

Town Centre Area Plan Update - Official Community Plan Amendment Bylaw No. 8060-2025

Recommendations:

THAT in accordance with Section 475 and Section 476 of the *Local Government Act*, Council confirms that the opportunity for early and on-going consultation has been provided by way of posting *Official Community Plan Amending Bylaw No. 8060-2025* on the City's website, through the formal referral process with external interest holders and agencies, and by holding a Public Hearing on the bylaw.

THAT in accordance with Section 477 of the *Local Government Act*, Council considers the *Official Community Plan Amending Bylaw No. 8060-2025* consistent with the City's Capital Expenditure Plan and Waste Management Plan.

THAT *Official Community Plan Amending Bylaw No. 8060-2025*, as amended, be given second reading and forwarded to Public Hearing.

THAT Council Policy 6.29 – Detached Garden Suites be rescinded.

Report Purpose and Summary Statement:

This report provides Council with information on the Town Centre Area Plan Update and *Official Community Plan Amending Bylaw 8060-2025*, and outlines the adjustments required to align the Town Centre Area Plan with recent Provincial housing legislation and the results of comments received to date from external interest holders and agencies. Staff recommend second reading of the Bylaw and the holding of a Public Hearing.

Previous Council Action:

On September 16, 2025, Council gave first reading to *Official Community Plan Amending Bylaw No. 8060-2025*, to update the Town Centre Area Plan to align with Provincial housing legislation, and directed staff to proceed with the referral strategy outlined in the report.

Strategic Alignment:

Liveable Community

Town Centre Area Plan Update - Official Community Plan Amendment Bylaw No. 8060-2025

BACKGROUND:

The Town Centre Area Plan (TCAP), adopted in 2008, envisioned increased density, mixed land uses, and enhanced green spaces in the City's downtown core to foster a pedestrian-friendly environment. At the time of adoption, the area was home to over 8,000 residents. Since then, the population has nearly doubled, reaching approximately 14,216 residents and 6,889 households by 2024 (2024 Esri Canada). Fundamental shifts in the housing market and provincial legislative changes have also taken place since the plan's inception, and numerous major development applications have been approved, with many more in process and anticipated.

Changes to the Provincial Legislative Framework:

New Provincial housing legislation introduced in November 2023 made changes to allow more homes and offer different, more intensified housing types across the province in residential neighbourhoods that are zoned for single-detached and duplex land uses, as well as near transit hubs and other frequent transit corridors. The proposed amendments to the TCAP are therefore intended to bring the plan into alignment with this new Provincial Legislative Framework while responding to current demographic trends and local growth pressures.

Given the characteristics of the Town Centre, the proposed updates to the TCAP have primarily been directed by both *Housing Statutes (Residential Development) Amendment Act* (Bill 44), and the *Transit-Oriented Areas Amendment Act* (Bill 47). Bill 44 enables up to three, four, or six units as-of-right on all single-detached and duplex zoned lots within the urban area. The size of the respective parcel and the proximity to frequent transit services informs the possible number of units allowed and is set out by the Province. Bill 47 requires municipalities to designate Transit-Oriented Areas (TOAs) near transit hubs to permit housing developments that meet the minimum density framework for allowable height and density.

As per Provincial regulation, local governments, including the City of Maple Ridge, have until December 31, 2025, to update their respective Official Community Plans (OCPs) to align with this new legislation.

Work Completed to Date:

At its [June 4, 2024 Committee of the Whole Meeting](#), Council considered and introduced the *Maple Ridge Transit-Oriented Area Designation Bylaw No. 8001-2024* to designate three areas as TOAs as required by Provincial regulation. At its meeting on June 25, 2024 Council adopted the

City's [Transit-Oriented Area Designation Bylaw](#). Two of the three identified TOAs in Maple Ridge are part of the Town Centre:

- Haney Transit Exchange, and
- Port Haney West Coast Express Station.

Bylaw No. 8001-2024 does not modify the land use designations or zoning of the identified properties, it only contains the maps showing the boundaries of each TOA. The purpose of this report is to provide a summary of the amendments proposed by *Official Community Plan Amendment Bylaw No. 8060-2025* that are necessary to be consistent with new provincial legislation, and to update Land Uses to support thoughtful, long-term, transit-oriented development for the Town Centre area.

Public engagement in the form of two open houses were held on March 6 and June 4, 2025. These presented opportunities to inform the public on both the Small-Scale Multi-Unit housing and Transit-Oriented Area related changes that were imposed by the Province and were upcoming through the OCP amendment process.

Official Community Plan Amending Bylaw No. 8060-2025 was presented at the Committee of the Whole meeting on [September 9](#) and Council on [September 16, 2025](#), together with proposed amendments to the Silver Valley Area Plan and Hammond Area Plan.

On September 16, 2025 Council gave first reading to *Official Community Plan Amending Bylaw No. 8060-2025* and directed staff to proceed with the referral process as outlined in the report. Comments received from external interest holders and agencies on the proposed updates to the TCAP, are summarized in this report.

DISCUSSION:

This report summarizes the feedback received from external agencies and how this has been incorporated into the amended *Official Community Plan Amending Bylaw No. 8060-2025* (Attachment A).

Referral Process:

Requests for comments were circulated in mid-September to external interest holders and agencies. This included referral requests to:

- Metro Vancouver
- TransLink
- Ministry of Transportation and Transit
- Agricultural Land Commission
- School District No. 42
- City of Pitt Meadows
- Katzie First Nation
- Kwantlen First Nation

The comments received from each agency are summarized below. The full comments can be reviewed in Attachment C.

Metro Vancouver:

Metro Vancouver provided comments from the Regional Planning and Housing Services group. The comments acknowledge that the City's Town Centre Area Plan Update is well-aligned with the strategies of Metro 2050, the Regional Growth Strategy, that focus on expanding the supply and diversity of housing across the region. The comments also acknowledge that data has been incorporated from the latest Housing Needs Report into the draft Area Plan, using its findings as a foundation for policy direction. Metro Vancouver offers additional resources on request, including a housing policy dashboard and an inclusionary housing calculator, along with opportunities to connect with peer communities working on similar initiatives.

TransLink:

TransLink staff noted that regional transportation objectives are being met and highlight that TransLink should continue to be consulted for relevant amendments as they arise. TransLink's suggested changes have been largely addressed and City Staff will continue to work closely with TransLink to ensure continued alignment.

Feedback was provided in a table format, included in Attachment C, with staff's responses noted in the appropriate column. This includes changes that have been made to the draft TCAP including policy references that expand the breadth of the transportation related policies within the Area Plan.

Ministry of Transportation and Transit:

Ministry staff reviewed the referral request and provided limited comments on the TCAP. Ministry staff have requested a minor terminology update to reflect the planned Bus Rapid Transit. City staff will continue to collaborate closely with the Ministry of Transportation and Transit.

Agricultural Land Commission:

The Agricultural Land Commission (ALC) staff acknowledged receipt of the City's referral request, however, given the on-going provincial labour dispute, at the time of writing no comments have been received. Should comments be received from the ALC, amendments may be incorporated into a future draft Area Plan, if required and appropriate, including the upcoming Regional Context Statement work anticipated to come before Council for consideration in early 2026.

School District No. 42:

The proposed land use changes in the TCAP will likely result in an increased residential density and population growth. This will have direct implications for school capacity and future site planning. School District No. 42 staff recommend enhanced coordination with the City on school site identification, acquisition, and development to support community growth in the Town Centre.

Katzie First Nation and Kwantlen First Nation:

At the time of writing, comments have not been received from Katzie First Nation or Kwantlen First Nation. City staff continue to engage both the Katzie First Nation and the Kwantlen First Nation as opportunities and projects arise.

Town Centre Area Plan Updates:

The draft *Official Community Plan Amending Bylaw No. 8060-2025* (Attachment A) has been prepared in response to Provincial requirements and Council direction, as well as to update and modernize the TCAP to better align with other updated City such as: the [Strategic Transportation Plan](#) (endorsed in September 2023), the [Urban Forest Management Plan](#) (endorsed in July 2024), the [2024 Proposed Housing Action Plan](#) (received for information in November 2024), and the [Maple Ridge Climate Action Plan: Resilient Future 2050](#) (endorsed in June 2025).

Broadly, the TCAP amendments include:

- Amending the TCAP boundary to include the River Bend area, ensuring that growth management and land use policies reflect the Province's requirements.
- Updating land use designations to align with Provincial housing legislation; this includes complementary updates to the Zoning Matrix and associated Land Use Maps, including Schedule 1;
- Updating Area Plan policies to reflect changes requested by external agencies; and
- Updating graphics and maps and creating a more user-friendly document, consistent with the City's new branding.

A marked-up copy of the draft TCAP has been provided in Attachment B for ease of reference.

Policy Updates:

Official Community Plan Amending Bylaw No. 8060-2025, as amended, proposes to update policies within the TCAP in the following areas:

Transportation Policy

Transportation policies have been updated to align with the Strategic Transportation Plan, as well as reflect comments received from TransLink and the Ministry of Transportation and Transit. Updated policies provide more emphasis on complete streets, and comfortable and accessible pedestrian and cyclist connections. Development of the Town Centre is also subject to the regulations and standards outlined in the City's Subdivision and Servicing Bylaw, which is concurrently being updated.

Supportive Policies & Development Permit Guidelines

The TCAP is supported by guidelines within Chapter 8 – Town Centre Development Permit Area Guidelines. These guidelines are being reviewed to align with the draft TCAP (Attachment A). The updated guidelines, which will be presented to Council for consideration in the near future, will ensure that the linkages between the TCAP and Town Centre Development Permit Guidelines are clear, cohesive, and complementary.

As illustrated in Attachment B, many of the policies are proposed to be relocated to the Development Permit Guidelines or within the TCAP. These changes have been proposed to reduce duplication and improve ease of use. Several of the policies speak to the importance of public art, the adaptive re-use of heritage buildings, the importance of mobility, and wayfinding. These components remain important to the successful build out and development of the Area Plan and proposed developments are intended to meet and align with these policies and guidelines.

Port Haney and Waterfront Area

As illustrated in Attachment B, many of the policies related to the Port Haney and Waterfront Area have been re-distributed throughout the TCAP. Policies are now located under General Land Use, Heritage, Parks and Transportation.

Housing Policy – Apartment Residential

Recognizing the evolving nature of the development industry, policies have been included to enable higher building heights subject to local context and community need through a density bonus framework. Work is underway to update the City's existing density bonus framework to incorporate the new land uses proposed within the TCAP. This will return to Council as separate piece of work for consideration.

The land use policies support diversified housing types and mixed-use development with height allowances varying based on existing zoning, location and proximity to the two TOAs. Within the Central Business District, high density developments will be allowed, including tower-and-podium forms, greater than 20 storeys. The apartment and mixed-use designations allow a base of 6 storeys, with the potential for higher density near transit and along key corridors.

Housing Policy – Urban Infill Residential

With the recent introduction of the Urban Infill Residential regulatory framework (i.e., Small Scale Multi Unit Housing), the TCAP and Zoning Matrix required some minor amendments. The amendments included introducing a framework to allow rowhouses as well as to clarify the type of housing and minimum subdivision sizes supported under the *Ground Oriented Residential* land use designation within the Town Centre.

With the addition of these amendments, staff now recommend that Council repeal Council Policy 6.29 – Detached Garden Suites (Attachment D). This Council Policy, introduced in 2008, helped guide the development of Detached Garden Suites and is no longer required with the recent regulatory changes to the City's Zoning Bylaw, for detached Garden Suites and Secondary Suites. The content of the Policy has since been incorporated into the Zoning Bylaw.

Master Plan Requirement for Redevelopment within Central Business District

A new large-site redevelopment policy has been introduced to the TCAP that applies to the area bounded by Lougheed Highway, Dewdney Trunk Road, 224 Street and 228 Street. Developments in this area are to submit master plans and studies that outline how community amenities, including infrastructure, would be delivered, cover how pedestrian movement would be enhanced and the public realm improved. A new Figure (Figure 5 – Master Plan Area) has also been included in the draft TCAP to identify this key area.

Land Use Designation Adjustment – Town Centre Flexible Mixed Use

The previously named *Town Centre Mixed Use*, it is now proposed as *Town Centre Flexible Mixed Use*, and takes inspiration from the original *Port Haney Multi-Family, Commercial, and Mixed-Use* land use designation. With this adjustment, the *Town Centre Flexible Mixed Use* designation now allows for entirely residential developments, entirely commercial developments, or mixed-use developments, rather than only mixed-use developments. This change will allow greater flexibility within these designated areas to help support and enable the development of complete neighbourhoods within the Port Haney West Coast Express Station TOA, as well as to help facilitate development within the transition areas adjacent to the TOAs.

Town Centre Area Plan Land Use Changes:

With the proposed consolidation and introduction of new land use designations, the TCAP Land Use Map has been closely reviewed (Figure 1). A few changes are proposed since the First Reading version of *Official Community Plan Amending Bylaw No. 8060-2025*, described below. Please see Schedule 1 of the TCAP in Attachment A for a full-sized version of the complete Land Use Map with the proposed changes.

Port Haney Transit-Oriented Area

The Port Haney TOA permits up to 12 storeys, or 4.0 FSR, within 200 metres of the West Coast Express Station, and up to 8 storeys, or 3.0 FSR, within 200-400 metres. The intent of the TOA is to support the concept of complete communities with a range of services and amenities easily accessible by non-vehicular means.

With the evolution of the proposed *Town Centre Flexible Mixed Use* land use designation (described above), the land use designations within the Port Haney TOA have been revised (Figure 1). Within the TOA, the land use designation similarly now supports an entirely residential building, an entirely commercial building, as well as mixed-use buildings that align with the height and density legislated by the Province. These changes enable greater flexibility within the TOA and help to support the concept of a complete community around the Port Haney West Coast Express Station.

Outside of the TOA, the *Town Centre Flexible Mixed Use* designation is proposed for lots already zoned C-3 (Town Centre Commercial) within the Zoning Bylaw for consistency and ease of future development applications.

Figure 1. Port Haney Transit-Oriented Area Land Use Changes



Selkirk Avenue and 119 Avenue Land Uses

Prior to initiating the 2025 OCP Update process, Council directed staff to review the land use designations for properties originally designated *Single Family* along Selkirk and 119 Avenues (outlined in red on Figure 2). That review was initiated in 2022, with community engagement taking place in the fall of 2023 (the results are summarized in a report presented to the Committee of the Whole on [March 4, 2025](#)). Through that process, it was indicated by staff the proposed land use updates for the Selkirk Avenue and 119 Avenue properties (between 221 Street and 222 Street) would be included as part of the City's 2025 OCP Update process.

As with the Port Haney TOA, described above, with the evolution of the proposed *Town Centre Flexible Mixed Use* land use designation, the land use designations east of 223 Street have been modified since First Reading (see Figure 2). The proposed changes encourage a mix of uses along Selkirk Avenue, which is anticipated to include a range of community amenities, including active transportation facilities, while retaining residential uses north to Dewdney Trunk Road. These changes help support the concentration commercial and community amenities within the Town Centre area while facilitating transitional land uses west towards the Lougheed Transit Corridor Area Plan.

Figure 2. Selkirk Avenue and 119 Avenue Land Uses



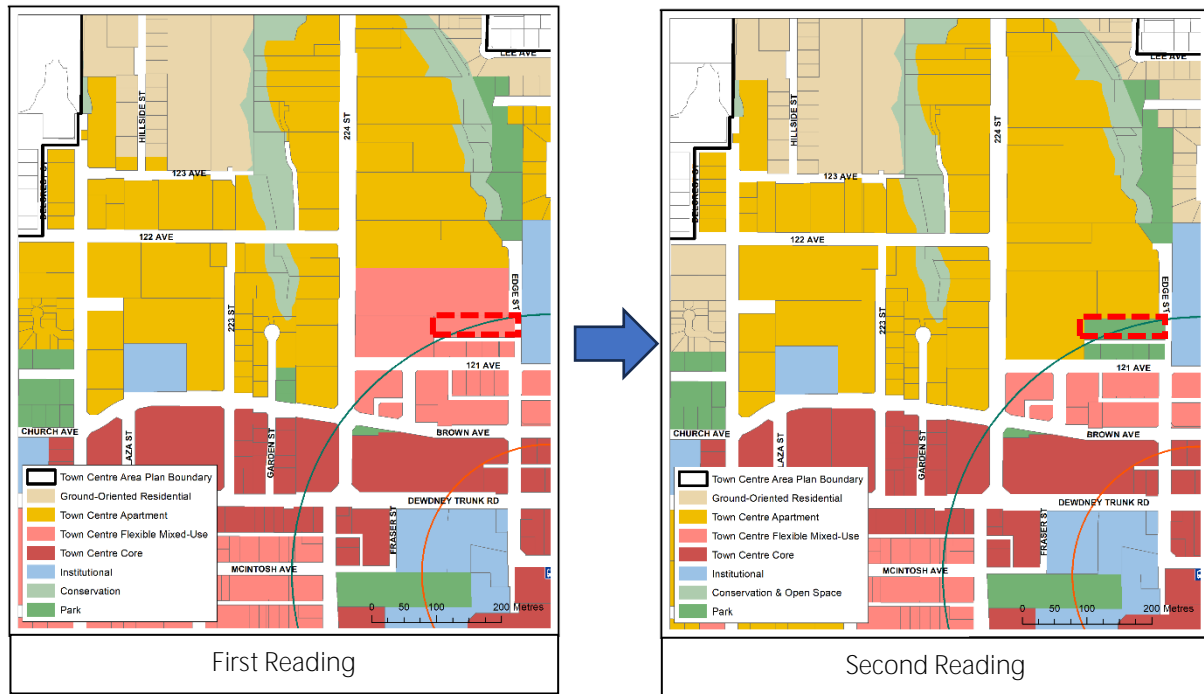
Land Uses Along Edge Street

Upon reviewing the proposed land uses along Edge Street, north of 121 Avenue, staff noted that the *Town Centre Apartment* land use designation should be brought south to 121 Avenue to enable block-wide consistent land use designations. This would also facilitate future development applications and align with current uses.

One of the properties along Edge Street has an active development application (i.e., 2023-183-RZ/DP, outlined in red in Figure 3) proposing the future construction of residential units. That development application includes a proposed OCP Amendment regarding the *Park*-designated properties at the corner of Edge Street and 121 Street and is partially within the outer ring of the Haney Transit Exchange TOA. To not fetter Council’s decision making regarding the development application and ensure a fair a transparent process, the subject lots are now represented in the TCAP *Bylaw No. 8060-2025* reflecting the current TCAP land use designation as *Park*.

To complement this change, the park space proposed along Garden Street at first reading has also been adjusted to a residential use (i.e., *Town Centre Apartment*). Garden Street is currently experiencing high levels of interest for ground-oriented housing forms enabled under the provincial legislation changes and is likely to see a transition to a mix of ground-oriented and low-rise apartment buildings over time.

Figure 3. Land Uses Along Edge Street



Transition Areas

Beyond the core of the Town Centre, the draft TCAP considers how the land use designations transition through the shoulders of the neighbourhood around the Town Centre Core - i.e., where the higher-density centre meets surrounding neighbourhoods. Those areas are primarily designated for residential uses. Apartments are generally up to six storeys. Building heights are to be consistent with provincial regulations, where they apply. Figures 4, 5 and 6 outline three transition areas with proposed land use changes since first reading.

- i) Dunbar Street and Church Avenue - At first reading, the properties along the eastern side of Dunbar Street were proposed for *Park* and *Town Centre Apartment*. The *Park* designated properties were originally acquired by the City for the Brown Avenue Connector, rather than for a structured Park. While a neighbourhood walkway that connects the Haney Nokai park to Dunbar Street is needed, the remaining area can be considered for future residential uses. As such, the properties are now proposed as *Town Centre Apartment* in the draft TCAP.

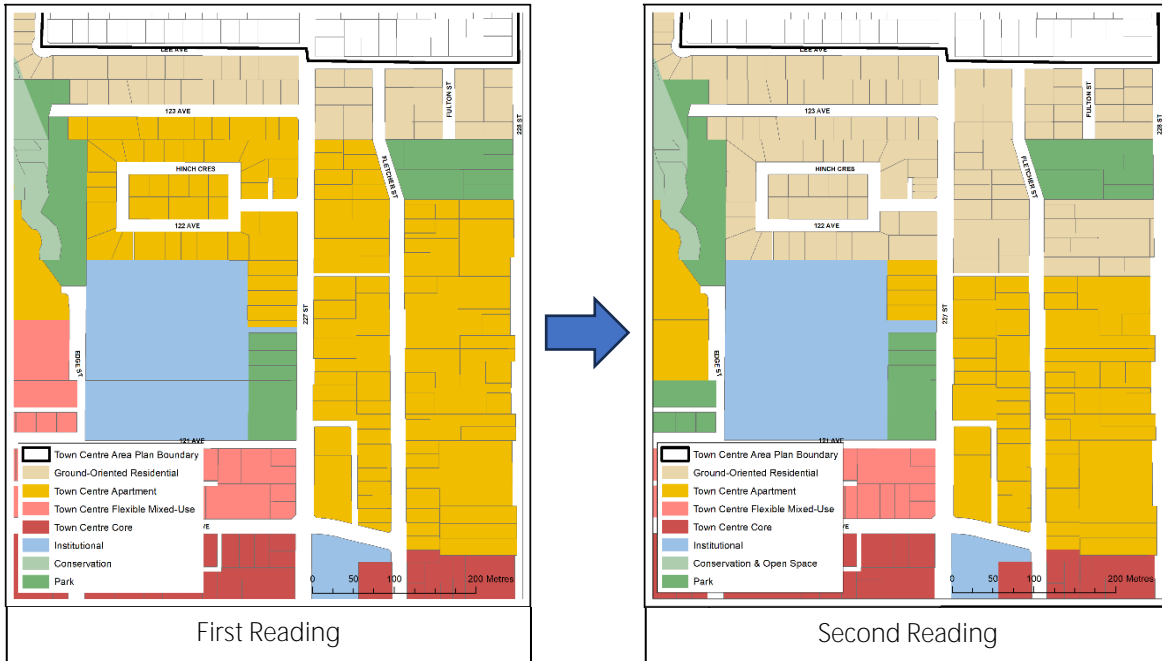
The properties north of the park area, are now proposed as *Ground Oriented Residential*, which includes the possibility of the townhouse use, as there are environmental features within this street block (Figure 4).

Figure 4. Western Edge of the Town Centre



- ii) At first reading, the transition area east of 228 Street and north of the institutional/park use was *Town Centre Apartment* (Figure 5). It is now proposed as *Ground-Oriented Residential* as it has been determined to be a more appropriate transition from the TOA and may support more family-oriented units, given its location close to Eric Langton Elementary. The School District noted support for policies that encourage family-oriented units near schools.

Figure 5. Northern Edge of the Town Centre



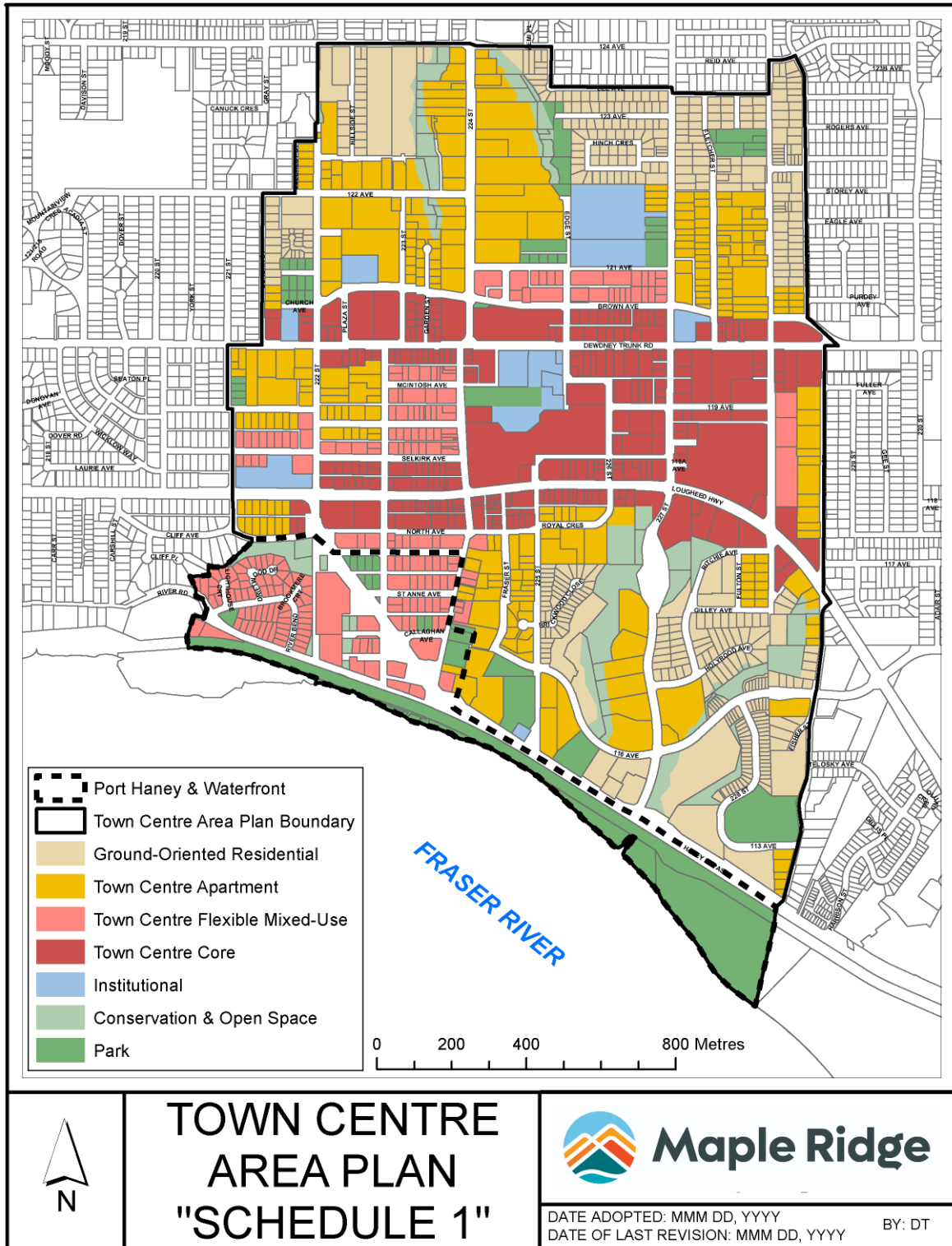
- iii) At first reading, this shoulder area of TCAP was primarily designated as *Town Centre Apartment* and *Ground-Oriented Residential* (Figure 6). The area around Ritchie, Gilley, and Hollyrood Avenues has topographical considerations which separates it geographically from the two Transit-Oriented Areas. The land uses have been revised in TCAP to increase the area designated as *Ground-Oriented Residential* to better reflect developability and the existing neighbourhood character.

Figure 6. Eastern Edge of the Town Centre



A full revised TCAP land use plan incorporating the above-noted amendments is shown in Figure 7. The complete set of policies, amendments, and additions is included as Attachment A. A marked-up copy is included as Attachment B for ease of reference.

Figure 7. Updated Town Centre Area Land Use Map



NEXT STEPS:

Should *Official Community Plan Amending Bylaw No. 8060-2025* receive second reading, staff will forward the Bylaw to the next available Public Hearing and proceed through the standard land use bylaw adoption process, as shown in Figure 8.

Figure 8. Bylaw Adoption Process



New and in-stream development applications within the TCAP will continue to be evaluated against the proposed Schedule 1 in Attachment A, while the OCP Amending Bylaw moves through the approval process.

Official Community Plan Amending Bylaw No. 8060-2025 is a part of the work underway to meet the requirements from the Province. The City has until December 31, 2025, to update its Official Community Plan to align with the Provincial housing legislative framework and regulations.

Strategic Alignment:

The proposed update of the TCAP aligns with the Liveable Community pillar of the 2023-2026 Council Strategic Plan and advances the City’s commitment to fostering a ‘Liveable Community’ by promoting housing diversity and accessibility.

Financial Impact:

The amendment process aligns with the financial allocations under the 2025 Planning and Building Department’s budget and work plan.

CONCLUSION:

With the referral process for external interest holders and agencies now complete, the feedback received has been incorporated into an updated draft Area Plan. Staff are recommending that Council read the Town Centre Area Plan Update – *Official Community Plan Amending Bylaw No. 8060-2025*, as amended, a second time and forward to Public Hearing.

“Elona Saro”

Prepared by:
Elona Saro, Community Planner 1

Attachments:

- (A) *Official Community Plan Amending Bylaw No. 8060-2025*
- (B) Town Centre Area Plan - Marked-Up Copy
- (C) Referral Comments – External Interest Holders and Agencies
- (D) Council Policy 6.29 – Detached Garden Suites

Report Approval Details

Document Title:	Town Centre Area Plan Update - Official Community Plan Amendment Bylaw No. 8060-2025 (Second Reading).docx
Attachments:	<ul style="list-style-type: none">- Attachment A - TCAP - Official Community Plan Amending Bylaw No. 8060-2025.pdf- Attachment B - draft Town Centre Area Plan (Marked Up).pdf- Attachment C - Referral Comments from External Interest-Holders.pdf- Attachment D - Council Policy 6.29 - Detached Garden Suites (for Repeal).pdf
Final Approval Date:	Oct 30, 2025

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

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James Stiver, Director of Planning and Building

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Scott Hartman, Chief Administrative Officer