones are not identified on the following Zoning Matrix, but are referenced in the Area Plan Sections of the Official Community Plan;
- f) The P-4 Church Institutional Zone would be considered in all Land Use Designations subject to satisfying all requirements of the Zone.

2. ZONING MATRIX

OCP DESIGNATION / CATEGORY	ZONES
<p>Agriculture Designation* (Subject to policies in Section 6.2)</p>	<p>A-1 Small Holding Agriculture A-2 Upland Agriculture A-3 Extensive Agriculture A-4 Intensive Greenhouse A-5 Agricultural Only All zones for Non-Farm use approved by the Agricultural Land Commission</p>
<p>Forest Designation* (Subject to policies in Section 6.5.4)</p>	<p>A-2 Upland Agriculture</p>

* Subject to Zoning Matrix Conditions a) through f).

OCP DESIGNATION / CATEGORY	ZONES
<p>Institutional Designation* (Subject to policies in Sections 4.1 and 4.2)</p>	<p>P-1 Park and School P-2 Special Institutional P-3 Children’s Institutional P-4 Place of Worship Institutional P-4a Place of Worship Institutional / Educational P-5 Corrections and Rehabilitation P-6 Civic Institutional</p>
<p>Park in the ALR Designation* (Subject to policy 6-14)</p>	<p>P-1 Park and School All zones for Non-Farm uses approved by the Agricultural Land Commission</p>
<p>Park Designation* (Subject to policies in Section 4.1)</p>	<p>P-1 Park and School</p>
COMMERCIAL DESIGNATIONS*	
<p>Regional Town Centre Commercial Category*</p>	<p>Deleted by Bylaw 6610-2008, refer to Town Centre Area Plan.</p>
<p>General Commercial Category* (Subject to policies in Section 6.3.4)</p>	<p>C-2 Community Commercial CS-1 Service Commercial CS-2 Service Station Commercial CS-3 Recreation Commercial CS-5 Adult Entertainment and Pawnshop</p>
<p>Community Node—Commercial Category* (Subject to policies in Section 6.3.5)</p>	<p>C-2 Community Commercial CS-1 Service Commercial Properties beyond 100 metres from the intersection of the Community Commercial Node may align with the Major Corridor Residential Category of the Matrix.</p>
<p>Neighbourhood Commercial Category* (Subject to policies in Section 6.3.6)</p>	<p>C-1 Neighbourhood Commercial</p>

*Subject to Zoning Matrix Conditions a) through f)

OCP DESIGNATION / CATEGORY	ZONES
<p>Historic Commercial Category*</p> <p>Outside the Urban Area Boundary (Subject to policies in Section 6.3.8)</p>	<p>C-1 Neighbourhood Commercial C-4 Neighbourhood Public House CS-1 Service Commercial CS-2 Service Station Commercial CS-3 Recreation Commercial CS-4 Rural Commercial H-1 Heritage Commercial</p>
<p>Rural Commercial Category*</p>	<p>CS-3 Recreation Commercial CS-4 Rural Commercial</p>
<p>INDUSTRIAL DESIGNATIONS*</p>	
<p>General Industrial Category*</p> <p>(Subject to the policies in Section 6.4.1)</p>	<p>M-1 Service Industrial M-2 General Industrial M-3 Business Park M-4 Extraction Industrial M-5 High Impact Industrial</p>
<p>Business Park Category*</p> <p>(Subject to the policies in Section 6.4.2)</p>	<p>M-3 Business Park</p>
<p>Rural Resource Designation*</p> <p>(Subject to the policies in Section 6.4.1)</p>	<p>M-2 General Industrial M-4 Extraction Industrial M-5 High Impact Industrial</p>
<p>RESIDENTIAL DESIGNATIONS*</p>	
<p>Rural Residential Designation*</p> <p>(Subject to the policies in Section 3.1)</p>	<p>RS-3 One Family Rural Residential RG-3 Rural Residential Strata</p>
<p>Suburban Residential Designation*</p> <p>(Subject to the policies in Section 3.1)</p>	<p>RS-2 One Family Suburban Residential RG-2 Suburban Residential Strata</p>

*Subject to Zoning Matrix Conditions a) through f)

OCP DESIGNATION / CATEGORY	ZONES
Estate Suburban Residential Designation* (Subject to the policies in Section 3.1)	RS-2 One Family Suburban Residential RG-2 Suburban Residential Strata
Urban Residential Designation* Neighbourhood Residential—Infill (Subject to the policies in Sections 3.1.3 and 3.1.4)	RS-1 One Family Urban Residential RS-1a One Family Amenity Residential RS-1b One Family Urban (Medium Density) RS-1c One Family Urban (Low Density) RS-1d One Family Urban (Half Acre) R-1 Residential CD-1-93 Amenity Residential R-2 Urban Residential District R-3 Special Amenity Residential RT-1 Two Family Urban Residential SRS Special Urban Residential RMH Mobile Home District RG Group Housing RE Elderly Citizens Residential RM-1 Townhouse Residential (limited to two family and triplex form) RST Street Townhouse Residential, provided this zone shall only be permitted for that portion of the property described as 11185 240 Street (Lot “C” District Lot 404 Group 1 New Westminster District Plan 19825)

*Subject to Zoning Matrix Conditions a) through f)

OCP DESIGNATION / CATEGORY	ZONES
<p>Major Corridor Residential Category* (Subject to the policies in Sections 3.1.3 and 3.1.4)</p>	<p>RS-1 One Family Urban Residential RS-1a One Family Amenity Residential RS-1b One Family Urban (Medium Density) R-1 Residential CD-1-93 Amenity Residential R-2 Urban Residential District R-3 Special Amenity Residential RT-1 Two Family Urban Residential RM-1 Townhouse Residential RM-2 Medium Density Apartment Residential RM-4 Multiple Family Residential RM-5 Low Density Apartment Residential RMH Mobile Home District RG Group Housing RE Elderly Citizens Residential</p>
<p>Town Centre—Residential Category* Deleted by Bylaw 6610-2008 Refer to Town Centre Area Plan</p>	
<p>Urban Reserve Designation* (Subject to the policies in Section 3.1.5)</p>	<p>A-1 Small Holdings Agriculture A-2 Upland Agriculture</p>
<p>Conservation Designation*</p>	<p>Based on Current Zoning</p>

*Subject to Zoning Matrix Conditions a) through f)

Appendix D

Temporary Use Permits



D. TEMPORARY USE PERMITS

TEMPORARY USE PERMITS

1. Lands in the District may be designated to permit temporary uses if a condition or circumstance exists that warrants the use for a short period of time but does not warrant a change of land use designation or zoning of the property.
2. Council has the authority by resolution to issue Temporary Use Permits to allow temporary uses on specific properties. Council may specify conditions for the temporary use.
3. Designated Temporary Use Permit areas will require guidelines that specify the general conditions regarding the issuance of permits, the use of the land, and the date the use is to terminate.
4. As a condition of issuing the permit, Council may require applicants or owners to remove buildings, to restore the property to a specific condition when the use ends, and to post a security bond. A permit may be issued for a period of up to two years, and may be renewed only once.
5. Council may issue Temporary Use Permits to allow:
 - a) temporary commercial uses, i.e., temporary parking areas; and
 - b) temporary industrial uses, i.e. soil screening.
6. A Temporary Use Permit is issued in accordance with the provisions of Section 920.2 of the *Local Government Act*.
7. The following Section lists designated areas of the District for Commercial and/or Industrial Temporary Uses and describes the purpose of the use. The described purpose and the specified general conditions for issuing a Permit for the declared areas are described as part of the Temporary Use Permit.

TEMPORARY USE PERMIT AREA

The following areas are designated Temporary Industrial Use Permit Areas:

TEMPORARY INDUSTRIAL USE PERMIT AREA LOCATION No. 1

Purpose:

To permit gravel extraction, storage and processing.

Location:

Those parcels or tracts of land and premises shown on Temporary Industrial Use Permit Area Location No. 1, and known and described as:

- Lot 6, District Lot 5326, Group 1, Plan LMP41830, New Westminster District; and
- Lot 10, District Lot 5326, Plan LMP41830, New Westminster District.

TEMPORARY COMMERCIAL USE PERMIT AREA LOCATION No. 2

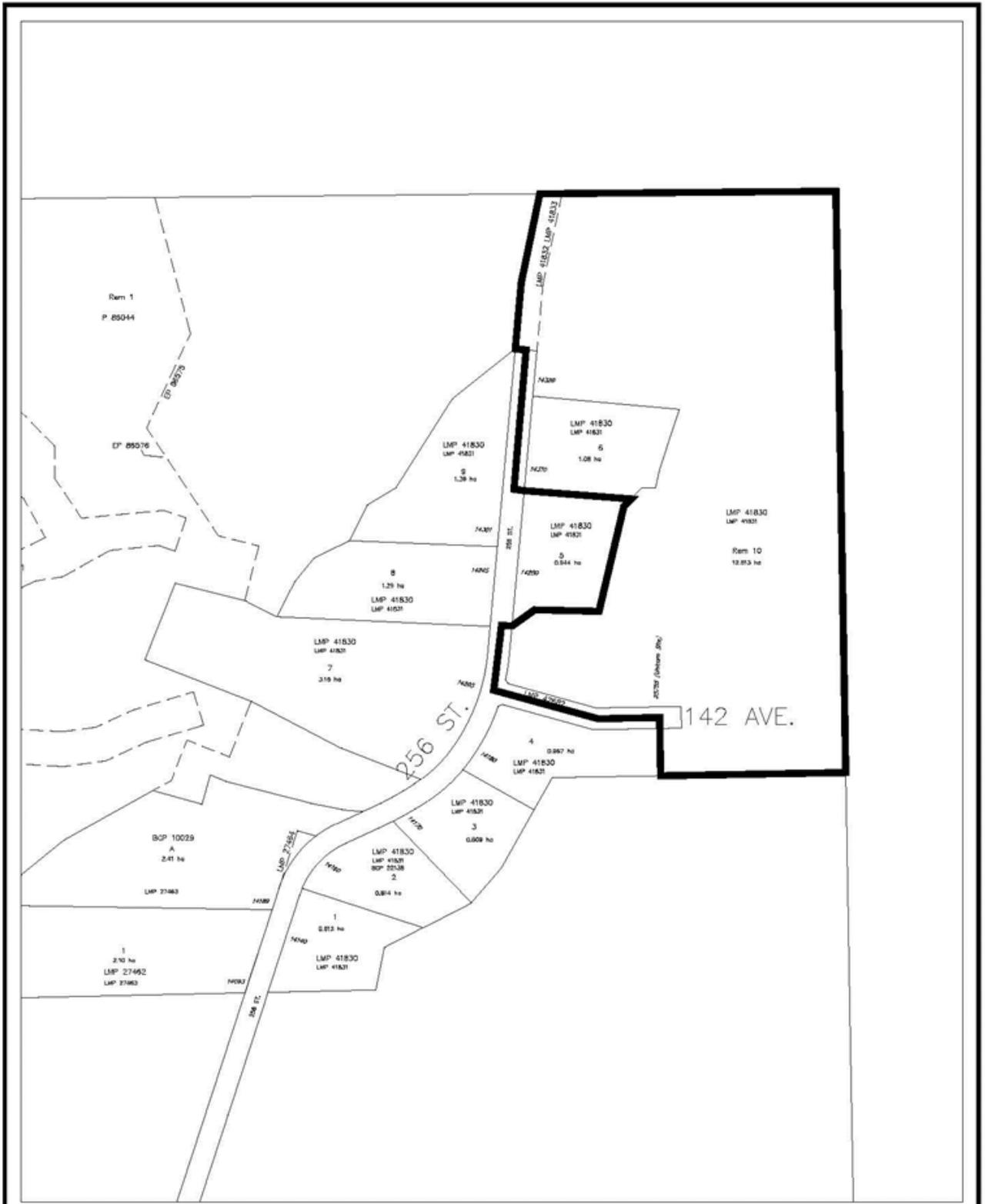
Purpose:

To permit a taxi dispatch centre.

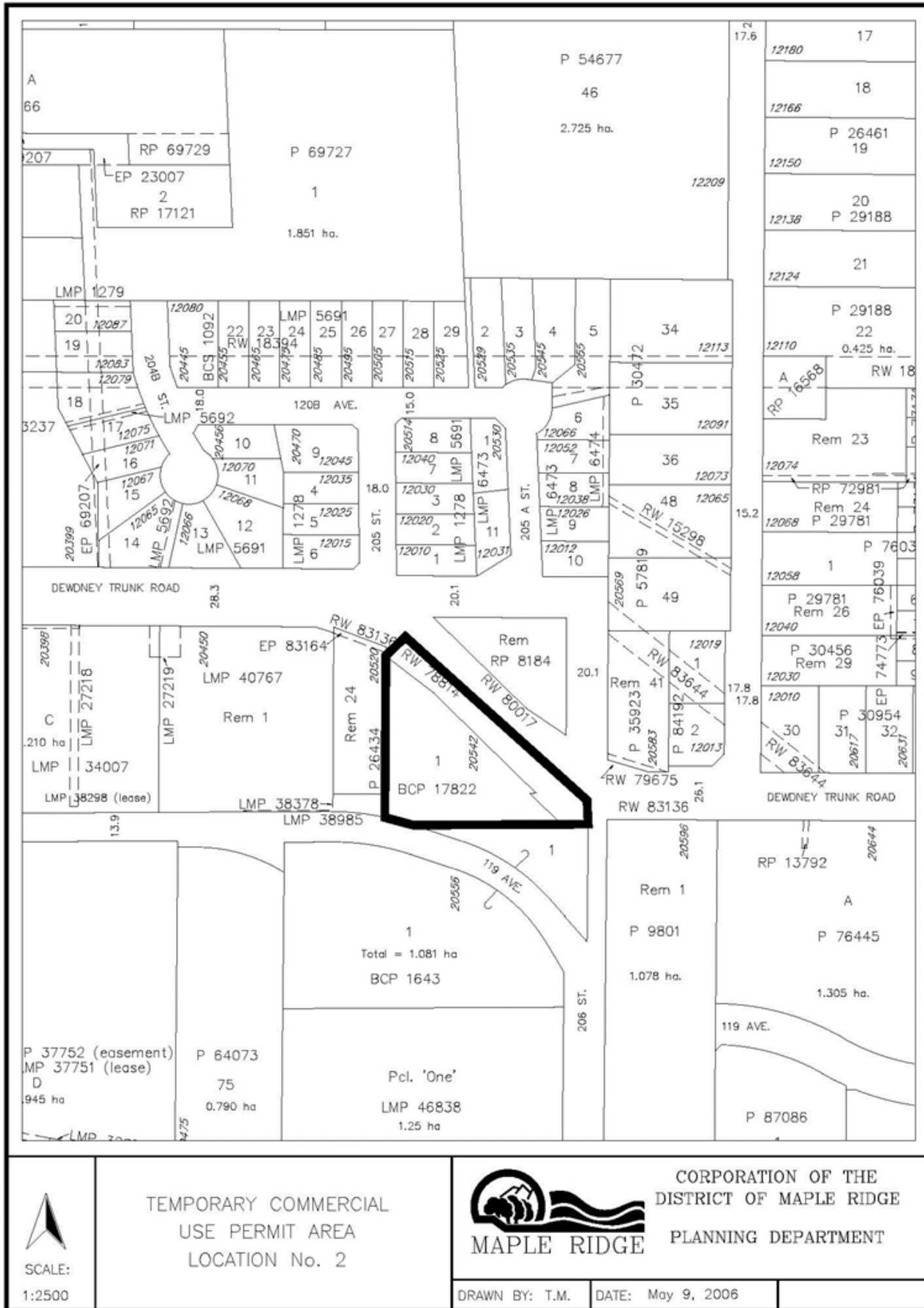
Location:

Those parcels or tracts of land and premises shown on Temporary Commercial Use Permit Area Location No. 2, and known and described as:

- Lot 1, District Lot 222, Group 1, BCP 17822, New Westminster District.



 SCALE: 1:5000	TEMPORARY INDUSTRIAL USE PERMIT AREA LOCATION No. 1	 CORPORATION OF THE DISTRICT OF MAPLE RIDGE PLANNING DEPARTMENT DRAWN BY: T.M. DATE: May 2006
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SCALE:
1:2500

TEMPORARY COMMERCIAL
USE PERMIT AREA
LOCATION No. 2



CORPORATION OF THE
DISTRICT OF MAPLE RIDGE
PLANNING DEPARTMENT

DRAWN BY: T.M.

DATE: May 9, 2006



Appendix E

Figure 1 Communities

**Figure 2 Community Commercial Nodes and
Historic Commercial Centres**

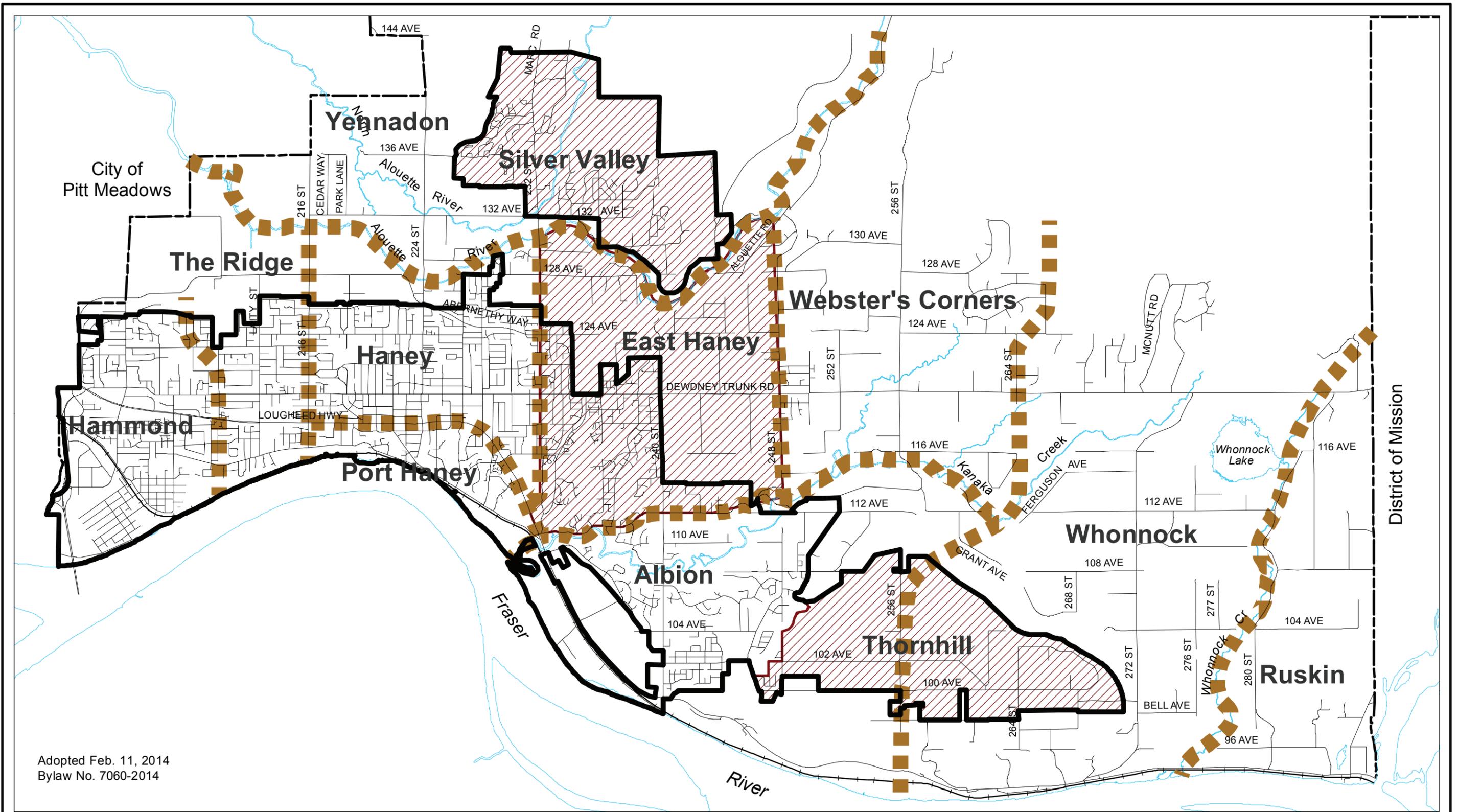
Figure 3 Major Public Utilities

Figure 4 Proposed Major Corridor Network Plan

Figure 5 Long Term Multipurpose Trail Plan

Figure 6 Area Plans

Figure 7 Aquifers



Adopted Feb. 11, 2014
Bylaw No. 7060-2014

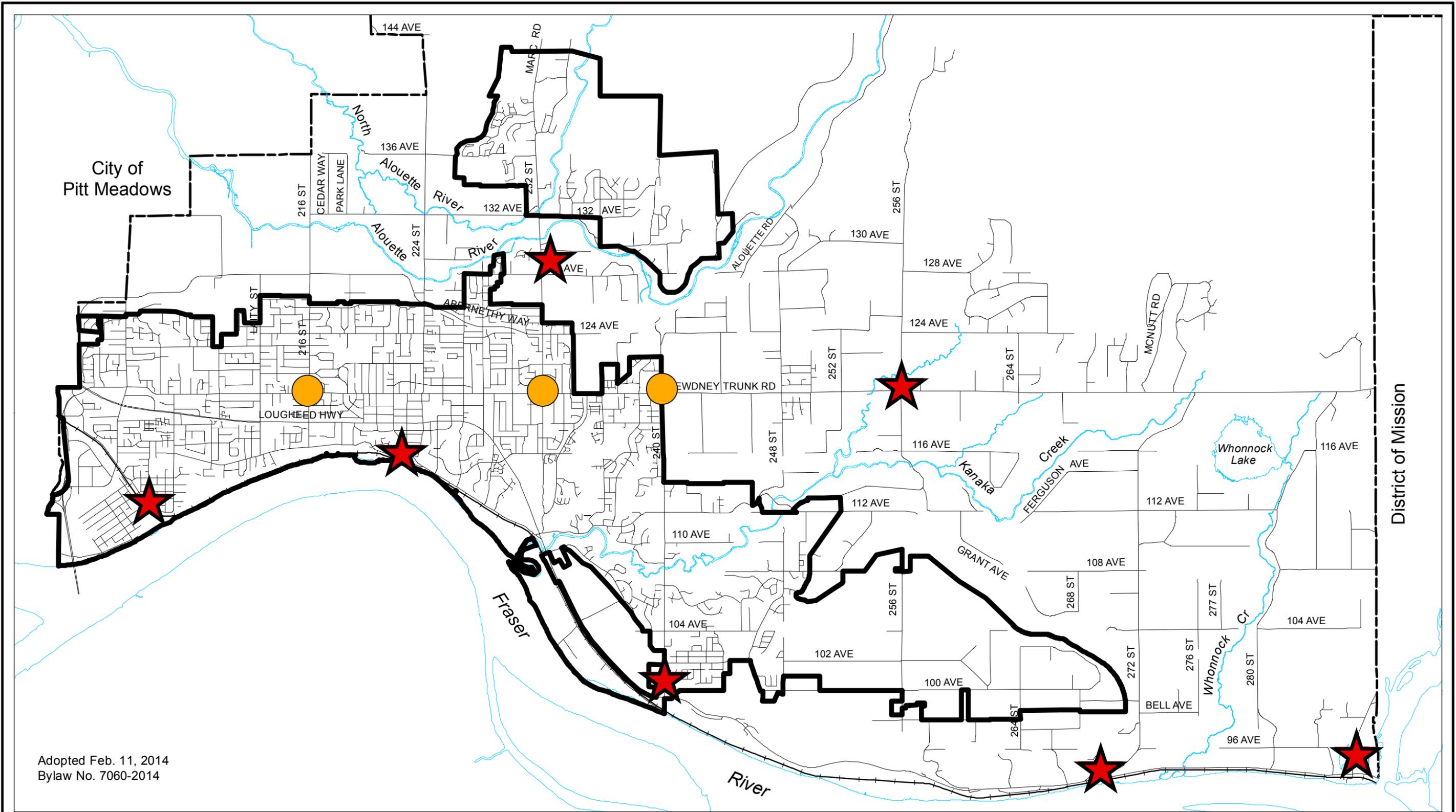


-  URBAN AREA BOUNDARY
-  HISTORIC COMMUNITIES
-  NEW COMMUNITIES

COMMUNITIES



CORPORATION OF
THE DISTRICT OF
MAPLE RIDGE
PLANNING DEPARTMENT



Adopted Feb. 11, 2014
Bylaw No. 7060-2014



-  COMMUNITY COMMERCIAL NODES (SUBJECT TO SECTION 6.3.5)
-  HISTORIC COMMERCIAL NODES (SUBJECT TO SECTION 6.3.8)

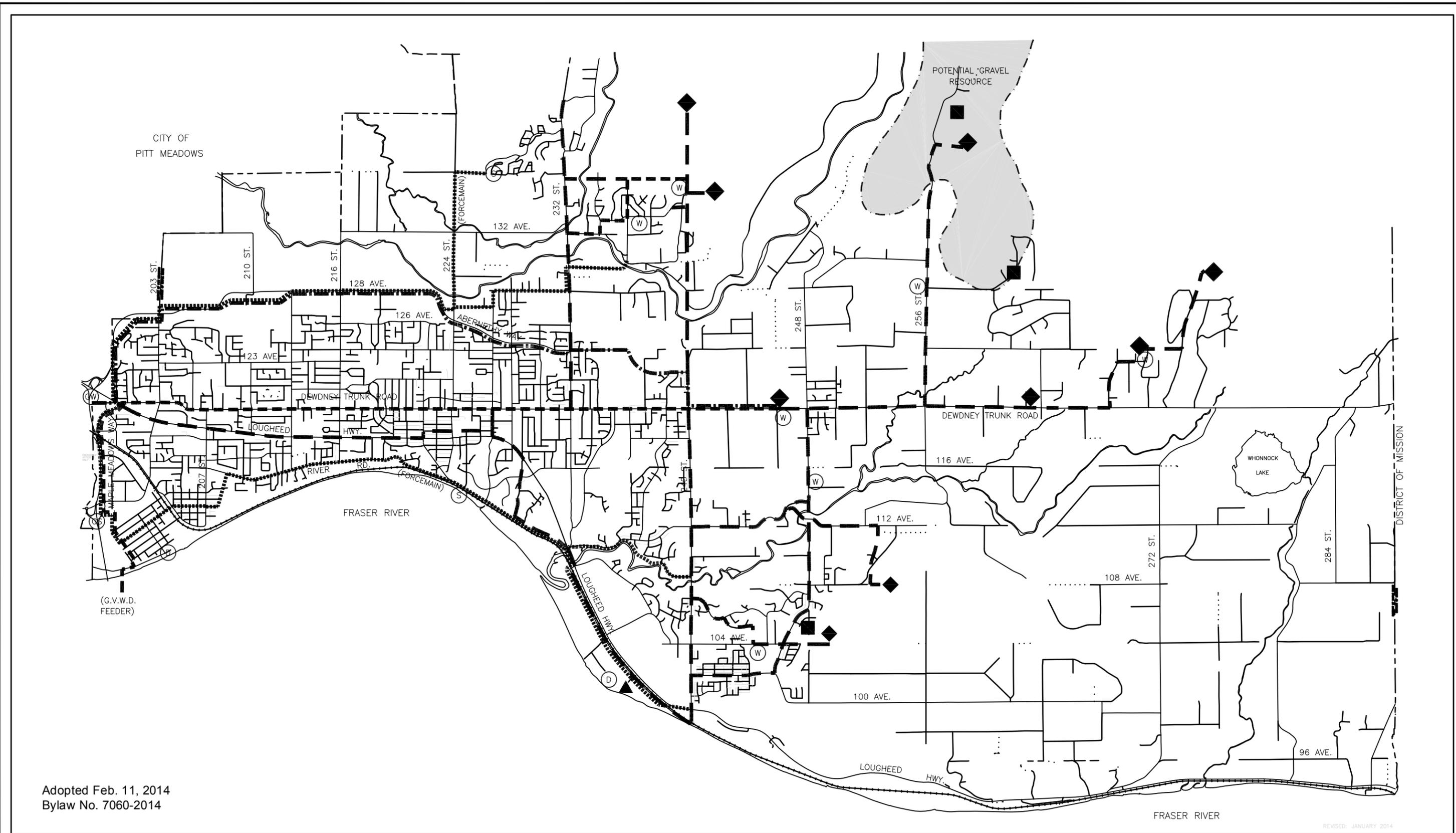
 URBAN AREA BOUNDARY

COMMUNITY COMMERCIAL NODES
AND HISTORIC COMMERCIAL CENTRES



CORPORATION OF
THE DISTRICT OF
MAPLE RIDGE
PLANNING DEPARTMENT

JAN 16, 2014 Not To Scale Figure 2.



Adopted Feb. 11, 2014
Bylaw No. 7060-2014

REVISED: JANUARY 2014



-  SANITARY INTERCEPTOR SYSTEM
-  MUNICIPAL FEEDER (WATER)
-  G.V.W.D. FEEDER (WATER)
-  G.V.W.D. WATERMAIN (PROPOSED)

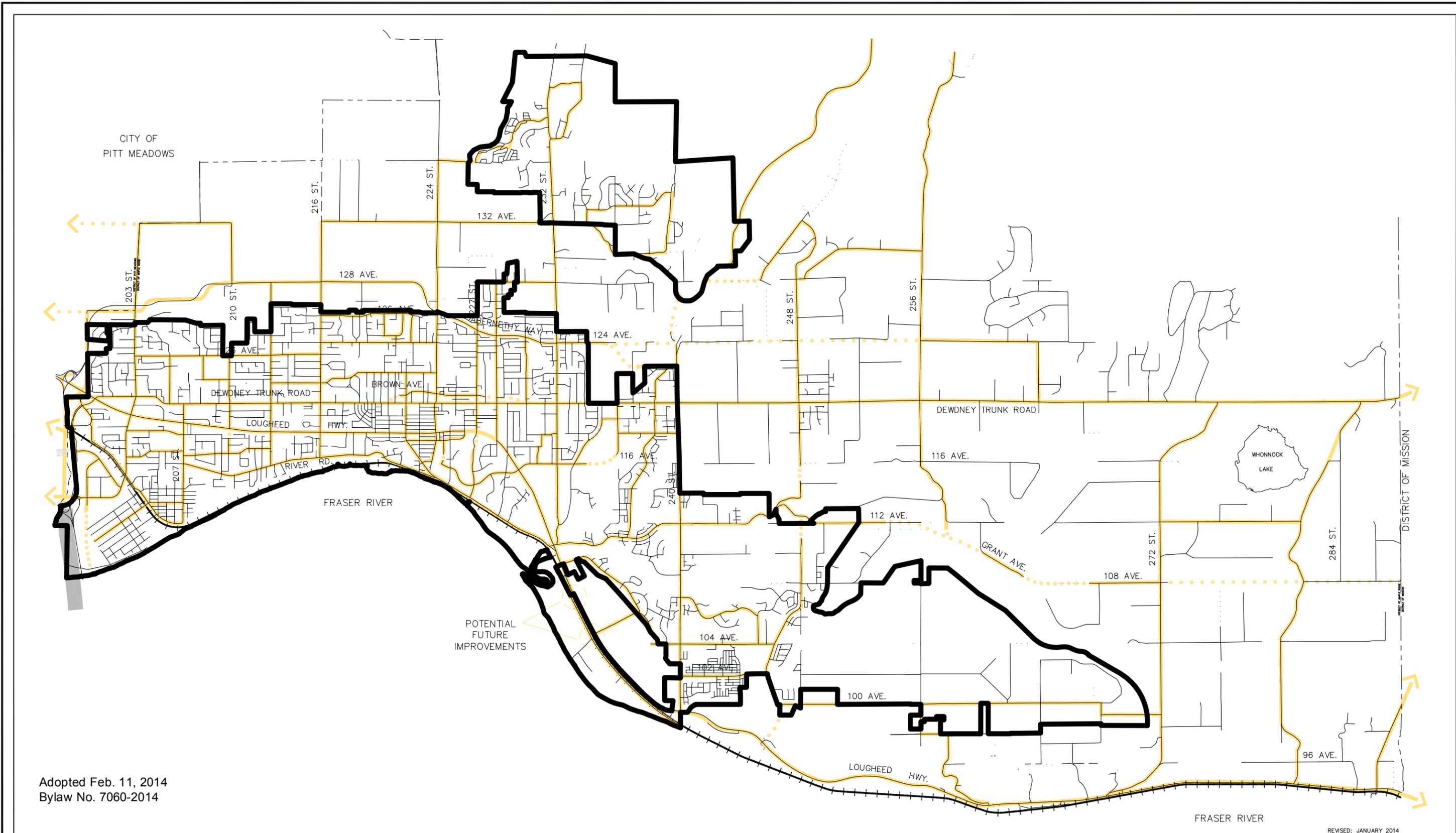
-  DRAINAGE PUMP STATION
-  WATER PUMP STATION
-  SANITARY SEWAGE PUMP STATION
-  G.V.W.D. WATER PUMP STATION

-  G.V.S. & D.D. SANITARY SEWAGE PUMP STATION
-  RESERVOIR
-  GRAVEL PITS
-  ALBION WASTE TRANSFER STATION / RECYCLING DEPOT

MAJOR PUBLIC UTILITIES



**CORPORATION OF
THE DISTRICT OF
MAPLE RIDGE
PLANNING DEPARTMENT**



Adopted Feb. 11, 2014
Bylaw No. 7060-2014

REVISED: JANUARY 2014



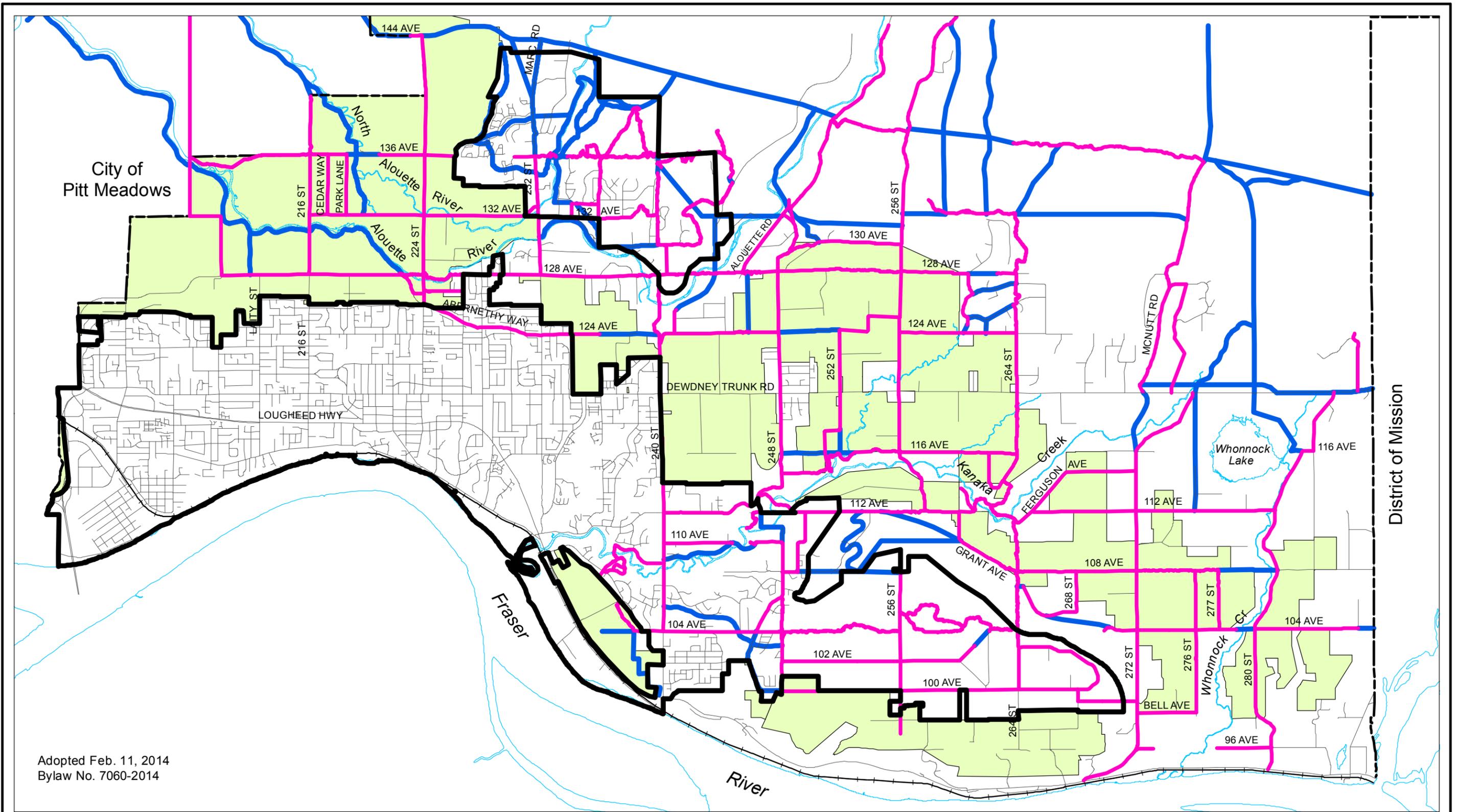
- MAJOR ROAD CORRIDORS
- URBAN AREA BOUNDARY
- PROPOSED PROVINCIAL BRIDGE (GOLDEN EARS BRIDGE)
- DEVELOPED RAIL CORRIDOR
- ANTICIPATED FUTURE ROUTE (SUBJECT TO REVIEW)

Any new roads through the Agricultural Land Reserve would require Agricultural Land Commission Approval and not all routes have yet acquired that approval

PROPOSED MAJOR CORRIDOR NETWORK PLAN (2005-2031)



CORPORATION OF THE DISTRICT OF MAPLE RIDGE
PLANNING DEPARTMENT



Adopted Feb. 11, 2014
Bylaw No. 7060-2014



This Figure indicates the general routes and connections which are to be preserved and developed. It is supported by a working map of multi-use and equestrian trails which will reflect as accurately as possible the existing trail network.

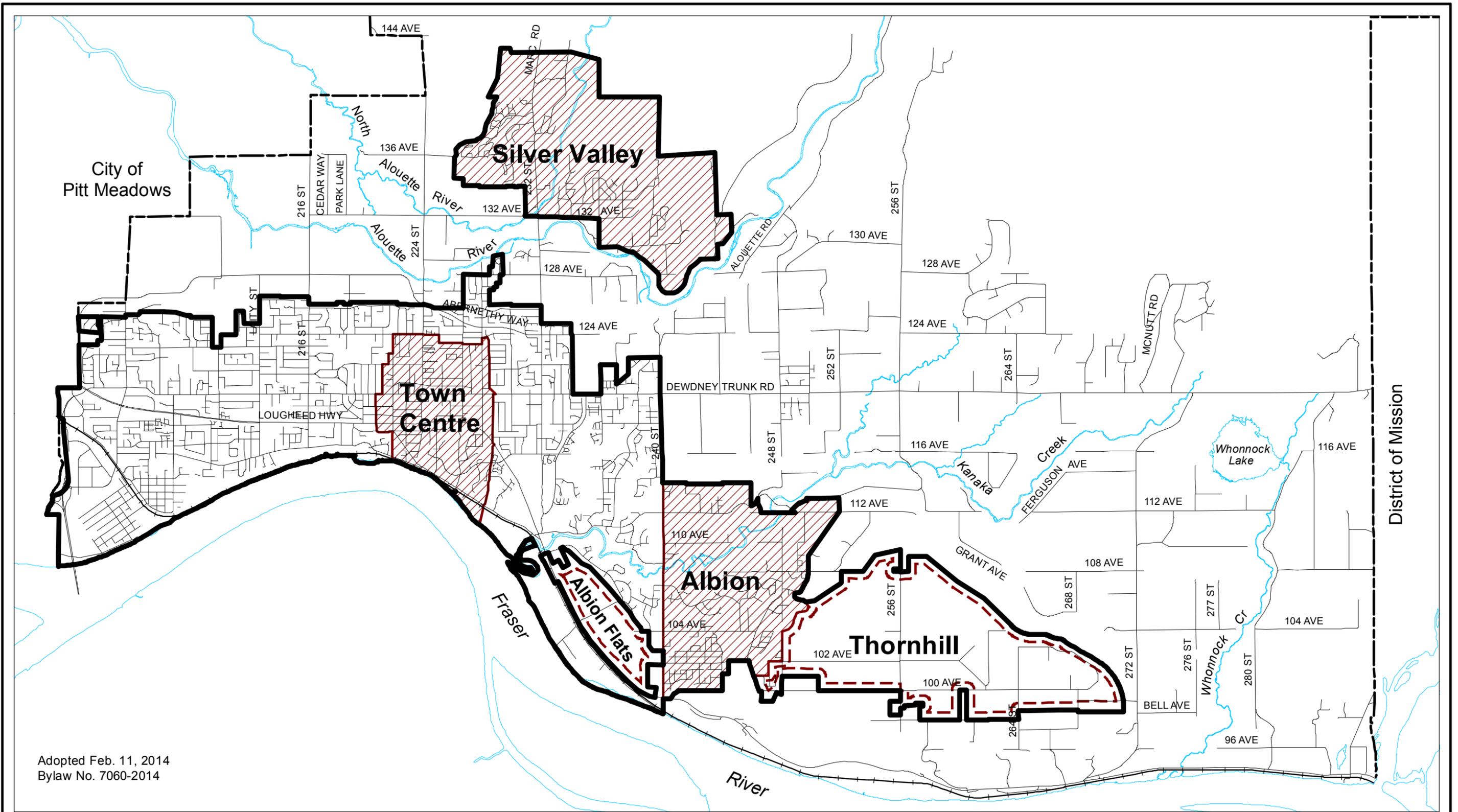
- Urban Area Boundary
- Existing Trails
- Municipal Boundary
- Proposed Trails
- ALR (As of May 2006)

The District of Maple Ridge acknowledges that any proposed trail routes and connections through the Agricultural Land Reserve would require the approval of the Agricultural Land Commission

Long Term Multipurpose Trail Plan



CORPORATION OF THE DISTRICT OF MAPLE RIDGE
PLANNING DEPARTMENT



Adopted Feb. 11, 2014
Bylaw No. 7060-2014



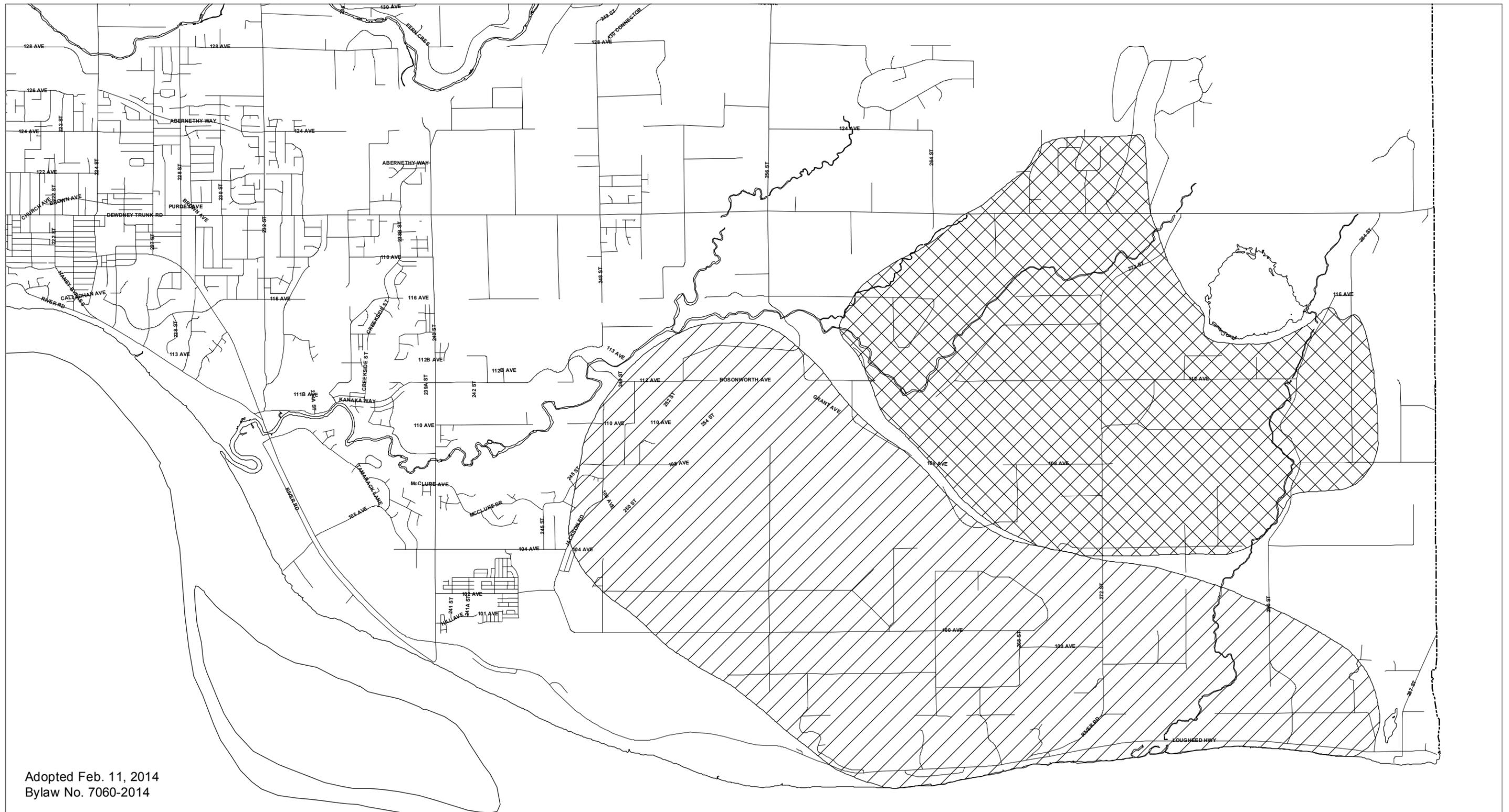
 URBAN AREA BOUNDARY
 EXISTING AREA PLANS
 FUTURE AREA PLANS

AREA PLANS



 CORPORATION OF
 THE DISTRICT OF
 MAPLE RIDGE
 PLANNING DEPARTMENT

JAN 16, 2014 Not To Scale Figure 6.



Adopted Feb. 11, 2014
Bylaw No. 7060-2014



Legend

-  Grant Hill Aquifer
-  Whonnock Aquifer

NOTE:

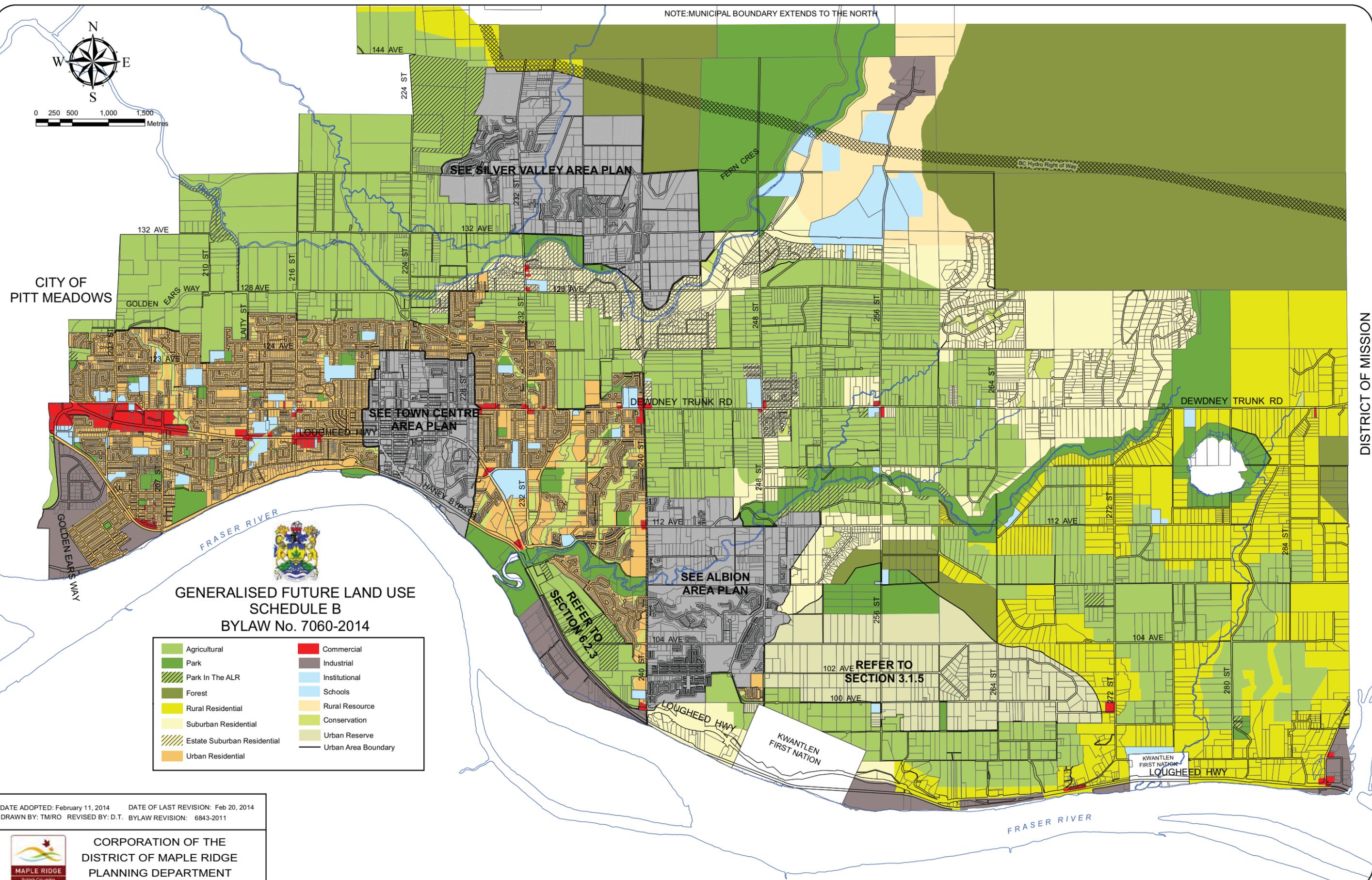
The vulnerability and demand for use of an aquifer varies. For further information refer to the Ministry of Land, Water and Air Protection, Guide to Using BC Aquifer Classification Maps for the Protection and Management of Groundwater.

AQUIFERS



CORPORATION OF
THE DISTRICT OF
MAPLE RIDGE
PLANNING DEPARTMENT

NOTE: MUNICIPAL BOUNDARY EXTENDS TO THE NORTH



CITY OF PITT MEADOWS

DISTRICT OF MISSION



GENERALISED FUTURE LAND USE SCHEDULE B BYLAW No. 7060-2014

Agricultural	Commercial
Park	Industrial
Park In The ALR	Institutional
Forest	Schools
Rural Residential	Rural Resource
Suburban Residential	Conservation
Estate Suburban Residential	Urban Reserve
Urban Residential	Urban Area Boundary

SEE SILVER VALLEY AREA PLAN

SEE TOWN CENTRE AREA PLAN

SEE ALBION AREA PLAN

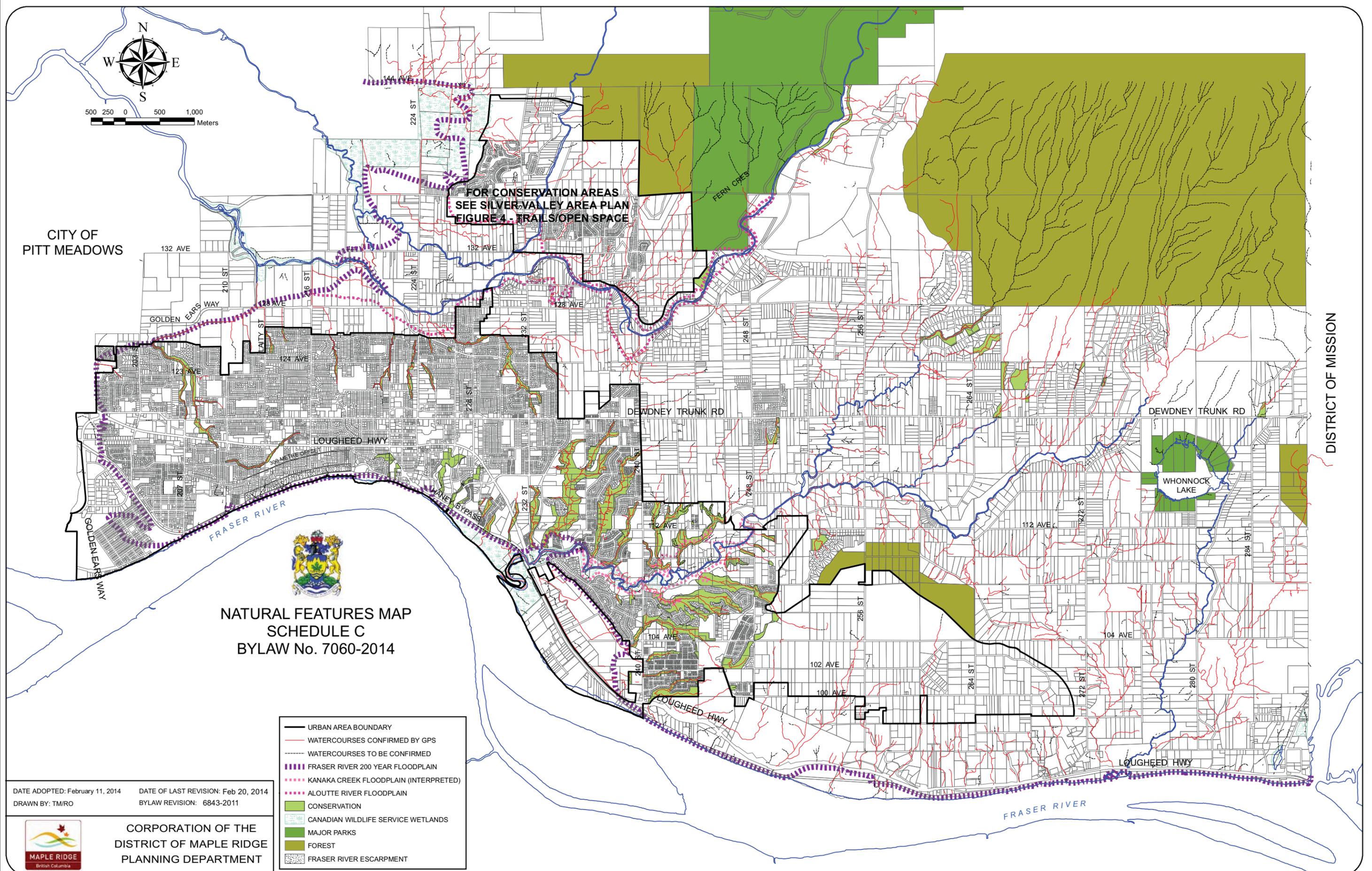
REFER TO SECTION 6.2.3

REFER TO SECTION 3.1.5

KWANTLEN FIRST NATION

KWANTLEN FIRST NATION LOUGHEED HWY

DATE ADOPTED: February 11, 2014 DATE OF LAST REVISION: Feb 20, 2014
DRAWN BY: TM/RO REVISED BY: D.T. BYLAW REVISION: 6843-2011



CITY OF
PITT MEADOWS

DISTRICT OF MISSION



NATURAL FEATURES MAP
SCHEDULE C
BYLAW No. 7060-2014

- URBAN AREA BOUNDARY
- WATERCOURSES CONFIRMED BY GPS
- - - WATERCOURSES TO BE CONFIRMED
- FRASER RIVER 200 YEAR FLOODPLAIN
- ... KANAKA CREEK FLOODPLAIN (INTERPRETED)
- ... ALOUTTE RIVER FLOODPLAIN
- CONSERVATION
- CANADIAN WILDLIFE SERVICE WETLANDS
- MAJOR PARKS
- FOREST
- ... FRASER RIVER ESCARPMENT

DATE ADOPTED: February 11, 2014 DATE OF LAST REVISION: Feb 20, 2014
DRAWN BY: TMIRO BYLAW REVISION: 6843-2011



CORPORATION OF THE
DISTRICT OF MAPLE RIDGE
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