North 256 Street Industrial Lands Area Plan
Official Community Plan Amending Bylaw No. 8087-2026

Recommendations:

THAT third reading of *Official Community Plan Amending Bylaw No. 8087-2026*, for the North 256 Street Industrial Area Plan, be rescinded; and

THAT *Official Community Plan Amending Bylaw No. 8087-2026*, as amended, be read a third time.

THAT *Official Community Plan Amending Bylaw No. 8087-2026* be adopted.

Report Purpose and Summary Statement:	To provide a summary of comments received and approvals granted by Metro Vancouver Regional District, and recommend that Council rescind third reading of *Official Community Plan Amending Bylaw No. 8087-2026*, and reread the bylaw a third time, as amended. The bylaw has been amended to adjust section numbering and respond to comments received from the Agricultural Land Commission, as outlined in this report. Staff are also recommending that *Bylaw No. 8087-2026* be adopted.
Previous Council Action:	On January 6, 2026, Council considered and gave first and second readings to *Official Community Plan Amending Bylaw No. 8087-2026* relating to the creation of the North 256 Street Industrial Lands Area Plan. A public hearing was held on January 20, 2026, and on January 27, Council read *Bylaw No. 8087-2026* a third time and directed staff to submit the associated Regional Growth Strategy and Fraser Sewerage Area amendment requests, along with the new and corresponding Regional Context Statement, to Metro Vancouver for consideration.
Strategic Alignment:	Diversified, Thriving Economy; Liveable Community
Climate Impact:	Robust land use planning supports a sustainable and resilient economy, and the provision of local jobs supported by an efficient transportation system reduces greenhouse gas emissions. As part of the planning process, the subject lands were analyzed and area-scale environmental-related

constraints and opportunities were identified and incorporated into the new area plan.

Communications: As part of the Area Plan development process, there were three phases of targeted engagement with opportunities for local landowners and residents, First Nations, as well as the business community, the public, and affected agencies to be informed and participate. Four open houses and a public hearing were held, and the project website was updated regularly.

Applicable Legislation/ Bylaw/Policy: The Official Community Plan amendment bylaw changes municipal land use designations and policies.

The Metro Vancouver Regional Growth Strategy amendment changed the regional land use designations and extended the Urban Containment Boundary. A new Regional Context Statement was accepted by the Metro Vancouver Board.

To: Mayor and Council **File number:** 2025-337-CP

North 256 Street Industrial Lands Area Plan
Official Community Plan Amending Bylaw No. 8087-2026

BACKGROUND:

On February 25, 2025, Council directed staff to begin work on the North 256 Street Industrial Lands Area Plan as per the scope of work outlined in the associated staff report.

The North 256 Street Industrial Lands are located at the north end of 256 Street, north of 128 Avenue (Attachment A). The study area currently includes a range of land uses, from gravel extraction / aggregate processing to institutional operations (i.e., correctional and training facilities), various resource/rural industrial uses, and an established industrial business park in the southeastern portion. Some of the lands are owned by the City, some by the Province as Crown Lands, and others by various private landowners.

The overall vision for the Area Plan is to facilitate a new, modern, light industrial area that accommodates business and employment growth in the community while considering the features of the land and area. The land use plan identifies appropriate locations for various industrial related uses, institutional, and supportive commercial uses, as well as environmental conservation areas, park lands and public access such as trails, existing residential uses, and associated road and infrastructure needs.

On January 6, 2026, Council gave first and second readings of the *Maple Ridge Official Community Plan Amending Bylaw No. 8087-2026*, and a Public Hearing was held on January 20, 2026.

On January 27, 2026, Council gave the bylaw third reading and directed staff to submit the associated Regional Growth Strategy and Fraser Sewerage Area amendment requests to Metro Vancouver for consideration, as well as an updated Regional Context Statement.

The project included an extensive, three-phase engagement program. The engagement efforts and feedback received through the engagement program is summarized in "what we heard" reports prepared for Phases 1 and 2 which are publicly available and posted in the Community Engagement section of the project webpage on the City's website.

The Official Community Plan (OCP) amending bylaw introduces the new North 256 Street Industrial Lands Area Plan, including new Development Permit Area Guidelines, and associated updates to Chapter 6 of the OCP (which pertains to industrial lands and employment uses), and an updated Regional Context Statement.

The associated Regional Growth Strategy and Fraser Sewerage Area amendment requests were considered by the Metro Vancouver Regional Planning Committee at its meeting on March 5, 2026. On March 27, 2026, the Metro Vancouver Regional District Board read *Regional Growth Strategy Amendment Bylaw No. 1451, 2026,* a first, second, and third time, and then adopted the

bylaw at its meeting on May 29, 2026. At that same meeting, the updated Regional Context Statement, reflecting the RGS and OCP designation amendments, was accepted by the Board.

Separately, the proposed amendment to adjust the Fraser Sewerage Area to extend regional sewerage services to the entire Area Plan, is scheduled to be considered by the Greater Vancouver Sewerage & Drainage District Board at its meeting in July. The approval of the Fraser Sewerage Area adjustment does not hold up Council's consideration of final adoption of the OCP amending bylaw.

DISCUSSION:

Referrals:

On January 5 and 6, 2026, the City sent referral letters to the following parties, inviting comments on the Official Community Plan Amending Bylaw:

- Katzie First Nation
- Kwantlen First Nation
- Metro Vancouver – Regional Planning and Housing Department
- Metro Vancouver – Utility Policy Planning Department
- TransLink
- Agricultural Land Commission
- School District 42
- Ministry of Jobs and Economic Growth
- Ministry of Transportation and Transit

Comment Received:

One response was received from the Agricultural Land Commission (ALC) (Attachment B). The ALC letter references the extension of Abernethy Way from 232 Street to 256 Street, which will ultimately provide additional access to the North 256 Street area lands and where a significant amount of the corridor is within the Agricultural Land Reserve. The letter also notes that part of the southern extent of the proposed new Urban Containment Boundary abuts the Agricultural Land Reserve between 256 Street and 261 Street. ALC staff recommend that appropriate edge planning measures be incorporated into the area plan to ensure long-term land use compatibility at the interface.

Proposed Amendments to the Bylaw:

The North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines make reference to interface / edge planning including landscaping and screening between industrial development and surrounding uses such as environmental and recreation lands, however they do not explicitly describe agriculture-specific items as they may relate to the small amount of southern land that abuts the Agricultural Land Reserve.

At the city-wide scale, section 6.2.1 of the OCP addresses agricultural and farming land use planning matters (i.e., 6-6 (e) and (j), and 6-9). However, to address the ALC comments, staff propose amendments to Area Plan's Development Permit Area Guidelines (Attachment C) by adding the following bolded and underlined text:

Amended point #8 in section A – Site Planning & Interface:

8. Provide landscape buffering between industrial sites and conservation, institutional, **agricultural,** or recreational lands using vegetated screens, setbacks, and grading transitions.

Amended point #16 in section E – Landscaping & Buffers:

16. Provide a substantial landscape buffer along conservation **and agricultural** edges and trail corridors, using native species and continuous canopy connections, consistent with applicable environmental policies, regulations, or Development Permit Area Guidelines.

Added as a new point #21 at the end of section E – Landscaping & Buffers:

21. Developments adjacent to lands within the Agricultural Land Reserve should respect the farming activity and potential of those lands, and incorporate an appropriate buffer interface such as landscaping between uses, informed by applicable Agricultural Land Commission and Ministry of Agriculture and Food guidelines.

Amended point #6 in section I – Public Realm, Streetscape & Workforce Amenities:

6. Where industrial uses abut conservation, **agricultural,** or institutional lands, provide a landscaped interface zone with fencing or naturalized planting to create a buffer and improve the public realm edge.

Amending the Bylaw:

OCP Amending Bylaw No. 8087-2026 (Attachment F) has been revised by staff, and is recommended to be reread a third time to accommodate the proposed text edits noted above, and some minor section number housekeeping due to the adoption of the Lougheed Transit Corridor Area Plan and Development Permit Guidelines. All proposed edits are shows in full marked-up versions included in Attachments C, D, and E, and are as follows with deleted text struck out, and the new text bolded and underlined:

- Chapter 8 Development Permit Area Guidelines is amended by inserting Section ~~8.15~~ **8.17** - North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines, ~~a copy of which is attached hereto and forms a part of this bylaw as Schedule C,~~ after Section ~~8.14 - Ground Oriented Residential Infill Development Permit Guidelines~~ **8.16 Lougheed Transit Corridor Development Permit Area Guidelines.**
- Chapter 10 Area Plans is amended by inserting Section ~~10.6~~ **10.7** - North 256 Street Industrial Lands Area Plan, ~~a copy of which is attached hereto and forms a part of this bylaw as Schedule D,~~ after Section ~~10.5 - Hammond Area Plan~~ **10.6 Lougheed Transit Corridor Area Plan**.

CONCLUSION:

Staff recommend that Council rescind third reading of *Official Community Plan Amending Bylaw No. 8087-2026* and re-read it as amended, and finally adopt the bylaw. The approval of the new North 256 Street Industrial Lands Area Plan will allow for introduction of the new Area Plan to the OCP, and lead to new industrial opportunities in the area, which will support economic, job, business, and taxation growth for the community.

"Eric Aderneck"

Prepared by: Eric Aderneck, Industrial Lands Program Manager

Attachments:

(A) Study Area Map
(B) ALC Comment Letter, dated February 18, 2026
(C) *Official Community Plan Amending Bylaw No. 8087-2026*, as amended, with mark ups
(D) Development Permit Area Guidelines with mark ups
(E) North 256 Street Industrial Lands Area Plan with mark ups
(F) *Official Community Plan Amending Bylaw No. 8087-2026*

Report Approval Details

Document Title:	North 256 Street Area Plan OCP Bylaw Adoption.docx
Attachments:	- Attachment A - Study Area Map.pdf - Attachment B - ALC Comment Letter.pdf - Attachment C - Official Community Plan Amending Bylaw No.8087-2026 with mark ups.docx - Attachment D - North 256 Street Industrial Lands DPA Guidelines with mark ups.pdf - Attachment E - North 256 Street Industrial Lands Area Plan with mark ups.pdf - Attachment F - Official Community Plan Amending Bylaw No.8087-2026 (with schedules).docx
Final Approval Date:	Jun 9, 2026

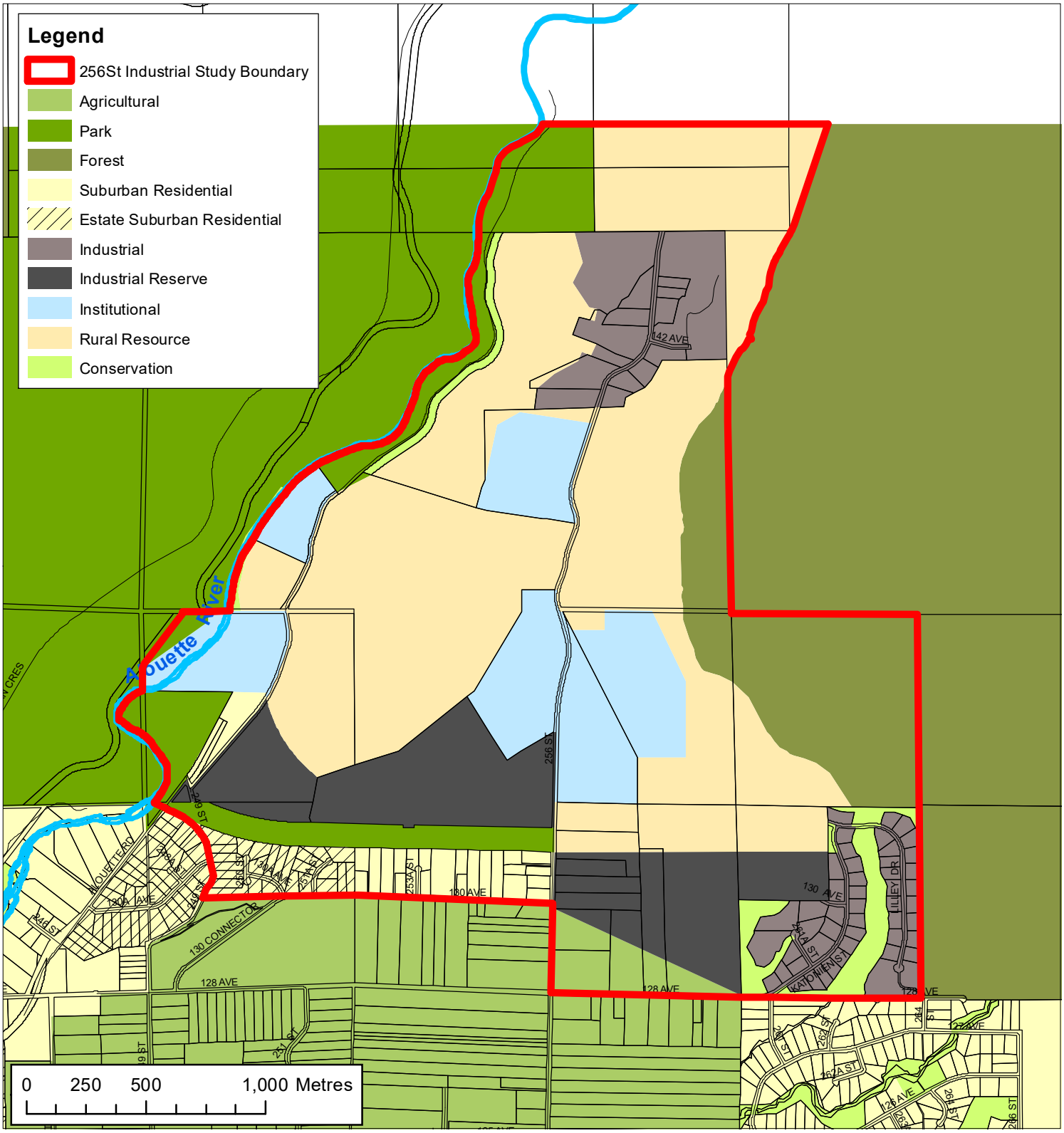
This report and all of its attachments were approved and signed as outlined below:

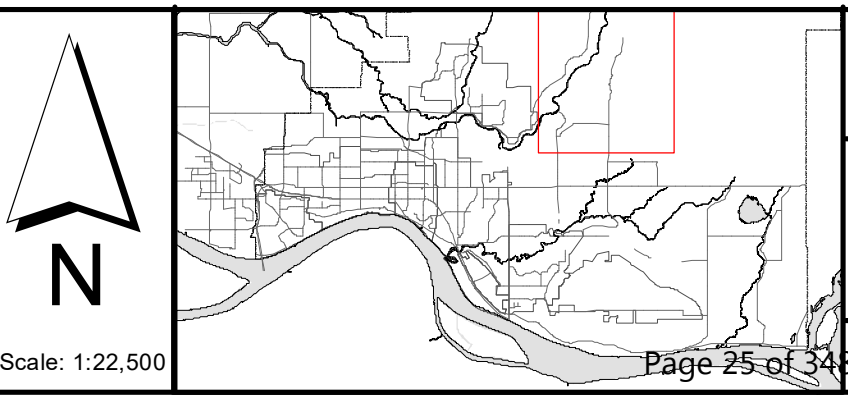
Amanda Grochowich, Manager of Community Planning

James Stiver, Director of Planning and Building

Carolyn Mushata, Director of Legislative Services and Corporate Officer

Scott Hartman, Chief Administrative Officer





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256 St Industrial Area Study Boundary

PLANNING DEPARTMENT

Maple Ridge

FILE: 256St Industrial Lands 2025.mxd
DATE: Jan 15, 2025
BY: DT

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way, Burnaby
B.C., Canada V5G 4K6

February 18, 2026 ALC Planning Review: 105129

Eric Aderneck
Industrial Lands Program Manager
City of Maple Ridge
eaderneck@mapleridge.ca

Re: January 6, 2026 referral of Draft North 256 Street Industrial Lands Area Plan – City of Maple Ridge OCP Amending Bylaw No. 8087-2026

Thank you for forwarding a draft copy of the above bylaw (the "Bylaw") for review by the Agricultural Land Commission (the "ALC" or "Commission"). The Bylaw proposes amendments to the City's Official Community Plan ("OCP") to facilitate adoption of the North 256 St Industrial Area Plan (the "Plan"). While there are no direct impacts proposed to the limited Agricultural Land Reserve ("ALR") lands within the Plan area, ALC staff wish to highlight the following matters that are relevant to the ALC's interests.

Abernethy Way Extension

Extension of Abernethy Way from 232 St to 256 St is referenced throughout the Plan as a key measure to support traffic generated by future industrial development in the Plan area. As ALC staff have advised the City on previous occasions, a significant portion of this proposed corridor is within the ALR, and Commission approval is required to pursue any right-of-way acquisition and road construction on ALR lands. To ALC staff's knowledge, the Commission has not indicated any prior support-in-principle or endorsement of the extension of Abernethy Way.

We understand that the City intends to seek Commission approval through submission of a Transportation Use application under s. 22 of the ALR General Regulation in the near future. Until approval is secured, ALC staff suggest that the Plan text and maps be revised to clarify that extension of Abernethy Way through the ALR is subject to Commission approval.

Urban-Agricultural Edge Planning

The southern extent of the proposed Urban Boundary within the Plan area abuts ALR lands between 256 St and 261 St. ALC staff recommend that appropriate edge planning measures be incorporated into the Plan to ensure long-term land use compatibility at this interface.

At a minimum, ALC staff suggest that the Development Permit Area Design Guidelines A8 and E3 should be revised to include agricultural lands among the listed adjacent uses requiring landscape buffering. Preferably, ALC staff encourage the addition of more robust policies in the Design Guidelines that would require development proposals adjacent to the ALR to incorporate appropriate building setbacks, vegetative buffering, and stormwater management measures, consistent with provincial guidelines in Part 3 of the Ministry of Agriculture and Food Guide to Edge Planning and Parts 4/5 of the Subdivision Near Agriculture Guide.

*****

Section 46 of the *Agricultural Land Commission Act* ("ALCA") requires local governments to ensure their bylaws are consistent with the ALCA, the Agricultural Land Reserve ("ALR") regulations, and any orders of the Commission. The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the regulations, or any decisions of the Commission. This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-3276 or by e-mail at ALC.Referrals@gov.bc.ca.

Sincerely,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Mike Bandy, Regional Planner

CC: Ministry of Agriculture and Food – Attention: Jeff Weightman

105129m1

CITY OF MAPLE RIDGE
BYLAW NO. 8087-2026

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

The Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Maple Ridge Official Community Plan Amending Bylaw No. 8087-2026."

2. Maple Ridge Official Community Plan Bylaw No. 7060-2014, as amended, is hereby amended as follows:

   (a) Chapter 1 Community Context is amended by replacing Section 1.4 - Regional Context Statement with the text set out in Schedule A, a copy of which is attached hereto and forms a part of this bylaw.

   (b) Chapter 6 Employment is deleted in its entirety and replaced with the text set out in Schedule B, a copy of which is attached hereto and forms a part of this bylaw.

   (c) Chapter 8 Development Permit Area Guidelines is amended by inserting Section 8.17 - North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines, a copy of which is attached hereto and forms a part of this bylaw as Schedule C, after Section 8.16 – Lougheed Transit Corridor ~~Ground Oriented Residential Infill~~ Development Permit Area Guidelines.

   (d) Chapter 10 Area Plans is amended by inserting Section 10.7 - North 256 Street Industrial Lands Area Plan, a copy of which is attached hereto and forms a part of this bylaw as Schedule D, after Section 10.6 – Lougheed Transit Corridor Area Plan ~~Hammond Area Plan~~.

   (e) Those parcels or tracts of land and premises as outlined in heavy black line on Map 1, a copy of which is attached hereto as Schedule E and forms part of this bylaw, are included within the Urban Area Boundary by amending Schedule B of the Maple Ridge Official Community Plan Bylaw No. 7060-2014.

   (f) Those parcels or tracts of land and premises as outlined in heavy black line on Map 2, a copy of which is attached hereto as Schedule F and forms part of this bylaw, are redesignated as noted by amending Schedule B of the Maple Ridge Official Community Plan Bylaw No. 7060-2014.

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

READ a first time the 6th day of January, 2026

READ a second time the 6th day of January, 2026

PUBLIC HEARING held the 20th day of January, 2026

READ a third time the ~~27th~~ day of ~~January~~, 20~~26~~

ADOPTED the day of , 20

_____	_____
PRESIDING MEMBER	**CORPORATE OFFICER**

~~North 256 Street Area Plan~~

North 256 Street Industrial Lands Area Plan

Development Permit Area Guidelines

Chapter 8.17 ~~8.15~~

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1.Introduction

1.1 Purpose & Applicability

These Design Guidelines support the implementation of the North 256 Street Industrial Lands Area Plan and guide the form, character, and environmental performance of light and low-impact industrial development, and related uses within the plan area. They apply to all new development, redevelopment, and major alterations within the plan area.

1.2 Implementation

These Guidelines apply to all Development Permit applications within the North 256 Street Development Permit Area. Development proponents are required to demonstrate how their proposal meets these guidelines through coordinated plans, drawings, and design rationales. Where appropriate, the City may request additional information, such as environmental assessments, visual impact analyses, or other studies, to support a complete review.

1.3 How to Use These Guidelines

Development proponents must use these guidelines together with the Official Community Plan (including relevant Development Permit Areas), the Zoning Bylaw, Engineering Standards, and all applicable environmental policies and regulations.

1.4 Goals of the Guidelines

The guidelines are intended to:

- Promote high-quality, functional, and context-sensitive industrial development.
- Ensure compatibility between industrial activities, environmental areas, and institutional or recreational uses.
- Reinforce a cohesive and attractive industrial business identity for Maple Ridge.

2. Design Intent and Objectives

Development in the North 256 Street Industrial Lands Area Plan should contribute to a cohesive, functional, and environmentally responsible light industrial area. Key objectives are to:

2.1 Optimize the industrial development potential of the lands.

2.2 Support durable, adaptable industrial forms capable of accommodating evolving uses and technologies.

2.3 Encourage a strong street presence through building siting and architectural character.

2.4 Locate and screen loading, storage, and parking to reduce visual impacts on public streets and trails.

2.5 Integrate landscaping and green infrastructure to provide buffers, enhance ecological function, and reinforce the area's natural character.

2.6 Ensure appropriate transitions to adjacent conservation, institutional, and rural lands. Reflect the area's transition from natural and rural landscapes to modern, industrial-focused lands.

2.7 Create a safe and attractive environment for workers and visitors with clear pedestrian connections and well-designed public edges.

3. Guiding Principles

3.1 Compatibility – Transition sensitively between industrial, environmental, and institutional areas using setbacks, landscaping, and screening.

3.2 Connectivity – Strengthen access networks for vehicles, cyclists, and pedestrians; integrate with trails identified in the Area Plan.

3.3 Sustainability & Green Structure – Incorporate green infrastructure, native landscaping, topography, environmental features, and low-impact design to manage stormwater and shape site character.

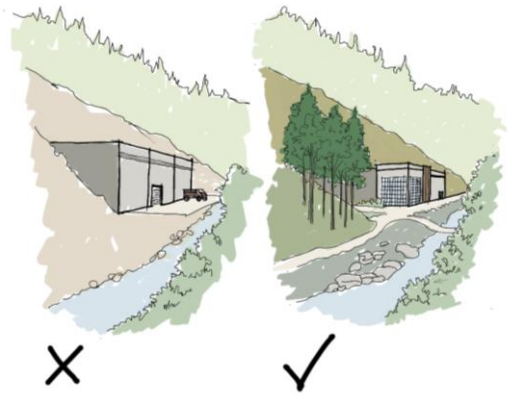
3.4 Character & Quality – Encourage simple, robust forms and materials that age well in an industrial context and express function and civic pride, while also reflecting Maple Ridge's identity.

3.5 Safety – Apply Crime Prevention Through Environmental Design (CPTED) principles and best practice for lighting, visibility, access control, and operations.

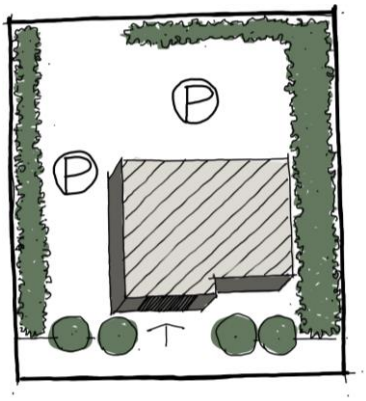
4. Design Guidelines

A. Site Planning & Interface

1. Developments adjacent to treed slopes, ravines, watercourses, or conservation lands should respect natural vegetation, retain soils through natural landscaping, and maintain any additional setbacks required by environmental agencies. Creeks and ravines should be retained in their natural state, and buildings should be integrated with natural slopes and significant site features.

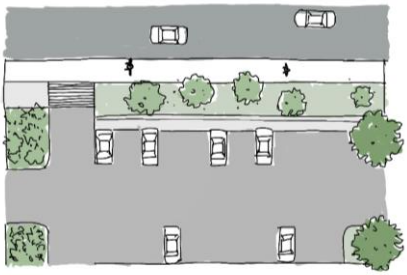


2. Wherever possible, the majority of parking and loading areas should be located at the side or rear of buildings, with access provided from lanes or internal circulation routes.



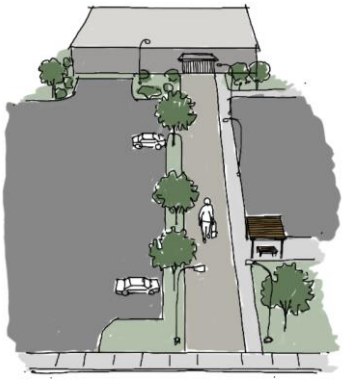
3. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance. Provide landscaped islands, street trees, pedestrian pathways, building edges, and distinct paving treatments to enhance visual quality.

4. Parking areas adjacent to public streets should provide a low-level landscaped buffer and/or raised earth berm between the parking and the public realm.



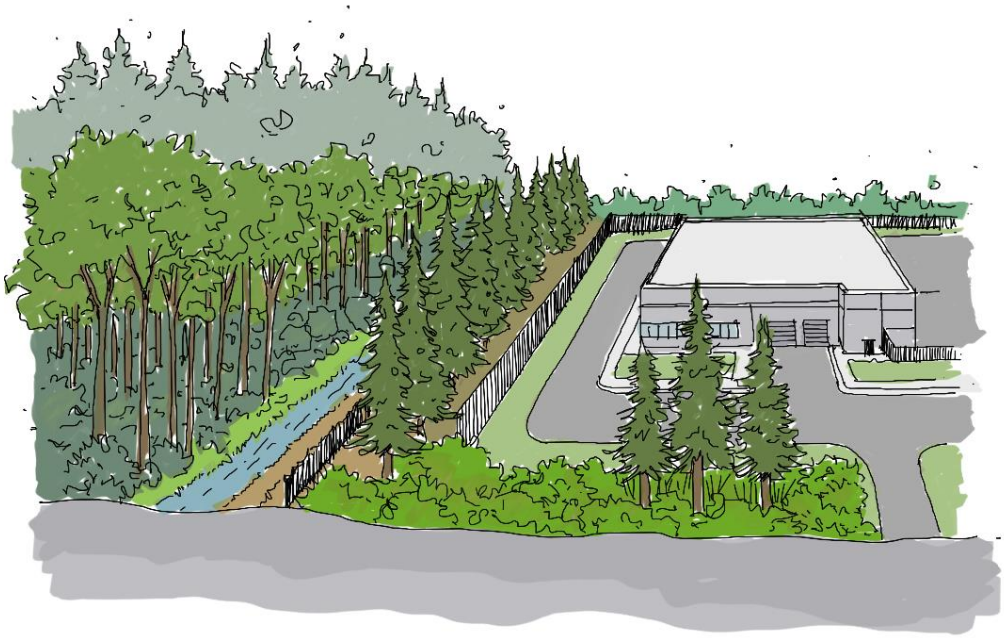
5. Provide clearly defined, direct, and safe pedestrian access from parking areas and public sidewalks to building entrances. Design pedestrian routes to be given precedence over vehicular movement, including marked crossings where necessary.

6. Industrial developments with large parking areas should provide a continuous pedestrian pathway system between primary entrances, parking areas, and adjoining streets. Include landscape features, weather protection, benches, and special paving to support safety and comfort. Pedestrian movements should avoid obstruction from parked vehicles.



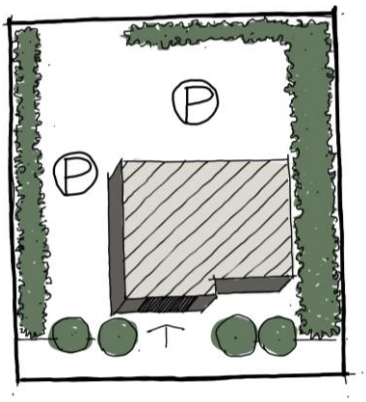
7. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals, where warranted.

8. Provide landscape buffering between industrial sites and conservation, institutional, agricultural, or recreational lands using vegetated screens, setbacks, and grading transitions.



9. Design site layouts to follow existing topography and minimize terrain cut-and-fill, preserving mature vegetation where possible.

10. Orient building façades, office components, and primary entries toward public streets to reinforce an organized and business-friendly image. Locate loading and service functions to the side or rear of buildings. Ensure frontages present a clear address, a legible main entrance, and a safe pedestrian approach from the street.



11. Limit and consolidate driveways where feasible. Coordinate driveway locations, including pairing them where possible, with the planned road network and ensure they meet City standards for truck turning movements, grades, and sightlines.

12. Allow flexible parcel shapes and shared access (i.e. pairing driveways) where terrain and servicing constraints exist.

13. Locate, screen, and acoustically treat service yards, waste areas, and mechanical equipment away from public streets, trails, and sensitive edges.

14. At corner and gateway sites, reinforce legibility and wayfinding through building orientation, enhanced landscaping, and coordinated signage hierarchy.

B. Building Form, Massing & Architecture

1. Offices, reception, sales, and other public areas should be located at the front of buildings to face the street. Façades should be designed so these areas are easily identifiable and visible from public streets.

2. Main building entries should be clearly identifiable from streets or entry driveways. Entries should incorporate transparent materials (e.g., glazing), weather protection, and pedestrian-scale architectural elements.

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. Rooftops and rooflines should include design elements such as parapets, screening, cornices, or other architectural and landscaping features to create a clean skyline

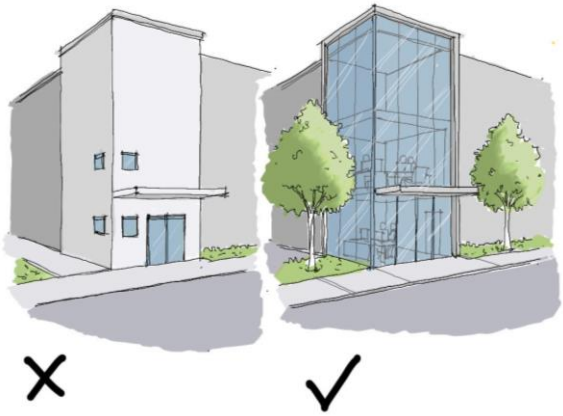
profile, fully screen rooftop equipment, and reduce visual impacts from public streets, trails, and adjacent uses.

5. Architectural expression should be modern, durable, and functional, using high-quality materials on all street-facing façades.
6. Large façades should be broken into smaller visual components using articulation, glazing, material changes, colour variation, or modulation to maintain a human scale.
7. Building height and massing should be proportional to adjacent uses and respond to natural topography. Excessive blank walls along public frontages should be avoided.
8. Where buildings face public streets or trail corridors, use modest step-backs or façade modulation to reduce perceived bulk and improve visual interest.
9. Corner and gateway sites should emphasize building massing with additional glazing, clerestory windows, architectural detailing, or other design treatments that reinforce legibility and wayfinding.

C. Façade Design & Materials

1. Buildings with significant areas of non-reflective or opaque materials should incorporate architectural treatments such as articulation, texture, reveals, glazing, colour variation, graphics, or decorative lighting to provide visual interest. Landscaping should be used to complement architectural detailing and soften building edges.
2. Use durable, low-maintenance materials such as pre-finished metal, concrete, or brick accents for primary façades and street-facing elevations.
3. Colours and materials should use muted or natural tones that blend with the surrounding forested character. Accent colours may be used to highlight entries or contribute to building identity. Visually busy or inconsistent façades should be avoided.

4. Offices and primary entrances should include generous glazing to enhance visibility, natural surveillance, and the building's presence on the street.



D. Parking, Loading, Circulation & Storage

1. Parking and loading areas should follow the site-planning principles in Section A, with access provided from lanes or internal circulation routes.
2. Design large surface parking areas in accordance with Section A. Use landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance visual quality.
3. Parking areas adjacent to public streets should provide a low-height landscaped buffer between the parking area and the public realm.
4. Use permeable paving or shallow concrete swales with rolled edges where appropriate to support on-site stormwater drainage.
5. Above-ground parking structures should not front public streets at grade. Where unavoidable, such structures should incorporate façade treatments, glazing, landscaping, and modulation to avoid long blank walls and improve the appearance of the public realm.
6. Rooftop parking structures should incorporate appropriate design treatments to reduce visual impacts from public streets, adjacent uses, and bridges.
7. 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's 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.
8. Provide well-defined and safe pedestrian access from parking areas to building entrances and the public sidewalk.

9. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals where warranted.
10. Surface parking may be located in front of buildings only where necessary and should include landscaped buffers and direct pedestrian connections to main entries.
11. Loading areas should be positioned at the side or rear of sites, screened from public view through fencing or landscaping. Overhead doors facing public streets or trails should be screened or articulated to minimize visual impact.
12. Provide clear truck circulation routes and adequate turning radii.
13. Separate truck movements from passenger vehicles and pedestrian routes wherever possible; locate loading and outdoor storage areas to the side or rear, away from main streets.
14. Integrate safe, direct pedestrian pathways across parking lots using marked crossings and protective elements such as bollards and continuous sidewalks.
15. Provide on-site loops or dedicated maneuvering areas to ensure trucks do not reverse into public streets.
16. Prevent spillback onto public roads by providing internal staging space for deliveries, pickups, and shift changes.
17. Bicycle parking should be provided in well-lit, visible locations near building entrances and public streets. Racks should be sturdy, theft-resistant, and securely anchored.
18. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.

E. Landscaping & Buffers

1. Ancillary or accessory buildings should be visually screened from public streets with dense coniferous plantings or be designed and finished in a manner consistent with the principal building.
2. 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 visually-pleasing street image;
   d) soften the transition between adjacent land uses;
   e) create interesting views and focal points into and out of the site.

3. Landscaping of substantial proportions should be provided around property lines, particularly where adjacent to residential, institutional, conservation, or recreational lands, to ensure a compatible and smooth transition to neighbouring uses.
4. Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.

5. The scale and location of planting material should complement and be consistent with the scale and massing of buildings.

6. Energy efficiency and water conservation should be considered in the design of landscaped areas and in the selection of plant species and material. This can be accomplished through:

   a) using native and/or drought-resistant species;
   b) designing 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; and/or
   f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

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. Existing vegetation should be retained and enhanced wherever possible, especially along stream corridors, forested slopes, and ravines. Where vegetation is removed due to construction, replanting with native species is encouraged.

9. While maximizing the industrial development potential of the lands, provide adequate amounts of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.

10. Chain link fences are discouraged along street frontages. Where unavoidable, it should be vinyl-coated and screened with dense, layered plantings.

11. Fences abutting residential sites should be constructed with solid materials consistent with fences generally used in residential developments.

12. Tree retention should be prioritized, as possible. Preserve significant existing trees where possible and meet the Area Plan's industrial canopy target that is10% canopy coverage or 25 new trees per hectare, using a mix of retained trees and new on-site tree planting.

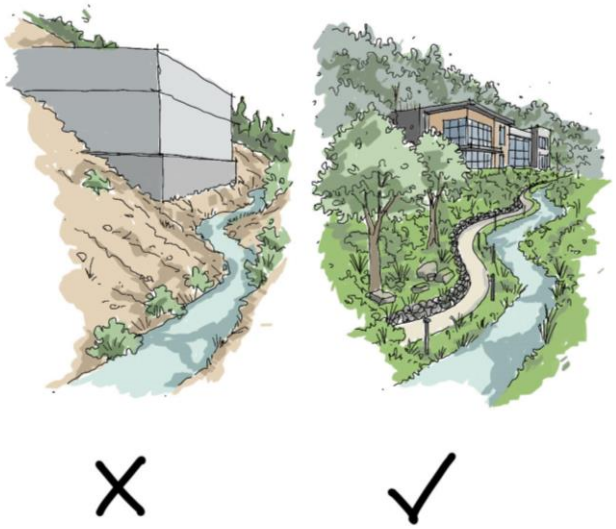
13. Incorporate drought-tolerant, predominantly native planting and integrate rain gardens, bioswales, vegetated swales, and permeable paving to support on-site stormwater management and reinforce natural drainage patterns.

14. Parking lots should include landscaped islands and perimeter beds to break up large, paved areas, provide shade, and support stormwater capture.

15. Use layered planting, berms, fencing, and building placement to screen outdoor storage, loading areas, and parking from roads, trails, parks, and adjacent non-industrial uses.

16. Provide a substantial landscape buffer along conservation and agricultural edges and trail corridors, using native species and continuous canopy connections, consistent with applicable environmental policies, regulations, or Development Permit Area Guidelines.

17. Respect environmental setbacks, including riparian setbacks and steep slope guidance. Low Impact Development measures should be integrated along edges.



18. Trail edges should provide a comfortable, well-landscaped separation between industrial yards/parking and public trails.

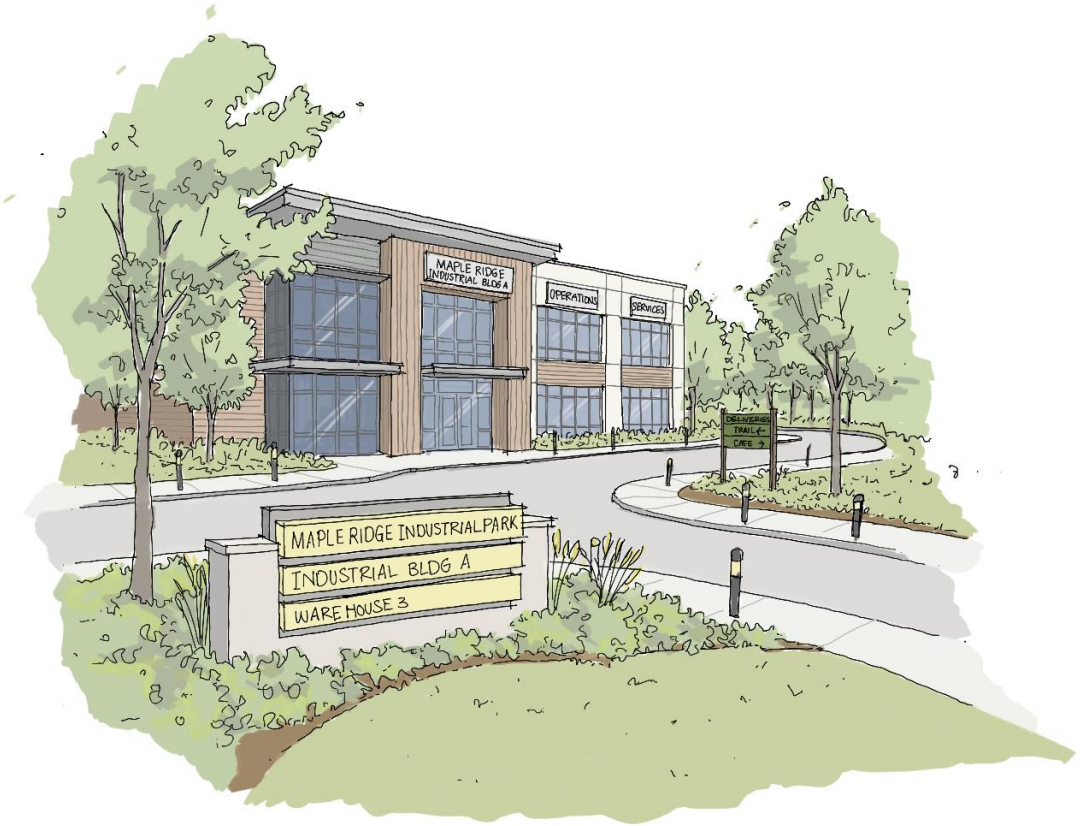
19. A rural edge treatment may be used where appropriate, incorporating larger canopy trees, hedgerows, and split-rail or black-powder-coated fencing to reinforce a restrained rural character.

20. Reinforce ecological corridors with native species and continuous tree canopy connections.

21. Developments adjacent to lands within the Agricultural Land Reserve should respect the farming activity and potential of those lands, and incorporate an appropriate buffer interface such as landscaping between uses, informed by applicable Agricultural Land Commission and Ministry of Agriculture and Food guidelines.

F. Signage, Lighting & Fencing

1. All signage must conform to the provisions of the Maple Ridge Sign Bylaw, as amended or replaced. In the event of a conflict between the Sign Bylaw and these guidelines, the Sign Bylaw shall take precedence.



2. Signage design, materials, and messages should be integrated and complement the scale and architectural detail of the building. Monument or fascia signs with subdued illumination are preferred over freestanding pylon signs.
3. In multiple-tenant buildings, signage should be designed to present a unified appearance, including coordinated materials, sizes, and placement.
4. A clear hierarchy of signage should be provided, including a primary identity sign, secondary tenant signage, and directional signage.
5. Signage should be consolidated into coordinated systems using durable materials; back-lit box signs should be avoided where possible.

6. Where sites abut public paths or trails, wayfinding signage for visitors and deliveries should be incorporated and consistent in scale and design with overall site signage.
7. Pedestrian level lighting is encouraged along all pedestrian pathways to enhance comfort and visibility.
8. Lighting should be fully cut-off, energy-efficient, designed to prevent glare, light spill, and visibility of direct sources from public streets, adjacent residential areas, pedestrian routes, and conservation lands. Avoid the nuisance of glare to adjacent residences, pedestrians, or motorists.
9. Lighting fixtures should be integrated with the architecture and landscape. Downlighting or externally lit signage is preferred.
10. Provide safe, well-lit conditions for loading, parking, and operational areas using full cut-off fixtures that minimize spillover while maintaining required illumination levels.
11. Fencing should use solid or decorative metal designs, paired with landscape softening. Long, uninterrupted fence runs should be avoided.
12. Pedestrian areas should include lower-scale lighting fixtures, especially at entries and along walkways, with lighting poles designed to coordinate with surrounding landscape elements.

G. Sustainability & Resilience

1. Design buildings and sites for energy efficiency and climate resilience, including electric vehicle (EV) charging infrastructure, high-performance envelopes, and solar-ready construction.
2. Support biodiversity by maintaining tree cover and planting pollinator-friendly and native vegetation, where possible.
3. Consider FireSmart design and satisfy wildfire protection requirements along forested edges through defensible space, non-combustible materials, and appropriate landscaping treatments. Apply FireSmart landscaping principles at the industrial–forest edge / interface, including appropriate spacing of vegetation, removal of ladder fuels, and use of non-combustible groundcovers.
4. Green buildings are encouraged. Developments should consider Leadership in Energy and Environmental Design (LEED) or equivalent certification, and where feasible, integrate green roofs or rooftop solar systems.
5. Stormwater management should utilize open drainage, infiltration features, and vegetated swales to manage water quality and promote natural infiltration.

6. Respect riparian setbacks, steep slopes, and habitat linkages; coordinate with environmental permits required by OCP Development Permit Areas.
7. Sustainable building design is encouraged, including energy-efficient building envelopes, solar-ready infrastructure, and adaptable building forms that can accommodate changing tenant needs.

H. Safety & CPTED

1. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all buildings, parking areas, and facilities.
2. Ensure convenient, safe, clearly identifiable, and universally accessible access routes to building entrances, lobbies, parking structures, and other principal areas.
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 to increase natural surveillance.
5. Provide clear sightlines at doors, loading areas, and parking; avoid deep recesses and blind corners.
6. Define public and service areas using fencing, gates, lighting, and landscape treatments to deter unauthorized access.
7. Orient office functions and windows toward streets and trails, where feasible, to increase passive surveillance and support a safer public realm.

I. Public Realm, Streetscape & Workforce Amenities

1. 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 recreational spaces.

2. Design sidewalks, trails, and rest areas with shade, lighting, clear wayfinding, and comfortable pedestrian facilities.

3. Support amenities for employees at two scales:

a) Commercial Node (Area-Wide) -
Support a small commercial node as a local amenity hub for the workforce, with plazas, seating, weather protection, and food service options on a neighbourhood scale.

b) On-Site Employee Break & Social Spaces (Site-Specific) -
Provide outdoor spaces on individual development sites that support short breaks, informal gatherings, and social interaction for employees, with seating, shade, and comfortable pedestrian access

4. Provide consistent setbacks, street trees, landscaped boulevards, and integrate lighting and signage into the overall site design.
5. Align trail routes identified in the Area Plan to support walking, cycling, and equestrian movement.
6. Where industrial uses abut conservation, agricultural, or institutional lands, provide a landscaped interface zone with fencing or naturalized planting to create a buffer and improve the public realm edge.
7. Provide active doors and windows facing the street or plaza; include weather protection and pedestrian-oriented design elements.
8. Locate parking to the side or rear of the building, or as a small forecourt plaza integrated with high-quality landscaping and seating; provide safe pedestrian connections to trails and building entrances.
9. Use contemporary, durable materials; integrate signage with architecture; and provide street trees and seating to reinforce a cohesive public realm identity.

J. Servicing & Engineering Coordination

1. Industrial developments must meet applicable City Road standards, including collector and modified cross-sections, ditch sections, and required turning radii for industrial vehicles.
2. Plan for water, sanitary, and drainage upgrades and required easements. Utilities should be co-located where possible to reduce conflict with landscaping, tree retention, and Low Impact Development (LID) features.
3. Provide clearances and turnarounds required to meet Fire/Rescue access standards, ensuring unobstructed routes for emergency response.

K. Fire Protection & Wildfire Resilience

1. Apply applicable Wildfire Development Permit Area Guidelines for industrial sites located within or adjacent to wildfire-risk areas, including defensible space, vegetation management, and construction requirements.
2. Use non-combustible or ignition-resistant exterior materials for façades, projections, soffits, decks, and roof assemblies facing forested edges, in alignment with Wildfire DPA standards. Roofing should meet Class A or B fire resistance ratings.
3. Design buildings and sites to minimize ember accumulation, including screened vents, closed gutters, fire-resistant soffits, reduced overhang hazards, and avoid fuel traps along façades facing forest edges.
4. Ensure fire access and hydrant placement meet Fire/Rescue requirements, including clear access routes, adequate turning geometry, staging room, and hydrants functional prior to above-foundation construction
5. Integrate FireSmart landscaping along natural edges using non-combustible groundcovers, appropriately spaced vegetation, and avoidance of continuous fuel ladders.

5. Submission Requirements & Checklist

Applicants must submit the following as part of a development permit application:

5.1 Site plan showing access, loading, landscape layout, pedestrian paths, truck routes and circulation plan.

5.2 Landscape plan showing species, canopy coverage, screening, and interface treatments for environmental/trail edges and LID features.

5.3 Building elevations and materials palettes.

5.4 Signage concept, and lighting plan.

5.5 CPTED and waste/recycling enclosure details.

5.6 Servicing and stormwater strategy concept.

5.7 For commercial node site, active frontage and plaza plan.

5.8 Design rationale referencing guideline compliance.

5.9 A compliance checklist should accompany the submission, identifying whether each guideline is Met, Not Applicable, or Requires Clarification.

North 256 Street Industrial Lands

Area Plan

Chapter ~~10.6~~ 10.7

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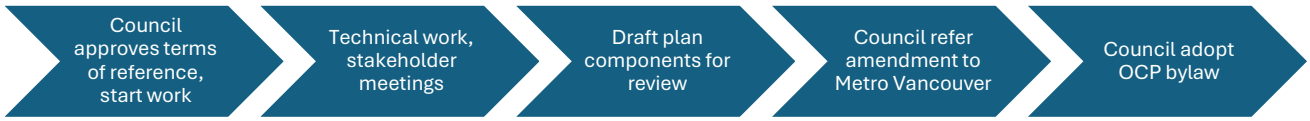
1. INTRODUCTION

1.1 Plan Purpose

The North 256 Street Industrial Lands Area Plan is intended to guide the growth and development of the lands, with the overall objective to facilitate industrial uses and supportive services and amenities, while respecting long-standing institutional facilities, environmental features and functions, and recreational activities in the area. The industrial development of the lands will provide business growth, employment opportunities, and increase the property tax base for Maple Ridge.

The area planning process from early 2025 to early 2026 included three rounds of community engagement, outlined in Figure 1:

Figure 1: Project Overall Process

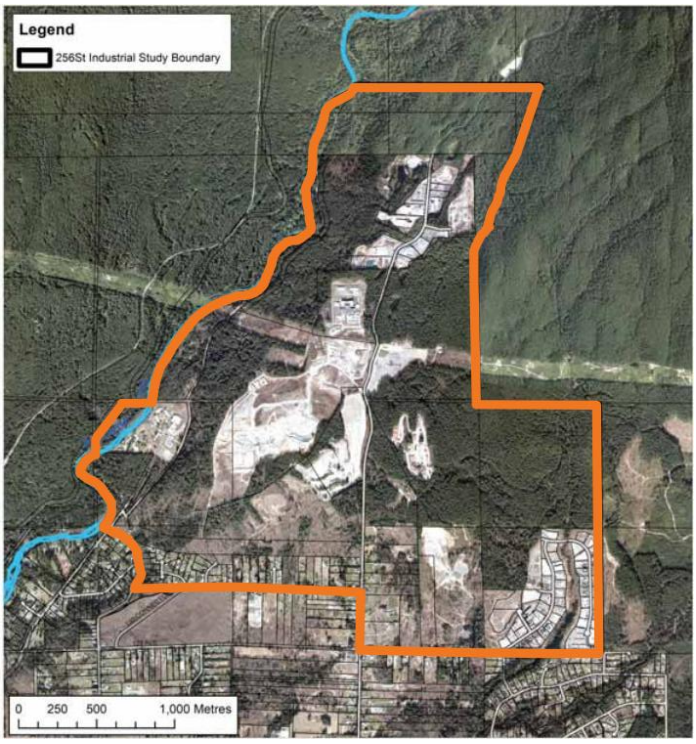


To address the land use opportunities and constraints (Figure 2), the work program comprised technical analysis, engagement, planning, and implementation components to advance the industrial development of the area.

1.2 Area Plan Initiation

The City of Maple Ridge completed a city-wide industrial impact analysis which provided insights into the City's current and future industrial market, identified market sectors that the City could target, and optimum locations to grow the City's industrial land base relative to known development opportunities and constraints. That analysis identified specific infrastructure investments to unlock the potential for industrial development and offered strategic planning recommendations to position the City's industrial landscape for growth. The work

Figure 2: Study Area Map



also highlighted the potential for significant new developable industrial land in the North 256 Street area, part of which was already designated for *Industrial* land uses or as an *Industrial Reserve*.

In February 2025, Council provided direction to staff to prepare an area plan for the North 256 Street industrial lands. The project scope of work outlined the site features, project rationale, policy objectives, intent, engagement, and associated deliverables and timelines.

1.3 Economic Contribution of Industrial Lands

Industrial lands generate an outsized proportion of jobs and wages and contribute to economic well-being by way of linkages (inputs and outputs) throughout the municipal, regional, and provincial economies.

The City's economic objectives support the creation of additional industrial lands that provide business and employment opportunities, increase the community's non-residential property assessment and tax base, and contributes to the long-term financial sustainability of the City.

1.4 Industrial Area Plan Rationale

A sizable proportion of Maple Ridge residents commute outside of the community for work. The property tax base is disproportionally residential (over 90%), which limits the fiscal strength and diversity of the City. Maple Ridge has a historic downtown with limited employment opportunities (retail and office uses), and older industrial areas with various industrial forms and intensities. While the population of Maple Ridge continues to grow rapidly, the economic base has not kept pace with the residential development of the community.

It is a goal of the City to attract additional commercial development to the Town Centre and Lougheed Transit Corridor areas, with associated jobs, amenities, and enhanced transit service, while developing and intensifying its industrial areas to accommodate increased industrial capacity and economic activity.

Over the past decade, the City has completed several studies and reports exploring the industrial and employment potential of different lands. The work prioritized suitable areas with respect to return on infrastructure investment and employment/industrial land use potential. It included both a city-wide scale analysis and identified specific Official Community Plan (OCP) designation changes for different areas. More recently, this included a review of 'non-residential' development opportunities to prioritize efforts on

lands with the greatest economic opportunity, which identified market sectors that the City can target, and where it is most realistic to grow the City's industrial land base.

The North 256 Street lands were identified as having the highest potential in Maple Ridge to attract new industrial development and provide long-term positive benefits, and selected as a priority area for advancement as part of the area planning process.

1.5 Intent of the Area Plan

The North 256 Street Industrial Lands Area Plan facilitates and guides industrial development, while recognizing long-standing institutional users, supplementing supportive services and amenities, and respecting the environmental features and recreational activities in the area.

Its intent is to create a range of industrial development types connected by a suitable road network, integrated with pathways, and accessible from major highways. Attractive buildings will fit into the community and provide an inviting and valued place for business and work.

Development of new industrial uses should proceed in an orderly and logical manner supported by public and private servicing and infrastructure investments.

The following key factors inform the potential of the North 256 Street industrial lands:

- Many of these lands have long been intended for some form of industrial development, including through the Official Community Plan's *Industrial* and *Industrial Reserve* designations, and the Regional Growth Strategy's *Industrial* designation.
- The intended new industrial uses will be light industrial, low impact, and clean uses, with sustainability components integrated as appropriate and feasible.
- The area plan addresses local matters and community interests through the consideration of context-appropriate land uses and densities, separations / buffers / interfaces between activities, urban design guidelines, road alignments and utility corridors, as well as multi-use pathways, trails, and open spaces.
- In terms of transportation, the area plan addresses local and city-wide traffic generation through the coordinated upgrade of the road network, including the intended extension of Abernethy Way, expanded multi-use pathways and transit service.

1.6 Work Program

Work included close collaboration with internal City departments and select external agencies, as well as targeted engagement with local landowners, operators, businesses,

residents, stewardship groups, and the public. The components, including technical analysis, community engagement, concept design, and policy development, are outlined as follows:

- Assess site constraints and opportunities
- Prepare a conceptual land use plan
- Review transportation needs
- Analyze servicing needs
- Refine land use design
- Prepare associated policies
- Finalize the area plan

The work program followed these steps:

1) Setting the vision and principles to guide the planning process.
2) Identified industrial-related uses that are most appropriate for the area given its attributes, location, market factors, business needs, etc. The physical, regulatory, and market aspects were evaluated to inform the optimum land use program.
3) Building on previously-completed work, the project undertook further engineering and environmental studies, analyses, planning, and engagement work to create an industrial-focused area plan, identifying specific infrastructure investments to help facilitate the industrial development of the lands, and offer strategic planning recommendations that the City can use to position its industrial landscape for growth.
4) The area plan project addressed such considerations as:
    - land development optimization;
    - potential developable areas;
    - appropriate land uses and densities;
    - urban design;
    - terrain shaping and grading;
    - environmentally-significant features and functions;
    - transportation needs and upgrades;
    - servicing needs and infrastructure costs;
    - potential phasing / timing;
    - regulatory/policy matters; and
    - market / financial feasibility.
5) Explored options and prepared a conceptual industrial land use plan, road network and infrastructure corridors. In the context of the existing uses in the area, identified proposed land use designations, new local serving retail, recreation and trails,

conservation and park, to advance the goals of the area plan while addressing possible issues and mitigating possible land use conflicts.

6) Prepared a preliminary environmental and hydrogeological assessment of the lands to document and better understand the area's environmental features and functions, and identify associated constraints and opportunities.
7) Prepared a preliminary engineering servicing study to identify the infrastructure capacity and needs, water, sewer, and stormwater management site requirements to better support development.
8) Prepared specific land use policies to support the implementation of the area plan.
9) Completed engagement with local landowners and residents, the businesses community, general public, and affected agencies and parties.
10) Prepared a new area plan, with land use designations and transportation corridors, policies, and implementation of actions for the City and other authorities/parties to address in a coordinated manner.

This process involved technical work and community and interest holder engagement as detailed in this report, and the preparation of land use designation amendments to accommodate the new area plan.

The process to prepare the area plan took approximately one year, plus additional time for consideration of the Regional Growth Strategy amendment by Metro Vancouver, as shown in Figure 3.

Figure 3: Bylaw Approval Overall Process

Concurrent with the community engagement program, the City commissioned technical studies on environmental and infrastructure matters, as well as draft concepts for the area plan. This included identifying servicing upgrades, infrastructure investments, environmental protection measures, appropriate land uses, concept plans, and a transportation framework to guide sustainable and viable industrial development.

The finalized land use plan was then advanced to Council for consideration, including initial Official Community Plan amendment bylaw readings, a public hearing, and third reading. It was then referred to Metro Vancouver for approval of an associated Regional Growth Strategy land use designation amendment, Urban Containment Boundary expansion, and Fraser Sewerage Area service extension, and then adopted by Council.

1.7 Community Engagement

Community engagement was undertaken to prepare an area plan that benefits and serves Maple Ridge over the long term. Given the economic, infrastructure, and transportation considerations and implications associated with the project, there was a range of interest holders.

The project incorporated a targeted engagement program with opportunities for local landowners and residents to participate in the preparation of the plan, along with industrial and business operators and developers. This work included engaging interested and affected parties, external agencies, the business community, and the public on the planning process, and providing opportunities for input.

The form of engagement included interest holder meetings and public information events, online surveys, and regular updates through the City's website, newsletter, and social media posts.

Through earlier city-wide engagement about industrial lands, notable issues raised by the public generally included access, traffic, noise, and road design. Concerns about the natural environment were also identified. Furthermore, there were concerns that a more intensive utilization of the employment / industrial lands in the area could exacerbate negative issues already perceived to exist by the neighbouring residents, namely truck traffic.

There was a three-phase engagement program associated with the preparation and refinement of the area plan.

Phase 1 engagement was completed in April-May 2025, entailing an open house, online survey, and two themed meetings with interest holders. Feedback came from approximately 260 survey participants, 65 open house attendees, and 24 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

Participants showed strong support for job creation and economic benefits, diversifying the tax base, and living and working in the same community. Some noted concerns about traffic, infrastructure needs, and preserving recreational and natural assets.

The top perceived benefits included job creation, economic growth, improved infrastructure, transportation upgrades, community amenities, and better long-term planning. The main perceived disadvantages included traffic, infrastructure capacity, environmental impacts, location suitability, and overall community impact.

The community support results from the survey were as follows:

- 93% valued living and working locally
- 90% believed local jobs support a healthier community
- 82% agreed that employment lands diversify the tax base
- 74% supported industrial growth that keeps pace with regional demand
- 71% favoured proactively creating industrial lands for job opportunities

Participants identified key priorities for the North 256 Street industrial lands, including balancing recreation, environmental protection, infrastructure, transportation, and economic development.

Phase 2 engagement was completed in September-October 2025, with draft land use options and infrastructure design concepts shared for community feedback. Engagement included an open house, online survey, and two meetings with interest holders. Feedback came from approximately 260 survey participants, 50 open house attendees, and 20 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

A strong majority of respondents agreed that creating and expanding employment-generating industrial lands is important for supporting local jobs, meeting regional demand, strengthening community well-being, and diversifying the community's property tax base.

Key concerns and planning considerations were also noted, including:

- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.
- Environmental protection is a major priority, including protecting wildlife corridors, watercourses, wetlands, and preserving green space.
- Recreation users expressed concern about losing trails and natural areas currently used for hiking, biking, and horseback riding.
- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.

Phase 3 engagement, in early 2026, presented the area plan document to the community for information, in advance of the public hearing. Notification was provided through a posting on the city website, newsletter, social media, and targeted online, open house style meetings.

2. PLAN VISION AND PRINCIPLES

2.1 Maple Ridge History

Maple Ridge, with a population exceeding 106,000 is now one of the fastest-growing communities in the Metro Vancouver region, and is located on the traditional territories of the Katzie First Nation and Kwantlen First Nation. Archeological data shows that their ancestors have been stewards of this land since time immemorial. Traditionally, Maple Ridge was known by its Halkomelem name 'Z'wa?acstan' which translates into "place where the golden eagles are".

The City values and celebrates cultural diversity and strong Indigenous relationships.

2.2 Community Input

Through the community engagement program for the North 256 Street Industrial Lands Area Plan, feedback was received from the local residents, area businesses, and the public. The overall intent of the area plan and engagement support was to capitalize on economic opportunities to maximize the positive effects of the area's industrial development potential.

The following are summaries of the community comments which helped to guide and inform the preparation of the area plan:

- **The lands are an opportunity for...** Innovative, clean, and modern light industrial uses, economic growth, business expansion, local job creation, tax base diversification, enhanced investments in infrastructure and transportation, community and local amenities, environmental protection and stewardship, and sustainable industrial development forms.
- **The lands will become...** An industrial business hub, parks and recreational facilities inter-connected with trail networks, conservation areas, and sustainable land use planning that benefits both people and nature.

2.3 Overall Vision

The overall vision for the North 256 Street Industrial Lands Area Plan is to facilitate a modern, light industrial district that accommodates business and employment growth for the community while considering the features of the lands. Increasing and enhancing the supply of industrial lands will support a more prosperous and diversified local economy, with new and expanded businesses that both directly and indirectly benefit other sectors

in the wider community, match the rapidly growing population and workforce, additional employment opportunities, and enhance the property tax base for the community.

2.4 Guiding Principles

To advance the vision for the lands, the following planning principles guide the land uses and development forms that support the articulated community goals and objectives.

1: Support businesses that contribute to economic growth and development

- Provide more accommodation options for industrial users.
- Increase employment opportunities.
- Increase the City's industrial property tax base.
- Reinforce the City's business-friendly character.

2: Promote the efficient use of industrial land

- Increase overall industrial land supply.
- Prioritize industrial uses that support the City's economy.
- Flexible designs that support end-user needs while also allowing for adaptable future uses.

3: Incorporate high quality design and development

- Require appropriate screening for industrial uses, particularly where bordering non-industrial uses.
- Create a transition / interface buffer between industrial and other uses.
- Encourage urban design that is visually appealing from public roads.

4: Protect environmental assets

- Designate natural conservation spaces, including watercourses and other sensitive environmental features.
- Designate recreation areas, including parks and trails.
- Avoid development on hazard lands.
- Protect and enhance ecologically-sensitive areas.

2.5 Planning and Design Objectives

The area plan advances planning and design objectives that incorporate sustainability and resiliency principles to guide responsible development of individual sites as well as contribute to the overall success of the industrial area (see Appendix).

Optimize roads and access: The area is accessible through the north-south arterial roadway of 256 Street. That roadway has identified safety improvements to support the safe and efficient movement of people and goods for this area as it develops.

Provide industrial development flexibility: The lots and associated uses are flexible in configuration and size so that they can both respond to changing market demands and growth of companies within the area.

Incorporate high quality streetscape: The properties and streetscapes include tree/shrub plantings to help screen storage and parking areas, while ensuring that the plantings do not obscure the visibility and access to the adjoining businesses or create security challenges.

Provide safe and social public places: The development of public places (e.g., the local commercial area, parks, plaza) are situated to provide a level of natural amenity, convenience, and sense of place.

Create enduring value: Public and private investments in infrastructure are well-planned to achieve maximum long-term value and benefits.

Create recreational opportunities with a connected trail network: The transportation network is integrated with the existing and proposed trails, pathways, and sidewalk system and connected to the rest of the community.

Protect sensitive environmental areas: The major ecological features are conserved as part of a natural habitat and stormwater management system.

Minimize impacts of development: The area is sensitive to adjoining uses, and introduce vegetative and other buffers where necessary to minimize noise and visual intrusions into the landscape.

Design with the surrounding character: The development strategy reflects the natural conservation, recreational attributes, and rural character of the surrounding lands.

3. AREA PLAN

The plan area is located along 256 Street, to the north of 128 Avenue, in the north-east part of Maple Ridge, currently relatively remote and disconnected from the rest of the community and broader region.

The area is very large, however not all of the lands are developable. Located at the foothills of the Golden Ears, the lands present geographical constraints such as steep slopes and creeks.

The area includes some existing industrial uses, ranging from small flex space units, single tenant industrial buildings on 0.4 hectare (one-acre) lots, larger properties with yards for outdoor storage, and gravel extraction facilities, as well as various institutional uses.

The area requires upgrades to existing water and sanitary services to support additional industrial use and higher density. Transportation access is constrained by the configuration of the intersection of 256 Street at Dewdney Trunk Road and a lack of secondary access to the area.

3.1 Site Attributes and Terrain

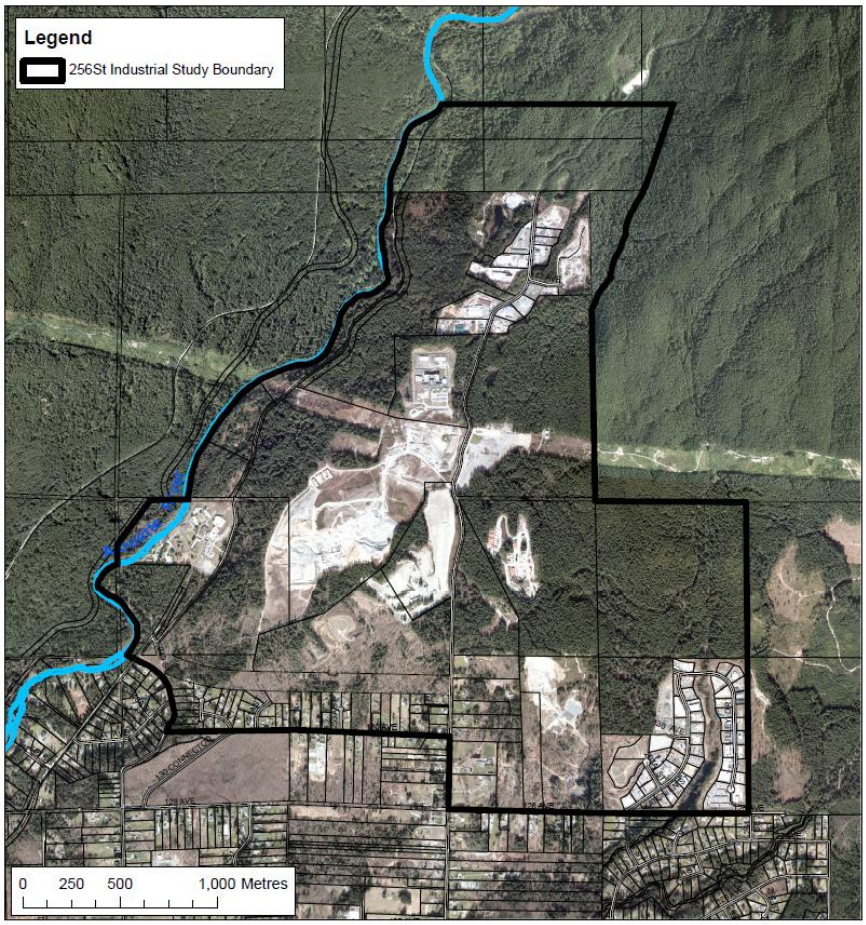
While there are some established businesses in the area and active gravel extraction facilities, many of the lands are vacant or underutilized, and face various challenges relating to achieving full industrial development, such as:

- Physical terrain challenges and floodplain.
- Environmentally sensitive areas and encumbrances.
- Limited servicing infrastructure.
- Poor transportation accessibility.

These issues have historically prevented the development / redevelopment / densification / intensification of these industrial lands and the realization of their contribution to the business growth of the area and the economy of the City.

A high level assessment was undertaken to determine the potential developable areas for industrial land use, after estimating the undevelopable steep slopes and watercourses (Figure 4). Ongoing gravel pit extraction and aggregate processing operations have been occurring on the *Industrial Reserve* and *Rural Resource* lands, and minimal development activity is anticipated for such lands until the gravel operations are complete. The intent is to facilitate the eventual orderly wind-down of the gravel facilities in a way that optimizes the terrain of the lands for future industrial land uses. It is expected that the full industrial buildout of the area may take a number of decades, paced in response to market forces and landowner actions.

Figure 4: Study Area Ortho Photo



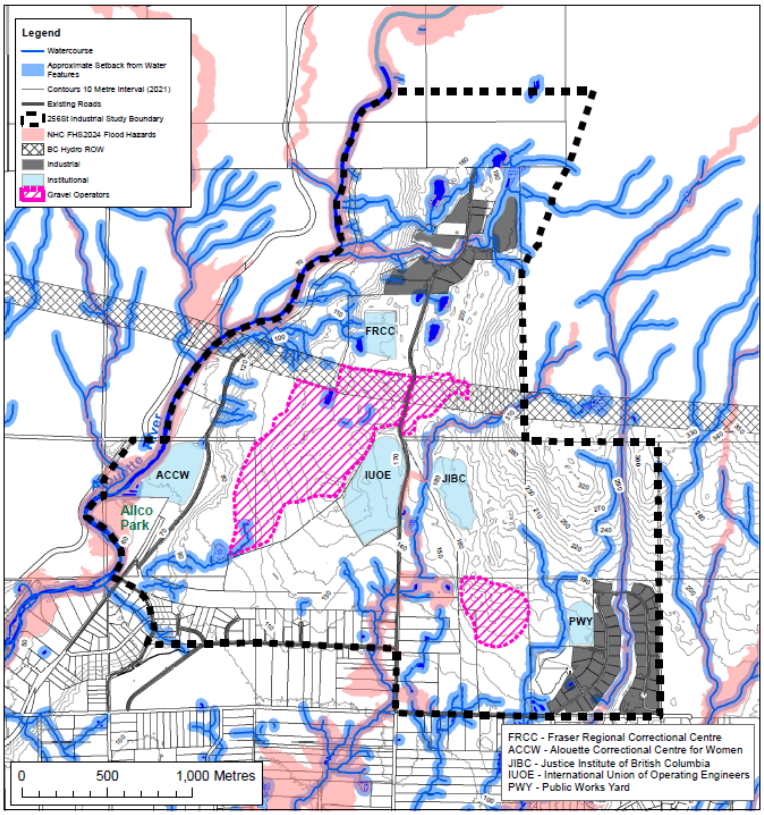
3.2 Existing Land Uses

The area currently includes a range of land uses, including gravel extraction and processing, institutional operations (i.e., correctional and training facilities), various resource/rural industrial uses, with some Crown Lands owned by the province and lands owned by the City (Figure 5).

To support the intended industrial development of the lands, the road network will be enhanced, including with the planned easterly extension Abernethy Way, along with new internal roads, and sanitary, water, and stormwater infrastructure services expanded.

3.3 City Owned Lands

Figure 5: Area Features Map



The City of Maple Ridge owns two properties within the North 256 Street area plan:

- 13790 256 Street was a former gravel pit / extraction site, that is now under a Provincial Mining Remediation order, and currently managed by the City. While the property has a gross site area of approximately 60 hectares, it has a much smaller net development potential given its topography (steep slopes). A portion of the southwest corner of the site along 256 Street is sufficiently flat to support potential development once the remediation work is complete.
- 26185 130 Avenue, is an approximately 15-hectare property utilized by the City's Engineering / Operations Department as a satellite works / storage yard which is expected to continue. This property is encumbered by a watercourse and associated setbacks.

3.4 Gravel Facilities

This area of Maple Ridge is known to have rich gravel deposits. The extraction of this commodity needs to be balanced with environmental, stormwater management, and traffic safety requirements, as well as planning for future development.

The primary characteristics and considerations of a gravel facility includes the following issues which need to be considered as surrounding lands are developed and redeveloped:

- **Operations**: Involves the use of heavy equipment to remove gravel from the deposit. This may involve blasting or other methods to break it out for removal and transport.
- **Land Use and Zoning**: Operations must comply with regulations concerning land use, environmental protection, and reclamation. Gravel pits often require special zoning,

designations or permits, which might specify the size, location, and operational capacity of the pit.

- **Regulatory Compliance**: Gravel pits must comply with both municipal bylaws and provincial regulations, including safety regulations, environmental and health standards governing resource extraction operations.
- **Operational Limits**: There may be limits set on annual extraction volumes to minimize environmental impact and maintain road infrastructure. For instance, annual hauls are capped to certain volumes and specific trucking routes required. Expedited extraction of the gravel could allow for the earlier development of the lands for industrial uses.
- **Community Impact**: These operations are often subject to assessments to minimize noise, dust, and traffic impact on the nearby community. This includes developing specific truck routes to mitigate the disturbance to residential areas.
- **Environmental Impact**: Requiring assessments to evaluate potential environmental features, protection areas and impacts, including effects on local ecosystems, air quality from dust, noise pollution, and impacts on adjacent properties. Requiring environmental monitoring plan during operational phase (including but not limited to water quality monitoring).
- **Restoration and Reclamation**: Post-extraction, gravel pits are subject to environmental reclamation to restore the land for future use, which could range from natural habitat restoration, to recreational uses or industrial development.

The gravel resources will need to be extracted before other uses and development may occur on those affected lands. The policies of the OCP require that gravel deposits be identified and, if available, be removed prior to any industrial development. This requirement may be a constraint to advancing industrial development on those lands as it will depend on the extent of the deposits and the rates of extraction.

3.5 Institutional Uses

The area has a number of long-standing institutional uses that serve not only the community, but also the province, and have associated employment and transportation considerations. Two of these are specialized training facilities, and two are correctional facilities, described as follows:

- **Justice Institute of British Columbia (JIBC)** – The JIBC Maple Ridge campus has been in place since 1983, and has expanded over the years. It focuses on hands-on firefighting, police, paramedic, and other safety and emergency training programs. The

facility boasts unique simulation training equipment like a three-storey concrete burn building, a ship's steel superstructure, and an 11-car train derailment.

- **International Union of Operating Engineers (IUOE)** – The IUOE Local 115 Maple Ridge training facility has been in place since 1985, and is one of the leading facilities of its kind in Canada, with courses in Road Building and Heavy Construction, Mobile Crane Operation, and Asphalt Paving. The site features access to equipment used in the field and realistic jobsite conditions. The facility also offers a variety of supplementary courses such as safety, traffic control, and the operation of light equipment such as forklifts. Training programs are available to members and non-members, and run throughout the year.
- **Alouette Correctional Centre for Women (ACCW)** – Originally built in 1954 as a men's prison, it is now the only all-female correctional facility in British Columbia and one of ten provincial correctional institutions. It has a capacity for approximately 300 inmates, providing medium security and secure service levels, along with comprehensive health services as part of the BC Mental Health and Substance Use Services.
- **Fraser Regional Correctional Centre (FRCC)** – The facility is a provincial men's correctional centre, established in 1990 with a capacity for approximately 300 inmates. The centre functions primarily as a medium-security institution, providing basic amenities and structured programs aimed at rehabilitation and reintegration, emphasizing structured visitation and involvement from families and the community.

4. POLICY CONTEXT

4.1 Official Community Plan

The area has long been contemplated for industrial uses, including in the Official Community Plan (OCP) and the Regional Growth Strategy (RGS). The lands were designated *Industrial Reserve*, *Industrial*, *Institutional*, and *Park* in the OCP, and *Industrial* and *Rural* in the RGS, with amendments associated with this new area plan.

The OCP establishes community principles related to employment and economic matters, including:

- Supporting and facilitating opportunities for local job growth.
- Promoting local strengths to a global market.
- The importance of local jobs to create a balanced community.
- Identifying new lands for industrial lands to provide for future employment.

The previous update to the OCP policies relating to the North 256 Street industrial lands was undertaken through a land use review completed in 2017, which added 90 ha (223 ac) under an *Industrial Reserve* designation.

4.2 Metro Vancouver Regional Policies

Metro Vancouver provides the regional context for local area industrial lands. Administratively, the regional district is home to 21 member municipalities, an electoral area, and a treaty First Nation, all with a diverse and growing population and economy. Together, both regional and municipal administrations confront issues pertinent to industrial lands.

Regional Growth Strategy

The Metro Vancouver Regional District has been exploring industrial land use issues for decades. The RGS includes an *Industrial* land use designation and associated policies in place since 2011, which is in part implemented through local municipal plans, policies, regulations, and actions. Beyond protecting the industrial land base, the strategic focus of the regional land use and associated policies advances industrial densification of the limited available lands.

Metro 2050, the latest version of the RGS adopted in 2023, provides a vision for the year 2050 to, among other things:

- Accommodate anticipated regional population and workforce growth, including through focused residential and commercial development in urban centres.
- Protect industrial lands for industrial uses and intensifying industrial forms.
- Achieve other goals pertaining to housing, transit, and environment, to support an efficient regional economy and transportation system.

Regional Industrial Lands Strategy

Responding specifically to these issues and the need for a coordinated approach, Metro Vancouver completed a Regional Industrial Lands Strategy in 2020 that included recommended actions. The Strategy was informed through significant research and engagement, and in close collaboration with the region's member municipalities and other sector interest holders. It establishes a vision for the future of industrial lands across the region and provides recommendations to guide a broad range of actions.

The Strategy identified the following long-standing challenges facing the region's industrial lands:

1. A constrained land supply.
2. Pressures on industrial lands.
3. Site and adjacency issues.
4. A complex jurisdictional environment.

In response, to address these challenges, the Strategy recommended 10 priority actions, and 34 recommendations to:

1. Protect remaining industrial lands.
2. Intensify and optimize industrial lands.
3. Bring existing land supply to market through addressing site issues.
4. Ensure a coordinated approach.

The actions reiterate the critical shortage of industrial lands in all areas of the region, which has implications for achieving long-term economic sustainability.

The North 256 Street Industrial Lands Area Plan is an opportunity to respond to this challenge, and benefit Maple Ridge and the broader regional economy. The objective is to facilitate the full industrial development potential of the lands through infrastructure investments, timely development, business occupancy, and local jobs.

Metro Vancouver Approvals

A Metro 2050 regional land use designation change (i.e., from *Rural* to *Industrial* for select sites) and an Urban Containment Boundary adjustment require approval by the Metro Vancouver Regional District Board. Furthermore, a Fraser Sewerage Service Area adjustment approval by the Great Vancouver Sewerage and Drainage District Board for a part of the area is required.

The requested amendments are considered by Metro Vancouver after the required public hearing and third reading of the OCP amending bylaw by Council. Once approved by the Metro Vancouver Board, Council can adopt the OCP amending bylaw.

5. ENVIRONMENTAL FEATURES

The North 256 Street industrial lands include some steep terrain and environmental features, with conservation and recreation lands in and around the area. The potential development lands are partially vacant and underutilized, and face various challenges relating to achieving industrial development. These issues include but are not limited to:

- Challenged site physical terrain, including natural hazards.
- Environmentally-sensitive areas and ecological assets, such as watercourses.
- Limited servicing infrastructure.

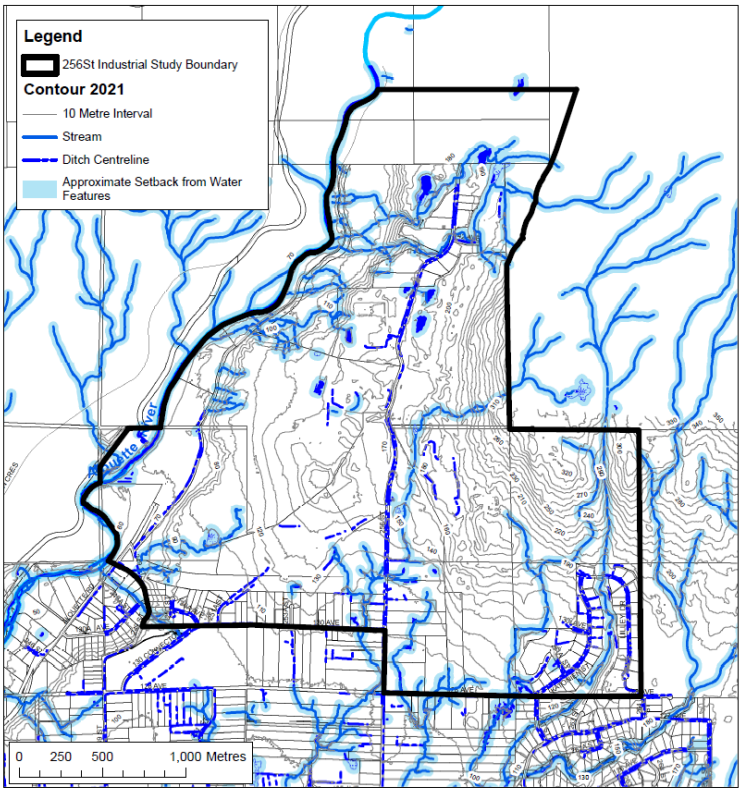
As part of the planning process, the lands have been assessed at an area-wide scale to identify the constraints and opportunities and inform the conceptual plan design. It included an evaluation of groundwater conditions, analysis of riparian areas and fisheries watercourse classifications, assessment of vegetation communities and wildlife (including species at risk), identification of environmentally sensitive areas, potential wildlife corridor options, and identified constraints and opportunities. Site-specific environmental-related matters will be further identified and addressed as part of individual development applications.

5.1 Site Description

The gross study area comprises approximately 744 hectares (1,838 acres), located approximately north of 128 Avenue / 130 Avenue along 256 Street, south of Alouette Lake and partially within the Alouette Valley, immediately east of Golden Ears Provincial Park, and west of Blue Mountain (Figure 6).

The area includes Allco Park and a portion of the southwest-flowing Alouette River, and contains numerous tributaries to the Alouette River and North Kanaka Creek. The western portion of the area is underlain by an aquifer, which is recharged from the

Figure 6: Contours and Watercourses Map



Alouette River. Existing industrial operations and 256 Street are situated on a plateau in the central area.

The elevation varies mainly between 60 metres and 160 metres above sea level, with some areas reaching 180 metres. The area generally slopes to the southwest at an average grade of 5%; however, there are several locations where slopes are greater than 25%.

5.2 Notable Environmental Features

Key existing natural features include several watercourses within and directly adjacent to the area. A watercourse is defined as a source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch, and a spring or wetland integral to a stream and provides fish habitat. They are classified as fish-bearing or non-fish-bearing and their riparian setback areas help protect fish and fish habitat. area. Several creeks are fed by groundwater and flow across the area to the west and south into the Alouette River and Kanaka Creek, with a narrow escarpment dropping to another generally flat bench comprising the Alouette River floodplain. Along with some unmapped watercourses and wetlands, there are also numerous drainage and constructed ditches (along property lines and roadways) that collect surface runoff and groundwater and flow to the watercourses.

Much of the area is underlain by proglacial sand and gravel deposits belonging to the Vashon Drift. These are overlain by glaciofluvial channel fill, floodplain, and ice-contact gravel and sand deposits from the Fort Langley Formation in the Alouette River floodplain. These contain the provincially-mapped Aquifer No. 38, a moderately productive aquifer that transitions from unconfined to confined moving downstream along the adjacent Alouette River Valley. Along the same transect, the Alouette River level approaches the groundwater to become hydraulically connected.

As ground elevations step upward towards Blue Mountain, the Vashon Drift deposits become thinner and are interrupted in places by outcropping bedrock. On the face of the western-most step which parallels the Alouette River, the exposed upper water table (not the same as that beneath the River floodplain) sustains several spring-fed tributaries. These watercourses contribute baseflow to the Alouette River. Along the southern edge of the Vashon Drift, groundwater discharge and surface water runoff report to Websters Creek and its tributaries and shallow water table conditions prevail.

Vegetation in the area is predominantly associated with areas surrounding the tributary streams and wetlands, with extensive mature forest present across the area, dominated by coniferous forest. Some other areas dominated by Big-leaf Maple trees are also present.

Areas of mature forest are generally associated with the various creeks as they near the Alouette River and Blue Mountain, and they form continuous connections with the forest within Golden Ears Provincial Park. Although the forest stands are fragmented by homes, industrial and institutional buildings, and roads, there remains a degree of connectivity in areas between creeks and through undeveloped land.

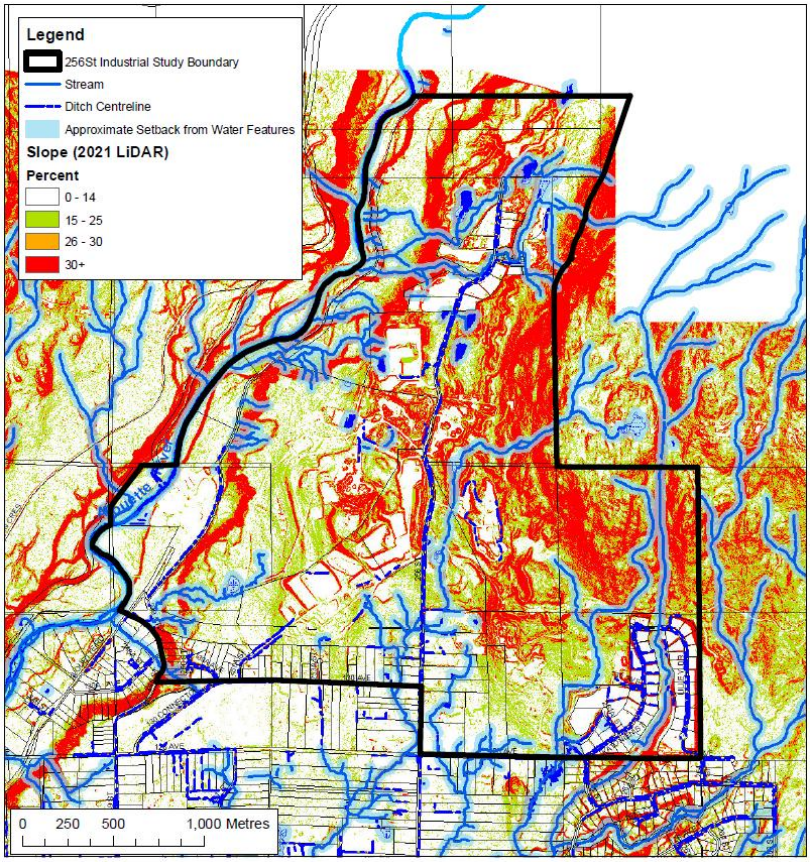
5.3 Notable Habitat and Species

The protection of the Alouette River and Kanaka Creek tributaries and groundwater base flows are an environmental priority for the North 256 Street industrial land use planning process.

The non-fish-bearing creeks are considered 'nutrient streams' for their essential role in providing productive conditions for fish life in the Alouette River and tributaries supporting fish populations. All creeks within the area are valuable sources of nutrients and cool water flows to Alouette River and Kanaka Creek and will require the protection of riparian areas with streamside setbacks extending 15 to 30 metres from the top of bank.

Riparian, young, and mature forests provide valuable habitat to species of conservation concern, and the Alouette River provides valuable habitat for wildlife, and movement corridors (Figure 7). The Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forest.

Figure 7: Slope Map



Invasive vegetation is present throughout some areas, including along the borders of forest stands and riparian areas, along roadsides, and within young forests. Himalayan blackberry was widespread at

forest edges, drainage ditches, and within young forest. Japanese knotweed was present along a mapped stream on the northwest portion of the site. Lamium, English holly, English ivy, Himalayan Balsam, and English laurel were also frequently encountered.

Federally-designated critical habitat has been identified for the Northern Red-legged Frog, Oregon Forestsnail, Pacific Water Shrew, Common Nighthawk, Barn Owl, Marbles Murrelet and Spotted Owl. Other federally / provincially designated species at risk such as Hoary Bat, Band-tailed Pigeon, and Western Toad may potentially occur within the area. Protection of the selected forest stands, streams, wetlands and associated riparian areas should provide suitable habitat for fish and wildlife conservation, including wildlife movement corridors.

5.4 Land Use Planning Considerations

Responsible land use management involves balancing environmental, social, and economic objectives while minimizing impacts to sensitive ecosystems and natural features.

Permitted uses in the area should consider the need to maintain groundwater recharge capability by minimizing impervious ground surfaces, maintaining and enhancing areas of vegetated ground, and incorporating infiltration structures (e.g. open drainage ditches retained, bioswales, rock pits). Infiltration is expected to be most practical in the central portion of the area currently occupied by a large gravel pit.

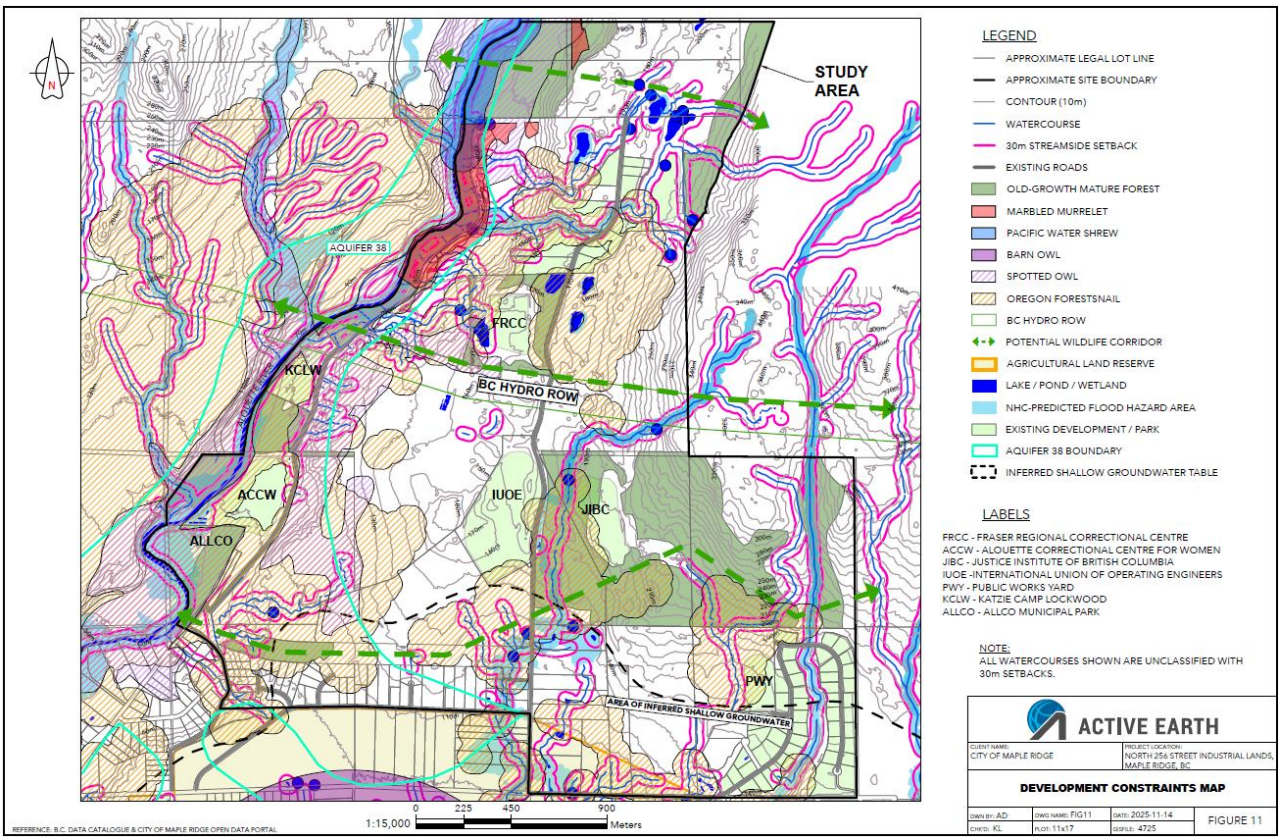
Areas where infiltration is expected to be limited are in part due to a shallow water table, poorly draining soils and sediments, shallow bedrock, or proximity to steep slopes. In such cases, additional engineering controls with new development will be necessary to moderate erosion and sedimentation in receiving watercourses, particularly in the face of a changing climate. All geotechnical investigations for land development proposals should include a plan that assesses local groundwater conditions (e.g., including multiple monitoring wells).

Local Aquifer No. 38 offers great potential as a future water source along the Alouette River Floodplain. Any groundwater extraction from below the floodplain near the southeast portion of the area will need to take into consideration the likely hydraulic connection between the Aquifer and the River. On the middle ‘bench’ at higher elevations, potential impacts on spring-fed tributaries, particularly those that are licensed, warrants careful consideration.

The maintenance of the groundwater baseflows of creeks is essential for moderating the temperature, water, and nutrient flows into the Alouette River and Kanaka Creek. Groundwater-fed nutrient streams, such as the creeks present in the area, supply cool water at a steady rate. In contrast, runoff from developed areas typically enters streams with extremes of temperature and flow, which can be damaging to fish populations, other wildlife and vegetation, and cause increased erosion. Increases in temperature extremes as the climate changes further emphasizes the importance of these moderating effects of groundwater-fed nutrient streams. Although many of the groundwater seepages identified in the area are associated with streams and therefore will be protected within setbacks, a number of seepage areas exist that are diverted into drainage ditches (i.e., groundwater discharge) (Figure 8).

To minimize the negative impacts of future development on groundwater, as well as the hydrologic flow regime of watercourses, mitigation methods should be considered as part of the development process. Low Impact Development (LID) planning and design approaches aim to manage stormwater runoff and generally preserve the pre-development hydrologic regime. LID methods incorporated into development plans can increase the effective infiltration of stormwater to reduce excessive creek flow during storm events as well as increase groundwater recharge.

Figure 8: Development Constraints Plan



The Alouette River offers valuable habitat for wildlife, and wildlife movement. The corridors along the Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forests.

5.5 Required Further Review

There are numerous constraints on land development, such as steep slopes, streamside setback areas, flood prone areas, designated critical habitat polygons for species at risk, existing institutional uses, and others.

The context map presents various development constraints identified through this baseline Environmental and Hydrogeological Overview Assessment. The boundaries of the constraints are subject to refinement through detailed site-specific environmental assessment by qualified environmental professionals at the time when development proposals are being considered. Further assessments will confirm the extents of unmapped watercourses and their classifications. The potential to remove existing introduced barriers to fish migration (i.e., culverts) should be assessed and implemented in conjunction with future redevelopment applications.

Any development proposals within the area plan will require site specific and project-specific detailed assessment by qualified environmental professionals and will require review and approvals by the City of Maple Ridge such as under the guidelines for a Watercourse Protection Development Permit or Natural Features Development Permit, or other applicable development permits (e.g. hazard lands, wildfire). Senior government review and approvals (e.g. BC Water Sustainability Act, federal Fisheries Act) may also be required for development proposals.

6. RECREATION AND PARKS

The North 256 Street industrial area is surrounded by forested lands and natural features. There are many existing trails in the area, either identified in the OCP or otherwise noted from trail planning work. Not all of the trails are managed by the City, formalized, or located on public lands.

Allco Park is the only developed and maintained City park in the area. Park features and facilities include: a barbecue area, two covered picnic shelters, open green space, benches, parking, picnic tables, river access, trails (horse and walking), washrooms (portable), wildlife viewing, and a small pull though gravel campsite area.

The Rivers Heritage Centre, managed by Alouette River Management Society (ARMS), is located on the grounds of the Alouette Correctional Facility, adjacent to Allco Park. ARMS is a broad-based, non-profit organization committed to the protection and enhancement of the Alouette River watershed, through advocacy, education, and coordination.

The surrounding area, including forested Provincial lands, is known for frequent recreational mountain biking and motorcycling use. This activity draws users from Maple Ridge and around the region.

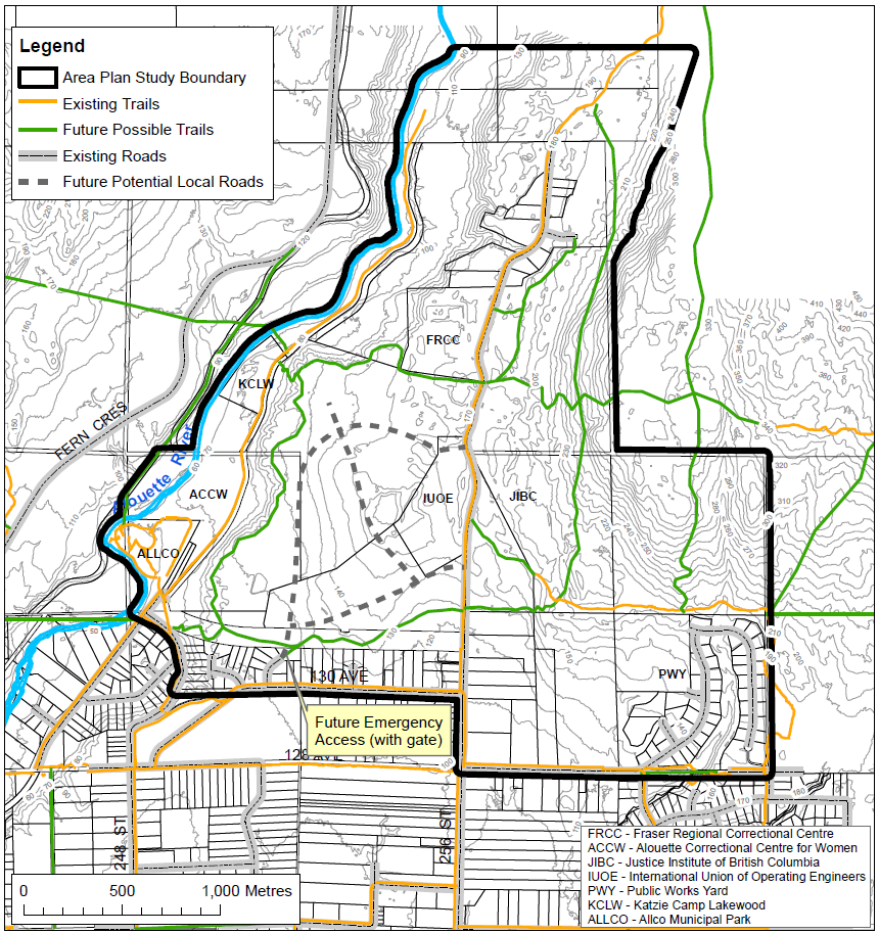
The Blue Mountain Motorcycle Club is a non-profit society mandated with stewardship of the off-road trails on Blue Mountain. They promote safe, responsible, and sustainable use of this trail system to negate environmental impact and ensure the riding area remains open for future generations of off-road motorcycle enthusiasts.

Some of the area's lands include natural hazards such as steep terrain and other environmental / ecological attributes, which may limit their potential for safe or appropriate public access and recreationally-focused parklands.

The area plan proposes new trails and multi-use pathways and connections around the core area of the industrial development (Figure 9). There is an opportunity to further work with local recreational groups to connect and expand municipal multi-use pathway network and potential active transportation infrastructure with surrounding trail routes that connect within and beyond the study area.

Some trails and pathways can be aligned with roads and/or utility corridors, while also ensuring that the conservation lands and natural features are appropriately protected.

Figure 9: Area Trails and Roads Map



7. LAND USE PLAN

The North 256 Street Industrial Lands Area Plan's land use designations identify appropriate and intended locations for various industrial and industrial-related uses, institutional and commercial uses, environmental and conservation areas, recreation and parks, public access such as trails, existing rural residential uses, and associated transportation and infrastructure needs (see Appendix).

The following are the current relevant land use designations established in the Official Community Plan (Chapter 2, Section 2.2):

- The **Industrial** designation permits industrial and business park uses on lands identified for industrial development.
- 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.
- The **Conservation** designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain ecological diversity.
- The **Park** designation permits open space, recreation and park use, and may be under either Federal, Provincial, Regional, or City jurisdiction.

7.1 Interface and Integration

Design considerations for integrating industrial land uses into the area, which are further addressed in the policies sections and urban design guidelines , include the following:

- **Buffer / Interface**: Include buffer areas like green spaces or interfaces to separate industrial uses from residential zones, minimizing potential disturbances to nearby communities.
- **Accessibility**: Positioned to facilitate easy access for transportation and logistics, supporting efficient goods movement while avoiding interference with residential traffic patterns.
- **Environmental Impact**: Involves controls and compliance with environmental standards to minimize ecological disruption and preserve local air and water quality.
- **Gravel Pits**: A unique and notable current activity in the area are the gravel pit extraction mines, some with associated aggregate processing.

7.2 Changes to Designations

Based on the work associated with preparing the area plan, the below table provides an estimation of the areas by land use class. Noting that the area contains some active industrial uses, underutilized and vacant sites, and gravel facilities, as well as conservation and recreation type uses. Some of the properties were already designated as industrial in the Official Community Plan and Regional Growth Strategy.

Upon redesignation of the lands within the study area, the results would be gross areas as follows in Figure 10 and Figure 11 (noting that net developable or usable amounts of land would be much less).

Figure 10: Resulting Official Community Plan Designations

OCP Land Use Designations	Hectares	Acres
Industrial	430	1063
Institutional	91	225
Conservation	14	35
Park	66	163
Forest	96	236
Agricultural	15	36
Estate Suburban Residential	14	34
Suburban Residential	18	45
Total	**744**	**1838**

Figure 11: Resulting Regional Growth Strategy Designations

RGS Land Use Designations	Hectares	Acres
Industrial	515	1272
Conservation & Recreation	181	447
Agricultural	15	36
Rural	33	83
Total	**744**	**1838**

8. AREA PLAN POLICIES

To guide development the North 256 Street Industrial Lands Area Plan, the following policies apply:

A) Development Policies

8-1 The intended phasing of development within the area plan is to proceed in the most efficient manner, supporting cost-effective public and private sector capital investments and operations.

8-2 Development patterns should respond to the land, not to land ownership boundaries.

8-3 Land assembly or lot consolidation proposed in conjunction with development is encouraged, and should address the following:

i. That any residual lots are left in a configuration and size which are suitable for future development, or can be consolidated with other abutting lots and would support the applicable land use designation and policies;

ii. Land assemblies will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements, and building and signage design to ensure compatibility with abutting existing and / or future land uses.

8-4 The siting of development should avoid impacts to watercourses and environmentally-sensitive areas, reduce the risk of erosion, minimize visual disruption, while protecting the character of the area.

8-5 Significant treed slopes or natural vegetation should be retained where possible to minimize disruption to watercourses, minimize erosion, and enhance the character of the area.

8-6 Development patterns and forms that allow for the retention of existing mature trees and vegetation are encouraged.

8-7 Development adjacent to treed slopes, ravines, watercourses, and environmentally-sensitive areas should respect natural vegetation, use natural landscaping to retain soils on the site, and may require additional provisions as established by agencies having jurisdiction.

8-8 Development should mitigate environmental impacts by increasing connections for wildlife, preserving existing hydrological processes, protecting fish and fish habitat, preventing surface flooding, and ensuring major storm conveyance systems are

capable of conveying significant flows to minimize damage to life and properties under extreme storm conditions.

8-9 Development is subject to the Natural Features Policies in the Official Community Plan Chapter 5.

8-10 Development is subject to the Development Permit Area Guidelines in the Official Community Plan Chapter 8.

B) Infrastructure Policies

8-11 Provide infrastructure investments to match defined land uses, densities and development patterns.

8-12 Coordinate the connection of equestrian, bike, and pedestrian pathways / trails with roads, streets, and the broader transportation network, as appropriate.

8-13 Minimize the number of watercourse crossings to reduce impacts and prevent intrusion into greenways.

8-14 Ensure that watercourses are considered and protected when planning new infrastructure.

8-15 Accommodate and treat stormwater at or near the source wherever possible through maximizing permeable areas and infiltration.

8-16 Utilize stormwater and grey water collection systems where feasible for irrigation and infiltration systems.

C) Vehicle Transportation Policies

8-17 The area road network is focused on efficient goods movement and truck transport, providing road connectivity to the rest of the city and region.

8-18 Adopt road and street types and cross section standards that appropriately manage vehicle speed. This includes lighting, landscaping and accommodating sidewalks / multi-use pathways for pedestrians and cyclists, as appropriate, while ensuring turning radii, grades and curves are designed to support truck movements.

8-19 Align and design roads to reflect topographic features and to minimize site impacts.

8-20 Design roads to co-exist with bike trails and shoulder equestrian trails.

8-21 The design of new development should align with the City's requirements for creating a safe, integrated, multi-modal transportation system.

8-22 The City will work in cooperation with TransLink to provide and improve public transit service to the area to serve the growing workforce commuter needs.

8-23 The City will monitor traffic flows through the area to effectively manage traffic volumes and/or improve safety as additional development is introduced.

8-24 While maintaining an efficient transportation system that supports the intended industrial traffic in the area, the arterial road segment could become a street as it passes through a commercial node or civic place to reinforce character and reduce vehicle speeds.

D) Active Transportation Policies

8-25 As the area develops and redevelops, there will be opportunities to create additional linkages for both vehicles, pedestrians, and active transportation for recreational purposes.

8-26 The area plan sets out an integrated active transportation network which includes new bike lanes, trails, and multi-use pathways.

8-27 Where developments are proposed, pedestrian and cycling connections should be improved or created, wherever possible, linking with the local and broader community.

8-28 Create diverse trail linkages throughout the area, including new connections between the street network and to surrounding amenities, community features, existing trails, and the proposed trail network.

8-29 Plan and locate trails and multi-use pathways to maximize safety considerations such as wildlife, surface materials, visibility, and accessibility where grades permit.

8-30 Trails should be located in naturalized areas, with intended connections to pedestrian and cycling routes, the street network, multi-use pathways, and recreational spaces to expand connectivity throughout the area.

E) Institutional Policies

8-31 Existing institutional facilities will remain in the area and be supported as their operational needs continue and change.

8-32 Ongoing gravel operations will continue as aggregates are extracted, and wind-down in an orderly and planned manner to accommodate the intended long-term industrial use of the lands.

8-33 Appropriate buffers, interfaces, and setbacks from unique institutional uses will be provided as the surrounding lands are developed.

F) Industrial Policies

8-34 Businesses will primarily be light industrial uses that do not generate significant noises, vibration, fumes, or odours.

8-35 Accessory office and retail use(s) that support the primary permitted industrial use(s) can be located on industrial lots.

8-36 Industrial development should integrate well into the area through either attractive building design or landscape screening.

8-37 Lot sizes, layout and building designs will vary depending on the needs of individual businesses located within the area.

8-38 Outdoor storage areas should be visually screened with fencing or landscaping.

8-39 Wherever possible, parking and loading areas should be located in the side or rear yards.

8-40 Integrate industrial developments with surrounding activities through the use of appropriate transition of uses and buffers / interfaces.

G) Commercial Policies

8-41 The area plan anticipates one to two centrally-located, local-serving commercial node(s) developing as part of the overall build-out program.

8-42 The commercial node(s) is to be sized appropriately (accommodated through site specific zoning) and intended to meet the needs of the surrounding industrial area businesses and local workers only.

8-43 The retail uses in the commercial node(s) are intended to provide services consistent with the use and scale of the area plan development program. The types of permitted uses will include cafés, restaurants, other small businesses, and childcare or related services.

8-44 The commercial node(s) is envisioned as an anchor for community activity, connected by trails, adjacent to parks, and a short walk from trailheads into parks.

H) Conservation Policies

8-45 Protect natural features on lands designated Conservation, while ensuring public safety, including land and riparian resources and tree canopy.

8-46 Apply the principles of the Province's Mitigation Hierarchy whereby avoiding impacts to environmentally-sensitive areas and natural features is considered the

first measure of protection, followed by mitigation where avoidance is not feasible, then restore and offset.

8-47 Apply the principles, policies, and guidelines relating to conservation and sustainability from the relevant sections of the Official Community Plan.

8-48 Support efforts to enhance biodiversity within the Conservation lands to support native insect, fish, and wildlife species, while continuing to generally maintain the natural drainage system for the surrounding area.

8-49 Environmentally-sensitive and / or unique natural open spaces should be preserved, enhanced, and / or under public ownership, as appropriate.

8-50 Maintain or improve fish habitat through an adaptive approach to establishing watercourse buffers.

8-51 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.

8-52 The transition from development to the edges of the natural environment should be well integrated. Where there is significant site clearing adjacent to forest areas, a buffer of natural plantings should be implemented by restoring the forest edge and / or vegetation removed.

8-53 Encourage education and awareness of the environmental and flood protection benefits of natural drainage systems, through programs, projects, publications, or other forms of public communication and engagement.

I) Recreation Policies

8-54 Plan and design park spaces to serve the needs of all ages and demographics, particularly the local area workforce and nearby residents.

8-55 Plan for multiple users of the trail and pathway corridors by anticipating a variety of non-motorized and active transportation trail user groups.

8-56 To enhance connectivity throughout the area and create links with parks and other points of interest, locate new pathways and trails within park spaces in consideration of the wider pedestrian and cycling network.

8-57 Retain, expand, and enhance existing recreational trails, wherever possible, to permit sensitive public access to natural areas for recreation, while avoiding conflicts. These trails provide opportunities for walking, hiking, mountain biking, and equestrian use.

8-58 Plan for a linked park and open space system that responds to recreational needs of the local workforce, residents, and visitors.

8-59 Trails will be encouraged through designated conservation areas and public spaces, to enable the public to access, experience, and appreciate natural areas and provide opportunities for recreation.

J) Landscaping and Urban Forestry Policies

8-60 In natural areas with environmental sensitivities, take measures to protect forest edge conditions and to design development appropriately considering any new forest edge conditions.

8-61 Plant materials and biofiltration components that improve water quality will be considered to help reduce contaminants into nearby waterways.

8-62 For large areas of paved surfaces, such as parking lots, the installation of permeable surfaces, trees, soils, rain gardens, bioswales, raised planters, and / or living green walls, where feasible, is encouraged to provide habitat, rainwater interception, cooling in summer months, carbon sequestration, and a more attractive urban environment.

8-63 Target 10% tree canopy coverage for the industrial lands, or 25 new trees / hectare within the developable areas.

K) Sustainability Policies

8-64 Implement green infrastructure elements into site design such as bio-retention areas, rainwater gardens, bio-swales, permeable surfaces, landscaped curb bulges on street rights-of-way, rainwater harvest for irrigation, and green roofs.

8-65 To support wildlife, use of native plant and tree species that are suited for the climate and that will attract local songbirds and pollinating insect species, is encouraged as part of the development.

8-66 Invasive vegetative species management and habitat restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

8-67 Advance water stewardship practices through development as follows:

i. Maximize groundwater protection and water conservation efforts;

ii. Incorporate stormwater management best practices, including the integration of stormwater management features, into the site design; and

iii. Require a site-specific geotechnical investigation, including a ground-

water impact assessment and impact avoidance and mitigation measures.

8-68 Support urban forestry initiatives and biodiversity conservation with non-profit organizations, stewardship groups, and other local programs.

8-69 Properties that contain a watercourse, wetland area, rocky outcrop, steep slope or other unique environmental features, will be subject to the environmental principles, policies and guidelines in the Official Community Plan and relevant environmental protection bylaws.

L) Green Buildings Policies

8-70 Support green building technologies, wherever feasible.

8-71 Achieving a Leadership in Energy & Environmental Design (LEED), energy efficiency, or similar certification program is encouraged, wherever feasible.

8-72 New developments are encouraged to incorporate Low Impact Development techniques into 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.

8-73 Apply Best Management Practices and principles of sustainability in the development to minimize environmental impacts.

8-74 Require new development to be built to flood construction standards established in the zoning bylaw to help maximize safety in a flood event, where relevant.

8-75 Continue to maintain emergency response systems that are activated in the event of a serious incident such as flood, fire, or earthquake.

8-76 Apply relevant principles of Crime Prevention Through Environmental Design (CPTED), where appropriate.

9. TRANSPORTATION

The area plan is located in the north-eastern area of Maple Ridge, north of 130 Avenue, and is accessible from the south via the arterial roadway of 256 Street. The existing local roads are mostly of a rural standard, with limited widths and walking facilities. The roadways are not identified as part of TransLink's Major Road Network. The area currently does not have public transit service.

This City recently completed a phased widening of Abernethy Way from 224 Street to 232 Street and is currently in the design and construction phase to extend this roadway further east to 240 Street. Abernethy Way is planned for an ultimate extension to 256 Street as per directions of the Strategic Transportation Plan (2023).

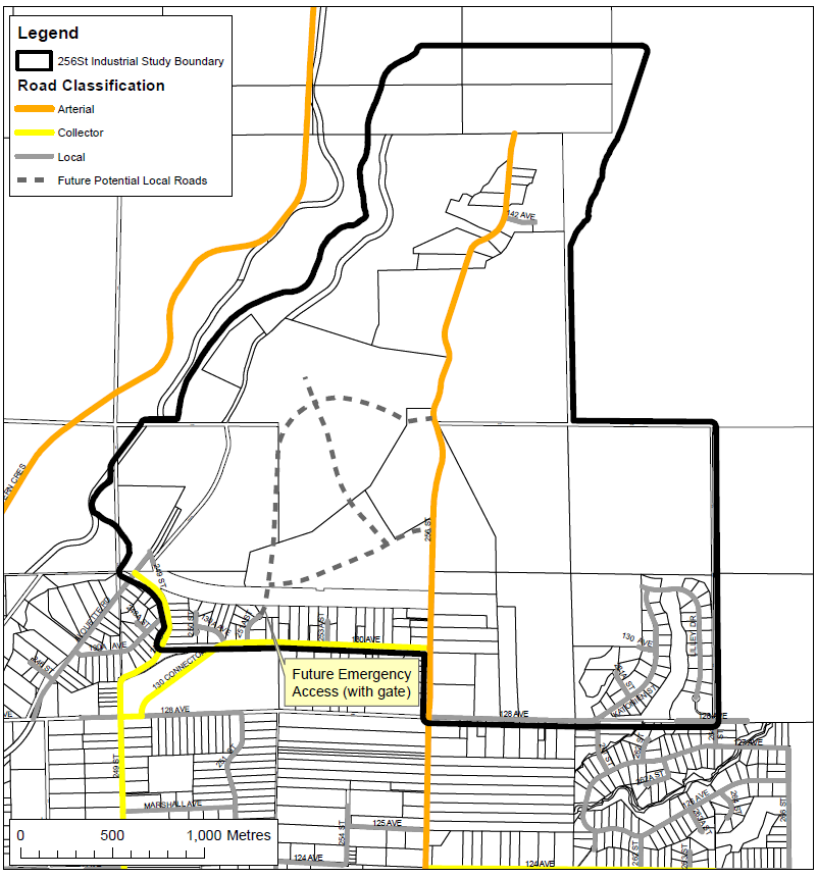
Beyond the road network, the surrounding area contains several different trails, either identified in the OCP or otherwise noted from trail planning work (Figure 12).

Notable users in the area are the gravel pits and the unique institutional facilities (correctional, training). The surrounding area is known for mountain biking, horse trail riding, and motorcycling on various trails. Outdoor recreational activities in this area draw residents from across the city and region.

Topography and watercourses could limit road expansion opportunities, while noting other known items:

- 256 Street at Dewdney Trunk Road is a challenging intersection for truck movements. In particular, the south bound right turn, which the eventual extension of Abernethy Way should help alleviate.
    - This intersection is currently proposed for safety and access

Figure 12: Area Road Classification Map



improvements as part of the 2026-2030 Draft Financial Plan.

- 256 Street at 128 Avenue is a challenging intersection for truck undertaking a north-bound right-turn movement. Trucks that currently make this movement to access the Kanaka Business Park often travel over the centre-line into the westbound travel lane.
  - This intersection is identified for improvement as per the Rural Road Safety Review (2025).
- 256 Street does not have active transportation improvements identified (2023 Strategic Transportation Plan).
  - A secondary access exists from 256 Street along 130 Avenue, 130 Connector, 128 Avenue and 248 Street. This route provides some redundancy, however is limited by two school zones located near Dewdney Trunk Road.

These items will be considered as part of future transportation improvements for the area.

9.1 Cycling Amenities

Cycling amenities on 256 Street were not identified in the 2023 STP. At the time, industrial development for this area was considered as it exists today. The STP projects are intended to serve as a general guide for improvement areas that can help advance the stated goals and objectives.

In consideration of adding cycling amenities to 256 Street, this would require capital investments with ongoing maintenance thereafter. This item will be considered as part of the project as with several other amenities like storm, sanitary, water, gas, roadway and hydro improvements.

9.2 Enhancing Active Transportation

As part of the area plan, some of the various existing multi-use pathways in the area are being formalized, and new alignments and connections are being created. Some trails and pathways could be aligned with new roadways, and also consideration of utility corridors.

There are limited opportunities to improve active transportation infrastructure for this area. In consideration of location and proximity to other amenities, significant investments in active transportation infrastructure may not provide best value to the City in consideration of cost, uptake and maintenance relative to other areas of the City.

TransLink determines local bus routing and frequency for Metro Vancouver. The City will advocate for transit service as the lands develop and the workforce increases in the area.

Trails are to be detailed with cross sections, longitudinal slope, and any required stream crossings, incorporating bridges or culverts where necessary.

9.3 Improving Road Access

As part of the area planning process, to serve the new land uses a conceptual transportation network was developed that addresses both road requirements and traffic impact. The roads will be designed for industrial truck movement while also considering active transportation opportunities and sustainability features. This will include access to the area via the extension of the Abernethy Way, upgrading intersections, as well as new internal roads within the North 256 Street industrial area. New internal roads will be created to access the centrally located lands in the area plan and will be determined and constructed as each parcel develops.

An emergency road access section is proposed via existing 251A Street into the southern part of the area plan. This access, which would be restricted with a gate, would provide an additional means to the area in the event of an emergency.

Due to the challenges of topography and the location of 256 Street, access to developable industrial lots within this neighbourhood is limited at this time. As this area develops, new roadways will be constructed and existing roadways expanded in coordination with development to access available lands.

Truck access to the 256 Street industrial area is provided along arterial roadway connections of Dewdney Trunk Road and 256 Street. As the area moves forward, the extension of Abernethy Way to 256 Street will provide a direct connection for origins and destinations to the west of this area.

10. INFRASTRUCTURE

The City has assessed the water, sanitary sewer, and drainage utilities required to service the area to inform the area plan work and conceptual layout. This identified conceptual utility corridors, and high level servicing capital cost estimates, based on an estimated servicing demand for the proposed industrial uses.

The current sanitary and water infrastructure in the area is adequate for the current users but requires upgrades to serve additional development.

The significant amount of vacant land in the area coincides with the substantial opportunity for a range of new industrial uses and jobs. Investing in roads and servicing will make the area more attractive to a range of end-users and investors. Though investments are anticipated to be significant due to the scale of upgrades required, it is also anticipated to unlock the most significant amount of land for industrial development in the City.

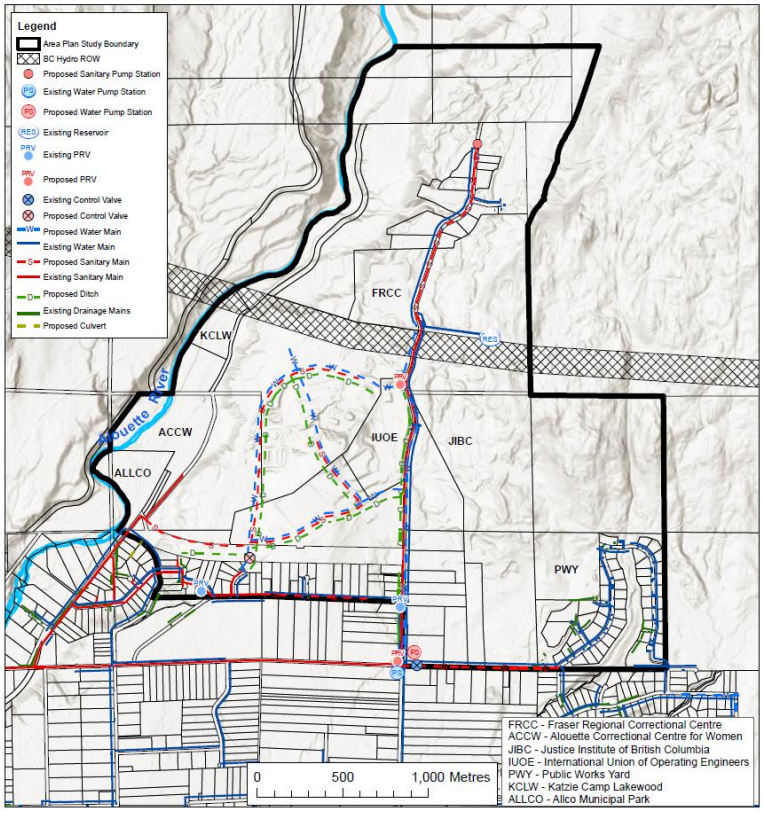
Phasing of infrastructure works will be highly dependent on which areas develop first and the actual water demands, sewer loading, and onsite drainage infrastructure for each individual lot as they develop.

10.1 Water Service

The area is wholly located in the current 241 m NE and 171 m 130 Avenue water pressure zones. These pressure zones also extend beyond the study extents.

The 241 m NE Zone is supplied by both the 256 Street Pump Station and 263 Street Pump Station. Balancing and fire storage is provided by the 256 Street Reservoirs and 270A Street Reservoirs. From the 270A Street Reservoir site, the 270A Street Pump Station supplies water to the higher 329 m Garibaldi Zone (and

Figure 13: Area Infrastructure Map



293 m Rothsay sub-zone) which has its own storage (the 329 m McNutt Reservoirs).

The main distribution main in the area is a 250/350 mm ductile watermain that was built in 1990 and 1998, respectively, and runs along 256 Street supplying the Fraser Regional Correction Centre, Justice Institute of British Columbia, and industrial sites further north.

The 171 m 130 Avenue pressure zone is a small sub-zone of the 241 m NE Zone which supplies the suburban residential lots along 130 Avenue. The entire 171 m 130 Avenue zone is supplied from the 241 m NE Zone by the 256 Street PRV station on 130 Avenue east of the intersection with 256 Street and 130 Avenue. 241 m NE Zone also supplies the Kanaka Industrial Park (in the study area) and the Whispering Heights subdivision (not in the study area).

Notable required water infrastructure upgrades include:

- A new, larger 256 Street Pump Station
- Larger 256 Street Reservoirs
- Dedicated supply main between the 256 Street PS and Reservoirs
- Distribution mains and Pressure Reducing Valves to support higher fire flows

10.2 Sewer Service

The area is currently serviced by a 450 mm PVC gravity sewer main that extends from the Fraser Regional Correction Centre to 128 Avenue along 256 Street where it connects to the City's overall sanitary sewer system. An additional 525 mm PVC gravity sewer main services the Alouette River Correctional Centre along Alouette Road. Both sewer lines were built in 2010. No other local sanitary sewers exist in this area.

Groundwater infiltration flow rates are relatively low. Current loading indicates the 450 mm sewer has significant available capacity. A number of sanitary services are connected to the existing sewer main, with other lots having onsite septic systems.

The sanitary sewer flows from the area are directed west along the 128 Avenue / Fern Crescent trunk sewer, passing through a siphon under the South Alouette River, and connecting to the North Slope Interceptor at Fern Crescent / Dogwood Avenue which conveys flows to the Metro Vancouver Katzie Pump Station.

Note that although the Kanaka Business Park is within the Fraser Sewerage Area, the properties are not currently connected to the City's sanitary system and instead are serviced via septic fields.

Notable required sewer infrastructure upgrades include:

- The North 256 Street Industrial Lands will route flows to the North Slope Interceptor which is a major collection asset supporting City Centre, Silver Valley and the area. Modelling indicates that North Slope Interceptor upgrading is required to accommodate population growth within the Urban Area, even without the development of the North 256 Street Industrial Lands.
- A portion of the study lands are outside the Fraser Sewerage Area, which will require approval from Metro Vancouver for connection.
- The main trunk sewers on 128 Avenue, Alouette Road and 256 Street have adequate capacity for development of the study lands.
- Most of the area is currently not serviced with sanitary sewers, and instead has onsite treatment/disposal.
- Expansion of the sanitary sewer collection system is required to connect previously unserviced areas to existing trunk sewers.

10.3 Drainage Service

Most of the northern half of the area is located on elevated benched land above the South Alouette River. This area generally consists of undeveloped forest and some industrial lands. Drainage infrastructure consists of culverts, ditches, and overland flow routes which generally drain towards various steep ravines on the western extent of the bench before entering the Alouette River. There is likely groundwater breakout at the western extent of the bench fed by infiltrated runoff.

The southeastern half of the study area is located on rolling to moderate slopes which drain via ditches, culverts, and overland flow routes to North Kanaka Creek and its tributaries (Zirk Brook and Websters Creek).

For industrial roads that serve as the overland flow route for major system flows, the ROW must provide safe conveyance for the 1:100-year event as stipulated in the Design Criteria Manual. Sufficient ditch capacity must be provided to ensure that overland flow during the 1:100-year event is contained within the road right-of-way, a 3.5 m lane is provided with no flooding, and the maximum water elevation is at least 0.6 m below the minimum building elevation of adjacent buildings.

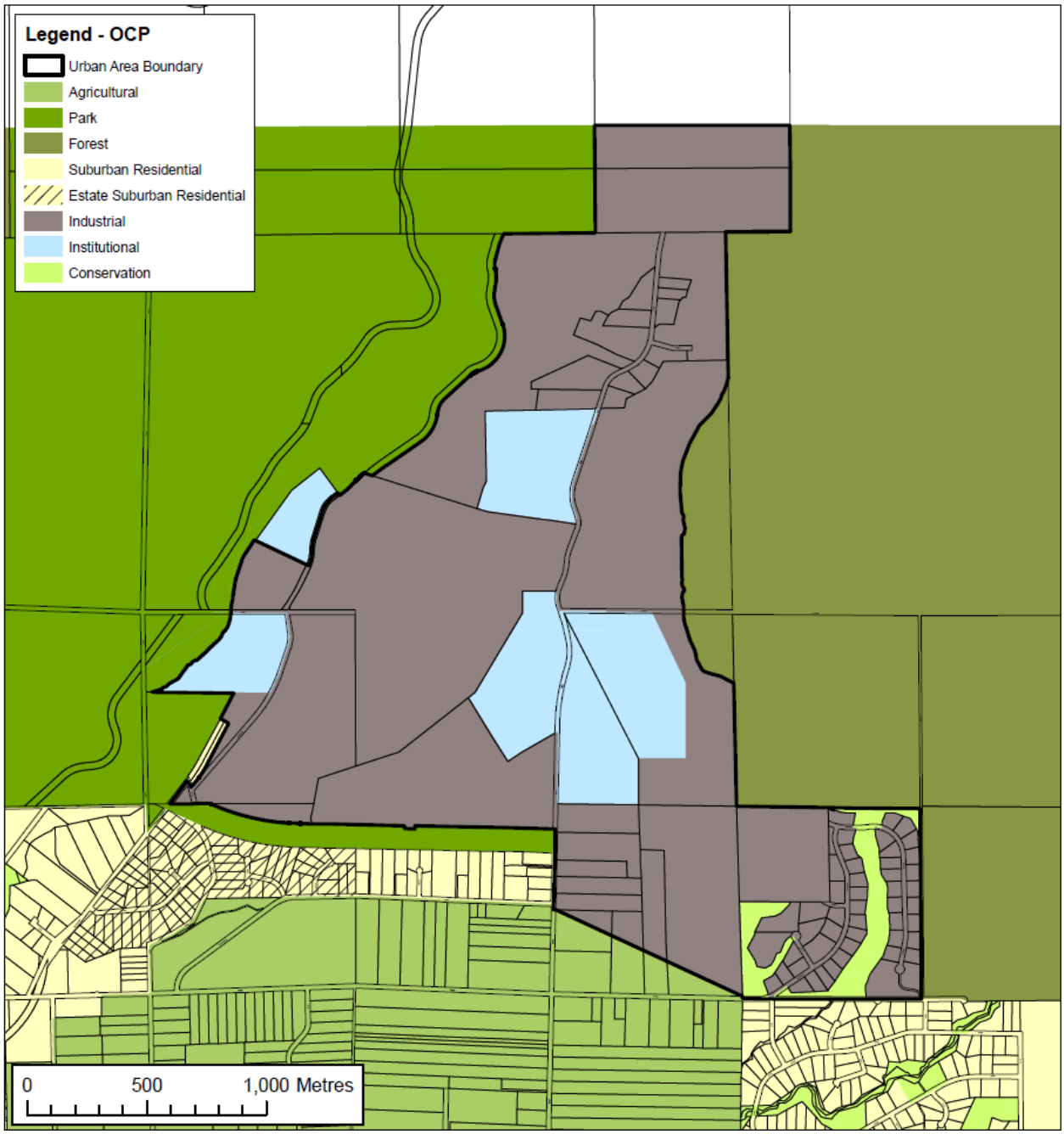
In general, proposed developments will discharge to existing creeks or along new industrial roads. The adequacy of creeks to take flows from the proposed development areas will require detailed analysis as part of development applications. New industrial roads will have ditches that provide minor system conveyance. The combination of ditch

flow and flow along the public right-of-way must provide safe conveyance for the 1:100-year flow event. Linear controls are to provide quantity and quality control for the new industrial roads to the extent feasible, with centralized detention facilities providing additional control at the outlets.

Notable required drainage infrastructure upgrades include:

- In general, stormwater quantity and quality controls for new developments will be required at the lot-level.
- Potential areas for centralized quantity and quality controls have been identified. Sizing will be dependent on what is achieved at the lot-level.
- Drainage from new developments will be routed to match the existing outlets.
- Ditches and culverts are proposed to provide drainage for any new roads and to provide conveyance to existing watercourses.
- Where the new development area will contribute to existing culverts that are deficient under existing or climate change conditions, upgrades are proposed to meet future capacity needs.

11. APPENDIX - AREA PLAN LAND USE DESIGNATIONS



CITY OF MAPLE RIDGE
BYLAW NO. 8087-2026

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

The Council of the City of Maple Ridge enacts as follows:

1. This Bylaw may be cited as "Maple Ridge Official Community Plan Amending Bylaw No. 8087-2026."

2. Maple Ridge Official Community Plan Bylaw No. 7060-2014, as amended, is hereby amended as follows:

   (a) Chapter 1 Community Context is amended by replacing Section 1.4 - Regional Context Statement with the text set out in Schedule A, a copy of which is attached hereto and forms a part of this bylaw.

   (b) Chapter 6 Employment is deleted in its entirety and replaced with the text set out in Schedule B, a copy of which is attached hereto and forms a part of this bylaw.

   (c) Chapter 8 Development Permit Area Guidelines is amended by inserting Section 8.17 - North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines, a copy of which is attached hereto and forms a part of this bylaw as Schedule C, after Section 8.16 – Lougheed Transit Corridor Development Permit Area Guidelines.

   (d) Chapter 10 Area Plans is amended by inserting Section 10.7 - North 256 Street Industrial Lands Area Plan, a copy of which is attached hereto and forms a part of this bylaw as Schedule D, after Section 10.6 – Lougheed Transit Corridor Area Plan.

   (e) Those parcels or tracts of land and premises as outlined in heavy black line on Map 1, a copy of which is attached hereto as Schedule E and forms part of this bylaw, are included within the Urban Area Boundary by amending Schedule B of the Maple Ridge Official Community Plan Bylaw No. 7060-2014.

   (f) Those parcels or tracts of land and premises as outlined in heavy black line on Map 2, a copy of which is attached hereto as Schedule F and forms part of this bylaw, are redesignated as noted by amending Schedule B of the Maple Ridge Official Community Plan Bylaw No. 7060-2014.

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

READ a first time the 6th day of January, 2026

READ a second time the 6th day of January, 2026

PUBLIC HEARING held the 20th day of January, 2026

READ a third time the day of , 20

ADOPTED the day of , 20

_____	_____
PRESIDING MEMBER	**CORPORATE OFFICER**

1.4 REGIONAL CONTEXT STATEMENT

On July 29, 2011, the Metro Vancouver Board of Directors approved the Metro Vancouver Regional Growth Strategy Bylaw ('Metro 2040'), and later updated on February 24, 2023 ('Metro 2050'), 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 Regional Context Statement map is Schedule A.

The Metro Vancouver 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, Address Climate Change, and Respond to Natural Hazards
Goal 4:	Provide Diverse and Affordable Housing Choices
Goal 5:	Support Sustainable Transportation Choices

The Regional Growth Strategy also includes Regional Land Use Designations that are aimed at achieving the five goal areas and include:

- General Urban
- Industrial
- 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 Urban Centres have been identified, including the Maple Ridge Urban Centre.

Note: The most recent update to the Regional Context Statement is associated with a new industrial lands area plan along with directly associated amendments to the relevant Official Community Plan policies and Regional Context Statement references. Thus, Regional Context Statement sections 2.1 and 2.2 address the requirements as established in Metro 2050, whereas the balance of the Regional Context Statement address requirements as established in Metro 2040. The Regional Context Statement will be comprehensively updated at a future date. The updated Regional Context Statement will specify the relationship between the official community plan and the matters referred to in the Regional Growth Strategy, and if applicable, how the official community plan is to be made consistent with the Regional Growth Strategy over time (as per section 6.2.6 of the Regional Growth Strategy and part 447 of the Local Government Act).

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 1.1.3 a) Depict the Urban Containment Boundary

- Schedule "B" of the Official Community Plan 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.

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

- The 2041 RGS includes estimated projections for the City 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 City'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 1.2.6 a) 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 City 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 City.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

1.2.6 b) 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.

1.2.6 c) 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.

1.2.6 d) 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 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 that 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 City. 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 City 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.

1.2.6 e) 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 City of Maple Ridge.

1.2.6 f) 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.

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 1.3.3 a) 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.

1.3.3 b) 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

Member Jurisdictions will adopt Regional Context Statements that:

2.1.10 a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;

- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Chapter 6.3 Commercial Opportunities, policies 6-17 through 6-22.
- 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.

2.1.10 b) support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives;

- Chapter 6.3 Commercial Opportunities, policies 6-17 through 6-22.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land Use Requirements, policies 3-2 and 3-6.

2.1.10 c) discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas;

- The Maple Ridge Regional City Centre is intended to serve as the main commercial area within the City 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 City.
- Chapter 4.2 Institutional, policies 4-31 through 4-37.
- Chapter 6.3 Commercial Opportunities, policy 6-22.

STRATEGY 2.2: PROTECT THE SUPPLY AND ENHANCE THE EFFICIENT USE OF INDUSTRIAL LAND

Member Jurisdictions will: Adopt Regional Context Statements that:

2.2.9 a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7;

- The Regional Context Statement Map found in Section 1.4 of the Official Community Plan identifies land regionally designated as Industrial. The Regional Growth Strategy does not include any Employment lands within the City of Maple Ridge.

2.2.9 b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted;

- No Trade-Oriented lands have been identified within the City of Maple Ridge.

2.2.9 c) include policies for Industrial lands that:

i) consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;

- Chapter 6.4 Industrial Opportunities, policies 6-44 through 6-48.
- Section 6.4.2 Employment Park, policies 6-51 through 6-57.

ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;

- Chapter 6.4 Industrial Opportunities, policy 6-48.
- Section 6.4.2 Business Park, policy 6-53.

iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and standalone office uses, other than ancillary uses, where deemed necessary;

- Within the City, '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.
- Chapter 6.4 Industrial Issues, policies 6-44 through 6-48.
- Section 6.4.2 Employment Park, policies 6-51 through 6-57.
- Section 6.5.3 Large Format Retail, policy 6-70.

iv) encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density;

- Section 6.4 Industrial Opportunities, policies 6-44 through 6-48.

v) review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;

- Chapter 7.1 Transportation, policies 7-1 through 7-5.
- Chapter 7.2 Road Network Plan, policies 7-9 through 7-12.
- 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.
- Note: The City of Maple Ridge recently completed a comprehensive update to the municipal parking bylaw.

vi) explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

- Chapter 6.3 Commercial Opportunities, policies 6-17 through 6-22.
- Chapter 6.4 Industrial Opportunities, policies 6-44 through 6-48.
- Section 6.4.2 Employment Park, policies 6-51 through to 6-57.
- Note: The City of Maple Ridge recently completed an Investment Attraction Strategy and a Business Retention & Expansion Strategy.

vii) provide infrastructure and services in support of existing and expanding Industrial activities;

- Chapter 9.1 Municipal Services, policies 9-1 through 9-6.

viii) support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses;

- Chapter 7.1 Transportation, policies 7-1 through 7-5.
- Chapter 7.2 Road Network Plan, policies 7-9 through 7-14.

ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and

- Chapter 8.6 Industrial Development Permit Area Guidelines.

x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands

- No Trade-Oriented lands have been identified within the City of Maple Ridge.

d) include policies for Employment lands that: i) through v) …

- The Regional Growth Strategy does not include any Employment lands within the City of Maple Ridge.

e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems;

- Chapter 5.2 Environmental Management Model, policies 5-1 through 5-8.
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.

f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5).

- Chapter 5.2 Environmental Management Model, policies 5-1 through 5-8.
- Chapter 5.3 Land Resources, policies 5-9 through 5-19.
- Chapter 5.6 Preparing for Climate Change, policies 5-43 through 5-45.

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:

2.3.6 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 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 nonfarm 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:

3.1.4 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 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, 5-7and 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:

3.3.4 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 geoexchange 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:

4.1.7 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:

4.1.8 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.

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.

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.

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.

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.

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:

4.2.4 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 City 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:

5.1.6 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 City will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan.

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 City will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan.

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 City will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan.

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:

5.2.3 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 City.

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.

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.

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 City will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan.

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:

6.2.7 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.

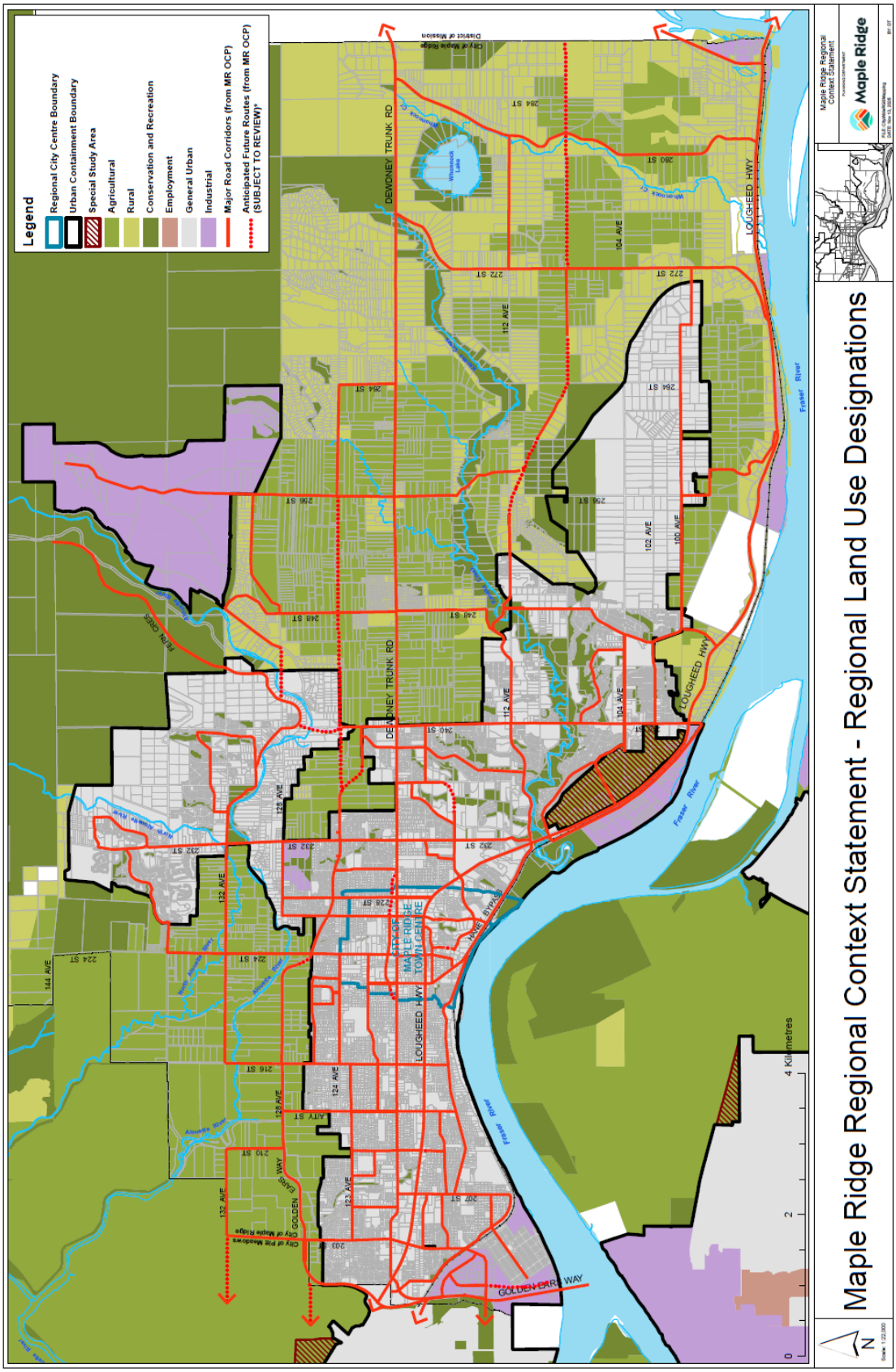
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

- The City 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.

SCHEDULE A - Regional Context Statement Map



Employment

Chapter 6

Employment Generating Opportunities

Agricultural Opportunities

Commercial Opportunities

Industrial Opportunities

Additional Employment Generating Opportunities

6.1 EMPLOYMENT GENERATING OPPORTUNITIES

ISSUES

- Maple Ridge intends to increase the number of jobs available within the City, recognizing that local employment has positive impacts on the economy, commute trip distances, the environment, and an individual's quality of life.

- It is a City 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 City cannot do this alone, and will work with Regional and Provincial agencies to advance local employment opportunities.

- The diversification of the property tax assessment and employment base into a balanced residential, commercial, industrial, and agricultural strategy is a priority for the City. However at the same time, there is a recognition that economic development is a 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 to 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 appropriate forms of incentives to stimulate local business initiatives;

d) work cooperatively with the Diversified, Thriving Economy Avisory Committee 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 City of Maple Ridge. The Agricultural Land Commission Act, enacted in 1972, established the Agricultural Land Reserve. It should be noted that a significant amount of the City's actively farmed land is outside of the Agricultural Land Reserve.

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.

Maple Ridge's agricultural sector 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 region. Maple Ridge's agricultural sector is highly diverse, both in the range of products produced and in the scale of farming operations.

The value of agriculture is consistently recognized and supported within the community. Support for agriculture and retaining rural character and lifestyles for certain areas 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 and food processing. Consumers are becoming more aware about issues related to food quality and security, 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).

6.2.1 ECONOMIC DEVELOPMENT STRATEGY

ISSUES

Past 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 a reluctance 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 as a viable contributor to food self-sufficiency and food-security.
- 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.

POLICIES

6 - 5 Maple Ridge will collaborate with other agencies, such as the Agricultural Land Commission, the Ministry of Agriculture and Food, and 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) identifies 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; and

e) emphasizing the importance of agricultural land on the City's social economic and environmental values.

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, City food and plant material procurement policies); and

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 in the OCP, 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.

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 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 Agricultural Land Reserve as Agriculture in the Official Community Plan. Non-farm uses approved by the Agricultural Land Commission and the City will be permitted on all land designated Agricultural; and

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:

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 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 Agricultural Land Reserve properties that are zoned Rural Residential; and

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; and

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 City 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 jurisdictions. 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:

a) develop and implement a Comprehensive Strategy as outlined in Section 11.1.3; and

b) 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 municipalities and shop 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.

- Over the coming years, the demand for commercial development opportunities will greatly expand due to the Golden Ears Bridge, Pitt River Bridge improvements, transit investments, 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.

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 residents 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 Area 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 City will explore mechanisms to encourage the continued development of the Town Centre and work with the Economic Development Department to achieve this goal.

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6 - 22 Outside of the existing Urban Area Boundary, commercial uses, other than Village Commercial Node, 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 City will, at a time deemed appropriate by the City, 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; and

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 six commercial categories, the components of which are highlighted in this chapter:

a) General Commercial

b) Community Commercial Node

7086-2014

c) Village Commercial Node

d) Neighbourhood Commercial

e) Rural Commercial

f) 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 City 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 time. 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 residents, and to permit greater flexibility in the range of permitted commercial uses.

POLICIES

6 - 23 General Commercial 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 230 Street;

d) Lougheed Highway and 116 Avenue; and

e) located west of 207 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, active transportation, 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:

a) located on a site having direct access onto a Major Road as illustrated on Figure 4;

b) 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;

c) 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;

d) 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 7,000 m^2 in area, however may expand up to 9,290 m^2 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 240 Street, 232 Street, and 216 Street, with residential developments interspersed between.

6 - 28 Total commercial space within each Community Commercial Node is typically less than 7,000 m^2 although it is recognized that over time they may expand up to 9,290 m^2 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 Area 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.

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6.3.6 VILLAGE COMMERCIAL NODE

ISSUES

- Population growth in east Maple Ridge and in existing developed areas may create a need for Village Commercial Nodes outside of the Urban Area Boundary.

- Village Commercial Nodes are comprised of commercial developments that typically serve more than one neighbourhood and provide a range of daily convenience shopping and limited community retail opportunities. Commercial space within the Village Commercial Node is typically less than 2,400 m^2 in area.

- Properties designated Commercial at the intersection of 248 Street and Dewdney Trunk Road is within the Metro Vancouver Fraser Sewerage Area and for that reason is suitable for village commercial development.

OBJECTIVE

- To facilitate Village Commercial Nodes at key locations throughout the City to provide a mix of daily convenience shopping and limited community retail opportunities.

POLICIES

6-30 Maple Ridge will encourage the development of Village Commercial Nodes that serve a variety of daily convenience and commercial shopping needs within close proximity to established and/or emerging neighbourhoods.

6-31 The Village Commercial Node is located outside the Urban Area Boundary but is within the Metro Vancouver Fraser Sewer Area. Similar properties located at other key intersections may also be suitable for Village Commercial development.

6-32 The establishment of Village Commercial Nodes will serve as an intermediary scale between the Community Commercial Nodes and Neighbourhood Commercial Centres and incorporates limited components of each category. As such, they are typically less than 2,400 m^2 in area.

6-33 Commercial developments proposed as part of a Village Commercial Node will be considered subject to satisfying Zoning Bylaw and Parking Bylaw requirements, site access, traffic, 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 Area Guidelines section of the Official Community Plan;

b) commercial building(s) along the street frontage, within 25 metres of an intersection; and

c) the ability of the existing infrastructure to support the new development.

6.3.7 NEIGHBOURHOOD COMMERCIAL CENTRES

ISSUES

7086-2014

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- 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 112 Avenue and 240 Street, and the intersection of the Haney Bypass and Lougheed Highway.

- 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 m^2 in area.

- The property designated on the south side of the Lougheed Highway between 116 Avenue and the Haney Bypass/Kanaka Way is suitable for development as a neighbourhood commercial centre with rental housing.

OBJECTIVE

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

POLICIES

6 - 34 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 - 35 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 - 36 Total commercial space in a Neighbourhood Commercial centre is typically less than 930 m^2 in area.

6 - 37 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 Sewerage Area, is suitable for neighbourhood commercial development.

6.3.8 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 m^2

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

6 - 39 Rural Commercial Centres and outdoor commercial recreation facilities will be considered subject to satisfying Parking and Loading Bylaw and Zoning Bylaw requirements, traffic, access, site design, and compatibility with adjacent land uses.

6.3.9 HISTORIC COMMERCIAL

ISSUES

- Historic Commercial centres are the commercial hearts of the historic communities that formed the City 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 uses.

- 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 City 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 - 40 Total commercial space in a Rural Commercial centre is typically less than 93 m^2 in area. Outdoor commercial recreational facilities may exceed 93 m^2 in area.

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6 - 41 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 - 42 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. Specific land uses and policies to guide long range planning and development for Hammond and Port Haney are within their respective Area Plans, the Hammond Area Plan and the Town Centre Area Plan, which are imbedded in the Official Community Plan in Chapter 10, Area Planning.

6 - 43 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 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 uses.

Due to projected population growth, the shift of industrial development eastward in the region, and the Golden Ears 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 LAND ISSUES

ISSUES

- The supply of marketable and competitive industrial lands for the light industrial market in Maple Ridge is limited, and more is required to meet growing future demand.

- 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 additional industrial areas. 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.

- Identifying additional suitable employment lands is a priority for the City of Maple Ridge. The City prefers land that is relatively flat, serviceable by municipal services, and is strategically located near or accessible by a major transportation corridor.

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 property 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.

- To preserve capacity for future employment uses, including local investment and job creation opportunities.

POLICIES

6 - 44 The Industrial land use designation is a key component of achieving a compact community. Within the Industrial designation, there are three industrial categories, the components of which are highlighted in this chapter:

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

b) Employment Park Industrial – lands that are located in the Yennadon Lands Employment Park. Employment Park Industrial provides for a range of employment uses close to where people live while reducing possible negative impacts on existing surrounding neighbourhoods.

c) General Industrial – lands that are located throughout the community and provide for a range of services and general industrial uses.

6 - 45 The identification of additional employment generating lands is a priority for the City. Maple Ridge will evaluate locations for a large 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; and

d) land that is strategically located near the regional transportation network.

6 - 46 Maple Ridge will consider industrial development within the Urban Area Boundary providing that the following compatibility criteria can be satisfied:

a) land is contiguous to a full range of municipal services;

b) land is strategically located on, or near a Major Road Corridor and the transportation network can support the development;

c) the proposed development is compatible with the surrounding area;

d) the use is consistent with the Economic Development Strategy; and

e) extraction of identified gravel reserves from sites before development, as applicable.

6 - 47 Maple Ridge will review bylaws and regulations to align with market demand.

6 - 48 Maple Ridge will implement strategies to accommodate industrial growth that is compatible with other land uses in the City.

Policies 6-49 through 6-50 deleted by Bylaw 8087-2026.

6.4.2 EMPLOYMENT PARK

ISSUES

- The City's Commercial & Industrial Strategy recommends planning for the additional supply of employment land in order to best satisfy future demand in an increasingly competitive region.

- The Yennadon Lands are identified as a potential location for future employment use in the City's Commercial & Industrial Strategy. The impetus in identifying the Yennadon Lands for employment use was largely due to the lands being generally flat and underutilized, with the potential for urban level servicing, and located on arterial and collector roadways.

OBJECTIVE

- The aim of the Yennadon Lands Employment Park is to create a more "complete community" by providing a range of employment opportunities where local residents and future business owners can live, work and play within a five to ten minute walk or bicycle ride of their residence.

- In the past, industrial and commercial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. Therefore, the design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts.

- The Yennadon Lands Employment Park is in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Street. As it is bordered by residential land uses on the south and west edges, the Commercial & Industrial Strategy recommends development with a key focus on restricting heights, while also encouraging building forms and uses that are in keeping with the surrounding residential context.

POLICIES

6 - 51 Maple Ridge will designate Employment Parks in areas where there is an opportunity to increase job densities. The intent for high density Employment Parks is to encourage the right type and size of employment facilities that will help increase job opportunities close to home, as new and mature local businesses to locate closer to where their employees live.

6 – 52 Maple Ridge will direct development in a sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood.

6 - 53 An Employment Park will have an appropriate mix and size of employment uses to generate suitable levels of job creation, while still affording a sensitive transition to the surrounding uses.

6 - 54 Maple Ridge has designated the Yennadon Lands, generally located south of 128 Avenue and west of 232 Street, for an Employment Park use. The Yennadon Lands serve growing industries, that include the technology sector, light manufacturing companies, and professional offices, all of which offer a high employment density.

6 - 55 The Yennadon Lands Employment Park development notes that:

a) The eastern portion of the Yennadon Lands Employment Park may have larger and more conventional light industrial buildings;

b) Maple Ridge will require a minimum lot consolidation of 75,000 m^2 for employment park development on the eastern portion of the Yennadon Lands;

c) The western portion of the Yennadon Lands Employment Park will have a building form that is similar to that of a single-detached residential dwelling height and massing with generous landscape retention and

reduced parking, where possible;

d) Maple Ridge will require a minimum lot consolidation of 35,000 m^2 for employment park development on the western portion of the Yennadon Lands; and

e) Development must align with the Yennadon Lands Employment Park Development Permit Area Guidelines found in Chapter 8 of the City's Official Community Plan.

6 - 56 All industrial developments will be subject to Development Permit Area Guidelines.

6 - 57 Maple Ridge will consider additional opportunities for Business Park development within the Urban Area Boundary providing that the following compatibility criteria can be satisfied:

a) land is contiguous to a full range of municipal services;

b) land is strategically located on, or near a Major Road Corridor and the transportation network can support the development;

c) the proposed development is compatible with surrounding development; and

d) the development is consistent with the Economic Development Strategy.

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Section 6.4.3 Industrial Reserve, including policies 6-58 through 6-65 deleted by Bylaw 8087-2026.

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 City'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 - 66 Maple Ridge will continue to promote its outdoor resources as a theme for the tourist commercial sector.

6 - 67 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; and

c) facilitating growth in the eco-tourism, cycling and equestrian industry.

6 - 68 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; and

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 - 69 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, as well as growth of online shopping and e-commerce. 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 viewscapes.

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 - 70 Maple Ridge will support large format retail outlets in the Town Centre or in the General Commercial areas along the Lougheed Highway.

6 - 71 To ensure the highest quality urban environment, the City 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.

6.5.4 FOREST

ISSUES

- The forestry 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 City 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 City 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 City, 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 City.

POLICIES

6 - 72 Maple Ridge will encourage the enhancement and transition of the wood processing industry to value added products, and will explore options for providing infrastructure for industrial areas.

6 - 73 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 - 74 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 EDUCATION INSTITUTIONS

ISSUES

Maple Ridge residents have limited post-secondary educational facilities available within the community and are travelling, or relocating to other communities to further their educational needs. Given the success of existing research and training facilities such as the Justice Institute of BC, Malcolm Knapp, BCIT, and Sprott Shaw and the infrastructure and amenities within the community it is recognized that there is an opportunity to

establish more post-secondary facilities.

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 - 75 Maple Ridge will pursue the establishment of further post-secondary institutions in Maple Ridge to provide educational and employment opportunities for residents.

North 256 Street Industrial Lands Area Plan

Development Permit Area Guidelines

Chapter 8.17

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1.Introduction

1.1 Purpose & Applicability

These Design Guidelines support the implementation of the North 256 Street Industrial Lands Area Plan and guide the form, character, and environmental performance of light and low-impact industrial development, and related uses within the plan area. They apply to all new development, redevelopment, and major alterations within the plan area.

1.2 Implementation

These Guidelines apply to all Development Permit applications within the North 256 Street Development Permit Area. Development proponents are required to demonstrate how their proposal meets these guidelines through coordinated plans, drawings, and design rationales. Where appropriate, the City may request additional information, such as environmental assessments, visual impact analyses, or other studies, to support a complete review.

1.3 How to Use These Guidelines

Development proponents must use these guidelines together with the Official Community Plan (including relevant Development Permit Areas), the Zoning Bylaw, Engineering Standards, and all applicable environmental policies and regulations.

1.4 Goals of the Guidelines

The guidelines are intended to:

- Promote high-quality, functional, and context-sensitive industrial development.
- Ensure compatibility between industrial activities, environmental areas, and institutional or recreational uses.
- Reinforce a cohesive and attractive industrial business identity for Maple Ridge.

2. Design Intent and Objectives

Development in the North 256 Street Industrial Lands Area Plan should contribute to a cohesive, functional, and environmentally responsible light industrial area. Key objectives are to:

2.1 Optimize the industrial development potential of the lands.

2.2 Support durable, adaptable industrial forms capable of accommodating evolving uses and technologies.

2.3 Encourage a strong street presence through building siting and architectural character.

2.4 Locate and screen loading, storage, and parking to reduce visual impacts on public streets and trails.

2.5 Integrate landscaping and green infrastructure to provide buffers, enhance ecological function, and reinforce the area's natural character.

2.6 Ensure appropriate transitions to adjacent conservation, institutional, and rural lands. Reflect the area's transition from natural and rural landscapes to modern, industrial-focused lands.

2.7 Create a safe and attractive environment for workers and visitors with clear pedestrian connections and well-designed public edges.

3. Guiding Principles

3.1 Compatibility – Transition sensitively between industrial, environmental, and institutional areas using setbacks, landscaping, and screening.

3.2 Connectivity – Strengthen access networks for vehicles, cyclists, and pedestrians; integrate with trails identified in the Area Plan.

3.3 Sustainability & Green Structure – Incorporate green infrastructure, native landscaping, topography, environmental features, and low-impact design to manage stormwater and shape site character.

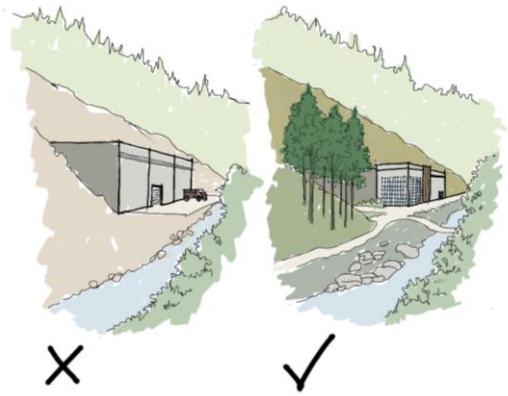
3.4 Character & Quality – Encourage simple, robust forms and materials that age well in an industrial context and express function and civic pride, while also reflecting Maple Ridge's identity.

3.5 Safety – Apply Crime Prevention Through Environmental Design (CPTED) principles and best practice for lighting, visibility, access control, and operations.

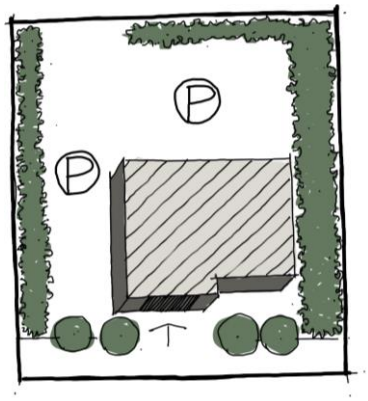
4. Design Guidelines

A. Site Planning & Interface

1. Developments adjacent to treed slopes, ravines, watercourses, or conservation lands should respect natural vegetation, retain soils through natural landscaping, and maintain any additional setbacks required by environmental agencies. Creeks and ravines should be retained in their natural state, and buildings should be integrated with natural slopes and significant site features.

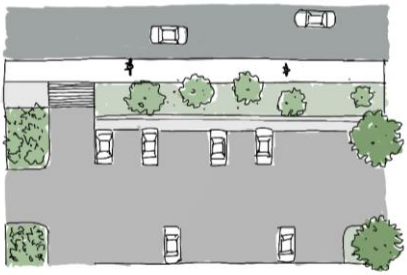


2. Wherever possible, the majority of parking and loading areas should be located at the side or rear of buildings, with access provided from lanes or internal circulation routes.



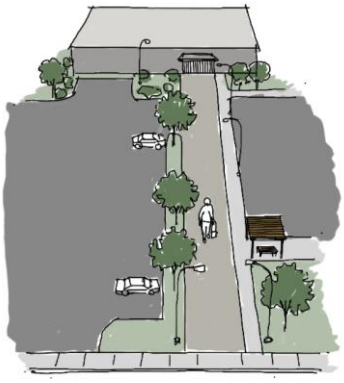
3. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance. Provide landscaped islands, street trees, pedestrian pathways, building edges, and distinct paving treatments to enhance visual quality.

4. Parking areas adjacent to public streets should provide a low-level landscaped buffer and/or raised earth berm between the parking and the public realm.



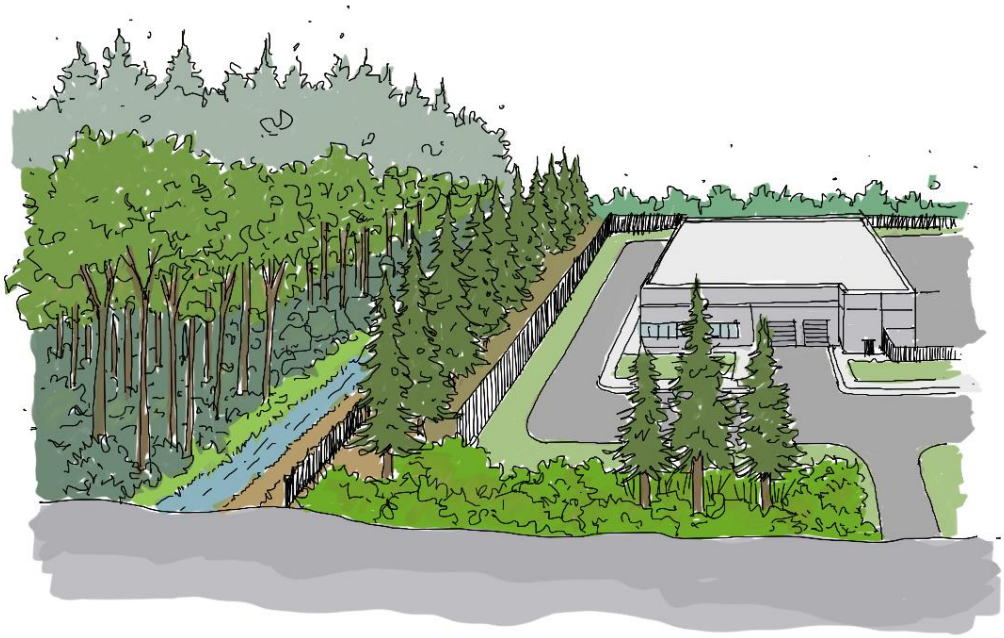
5. Provide clearly defined, direct, and safe pedestrian access from parking areas and public sidewalks to building entrances. Design pedestrian routes to be given precedence over vehicular movement, including marked crossings where necessary.

6. Industrial developments with large parking areas should provide a continuous pedestrian pathway system between primary entrances, parking areas, and adjoining streets. Include landscape features, weather protection, benches, and special paving to support safety and comfort. Pedestrian movements should avoid obstruction from parked vehicles.



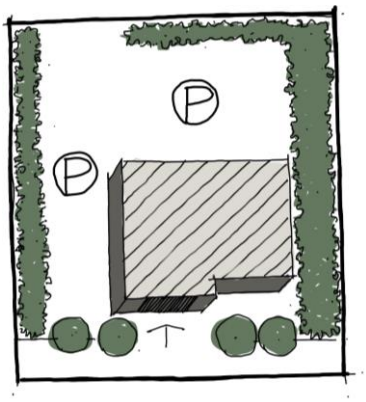
7. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals, where warranted.

8. Provide landscape buffering between industrial sites and conservation, institutional, agricultural, or recreational lands using vegetated screens, setbacks, and grading transitions.



9. Design site layouts to follow existing topography and minimize terrain cut-and-fill, preserving mature vegetation where possible.

10. Orient building façades, office components, and primary entries toward public streets to reinforce an organized and business-friendly image. Locate loading and service functions to the side or rear of buildings. Ensure frontages present a clear address, a legible main entrance, and a safe pedestrian approach from the street.



11. Limit and consolidate driveways where feasible. Coordinate driveway locations, including pairing them where possible, with the planned road network and ensure they meet City standards for truck turning movements, grades, and sightlines.

12. Allow flexible parcel shapes and shared access (i.e. pairing driveways) where terrain and servicing constraints exist.

13. Locate, screen, and acoustically treat service yards, waste areas, and mechanical equipment away from public streets, trails, and sensitive edges.

14. At corner and gateway sites, reinforce legibility and wayfinding through building orientation, enhanced landscaping, and coordinated signage hierarchy.

B. Building Form, Massing & Architecture

1. Offices, reception, sales, and other public areas should be located at the front of buildings to face the street. Façades should be designed so these areas are easily identifiable and visible from public streets.

2. Main building entries should be clearly identifiable from streets or entry driveways. Entries should incorporate transparent materials (e.g., glazing), weather protection, and pedestrian-scale architectural elements.

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. Rooftops and rooflines should include design elements such as parapets, screening, cornices, or other architectural and landscaping features to create a clean skyline

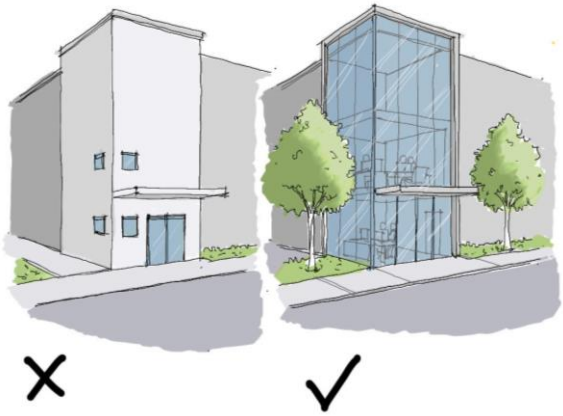
profile, fully screen rooftop equipment, and reduce visual impacts from public streets, trails, and adjacent uses.

5. Architectural expression should be modern, durable, and functional, using high-quality materials on all street-facing façades.
6. Large façades should be broken into smaller visual components using articulation, glazing, material changes, colour variation, or modulation to maintain a human scale.
7. Building height and massing should be proportional to adjacent uses and respond to natural topography. Excessive blank walls along public frontages should be avoided.
8. Where buildings face public streets or trail corridors, use modest step-backs or façade modulation to reduce perceived bulk and improve visual interest.
9. Corner and gateway sites should emphasize building massing with additional glazing, clerestory windows, architectural detailing, or other design treatments that reinforce legibility and wayfinding.

C. Façade Design & Materials

1. Buildings with significant areas of non-reflective or opaque materials should incorporate architectural treatments such as articulation, texture, reveals, glazing, colour variation, graphics, or decorative lighting to provide visual interest. Landscaping should be used to complement architectural detailing and soften building edges.
2. Use durable, low-maintenance materials such as pre-finished metal, concrete, or brick accents for primary façades and street-facing elevations.
3. Colours and materials should use muted or natural tones that blend with the surrounding forested character. Accent colours may be used to highlight entries or contribute to building identity. Visually busy or inconsistent façades should be avoided.

4. Offices and primary entrances should include generous glazing to enhance visibility, natural surveillance, and the building's presence on the street.



D. Parking, Loading, Circulation & Storage

1. Parking and loading areas should follow the site-planning principles in Section A, with access provided from lanes or internal circulation routes.
2. Design large surface parking areas in accordance with Section A. Use landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance visual quality.
3. Parking areas adjacent to public streets should provide a low-height landscaped buffer between the parking area and the public realm.
4. Use permeable paving or shallow concrete swales with rolled edges where appropriate to support on-site stormwater drainage.
5. Above-ground parking structures should not front public streets at grade. Where unavoidable, such structures should incorporate façade treatments, glazing, landscaping, and modulation to avoid long blank walls and improve the appearance of the public realm.
6. Rooftop parking structures should incorporate appropriate design treatments to reduce visual impacts from public streets, adjacent uses, and bridges.
7. 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's 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.
8. Provide well-defined and safe pedestrian access from parking areas to building entrances and the public sidewalk.

9. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals where warranted.
10. Surface parking may be located in front of buildings only where necessary and should include landscaped buffers and direct pedestrian connections to main entries.
11. Loading areas should be positioned at the side or rear of sites, screened from public view through fencing or landscaping. Overhead doors facing public streets or trails should be screened or articulated to minimize visual impact.
12. Provide clear truck circulation routes and adequate turning radii.
13. Separate truck movements from passenger vehicles and pedestrian routes wherever possible; locate loading and outdoor storage areas to the side or rear, away from main streets.
14. Integrate safe, direct pedestrian pathways across parking lots using marked crossings and protective elements such as bollards and continuous sidewalks.
15. Provide on-site loops or dedicated maneuvering areas to ensure trucks do not reverse into public streets.
16. Prevent spillback onto public roads by providing internal staging space for deliveries, pickups, and shift changes.
17. Bicycle parking should be provided in well-lit, visible locations near building entrances and public streets. Racks should be sturdy, theft-resistant, and securely anchored.
18. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.

E. Landscaping & Buffers

1. Ancillary or accessory buildings should be visually screened from public streets with dense coniferous plantings or be designed and finished in a manner consistent with the principal building.
2. 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 visually-pleasing street image;
   d) soften the transition between adjacent land uses;
   e) create interesting views and focal points into and out of the site.

3. Landscaping of substantial proportions should be provided around property lines, particularly where adjacent to residential, institutional, conservation, or recreational lands, to ensure a compatible and smooth transition to neighbouring uses.
4. Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.

5. The scale and location of planting material should complement and be consistent with the scale and massing of buildings.

6. Energy efficiency and water conservation should be considered in the design of landscaped areas and in the selection of plant species and material. This can be accomplished through:

   a) using native and/or drought-resistant species;
   b) designing 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; and/or
   f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

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. Existing vegetation should be retained and enhanced wherever possible, especially along stream corridors, forested slopes, and ravines. Where vegetation is removed due to construction, replanting with native species is encouraged.

9. While maximizing the industrial development potential of the lands, provide adequate amounts of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.

10. Chain link fences are discouraged along street frontages. Where unavoidable, it should be vinyl-coated and screened with dense, layered plantings.

11. Fences abutting residential sites should be constructed with solid materials consistent with fences generally used in residential developments.

12. Tree retention should be prioritized, as possible. Preserve significant existing trees where possible and meet the Area Plan's industrial canopy target that is10% canopy coverage or 25 new trees per hectare, using a mix of retained trees and new on-site tree planting.

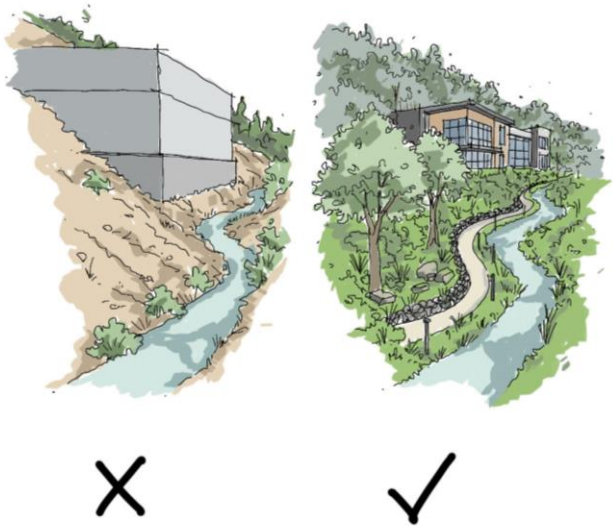
13. Incorporate drought-tolerant, predominantly native planting and integrate rain gardens, bioswales, vegetated swales, and permeable paving to support on-site stormwater management and reinforce natural drainage patterns.

14. Parking lots should include landscaped islands and perimeter beds to break up large, paved areas, provide shade, and support stormwater capture.

15. Use layered planting, berms, fencing, and building placement to screen outdoor storage, loading areas, and parking from roads, trails, parks, and adjacent non-industrial uses.

16. Provide a substantial landscape buffer along conservation and agricultural edges and trail corridors, using native species and continuous canopy connections, consistent with applicable environmental policies, regulations, or Development Permit Area Guidelines.

17. Respect environmental setbacks, including riparian setbacks and steep slope guidance. Low Impact Development measures should be integrated along edges.



18. Trail edges should provide a comfortable, well-landscaped separation between industrial yards/parking and public trails.

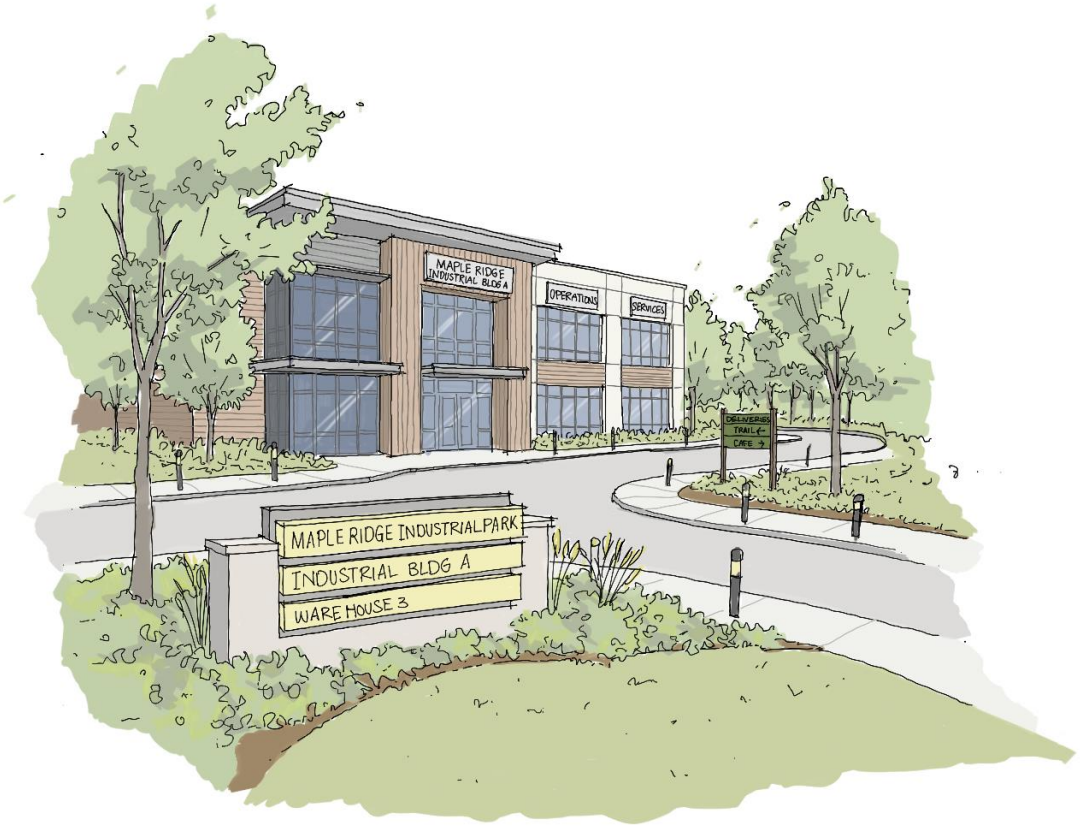
19. A rural edge treatment may be used where appropriate, incorporating larger canopy trees, hedgerows, and split-rail or black-powder-coated fencing to reinforce a restrained rural character.

20. Reinforce ecological corridors with native species and continuous tree canopy connections.

21. Developments adjacent to lands within the Agricultural Land Reserve should respect the farming activity and potential of those lands, and incorporate an appropriate buffer interface such as landscaping between uses, informed by applicable Agricultural Land Commission and Ministry of Agriculture and Food guidelines.

F. Signage, Lighting & Fencing

1. All signage must conform to the provisions of the Maple Ridge Sign Bylaw, as amended or replaced. In the event of a conflict between the Sign Bylaw and these guidelines, the Sign Bylaw shall take precedence.



2. Signage design, materials, and messages should be integrated and complement the scale and architectural detail of the building. Monument or fascia signs with subdued illumination are preferred over freestanding pylon signs.
3. In multiple-tenant buildings, signage should be designed to present a unified appearance, including coordinated materials, sizes, and placement.
4. A clear hierarchy of signage should be provided, including a primary identity sign, secondary tenant signage, and directional signage.
5. Signage should be consolidated into coordinated systems using durable materials; back-lit box signs should be avoided where possible.

6. Where sites abut public paths or trails, wayfinding signage for visitors and deliveries should be incorporated and consistent in scale and design with overall site signage.
7. Pedestrian level lighting is encouraged along all pedestrian pathways to enhance comfort and visibility.
8. Lighting should be fully cut-off, energy-efficient, designed to prevent glare, light spill, and visibility of direct sources from public streets, adjacent residential areas, pedestrian routes, and conservation lands. Avoid the nuisance of glare to adjacent residences, pedestrians, or motorists.
9. Lighting fixtures should be integrated with the architecture and landscape. Downlighting or externally lit signage is preferred.
10. Provide safe, well-lit conditions for loading, parking, and operational areas using full cut-off fixtures that minimize spillover while maintaining required illumination levels.
11. Fencing should use solid or decorative metal designs, paired with landscape softening. Long, uninterrupted fence runs should be avoided.
12. Pedestrian areas should include lower-scale lighting fixtures, especially at entries and along walkways, with lighting poles designed to coordinate with surrounding landscape elements.

G. Sustainability & Resilience

1. Design buildings and sites for energy efficiency and climate resilience, including electric vehicle (EV) charging infrastructure, high-performance envelopes, and solar-ready construction.
2. Support biodiversity by maintaining tree cover and planting pollinator-friendly and native vegetation, where possible.
3. Consider FireSmart design and satisfy wildfire protection requirements along forested edges through defensible space, non-combustible materials, and appropriate landscaping treatments. Apply FireSmart landscaping principles at the industrial–forest edge / interface, including appropriate spacing of vegetation, removal of ladder fuels, and use of non-combustible groundcovers.
4. Green buildings are encouraged. Developments should consider Leadership in Energy and Environmental Design (LEED) or equivalent certification, and where feasible, integrate green roofs or rooftop solar systems.
5. Stormwater management should utilize open drainage, infiltration features, and vegetated swales to manage water quality and promote natural infiltration.

6. Respect riparian setbacks, steep slopes, and habitat linkages; coordinate with environmental permits required by OCP Development Permit Areas.
7. Sustainable building design is encouraged, including energy-efficient building envelopes, solar-ready infrastructure, and adaptable building forms that can accommodate changing tenant needs.

H. Safety & CPTED

1. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all buildings, parking areas, and facilities.
2. Ensure convenient, safe, clearly identifiable, and universally accessible access routes to building entrances, lobbies, parking structures, and other principal areas.
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 to increase natural surveillance.
5. Provide clear sightlines at doors, loading areas, and parking; avoid deep recesses and blind corners.
6. Define public and service areas using fencing, gates, lighting, and landscape treatments to deter unauthorized access.
7. Orient office functions and windows toward streets and trails, where feasible, to increase passive surveillance and support a safer public realm.

I. Public Realm, Streetscape & Workforce Amenities

1. 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 recreational spaces.
2. Design sidewalks, trails, and rest areas with shade, lighting, clear wayfinding, and comfortable pedestrian facilities.

3. Support amenities for employees at two scales:

a) Commercial Node (Area-Wide) -
Support a small commercial node as a local amenity hub for the workforce, with plazas, seating, weather protection, and food service options on a neighbourhood scale.

b) On-Site Employee Break & Social Spaces (Site-Specific) -
Provide outdoor spaces on individual development sites that support short breaks, informal gatherings, and social interaction for employees, with seating, shade, and comfortable pedestrian access

4. Provide consistent setbacks, street trees, landscaped boulevards, and integrate lighting and signage into the overall site design.

5. Align trail routes identified in the Area Plan to support walking, cycling, and equestrian movement.

6. Where industrial uses abut conservation, agricultural, or institutional lands, provide a landscaped interface zone with fencing or naturalized planting to create a buffer and improve the public realm edge.

7. Provide active doors and windows facing the street or plaza; include weather protection and pedestrian-oriented design elements.
8. Locate parking to the side or rear of the building, or as a small forecourt plaza integrated with high-quality landscaping and seating; provide safe pedestrian connections to trails and building entrances.
9. Use contemporary, durable materials; integrate signage with architecture; and provide street trees and seating to reinforce a cohesive public realm identity.

J. Servicing & Engineering Coordination

1. Industrial developments must meet applicable City Road standards, including collector and modified cross-sections, ditch sections, and required turning radii for industrial vehicles.
2. Plan for water, sanitary, and drainage upgrades and required easements. Utilities should be co-located where possible to reduce conflict with landscaping, tree retention, and Low Impact Development (LID) features.
3. Provide clearances and turnarounds required to meet Fire/Rescue access standards, ensuring unobstructed routes for emergency response.

K. Fire Protection & Wildfire Resilience

1. Apply applicable Wildfire Development Permit Area Guidelines for industrial sites located within or adjacent to wildfire-risk areas, including defensible space, vegetation management, and construction requirements.
2. Use non-combustible or ignition-resistant exterior materials for façades, projections, soffits, decks, and roof assemblies facing forested edges, in alignment with Wildfire DPA standards. Roofing should meet Class A or B fire resistance ratings.
3. Design buildings and sites to minimize ember accumulation, including screened vents, closed gutters, fire-resistant soffits, reduced overhang hazards, and avoid fuel traps along façades facing forest edges.
4. Ensure fire access and hydrant placement meet Fire/Rescue requirements, including clear access routes, adequate turning geometry, staging room, and hydrants functional prior to above-foundation construction

5. Integrate FireSmart landscaping along natural edges using non-combustible groundcovers, appropriately spaced vegetation, and avoidance of continuous fuel ladders.

5. Submission Requirements & Checklist

Applicants must submit the following as part of a development permit application:

5.1 Site plan showing access, loading, landscape layout, pedestrian paths, truck routes and circulation plan.

5.2 Landscape plan showing species, canopy coverage, screening, and interface treatments for environmental/trail edges and LID features.

5.3 Building elevations and materials palettes.

5.4 Signage concept, and lighting plan.

5.5 CPTED and waste/recycling enclosure details.

5.6 Servicing and stormwater strategy concept.

5.7 For commercial node site, active frontage and plaza plan.

5.8 Design rationale referencing guideline compliance.

5.9 A compliance checklist should accompany the submission, identifying whether each guideline is Met, Not Applicable, or Requires Clarification.

North 256 Street Industrial Lands

Area Plan

Chapter 10.7

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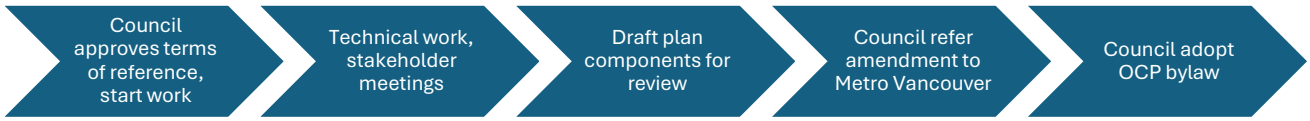
1. INTRODUCTION

1.1 Plan Purpose

The North 256 Street Industrial Lands Area Plan is intended to guide the growth and development of the lands, with the overall objective to facilitate industrial uses and supportive services and amenities, while respecting long-standing institutional facilities, environmental features and functions, and recreational activities in the area. The industrial development of the lands will provide business growth, employment opportunities, and increase the property tax base for Maple Ridge.

The area planning process from early 2025 to early 2026 included three rounds of community engagement, outlined in Figure 1:

Figure 1: Project Overall Process

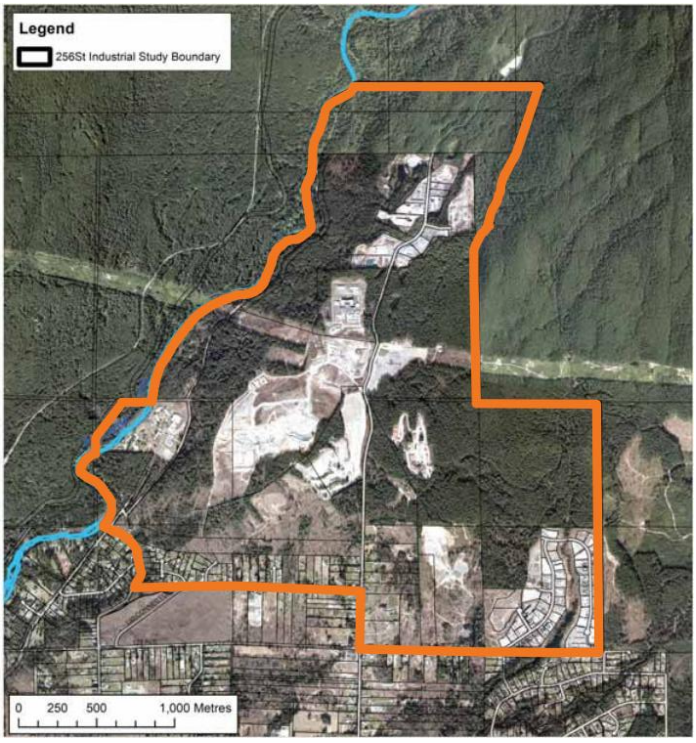


To address the land use opportunities and constraints (Figure 2), the work program comprised technical analysis, engagement, planning, and implementation components to advance the industrial development of the area.

1.2 Area Plan Initiation

The City of Maple Ridge completed a city-wide industrial impact analysis which provided insights into the City's current and future industrial market, identified market sectors that the City could target, and optimum locations to grow the City's industrial land base relative to known development opportunities and constraints. That analysis identified specific infrastructure investments to unlock the potential for industrial development and offered strategic planning recommendations to position the City's industrial landscape for growth. The work

Figure 2: Study Area Map



also highlighted the potential for significant new developable industrial land in the North 256 Street area, part of which was already designated for *Industrial* land uses or as an *Industrial Reserve*.

In February 2025, Council provided direction to staff to prepare an area plan for the North 256 Street industrial lands. The project scope of work outlined the site features, project rationale, policy objectives, intent, engagement, and associated deliverables and timelines.

1.3 Economic Contribution of Industrial Lands

Industrial lands generate an outsized proportion of jobs and wages and contribute to economic well-being by way of linkages (inputs and outputs) throughout the municipal, regional, and provincial economies.

The City's economic objectives support the creation of additional industrial lands that provide business and employment opportunities, increase the community's non-residential property assessment and tax base, and contributes to the long-term financial sustainability of the City.

1.4 Industrial Area Plan Rationale

A sizable proportion of Maple Ridge residents commute outside of the community for work. The property tax base is disproportionally residential (over 90%), which limits the fiscal strength and diversity of the City. Maple Ridge has a historic downtown with limited employment opportunities (retail and office uses), and older industrial areas with various industrial forms and intensities. While the population of Maple Ridge continues to grow rapidly, the economic base has not kept pace with the residential development of the community.

It is a goal of the City to attract additional commercial development to the Town Centre and Lougheed Transit Corridor areas, with associated jobs, amenities, and enhanced transit service, while developing and intensifying its industrial areas to accommodate increased industrial capacity and economic activity.

Over the past decade, the City has completed several studies and reports exploring the industrial and employment potential of different lands. The work prioritized suitable areas with respect to return on infrastructure investment and employment/industrial land use potential. It included both a city-wide scale analysis and identified specific Official Community Plan (OCP) designation changes for different areas. More recently, this included a review of 'non-residential' development opportunities to prioritize efforts on

lands with the greatest economic opportunity, which identified market sectors that the City can target, and where it is most realistic to grow the City's industrial land base.

The North 256 Street lands were identified as having the highest potential in Maple Ridge to attract new industrial development and provide long-term positive benefits, and selected as a priority area for advancement as part of the area planning process.

1.5 Intent of the Area Plan

The North 256 Street Industrial Lands Area Plan facilitates and guides industrial development, while recognizing long-standing institutional users, supplementing supportive services and amenities, and respecting the environmental features and recreational activities in the area.

Its intent is to create a range of industrial development types connected by a suitable road network, integrated with pathways, and accessible from major highways. Attractive buildings will fit into the community and provide an inviting and valued place for business and work.

Development of new industrial uses should proceed in an orderly and logical manner supported by public and private servicing and infrastructure investments.

The following key factors inform the potential of the North 256 Street industrial lands:

- Many of these lands have long been intended for some form of industrial development, including through the Official Community Plan's *Industrial* and *Industrial Reserve* designations, and the Regional Growth Strategy's *Industrial* designation.
- The intended new industrial uses will be light industrial, low impact, and clean uses, with sustainability components integrated as appropriate and feasible.
- The area plan addresses local matters and community interests through the consideration of context-appropriate land uses and densities, separations / buffers / interfaces between activities, urban design guidelines, road alignments and utility corridors, as well as multi-use pathways, trails, and open spaces.
- In terms of transportation, the area plan addresses local and city-wide traffic generation through the coordinated upgrade of the road network, including the intended extension of Abernethy Way, expanded multi-use pathways and transit service.

1.6 Work Program

Work included close collaboration with internal City departments and select external agencies, as well as targeted engagement with local landowners, operators, businesses,

residents, stewardship groups, and the public. The components, including technical analysis, community engagement, concept design, and policy development, are outlined as follows:

- Assess site constraints and opportunities
- Prepare a conceptual land use plan
- Review transportation needs
- Analyze servicing needs
- Refine land use design
- Prepare associated policies
- Finalize the area plan

The work program followed these steps:

1) Setting the vision and principles to guide the planning process.
2) Identified industrial-related uses that are most appropriate for the area given its attributes, location, market factors, business needs, etc. The physical, regulatory, and market aspects were evaluated to inform the optimum land use program.
3) Building on previously-completed work, the project undertook further engineering and environmental studies, analyses, planning, and engagement work to create an industrial-focused area plan, identifying specific infrastructure investments to help facilitate the industrial development of the lands, and offer strategic planning recommendations that the City can use to position its industrial landscape for growth.
4) The area plan project addressed such considerations as:
    - land development optimization;
    - potential developable areas;
    - appropriate land uses and densities;
    - urban design;
    - terrain shaping and grading;
    - environmentally-significant features and functions;
    - transportation needs and upgrades;
    - servicing needs and infrastructure costs;
    - potential phasing / timing;
    - regulatory/policy matters; and
    - market / financial feasibility.
5) Explored options and prepared a conceptual industrial land use plan, road network and infrastructure corridors. In the context of the existing uses in the area, identified proposed land use designations, new local serving retail, recreation and trails,

conservation and park, to advance the goals of the area plan while addressing possible issues and mitigating possible land use conflicts.

6) Prepared a preliminary environmental and hydrogeological assessment of the lands to document and better understand the area's environmental features and functions, and identify associated constraints and opportunities.
7) Prepared a preliminary engineering servicing study to identify the infrastructure capacity and needs, water, sewer, and stormwater management site requirements to better support development.
8) Prepared specific land use policies to support the implementation of the area plan.
9) Completed engagement with local landowners and residents, the businesses community, general public, and affected agencies and parties.
10) Prepared a new area plan, with land use designations and transportation corridors, policies, and implementation of actions for the City and other authorities/parties to address in a coordinated manner.

This process involved technical work and community and interest holder engagement as detailed in this report, and the preparation of land use designation amendments to accommodate the new area plan.

The process to prepare the area plan took approximately one year, plus additional time for consideration of the Regional Growth Strategy amendment by Metro Vancouver, as shown in Figure 3.

Figure 3: Bylaw Approval Overall Process

Concurrent with the community engagement program, the City commissioned technical studies on environmental and infrastructure matters, as well as draft concepts for the area plan. This included identifying servicing upgrades, infrastructure investments, environmental protection measures, appropriate land uses, concept plans, and a transportation framework to guide sustainable and viable industrial development.

The finalized land use plan was then advanced to Council for consideration, including initial Official Community Plan amendment bylaw readings, a public hearing, and third reading. It was then referred to Metro Vancouver for approval of an associated Regional Growth Strategy land use designation amendment, Urban Containment Boundary expansion, and Fraser Sewerage Area service extension, and then adopted by Council.

1.7 Community Engagement

Community engagement was undertaken to prepare an area plan that benefits and serves Maple Ridge over the long term. Given the economic, infrastructure, and transportation considerations and implications associated with the project, there was a range of interest holders.

The project incorporated a targeted engagement program with opportunities for local landowners and residents to participate in the preparation of the plan, along with industrial and business operators and developers. This work included engaging interested and affected parties, external agencies, the business community, and the public on the planning process, and providing opportunities for input.

The form of engagement included interest holder meetings and public information events, online surveys, and regular updates through the City's website, newsletter, and social media posts.

Through earlier city-wide engagement about industrial lands, notable issues raised by the public generally included access, traffic, noise, and road design. Concerns about the natural environment were also identified. Furthermore, there were concerns that a more intensive utilization of the employment / industrial lands in the area could exacerbate negative issues already perceived to exist by the neighbouring residents, namely truck traffic.

There was a three-phase engagement program associated with the preparation and refinement of the area plan.

Phase 1 engagement was completed in April-May 2025, entailing an open house, online survey, and two themed meetings with interest holders. Feedback came from approximately 260 survey participants, 65 open house attendees, and 24 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

Participants showed strong support for job creation and economic benefits, diversifying the tax base, and living and working in the same community. Some noted concerns about traffic, infrastructure needs, and preserving recreational and natural assets.

The top perceived benefits included job creation, economic growth, improved infrastructure, transportation upgrades, community amenities, and better long-term planning. The main perceived disadvantages included traffic, infrastructure capacity, environmental impacts, location suitability, and overall community impact.

The community support results from the survey were as follows:

- 93% valued living and working locally
- 90% believed local jobs support a healthier community
- 82% agreed that employment lands diversify the tax base
- 74% supported industrial growth that keeps pace with regional demand
- 71% favoured proactively creating industrial lands for job opportunities

Participants identified key priorities for the North 256 Street industrial lands, including balancing recreation, environmental protection, infrastructure, transportation, and economic development.

Phase 2 engagement was completed in September-October 2025, with draft land use options and infrastructure design concepts shared for community feedback. Engagement included an open house, online survey, and two meetings with interest holders. Feedback came from approximately 260 survey participants, 50 open house attendees, and 20 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

A strong majority of respondents agreed that creating and expanding employment-generating industrial lands is important for supporting local jobs, meeting regional demand, strengthening community well-being, and diversifying the community's property tax base.

Key concerns and planning considerations were also noted, including:

- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.
- Environmental protection is a major priority, including protecting wildlife corridors, watercourses, wetlands, and preserving green space.
- Recreation users expressed concern about losing trails and natural areas currently used for hiking, biking, and horseback riding.
- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.

Phase 3 engagement, in early 2026, presented the area plan document to the community for information, in advance of the public hearing. Notification was provided through a posting on the city website, newsletter, social media, and targeted online, open house style meetings.

2. PLAN VISION AND PRINCIPLES

2.1 Maple Ridge History

Maple Ridge, with a population exceeding 106,000 is now one of the fastest-growing communities in the Metro Vancouver region, and is located on the traditional territories of the Katzie First Nation and Kwantlen First Nation. Archeological data shows that their ancestors have been stewards of this land since time immemorial. Traditionally, Maple Ridge was known by its Halkomelem name 'Z'wa?acstan' which translates into "place where the golden eagles are".

The City values and celebrates cultural diversity and strong Indigenous relationships.

2.2 Community Input

Through the community engagement program for the North 256 Street Industrial Lands Area Plan, feedback was received from the local residents, area businesses, and the public. The overall intent of the area plan and engagement support was to capitalize on economic opportunities to maximize the positive effects of the area's industrial development potential.

The following are summaries of the community comments which helped to guide and inform the preparation of the area plan:

- **The lands are an opportunity for...** Innovative, clean, and modern light industrial uses, economic growth, business expansion, local job creation, tax base diversification, enhanced investments in infrastructure and transportation, community and local amenities, environmental protection and stewardship, and sustainable industrial development forms.
- **The lands will become...** An industrial business hub, parks and recreational facilities inter-connected with trail networks, conservation areas, and sustainable land use planning that benefits both people and nature.

2.3 Overall Vision

The overall vision for the North 256 Street Industrial Lands Area Plan is to facilitate a modern, light industrial district that accommodates business and employment growth for the community while considering the features of the lands. Increasing and enhancing the supply of industrial lands will support a more prosperous and diversified local economy, with new and expanded businesses that both directly and indirectly benefit other sectors

in the wider community, match the rapidly growing population and workforce, additional employment opportunities, and enhance the property tax base for the community.

2.4 Guiding Principles

To advance the vision for the lands, the following planning principles guide the land uses and development forms that support the articulated community goals and objectives.

1: Support businesses that contribute to economic growth and development

- Provide more accommodation options for industrial users.
- Increase employment opportunities.
- Increase the City's industrial property tax base.
- Reinforce the City's business-friendly character.

2: Promote the efficient use of industrial land

- Increase overall industrial land supply.
- Prioritize industrial uses that support the City's economy.
- Flexible designs that support end-user needs while also allowing for adaptable future uses.

3: Incorporate high quality design and development

- Require appropriate screening for industrial uses, particularly where bordering non-industrial uses.
- Create a transition / interface buffer between industrial and other uses.
- Encourage urban design that is visually appealing from public roads.

4: Protect environmental assets

- Designate natural conservation spaces, including watercourses and other sensitive environmental features.
- Designate recreation areas, including parks and trails.
- Avoid development on hazard lands.
- Protect and enhance ecologically-sensitive areas.

2.5 Planning and Design Objectives

The area plan advances planning and design objectives that incorporate sustainability and resiliency principles to guide responsible development of individual sites as well as contribute to the overall success of the industrial area (see Appendix).

Optimize roads and access: The area is accessible through the north-south arterial roadway of 256 Street. That roadway has identified safety improvements to support the safe and efficient movement of people and goods for this area as it develops.

Provide industrial development flexibility: The lots and associated uses are flexible in configuration and size so that they can both respond to changing market demands and growth of companies within the area.

Incorporate high quality streetscape: The properties and streetscapes include tree/shrub plantings to help screen storage and parking areas, while ensuring that the plantings do not obscure the visibility and access to the adjoining businesses or create security challenges.

Provide safe and social public places: The development of public places (e.g., the local commercial area, parks, plaza) are situated to provide a level of natural amenity, convenience, and sense of place.

Create enduring value: Public and private investments in infrastructure are well-planned to achieve maximum long-term value and benefits.

Create recreational opportunities with a connected trail network: The transportation network is integrated with the existing and proposed trails, pathways, and sidewalk system and connected to the rest of the community.

Protect sensitive environmental areas: The major ecological features are conserved as part of a natural habitat and stormwater management system.

Minimize impacts of development: The area is sensitive to adjoining uses, and introduce vegetative and other buffers where necessary to minimize noise and visual intrusions into the landscape.

Design with the surrounding character: The development strategy reflects the natural conservation, recreational attributes, and rural character of the surrounding lands.

3. AREA PLAN

The plan area is located along 256 Street, to the north of 128 Avenue, in the north-east part of Maple Ridge, currently relatively remote and disconnected from the rest of the community and broader region.

The area is very large, however not all of the lands are developable. Located at the foothills of the Golden Ears, the lands present geographical constraints such as steep slopes and creeks.

The area includes some existing industrial uses, ranging from small flex space units, single tenant industrial buildings on 0.4 hectare (one-acre) lots, larger properties with yards for outdoor storage, and gravel extraction facilities, as well as various institutional uses.

The area requires upgrades to existing water and sanitary services to support additional industrial use and higher density. Transportation access is constrained by the configuration of the intersection of 256 Street at Dewdney Trunk Road and a lack of secondary access to the area.

3.1 Site Attributes and Terrain

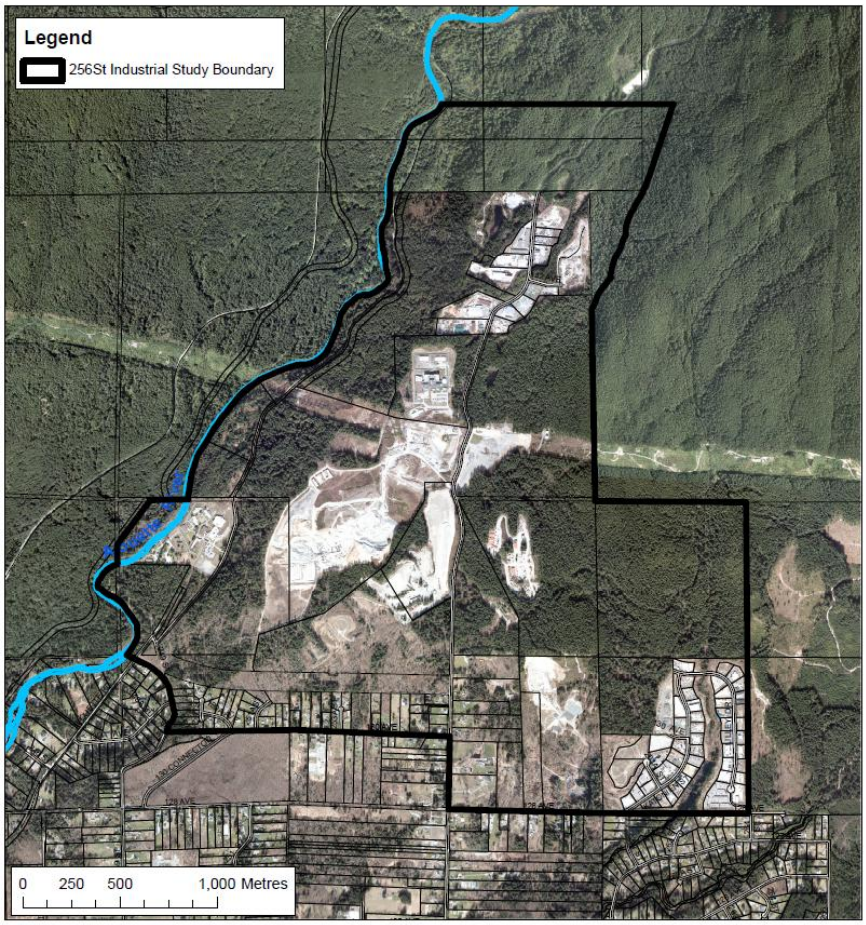
While there are some established businesses in the area and active gravel extraction facilities, many of the lands are vacant or underutilized, and face various challenges relating to achieving full industrial development, such as:

- Physical terrain challenges and floodplain.
- Environmentally sensitive areas and encumbrances.
- Limited servicing infrastructure.
- Poor transportation accessibility.

These issues have historically prevented the development / redevelopment / densification / intensification of these industrial lands and the realization of their contribution to the business growth of the area and the economy of the City.

A high level assessment was undertaken to determine the potential developable areas for industrial land use, after estimating the undevelopable steep slopes and watercourses (Figure 4). Ongoing gravel pit extraction and aggregate processing operations have been occurring on the *Industrial Reserve* and *Rural Resource* lands, and minimal development activity is anticipated for such lands until the gravel operations are complete. The intent is to facilitate the eventual orderly wind-down of the gravel facilities in a way that optimizes the terrain of the lands for future industrial land uses. It is expected that the full industrial buildout of the area may take a number of decades, paced in response to market forces and landowner actions.

Figure 4: Study Area Ortho Photo



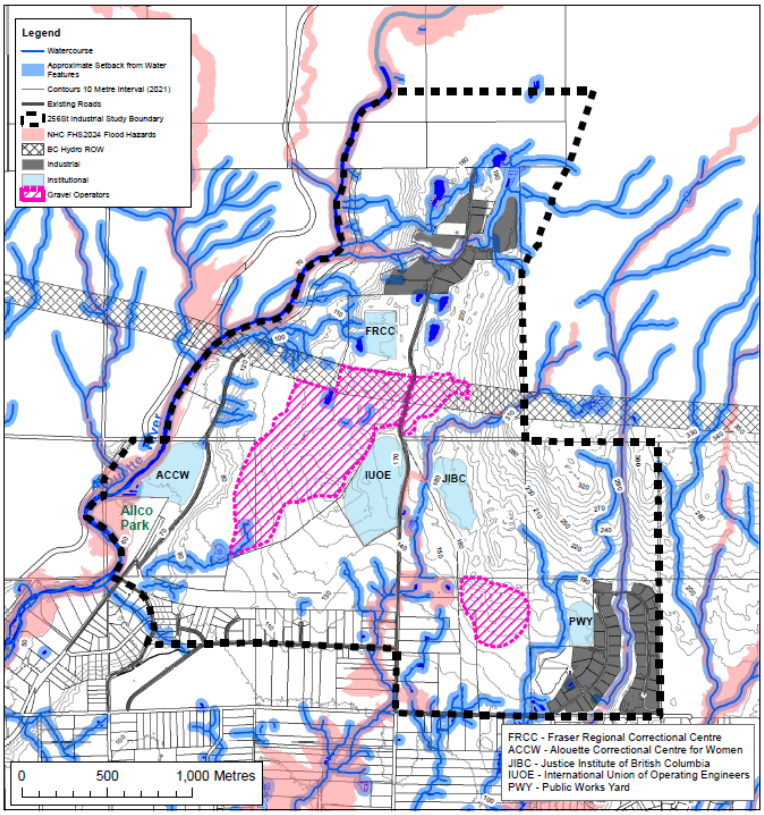
3.2 Existing Land Uses

The area currently includes a range of land uses, including gravel extraction and processing, institutional operations (i.e., correctional and training facilities), various resource/rural industrial uses, with some Crown Lands owned by the province and lands owned by the City (Figure 5).

To support the intended industrial development of the lands, the road network will be enhanced, including with the planned easterly extension Abernethy Way, along with new internal roads, and sanitary, water, and stormwater infrastructure services expanded.

3.3 City Owned Lands

Figure 5: Area Features Map



The City of Maple Ridge owns two properties within the North 256 Street area plan:

- 13790 256 Street was a former gravel pit / extraction site, that is now under a Provincial Mining Remediation order, and currently managed by the City. While the property has a gross site area of approximately 60 hectares, it has a much smaller net development potential given its topography (steep slopes). A portion of the southwest corner of the site along 256 Street is sufficiently flat to support potential development once the remediation work is complete.
- 26185 130 Avenue, is an approximately 15-hectare property utilized by the City's Engineering / Operations Department as a satellite works / storage yard which is expected to continue. This property is encumbered by a watercourse and associated setbacks.

3.4 Gravel Facilities

This area of Maple Ridge is known to have rich gravel deposits. The extraction of this commodity needs to be balanced with environmental, stormwater management, and traffic safety requirements, as well as planning for future development.

The primary characteristics and considerations of a gravel facility includes the following issues which need to be considered as surrounding lands are developed and redeveloped:

- **Operations**: Involves the use of heavy equipment to remove gravel from the deposit. This may involve blasting or other methods to break it out for removal and transport.
- **Land Use and Zoning**: Operations must comply with regulations concerning land use, environmental protection, and reclamation. Gravel pits often require special zoning,

designations or permits, which might specify the size, location, and operational capacity of the pit.

- **Regulatory Compliance**: Gravel pits must comply with both municipal bylaws and provincial regulations, including safety regulations, environmental and health standards governing resource extraction operations.
- **Operational Limits**: There may be limits set on annual extraction volumes to minimize environmental impact and maintain road infrastructure. For instance, annual hauls are capped to certain volumes and specific trucking routes required. Expedited extraction of the gravel could allow for the earlier development of the lands for industrial uses.
- **Community Impact**: These operations are often subject to assessments to minimize noise, dust, and traffic impact on the nearby community. This includes developing specific truck routes to mitigate the disturbance to residential areas.
- **Environmental Impact**: Requiring assessments to evaluate potential environmental features, protection areas and impacts, including effects on local ecosystems, air quality from dust, noise pollution, and impacts on adjacent properties. Requiring environmental monitoring plan during operational phase (including but not limited to water quality monitoring).
- **Restoration and Reclamation**: Post-extraction, gravel pits are subject to environmental reclamation to restore the land for future use, which could range from natural habitat restoration, to recreational uses or industrial development.

The gravel resources will need to be extracted before other uses and development may occur on those affected lands. The policies of the OCP require that gravel deposits be identified and, if available, be removed prior to any industrial development. This requirement may be a constraint to advancing industrial development on those lands as it will depend on the extent of the deposits and the rates of extraction.

3.5 Institutional Uses

The area has a number of long-standing institutional uses that serve not only the community, but also the province, and have associated employment and transportation considerations. Two of these are specialized training facilities, and two are correctional facilities, described as follows:

- **Justice Institute of British Columbia (JIBC)** – The JIBC Maple Ridge campus has been in place since 1983, and has expanded over the years. It focuses on hands-on firefighting, police, paramedic, and other safety and emergency training programs. The

facility boasts unique simulation training equipment like a three-storey concrete burn building, a ship's steel superstructure, and an 11-car train derailment.

- **International Union of Operating Engineers (IUOE)** – The IUOE Local 115 Maple Ridge training facility has been in place since 1985, and is one of the leading facilities of its kind in Canada, with courses in Road Building and Heavy Construction, Mobile Crane Operation, and Asphalt Paving. The site features access to equipment used in the field and realistic jobsite conditions. The facility also offers a variety of supplementary courses such as safety, traffic control, and the operation of light equipment such as forklifts. Training programs are available to members and non-members, and run throughout the year.
- **Alouette Correctional Centre for Women (ACCW)** – Originally built in 1954 as a men's prison, it is now the only all-female correctional facility in British Columbia and one of ten provincial correctional institutions. It has a capacity for approximately 300 inmates, providing medium security and secure service levels, along with comprehensive health services as part of the BC Mental Health and Substance Use Services.
- **Fraser Regional Correctional Centre (FRCC)** – The facility is a provincial men's correctional centre, established in 1990 with a capacity for approximately 300 inmates. The centre functions primarily as a medium-security institution, providing basic amenities and structured programs aimed at rehabilitation and reintegration, emphasizing structured visitation and involvement from families and the community.

4. POLICY CONTEXT

4.1 Official Community Plan

The area has long been contemplated for industrial uses, including in the Official Community Plan (OCP) and the Regional Growth Strategy (RGS). The lands were designated *Industrial Reserve*, *Industrial*, *Institutional*, and *Park* in the OCP, and *Industrial* and *Rural* in the RGS, with amendments associated with this new area plan.

The OCP establishes community principles related to employment and economic matters, including:

- Supporting and facilitating opportunities for local job growth.
- Promoting local strengths to a global market.
- The importance of local jobs to create a balanced community.
- Identifying new lands for industrial lands to provide for future employment.

The previous update to the OCP policies relating to the North 256 Street industrial lands was undertaken through a land use review completed in 2017, which added 90 ha (223 ac) under an *Industrial Reserve* designation.

4.2 Metro Vancouver Regional Policies

Metro Vancouver provides the regional context for local area industrial lands. Administratively, the regional district is home to 21 member municipalities, an electoral area, and a treaty First Nation, all with a diverse and growing population and economy. Together, both regional and municipal administrations confront issues pertinent to industrial lands.

Regional Growth Strategy

The Metro Vancouver Regional District has been exploring industrial land use issues for decades. The RGS includes an *Industrial* land use designation and associated policies in place since 2011, which is in part implemented through local municipal plans, policies, regulations, and actions. Beyond protecting the industrial land base, the strategic focus of the regional land use and associated policies advances industrial densification of the limited available lands.

Metro 2050, the latest version of the RGS adopted in 2023, provides a vision for the year 2050 to, among other things:

- Accommodate anticipated regional population and workforce growth, including through focused residential and commercial development in urban centres.
- Protect industrial lands for industrial uses and intensifying industrial forms.
- Achieve other goals pertaining to housing, transit, and environment, to support an efficient regional economy and transportation system.

Regional Industrial Lands Strategy

Responding specifically to these issues and the need for a coordinated approach, Metro Vancouver completed a Regional Industrial Lands Strategy in 2020 that included recommended actions. The Strategy was informed through significant research and engagement, and in close collaboration with the region's member municipalities and other sector interest holders. It establishes a vision for the future of industrial lands across the region and provides recommendations to guide a broad range of actions.

The Strategy identified the following long-standing challenges facing the region's industrial lands:

1. A constrained land supply.
2. Pressures on industrial lands.
3. Site and adjacency issues.
4. A complex jurisdictional environment.

In response, to address these challenges, the Strategy recommended 10 priority actions, and 34 recommendations to:

1. Protect remaining industrial lands.
2. Intensify and optimize industrial lands.
3. Bring existing land supply to market through addressing site issues.
4. Ensure a coordinated approach.

The actions reiterate the critical shortage of industrial lands in all areas of the region, which has implications for achieving long-term economic sustainability.

The North 256 Street Industrial Lands Area Plan is an opportunity to respond to this challenge, and benefit Maple Ridge and the broader regional economy. The objective is to facilitate the full industrial development potential of the lands through infrastructure investments, timely development, business occupancy, and local jobs.

Metro Vancouver Approvals

A Metro 2050 regional land use designation change (i.e., from *Rural* to *Industrial* for select sites) and an Urban Containment Boundary adjustment require approval by the Metro Vancouver Regional District Board. Furthermore, a Fraser Sewerage Service Area adjustment approval by the Great Vancouver Sewerage and Drainage District Board for a part of the area is required.

The requested amendments are considered by Metro Vancouver after the required public hearing and third reading of the OCP amending bylaw by Council. Once approved by the Metro Vancouver Board, Council can adopt the OCP amending bylaw.

5. ENVIRONMENTAL FEATURES

The North 256 Street industrial lands include some steep terrain and environmental features, with conservation and recreation lands in and around the area. The potential development lands are partially vacant and underutilized, and face various challenges relating to achieving industrial development. These issues include but are not limited to:

- Challenged site physical terrain, including natural hazards.
- Environmentally-sensitive areas and ecological assets, such as watercourses.
- Limited servicing infrastructure.

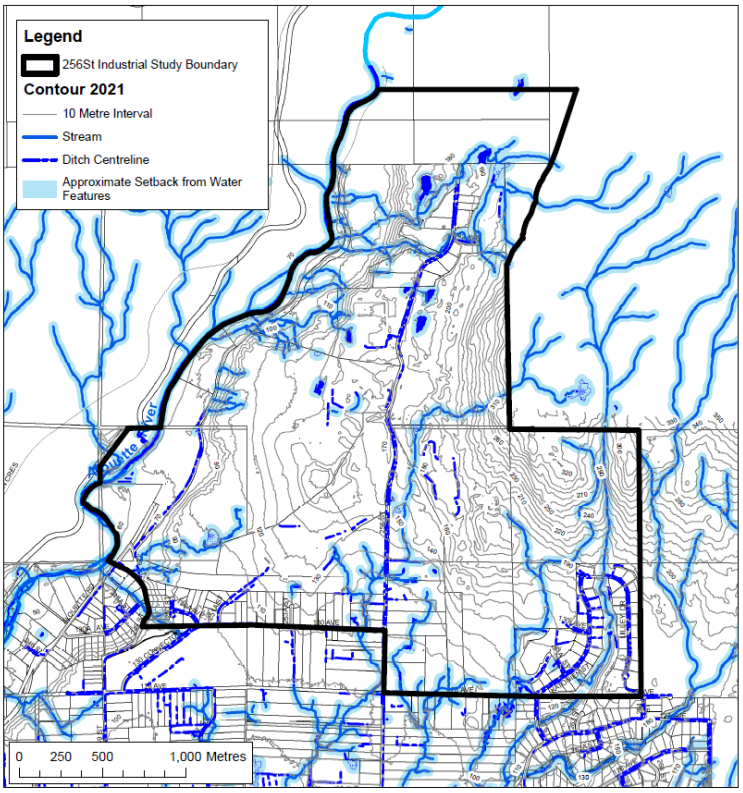
As part of the planning process, the lands have been assessed at an area-wide scale to identify the constraints and opportunities and inform the conceptual plan design. It included an evaluation of groundwater conditions, analysis of riparian areas and fisheries watercourse classifications, assessment of vegetation communities and wildlife (including species at risk), identification of environmentally sensitive areas, potential wildlife corridor options, and identified constraints and opportunities. Site-specific environmental-related matters will be further identified and addressed as part of individual development applications.

5.1 Site Description

The gross study area comprises approximately 744 hectares (1,838 acres), located approximately north of 128 Avenue / 130 Avenue along 256 Street, south of Alouette Lake and partially within the Alouette Valley, immediately east of Golden Ears Provincial Park, and west of Blue Mountain (Figure 6).

The area includes Allco Park and a portion of the southwest-flowing Alouette River, and contains numerous tributaries to the Alouette River and North Kanaka Creek. The western portion of the area is underlain by an aquifer, which is recharged from the

Figure 6: Contours and Watercourses Map



Alouette River. Existing industrial operations and 256 Street are situated on a plateau in the central area.

The elevation varies mainly between 60 metres and 160 metres above sea level, with some areas reaching 180 metres. The area generally slopes to the southwest at an average grade of 5%; however, there are several locations where slopes are greater than 25%.

5.2 Notable Environmental Features

Key existing natural features include several watercourses within and directly adjacent to the area. A watercourse is defined as a source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch, and a spring or wetland integral to a stream and provides fish habitat. They are classified as fish-bearing or non-fish-bearing and their riparian setback areas help protect fish and fish habitat. area. Several creeks are fed by groundwater and flow across the area to the west and south into the Alouette River and Kanaka Creek, with a narrow escarpment dropping to another generally flat bench comprising the Alouette River floodplain. Along with some unmapped watercourses and wetlands, there are also numerous drainage and constructed ditches (along property lines and roadways) that collect surface runoff and groundwater and flow to the watercourses.

Much of the area is underlain by proglacial sand and gravel deposits belonging to the Vashon Drift. These are overlain by glaciofluvial channel fill, floodplain, and ice-contact gravel and sand deposits from the Fort Langley Formation in the Alouette River floodplain. These contain the provincially-mapped Aquifer No. 38, a moderately productive aquifer that transitions from unconfined to confined moving downstream along the adjacent Alouette River Valley. Along the same transect, the Alouette River level approaches the groundwater to become hydraulically connected.

As ground elevations step upward towards Blue Mountain, the Vashon Drift deposits become thinner and are interrupted in places by outcropping bedrock. On the face of the western-most step which parallels the Alouette River, the exposed upper water table (not the same as that beneath the River floodplain) sustains several spring-fed tributaries. These watercourses contribute baseflow to the Alouette River. Along the southern edge of the Vashon Drift, groundwater discharge and surface water runoff report to Websters Creek and its tributaries and shallow water table conditions prevail.

Vegetation in the area is predominantly associated with areas surrounding the tributary streams and wetlands, with extensive mature forest present across the area, dominated by coniferous forest. Some other areas dominated by Big-leaf Maple trees are also present.

Areas of mature forest are generally associated with the various creeks as they near the Alouette River and Blue Mountain, and they form continuous connections with the forest within Golden Ears Provincial Park. Although the forest stands are fragmented by homes, industrial and institutional buildings, and roads, there remains a degree of connectivity in areas between creeks and through undeveloped land.

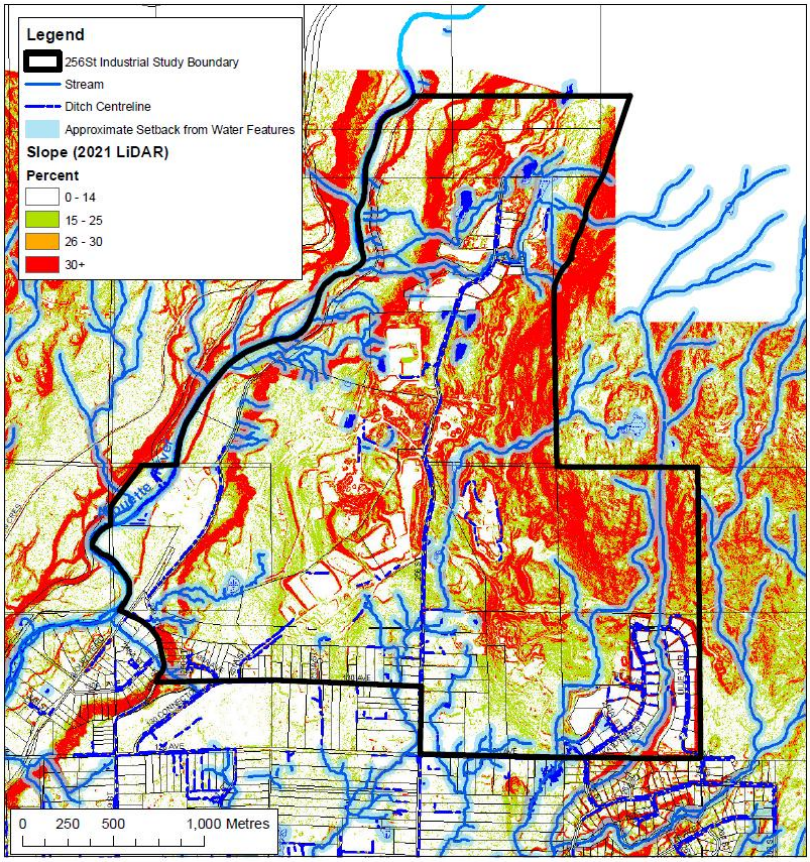
5.3 Notable Habitat and Species

The protection of the Alouette River and Kanaka Creek tributaries and groundwater base flows are an environmental priority for the North 256 Street industrial land use planning process.

The non-fish-bearing creeks are considered 'nutrient streams' for their essential role in providing productive conditions for fish life in the Alouette River and tributaries supporting fish populations. All creeks within the area are valuable sources of nutrients and cool water flows to Alouette River and Kanaka Creek and will require the protection of riparian areas with streamside setbacks extending 15 to 30 metres from the top of bank.

Riparian, young, and mature forests provide valuable habitat to species of conservation concern, and the Alouette River provides valuable habitat for wildlife, and movement corridors (Figure 7). The Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forest.

Figure 7: Slope Map



Invasive vegetation is present throughout some areas, including along the borders of forest stands and riparian areas, along roadsides, and within young forests. Himalayan blackberry was widespread at

forest edges, drainage ditches, and within young forest. Japanese knotweed was present along a mapped stream on the northwest portion of the site. Lamium, English holly, English ivy, Himalayan Balsam, and English laurel were also frequently encountered.

Federally-designated critical habitat has been identified for the Northern Red-legged Frog, Oregon Forestsnail, Pacific Water Shrew, Common Nighthawk, Barn Owl, Marbles Murrelet and Spotted Owl. Other federally / provincially designated species at risk such as Hoary Bat, Band-tailed Pigeon, and Western Toad may potentially occur within the area. Protection of the selected forest stands, streams, wetlands and associated riparian areas should provide suitable habitat for fish and wildlife conservation, including wildlife movement corridors.

5.4 Land Use Planning Considerations

Responsible land use management involves balancing environmental, social, and economic objectives while minimizing impacts to sensitive ecosystems and natural features.

Permitted uses in the area should consider the need to maintain groundwater recharge capability by minimizing impervious ground surfaces, maintaining and enhancing areas of vegetated ground, and incorporating infiltration structures (e.g. open drainage ditches retained, bioswales, rock pits). Infiltration is expected to be most practical in the central portion of the area currently occupied by a large gravel pit.

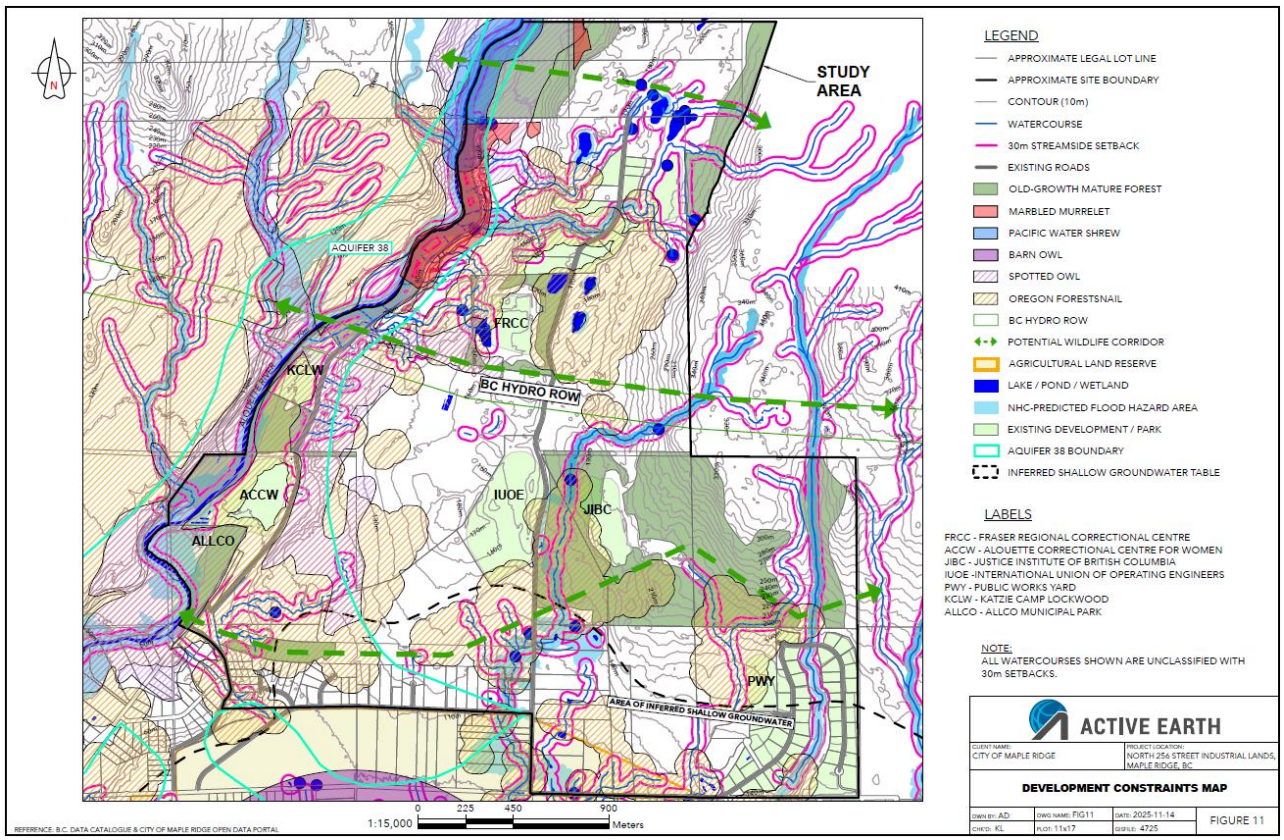
Areas where infiltration is expected to be limited are in part due to a shallow water table, poorly draining soils and sediments, shallow bedrock, or proximity to steep slopes. In such cases, additional engineering controls with new development will be necessary to moderate erosion and sedimentation in receiving watercourses, particularly in the face of a changing climate. All geotechnical investigations for land development proposals should include a plan that assesses local groundwater conditions (e.g., including multiple monitoring wells).

Local Aquifer No. 38 offers great potential as a future water source along the Alouette River Floodplain. Any groundwater extraction from below the floodplain near the southeast portion of the area will need to take into consideration the likely hydraulic connection between the Aquifer and the River. On the middle ‘bench’ at higher elevations, potential impacts on spring-fed tributaries, particularly those that are licensed, warrants careful consideration.

The maintenance of the groundwater baseflows of creeks is essential for moderating the temperature, water, and nutrient flows into the Alouette River and Kanaka Creek. Groundwater-fed nutrient streams, such as the creeks present in the area, supply cool water at a steady rate. In contrast, runoff from developed areas typically enters streams with extremes of temperature and flow, which can be damaging to fish populations, other wildlife and vegetation, and cause increased erosion. Increases in temperature extremes as the climate changes further emphasizes the importance of these moderating effects of groundwater-fed nutrient streams. Although many of the groundwater seepages identified in the area are associated with streams and therefore will be protected within setbacks, a number of seepage areas exist that are diverted into drainage ditches (i.e., groundwater discharge) (Figure 8).

To minimize the negative impacts of future development on groundwater, as well as the hydrologic flow regime of watercourses, mitigation methods should be considered as part of the development process. Low Impact Development (LID) planning and design approaches aim to manage stormwater runoff and generally preserve the pre-development hydrologic regime. LID methods incorporated into development plans can increase the effective infiltration of stormwater to reduce excessive creek flow during storm events as well as increase groundwater recharge.

Figure 8: Development Constraints Plan



The Alouette River offers valuable habitat for wildlife, and wildlife movement. The corridors along the Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forests.

5.5 Required Further Review

There are numerous constraints on land development, such as steep slopes, streamside setback areas, flood prone areas, designated critical habitat polygons for species at risk, existing institutional uses, and others.

The context map presents various development constraints identified through this baseline Environmental and Hydrogeological Overview Assessment. The boundaries of the constraints are subject to refinement through detailed site-specific environmental assessment by qualified environmental professionals at the time when development proposals are being considered. Further assessments will confirm the extents of unmapped watercourses and their classifications. The potential to remove existing introduced barriers to fish migration (i.e., culverts) should be assessed and implemented in conjunction with future redevelopment applications.

Any development proposals within the area plan will require site specific and project-specific detailed assessment by qualified environmental professionals and will require review and approvals by the City of Maple Ridge such as under the guidelines for a Watercourse Protection Development Permit or Natural Features Development Permit, or other applicable development permits (e.g. hazard lands, wildfire). Senior government review and approvals (e.g. BC Water Sustainability Act, federal Fisheries Act) may also be required for development proposals.

6. RECREATION AND PARKS

The North 256 Street industrial area is surrounded by forested lands and natural features. There are many existing trails in the area, either identified in the OCP or otherwise noted from trail planning work. Not all of the trails are managed by the City, formalized, or located on public lands.

Allco Park is the only developed and maintained City park in the area. Park features and facilities include: a barbecue area, two covered picnic shelters, open green space, benches, parking, picnic tables, river access, trails (horse and walking), washrooms (portable), wildlife viewing, and a small pull though gravel campsite area.

The Rivers Heritage Centre, managed by Alouette River Management Society (ARMS), is located on the grounds of the Alouette Correctional Facility, adjacent to Allco Park. ARMS is a broad-based, non-profit organization committed to the protection and enhancement of the Alouette River watershed, through advocacy, education, and coordination.

The surrounding area, including forested Provincial lands, is known for frequent recreational mountain biking and motorcycling use. This activity draws users from Maple Ridge and around the region.

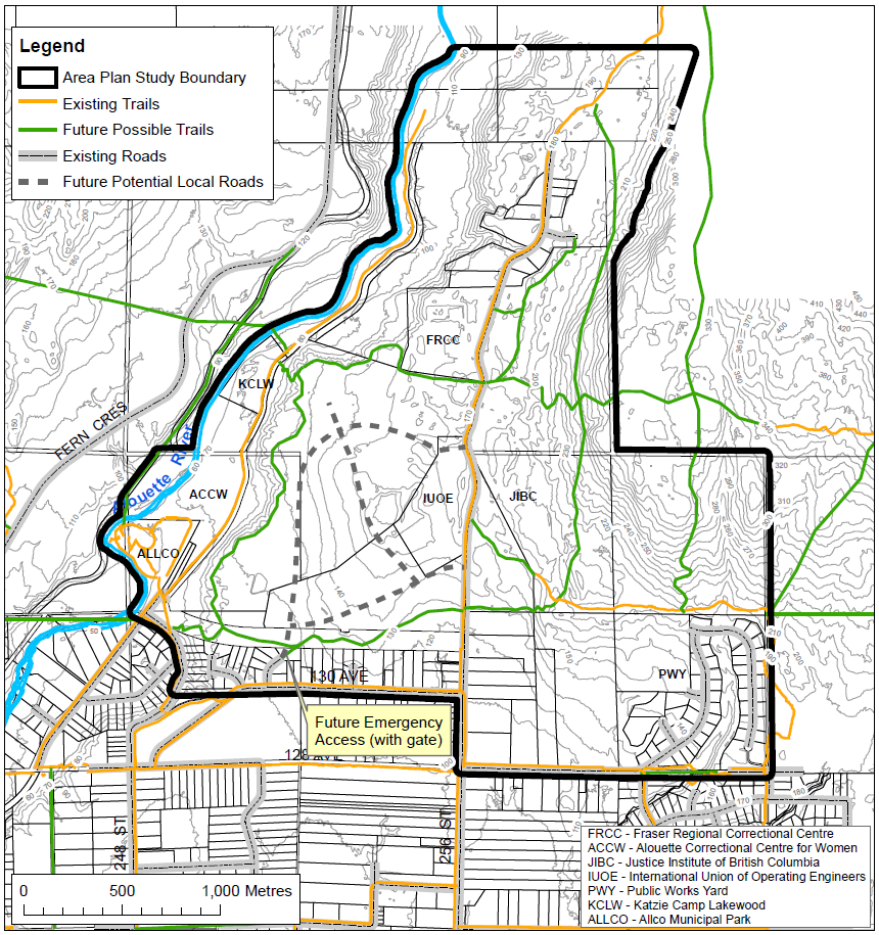
The Blue Mountain Motorcycle Club is a non-profit society mandated with stewardship of the off-road trails on Blue Mountain. They promote safe, responsible, and sustainable use of this trail system to negate environmental impact and ensure the riding area remains open for future generations of off-road motorcycle enthusiasts.

Some of the area's lands include natural hazards such as steep terrain and other environmental / ecological attributes, which may limit their potential for safe or appropriate public access and recreationally-focused parklands.

The area plan proposes new trails and multi-use pathways and connections around the core area of the industrial development (Figure 9). There is an opportunity to further work with local recreational groups to connect and expand municipal multi-use pathway network and potential active transportation infrastructure with surrounding trail routes that connect within and beyond the study area.

Some trails and pathways can be aligned with roads and/or utility corridors, while also ensuring that the conservation lands and natural features are appropriately protected.

Figure 9: Area Trails and Roads Map



7. LAND USE PLAN

The North 256 Street Industrial Lands Area Plan's land use designations identify appropriate and intended locations for various industrial and industrial-related uses, institutional and commercial uses, environmental and conservation areas, recreation and parks, public access such as trails, existing rural residential uses, and associated transportation and infrastructure needs (see Appendix).

The following are the current relevant land use designations established in the Official Community Plan (Chapter 2, Section 2.2):

- The **Industrial** designation permits industrial and business park uses on lands identified for industrial development.
- 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.
- The **Conservation** designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain ecological diversity.
- The **Park** designation permits open space, recreation and park use, and may be under either Federal, Provincial, Regional, or City jurisdiction.

7.1 Interface and Integration

Design considerations for integrating industrial land uses into the area, which are further addressed in the policies sections and urban design guidelines , include the following:

- **Buffer / Interface**: Include buffer areas like green spaces or interfaces to separate industrial uses from residential zones, minimizing potential disturbances to nearby communities.
- **Accessibility**: Positioned to facilitate easy access for transportation and logistics, supporting efficient goods movement while avoiding interference with residential traffic patterns.
- **Environmental Impact**: Involves controls and compliance with environmental standards to minimize ecological disruption and preserve local air and water quality.
- **Gravel Pits**: A unique and notable current activity in the area are the gravel pit extraction mines, some with associated aggregate processing.

7.2 Changes to Designations

Based on the work associated with preparing the area plan, the below table provides an estimation of the areas by land use class. Noting that the area contains some active industrial uses, underutilized and vacant sites, and gravel facilities, as well as conservation and recreation type uses. Some of the properties were already designated as industrial in the Official Community Plan and Regional Growth Strategy.

Upon redesignation of the lands within the study area, the results would be gross areas as follows in Figure 10 and Figure 11 (noting that net developable or usable amounts of land would be much less).

Figure 10: Resulting Official Community Plan Designations

OCP Land Use Designations	Hectares	Acres
Industrial	430	1063
Institutional	91	225
Conservation	14	35
Park	66	163
Forest	96	236
Agricultural	15	36
Estate Suburban Residential	14	34
Suburban Residential	18	45
Total	**744**	**1838**

Figure 11: Resulting Regional Growth Strategy Designations

RGS Land Use Designations	Hectares	Acres
Industrial	515	1272
Conservation & Recreation	181	447
Agricultural	15	36
Rural	33	83
Total	**744**	**1838**

8. AREA PLAN POLICIES

To guide development the North 256 Street Industrial Lands Area Plan, the following policies apply:

A) Development Policies

8-1 The intended phasing of development within the area plan is to proceed in the most efficient manner, supporting cost-effective public and private sector capital investments and operations.

8-2 Development patterns should respond to the land, not to land ownership boundaries.

8-3 Land assembly or lot consolidation proposed in conjunction with development is encouraged, and should address the following:

i. That any residual lots are left in a configuration and size which are suitable for future development, or can be consolidated with other abutting lots and would support the applicable land use designation and policies;

ii. Land assemblies will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements, and building and signage design to ensure compatibility with abutting existing and / or future land uses.

8-4 The siting of development should avoid impacts to watercourses and environmentally-sensitive areas, reduce the risk of erosion, minimize visual disruption, while protecting the character of the area.

8-5 Significant treed slopes or natural vegetation should be retained where possible to minimize disruption to watercourses, minimize erosion, and enhance the character of the area.

8-6 Development patterns and forms that allow for the retention of existing mature trees and vegetation are encouraged.

8-7 Development adjacent to treed slopes, ravines, watercourses, and environmentally-sensitive areas should respect natural vegetation, use natural landscaping to retain soils on the site, and may require additional provisions as established by agencies having jurisdiction.

8-8 Development should mitigate environmental impacts by increasing connections for wildlife, preserving existing hydrological processes, protecting fish and fish habitat, preventing surface flooding, and ensuring major storm conveyance systems are

capable of conveying significant flows to minimize damage to life and properties under extreme storm conditions.

8-9 Development is subject to the Natural Features Policies in the Official Community Plan Chapter 5.

8-10 Development is subject to the Development Permit Area Guidelines in the Official Community Plan Chapter 8.

B) Infrastructure Policies

8-11 Provide infrastructure investments to match defined land uses, densities and development patterns.

8-12 Coordinate the connection of equestrian, bike, and pedestrian pathways / trails with roads, streets, and the broader transportation network, as appropriate.

8-13 Minimize the number of watercourse crossings to reduce impacts and prevent intrusion into greenways.

8-14 Ensure that watercourses are considered and protected when planning new infrastructure.

8-15 Accommodate and treat stormwater at or near the source wherever possible through maximizing permeable areas and infiltration.

8-16 Utilize stormwater and grey water collection systems where feasible for irrigation and infiltration systems.

C) Vehicle Transportation Policies

8-17 The area road network is focused on efficient goods movement and truck transport, providing road connectivity to the rest of the city and region.

8-18 Adopt road and street types and cross section standards that appropriately manage vehicle speed. This includes lighting, landscaping and accommodating sidewalks / multi-use pathways for pedestrians and cyclists, as appropriate, while ensuring turning radii, grades and curves are designed to support truck movements.

8-19 Align and design roads to reflect topographic features and to minimize site impacts.

8-20 Design roads to co-exist with bike trails and shoulder equestrian trails.

8-21 The design of new development should align with the City's requirements for creating a safe, integrated, multi-modal transportation system.

8-22 The City will work in cooperation with TransLink to provide and improve public transit service to the area to serve the growing workforce commuter needs.

8-23 The City will monitor traffic flows through the area to effectively manage traffic volumes and/or improve safety as additional development is introduced.

8-24 While maintaining an efficient transportation system that supports the intended industrial traffic in the area, the arterial road segment could become a street as it passes through a commercial node or civic place to reinforce character and reduce vehicle speeds.

D) Active Transportation Policies

8-25 As the area develops and redevelops, there will be opportunities to create additional linkages for both vehicles, pedestrians, and active transportation for recreational purposes.

8-26 The area plan sets out an integrated active transportation network which includes new bike lanes, trails, and multi-use pathways.

8-27 Where developments are proposed, pedestrian and cycling connections should be improved or created, wherever possible, linking with the local and broader community.

8-28 Create diverse trail linkages throughout the area, including new connections between the street network and to surrounding amenities, community features, existing trails, and the proposed trail network.

8-29 Plan and locate trails and multi-use pathways to maximize safety considerations such as wildlife, surface materials, visibility, and accessibility where grades permit.

8-30 Trails should be located in naturalized areas, with intended connections to pedestrian and cycling routes, the street network, multi-use pathways, and recreational spaces to expand connectivity throughout the area.

E) Institutional Policies

8-31 Existing institutional facilities will remain in the area and be supported as their operational needs continue and change.

8-32 Ongoing gravel operations will continue as aggregates are extracted, and wind-down in an orderly and planned manner to accommodate the intended long-term industrial use of the lands.

8-33 Appropriate buffers, interfaces, and setbacks from unique institutional uses will be provided as the surrounding lands are developed.

F) Industrial Policies

8-34 Businesses will primarily be light industrial uses that do not generate significant noises, vibration, fumes, or odours.

8-35 Accessory office and retail use(s) that support the primary permitted industrial use(s) can be located on industrial lots.

8-36 Industrial development should integrate well into the area through either attractive building design or landscape screening.

8-37 Lot sizes, layout and building designs will vary depending on the needs of individual businesses located within the area.

8-38 Outdoor storage areas should be visually screened with fencing or landscaping.

8-39 Wherever possible, parking and loading areas should be located in the side or rear yards.

8-40 Integrate industrial developments with surrounding activities through the use of appropriate transition of uses and buffers / interfaces.

G) Commercial Policies

8-41 The area plan anticipates one to two centrally-located, local-serving commercial node(s) developing as part of the overall build-out program.

8-42 The commercial node(s) is to be sized appropriately (accommodated through site specific zoning) and intended to meet the needs of the surrounding industrial area businesses and local workers only.

8-43 The retail uses in the commercial node(s) are intended to provide services consistent with the use and scale of the area plan development program. The types of permitted uses will include cafés, restaurants, other small businesses, and childcare or related services.

8-44 The commercial node(s) is envisioned as an anchor for community activity, connected by trails, adjacent to parks, and a short walk from trailheads into parks.

H) Conservation Policies

8-45 Protect natural features on lands designated Conservation, while ensuring public safety, including land and riparian resources and tree canopy.

8-46 Apply the principles of the Province's Mitigation Hierarchy whereby avoiding impacts to environmentally-sensitive areas and natural features is considered the

first measure of protection, followed by mitigation where avoidance is not feasible, then restore and offset.

8-47 Apply the principles, policies, and guidelines relating to conservation and sustainability from the relevant sections of the Official Community Plan.

8-48 Support efforts to enhance biodiversity within the Conservation lands to support native insect, fish, and wildlife species, while continuing to generally maintain the natural drainage system for the surrounding area.

8-49 Environmentally-sensitive and / or unique natural open spaces should be preserved, enhanced, and / or under public ownership, as appropriate.

8-50 Maintain or improve fish habitat through an adaptive approach to establishing watercourse buffers.

8-51 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.

8-52 The transition from development to the edges of the natural environment should be well integrated. Where there is significant site clearing adjacent to forest areas, a buffer of natural plantings should be implemented by restoring the forest edge and / or vegetation removed.

8-53 Encourage education and awareness of the environmental and flood protection benefits of natural drainage systems, through programs, projects, publications, or other forms of public communication and engagement.

I) Recreation Policies

8-54 Plan and design park spaces to serve the needs of all ages and demographics, particularly the local area workforce and nearby residents.

8-55 Plan for multiple users of the trail and pathway corridors by anticipating a variety of non-motorized and active transportation trail user groups.

8-56 To enhance connectivity throughout the area and create links with parks and other points of interest, locate new pathways and trails within park spaces in consideration of the wider pedestrian and cycling network.

8-57 Retain, expand, and enhance existing recreational trails, wherever possible, to permit sensitive public access to natural areas for recreation, while avoiding conflicts. These trails provide opportunities for walking, hiking, mountain biking, and equestrian use.

8-58 Plan for a linked park and open space system that responds to recreational needs of the local workforce, residents, and visitors.

8-59 Trails will be encouraged through designated conservation areas and public spaces, to enable the public to access, experience, and appreciate natural areas and provide opportunities for recreation.

J) Landscaping and Urban Forestry Policies

8-60 In natural areas with environmental sensitivities, take measures to protect forest edge conditions and to design development appropriately considering any new forest edge conditions.

8-61 Plant materials and biofiltration components that improve water quality will be considered to help reduce contaminants into nearby waterways.

8-62 For large areas of paved surfaces, such as parking lots, the installation of permeable surfaces, trees, soils, rain gardens, bioswales, raised planters, and / or living green walls, where feasible, is encouraged to provide habitat, rainwater interception, cooling in summer months, carbon sequestration, and a more attractive urban environment.

8-63 Target 10% tree canopy coverage for the industrial lands, or 25 new trees / hectare within the developable areas.

K) Sustainability Policies

8-64 Implement green infrastructure elements into site design such as bio-retention areas, rainwater gardens, bio-swales, permeable surfaces, landscaped curb bulges on street rights-of-way, rainwater harvest for irrigation, and green roofs.

8-65 To support wildlife, use of native plant and tree species that are suited for the climate and that will attract local songbirds and pollinating insect species, is encouraged as part of the development.

8-66 Invasive vegetative species management and habitat restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

8-67 Advance water stewardship practices through development as follows:

i. Maximize groundwater protection and water conservation efforts;

ii. Incorporate stormwater management best practices, including the integration of stormwater management features, into the site design; and

iii. Require a site-specific geotechnical investigation, including a ground-

water impact assessment and impact avoidance and mitigation measures.

8-68 Support urban forestry initiatives and biodiversity conservation with non-profit organizations, stewardship groups, and other local programs.

8-69 Properties that contain a watercourse, wetland area, rocky outcrop, steep slope or other unique environmental features, will be subject to the environmental principles, policies and guidelines in the Official Community Plan and relevant environmental protection bylaws.

L) Green Buildings Policies

8-70 Support green building technologies, wherever feasible.

8-71 Achieving a Leadership in Energy & Environmental Design (LEED), energy efficiency, or similar certification program is encouraged, wherever feasible.

8-72 New developments are encouraged to incorporate Low Impact Development techniques into 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.

8-73 Apply Best Management Practices and principles of sustainability in the development to minimize environmental impacts.

8-74 Require new development to be built to flood construction standards established in the zoning bylaw to help maximize safety in a flood event, where relevant.

8-75 Continue to maintain emergency response systems that are activated in the event of a serious incident such as flood, fire, or earthquake.

8-76 Apply relevant principles of Crime Prevention Through Environmental Design (CPTED), where appropriate.

9. TRANSPORTATION

The area plan is located in the north-eastern area of Maple Ridge, north of 130 Avenue, and is accessible from the south via the arterial roadway of 256 Street. The existing local roads are mostly of a rural standard, with limited widths and walking facilities. The roadways are not identified as part of TransLink's Major Road Network. The area currently does not have public transit service.

This City recently completed a phased widening of Abernethy Way from 224 Street to 232 Street and is currently in the design and construction phase to extend this roadway further east to 240 Street. Abernethy Way is planned for an ultimate extension to 256 Street as per directions of the Strategic Transportation Plan (2023).

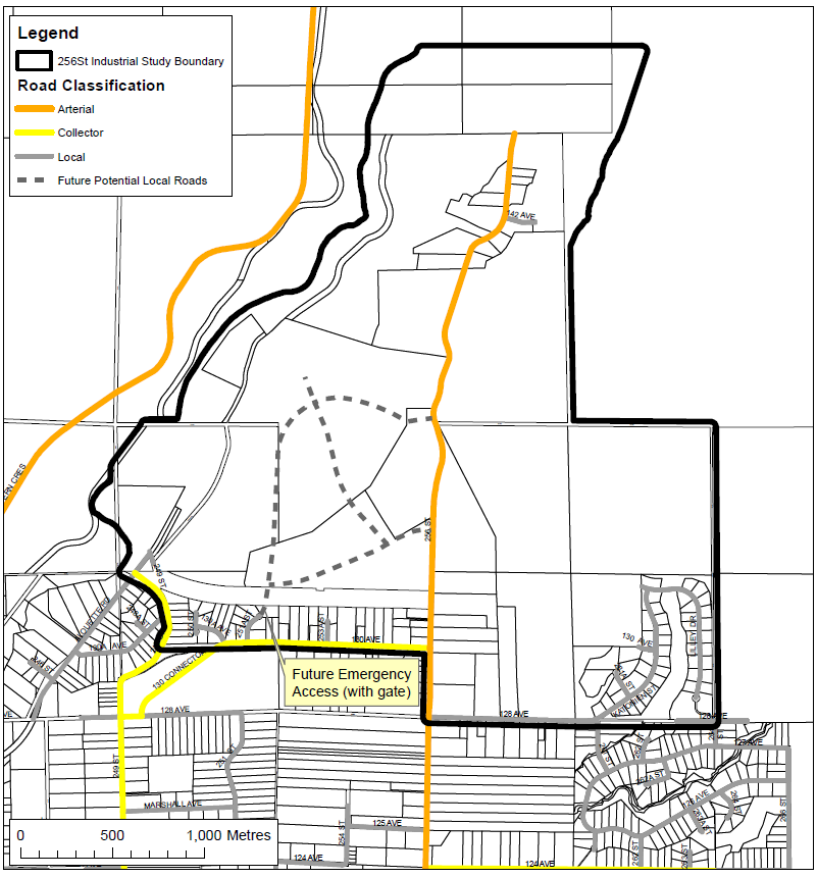
Beyond the road network, the surrounding area contains several different trails, either identified in the OCP or otherwise noted from trail planning work (Figure 12).

Notable users in the area are the gravel pits and the unique institutional facilities (correctional, training). The surrounding area is known for mountain biking, horse trail riding, and motorcycling on various trails. Outdoor recreational activities in this area draw residents from across the city and region.

Topography and watercourses could limit road expansion opportunities, while noting other known items:

- 256 Street at Dewdney Trunk Road is a challenging intersection for truck movements. In particular, the south bound right turn, which the eventual extension of Abernethy Way should help alleviate.
    - This intersection is currently proposed for safety and access

Figure 12: Area Road Classification Map



improvements as part of the 2026-2030 Draft Financial Plan.

- 256 Street at 128 Avenue is a challenging intersection for truck undertaking a north-bound right-turn movement. Trucks that currently make this movement to access the Kanaka Business Park often travel over the centre-line into the westbound travel lane.
  - This intersection is identified for improvement as per the Rural Road Safety Review (2025).
- 256 Street does not have active transportation improvements identified (2023 Strategic Transportation Plan).
  - A secondary access exists from 256 Street along 130 Avenue, 130 Connector, 128 Avenue and 248 Street. This route provides some redundancy, however is limited by two school zones located near Dewdney Trunk Road.

These items will be considered as part of future transportation improvements for the area.

9.1 Cycling Amenities

Cycling amenities on 256 Street were not identified in the 2023 STP. At the time, industrial development for this area was considered as it exists today. The STP projects are intended to serve as a general guide for improvement areas that can help advance the stated goals and objectives.

In consideration of adding cycling amenities to 256 Street, this would require capital investments with ongoing maintenance thereafter. This item will be considered as part of the project as with several other amenities like storm, sanitary, water, gas, roadway and hydro improvements.

9.2 Enhancing Active Transportation

As part of the area plan, some of the various existing multi-use pathways in the area are being formalized, and new alignments and connections are being created. Some trails and pathways could be aligned with new roadways, and also consideration of utility corridors.

There are limited opportunities to improve active transportation infrastructure for this area. In consideration of location and proximity to other amenities, significant investments in active transportation infrastructure may not provide best value to the City in consideration of cost, uptake and maintenance relative to other areas of the City.

TransLink determines local bus routing and frequency for Metro Vancouver. The City will advocate for transit service as the lands develop and the workforce increases in the area.

Trails are to be detailed with cross sections, longitudinal slope, and any required stream crossings, incorporating bridges or culverts where necessary.

9.3 Improving Road Access

As part of the area planning process, to serve the new land uses a conceptual transportation network was developed that addresses both road requirements and traffic impact. The roads will be designed for industrial truck movement while also considering active transportation opportunities and sustainability features. This will include access to the area via the extension of the Abernethy Way, upgrading intersections, as well as new internal roads within the North 256 Street industrial area. New internal roads will be created to access the centrally located lands in the area plan and will be determined and constructed as each parcel develops.

An emergency road access section is proposed via existing 251A Street into the southern part of the area plan. This access, which would be restricted with a gate, would provide an additional means to the area in the event of an emergency.

Due to the challenges of topography and the location of 256 Street, access to developable industrial lots within this neighbourhood is limited at this time. As this area develops, new roadways will be constructed and existing roadways expanded in coordination with development to access available lands.

Truck access to the 256 Street industrial area is provided along arterial roadway connections of Dewdney Trunk Road and 256 Street. As the area moves forward, the extension of Abernethy Way to 256 Street will provide a direct connection for origins and destinations to the west of this area.

10. INFRASTRUCTURE

The City has assessed the water, sanitary sewer, and drainage utilities required to service the area to inform the area plan work and conceptual layout. This identified conceptual utility corridors, and high level servicing capital cost estimates, based on an estimated servicing demand for the proposed industrial uses.

The current sanitary and water infrastructure in the area is adequate for the current users but requires upgrades to serve additional development.

The significant amount of vacant land in the area coincides with the substantial opportunity for a range of new industrial uses and jobs. Investing in roads and servicing will make the area more attractive to a range of end-users and investors. Though investments are anticipated to be significant due to the scale of upgrades required, it is also anticipated to unlock the most significant amount of land for industrial development in the City.

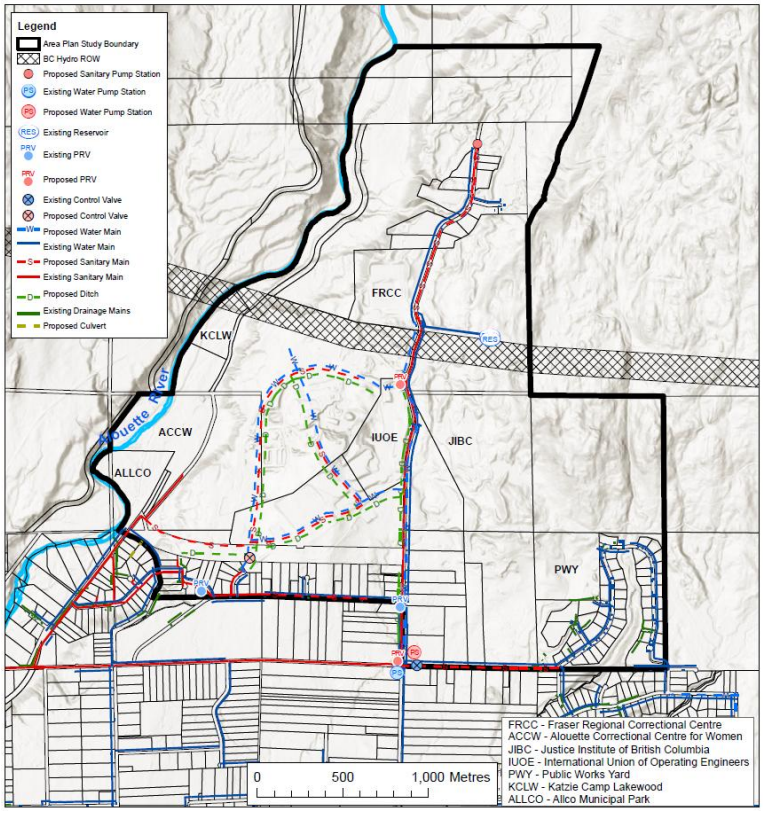
Phasing of infrastructure works will be highly dependent on which areas develop first and the actual water demands, sewer loading, and onsite drainage infrastructure for each individual lot as they develop.

10.1 Water Service

The area is wholly located in the current 241 m NE and 171 m 130 Avenue water pressure zones. These pressure zones also extend beyond the study extents.

The 241 m NE Zone is supplied by both the 256 Street Pump Station and 263 Street Pump Station. Balancing and fire storage is provided by the 256 Street Reservoirs and 270A Street Reservoirs. From the 270A Street Reservoir site, the 270A Street Pump Station supplies water to the higher 329 m Garibaldi Zone (and

Figure 13: Area Infrastructure Map



293 m Rothsay sub-zone) which has its own storage (the 329 m McNutt Reservoirs).

The main distribution main in the area is a 250/350 mm ductile watermain that was built in 1990 and 1998, respectively, and runs along 256 Street supplying the Fraser Regional Correction Centre, Justice Institute of British Columbia, and industrial sites further north.

The 171 m 130 Avenue pressure zone is a small sub-zone of the 241 m NE Zone which supplies the suburban residential lots along 130 Avenue. The entire 171 m 130 Avenue zone is supplied from the 241 m NE Zone by the 256 Street PRV station on 130 Avenue east of the intersection with 256 Street and 130 Avenue. 241 m NE Zone also supplies the Kanaka Industrial Park (in the study area) and the Whispering Heights subdivision (not in the study area).

Notable required water infrastructure upgrades include:

- A new, larger 256 Street Pump Station
- Larger 256 Street Reservoirs
- Dedicated supply main between the 256 Street PS and Reservoirs
- Distribution mains and Pressure Reducing Valves to support higher fire flows

10.2 Sewer Service

The area is currently serviced by a 450 mm PVC gravity sewer main that extends from the Fraser Regional Correction Centre to 128 Avenue along 256 Street where it connects to the City's overall sanitary sewer system. An additional 525 mm PVC gravity sewer main services the Alouette River Correctional Centre along Alouette Road. Both sewer lines were built in 2010. No other local sanitary sewers exist in this area.

Groundwater infiltration flow rates are relatively low. Current loading indicates the 450 mm sewer has significant available capacity. A number of sanitary services are connected to the existing sewer main, with other lots having onsite septic systems.

The sanitary sewer flows from the area are directed west along the 128 Avenue / Fern Crescent trunk sewer, passing through a siphon under the South Alouette River, and connecting to the North Slope Interceptor at Fern Crescent / Dogwood Avenue which conveys flows to the Metro Vancouver Katzie Pump Station.

Note that although the Kanaka Business Park is within the Fraser Sewerage Area, the properties are not currently connected to the City's sanitary system and instead are serviced via septic fields.

Notable required sewer infrastructure upgrades include:

- The North 256 Street Industrial Lands will route flows to the North Slope Interceptor which is a major collection asset supporting City Centre, Silver Valley and the area. Modelling indicates that North Slope Interceptor upgrading is required to accommodate population growth within the Urban Area, even without the development of the North 256 Street Industrial Lands.
- A portion of the study lands are outside the Fraser Sewerage Area, which will require approval from Metro Vancouver for connection.
- The main trunk sewers on 128 Avenue, Alouette Road and 256 Street have adequate capacity for development of the study lands.
- Most of the area is currently not serviced with sanitary sewers, and instead has onsite treatment/disposal.
- Expansion of the sanitary sewer collection system is required to connect previously unserviced areas to existing trunk sewers.

10.3 Drainage Service

Most of the northern half of the area is located on elevated benched land above the South Alouette River. This area generally consists of undeveloped forest and some industrial lands. Drainage infrastructure consists of culverts, ditches, and overland flow routes which generally drain towards various steep ravines on the western extent of the bench before entering the Alouette River. There is likely groundwater breakout at the western extent of the bench fed by infiltrated runoff.

The southeastern half of the study area is located on rolling to moderate slopes which drain via ditches, culverts, and overland flow routes to North Kanaka Creek and its tributaries (Zirk Brook and Websters Creek).

For industrial roads that serve as the overland flow route for major system flows, the ROW must provide safe conveyance for the 1:100-year event as stipulated in the Design Criteria Manual. Sufficient ditch capacity must be provided to ensure that overland flow during the 1:100-year event is contained within the road right-of-way, a 3.5 m lane is provided with no flooding, and the maximum water elevation is at least 0.6 m below the minimum building elevation of adjacent buildings.

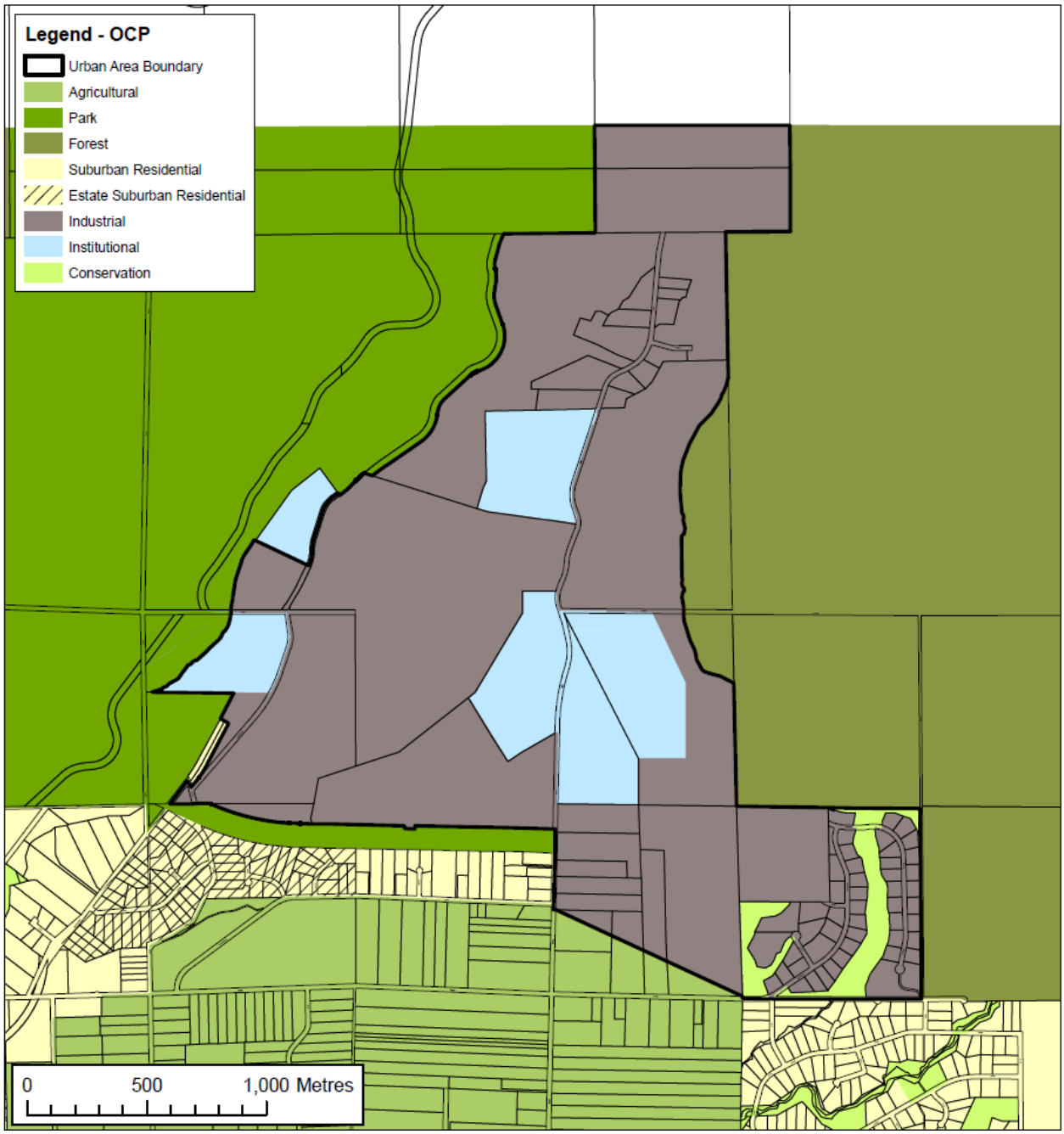
In general, proposed developments will discharge to existing creeks or along new industrial roads. The adequacy of creeks to take flows from the proposed development areas will require detailed analysis as part of development applications. New industrial roads will have ditches that provide minor system conveyance. The combination of ditch

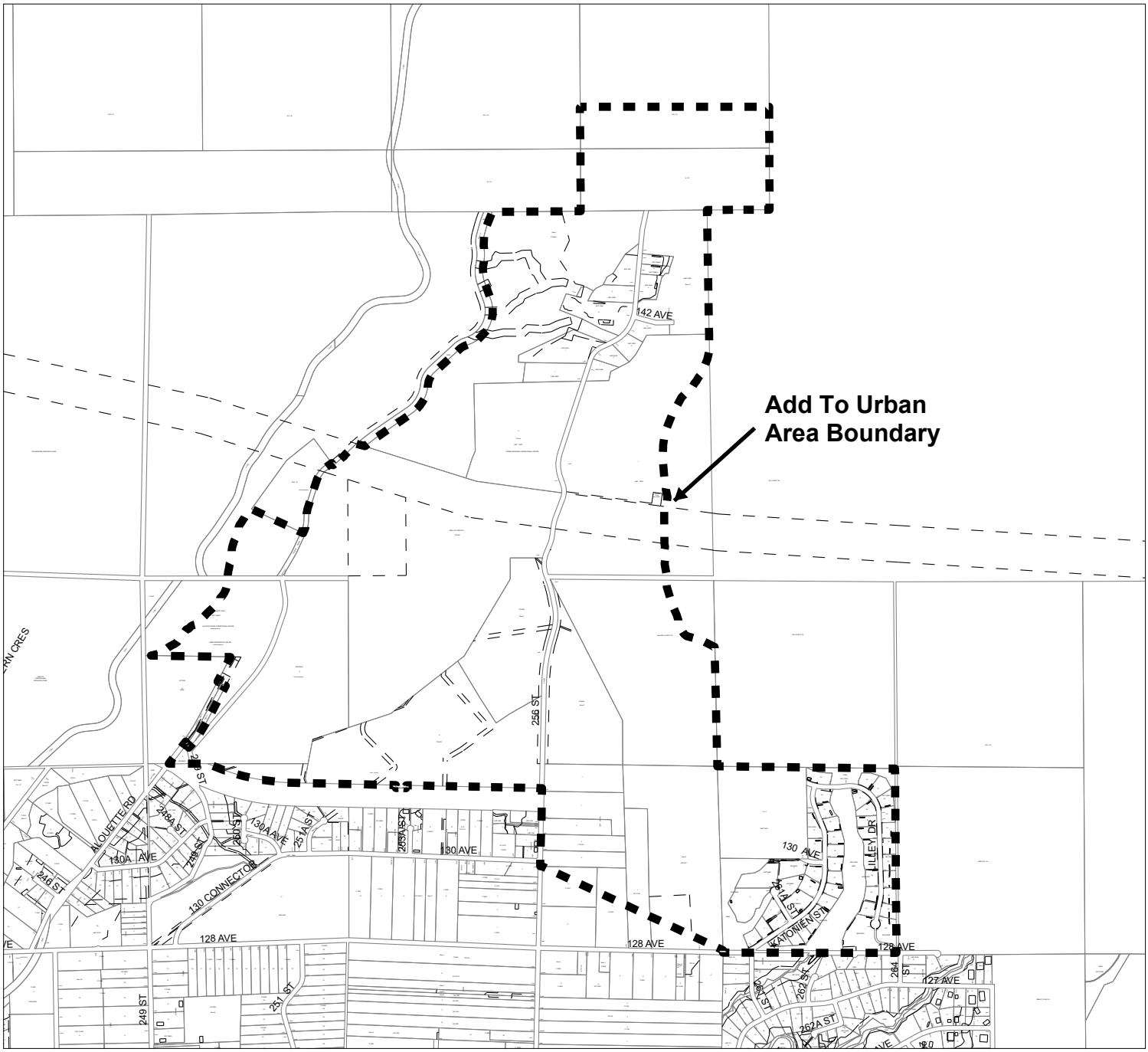
flow and flow along the public right-of-way must provide safe conveyance for the 1:100-year flow event. Linear controls are to provide quantity and quality control for the new industrial roads to the extent feasible, with centralized detention facilities providing additional control at the outlets.

Notable required drainage infrastructure upgrades include:

- In general, stormwater quantity and quality controls for new developments will be required at the lot-level.
- Potential areas for centralized quantity and quality controls have been identified. Sizing will be dependent on what is achieved at the lot-level.
- Drainage from new developments will be routed to match the existing outlets.
- Ditches and culverts are proposed to provide drainage for any new roads and to provide conveyance to existing watercourses.
- Where the new development area will contribute to existing culverts that are deficient under existing or climate change conditions, upgrades are proposed to meet future capacity needs.

11. APPENDIX - AREA PLAN LAND USE DESIGNATIONS





OFFICIAL COMMUNITY PLAN AMENDING

MAP 1

Bylaw No. 8087-2026

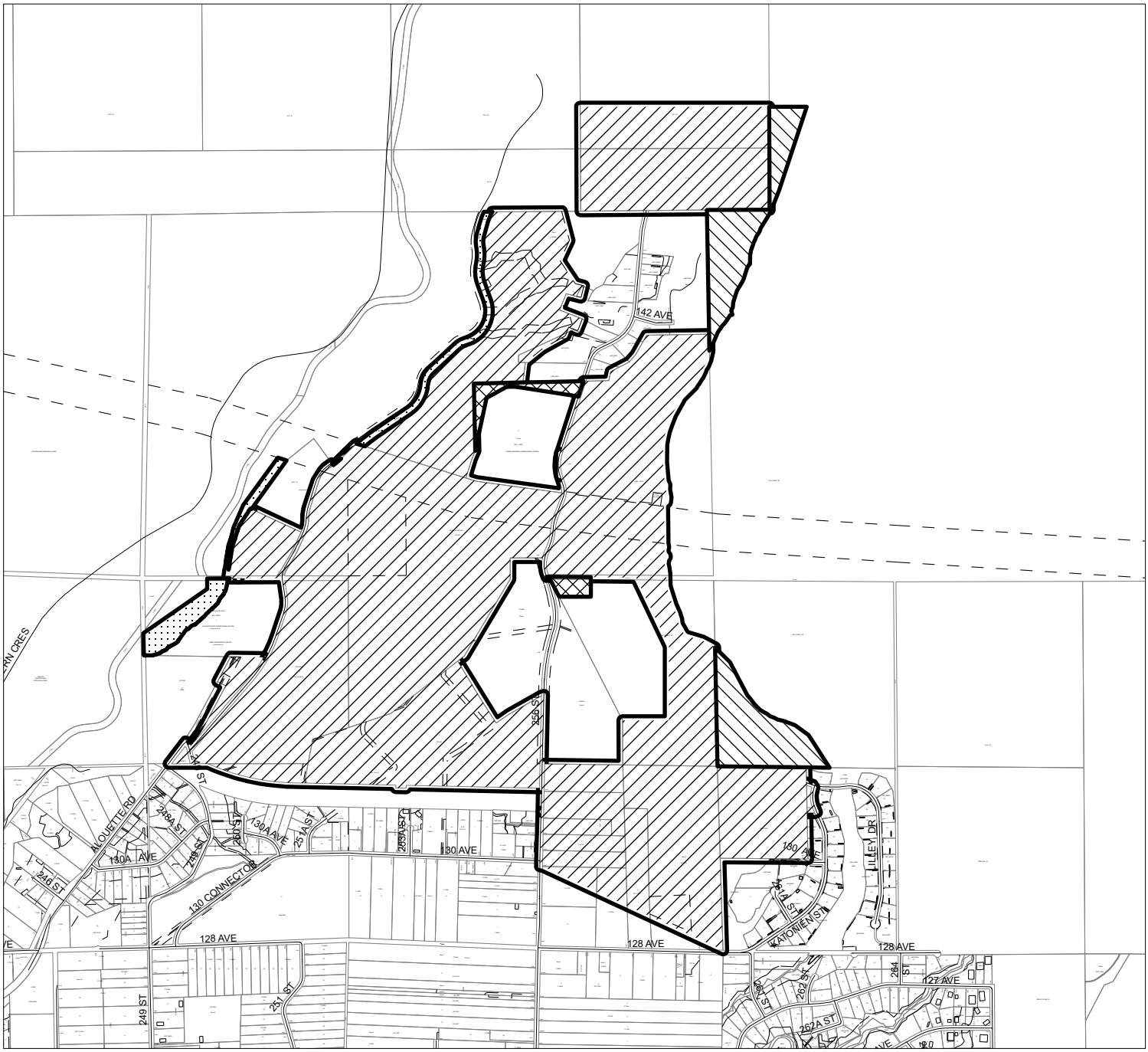
Purpose: To Add to the Urban Area Boundary as shown

Add To Urban Area Boundary

Maple Ridge

N

SCALE 1:25,000



OFFICIAL COMMUNITY PLAN AMENDING

MAP 2

Bylaw No. 8087-2026

From: Conservation, Institutional, Park, Rural Resource, and Industrial Reserve

To:

- Forest
- Institutional
- Park
- Industrial

Maple Ridge

N

SCALE 1:25,000