

Town Centre Area Plan



Chapter 10.4

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10.4.1 | Introduction

1.1 Background

Maple Ridge Town Centre is a neighbourhood of unique character and opportunity. Located in the heart of Maple Ridge, it contains historic points of interest, a central business district, including the Municipal Hall, and a West Coast Express commuter train station. The neighbourhood boasts spectacular views that include the Fraser River to the south and the Golden Ears peaks of Mount Blanshard to the north.

The Town Centre of Maple Ridge is often referred to as “Haney” and “Port Haney”, reflecting on the fact that prior to 1874 Maple Ridge was comprised of a number of historic communities, each with its own unique characteristics. Haney was the area generally north of the Lougheed Highway, and Port Haney was situated south of the Lougheed Highway, adjacent to the Fraser River. Port Haney originally operated as the commercial heart of the newly formed District, however the construction of the Lougheed Highway and a significant fire in Port Haney contributed to the shifting of a rebuilt “uptown” and the commercial development of Central Haney began.

By the 1950's the “core” of Maple Ridge was bounded by Ontario Street (224th Street), Dewdney Trunk Road, Hinch Road (225th Street), and Lougheed Highway, and included two elementary schools, one high school, Aggie Hall, and all major municipal services, including the municipal hall and library.

Since that time, the former “Central Haney” has evolved into the commercial heart of the District of Maple Ridge, encompassing several historic locations, municipal offices, a concentrated commercial area, including a West Coast Express Station in Port Haney. The boundaries also expanded to include lands as far north as 124th Avenue, west to 221st Street, and east to Burnette Street. In early Official Community Plans priority for commercial development and residential density was noted for the Town Centre. The Metro Vancouver Regional Growth Strategy identifies Maple Ridge Town Centre as one of seven "Regional City Centres", each intended to serve as regional hubs for densification and public transit.

The Smart Growth on the ground process

In 2003 the City of Maple Ridge became the first Smart Growth on the Ground Partner Community. By doing so the City committed to exploring the application of smart growth and sustainability principles in the Town Centre. In December 2003, the project was initiated by the formation of a locally based project committee that oversaw and participated in the development of the Town Centre Concept Plan.

The Smart Growth on the Ground process for the Town Centre included a series of public workshops to examine a series of Smart Growth Principles and the participation in an intensive design charrette process. The information collected resulted in the creation of the Town Centre Concept Plan, which was endorsed by City Council in April 2005, along with a Council Resolution stating that the Smart Growth on the Ground Concept Plan would be used as a guide for development within the Town Centre. It is this concept plan that formed the basis for the Town Centre Area Plan.

Updated Legislation and Regional Context

In recent years, significant changes to provincial and regional planning frameworks have shaped the need for an updated Town Centre Area Plan (TCAP). In 2023, the Province of British Columbia enacted Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act, requiring municipalities to designate Transit-Oriented Areas (TOAs) around major transit hubs and ensure minimum density and height requirements are met. While Bill 47 sets baseline standards, municipalities retain authority to permit greater height and density, enabling context-sensitive approaches to intensification.



The 2025 Town Centre Area Plan review responds to this legislative shift by continuing to support the transformation of the area into a higher-density, mixed-use, and pedestrian-oriented neighbourhood with enhanced transit connectivity. The updated plan provides clear policy direction to guide growth and development toward a vibrant, complete community centreed around sustainable transportation and high-quality public spaces.

At the regional level, Metro 2050, the Regional Growth Strategy adopted by Metro Vancouver, designates Maple Ridge's Town Centre as an Urban and Regional Centre. These areas are intended to accommodate concentrated growth, with a mix of residential, commercial, institutional, and employment uses, and serve as key nodes for transit service and public amenities. The updated TCAP aligns with this vision by prioritizing place-making, transit-oriented development, and the integration of services and amenities to support a growing and diverse population.

1.2 The role of the Area Plan

The Town Centre Area Plan reflects the community's vision for a vibrant, sustainable, and connected urban core, guided by the 8 Sustainability Principles. It is the guiding document for long-range planning and development within the Downtown, ensuring all future growth aligns with established policies and objectives. Since the Area Plan policies are a derivative of the broader policies within the Official Community Plan, the Town Centre Area Plan policies must be read in conjunction with them.

1.3 8 Guiding Sustainability Principles

The Smart Growth on the Ground Project resulted in 8 Guiding Sustainability Principles that are reflected in the Town Centre Area Plan. Those Principles are:

Each Neighbourhood is Complete

Smart Growth on the Ground communities allow residents to have the option to live, work, shop and play in the same local area. Compact, complete communities use land and infrastructure more efficiently, while providing more living choices for residents and local employees.

Complete communities also mean concentrating a mix of housing, shops, services, and amenities within easy walking distance of transit. This helps reduce the need to drive, lowers air pollution, and gives people more choices in how they move around and meet their needs.

Options to Our Cars Exist

Smart Growth on the Ground Communities reduces the emphasis on automobiles and provides other transportation choices. Compact neighbourhoods with an interconnected street network are convenient for walking and cycling and can provide enough residential density and mix of uses to create a large ridership base for transit.

With homes and a mix of uses close together, these neighbourhoods can support strong transit ridership and frequent service. Reducing car use helps lower traffic congestion and air pollution, while making it easier for everyone — including children, seniors, and people with disabilities — to move independently and access their daily needs.

Work in Harmony with Natural Systems

Smart Growth on the Ground Communities respect, maintain, and restore the natural functioning of the landscape. Communities can be more environmentally friendly, energy efficient, and cost effective, by respecting natural eco-systems -- particularly river and stream systems and their associated aquatic habitat.

Buildings and Infrastructure are Greener and Smarter

Smart Growth in the Ground Communities optimize the economic, social and ecological impact of buildings and infrastructure. Innovative development standards, such as “green” infrastructure and buildings or natural drainage systems, can result in lower impact solutions that cost municipalities, residents and businesses much less over the long term.

Housing Serves Many Needs

Smart Growth on the Ground communities include a variety of housing types, tenures, and price points within the same neighbourhood — and often, on the same street. This mix supports residents at different life stages and income levels, including seniors, single parents, young adults, and child-free households.

A range of rental and ownership options , along with affordable and market-rate housing, helps people stay in their community as their needs change over time. It also ensures that more residents — including those with lower or fixed incomes — can access local parks, services, and jobs without being priced out of the neighbourhood.

Jobs are Close to Home

Smart Growth on the Ground communities support the creation of sustainable local economies by encouraging businesses and employment opportunities within walking or transit distance of where people live. This helps more residents find work close to home, reduces commuting times, and supports local shops and services — all while making better use of existing infrastructure.

In Transit-Oriented Areas, planning for a mix of housing and employment uses ensures that people can live near where they work, and easily access jobs, services, and amenities without relying on a car. A strong local economy is a key part of a complete, connected community.

The Centre is Attractive, Distinctive and Vibrant

Smart Growth on the Ground communities are animated, diverse, and have a strong local identity. The cultural heritage of the community is celebrated in functional and meaningful ways and are incorporated into the vibrant neighbourhood and town centres as focal points for community interaction.

Everyone Has a Voice

Smart Growth on the Ground Communities belong to those who live, work and play there. Meaningful participation includes an early and on-going role for community members by engaging them in planning, design and development processes. This ensures that new development is accepted by existing stakeholders and responds to local needs.

Goals and Objectives

In consultation with the community, the 8 Guiding Sustainability Principles were further considered and expanded, resulting in the creation of 16 goals and 101 objectives. These goals and objectives were intended to support the Principles and provide targets and measurements for achieving them. When relevant, these goals and principles have been incorporated into sections of the Area Plan and provide explanation and guidance to the policies. Most, but not all of the objectives fall within the scope of the Town Centre Area Plan.

Principle: 1: Each Neighbourhood is Complete

Goal:

Increase density and distribute a range of uses throughout the Centre

Objectives:

- Increase density for residential and non-residential land uses.
- Incorporate a range of medium to high densities, including affordable housing for low-income, seniors, and persons with disabilities.
- Incorporate mixed-use development opportunities.
- Ensure opportunities for living, working, shopping, and service provision within walkable distances.
- Integrate waterfront development into the Centre promoting public access.
- Develop on currently undeveloped lots in a context sensitive manner.
- Create links between the Centre and other hubs within Maple Ridge to connect neighbourhoods.
- Creating resilient and adaptive neighbourhoods that can respond to climate change and economic shifts.

Goal:

Enhance opportunities for personal development and recreation

Objectives:

- Develop cultural and heritage facilities.
- Improve recreation opportunities, particularly for youth and families.
- Improve and secure public access to natural places, including streams, trails and waterfront.
- Provide more public green space within the core.
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces.
- Design easily accessed public spaces, incorporating universal design principles.
- Ensure public safety and security, and accessibility throughout the Centre.

Principle 2: Options to our cars exist

Goal:

Acknowledge and respect pedestrian needs

Objectives:

- Prioritize the safety of pedestrians in all design considerations
- Enhance pedestrian experience
- Designate pedestrian-only areas/no-car zones
- Enhance connectivity of pedestrian and other non-vehicular routes
- Utilize and upgrade laneways, sidewalks and other existing paths for pedestrians, bikes to create a network for pedestrians, cyclists, and other non-motorized transport
- Design for short walking distances to reach daily needs
- Integrate greenways and nature trails to support both recreation and active transportation, and build on key greenway connections identified in the Lougheed Transit Corridor Area Plan (LTCAP)

Goal:

Increase transit modes, availability and destinations

Objectives:

- Explore future opportunities to enhance local transit circulation within the Town Centre, especially between key destinations
- ~~Increase the~~ [Advocate for improved](#) frequency of transit service reducing wait times and improving efficiency
- Consider other transit modes
- Link new Abernethy crossing to transit
- Increase and improve access from river to Centre
- ~~Provide~~ Support water transportation options for tourists and locals
- Ensure public safety for all transportation modes incorporating universal design and accessibility for people with disabilities

Principle 3: Work in harmony with natural systems

Goal:

Preserve, enhance and capitalize on natural amenities and create new ones

Objectives:

- Respect and enhance riparian areas and water resources
- Maintain views of mountains fostering a sense of connection to the surrounding landscape
- Maintain access and views to Fraser River prioritizing habitat preservation and public access
- Protect and enhance a range of wildlife habitats
- Reinststate historical streams

Goal:

Protect natural systems from the impacts of development

Objectives:

- Increase quality and amount of green space in the Centre
- Establish a green system that is linked throughout the Centre and beyond including green roofs and green paths
- Reduce the generation of water pollution, air pollution and waste
- Manage pollution and waste with Best Management Practices (BMPs)
- Incorporate nature-based solutions to reduce the impacts of extreme weather events (e.g., rain gardens, permeable paving, tree canopies)

Principle 4: Buildings and infrastructure are greener and smarter

Goal:

Make it easier to be environmentally friendly

Objectives:

- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Have municipality adopt green building and infrastructure standards
- Educate on environmental benefits of growing smarter promoting sustainable practices for residents and developers
- Increase quality, function and amount of mandatory public/open/green space built by developers

Goal:

Combine new technologies with rediscovered approaches

Objectives:

- Incorporate alternative methods of power generation
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impact of erosion and waste disposal during construction
- Adaptively reuse existing buildings, including heritage buildings
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses

Principle 5: Housing serves many needs**Goal:**

Increase housing options to provide for all ages, economic status, and life stages

Objectives:

- Ensure integration of housing that supports a variety of demographics, including low-income, senior, and special-needs residents, with easy access to transit.
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable and low-cost housing alongside market-rate housing to foster inclusive, mixed-income communities.
- Improve rental housing options, ensuring availability, affordability, and a high standard of living for all residents
- Enhance the quality, sustainability, and diversity of housing types to meet evolving community needs.
- Design housing with flexibility, allowing for adaptability in response to changing demographics, technologies, and personal needs over time.
- Design housing with features that promote interaction, support community-building, and enhance social ties between residents.
- Provide housing for people in transition supporting those moving out of homelessness or shifting life stages.

Goal:

Increase density in the Centre by integrating housing with other uses

Objectives:

- Increase residential density and identify density limits to maintain livability, while achieving high-quality built environment
- Integrate housing with other uses at the scale of both building and block enhancing functionality and convenience.
- Establish attractive form and character, while investing in public amenities — such as parks, plazas, and playgrounds — to make housing in the Centre livable and desirable

Principle 6: Jobs are close to home**Goal:**

Encourage all types of jobs, including new and non-traditional businesses and workplaces

Objectives:

- Provide an educational centre to train for jobs and to provide teaching and other jobs
- Increase civic development and retail development for job creation, supporting local businesses and fostering economic growth.
- Incorporate high tech, internet, home businesses through supportive infrastructure and flexible zoning policies.
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Make zoning and bylaws less restrictive for location and form of business premises, while retaining a positive sense of community
- Promote the film industry
- Promote the tourism industry
- Support the development of co-working spaces and flexible office options that cater to remote and hybrid workforces.

Goal:

Attract investment by supporting business needs

Objectives:

- Attract investment in housing and business ventures creating a thriving economy and diverse job opportunities.
- Support density in the Centre to create a larger customer base for local businesses, promoting a vibrant, walkable environment.
- Identify and promote niche markets for business
- Develop the industry potential already present in Maple Ridge and support local businesses
- Pre-install technological infrastructure in buildings to attract businesses
- Streamline development approval processes and provide incentives
- Provide venues to support arts and crafts businesses

Principle 7: The Centre is distinctive, attractive and vibrant

Goal:

Cultivate an identity that grows from the heart of the community

Objectives:

- Develop and express a strong sense of place that reflects Maple Ridge’s natural setting, community character, and evolving urban identity.
- Ensure that heritage and cultural assets are respected and celebrated
- Enhance and showcase the natural beauty of Maple Ridge, integrating green spaces and public amenities that benefit the community.
- Develop and enforce guidelines that protect local heritage, conserve natural landscapes, and preserve the distinctive attributes of the area.
- Support the arts in the community
- Encourage art in public and private spaces
- Enhance the urban public environment

Goal:

Establish the Centre as a hub of activity

Objectives:

- Enhance tourism efforts by promoting local attractions, cultural heritage, and recreational opportunities, creating a welcoming environment for visitors.
- Create diverse and accessible opportunities for festivals, arts, and community events that celebrate the area’s identity and bring people together.
- Provide more entertainment and education venues
- Promote evening activities that cater to diverse age groups and cultural backgrounds, fostering a sense of community and safety after dark.
- Maximize the use of park spaces for both daily community activities and special events, ensuring they are accessible, sustainable, and vibrant.
- Develop well-connected, pedestrian-friendly routes that link key destinations, making it easier for residents and visitors to access key heritage and community spaces.
- Encourage symbiotic relationships among and between lands and land users
- Support and encourage the vitality of small business
- Develop vibrant, mixed-use spaces that facilitate creative placemaking and the integration of public art.

Principle 8: Everyone has a voice

Goal:

Create safe spaces and opportunities for all members of the community

Objectives:

- Create spaces and opportunities that are welcoming and accessible to people of all ages, backgrounds, and abilities
- Integrate spaces to foster social relationships
- Support meaningful participation for equity-deserving groups and underrepresented voices
- Ensure safety

Goal:

Create opportunities for open dialogue among members of the community

Objectives:

- Establish ongoing public evaluation of smart growth strategies
- Provide public gathering spaces
- Ensure economic development office advocates for local business and interacts effectively with all levels of government
- Utilize digital platforms to enhance community engagement, ensuring accessibility for all members, including those who may face barriers to in-person participation.

2.1 Working in Harmony with Natural Systems

Guiding Principles

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are Greener and Smarter

Goals:

- Make it easier to be environmentally friendly
- Combine new technologies with rediscovered approaches

Principle 7: The Centre is Distinctive, Attractive and Vibrant

Goal:

- Cultivate an identity that grows from the heart of the community

Objectives:

- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Increase the quality and amount of green space in the Town Centre
- Establish a green system that is linked throughout the Town Centre and beyond
- Reduce the generation of water pollution, air pollution, and waste
- Manage pollution and waste with Best Management Practices (BMPs)
- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Explore the possibility of establishing green building and infrastructure standards
- Educate on environmental benefits of growing smarter
- Increase quality, function and amount of mandatory public/open/green space built by the development community
- Incorporate methods of power generation from renewable sources
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impacts of erosion and waste disposal during construction
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses
- Showcase Maple Ridge as a community where natural beauty, ecological integrity, and sustainable living are central to how the Town Centre grows and evolves.
- Feature the natural beauty and amenities of the place

2.2 Integrating Green Infrastructure

The topic of Green Infrastructure is broad with a range of components that are important to the sustainable development of the Town Centre. The aim of the Town Centre Area Plan is to create a more sustainable community, where land is utilized more efficiently and residents may live, work, and play in the community. Green Infrastructure has an important role to play in achieving the above goals and objectives and may be achieved through various means including:

- Protection of Natural Features
- Rainwater Management
- Urban Ecology
- Building Local Partnerships to Support Environmental Stewardship
- Energy Management
- Green Buildings

Protection of Natural Features

Natural Features are identified as environmentally sensitive areas or conservation areas. These features include watercourses, wetlands, rocky outcrops, and steep slopes. Where development is proposed on a site within 50 metres of a watercourse or other natural feature, a Watercourse Protection Development Permit and/or a Natural Features Development Permit will be required. Both of these environmental Development Permits are in the Maple Ridge Official Community Plan.

Conservation areas are identified on the Town Centre Area Land Use Designation Map, Schedule 1 in this plan.

Policies

- 2-1** Maple Ridge will continue to protect natural features, while ensuring public safety, including land resources, water resources, and air quality, under current requirements in the Corporate Strategic Plan, Maple Ridge Official Community Plan and related policies and bylaws and also in accordance with Provincial and Federal regulations.
- 2-2** Greenway Trails (see Section 10-4.6 under Multi-Modal Transportation Network and the Multi-Modal Transportation Network Map, Figure 1) will be encouraged through designated conservation areas and public spaces (e.g. schools and parks) in accordance with policy 2-1 above, to enable the public to access, experience, and appreciate natural areas in the Town Centre and provide opportunities for recreation.

Rainwater Management

Rainwater is a valuable resource that can be retained, filtered, and released slowly into streams and wetlands that support a variety of aquatic and waterfowl species and provide groundwater recharge, wherever feasible. Rainwater Management is a design with nature approach that integrates drainage infrastructure planning with community design. The aim is to improve the built environment, while protecting the natural environment.

Policies

2-3 The Water Balance Model is a planning and design tool that was developed out of an inter-governmental partnership of municipal, provincial, and federal levels of government, and on which Maple Ridge is a partner. Maple Ridge will explore the potential application of the Water Balance Model as an information tool for potential development.

2-4 Maple Ridge supports regional stormwater planning in alignment with Metro Vancouver's Liquid Waste Management Plan. The City has developed Integrated Stormwater Management Plans (ISMPs) for key watersheds and will continue to update and expand these plans to guide rainwater management in a way that protects watershed health, supports infrastructure planning, and advances the goals of the Official Community Plan.

2-5 Incorporating Rainwater Management practices into on-site and off-site development will be encouraged and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations. Some examples of Rainwater Management practices include:

- a. bioretention areas;
- b. rainwater gardens;
- c. bio-swales;
- d. landscaped curb bulges on street rights-of-ways;
- e. rainwater harvest for irrigation;
- f. green roofs.

2-6 Within the Alouette River Watershed (see Alouette River Watershed Boundary Figure 4), an infiltration rate of 90% for on-site and off-site developments will be encouraged, where it is determined by the City of Maple Ridge to be appropriate and feasible and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, Council Policy No. 6.24, Subdivision of, or building on, Land within 300 Metres of the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations.

2-7 For developments with conventional stormwater systems, Maple Ridge will encourage the installation of a range of Best Management Practices (BMPs), including oil/water separators and innovative materials and technologies that may be available.

2-8 The Maple Ridge Subdivision & Development Servicing Bylaw will be reviewed and updated to reflect the policies in the Maple Ridge Town Centre Area Plan, including consideration of off-site Rainwater Management practices.

Urban Ecology

Urban Ecology can be defined as nature in the city. This includes natural/conservation areas, parks, street trees, gardens, etc. throughout the urban realm. Enhancing Urban Ecology involves improving ecological value by restoring habitat areas, creating links of green space throughout the community, and increasing the biodiversity of plants and animal species. Opportunities for enhancing Urban Ecology exist on both public and private lands and range from planting native tree and plant species near streams and wetlands, for aquatic habitat, to creating a living wall of plants and rain gardens in areas with a high percentage of impervious surfaces. Landscaping private yards and balconies with gardens that provide food and shelter for local songbirds and pollinating insect species is also a significant contributor to Urban Ecology.

Healthy Urban Ecology contributes to the urban environment by improving air quality and also the quality and quantity of water in local streams. Trees are important for carbon storage, intercepting rainwater, providing shade and cooling in summer months, reduced energy consumption, and creating a pleasing and inviting environment.

Policies

2-9 The use of plant and tree species that are suited for the Maple Ridge climate and that will attract local songbirds and pollinating insects' species, such as bees, butterflies, and dragonflies, will be encouraged in public and private development;

2-10 Landscaping, as described in policy 2-9 above, will be encouraged in all public and private outdoor spaces in the Town Centre. For areas with a large amount of paved surfaces, such as surface parking lots and public plazas, the installation of trees, rain gardens, raised planters, and/or living green walls, where feasible, is encouraged to provide some areas of refuge for wildlife, such as small birds, rainwater interception, cooling in summer months, reduced glare from pavement, carbon sequestration, and a more attractive urban environment.

2-11 Trees provide environmental, health, and economic benefits by improving air quality, reducing energy use, and enhancing the public realm. These benefits will be strengthened by increasing the tree population and overall canopy coverage throughout the Town Centre.

2-12 Where appropriate and feasible, Maple Ridge will encourage naturoscaping and urban agriculture areas _ be designed as part of the outdoor amenity spaces for multi-family developments.

2-13 Appropriate locations for habitat enhancement within Conservation Areas and Parks in the Town Centre will be explored by Maple Ridge with the aim of improving biodiversity for aquatic and wildlife species, including providing safe rearing shelters for specific bird and bat species to raise their young.

2-14 Invasive vegetative species eradication and restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

2-15 Maple Ridge supports the broader citywide target of 40% tree canopy cover within urban areas by 2050, and will continue to target specific tree planting ratios based on generalized land use types. Progress will be monitored and coordinated with regional efforts through Metro Vancouver.

Building Local Relationships to Support Environmental Stewardship

Maple Ridge is currently engaged in a number of local partnership initiatives that contribute to enhancing Green Infrastructure in the Town Centre and surrounding municipality. The value of these partnerships to the municipality is extraordinary in that they provide community awareness and education, citizen engagement in the local community, and improve environmental and community health.

There remain many more opportunities for environmental stewardship initiatives as the community moves towards a greener and more sustainable Town Centre. To date, Maple Ridge has provided its support for the following community initiated programs and projects throughout the municipality:

- the Stewardship and Environmental Technology Centre,
- Composting, urban agriculture, community gardens, and naturoscaping,
- Environmental Signage Programs and Nature Trails, and
- Streamkeeper Enhancement Initiatives.

Policies

2-15-16 Maple Ridge will continue to support urban forestry initiatives and biodiversity conservation in the Town Centre with non-profit organizations, stewardship groups, and other local programs in the Town Centre.

2-16-17 Education and outreach promotes understanding and participation in creating a healthy community. Maple Ridge will continue to support education and outreach programs that benefit community health and the environment. Examples of such programs include local community gardens, organic and pesticide-free gardening, community recycling, streamkeeper activities, naturescaping, and composting initiatives. Maple Ridge will work with community organizations for expansion of these programs or the creation of other similar programs in the Town Centre.

2-17-18 Maple Ridge will support local stewardship groups in providing education and outreach workshops on the Naturescape British Columbia program. Naturescape British Columbia is a provincially and federally sponsored organization that aims to educate and support the restoration, preservation, and enhancement of wildlife habitat in urban and rural environments.

Energy Management

Managing energy for reduced consumption benefits the community by putting less strain on natural resources and contributing to a healthier environment. Energy Management includes the use of clean energy (sources that cause little or no harm to the environment), technologies and management strategies to conserve energy, create efficiencies in energy consumption, as well as reduce energy demand.

The aim of Energy Management is to reduce fossil fuel use (and thereby carbon emissions) and the consumption of non-renewable resources. Energy Management technologies lead to increased self-sufficiency for a community and greater control over its own resources.

Examples of cleaner energy sources include geothermal energy, where heating and cooling is sourced from underground, solar energy, biomass, fuel cells, and wind power. Accessing energy from one of these systems could be used to heat or cool municipal buildings, and possibly the surrounding apartment buildings within close proximity to the energy source.

Technologies that help to reduce energy demand and create efficiencies include motion or heat detecting sensors for light switches, heat recovery ventilation, solar (trombe) walls, and solar orientation and high-efficiency heating and cooling systems such as heat pumps for buildings.

Although these systems can be more expensive at the time of installation, they provide comfort, safety, significant cost-savings, reduced energy consumption, and lower carbon emissions than from conventional systems over the long-term.

Policies

~~2-18-19~~ An energy and emissions study and plan will be undertaken by Maple Ridge to identify viable municipal energy efficiency options and set performance targets over the long-term, and establish standards for municipal projects, while also encouraging similar approaches in residential, commercial, and institutional buildings. This would include—both new construction and retrofits.

~~2-19-20~~ Maple Ridge may examine the application of a District energy system in the long-term redevelopment of the Town Centre, including the potential for zero-carbon thermal energy networks, to allow flexibility for future innovation in heating and cooling systems.

~~2-20-21~~ Energy efficient design and Best Management Practices are encouraged in all developments in the Town Centre.

~~2-21-2~~ Buildings are encouraged to be designed and constructed to adapt to current and future climate impacts, such as extreme heat, by integrating features like passive cooling, shade, natural ventilation, green roofs/walls, and resilient materials.

Green Buildings

Green Buildings make up an important part of Green Infrastructure, in that they are designed to consider the environmental impact of a building throughout its entire lifecycle. From site selection through design, construction, use, and demolition or reuse, a Green Building consumes fewer resources and emits fewer pollutants than a similar building designed and constructed without any Green technology. These buildings also tend to be healthier buildings by providing better indoor air quality through a higher rate of ventilation and by selecting environmentally responsible non-toxic materials.

Policies

~~2-22-23~~ Maple Ridge will undertake a study for the purpose of preparing a green buildings standard for municipal buildings.

~~2-23-24~~ Maple Ridge supports the green technologies that are embedded in the Town Centre Development Permit Guidelines and encourages the incorporation of these into development, wherever feasible.

~~2-24-25~~ The creation of an incentive program will be explored by Maple Ridge to encourage Green Building development in the Town Centre.

~~2-25~~ Achieving a LEED (Leadership in Energy & Environmental Design), Built Green, Building Owners and Managers Association (BOMA) Building Environmental Standards (BEST) or similar certification program that integrates climate resilience measures is encouraged, wherever appropriate and feasible.

3.1 A Place to Live, Work & Play

Guiding Principles

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the Centre.
- Enhance opportunities for personal development and recreation

Principle 5: Housing Serves Many Needs

Goals:

- Increase housing options to provide for all ages, economic status, and life stages
- Increase density in the Centre by integrating housing with other uses



Principle 6: Jobs are Close to Home

Goals:

- Encourage all types of jobs, including new and non-traditional businesses and workplaces
- Attract investment by supporting business needs

Principle 7: The Centre is Distinctive, Attractive, and Vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goal:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

Objectives:

- Incorporate mixed-use development opportunities
- Integrate housing for all demographics
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable housing with market housing
- Improve rental housing stock and options
- Design housing for flexibility of use over its lifetime
- Design housing to strengthen social relationships
- Encourage housing for people in transition
- Enhance opportunities for living, working, shopping, and service provision
- Integrate waterfront development into the Centre
- Develop on currently undeveloped lot
- Encourage educational/training facilities
- Increase civic development and retail development for job creation
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Provide more public green space within the core

- Maintain views of mountains
- Maintain access and views to Fraser River
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces

3.2 General Land Use Requirements

Policies

- 3-1** An increase in residential and commercial density is encouraged in the Town Centre, particularly within ~~the Central Business District and within the Transit-Oriented Areas. the 400metres of a Transit-Oriented~~ Land use should include a mix of housing types catering to various demographics, including affordable and special needs housing, within walking distance to a broad mixture of uses, including shops, services, cultural facilities, and recreation.
- 3-2** Office uses will be encouraged above ground-level retail in mixed-use developments to support economic activity and daytime vibrancy.
- 3-3** Essential commercial services (e.g., grocery stores, pharmacies, medical services) will be encouraged to remain and expand, ensuring residents have convenient access to daily needs. [Access to these sites for delivery services/goods movement will be enhanced or maintained, where possible.](#) -
- 3-4** Hospitality, cultural, recreation and entertainment uses will be encouraged. This includes hotels, restaurants, theatres, art galleries and other venues that contribute to the attraction and amenity of the Town Centre and the Fraser River waterfront for both residents and tourists.
- 3-5** Community uses, particularly those that serve a broad area of the Maple Ridge municipality, such as government offices, places of worship, libraries, museums, daycares, community, recreation, entertainment and cultural centres are encouraged in the Town Centre.
- 3-6** Land use and zoning changes that reduce employment opportunities or housing density along arterial/collector streets will generally not be supported to ensure long-term economic vitality and housing availability.
- 3-7** Maple Ridge will collaborate with senior governments, non-profits, faith-based organizations, private developers, and other partners to encourage and support housing that meets a wide range of needs in the Town Centre, including:
- Housing for low-income residents, seniors, and people with disabilities, ensuring an equitable share of these units in the Town Centre's overall housing stock.
 - Affordable and special needs housing located close to public transit, shopping, services, and parks to support accessibility, inclusion, and affordability.

~~1.—Development should integrate flexible design features to support evolving community needs, such as: Adaptable housing (e.g., units that can be modified for accessibility or multi-generational living);~~

~~Spaces that can transition between residential and commercial uses over time.~~**3-8** Where there are potential opportunities for designing flexibility into new development, these will be encouraged to help the community adapt as building uses evolve over time. Flexible design includes, but is not limited to, enabling the creation of additional rooms in housing units for growing families, the retrofit of a housing unit for people with disabilities, or the change in use of a housing unit to a commercial unit, or vice-versa.

3-9 The adaptive re-use of heritage buildings and sites is encouraged. This policy applies to buildings and/or sites that are determined by the City of Maple Ridge to have heritage value and/or heritage character, including listings on the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register.

3-10 Land assembly or lot consolidation proposed in conjunction with development, redevelopment, conversion, or infilling should meet the following conditions:

- a. That any residual lots or remaining land parcels are left in a configuration and lot area which are suitable for a future development proposal, or can be consolidated with other abutting residual lots or land parcel and complies with the applicable Land Use Designations and Policies of Section 3.3 of this Plan;
- b. The use of any residual abutting lots or land parcels can continue to function in accordance with the applicable Land Use Designation and Policies of 3.3 of this Plan;
- c. Residual abutting lots or land parcels are not isolated or left in a condition which is unsuitable for redevelopment or unsuitable for the maintenance of the existing land use;
- d. The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.

3- 11 Ground-oriented developments in the Town Centre are encouraged to incorporate live/work units or small-scale work opportunities, particularly at ground level in locations where dedicated retail or service commercial is not required. These units should be designed to allow a combination of residential and business use, such as studios, offices, or small shops, while maintaining active street frontage and compatibility with surrounding residential forms.

3-12 Multi-unit residential developments are encouraged to provide layouts that cater to the needs of families and support the concept of aging in place. These units should feature generous entryways, spacious living areas conducive to family activities, and balconies or patios that extend living space outdoors.

3-13 Multi-unit residential developments should incorporate indoor and outdoor amenity spaces that support social, cultural, and recreational activities. They should be designed to appeal to a diverse range of age groups, including children, youth, adults and seniors.

3-141 Viewscape studies may be required for proposed buildings 6 storeys or higher, where views may be impacted towards Golden Ears peaks to the north and the Fraser River to the south. Important views have been identified along 224th Street, within Port Haney, and the south slopes of the Town Centre on 116 Avenueth and on 227 Streetth. In locations where it is deemed that key views will be impacted, an increase in density, or the proposed form, may not be supported.

3-152 High density development that is 6 storeys or higher in height may be required to include a shadow study in consideration of adjacent sites to address potential impacts on available daylight, particularly where there is potential impact on parks, playgrounds, and other key public or open spaces. Consideration should also be given to the privacy of residents in existing buildings.

3-163 Developments located adjacent to or within close proximity to designated heritage properties may be required to provide a shadow study to assess potential impacts on sunlight access, visibility, and the overall character of the heritage resource. Design considerations should be incorporated to minimize shadowing effects and maintain the prominence of heritage buildings within the streetscape.

3-147 Maple Ridge encourages noise and vibration abatement mitigation measures for all new buildings construction within 75 metres of the nearest railway track corridor. Residential developments exceeding CMHC (Canada Mortgage and Housing Corporation) acceptable noise levels will not be supported. For developments within the 75-metre range, a report prepared by a professional with expertise in railway noise mitigation should be provided and contain the following:

a. — An assessment of the noise and vibration levels at the site;

b. — Recommendations for design measures to mitigate noise and vibration levels above acceptable standards recommended by Canada Mortgage and Housing Corporation Guidelines.

The level and impact of noise and vibration on a development site should be assessed by a qualified acoustic and vibration consultant through the preparation of a noise and vibration impact study, undertaken early in the process. The study should assess the impact of all noise and vibrational sources affecting the development site and provide recommendations for noise abatement and vibration mitigation for the site.

NOTE: Heritage buildings listed in the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register may be exempt from this policy.

3-158 Creating public outdoor meeting spaces will be encouraged in appropriate locations with the Central Business District and may take the form of a new interconnected network of parks, parklets, playgrounds, paths, plazas, courtyards, mid-block walkways that are framed by streets or buildings and are accessible to the public and are spread out in each block of Town Centre. New outdoor amenity areas should be accessible to all public and be landscaped with trees and plants while providing areas for people to rest, reflect or meet and visit with others. Incorporating public art into these spaces will be encouraged.

3-169 Parking for commercial, mixed-use, multi-unit family, and institutional developments in the Town Centre should be designed to minimize visual and physical impacts on the public realm. Below-grade parking is encouraged, particularly for Low-Rise, Medium, and High-Rise Apartments, Mixed-Use, Commercial, and Institutional buildings.

Where site conditions or building height make it cost-prohibitive to provide all parking underground, well-designed above-grade parking may be considered, provided it maintains an active pedestrian realm, enhances the streetscape façade, and protects important views. Requirements for enclosed or fully screened parking should remain flexible to avoid dedicating more space to vehicles than is necessary, ensuring that land and building space can be prioritized for housing and active uses.

~~3-20 Parking is encouraged to be accessed from a rear lane or side-street, wherever feasible.~~

~~3-21 To support a compact, lively, and transit-oriented environment, discourage auto-oriented uses, such as new drive-thrus and large surface parking lots, in the Town Centre. Ground-level surface parking should be discouraged in new developments, except for on-street parking. This is particularly important within 400-metres of rapid transit stations to support a compact, lively, and transit-oriented environment, in alignment with provincial regulations that remove minimum parking requirements in these areas.~~

~~3-22 Future redevelopment of properties between Lougheed Highway, Dewdney Trunk Road, 224 and 228 (see Figure 5) will require comprehensive planning approach. Developments in this area are to submit master plans and studies that outline how community amenities, including infrastructure, would be delivered and cover how pedestrian movement would be enhanced and the public realm improved. Development within this area should foster a vibrant, liveable environment that prioritizes pedestrian connectivity and placemaking.~~

~~3-18 Solid waste management infrastructure should also be designed efficiently to minimize its footprint and avoid displacing other active uses.~~

~~3-19 Principles of CPTED (Crime Prevention through Environmental Design) should be applied, particularly to the internal spaces and finishing of all parking garage structures.~~

~~3-20-15 Promote the universal design of buildings and public spaces to support residents of all ages and mobility levels, ensuring accessible and adaptable housing and services.~~

~~3-23-16 Ensure high-quality and sustainable urban design through the implementation of Development Permit Areas and Guidelines, as set out in Chapter 8 of this Official Community Plan, including but not limited to:~~

- ~~a) Promoting the universal design of buildings and public spaces to support residents of all ages and mobility levels, ensuring accessible and adaptable housing and services~~
- ~~b) Implementing Principles of CPTED (Crime Prevention Through Environmental Design) should be applied.-~~
- ~~a)c) Designing solid waste management infrastructure to minimize its footprint and avoid displacing other active uses~~

~~3-22-17 Concentrate the highest density of residential and mixed-use development within areas near prescribed transit stations.~~

~~3-23-18 To enhance walkability, transit use, and pedestrian safety, discourage auto-oriented uses, such as~~

drive-thrus and large surface parking lots, in the Town Centre.



3.3 Land Use Designations

The land use designations discussed in this section are as follows:

- Ground-Oriented Residential
- Town Centre Apartment
- Town Centre [Flexible](#) Mixed-Use
- Town Centre Core
- Institutional
- ~~Conservation~~
- ~~Park~~

The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

Ground-Oriented Residential

The Ground-Oriented Residential use is intended to provide [options for increasing density and choice of housing form that focus on housing options that includes low density attached form of ground-oriented housing](#). These [se](#) development forms include a single detached with secondary suite and/or detached garden suite, duplex, triplex, fourplex, courtyard residential, townhouse, rowhouse, and stacked townhouse.

Policies

[3-24 To enable densification in single detached residential neighbourhoods Maple Ridge will:](#)

- [Support the construction of Secondary Suites and Detached Garden Suites, subject to consistency with municipal regulations; and](#)
- [Support subdivision of urban infill residential lots to 450m²](#)

[3-24](#) ~~1925~~ Ground-Oriented Multi-Unit development should [be generally a maximum of three storeys and](#) have ground level entry to each unit, except for the stacked townhouse form (see Policy 3-~~28~~7). A courtyard residential development may have its dwelling units arranged individually or attached in small groupings of buildings, each resembling a single detached dwelling and located around a common courtyard open space.

[3-25](#) ~~26-29~~ Townhouse development typically includes an internal private street for vehicle access to each unit. All townhouse form of development should include the following characteristics:

- a. a site size and configuration that allows for two (2) or more units to face directly onto the street;
- b. residential parking is provided in a ground level concealed structure or underground structure;

3-26 ~~2127~~ Rowhouse development is an urban form of townhouse development that does not have the internalized private road system typical of townhouse developments. Rowhouse development in the Town Centre Area should include the following characteristics:

- a. each rowhouse unit fronting directly onto a street;
- b. parking accessed from a rear laneway;
- c. residential parking is provided in a ground level concealed structure or underground structure; and
- d. all units will provide private outdoor amenity space.

3-27 ~~2228~~ Stacked townhouse development is intended to provide an affordable, attached, ground-oriented housing form, where units are layered one above the other. A stacked townhouse form should include the following characteristics:

- a. generally, a maximum of building height of 3 storeys, however higher building heights may be considered where units are built on a slope and or where the a higher building height is compatible with surrounding buildings;
a separate ground-oriented entry for each unit; and
- b. residential parking is provided in a ground level concealed structure or underground structure.;

3-29

~~**3-28 ~~23~~** Ground-Oriented developments in the Town Centre are encouraged to incorporate live/work units or small-scale work opportunities, particularly at ground level in locations where dedicated retail or service-commercial is not required. These units should be designed to allow a combination of residential and business use, such as studios, offices, or small shops, while maintaining active street frontage and compatibility with surrounding residential forms. Development proposals shall ensure that on-site stormwater management plans detain the 100-year storm and release it at a rate equivalent to the two-year pre-development condition. Where appropriate, stormwater management plans should consider flood risk management for extreme events and peak flow conveyance~~

~~**3-30** – Should a development proposal demonstrates sufficient site assembly to achieve a complete block and servicing frontage, a higher-density land use designation for the assembled site may be considered. Any such consideration must demonstrate infrastructure capacity, appropriate height and massing transitions, and consistency with Area Plan Goals and Objectives.~~

Town Centre Apartment

The Town Centre Apartment use is intended for residential development of up to 6 storey apartment form where units are accessed from an internal corridor and residential parking is concealed or provided underground below ground. ~~Where sites fall within a designated Transit-Oriented Area (TOA), additional height and density may be supported, consistent with provincial regulations.~~

Policies

~~**3-31** Town Centre Apartment developments should be generally a maximum of six storeys, other than:~~

- ~~1. Where the Town Centre Apartment designation is within the Central Business District, additional height or density may be supported;~~
- ~~2. Where the Town Centre Apartment designation is within a designated Transit-Oriented Area (TOA),~~

additional height or density consistent with provincial regulations may be supported.

~~3-32~~ A density bonus framework, as part of the development review process for applications on lots designated as Town Centre Apartment seeking a higher density than currently permitted, may be considered.

~~3-33~~ Each ground level unit should have its own private exterior entrance in addition to the common entry and corridors

~~3-29~~ Multi-unit residential developments are encouraged to provide at least 10% three-bedroom units, designed with layouts that cater to the needs of families. These units should feature generous entryways, spacious living areas conducive to family activities, and balconies or patios that extend living space outdoors.

~~3-30~~ New residential developments shall include resident support amenities and necessities, such as:

- a. — Secure storage for oversized sports equipment.
- b. — Secure parking for micromobility devices (e.g., bikes, scooters).
- c. — Enclosed underground parking stalls to reduce surface parking demands.

~~3-31~~ ~~3324~~ Indoor common amenity areas shall be designed to foster interaction among residents and accommodate a variety of activities for different needs and age groups. These areas may include:

- a. — Artist and creative spaces.
- b. — Workshop and tool-sharing areas.

~~3-32~~ Outdoor common amenity areas shall be designed to support a range of recreational, social, and cultural activities. These spaces should be centrally located, in close proximity to other common amenity areas, and designed to appeal to a diverse range of age groups, including children, youth, adults, and seniors.

~~3-33~~ ~~3425~~ Where Town Centre Apartment buildings are located within a TOA, along key streets or near transit stations, commercial or community uses on the ground floor may be supported to are encouraged ~~to support~~ a vibrant, mixed-use environment and help provide services within walking distance for residents and the surrounding community.

~~3-34~~ Each ground level unit should have its own private exterior entrance in addition to the common entry and corridors.

~~3-35~~ Development in the Town Centre should be designed to reflect and complement the surrounding neighbourhood character.

~~3-36~~ Buildings will be designed to achieve human-scale relationships that are comfortable for pedestrians.

~~3-37~~ Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

~~3-38~~ Provide a cohesive and complementary architectural style throughout new development. Architectural style and form do not need to be the same but should be compatible to create a sense of place.

~~3-39~~ Consider the design of streetscapes, setbacks, façade rhythm, architectural datum lines, and

landscaping, to contribute to the unique character of the neighbourhood for new or infill development.

3-40 The built form will be designed to reflect a sense of place and character consistent with the planned vision for the area. This may include considerations of topography, street patterns, lotting patterns, streetscapes, public spaces, landscaping, site layout, building materials, and cultural heritage.

3-41 26 Site layout will promote connectivity and safe movement for pedestrians, cyclists, delivery services/goods movements and motorists between, and within sites.

3-42 Signs will be designed as an integral part of development and will be compatible with the architectural style of the building and the existing and planned character of the surrounding area.

3-43 The building base—typically the bottom one to three storeys—should be designed to create an active, pedestrian-friendly interface with the public realm. This includes incorporating transparent facades, frequent entrances, weather protection, and human-scale design elements that contribute to a comfortable and engaging streetscape.

3-44 The siting of buildings and layout of sites should preserve or create views of landmarks including heritage and natural features from public spaces.

3-45 27 Public art should be integrated into public spaces such as streets, parks, squares and forecourts, and on the property of public institutions and facilities to help establish character and sense of place.

3-46 28 Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten-minute walk.

Town Centre Flexible Mixed-Use

The Town Centre Mixed-Use designation supports mid-rise buildings. ~~This designation is intended to provide flexibility in use and allows for residential, commercial and mixed-use forms with retail or office at grade and residential above~~ to create vibrant, active, and walkable neighbourhood streets. This designation is intended to concentrate on a mix of housing, jobs, services, and amenities within close proximity to rapid transit stations, supporting transit-oriented development ~~s (TOD) principles~~.

~~Building heights will be a maximum of 12 storeys within 200 metres of a rapid transit station and a maximum of 8 storeys within 400 metres, unless otherwise permitted through the TOA framework.~~

Policies

~~3-35~~ Town Centre Flexible Mixed Use developments should be generally be not less than three storeys or a maximum of six storeys, other than:

- a. Where the Town Centre Flexible Mixed-Use designation is within the Central Business District, additional height or density may be supported;
- b. Where the Town Centre Flexible Mixed-Use designation is within a designated Transit-Oriented Area (TOA), additional height or density consistent with provincial regulations may be supported.

~~3-36~~ A density bonus framework, as part of the development review process for applications on lots with the Town Centre Flexible Mixed-Use designation seeking a higher density than currently permitted, may be considered.

~~3-37~~ Town Centre Flexible Mixed-Use developments may take the form of an entirely residential building, a commercial building, or a mixed-use building.

~~3-38~~ Each ground level unit should have its own private exterior entrance in addition to the common entry and corridors

~~3-39~~ Retail, service, and entertainment uses in a mixed-use development shall be encouraged on the ground floor with office and/or residential uses encouraged in the second storey and above.

~~3-47~~ ~~29~~ Multi-unit residential is a permitted use in Town Centre Mixed-Use but must be designed with the flexibility to convert ground floor units to a commercial use in the future.

~~3-48~~ ~~30~~ Ground floors facing streets, parks, plazas, or other public spaces should be designed for active-commercial or community uses such as retail, service, restaurant, cultural, or office spaces.

~~3-49~~ ~~31~~ Retail, service, and entertainment uses on the ground floor are encouraged along key pedestrian streets, with office and/or residential uses above.

~~3-50~~ Active frontages should be maintained by limiting blank walls, incorporating frequent entrances, and providing weather protection for pedestrians.

~~3-51-32~~ Residential parking should be provided underground wherever feasible. Ground level surface parking is discouraged, particularly within 400 metres of rapid transit stations, except for on-street parking.

~~3-52-33~~ Developments should provide indoor and outdoor common amenity spaces that support social, cultural, and recreational activities for residents and workers.

~~3-53~~ Public art and high-quality landscaping should be integrated into site and building design to reinforce the Town Centre's identity and create memorable public spaces.

~~Port Haney and Fraser River Waterfront Area~~

~~The Port Haney & Fraser River Waterfront Area is a historic and evolving district that connects Maple Ridge's heritage with its future growth. Located along the Fraser River and within walking distance of the Town Centre Central Business District, this area is transitioning into a vibrant mixed-use waterfront destination. The properties located in the Port Haney area are recognized for their heritage value. Three of these properties are listed on the Maple Ridge Heritage Inventory, two are listed on the Maple Ridge Heritage Register, and one is a designated heritage property (St. Andrew's Presbyterian Church).~~

~~List of Heritage Sites~~

~~22400 River Road – Haney Wharf – Heritage Inventory~~

~~22355 River Road – Bank of Montreal (Billy Minor Pub) – Heritage Revitalization Agreement NO. 6760-2010/
Designated~~

~~11612-224 Street – Haney House, Designated Bylaw No. 2631-1979~~

~~22289-116 Ave – St. Andrews Manse – Heritage Inventory~~

~~22279-116 Ave – St. Andrews Presbyterian Church – Designated Bylaw No. 2996-1981~~

~~22272-116 Ave – Masonic Temple – Designated Bylaw No. 2951-1981~~

~~22365 Callaghan Ave – Haney Post Office – Heritage Register~~

~~22345 Callaghan Ave – Storey Residence – Heritage Inventory~~

~~22335 Callaghan Ave – Beckett Residence – Heritage Inventory~~

~~22323 Callaghan Ave – Ridd Residence – Heritage Inventory~~

~~22309 St. Anne Ave – Turnock/Morse Residence – Heritage Revitalization Agreement Bylaw No. 6913-2012/
Designated~~

~~11739-223 Street – Japanese Kindergarten – Heritage Register~~

~~Policies~~

~~3-54-34~~ The Port Haney and Fraser River Waterfront area, including lands within 200 metres and 400 metres of the Port Haney Station Transit-Oriented Area (TOA), is designated Town Centre Mixed-Use. Development in this area must balance TOA objectives for higher density with the conservation and enhancement of the area's heritage character.

~~3-55~~ New development should maintain and enhance the area's heritage character through building form, massing, materials, and detailing that are compatible with historic structures, streetscapes, and waterfront context.

~~3-56 Buildings within the 200 m and 400 m TOA tiers must meet applicable height and density objectives while respecting the scale, rhythm, and architectural features of heritage streetscapes.~~

~~3-57 Ground floors should be designed with active frontages that support a lively public realm, including retail, service, cultural, or tourism related uses, and should be pedestrian oriented to reinforce the area's destination character.~~

~~3-58 35 Public spaces and building orientation should celebrate views of the Fraser River and create strong physical and visual connections between the waterfront, Port Haney Station, and surrounding neighbourhoods.~~

~~3-59 Development is encouraged to incorporate heritage interpretation elements — such as plaques, markers, or integrated public art — that share the stories of Port Haney's history, riverfront identity, and cultural heritage.~~

~~3-60 36 Adaptive reuse of existing heritage buildings is encouraged to accommodate new uses while retaining character defining elements and reinforcing the area's heritage identity.~~

~~3-61 37 Parking is encouraged to be accessed from a rear lane or side street, wherever feasible.~~

~~3-62 38 Commercial or Mixed Use development is encouraged to establish a connection between the Fraser River waterfront and the Port Haney area and to attract people and activity to the waterfront area.~~

~~3-63 39 Within a Mixed Use development, retail, service, and entertainment uses shall be encouraged at grade with office and residential uses encouraged above grade.~~

~~3-64 40 Maple Ridge will undertake a study of this area to determine the feasibility of developing a wharf and boardwalk that would connect east/west walking trails along the Fraser River and possibly include additional commercial development.~~

Town Centre Core

The Town Centre Core designation supports the highest-density development in the Town Centre, helping to shape a strong, vibrant urban core. This area will accommodate taller tower-and-podium building forms with flexible building heights that can exceed 12 storeys. Development should concentrate commercial, residential, and mixed uses in a compact, walkable environment that supports transit use and creates a dynamic public realm.

Permitted uses include commercial, mixed-use, and multi-unitfamily residential (see Schedule E of the Maple Ridge Zoning Bylaw for locations where commercial use is required on the ground floor). In areas where ground-floor commercial is not required, multi-unitfamily residential is permitted.

Development on the Town Centre Core will implement high-quality urban design, creating a visually interesting and functional environment that enhances vitality, celebrates the area’s role as the heart of the community, and delivers exceptional pedestrian experience.

Policies

~~3-65-4041~~ Building heights within the Town Centre Core will range to over twenty (20) storeys.

~~3-66-4142~~ Multi-unit Residential use is permitted as a principal use in the Town Centre Core designation, except where identified on Schedule E as “Ground Floor Commercial Required” in the Maple Ridge Zoning Bylaw, where the ground floor use is to be commercial.

~~3-67-423~~ Within a Mixed-Use development, retail, service, and entertainment uses shall be encouraged at ground level with office and/or residential uses encouraged above-grade.

~~3-69~~ All new buildings must have a direct interface with streets and plazas, ensuring no off-street parking between the building and the pedestrian areas.

~~3-70-4543~~ Large-format retail may be permitted if designed in a pedestrian-friendly manner, with street-facing small shops wrapping its frontage.

~~3-71~~ Integrate public art into the streetscape to enhance the sense of place and reinforce the area’s identity.

~~3-72-46~~ Develop a local wayfinding system that provides clear navigation and visual connections between key destinations and the transit station.

~~3-73~~ Encourage neighborhood gateways around the transit station, incorporating public open spaces such as plazas to create welcoming community nodes.

~~3-74-47~~ Discourage surface-level parking, except for on-street parking, to prioritize pedestrian-friendly environments.

~~3-75-48~~ Encourage the transformation and development of existing parking structures into public open spaces that can accommodate community interaction and events.

Institutional

Institutional uses in the Town Centre include the Municipal Hall, The ACT Theatre, the Leisure Centre, Greg Moore Youth Centre, public library, RCMP, Fire Hall, churches, and elementary schools. These uses are important community resources that serve the Town Centre and entire Maple Ridge community.

Policies

3-764450 The integration of institutional uses with other uses in the community is encouraged and will be supported based on the following criteria:

- a. compatibility with adjacent uses, the neighbourhood context and natural features;
- b. compatibility with the character and quality of the surrounding area;
- c. located near public transit;
- d. have direct access to a major corridor as identified on Figure 4 in the Maple Ridge Official Community Plan.

3-774551 The adaptive re-use of existing institutional buildings, including heritage buildings identified on the Maple Ridge Heritage Inventory or the Heritage Register is encouraged.

3-784652 Post-secondary, international student programs, and continuing education uses are encouraged within the Town Centre, recognizing that these uses may also occur in the commercial land use designation.

10.4 | Heritage Conservation

Maple Ridge's cultural heritage is an integral part of the Town Centre's identity, contributing to the character, sense of place, and overall community value. The conservation of cultural heritage resources supports the City's broader sustainability and urban design goals by fostering continuity between the past and the future. This section establishes policies that guide heritage conservation efforts to ensure that new development is sensitive to and respects the Town Centre's historical context, particularly in areas such as Port Haney.

Port Haney and Fraser River Waterfront Area

The Port Haney & Fraser River Waterfront Area is a historic and evolving district that connects Maple Ridge's heritage with its future growth. Located along the Fraser River and within walking distance of the Town Centre Central Business District, this area is transitioning into a vibrant mixed-use waterfront destination. The properties located in the Port Haney area are recognized for their heritage value. Three of these properties are listed on the Maple Ridge Heritage Inventory, two are listed on the Maple Ridge Heritage Register, and one is a designated heritage property (St. Andrew's Presbyterian Church).

List of Heritage Sites

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22355 River Road – Bank of Montreal (Billy Minor Pub) – Heritage Revitalization Agreement NO. 6760-2010/ Designated

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22289 116 Ave – St. Andrews Manse – Heritage Inventory

22279 116 Ave – St. Andrews Presbyterian Church – Designated Bylaw No. 2996-1981

22272 116 Ave – Masonic Temple – Designated Bylaw No. 2951-1981

22365 Callaghan Ave – Haney Post Office – Heritage Register

22345 Callaghan Ave – Storey Residence – Heritage Inventory

22335 Callaghan Ave – Beckett Residence – Heritage Inventory

22323 Callaghan Ave – Ridd Residence – Heritage Inventory

22309 St. Anne Ave – Turnock/Morse Residence – Heritage Revitalization Agreement Bylaw No. 6913-2012/ Designated

11739 223 Street – Japanese Kindergarten – Heritage Register

Policies

4-1 In addition to policies in Section 3, development is encouraged to incorporate heritage interpretation elements — such as plaques, markers, or integrated public art — that share the stories of Port Haney's history, riverfront identity, and cultural heritage. Development within the Port Haney and Fraser River Waterfront area, including the lands within the designated Port Haney Station Transit-Oriented Area (TOA), should balance TOA objectives for higher density with the conservation and enhancement of the area's heritage character.

4-2 Adaptive reuse of existing heritage buildings is encouraged to accommodate new uses while retaining character-defining elements and reinforcing the area’s heritage identity. New development should maintain and enhance the Port Haney and Fraser River Waterfront’s heritage character through building form, massing, materials, and detailing that are compatible with historic structures, streetscapes, and waterfront context.

4-3 Public spaces and building orientation should celebrate views of the Fraser River and create strong physical and visual connections between the waterfront, Port Haney West Coast Express Station, and surrounding neighbourhoods.

4-4 Maple Ridge will undertake a study of this area to determine the feasibility of developing a wharf and boardwalk that would connect east/west walking trails along the Fraser River and possibly include additional commercial development.

Heritage Conservation and Adaptive Re-Use

Policies

~~4-51~~ Adaptive re-use of heritage properties shall be a priority in all development to enable the longevity of use and ongoing conservation of historical resources.

~~4-62~~ The conservation of existing cultural heritage resources shall be prioritized in all development. New development shall be compatible with on-site and adjacent cultural heritage resources.

~~4-73~~ The City may require that, as part of development proposals, cultural heritage resources be retained on-site and incorporated, used, or adaptively re-used, as appropriate with the proposed development. Retention and protection of cultural heritage resources on lands subject to development may be a requirement as a condition of development approval.

Urban Design and New Development in Heritage Contexts

Policies

~~4-48~~ New buildings designed in a contemporary architectural manner shall be respectful of the scale and urban pattern of Port Haney. The design should be based on a thorough analysis and comprehensive understanding of Port Haney’s context to contribute to the area’s sense of place.

~~4-549~~ All development on-site and contiguous to cultural heritage resources should explore ways to all be designed to conserve the heritage attributes and character of those resources and to minimize negative visual and physical impacts on these resources.

~~4-6-510~~ New development shall be designed around existing cultural heritage resources and landscapes to create focal points and landmarks that enhance the Town Centre's identity.

~~4-7 All development on site and contiguous to cultural heritage resources that is six (6) storeys in height is encouraged to be stepped back to avoid shading surrounding buildings and public spaces.~~

Heritage Impact Assessment and Conservation Measures

Policies

~~4-8-11-6~~ A Heritage Impact Assessment may be required for all development on, and contiguous to, cultural heritage resources to assess potential impacts to significant attributes and explore alternative development approaches and mitigation measures.

~~4-9-12-7~~ The demolition of cultural heritage resources is strongly discouraged. Demolition shall only be considered as a last resort when all other conservation options have been exhausted.

~~4-103~~ In the event that demolition, salvage, dismantling, relocation, or irrevocable damage to a cultural heritage resource is deemed necessary by City Council, the applicant or property owner may be required to undertake mitigation measures. These may include detailed documentation of the cultural heritage features to be lost and the salvage of materials exhibiting cultural heritage value for re-use or incorporation into the proposed development.

10.5 | Park and Conservation

Guiding Principles

Principle 1: Each Neighbourhood is Complete

Goals:

- Enhance opportunities for personal development and recreation
- Provide a neighbourhood park space within each distinct neighbourhood

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are greener and smarter

Goals:

- Make it easier to be environmentally friendly
- Incorporate green infrastructure components into building and site designs



Principle 8: Everyone has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

Objectives:

- Provide more public green space within the core
- Protect and enhance a range of wildlife habitats
- Improve recreation opportunities, particularly for youth
- Improve and secure public access to natural places, including streams and the Fraser River waterfront
- Design easily accessible public spaces
- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Identify and act on appropriate urban ecology opportunities
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces
- Enhance the urban public environment
- Provide opportunities for festivals and community events
- Utilize Park space for daily activities as well as special events
- Create spaces and opportunities for a broad spectrum of community needs
- Integrate spaces to foster social relationships and interactions
- Provide public gathering spaces

Policies

5-1 An increase in green space and accessibility to Park spaces will be pursued through increasing the amount and distribution of public parks in the Town Centre to help meet the daily activity and recreational needs of the community and also provide various spaces for public gatherings, and special events.

5-2 Maple Ridge will pursue the creation of new park locations, as identified on the Town Centre Area Land Use Designation Map, Schedule 1, subject to the Parks, Recreation and Culture Master Plan and budgetary constraints:

- a. Field at Eric Langton Elementary School
- b. Raymond Park (expansion)
- c. Haney Nokai Park (expansion)
- d. 121st Ave. and 227th St.
- e. Beckett Park (expansion)

- f. Storey Green (improvement)
- g. Haney House (improvement)
- h. Port Haney Waterfront and Wharf (south of Haney Bypass)
- i. South of River Road at west edge of Town Centre Area boundary
- j. 113 Ave and Burnett St (Fraserview)

5-3 The uses within new and existing Park spaces will be considered to ensure that they are serving the needs of all age demographics, particularly seniors and youth.

5-4 In order to ensure that Town Centre Park spaces are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.

5-5 Maple Ridge will consider providing space for community gardens on a publicly owned site, in an area where there is sufficient neighbourhood demand for this use.

5-6 Maple Ridge will look for opportunities to incorporate pocket parks into the urban environment, particularly in the Central Business District. Pocket parks are attractive public spaces that are landscaped with trees, shrubs, attractive paving, comfortable seating areas, and sometimes incorporate public art. Public plazas and small urban park spaces are examples of pocket parks.

5-7 The enhancement of urban ecology within the Town Centre is necessary to provide connected areas of naturalized habitat for various forms of wildlife. To encourage a variety of small wildlife, birds, and insects, and to provide shade and nutrients to watercourses and wetlands for aquatic species. Appropriate native shrub and plant material will be used in Park and Conservation areas, wherever feasible.

5-8 Conservation areas are intended for trail access, viewing and interpretation only. Where appropriate, trails may be incorporated into these areas for the enjoyment of experiencing these natural systems (See Multi-Modal Transportation Network Map, Figure 1, for intended Greenway Trails). These trails provide opportunities for walking/hiking, mountain biking, or jogging.

5-9 All public or privately owned sites in the Town Centre that contain a watercourse, wetland area, rocky outcrop, or steep slope, will continue to be subject to the environmental policies in the Maple Ridge Official Community Plan and all related environmental protection bylaws.

5-10 All sites in the Town Centre that are designated for Park and Conservation are subject to the Maple Ridge Parks, Recreation & Culture Master Plan.

5-11 Maple Ridge will consider some commercial uses within lands designated Park in the Town Centre as appropriate.

10.6 | Multi-Modal Transportation Network

As the Town Centre grows, it is crucial to develop a transportation network that is safe, accessible, and meets the needs of people of all ages and abilities. The 2023 Strategic Transportation Plan (STP) highlights safety concerns at certain intersections and growing vehicle delays. Gaps in the cycling and walking networks also need to be addressed.

Enhancing amenities like lighting and accessibility around the Town Centre can support various modes of transportation. Survey feedback emphasized that safety, accessibility, and affordability are key to a livable Maple Ridge, with current infrastructure falling short.

With emerging transportation technologies, such as ride hailing, micromobility, and automated vehicles, future strategies should [consider account for these modes how transportation is evolving](#) while ensuring [integration with traditional options safe and efficient travel for all modes of transportation](#). ~~Respondents expressed interest in more convenient, time-saving transportation choices.~~

6.1 Offering Transportation Choices

Guiding Principles

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the [Town](#) Centre
- Enhance Opportunities for personal development and recreation

Principle 2: Options to Our Cars Exist

Goals:

- Acknowledge and respect pedestrian needs
- Increase transit modes, availability, and destinations

Principle 7: The Centre is distinctive, attractive, and vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the [Town](#) Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community

Objectives:

- Create [walking, cycling, and transit](#) links between the Centre and other hubs within Maple Ridge
- [Increase the number and proportion of trips within the Centre made by walking and cycling](#)
- Improve and secure public access to natural places, including streams and waterfront
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces
- Design easily accessed public spaces
- Ensure public safety and security, and accessibility throughout the Centre
- Prioritize [the Active Transportation safety of pedestrians](#)
- Enhance pedestrian experiences
- Designate pedestrian-only areas/no-car zones
- [Improve walkability and cycling connections](#) ~~Enhance connectivity of pedestrian and other non-vehicular routes~~
- [Partner with the development community to deliver complete, comfortable, and connected walking and cycling facilities, high-quality transit amenities, and high-quality urban design and placemaking features](#) ~~Utilize and upgrade laneways, sidewalks, and other existing paths for pedestrians, bicycles, etc.~~
- Design for short walking [and cycling](#) distances to reach daily needs
- ~~Establish an internal transit system for the Centre~~
- Increase the frequency of transit services both [internally within the Town Centre](#) and [connecting to other neighbourhoods and communities](#) ~~to out-lying areas~~
- Increase and improve access from river to Centre
- [Provide Support](#) water transportation options
Ensure [Improve](#) public safety for all transportation modes
- Develop the “caring” identity of Maple Ridge
- Enhance the urban public environment
- ~~Create easily accessible routes to key destinations~~ [Integrate Universal Design to deliver a built environment that is accessible to people of all ages and abilities.](#)
- ~~Encourage symbiotic relationships between lands and land users~~
- [Encourage Create](#) spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Empower the least powerful
- Ensure safety
- Provide public gathering spaces
- Use names that reflect the community identity

Policies

6-1 Universal [accessibility Design](#) is encouraged ~~in transportation planning and design~~ within the Town Centre. Wherever possible, the accessibility needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by ~~pedestrians-people~~ with [cognitive and physical](#) disabilities, as well as by families, teenagers, and seniors will be accommodated in the design of sidewalks, public plazas, and other public spaces throughout the Town Centre.

6-2 [Employ CPTED principles in the planning and design of public spaces, including transportation routes, greenways, and public spaces. A guide containing universal accessibility design options will be developed by Maple Ridge to become a reference tool for creating barrier-free public spaces.](#)

6-3 ~~Maple Ridge will undertake a study to review street servicing standards in the Town Centre and establish street servicing standards and design guidelines in accordance with the policies in the Town Centre Area Plan and in consideration of the related recommendations in the Town Centre Parking Strategy Final Report to redesign streets. Prior to the preparation of this standards and design guidelines document, development applications and servicing drawings will be reviewed in accordance to the Town Centre Area Plan with the intent to strive for accommodating all uses identified within road right-of-ways, where feasible. Update Subdivision and Development Servicing Bylaw No. 4800-1933 to ensure new and improved streets follow Complete Streets principles, all ages and ability cycling practices, and Universal Design practices for pedestrians.~~

6-4 Maple Ridge will monitor the concept of “unbundled parking” as it rolls out through the Metro Vancouver Region. Unbundled parking is where the price of a unit is separated from the price of available parking stalls. With unbundled parking, purchasers have a choice of buying no stall, one stall, or two or more stalls with their unit. The intent of such a policy is to facilitate greater balance in the supply and demand of parking spaces in the Town Centre.

6-5 The enhancement of transportation circulation within the Maple Ridge Town Centre will be encouraged with extensions street ~~right-of-ways~~[rights-of-way](#), as shown on Schedule 1 and Figure 1 of the Town Centre Area Plan.

6.2 Defining the Transportation Network

Maple Ridge Town Centre was originally developed with the traditional grid street pattern. ~~Over time, this grid and over time it~~ has remained as a fairly well-developed and ~~predominantly~~ interconnected street network. Within the Town Centre [all routes should provide comfortable and accessible connections for pedestrians. Primary and secondary cycling transportation network, specific interconnected routes have been identified for automobiles, bicycles, and pedestrians \(which includes consideration for the needs of people with disabilities and accessibility issues along with recreational connections. These are shown\)](#) ~~and are located~~ on the Multi-Modal Transportation Network Map, Figure 1.

The aim of identifying defined routes in the Town Centre is to improve the pedestrian and cycling environment by enhancing [comfort and connectivity](#) ~~circulation~~ for all modes of travel. Multi-modal transportation routes have been selected throughout the Town Centre with specific policies intended to encourage people to choose an option to the car and are identified on the Multi-Modal Transportation Network Map, Figure 1, as follows and defined below:

- Civic Area Ring Route
- Civic [Area Core](#) Pedestrian Network
- ~~Connective Pedestrian Network~~
- [Primary Bicycle Network Route](#)
- [Secondary Bicycle Route](#)
- Secondary Ring Route
- Greenway Trail

In addition to establishing the above routes within the Town Centre to improve circulation for all modes of transportation, policies have been created for:

- Laneways;
- Public Transit; and
- Fraser River and Waterfront

The waterfront and the Fraser River itself are two underutilized community assets and the creation of a multi-modal pathway is intended to fully integrate the river's benefits into the Town Centre neighbourhood.

Multi-Modal Routes

The Multi-Modal Transportation Network Map, Figure 1 indicates the general routes and connections, to be preserved and developed for a multi-modal community. The Figure 1 map will reflect as accurately as possible the existing multi-modal network.

Civic Core Ring Route & Civic Core Pedestrian Network

The Civic Core Ring Route is expected to experience a range of modalities that includes pedestrians, bicyclists, transit, and automobiles. On the route emphasis will be placed on wide pedestrian-friendly sidewalks with street trees, hanging baskets, and wayfinding signage. Where public space permits there may be opportunities for benches, rain gardens, and public art.

Routes that lie within the boundaries of the Civic Core Ring Route are identified as the Civic Core Pedestrian Network and have similar characteristics to the Civic Core Ring Route.

Connective Pedestrian Network

The Connective Pedestrian Network provides pedestrian-friendly linkages outside of the Civic Core, but within the boundaries of the Town Centre neighbourhood. All roadways within the Town Centre will be required to accommodate pedestrians, but the Connective Pedestrian Network should be designed to enhance the pedestrian experience with separated sidewalks on both sides of street, street trees, and wayfinding signage.

Bicycle Network

The Bicycle Network consists of various routes for cyclists to travel within the Town Centre area. These routes may have dedicated bicycle lanes, where feasible, or shared arrow markings in street travel lanes to clearly identify bicycle routes to motorists, cyclists, and pedestrians. Street signage will also be used to identify bicycle routes and directional signage to help cyclists locate a bicycle route. Although the majority of bicycle routes will be located within the same street network designed for cars and buses, some routes may be located through development on public thoroughfares to augment circulation and route connectivity.

Secondary Ring Route

The Secondary Ring Route provides connectivity between points of interest outside of the Civic Ring Route area. This route is intended for touring and visiting places that are unique and of special interest in the Town Centre, such as parks, heritage sites, views of the Fraser River, and connection with routes to the Fraser River. Characteristics of the Secondary Ring Route will include separated sidewalks on both sides of the street, street trees, and wayfinding signage.

Greenway Trails

Greenway Trails are mainly located in naturalized and riparian areas. These trails are intended to provide public access alongside and through natural areas, enabling trail users to experience and enjoy environmentally significant areas within the Town Centre. Greenway Trails should be designed in accordance with Maple Ridge Development Permit requirements and all related environmental protection bylaws.

Although primarily for recreational uses, such as walking/hiking, mountain biking, and jogging, Greenway Trails also connect with other designated routes throughout the Town Centre area to help facilitate convenient travel to many key destinations.

Characteristics of Greenway Trails include wayfinding signs and viewing/seating areas in desirable locations, such as viewscape settings and nature interpretive areas. Interpretive signage will also be installed in strategic locations to help trail users identify native flora, fauna, or bird species.

Multi-Modal Route Characteristics & Related Policies

The following Table 6.1 details the characteristics that may be included in each specific multi-modal route. Although these characteristics are not a complete list of ways that a specific route may be enhanced to encourage non-auto-oriented travel in the Town Centre, these items are to be considered for the specific routes wherever appropriate and feasible.

Table 6.1 Multi-Modal Route Characteristics

	Sidewalks on Both Sides of Street	Street Trees	Wide Sidewalks	Wayfinding Signage	Bicycle Lanes/Shared Use Arrows	Bicycle Storage Racks	Seating/Benches	Pedestrian Level Lighting (both sides)	Viewing/Seating Area	Public Art	Interpretive Signage	Hanging Baskets
Civic Area Ring Route	✓	✓	✓	✓		✓	✓	✓		✓		✓
Civic Area Pedestrian Network	✓	✓	✓	✓		✓	✓	✓		✓		✓
Connective Pedestrian Network	✓	✓	✓	✓		✓		✓				
Bicycle Network	✓	✓			✓	✓	✓	✓				
Secondary Ring Route	✓	✓		✓	✓	✓		✓	✓	✓	✓	
Greenway Trail				✓			✓		✓		✓	

Policies

6-6 To provide and enhance the routes identified on the Multi-Modal Transportation Network Map, Figure 1, the corresponding Multi-Modal Route Characteristics, listed in Table 6.1, are encouraged with development and redevelopment, where appropriate and feasible.

6-7 [Wherever possible, design cycling routes to be suitable for users of all ages and abilities and use a Universal Design approach. Apply guidance from the BC Active Transportation Design Guide, including for separation of modes, lighting, supportive infrastructure \(e.g. bicycle parking, bicycle repair stands\). Integrate wayfinding signage at key decision points. Primary cycling routes should meet all requirements of the BC Active Transportation Design Guide, while secondary cycling routes can be comfortable for most.](#)

6-8 [Prioritize filling gaps in the pedestrian network, focusing on areas with high potential for pedestrian use.](#)

Over time, all roadways in the Town Centre should have sidewalks on both sides.

6-9 Encourage improved pedestrian connectivity between the civic precinct and Haney Place Mall.

6-10 Ensure new developments provide active transportation connections that shorten walking distances and enhance the public realm.

6-11 Ensure new developments deliver high quality, comfortable pedestrian connections on all frontages, meeting the boulevard and furnishing requirements outlined in the BC Active Transportation Design Guideline

6-12 Collaborate with public agencies and institutions to prioritize walking access to community destinations, ensuring pathway connections where feasible.

6-13 Enhance trails and pathways by identifying greenway corridors and formalizing connections between community destinations, providing recreational opportunities across the City.

6-14 The *Maple Ridge Subdivision & Development Servicing Bylaw* will be reviewed and updated and reflect the policies in the *Maple Ridge Town Centre Area Plan*, including the policies contained within this Multi-Modal Transportation Network **Section 6.0**.

Enhancing the Multi-Modal Network

Laneways

Laneways are a valuable asset in urban neighbourhoods as they help accommodate the movement of people and vehicles by adding to the network of interconnected streets and providing ~~convenient short-cuts and alternative routes for pedestrians, cyclists, and automobiles.~~ access to properties.

The sharing of laneways between automobiles, cyclists, and pedestrians is encouraged in the Town Centre. Lower laneway speed limits and traffic volume makes sharing possible. Signage and traffic calming features will be incorporated where they are warranted.

~~In order to encourage pedestrian and cycling activities in laneways, design characteristics will include pedestrian level lighting, maximum 6-metre wide paved carriageway, and adjacent developments that are designed to provide sufficient windows and outdoor seating areas at the rear of buildings.~~

Policies

6-8-15 Maple Ridge will encourage the retention of laneways and the creation of new laneways should be considered, where appropriate and feasible.

~~**6-9-16** Laneways should have a maximum paved width of 6 metres.~~

~~6-10~~~~16-17~~ Access to both underground and surface parking areas is encouraged to be provided off a laneway. Parking access should be located away from the main pedestrian entrances of buildings to enhance safety and pedestrian experience.

~~6-11~~~~178~~ Promote mid-block crossings to improve connectivity and permeability for pedestrians.

~~6-12~~~~1819~~ Support walkability with short block lengths and mid-block pedestrian walkways: [with marked mid-block crossings. Additional traffic control may be required at mid-block crossings.](#)

~~6-13~~ Prioritize filling gaps in the pedestrian network, focusing on areas with high potential for pedestrian use.

~~6-14~~ Encourage improved pedestrian connectivity between the civic precinct and Haney Place Mall.

~~6-15~~ Ensure new developments provide active transportation connections that shorten walking distances and enhance the public realm.

~~6-16~~ Collaborate with public agencies and institutions to prioritize walking access to community destinations, ensuring pathway connections where feasible.

~~6-17~~ Enhance trails and pathways by identifying greenway corridors and formalizing connections between community destinations, providing recreational opportunities across the City.

Public Transit

It is expected that the Town Centre will experience increasing demand for public transit along with the increase in population and density. Currently the Town Centre is served with the West Coast Express close to the Haney Bypass on River Road and bus routes that lead to the new full-service transit exchange on Edge Street, McIntosh Avenue, and 226th Street. [A RapidBus route connects Haney Place to Coquitlam Centre along Lougheed Highway.](#)

Policies

~~6-18~~~~2019~~ Maple Ridge will continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit service within the Town Centre and particularly to:

- a. Improve the area surrounding the Haney ~~Place~~ Transit exchange, West Coast Express station, and future ~~BRT-rapid transit~~ stations, [including Bus Rapid Transit](#), from a pedestrian perspective with seating, public art, landscape etc.
- b. Provide safe and convenient access to transit facilities; ensuring enhancements to bus stops, transit exchanges, and West Coast Express amenities.
- c. Work with agencies towards ~~creating and~~ implementing a plan for [rapid transit stations, including Bus Rapid Transit, light rail or similar BRT \(Bus Rapid Transit\) modes](#) that connect the Town Centre to other areas within the City and to other municipalities (see [Future Rapid Transit—Proposed Route Map Frequent Transit Network](#), Figure 3). Continue working with TransLink to promote the improvement of public

transportation options ~~as well as, and to~~ improve reliability and frequency of public transit service.

~~6-19-201~~ As development occurs over time in the Town Centre, Maple Ridge will promote and encourage, wherever appropriate, the protection of transportation corridors and the inclusion of design features that consider future ~~BRT/light rail or similar~~ rapid transit modes.

6-21 Wayfinding that provides clear navigation and visual connections between key destinations and public transit stations will be prioritized.

6-22 Maple Ridge will work with TransLink to accommodate future expansion and/or relocation of the Haney Place Transit exchange.

Fraser River and Waterfront

The Fraser River has long been a valuable asset for Maple Ridge and the Town Centre. The community has recognized that this scenic gem and resource has been underutilized for a number of years and should be better integrated into the community with a multi-modal pathway network along the waterfront. This walkway will provide a seamless route for walking, cycling, and active transportation, linking heritage landmarks and key destinations while enhancing public access to the river. Such a pathway would create a connected public space that supports recreation and sustainable mobility, while also serving as a gateway to the city. With strategic improvements, the waterfront will offer a welcoming and vibrant entry point to Maple Ridge, strengthening linkages between the Town Centre, West Coast Express station, Kanaka Creek Regional Park, and the south shore of the Fraser River. Additionally, a water route will provide opportunities for enhanced connectivity to Fort Langley and other nearby stops across the river.

Policies

~~6-20-23~~ Maple Ridge will undertake a land use and access study of the lands along the Fraser River waterfront and the river itself for potential uses related to recreation, tourism, and multi-modal transportation. The exploration of commercial opportunities for cafes/restaurants and small retail shops should be included in this study.

~~6-21-24~~ Improving access to the Fraser River from Port Haney is an important community goal. As such, Maple Ridge will undertake a study to review the safety, effectiveness, and capacity of the existing pedestrian tunnel at the foot of 224th Street and provide recommendations for improving the tunnel access or considering alternative options. This study may also consider access points at other locations.

~~6-22-25~~ Maple Ridge will work with TransLink and relevant agencies to enhance active transportation connections between the West Coast Express station, the waterfront, and the Town Centre, ensuring seamless pedestrian and cycling infrastructure.

~~6-23-26~~ New waterfront development shall incorporate public space improvements, including plazas, seating areas, and lookouts, to enhance the walkability and vibrancy of the Fraser River waterfront.

6-24-27 City will explore water-based transportation options, such as ferry or water taxi services, to improve connectivity between the Town Centre waterfront, Fort Langley, and other key destinations along the Fraser River.

6-25-28 Wayfinding signage, lighting, and accessibility features will be prioritized along the waterfront to ensure a safe, welcoming, and inclusive environment for all users.

APPENDIX A | Town Centre Zoning Matrix

Zoning Matrix

Land Use Designation	Zone(s)
Ground-Oriented Residential	<p>R-1 Single Detached (Low Density) Urban Residential</p> <p>R-4 Single Detached (Infill) Urban Residential</p> <p>RUR Urban Infill Residential</p> <p>RS-1 Single Detached Residential</p> <p>RS-1b Single Detached (Medium Density) Urban Residential</p> <p>RT-1 Two-Unit (Duplex) Urban Residential</p> <p>RT-2 Ground-Oriented Residential Infill</p> <p>RM-1 Townhouse Residential</p> <p>RM-4 Medium Density Townhouse and Apartment Residential (Limited to Townhouse form)</p> <p>RST Zone**</p>
Town Centre Apartment	<p>RE Elderly Citizens Residential</p> <p>CD-1-00 Comprehensive Development - Assisted Living</p> <p>RM-5 Low Density Townhouse and Apartment Residential</p> <p>RM-4 Medium Density Townhouse and Apartment Residential</p> <p>RM-2 Medium Density Apartment</p> <p>RM-3 Medium/High Density Apartment Residential</p>
Town Centre Flexible Mixed-Use	<p>RM-2 Medium Density Apartment</p> <p>RM-3 Medium/High Density Apartment Residential</p> <p>RM-6 Town Centre High Density Apartment Residential</p> <p>CRM Commercial / Residential</p> <p>C-3 Town Centre Commercial</p> <p>*TOA Zone</p> <p>P-1 Park and School</p> <p>P-2 Special Institutional</p> <p>P-3 Children’s Institutional</p> <p>P-4 Place of Worship</p> <p>P-4a Place of Worship and Educational</p>
Town Centre Core	<p>C-3 Town Centre Commercial</p> <p>*TOA Zone</p> <p>RM-6 Town Centre High Density Apartment Residential</p>

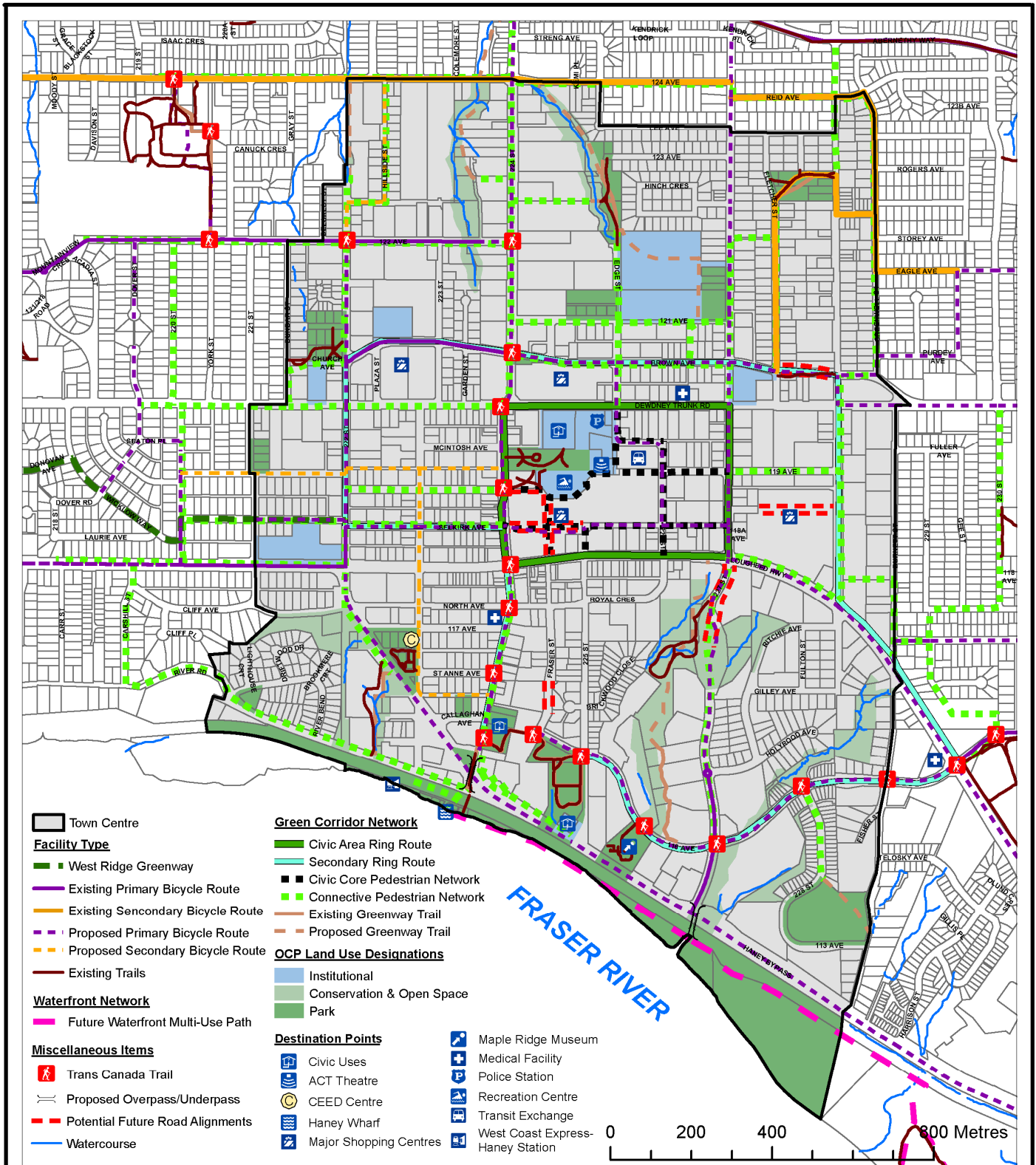
Park	P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional
Institutional	P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional

* *Future Transit-Oriented Area (TOA) Zone to be developed and added to the Zoning Bylaw. This zone will provide the regulatory framework to implement minimum density and height requirements consistent with Provincial legislation for TOAs.*

** Future RST – Street Townhouse (Rowhouse) Zone to be developed for the Town Centre and added to the Zoning Bylaw.

Conditions

- a) This Matrix is to be read in conjunction with the policies and criteria in the Town Centre Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site, and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;
- d) Comprehensive Development Zones may be considered within Official Community Plan Land Use Designations and Categories based on compliance with Official Community Plan policies;
- e) The P-4 Church Institutional Zone would be considered in all Land Use Designations subject to satisfying all requirements of the Zone.



**FIGURE 1
MULTI-MODAL
TRANSPORTATION
NETWORK**



Maple Ridge

DATE ADOPTED: MMM DD, YYYY

DATE OF LAST REVISION: MMM DD, YYYY

BY: DT

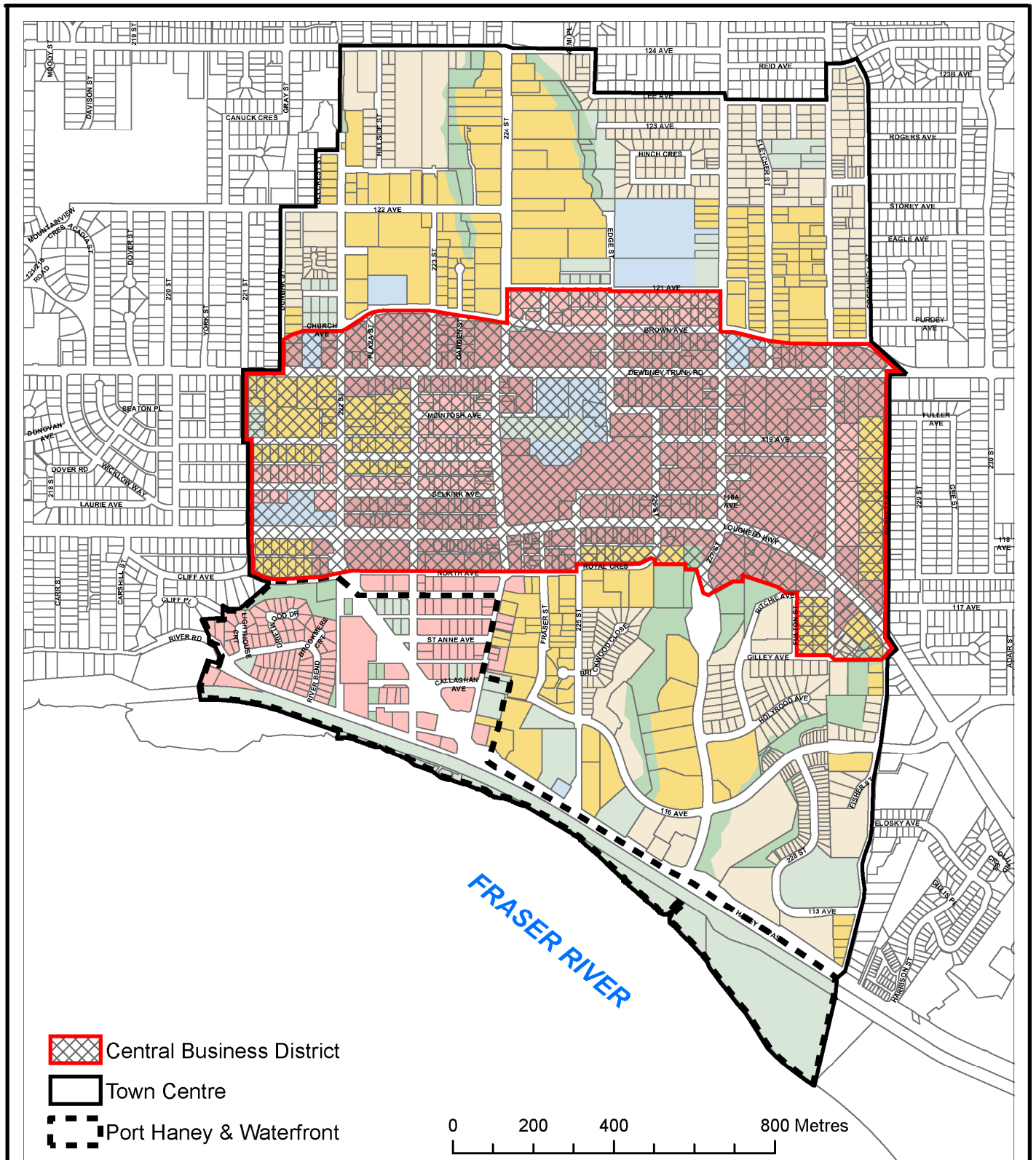


FIGURE 2 CENTRAL BUSINESS DISTRICT

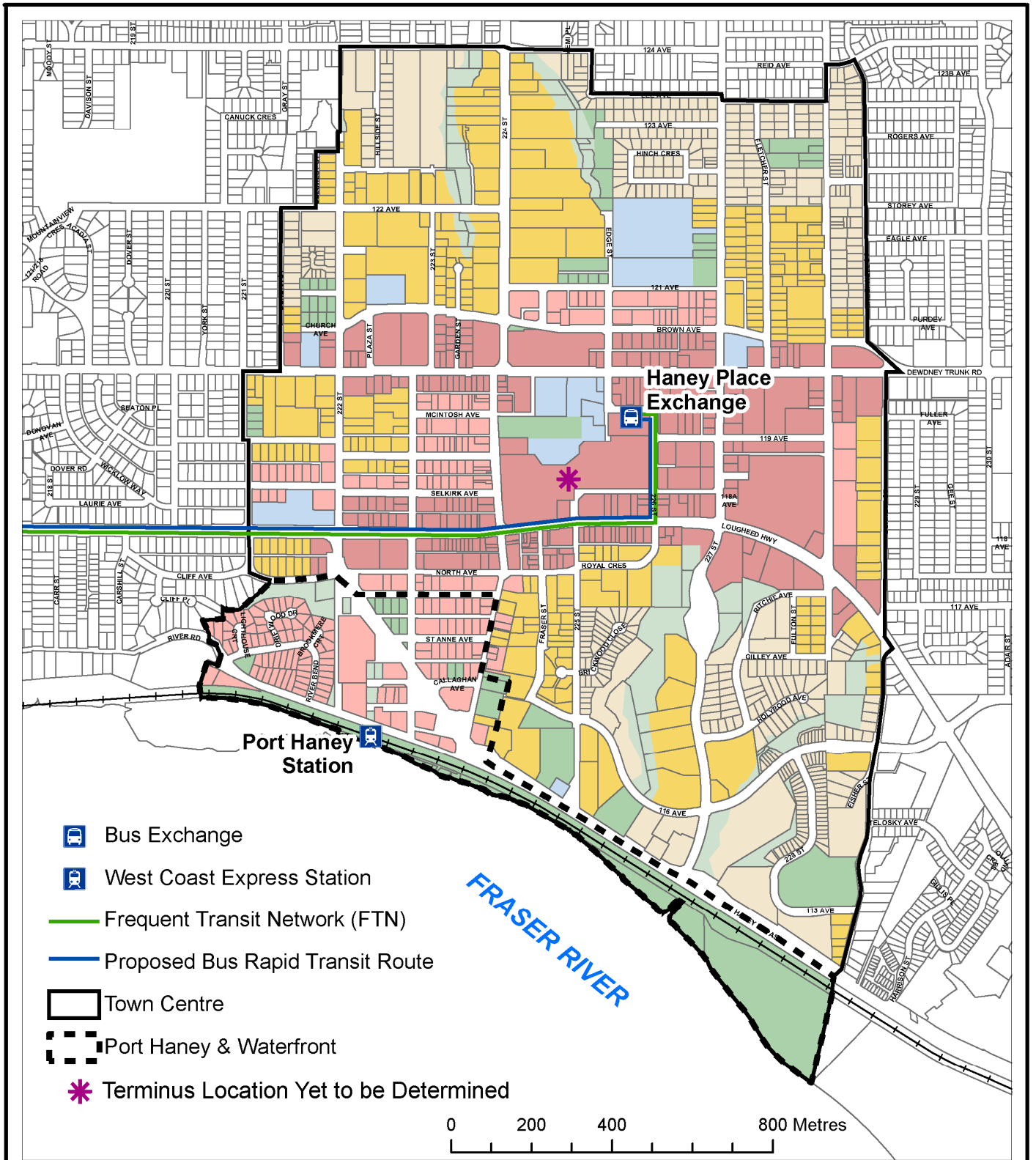


Maple Ridge

DATE ADOPTED: MMM DD, YYYY

DATE OF LAST REVISION: MMM DD, YYYY

BY: DT



**FIGURE 3
FREQUENT TRANSIT
NETWORK**

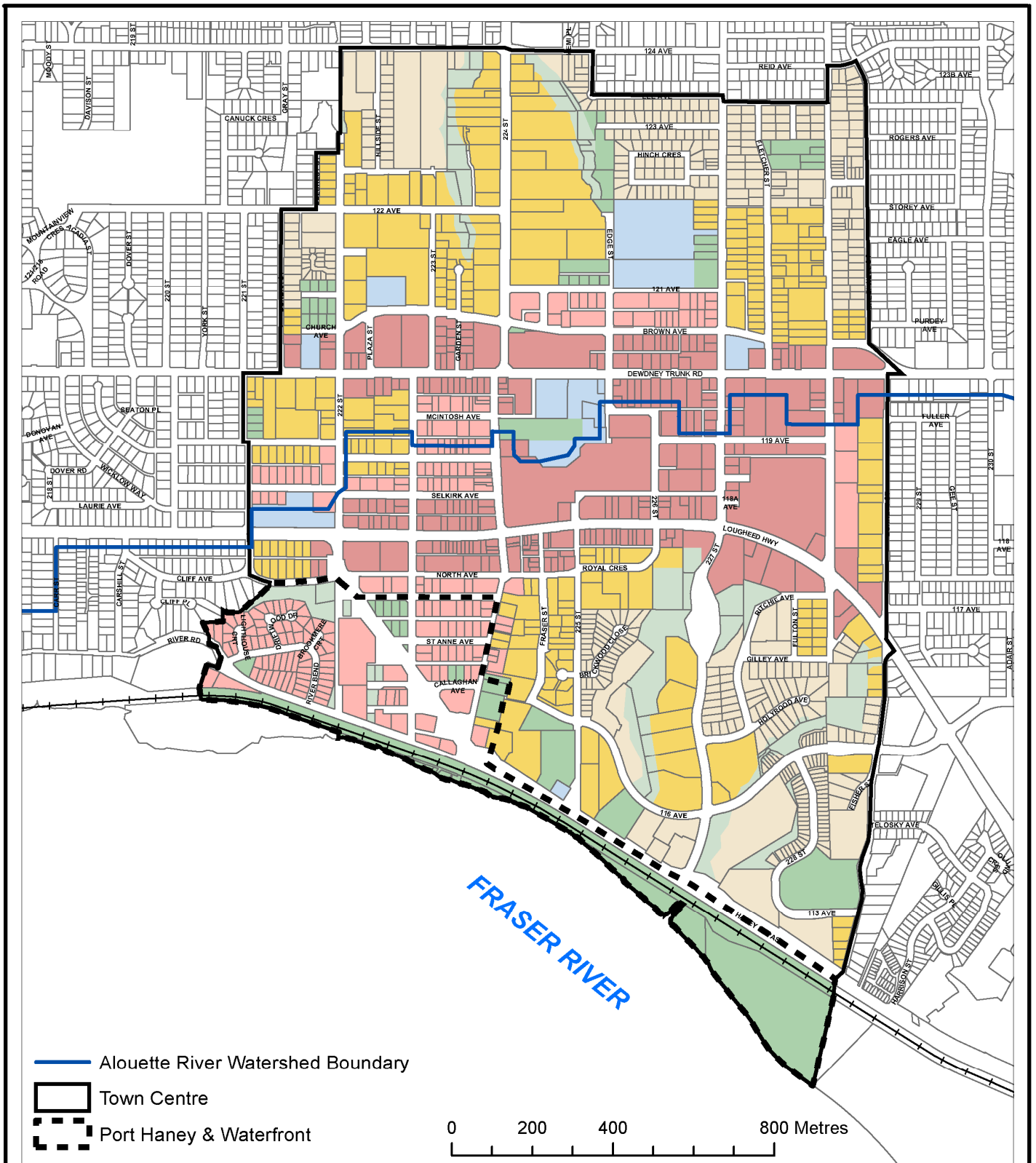


Maple Ridge

DATE ADOPTED: MMM DD, YYYY

DATE OF LAST REVISION: MMM DD, YYYY

BY: DT



**FIGURE 4
ALOUETTE RIVER
WATERSHED BOUNDARY**

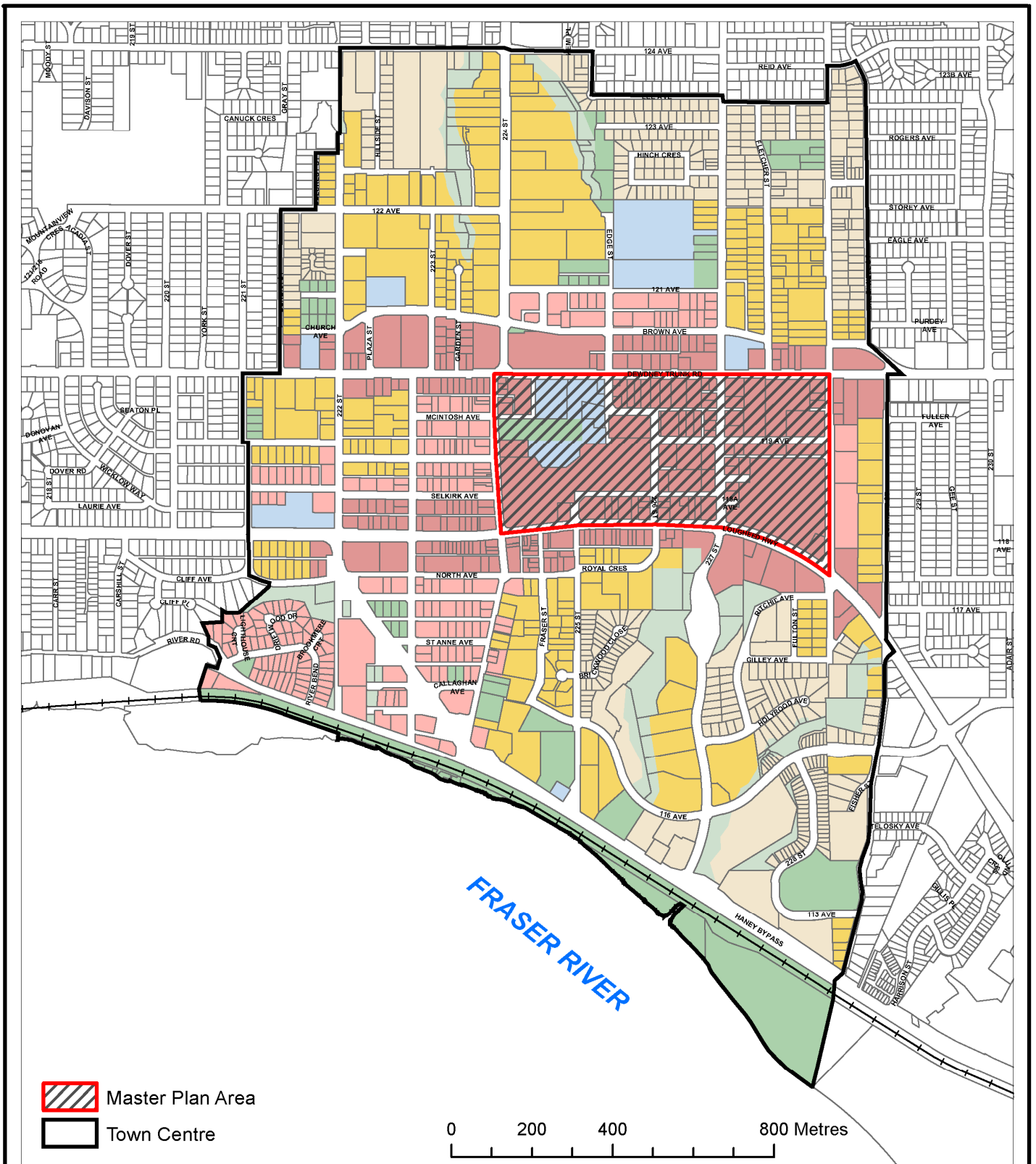


Maple Ridge

DATE ADOPTED: MMM DD, YYYY

DATE OF LAST REVISION: MMM DD, YYYY

BY: DT



**FIGURE 5
MASTER PLAN AREA**



Maple Ridge

DATE ADOPTED: MMM DD, YYYY

DATE OF LAST REVISION: MMM DD, YYYY

BY: DT

