

**From:** Victor Cheung <[Victor.Cheung@metrovancover.org](mailto:Victor.Cheung@metrovancover.org)>

**Sent:** Tuesday, October 14, 2025 10:47 AM

**To:** Annie Slater-Kinghorn <[aslater-kinghorn@mapleridge.ca](mailto:aslater-kinghorn@mapleridge.ca)>

**Cc:** Mark Seinen <[Mark.Seinen@metrovancover.org](mailto:Mark.Seinen@metrovancover.org)>

**Subject:** RE: FOLLOW-UP: Maple Ridge Official Community Plan Referral - Area Plans and Housing Updates

**EXTERNAL EMAIL:** Don't click on links or open attachments you don't trust.

**COURRIEL EXTERNE:** Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Hi Annie,

Thank you again for the opportunity to review the City of Maple Ridge's Silver Valley, Town Centre, and Hammond Area Plans, as well as the general housing updates to the Official Community Plan (OCP). Given that the Area Plans are being updated to align with recent Provincial housing legislation, we have focused our review on the housing-related updates outlined in the OCP.

The City's OCP amendments align with Metro 2050 strategies that focus on expanding the supply and diversity of housing, protecting tenants and the existing rental housing supply, and meeting the housing needs of lower income households.

The City's OCP amendments incorporate data from the latest Housing Needs Report, and use the findings of the Housing Needs Report as the basis for OCP policies. The OCP amendments demonstrate a commitment to meeting the community's future housing needs by identifying specific policy directions to explore (i.e. inclusionary zoning, Tenant Protection Bylaws, rental replacement policy). OCP policies include those that address housing demand in general, as well as those that are targeted to specific demographic, tenure, or affordability needs (i.e. housing for families, rental housing, affordable housing).

Please let us know if Metro Vancouver staff can help support the development of any new housing-related policies or bylaws. Metro Vancouver provides resources on many of these policy areas, including a [dashboard compiling existing municipal housing policies](#) across Metro Vancouver, and an [inclusionary housing calculator](#). Metro Vancouver staff can also help connect peer communities that are working on similar policies.

If you have any further questions regarding our comments, we are happy to schedule a meeting to discuss them further.

Thank you,

Victor

# TransLink’s Review of the City of Maple Ridge’s OCP Housing Update

Date sent: 2025-10-14

#	Page(s) <i>(if applicable)</i>	Topic / Section	Comment Type <i>Suggested change, question, for information</i>	TransLink’s Comment	Maple Ridge’s Response <i>Partner agency response to comment: outcome/action taken</i>	Response Date <i>Date response provided by partner agency</i>
1		Regional Alignment	Information	<p>Given our mandate to support <a href="#">Metro 2050</a>, TransLink’s regional transportation plans are based on the region’s growth being located within the Metro 2050 <a href="#">Urban Containment Boundary</a>, and the region’s higher levels of growth being located in Urban Centres, Frequent Transit Development Areas (FTDAs), and along Major Transit Growth Corridors (MTGCs).</p> <p>'D4: Density' of the <a href="#">Transit Oriented Communities Design Guidelines (TOCDGs)</a> speaks to:</p> <ul style="list-style-type: none"> <li>• Concentrating the highest density of homes and activities in Urban Centres and along frequent transit corridors,</li> <li>• Establishing minimum density standards, along with mixed-use requirements, in Urban Centres and transit nodes and corridors to support transit, walking, and cycling,</li> <li>• Scaling down in density, height, and massing as the distance to/from frequent transit increases, and</li> <li>• Limiting increases to allowable densities on sites that are outside of Urban Centres or existing or planned frequent transit corridors.</li> </ul>	Noted.	
2		Focused Growth Outside Urban Centre	Information/Question	<p>Of the area plans submitted for review alongside the Housing Update, only the Town Centre Area Plan is within the regional Urban Centre. Given the Metro 2050 target of focusing 40% of the region’s dwelling unit growth in Urban Centres, does the City have growth targets/projections for the OCP/RCS updates, and can the City confirm if targets are being met to concentrate growth within the Urban Centre?</p>	Noted. This would be addressed as part of the Regional Context Statement review for the 2025 OCP Update, that would be submitted for Council’s consideration separately.	

#	Page(s) <i>(if applicable)</i>	Topic / Section	Comment Type <i>Suggested change, question, for information</i>	TransLink's Comment	Maple Ridge's Response <i>Partner agency response to comment: outcome/action taken</i>	Response Date <i>Date response provided by partner agency</i>
3		Urban Area Boundary	Suggested change	<p>The 'Urban Area Boundary' is referenced throughout the Housing Update sections. It may be helpful to include maps to show the location of the Urban Area Boundary and an overall context map with the Area Plan Boundaries and neighbourhoods identified.</p> <p>To avoid confusion, it would be helpful to use terms that are consistent with the naming and geographic boundaries in Metro 2050, i.e. Urban Containment Boundary, Urban Centre, etc., or alternatively, use a more distinct name to differentiate the Urban Area Boundary from the Urban Containment Boundary or Urban Centre.</p>	Noted. Maps of Maple Ridge's 'urban area boundary' and area plan boundaries are included in the respective sections of the OCP and would be updated once the area plans are adopted. The 'urban containment boundary' is specific to Metro 2050 and is referenced as such within the Regional Context Statement section of the OCP that would be updated separately.	
4		Affordable rental housing near transit	Information	<p><u>Transport 2050</u> and the <u>Transit-Oriented Communities Design Guidelines</u> encourage policies to allow for the expansion, retention, and renewal of affordable and rental housing near frequent transit stops and stations, especially within Urban Centres, FTDAs, and MTGCs (Transport 2050, <u>3.1.1.</u>; TOCDGs, <u>D4.1.2 &amp; D5.4</u>).</p> <p>Housing tenure and affordability near transit is another important consideration. The <u>Metro Vancouver Transit-Oriented Affordable Housing Study</u> speaks to the importance of incorporating affordable rental housing in rapid transit corridors. Phase I of the Study found that renter households, particularly those with lower incomes, are more likely to use transit. Access to frequent transit lowers transportation costs and improves access to services and employment. We encourage rental housing near frequent transit, particularly affordable housing, to help meet the unmet demand that exists across the region and thus further shared regional goals.</p> <p>Metro Vancouver has also very recently released the <u>Housing and Transportation Cost Burden Study 2025 Update</u>. This is an update to the 2015 <u>Housing and Transportation Cost Burden Study</u>. The Study update reiterates the importance of affordable rental housing near frequent transit, particularly rapid transit.</p>	Noted. The City is working towards these outcomes and has incorporated these elements in the housing overview and policy strategy within the revisions of the current 2025 OCP Housing Update.	

#	Page(s) <i>(if applicable)</i>	Topic / Section	Comment Type <i>Suggested change, question, for information</i>	TransLink's Comment	Maple Ridge's Response <i>Partner agency response to comment: outcome/action taken</i>	Response Date <i>Date response provided by partner agency</i>
5		Mixed housing types near transit	Information	<p>Provision of a mix of housing types near frequent transit helps to create inclusive communities and promote equitable access to transportation, and thereby advances regional transportation goals and policy.</p> <p>The <a href="#">Transit Oriented Design Guidelines D5</a>: Diversity, policy statements include:</p> <p>D5.1 Encourage a mix of land uses immediately adjacent to frequent transit facilities</p> <p>D5.2 Encourage a mix of uses around transit nodes to create complete neighbourhoods</p> <p>D5.3 Provide a mix of uses along frequent transit corridors to reduce peak crowding and spread travel demand throughout the day</p> <p>D5.4 Provide a mix of housing types near frequent transit passenger facilities to create inclusive communities and promote equitable access to transportation.</p>	Noted. The City is working towards these outcomes and has incorporated these elements in the housing overview and policy strategy within the revisions of the current 2025 OCP Housing Update.	

#	Page(s) <i>(if applicable)</i>	Topic / Section	Comment Type <i>Suggested change, question, for information</i>	TransLink's Comment	Maple Ridge's Response <i>Partner agency response to comment: outcome/action taken</i>	Response Date <i>Date response provided by partner agency</i>
6		Transit priorities	Information	<p>Transport 2050 (<a href="#">Action 1.2.3</a>) speaks to expanding frequent local fixed-route transit service so that by 2050 nearly all residents within the Urban Area (i.e. the Metro 2050 Urban Containment Boundary) are within a 5-minute walk of frequent, all day, everyday service. These improvements depend on funding and regional priorities.</p> <p>The <a href="#">Access for Everyone</a> plan (Transport 2050: 10-Year Priorities) includes a doubling of bus service in the region and expansion of service in new (designated) areas. The priorities identified specific to Maple Ridge focus on Major Transit Network Expansion including connecting Langley and Maple Ridge with a future Bus Rapid Transit (BRT) line and upgrading the existing R3 RapidBus to BRT along Lougheed Hwy, connecting Coquitlam and Maple Ridge. These service improvements are subject to prioritization and funding in an approved Investment Plan. The Langley-Haney Place BRT was selected amongst the first three corridors in the region for BRT, and the <a href="#">2025 Investment Plan</a> funds the next steps to make progress on delivering BRT.</p>	Noted. The City is looking forward to these plans materializing and is supportive of Translink's commitment to the transit priorities that include Maple Ridge. The City's overall housing growth strategy and intended policies, as well as the Lougheed Transit Corridor Area Concept Plan (reviewed separately), incorporates these transit priorities.	
7		Transit Network Management	Information/Suggested change	<p>In terms of the three area plans referred for comment and opportunities for transit-oriented growth, transit service is more available and easier to expand (as regional priorities and funding allow) in the Hammond and Town Centre areas. The Silver Valley area (and also Albion area, which was not included in the referral) has road networks that are less conducive to transit and walking as primary modes. While the City's report on the draft Housing Update indicates more housing units capacity in the Hammond and Town Centre areas than in Silver Valley and Albion areas, it would be even more aligned with regional transportation goals if the percentage of growth (out of those four area plans) was even higher in the Hammond and Town Centre areas.</p> <p>While the Lougheed Transit Corridor Area Concept Plan has not been shared as part of this OCP update referral, the focus of growth in that area also advances regional transportation goals, given the proposed Langley-Haney Place BRT.</p>	<p>Noted. Parts of the Hammond and Town Centre areas are constrained by geotechnical and flood plain considerations given their locations within the Fraser River floodplain and within the buffer zone of the Fraser Valley Escarpment, for which technical requirements would have to be complied with.</p> <p>The City's overall housing growth strategy and intended policies, as well as the Lougheed Transit Corridor Area Concept Plan (reviewed separately), is aligned with Translink's comments. The City would continue to work with Translink to address transit network management and transit priority considerations as part of the more comprehensive OCP update in 2030.</p>	

#	Page(s)	Topic / Section	Comment Type	TransLink's Comment	Maple Ridge's Response	Response Date
	<i>(if applicable)</i>		<i>Suggested change, question, for information</i>		<i>Partner agency response to comment: outcome/action taken</i>	<i>Date response provided by partner agency</i>
8		Major Road Network	Information	<p>Per Sections 21(1) and 21(2) of the <a href="#">South Coast British Columbia Transportation Authority Act</a>, TransLink approval is required for any road alterations that would reduce the capacity of any part of the <a href="#">Major Road Network</a> (MRN) to move people or would prohibit the movement of trucks on any road other than Provincial highways.</p> <p>Maple Ridge has a number of roads within the MRN that may be impacted by redevelopment. TransLink would like to collaborate with the City on any future changes to the MRN that arise out of changes in land use or redevelopment.</p> <p>While access management is under the jurisdiction of the local government, TransLink recommends that, where feasible, efforts be made to minimize the number of individual driveways along MRN corridors. Consolidating access points can enhance safety and also improves traffic flow.</p>	Noted. The City would continue to work with Translink to address these considerations as part of the more comprehensive OCP update in 2030.	
9	Chapter 1 Page 5, Chapter 2 Page 8	Section 1.1 and 2.1.3 45 Principles	Information	<p>Principle 43 and Section 2.1.3 include statements that the community desires more frequent West Coast Express (WCE) trains.</p> <p>Based on Transport 2050, TransLink has returned WCE service levels to 5 trains, as had operated pre-COVID, and all 5 of those trains are now in service full-time. There are no plans at time time to increase WCE service further.</p> <p>Improved pedestrian access to the Maple Meadows and Port Haney Stations would be beneficial to WCE riders, particularly an improved crossing of BC Hwy 7/Haney Bypass, and direct pedestrian routes from the residential areas to Maple Meadows Station.</p>	Translink's comments on the frequency of West Coast Express is noted. Considerations towards pedestrian access improvements are being taken up in the more detailed planning of the area and development guidelines.	

#	Page(s)	Topic / Section	Comment Type	TransLink's Comment	Maple Ridge's Response	Response Date
	<i>(if applicable)</i>		<i>Suggested change, question, for information</i>		<i>Partner agency response to comment: outcome/action taken</i>	<i>Date response provided by partner agency</i>
10	Chapter 2 Page 9, Chapter 3 Page 7, 16, 20	Regional Alignment/Lougheed Transit Corridor Sections 2.1.3 [Economic Development], 3.1.3, 3.2.7, and Policy 3-34	Clarification needed/Suggested change	The document makes references to the “Lougheed Corridor” and “Lougheed Transit Corridor” (2.1.3 [Economic Development], 3.1.3, 3.2.7, Policy 3-34). Please confirm if this refers to the Lougheed Transit Corridor Area Concept Plan. We suggest clarifying this in the document and speak to the Major Transit Growth Corridor (MTGC) on Lougheed Hwy. Maps to show the geographic boundaries may be helpful for readers, as it was unclear if the Lougheed Transit Corridor is the same LTCAP or the MTGC.	Noted. The Lougheed Transit Corridor Area Concept Plan (LTCAP) is undertaken separately outside this OCP update process. Maps to show the geographic boundaries of LTCAP would be incorporated into the OCP when LTCAP is officially adopted.	
11	Chapter 3, Page 17	Categories of Housing Need	Editing note	Chapter 3, Page 17 is missing headers/section numbering. This page might have been left in the document in error.	Noted and removed.	

October 19, 2025

Annie Slater-Kinghorn, Community Planner  
City of Maple Ridge  
11995 Haney Place  
Maple Ridge, BC V2X 6A9

Via Email: [aslater-kinghorn@mapleridge.ca](mailto:aslater-kinghorn@mapleridge.ca)

**Re: SD42 Response to City of Maple Ridge OCP Referral – Housing & Area Plan Updates**

Dear Annie Slater-Kinghorn,

Thank you for your formal referral dated September 12, 2025, requesting School District No. 42's input on the proposed updates to the City of Maple Ridge Official Community Plan (OCP), including the Housing Update (Bylaw No. 8073-2025), Town Centre Area Plan (Bylaw No. 8060-2025), Hammond Area Plan (Bylaw No. 8057-2025), and Silver Valley Area Plan (Bylaw No. 8061-2025).

We appreciate the City's commitment to consultation as required under Section 475 of the Local Government Act. We acknowledge the importance of aligning land use planning with provincial housing legislation and recognize the significant growth projections and housing needs identified in the 2024 Housing Needs Assessment and Housing Strategy.

Upon review of the draft materials, we offer the following comments and recommendations to support the needs of our school community:

**1. School Site Planning and Capacity Alignment**

The proposed land use changes, particularly in Silver Valley and Town Centre, will likely result in increased residential density and population growth. This will have direct implications for school capacity and future site planning. We recommend:

- Enhancing coordination between the City and School District on school site identification, acquisition, and development to support community growth.
- Integrating joint forecasting models to align housing growth with school infrastructure needs.

For the Silver Valley Area Plan, we offer the following comments:

- In our May 15, 2025 letter to the City regarding the Eligible School Site Proposal, the Board of Education identified only one school site to be acquired within the next 10 years, based on projected residential development data and school age yield. The proposed Silver Valley elementary school site is generally located at 13210 - 232 Street and 23271 & 23275 - 132 Avenue, Maple Ridge, BC.
- No other eligible school sites in Silver Valley were identified in this proposal for the 10-year period to 2034. This proposal is deemed accepted by the City, as no response was received during the 60-day consultation period provided for in the Local Government Act.
- The Area Plan envisions one elementary school in each Hamlet (Blaney Hamlet, Forest Hamlet, Horse Hamlet) and one in River Village; however, the School District is currently searching for a site for one large elementary school and has no plans for additional

elementary schools within the next 10 years, based on residential development data provided by the City last year, and considering provincial funding and budget constraints.

- The Area Plan envisions one high school in River Village, integrated with a community centre and civic amenities. The School District has no plans for a high school in Silver Valley within the next 10 years, and the site identified by the City for a high school is the same site identified by the School District for a large elementary school.
- The City's June 11, 2025 letter to the Minister of Education and Child Care (a copy of which is appended to the Board's advocacy correspondence via this [link](#)) support the acquisition of a Silver Valley elementary school site and states that the site identified by the School District for the elementary school is strategically aligned with the City's long-term development goals.
- The single school site acquisition for Silver Valley is further outlined in the School District's long range [Strategic Facilities Plan](#) approved in 2022. The School District intends to refresh its long range facilities plan in 2026 and will engage with the City in connection with that work.
- Our key concern is that the Area Plan may be more aspirational than practical regarding the number of school sites, given that school site acquisition charges are insufficient relative to land value, and the Province consistently fails to provide necessary supplemental funding necessary to support site acquisitions in this area despite the School District including Silver Valley site acquisitions within its annual 5-year capital plan submission every year since 2012. The Area Plan is also inconsistent with the School District's long range plans and the strategic alignment described by the City in its June 11, 2025 letter.
- We recommend ongoing collaboration with the City to align our long range plans and identify and secure suitable sites, recognizing the challenges posed by terrain, environmental sensitivity, and property availability. We recommend maintaining flexibility in the Plan to accommodate evolving site realities.

## **2. Safe Access and Transportation Planning**

While we support the emphasis on transit-oriented development and walkable neighbourhoods, we encourage:

- Including of "Safe Routes to School" planning within the transportation framework.
- Conducting traffic impact assessments near existing and proposed school sites to ensure student safety and accessibility.
- Ensuring that traffic infrastructure around planned school sites is designed to maximize safety and minimize congestion.

## **3. Community Amenities and Shared Use Facilities**

The Area Plans highlight community wellness and recreational spaces. To maximize public investment and benefit, we recommend:

- Formalizing shared use agreements for parks, recreational facilities, and community spaces adjacent to schools.
- Establishing joint planning committees to ensure school needs are considered in amenity design and placement.

- Discussing shared amenities at school sites, such as sports fields, at a shared cost, once new schools, school replacements, or school expansions are confirmed.

#### **4. Housing Affordability and Family-Oriented Development**

The Housing Needs Assessment and Strategy underscore the need for diverse and affordable housing. We recommend:

- Prioritizing family-oriented housing near existing and planned school sites.
- Collaborating on demographic forecasting to anticipate shifts in student populations and ensure adequate educational infrastructure.

#### **5. Zoning and Land Use Designations**

The Silver Valley Area Plan (Appendix A – Zoning Matrix) lists “P-1 Park and School” under both Parks & Open Space and Institutional categories. We recommend:

- Clarifying zoning to ensure school sites are appropriately designated as Institutional, to avoid future confusion.

---

We look forward to continued collaboration and request that SD42 be included in future discussions related to infrastructure planning, community amenities, and school site acquisition to support the anticipated growth.

Please do not hesitate to reach out should you require further information or wish to schedule a meeting with our planning team.

Sincerely,



Richard Rennie  
Secretary Treasurer

cc: Louie Giroto, Director, Facilities, SD42  
Sam Elliott, Manager, Facilities Planning and Capital Projects, SD42  
Amanda Grochowich, Manager, Community Planning, City of Maple Ridge (agrochowich@mapleridge.ca)  
James Stiver, Director of Planning and Building, City of Maple Ridge (jstiver@mapleridge.ca)