

CITY OF MAPLE RIDGE
BYLAW NO. 7781-2021

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

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7781-2021".
2. Schedule "A", Chapter 6 Employment is hereby amended by deleting the text in policy 6-23 and replacing it with the following:

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

 - a) on the Lougheed Highway east of the Town Centre;
 - b) on Dewdney Trunk Road east of the Town Centre
 - c) on 232 Street north of Abernethy Way; and
 - d) on 240 Street south of Dewdney Trunk Road."
3. Schedule "A", Chapter 6 Employment is hereby amended by deleting the text in policy 6-27 and replacing it with the following:

"6 - 27 The Community Commercial Nodes are located within the urban area boundary and are identified on Figure 2. The nodes are centred at the following intersections with residential developments interspersed between:

 - a) Dewdney Trunk Road and 232 Street; and
 - b) Dewdney Trunk Road and 240 Street."
4. Schedule "A", Chapter 8 Development Permit Area Guidelines is hereby amended by adding "Lougheed Transit Corridor" on the title page following the last bullet on the list.
5. Schedule "A", Chapter 8 Development Permit Area Guidelines, Section 8.2 Application and Intent, is hereby amended by adding the following Development Permit Area description at the end of the list and numbering accordingly:

"Lougheed Transit Corridor Development Permit Area Guidelines pursuant to Section 488 of the *Local Government Act* for property within the Lougheed Transit Corridor, as identified on Schedule B of the Official Community Plan. The Lougheed Transit Corridor Development Permit applies to Ground-Oriented Residential, Lougheed Apartment, Lougheed Mixed-Use, Lougheed

Schedule "A"

See attached hereto the new Schedule "A", Section 8.16, Loughheed Transit Corridor Development
Permit Area Guidelines.

Lougheed Transit Corridor

Development Permit Area Guidelines



Chapter 8.16

8.16 | Lougheed Transit Corridor Development Permit Area Guidelines

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1.0 | Overview

The Development Permit Area for the Lougheed Transit Corridor is designated pursuant to Section 488(1) of the *Local Government Act* for the purposes of:

- a) protection of the natural environment, its ecosystems and biological diversity;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development; and,
- j) establishment of objectives to promote the reduction of greenhouse gas emissions.

The Development Permit Area Guidelines for the Lougheed Transit Corridor apply to the development of land for the following land use designations as identified on Schedule A of the Official Community Plan Bylaw No. 7060-2014:

- Ground-Oriented Residential
- Lougheed Apartment
- Lougheed Mixed-Use
- Lougheed Transit Core
- Commercial

The Development Permit Area Guidelines for the Lougheed Transit Corridor outline design criteria for new development. These Development Permit Area Guidelines work in tandem with policies in the Lougheed Transit Corridor Area Plan and regulations in Zoning Bylaw No. 7600-2019, which shall also be followed for development permit approval. Other City plans, policies, and bylaws may apply based on the development proposal.

In the event of a conflict between these Development Permit Area Guidelines and the Lougheed Transit Corridor Area Plan or Zoning Bylaw No. 7600-2019, the latter two shall take precedence.

2.0 | Key Guideline Concepts

All development permit applications in the Lougheed Transit Corridor are required to demonstrate that the following Key Guideline Concepts have been met through the overall design. These Key Guideline Concepts will be referenced in Council reports related to development application approvals.

- 2.1** Site planning shall prioritize the safe movement of pedestrians and cyclists across sites, with clear walkways or other comfortable routes that connect building entrances to a public sidewalk.
- 2.2** The edges of sites shall be compatible with surrounding streets and neighbouring properties, with setbacks used to incorporate trees, landscaping, walkways, outdoor seating, bicycle parking, and/or public art.
- 2.3** The form and character of the building(s) shall be appropriate for the site context and intended use, with a variety of materials, colours, and fenestrations along the building exterior that work cohesively.
- 2.4** Detailed design attention shall be given to the building interface at ground level to anchor the appearance and help create an attractive streetscape for pedestrians.
- 2.5** Building entrances shall be visually distinct, easy to locate, well-lit, and framed with weather-protective overhangs to provide an inviting appearance from the street.
- 2.6** Parking shall be provided within a structure below grade or located internally within the site such that vehicle areas are visually screened from the street by surrounding buildings, trees, and landscaping.
- 2.7** Walkways and outdoor vehicle areas shall have natural edges with ample tree canopy coverage and pedestrian-level lighting to improve walkability and climate resilience.
- 2.8** Outdoor areas shall be designed to be functional and usable for people of all ages and abilities, with the provision of overhead weather protection and shade for private balconies and group seating areas to support year-round use.

3.0 | Site Planning Guidelines

When preparing site plans as part of a development permit application, the following Site Planning Guidelines shall be met where applicable.

Site Context

- 3.1** Sites near Bus Rapid Transit stations shall use building setbacks along streets to provide places for people to rest, shop, or dine, with welcoming plazas and seating areas to enhance the public realm.
- 3.2** Sites along Lougheed Highway shall include buildings that are oriented towards Lougheed Highway and any other adjacent streets, with distinct entrances, windows, and other architectural features that help create a more pedestrian-friendly environment.
- 3.3** Sites along Dewdney Trunk Road shall include buildings and landscaped areas that complement the existing character and provide an engaging presence along the street, with any outdoor parking areas hidden in the rear.
- 3.4** Sites along the West Ridge Greenway shall include regular intervals of large trees along any abutting property lines, with multiple layers of landscaping to soften the façade and incorporate more natural design elements.

Building Siting and Orientation

- 3.5** The location and orientation of buildings shall consider the relationship with surrounding streets, neighbouring properties, solar access, shadowing, and overlook to minimize adverse impacts.
- 3.6** Existing natural features and mature trees shall be protected and incorporated into the site plan where possible, with particular attention to healthy trees located near/over property lines or at the corners of the site.
- 3.7** The siting of buildings should work with the natural grade of the site and avoid the use of retaining walls where possible.
- 3.8** Narrow alleys between buildings, hidden alcoves, or blind corners that create areas with poor visibility shall not be permitted.
- 3.9** For buildings located at the intersection of two streets that are classified as arterial roads or highways, the buildings shall be set back from the corner of the site to provide areas for pedestrians to walk.
- 3.10** For buildings abutting the West Ridge Greenway, the siting shall maintain exposure to sunlight along the West Ridge Greenway to preserve solar access, reduce shadowing, and support the long-term growth of trees.

Landscaping, Fencing, and Outdoor Features

- 3.11** A variety of tree species (primarily native) that are climate resilient and appropriate for the context of the site shall be provided.
- 3.12** Multiple layers of plants and shrubs shall be provided in landscaped areas to enhance biodiversity.
- 3.13** The use of basic grass in landscaped areas visible from the street should be avoided, unless it is appropriately sized and designed for outdoor activities.
- 3.14** Trees and landscaping shall be provided near any property lines shared with a residential use to reduce the visual impact of new development.
- 3.15** For ground-floor residential units, a combination of trees, hedges, fencing, and other vertical landscaping treatments shall be used to visually screen private outdoor areas from public streets and create a sense of privacy.
- 3.16** Where limits to rainwater infiltration do not apply, landscaping should be located near downspouts that discharge at the surface to support stormwater management on-site.
- 3.17** The design of any fencing, railings, and light posts shall be compatible with the form and character of the building.
- 3.18** Where fencing is provided, landscaping shall be located along the public-facing side to soften the edge and enhance security.
- 3.19** Where raised landscaping is provided, informal seating areas should be incorporated through the use of ledges and seat walls.
- 3.20** Paving materials shall be designed to accommodate bicycles, strollers, and other mobility devices, including wheelchairs.
- 3.21** Light-coloured paving should be used to reduce the urban heat island effect.

Outdoor Areas

- 3.22** Outdoor areas shall be designed with consideration for all weather conditions by providing covered or semi-covered areas for shade/rain protection where appropriate.
- 3.23** Trees and seating shall be incorporated throughout outdoor areas to maximize the potential tree canopy coverage on the site and provide shaded areas to rest during extreme heat events.
- 3.24** The design of outdoor areas shall follow the principles for Crime Prevention Through Environmental Design (CPTED), including but not limited to clear sightlines, strategic lighting, proximity to windows, well-trimmed landscaping, defined walkways, and fenced private areas.

- 3.25** For multi-unit residential buildings:
- a) Private outdoor areas should be located near landscaped areas and away from parking spaces or internal movement lanes; and
 - b) Common outdoor areas shall be located in a central location within the site that all units can access conveniently.
- 3.26** For commercial and mixed-use buildings, outdoor areas for merchandise sales, customer seating, and/or outdoor dining shall be provided in front of any non-residential units.
- 3.27** For higher-density concrete buildings, functional outdoor areas with greenery should be provided on the tops of podiums and towers.
- 3.28** For large-scale developments with multiple buildings on a site, the following features shall be provided on-site to create a walkable and connected network: walkways, wayfinding signage, shaded seating areas, and plazas.

Vehicle and Service Areas

- 3.29** Vehicle access points shall be located from the lower-classified street or lane where the site abuts more than one roadway.
- 3.30** For sites with ground-floor commercial uses, vehicle access points should be located away from commercial frontages along the street to maximize the amount of continuous space for pedestrians.
- 3.31** Vehicle access points shall be designed to provide clear visibility and sight lines between vehicles on the street and vehicles entering or exiting the site.
- 3.32** Where parking is located within a building on the ground floor or above, the parking spaces shall be screened from the street through the use of landscaping, architectural features, indoor amenity areas, or units within the building.
- 3.33** Signage shall be provided to indicate the location of all publicly accessible parkades.
- 3.34** Loading and service areas should be located to the rear and away from pedestrian areas and commercial frontages.
- 3.35** Surface parking areas shall be divided into smaller pockets through the use of “green islands” with trees and landscaping provided at intervals of 10 parking spaces or less.
- 3.36** Elevated or well-defined pedestrian walkways shall be provided across surface parking areas to provide a safe route to building entrances.
- 3.37** Areas for garbage and recycling shall be screened from view, well-lit, and weather protected.

4.0 | Building Design Guidelines

When preparing architectural drawings as part of a development permit application, the following Building Design Guidelines shall be met where applicable.

Building Form

- 4.1** The building massing shall be well-balanced, with a clear base provided at ground level.
- 4.2** Stepbacks are encouraged for buildings with multiple floors and are required after the sixth floor or above any podium structures.
- 4.3** The building articulation should have an appropriate rhythm along the street and is proportional to the overall massing.
- 4.4** Roof overhangs should be extended where possible to protect the exterior from weathering.
- 4.5** Consider decorative roof brackets under overhangs and roof cornices where appropriate to provide a sense of structure to the building.
- 4.6** For buildings with a length greater than 60 metres along a street, articulation shall be used with changes in colours and/or materials to break up the façade.
- 4.7** For buildings located at the intersection of two public streets, diagonal or other types of recessed building corners shall be provided at ground level to accent the building, maintain pedestrian sightlines, and improve accessibility.
- 4.8** For ground-floor commercial units along the same building face, continuous overhead weather protection shall be provided, which may include canopies, awnings, or overhangs.
- 4.9** For mixed-use buildings, a higher floor-to-ceiling height shall be provided at ground level to emphasize the non-residential uses along the street and provide separation between the residential uses located above.

Building Character

- 4.10** The design and placement of doors, windows, and roof lines shall be used to create a balanced façade and establish a defined character for the building.
- 4.11** Building exteriors visible from the street shall not have a blank appearance that lacks windows or entrances.
- 4.12** Where windowless exteriors cannot be avoided, design elements shall be used to enhance the appearance of the building, including but not limited to: vertical landscaping, architectural details, or public art.
- 4.13** Siding materials should be durable and resistant to weathering and discolouration.
- 4.14** Types of siding that add visual interest to the building should be used, including but not limited to: stone, brick, clapboard, board and batten, scallops, and shakes.

- 4.15** The building exterior should have a defined appearance at ground level with materials that differ from those used at other levels of the building.
- 4.16** The appearance of the building exterior should transition from heavy at the base to lighter at the top to visually anchor the building.
- 4.17** Different buildings on the same site should have unique appearances and be visually differentiated to support wayfinding.
- 4.18** For townhouse buildings, units are encouraged to have visual individuality within a unified appearance.
- 4.19** For apartment buildings, large square panels that lack character should not be used for siding.
- 4.20** For buildings with a podium structure, the design and appearance of the podium shall be visually distinct from floors located above.
- 4.21** For buildings greater than six floors in height, lighter colours should be used as the building height increases to soften the visual impact of the building and complement the views of the sky and surrounding mountains.
- 4.22** For ground-floor commercial units, a transparent façade shall be provided to allow activity within the building to animate and engage the street.
- 4.23** For mixed-use buildings, the appearance of commercial units shall be visually distinct from residential units.
- 4.24** For sites listed on the Heritage Inventory, the building shall incorporate informational signage or architectural features that reflect the heritage value of the site, including but not limited to: dormers, shutters, window grids, and other decorative treatments.

Entrances

- 4.25** Building entrances shall have a prominent appearance along the exterior and enhance the overall design of the building.
- 4.26** Building addresses shall be visible and appropriately sized, with lighting provided for legibility after dark.
- 4.27** Structural design elements such as posts, beams, and columns should be used selectively to help define the location of building entrances.
- 4.28** Landscaping or raised planters shall be provided near building entrances to incorporate greenery.
- 4.29** For mixed-use buildings, entrances to residential apartments shall be visually distinct from other uses.
- 4.30** For apartment buildings with ground-floor residential units abutting Lougheed Highway, common building entrances shall be provided from both Lougheed Highway and the lower-classified street or lane to facilitate pedestrian movement and avoid challenges with deliveries.

Design Details

- 4.31** Balconies facing Lougheed Highway should provide a sense of enclosure through the design of railing or panelling to enhance privacy.
- 4.32** Balconies facing collector or local roads should have a transparent and open design that provides natural surveillance and enhances the neighbourhood character.
- 4.33** Downspouts for rainwater should be located such that they do not interfere with outdoor living areas or pedestrian walkways.
- 4.34** Building and parkade ventilation systems shall be screened from view and located away from private outdoor areas and streets to minimize the impact of noise and exhaust.

Schedule "B"

See attached hereto the new Schedule "A", Section 10.6, Loughheed Transit Corridor Area Plan.

Lougheed Transit Corridor Area Plan



Maple Ridge

BOLD BY NATURE

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welcome!

Chapter 10.6

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1.0 | Introduction

Background

The Lougheed Transit Corridor is the gateway to Maple Ridge from other areas in Metro Vancouver, with hundreds of buses travelling along this growing corridor each day. It is defined geographically as the lands surrounding Lougheed Highway and Dewdney Trunk Road, from the City’s western boundary shared with the City of Pitt Meadows to the boundary of the Town Centre Area Plan at 221 Street. Both Lougheed Highway and Dewdney Trunk Road are part of TransLink’s Frequent Transit Network, offering convenient and reliable service to locations across Metro Vancouver. The Lougheed Transit Corridor Area Plan is also bordered by the Hammond Area Plan to the south.

Currently, the Lougheed Transit Corridor is characterized by suburban development patterns, with highway-oriented commercial uses and a high proportion of single-detached homes relative to other housing types. The low-density nature of this area, with wide roads, large surface parking lots, and drive-through restaurants, is reflective of an earlier era of land development that prioritized the movement of private vehicles when designing buildings and site layouts. Some areas within the Lougheed Transit Corridor have remained vacant or underutilized, which presents an opportunity to create complete, walkable, and green neighbourhoods with streets that support transit and other sustainable mobility options.



Regional Context

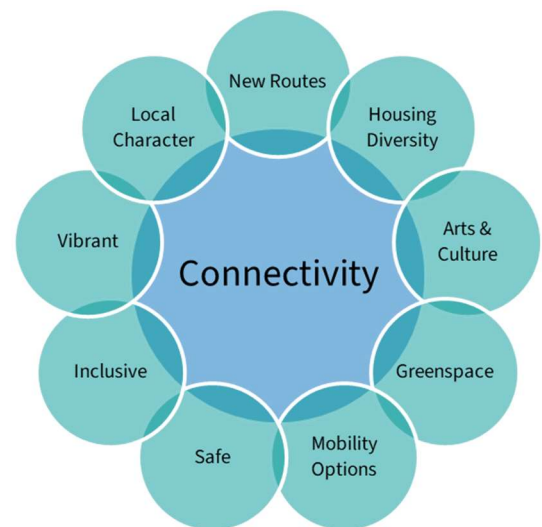
In the context of regional long-term plans, the Lougheed Transit Corridor has been recognized as a key area for future growth and transit investment. In Metro 2050, the Regional Growth Strategy, the Lougheed Transit Corridor is identified as a Major Transit Growth Corridor, which is intended to support transit-oriented development within a walkable, urban environment, while being a key regional corridor for long-term transit infrastructure investments. In Transport 2050, the Regional Transportation Strategy, Lougheed Highway is shown as part of the Rapid Transit Network and Major Bikeway Network, which sets the foundation for a more sustainable mobility network in this area.

In January 2025, TransLink announced the location of four new Bus Rapid Transit (BRT) stations in the Lougheed Transit Corridor as part of the Langley-Haney Place BRT Line. The station locations are planned for the intersections of Lougheed Highway with 203 Street, 207 Street, Laity Street, and 216 Street. These locations were identified by TransLink to improve transit connections in the community and support growing areas along the corridor. The Lougheed Transit Corridor Area Plan will guide long-term land use planning and development surrounding the BRT stations, and create the policy framework for new housing, employment, shopping, and services as this area evolves.

Phase 1 Public Engagement

In 2019, the City conducted the first phase of public engagement to receive input and better understand the community's vision for the Lougheed Transit Corridor. An overarching theme that emerged from the public engagement was a desire for connectivity. The theme of connectivity was envisioned through the design of buildings, site layouts, and streets that connect people of all ages and abilities in a unique place where they can live, work, play, and gather as a community. The theme of connectivity was further defined to include:

- New routes and pathways for ease of mobility;
- A range of housing types and tenures;
- More commercial and employment activity;
- Opportunities for social interactions;
- Arts and cultural experiences;
- Access to greenspace;
- More options for walking, cycling, and transit;
- Welcoming neighbourhoods that feel safe;
- Places that are inclusive to all ages and abilities;
- Vibrant destinations designed for people; and,
- Local character and heritage reflected through design.



Phase 2 Public Engagement

In 2025, the City conducted the second phase of public engagement to update the long-term planning for this area in response to new provincial housing legislation, regional plans, and the announcement of the Langley-Haney Place BRT Line. The updated planning for the Lougheed Transit Corridor focused on implementing transit-oriented development near the future BRT stations and improving connectivity throughout the corridor. The future West Ridge Greenway was also recognized as a foundational component of this area, with the potential to integrate nature and green infrastructure into the urban environment.

The public engagement for the Lougheed Transit Corridor Area Plan helped shape the future of this area by identifying opportunities to improve the long-term planning while mitigating potential concerns related to growth and development. Using feedback from the community, updated maps and policies were developed to help bring new housing and jobs to this area while focusing growth where infrastructure can best support it, and where it will have the greatest benefit to both current and future residents.

Role of the Area Plan

Over the next 30 years, significant growth is anticipated within the Lougheed Transit Corridor as the future Langley-Haney Place BRT Line attracts new development and investment. The Lougheed Transit Corridor Area Plan guides the long-term planning within this area to help manage growth and reflect the community's diverse interests. Building on the broader policies within the Official Community Plan, the Lougheed Transit Corridor Area Plan includes more detailed policies that are specific to the unique context and needs of this area. These policies were created from a set of Guiding Principles (see Section 2) and establish a clear, transparent planning framework that will be used to support land use decision-making and evaluate new development applications. The Lougheed Transit Corridor Area Plan is intended to support and complement the City's other long-term plans, including the Strategic Transportation Plan, Urban Forest Management Plan, and Climate Action Plan.

As part of a rapidly growing region, the Lougheed Transit Corridor Area Plan will directly support the implementation of regional plans, such as Metro 2050 and Transport 2050, by enabling transit-oriented development that will provide new housing and jobs near transit. It is important to note that while the land use planning within the Lougheed Transit Corridor Area Plan is closely associated with the transportation planning for this segment of Lougheed Highway, the design and maintenance of this provincial highway is under the jurisdiction of the Ministry of Transportation and Transit. TransLink is also a key partner responsible for the implementation of the Langley-Haney Place BRT Line. The City will work closely with external partners and other levels of government to ensure the implementation of the Lougheed Transit Corridor Area Plan is done collaboratively and supports the delivery of essential services, such as education, health care, transportation, and transit.

2.0 | Guiding Principles

Informed by feedback from residents, businesses, and other interest groups that was collected through the public engagement for the Lougheed Transit Corridor Area Plan, the following Guiding Principles were created to establish the foundation for the long-term planning framework.

Bus Rapid Transit Stations are mixed-use employment hubs.

Areas within a five-minute walk around Bus Rapid Transit stations on Lougheed Highway are key locations for economic development and new jobs. These areas will include a mix of complementary land uses, including higher-density residential and commercial forms, to help create community hubs that are dynamic, attractive, and transit-oriented. By providing employment opportunities near frequent and reliable transit, local residents can access jobs without the need for long commutes.

The West Ridge Greenway connects people and nature.

The West Ridge Greenway will be a tree-lined route for active transportation users that connects people to parks and conservation areas in the heart of the Lougheed Transit Corridor. Extending from 203 Street easterly to the Town Centre, the West Ridge Greenway will function as a linear park that integrates nature into the urban environment. By incorporating trees and green infrastructure alongside new active transportation infrastructure, the West Ridge Greenway will support outdoor recreation, enhance the urban tree canopy, and help address climate challenges with green infrastructure.

Sustainable mobility options are supported through infrastructure.

The design of new infrastructure, including Bus Rapid Transit stations, public streets, and the West Ridge Greenway, will support sustainable mobility options that allow residents to travel more easily within the community. New infrastructure will help create a more connected network, including transit hubs that can be easily reached by walking, cycling, or rolling. By considering how infrastructure will be used and shared by multiple different modes of transportation, these connections can be designed to improve the sense of safety for more vulnerable users and encourage residents to take more trips without a private vehicle.



Places are designed for people, not cars.

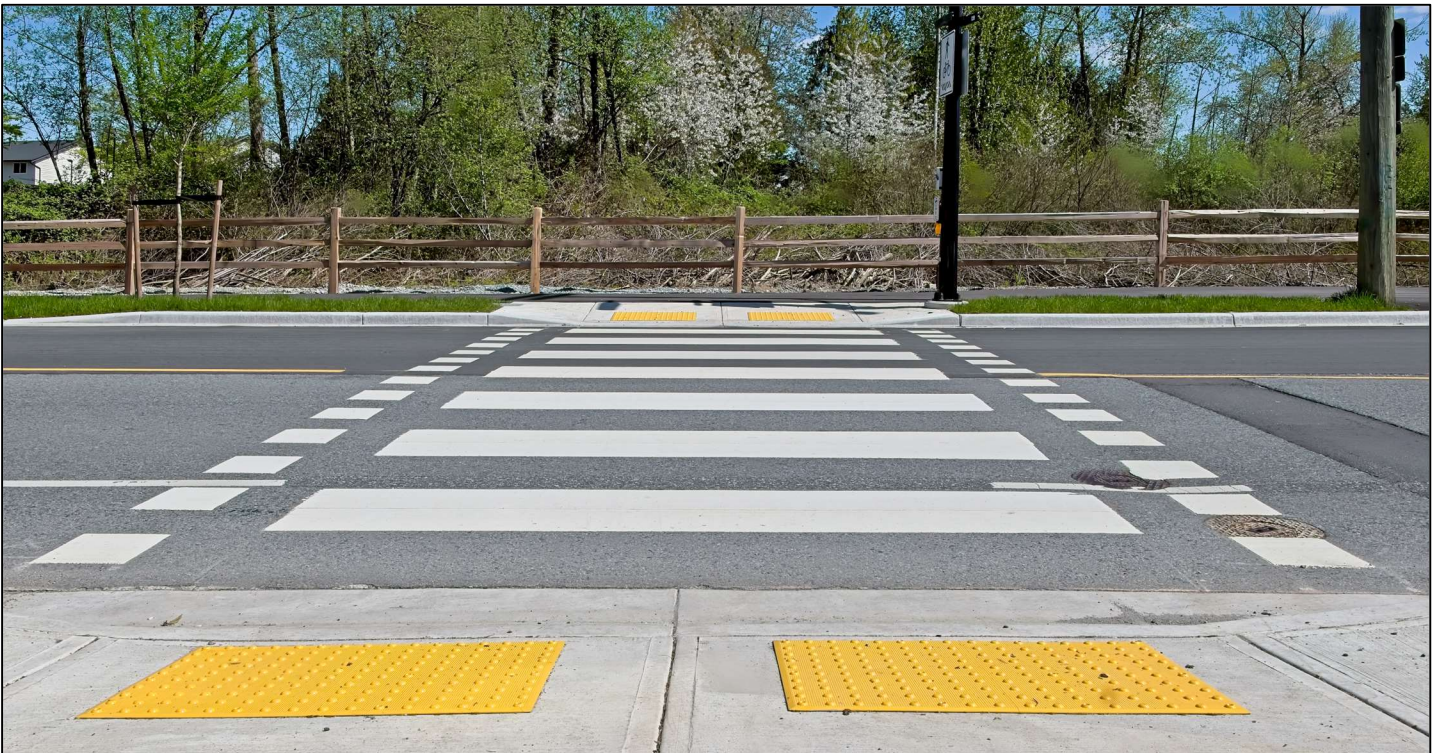
As new buildings, streets, parks, and other places are built over time, they will be designed by prioritizing the experience for people, not cars. Each site is an opportunity to create a new destination for residents that is vibrant, welcoming, and walkable. By putting people first during the design process, the public realm can be enjoyed by more residents and provide places for the community to connect.

Housing for the needs of many.

A variety of housing types and tenures will be supported to provide housing for residents with different needs and at all stages of life, including renters, families, seniors, and those experiencing hardship. New housing should also consider the experiences of residents with accessibility needs to help reduce unintended barriers for daily living. By creating a land use plan that supports diverse housing options, residents will have more opportunities to age in place and continue to live in the Lougheed Transit Corridor as their housing needs evolve over time.

Neighbourhoods are safe, diverse, and inclusive.

Neighbourhoods in the Lougheed Transit Corridor will be designed to feel safe and welcoming at all hours of the day through lighting, signage, and buildings with windows and balconies that provide “eyes on the street”. This area will include streets with highly visible pedestrian crossings and safe routes to schools for students and families. By also planning for new pocket parks, urban plazas, and gathering spaces, these public places can be used for events and cultural expressions that celebrate the community’s diversity. Providing more opportunities for public art can also help showcase local heritage and the community’s values for inclusiveness and shared experiences.



3.0 | Land Use Policies and Designations

The following policies guide land use decision-making within the Lougheed Transit Corridor and support the City's broader goals for growth management, housing, economic development, environmental protection, and climate resilience as expressed through the Official Community Plan. The land use designations for the Lougheed Transit Corridor Area Plan are shown in Schedule A.

3.1 General Policies

- 3-1** When considering applications for rezoning, an increased density of residential and commercial uses will generally be supported on lots near Lougheed Highway to increase the amount of housing, employment, shopping, and services within walking distance to Bus Rapid Transit stations.
- 3-2** In addition to the uses referenced in Policy 3-1, other forms of non-residential development will generally be supported on lots near Lougheed Highway to create a complete community near transit, including new assembly, civic, light industrial, and institutional uses.
- 3-3** Higher-density residential development forms will generally be supported on lots abutting the north side of Lougheed Highway. This is intended to focus growth and balance traffic between Lougheed Highway and Dewdney Trunk Road, minimizing potential traffic impacts on other east-west routes, such as River Road. These lots are designated as Lougheed Transit Core in this Area Plan.
- 3-4** Lower-density residential development will generally be supported on lots abutting local and collector roads that are further away from Lougheed Highway to minimize impacts to existing neighbourhoods. These lots are designated as Ground-Oriented Residential in this Area Plan.
- 3-5** Mixed-use, commercial, and other forms of non-residential development are required on lots near Bus Rapid Transit stations to create vibrant transit hubs and increase the amount of jobs, shopping, and services available to residents. These lots are designated as Lougheed Mixed-Use, Lougheed Transit Core, or Commercial in this Area Plan.
- 3-6** Mixed-use, commercial, and other forms of non-residential development are required to provide appropriate building setbacks from lot lines abutting a public street to create more active spaces for businesses and pedestrians at the ground level. These spaces should include opportunities for seating, outdoor dining, trees, landscaping, and other urban design features to enhance the building interface with the public realm.
- 3-7** Commercial retail units that are appropriately sized and designed to accommodate a range of uses are encouraged as part of new development, including but not limited to grocery stores, retail, services, restaurants, and daycares.
- 3-8** Additional density in the form of building height and/or floor space ratio will generally be supported on lots where a commercial retail unit that is designed to accommodate a grocery store is provided, with a minimum

unit size of 2,000 m².

- 3-9** To help meet the City's goals for climate resilience and urban tree canopy coverage, a minimum of 10% of the net lot area for new development is required to be pervious with deep soil unobstructed by pavement, underground structures, or other impervious elements to support trees and other plantings.
- 3-10** All land use designations in this Area Plan support the use of land for parks, conservation, and open space.
- 3-11** New developments on lots with existing commercial uses are required to maintain or increase the amount of commercial floor area to help prevent the loss of local jobs and support economic growth.
- 3-12** New developments that propose to reduce the amount of existing commercial floor area on a lot will generally not be supported in areas where significant residential growth is anticipated, including lots near Lougheed Highway.
- 3-13** New developments on lots located within the Fraser River Escarpment are subject to additional engineering and geotechnical assessment requirements as part of the development application process, which may be amended or replaced from time to time.
- 3-14** For residential uses, additional density in the form of building height and/or floor space ratio will generally be supported on lots with a housing agreement to secure long-term, purpose-built rental or non-market rental housing for the community.
- 3-15** Development on lots abutting Lougheed Highway shall comply with the requirements for building setbacks and underground parkade setbacks as established by the Ministry of Transportation and Transit. These setbacks will be confirmed as part of the development application process.
- 3-16** The dedication of land for new public streets or lanes may be required in accordance with the Strategic Transportation Plan.
- 3-17** Development on lots abutting the West Ridge Greenway may require additional road dedication beyond what is typically required for local, collector, or arterial roads to incorporate sustainable design features and transportation infrastructure, including street trees and greenspace.
- 3-18** The City will work with the Ministry of Transportation and Transit to generally restrict vehicle access to lots abutting Lougheed Highway and to facilitate orderly development that achieves the highest and best use of land near Bus Rapid Transit stations.
- 3-19** For development on lots abutting Lougheed Highway or Dewdney Trunk Road, vehicle access for new development shall be provided from a lower-classified street or lane. Direct vehicle access from Lougheed Highway and Dewdney Trunk Road is not permitted to safely and efficiently maintain the flow of vehicles, goods, and active transportation users along these corridors. For lots without access from a lower-classified street or lane, additional land assembly is required to provide suitable access, or a new lane shall be constructed.

- 3-20** Land assemblies proposed in conjunction with new development shall ensure that any residual abutting lots are properly considered in development and servicing plans such that they are left with a suitable area, configuration, and potential vehicle access for future development in accordance with the policies and land use designations in this Area Plan. This may include the preparation of conceptual site or block plans with measurements required as part of the development application process.
- 3-21** The realignment or removal of existing public streets or lanes may be considered for land assemblies greater than 10,000 m² where the existing road network limits a development from achieving the highest and best use of land and/or the policies and land use designations in this Area Plan. In these cases, additional engineering requirements will apply.

3.2 Ground-Oriented Residential Policies

- 3-22** The intent of the Ground-Oriented Residential designation is to support a range of ground-oriented housing types and home-based businesses. This land use designation will help provide housing that is compatible with the form and character of existing residential neighbourhoods in the Lougheed Transit Corridor, including family-friendly housing with larger unit sizes and accessory suites.
- 3-23** The Ground-Oriented Residential designation supports residential uses that are typically less than four storeys in height, including detached houses, accessory suites, multiplexes, townhouses, and courtyard-style housing.
- 3-24** For areas that are designated as Ground-Oriented Residential, the City will encourage the assembly of multiple lots for new development in the form of townhouses.
- 3-25** The Ground-Oriented Residential designation supports townhouses in a live-work format with both residential and non-residential units contained within the same building. In these cases, non-residential uses that do not conflict with residential uses located on the same lot will be supported.
- 3-26** The maximum floor space ratio for new courtyard-style housing and townhouses on lots designated Ground-Oriented Residential will generally range between 0.75 and 1.0 based on the site characteristics and surrounding context.
- 3-27** Residential apartments may be supported on lots designated as Ground-Oriented Residential that abut an arterial road, and where vehicle access is provided from a lower-classified street or lane. In these cases, a maximum building height of four storeys will apply. Additional building height above the four-storey limit may be supported where the lot area is above 5,000 m² to accommodate greater building setbacks from any abutting residential lots.
- 3-28** The Ground-Oriented Residential designation supports commercial uses within residential units, including home-based businesses, daycares, and short-term rentals. Additional requirements may apply based on the type and form of residential use.

3.3 Lougheed Apartment Policies

- 3-29** The intent of the Lougheed Apartment designation is to support low-rise and mid-rise residential apartments with a range of tenures, including market housing, purpose-built rental, and non-market rental housing. This land use designation will help provide more affordable types of housing with included amenities in areas along Lougheed Highway, Dewdney Trunk Road, and near the Town Centre.
- 3-30** A minimum land assembly of 2,000 m² is required for development on lots designated as Lougheed Apartment.
- 3-31** The Lougheed Apartment designation supports residential uses primarily in the form of apartments, which may include assisted or independent living residences for seniors. Townhouse forms may be supported on lots designated as Lougheed Apartment where the units are located on the same lot as an apartment building for the purpose of providing a gradual transition in building height towards abutting residential lots.
- 3-32** The maximum floor space ratio for residential uses on lots designated as Lougheed Apartment will generally range between 2.0 and 3.0 based on the site characteristics and surrounding context.
- 3-33** Where a lot designated as Lougheed Apartment abuts a lot designated as Ground-Oriented Residential, greater building setbacks are encouraged to maintain privacy, improve the compatibility, and transition between the different residential densities.
- 3-34** Non-residential uses may be supported on lots designated as Lougheed Apartment that abut an arterial or collector road, and where the non-residential uses are located at the ground level of an apartment building. These non-residential uses may include but are not limited to retail, services, restaurants, and daycares.

3.4 Lougheed Mixed-Use Policies

- 3-35** The intent of the Lougheed Mixed-Use designation is to support low-rise and mid-rise residential apartments with commercial, assembly, civic, light industrial, and/or institutional uses at ground level. This land use designation will help create mixed-use hubs near Bus Rapid Transit stations with housing, employment, shopping, and services.
- 3-36** A minimum land assembly of 2,500 m² is required for development on lots designated as Lougheed Mixed-Use.
- 3-37** The Lougheed Mixed-Use designation supports residential uses primarily in the form of apartments. Townhouse forms may be supported on lots designated as Lougheed Mixed-Use where the units are located at the ground level of an apartment building.
- 3-38** The maximum floor space ratio for residential uses on lots designated as Lougheed Mixed-Use will generally range between 2.0 and 3.0 based on the site characteristics and surrounding context.
- 3-39** A minimum building height of four storeys is required on lots designated as Lougheed Mixed-Use to support transit-oriented development near Bus Rapid Transit stations.

- 3-40** New apartment development on lots designated as Lougheed Mixed-Use requires non-residential uses at the ground level to help activate the street and improve walkability. Non-residential uses are encouraged, but not required, above the ground level to provide additional space for employment, shopping, and services.
- 3-41** Non-residential uses are required on lots designated as Lougheed Mixed-Use, with a minimum floor space ratio of 0.4.
- 3-42** The Lougheed Mixed-Use designation supports non-residential uses that do not conflict with residential uses located on the same lot. These non-residential uses may include but are not limited to offices, hotels, retail, services, restaurants, and daycares.
- 3-43** Residential uses are required on lots designated as Lougheed Mixed-Use, except where new offices, hotels, conference centres, and other tourism-based uses are proposed on the same lot.

3.5 Lougheed Transit Core Policies

- 3-44** The intent of the Lougheed Transit Core designation is to support high-rise residential apartments with commercial, assembly, civic, light industrial, and/or institutional uses contained within a building's podium. This land use designation will help maximize both housing supply and economic growth in select areas near Bus Rapid Transit stations that are located between Lougheed Highway and Dewdney Trunk Road.
- 3-45** A minimum land assembly of 2,500 m² is required for development on lots designated as Lougheed Transit Core.
- 3-46** The Lougheed Transit Core designation supports residential uses primarily in the form of apartments. Townhouse forms may be supported on lots designated as Lougheed Transit Core where the units are located at the ground level of an apartment building.
- 3-47** The maximum floor space ratio for residential uses on lots designated as Lougheed Transit Core will generally range between 4.0 and 5.0 based on the site characteristics and surrounding context.
- 3-48** A minimum building height of six storeys is required on lots designated as Lougheed Transit Core to support transit-oriented development near Bus Rapid Transit stations.
- 3-49** New apartment development on lots designated as Lougheed Transit Core requires non-residential uses at the ground level to help activate the street and improve walkability. Non-residential uses are encouraged, but not required, above the ground level to provide additional space for employment, shopping, and services.
- 3-50** The Lougheed Transit Core designation supports non-residential uses that do not conflict with residential uses located on the same lot. These non-residential uses include but are not limited to offices, hotels, retail, services, restaurants, and daycares.
- 3-51** Non-residential uses are required on lots designated as Lougheed Transit Core, with a minimum floor space ratio of 0.6.

3-52 Residential uses are required on lots designated as Lougheed Transit Core, except where new offices, hotels, conference centres, and other tourism-based uses are proposed on the same lot.

3.6 Commercial Policies

3-53 The intent of the Commercial designation is to support commercial and other non-residential uses that are business-focused, including but not limited to commercial retail units, office buildings, and hotels. This land use designation will help create new spaces for businesses and employment on lots where residential development may not be feasible due to the size, shape, and/or location of the lots.

3-54 The Commercial designation supports a broad range of non-residential uses to accommodate businesses and increase local employment opportunities. These non-residential uses include but are not limited to offices, hotels, retail, services, restaurants, and daycares.

3-55 Non-residential uses are required on lots designated as Commercial, with a minimum floor space ratio of 0.4.

3-56 New residential apartment development may be supported on lots designated as Commercial where the apartments are located above the ground level of a building with a non-residential use.

3.7 Institutional Policies

3-57 The intent of the Institutional designation is to support assembly, civic, and institutional uses that provide important community services and cultural opportunities to residents. This designation will help provide the necessary facilities to support a growing population and promote the continuation of existing uses in these areas.

3-58 The Institutional designation supports a broad range of non-residential uses to help provide supportive services and facilities. These non-residential uses include but are not limited to:

- a) Assembly uses, such as youth centres, pre-schools, food banks, community kitchens, and daycares;
- b) Civic uses, such as fire halls, public hospitals, museums, libraries, cemeteries, and recreational facilities; and,
- c) Institutional uses, such as schools, places of worship, community care facilities, assisted living residences, and private hospitals.

3-59 New residential apartment development may be supported on lots designated as Institutional where the apartments are located above the ground level of a building with a non-residential use.

3.8 Park Policies

- 3-60** The intent of the Park designation is to provide publicly accessible areas for recreation, leisure, and programmed activities. This land use designation also supports the expansion of the City’s urban forest to provide greater tree canopy cover.
- 3-61** The acquisition of land designated as Park by the City will be used to provide new parks and expand existing parks.
- 3-62** The City will pursue the tenure of areas designated as Park through a variety of means, including but not limited to fee simple acquisitions, rights of way, licences of occupation, development agreements, and covenants.
- 3-63** New development and programming in areas designated as Park will be informed by the community through a public engagement process.
- 3-64** The City will evaluate opportunities to incorporate additional park and public spaces as conditions of major development projects. These spaces may include urban plazas, public gathering spaces, and pocket parks. Typical amenities within these spaces may include but are not limited to hard and soft landscaping, seating options, water features, sports courts, community garden space, public art, and play features.

3.9 Conservation and Open Space Policies

- 3-65** The intent of the Conservation and Open Space designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain and enhance the ecological diversity within the City. This land use designation also identifies areas for open space that will remain undeveloped.
- 3-66** Land use boundaries for the Conservation and Open Space designation are to be interpreted as preliminary in nature, with requirements for on-site ground truthing and environmental assessments as part of the development application process to determine the full extent of protected areas and required setbacks/buffers.
- 3-67** As part of new development, additional land dedications for Conservation and Open Space will be sought by the City to improve access to natural spaces through recreational trails and provide opportunities for ecological protection and enhancement.
- 3-68** Signage will be used in areas designated as Conservation and Open Space to provide wayfinding and/or educate users about local biodiversity and environmental stewardship.
- 3-69** A north-south trail will be provided along McKenney Creek in areas designated as Conservation and Open Space. The trail will be designed to accommodate pedestrians and cyclists, with defined access points and wayfinding signage.

4.0 | West Ridge Greenway Policies

To support the implementation of the West Ridge Greenway within Lougheed Transit Corridor, the following policies will apply. The route for the West Ridge Greenway is shown in Figures 1 and 2. Designs for the West Ridge Greenway are shown in Figure 3.

- 4-1** In addition to any land required for new or widened streets/lanes, the City will require new development on lots abutting the West Ridge Greenway to dedicate a portion of the land for the purposes of constructing and installing sustainable design features and transportation infrastructure.
- 4-2** For sections of the West Ridge Greenway that require an off-street pathway, the City will seek to acquire the land through fee simple acquisitions, rights of way, licences of occupation, development agreements, and covenants. These areas have been designated as Park in this Area Plan.
- 4-3** Where a pocket park is identified on a lot near the West Ridge Greenway, the following on-site design features will be provided to help support high-density residential development:
 - a) A publicly accessible area with a minimum size of 1,000 m²; and,
 - b) A combination of small play areas, splash pad features, half-sized court spaces, seating, gathering space, landscaping, trees, and/or other small recreation opportunities.
- 4-4** For new development on lots abutting the West Ridge Greenway that require rezoning, the portion of the West Ridge Greenway along any property lines will be constructed as a requirement of the off-site works and servicing associated with the development.



- 4-5** For new development on lots abutting the West Ridge Greenway that do not require rezoning, the portion of the West Ridge Greenway along any property lines will be constructed as part of a future City capital project. In this case, a cash-in-lieu contribution will be required as a portion of the off-site works and servicing associated with the development.
- 4-6** The design of the West Ridge Greenway will prioritize the integration of greenspace, including but not limited to street trees, landscaped areas, and green infrastructure. This aligns with the Climate Action Plan, Urban Forest Management Plan, and Green Infrastructure Management Plan.
- 4-7** The City will seek to maximize and prioritize the potential tree canopy cover along the West Ridge Greenway through the provision of new tree plantings at regular intervals, including both street trees and privately-owned trees on abutting lots.
- 4-8** The West Ridge Greenway will include a variety of amenities that encourage sustainable mobility, including but not limited to benches, bicycle parking, wayfinding signage, and pedestrian-oriented lighting where feasible.
- 4-9** When determining the appropriate type of active transportation infrastructure along the West Ridge Greenway, the City will prioritize the safety of pedestrians and vulnerable users, including small children and older adults. Active transportation infrastructure will be designed based on the intended use profile from the Lougheed Transit Corridor Area Plan public engagement results.
- 4-10** The City will explore interim active transportation upgrades to support walking, cycling, and rolling on streets where the West Ridge Greenway has been identified. This may include the implementation of local street bikeways and traffic calming measures in accordance with the Strategic Transportation Plan.



5.0 | Urban Forestry Policies

To support the implementation of the Urban Forest Management Plan within the Lougheed Transit Corridor, the following policies will apply.

- 5-1** The City will prioritize the retention of existing trees and planting of new trees as part of new development in the Lougheed Transit Corridor to achieve the City's target of 40% tree canopy cover within the urban area by 2050.
- 5-2** The City will prioritize the protection of healthy, mature trees during the review of development proposals, with special attention to any tree clusters or trees near/over property lines that can be integrated into site designs.
- 5-3** The City will consider the proposed tree density and/or tree canopy cover when evaluating the appropriate density of development proposals.
- 5-4** The City will explore opportunities to incorporate trees into all new and existing streets in the Lougheed Transit Corridor.
- 5-5** The City will prioritize new street trees near Bus Rapid Transit stations to improve thermal comfort and shade around these areas.
- 5-6** The City will explore opportunities to increase the tree canopy cover in parks, with a priority for those areas with low tree canopy coverage.



6.0 | Climate Action Policies

To support the implementation of the Climate Action Plan within the Lougheed Transit Corridor, the following policies will apply. A map of environmental features is shown in Figure 1.

- 6-1** The City will integrate nature-based solutions to improve resilience and address climate challenges, including the mitigation of flood hazards.
- 6-2** The City will maintain and enhance flood/erosion protection in higher-risk areas. This includes maintaining and restoring healthy riparian areas with a high vegetation cover, and considering changes to drainage paths.
- 6-3** The City will install seating, shading, urban greening solutions, water fountains, and bottle filling stations in areas with high traffic, limited greenspace, and higher heat exposure . This includes prioritizing the planting of trees along key active transportation routes to/from key heat respite sites to develop shaded, thermally comfortable corridors.
- 6-4** The City will maintain a focus on stormwater management and green infrastructure to proactively identify inflow and infiltration risks, and undertake targeted system upgrades, inspections, maintenance, and communication with residents to reduce the volume of groundwater and rainwater entering the sanitary sewage collection system.
- 6-5** The City will prioritize extreme heat management initiatives in neighbourhoods and building types that are most vulnerable to overheating.
- 6-6** The City will explore strategies to improve air quality by encouraging active transportation, conducting public educational initiatives, and partnering with Metro Vancouver to support regional initiatives.
- 6-7** The City will explore ways to support the implementation of Zero Carbon buildings associated with new development.
- 6-8** The City will establish standards for new and retrofit municipal projects to encourage lower-carbon designs and technologies.
- 6-9** The City will review and update rezoning requirements and municipal bylaws to accelerate resilient buildings through electrification, decarbonization, and other initiatives.
- 6-10** The City will collaborate with community groups, health authorities, Metro Vancouver, School District 42, local First Nations, and other agencies to expand outreach and education efforts to strengthen household decarbonization and climate resilience.
- 6-11** The City will work with community groups, Metro Vancouver, School District 42, and other agencies to deliver educational or incentive programs to promote sustainable water use and reuse.
- 6-12** The City will enhance data collection and monitoring for climate impacts in the Lougheed Transit Corridor to inform City maintenance, capital planning, and infrastructure improvements.

7.0 | Mobility Policies

To support the implementation of the Strategic Transportation Plan within the Lougheed Transit Corridor, the following policies will apply. A map of the future mobility network is shown in Figure 2.

- 7-1** The City will work with TransLink, Metro Vancouver, and the Ministry of Transportation and Transit to increase the potential ridership base near Bus Rapid Transit stations and support the long-term delivery and use of this service.
- 7-2** The City will work with TransLink, Metro Vancouver, and the Ministry of Transportation and Transit to advance the development of the Major Bikeway Network and Regional Greenway Network that connects the Lougheed Transit Corridor to neighbouring municipalities and beyond.
- 7-3** The City will work with TransLink and the Ministry of Transportation and Transit to provide new active transportation infrastructure for all ages and abilities along Lougheed Highway.
- 7-4** The City will plan for new active transportation infrastructure along Dewdney Trunk Road that supports all ages and abilities, with north-south connections to Lougheed Highway and the future West Ridge Greenway where feasible.
- 7-5** The City will work with TransLink to increase local transit connections to Bus Rapid Transit stations, including new and more frequent local routes.
- 7-6** The City will work with TransLink to improve the comfort and design of standard bus stops in the Lougheed Transit Corridor to support transit use.
- 7-7** The City will prioritize walking, cycling, and transit use when designing new infrastructure and conducting long-term transportation planning.
- 7-8** The City will implement the principles for Complete Streets and Universal Design when upgrading existing streets and constructing new streets.
- 7-9** The City will prioritize constructing new sidewalks, active transportation infrastructure, and crossings along routes that lead to Bus Rapid Transit stations, schools, and other community destinations.
- 7-10** The City will explore the implementation of cycling infrastructure upgrades at key intersections, which may include dedicated bicycle crossings and signals.
- 7-11** The City will seek to provide, at a minimum, a sidewalk along all public streets to enhance the sense of safety for pedestrians.
- 7-12** The City will seek to ensure that all new sidewalks, active transportation infrastructure, and crossings are accessible for all users.

- 7-13** The City will explore ways to integrate active transportation infrastructure with green infrastructure to support sustainability and climate resilience.
- 7-14** The City will work with School District 42 to provide comfortable and safe routes to school.
- 7-15** The City will consult with School District 42 on proposed active transportation projects near schools, and provide prior notice to students and families regarding any works that result in temporary traffic impacts.
- 7-16** The City will address gaps in the sidewalk and active transportation networks to improve connectivity.
- 7-17** The City will address gaps in streetlights to support safe travel at all hours of the day. This will include but not be limited to the implementation of LED streetlights that are dark sky compliant.
- 7-18** The City will prioritize the construction of new active transportation infrastructure that supports all ages and abilities, including but not limited to multi-use pathways, protected bicycle lanes, and off-street pathways.
- 7-19** The City will explore the feasibility of shared micromobility programs.
- 7-20** The City will ensure that new capital projects are designed to provide comfortable and accessible active transportation infrastructure.
- 7-21** The City will integrate the guidance provided in the B.C. Active Transportation Guidelines when designing new active transportation infrastructure.
- 7-22** The City will explore the implementation of traffic calming measures and traffic diversions on local streets to help reduce vehicle speeds and congestion.
- 7-23** The City will ensure that new developments provide the appropriate active transportation infrastructure for the context of the site.
- 7-24** The City will seek opportunities to provide active transportation routes across institutionally-designated lands to improve connectivity and access to community destinations in the Lougheed Transit Corridor, including Ridge Meadows Hospital and Maple Ridge Cemetery.
- 7-25** The City will seek opportunities to provide new public trails and off-street pathways with new development.
- 7-26** The City will ensure that new crossings follow Universal Design principles, which may include accessible curb ramps, detectable warning surfaces, and audible pedestrian signals.
- 7-27** The City will explore the implementation of local street bikeways with lower speed limits on low-volume streets where new active transportation infrastructure is not feasible.
- 7-28** The City will implement wayfinding signage to help pedestrians and cyclists reach community destinations safely and efficiently.
- 7-29** The City will explore opportunities to increase the supply of public bicycle parking along streets.

8.0 | Arts and Culture Policies

To support the implementation of the Culture Plan: Walking Together, and the Parks, Recreation, and Culture Master Plan within the Lougheed Transit Corridor, the following policies will apply.

- 8-1** The City will identify opportunities for interpreting heritage and animating neighbourhoods through artist and community-led place-making activities.
- 8-2** The City will improve wayfinding and enhance a 'sense of place' at neighbourhood levels through place naming, street naming, and public works. This will include exploring partnerships with local First Nations and integration with Indigenous cultural heritage initiatives.
- 8-3** The City will integrate public art with recreation through installations and murals in parks and trail features/signage where feasible.
- 8-4** The City will work with other levels of government towards securing funding for new or renovated cultural spaces and facilities where feasible.
- 8-5** The City will work with TransLink to use buses and bus shelter ads as channels to promote local events and programs where feasible.
- 8-6** The City will encourage arts and heritage-based creative solutions for vacant storefronts and animating spaces where feasible.

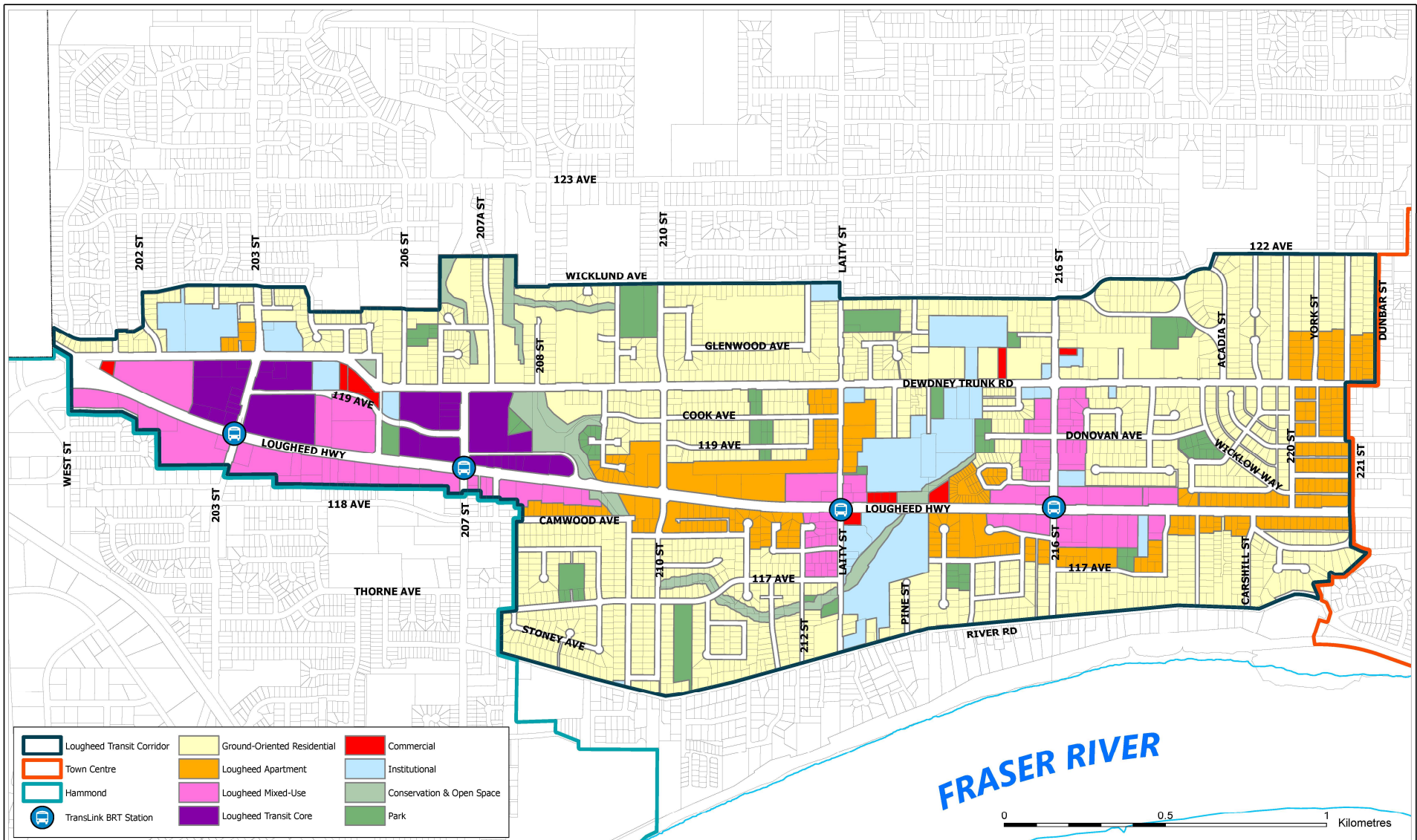


Appendix A – Zoning Matrix

Land Use Designation	Zone(s)
Ground-Oriented Residential	R-4 Single Detached (Infill) Urban Residential RS-1 Single Detached Residential RS-1b Single Detached (Medium Density) Residential RT-1 Two Unit (Duplex) Urban Residential RT-2 Ground-Oriented Residential Infill RUR Urban Infill Residential RM-1 Low Density Townhouse Residential <i>Other zone(s) may be supported in accordance with the land use policies.</i>
Lougheed Apartment	RM-2 Medium Density Apartment Residential RM-4 Medium Density Townhouse and Apartment Residential RM-5 Low Density Townhouse and Apartment Residential RE Elderly Citizens Residential
Lougheed Mixed-Use	<i>New zone(s) to be introduced through a Zone Amending Bylaw.</i>
Lougheed Transit Core	C-7 Lougheed Transit Corridor Mixed-Use <i>New zone(s) to be introduced through a Zone Amending Bylaw.</i>
Commercial	C-1 Neighbourhood Commercial C-2 Community Commercial C-4 Neighbourhood Pub C-5 Village Centre Commercial CS-1 Service Commercial CS-2 Service Station Commercial <i>New zone(s) to be introduced through a Zone Amending Bylaw.</i>
Institutional	P-1 Park and School P-2 Special Institutional P-3 Children’s Institutional P-4 Place of Worship P-4a Place of Worship and Educational P-6 Civic
Park	P-1 Park and School P-6 Civic

Conditions

- a) The Zoning Matrix is to be read in conjunction with the land use policies and designations in the Lougheed Transit Corridor Area Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation may not be appropriate for a specific site, and are not applicable in all areas of the City;
- c) Land assembly and the consolidation of multiple lots 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 in accordance with the land use policies and designations established in the Lougheed Transit Corridor Area Plan; and,
- e) The P-4 Place of Worship zone may be considered in all land use designations, subject to satisfying all requirements of the zone.



Schedule 1 Lougheed Transit Corridor Land Use Designations

Scale: 1:5,000



DATE ADOPTED: MM, DD, YYYY
DATE OF LAST REVISION: MM, DD, YYYY
BY: DT

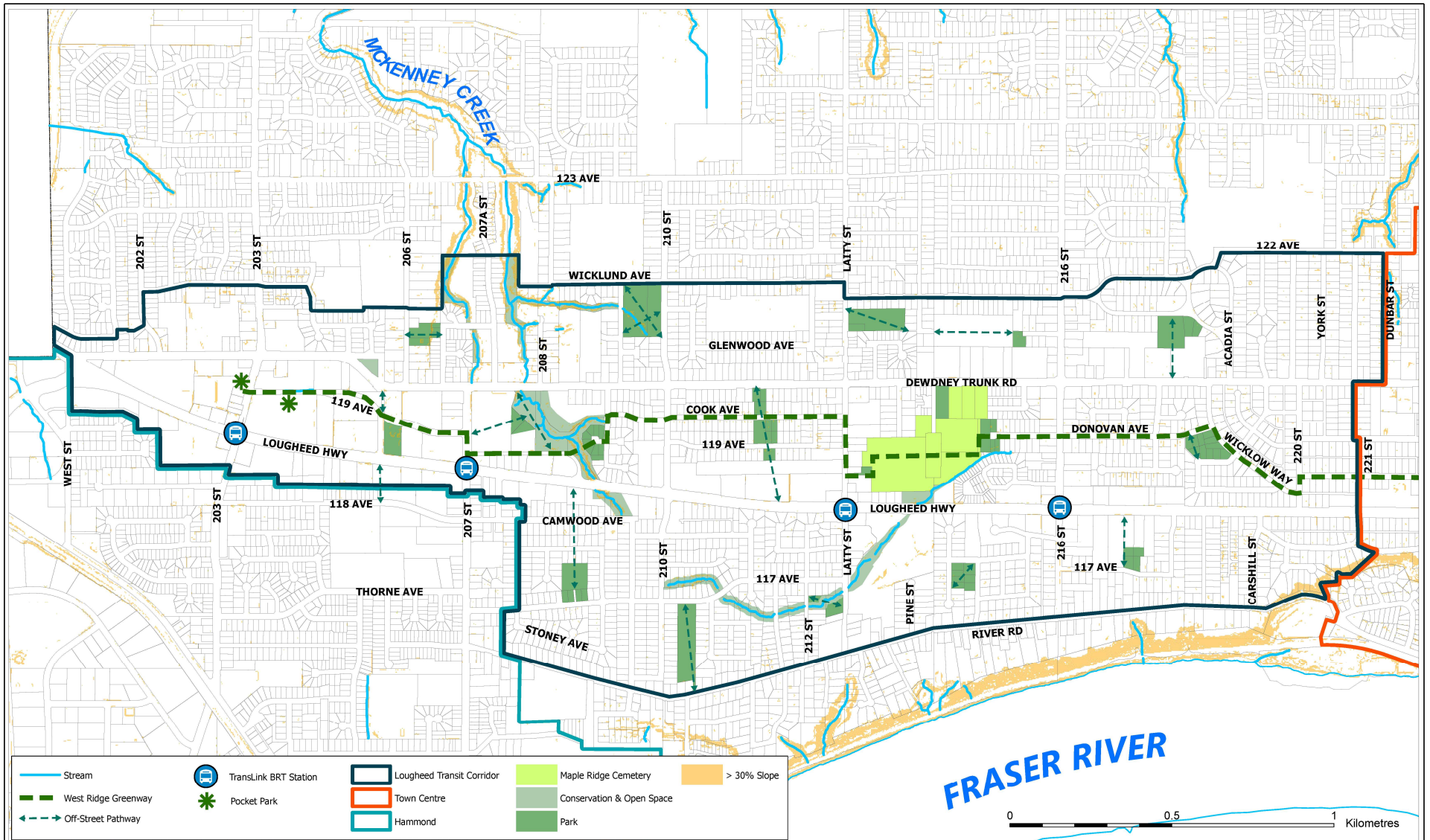


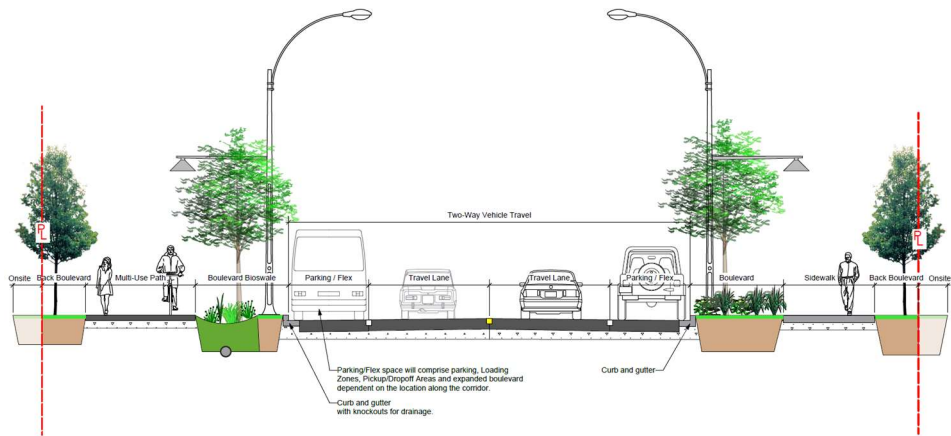
Figure 1
Lougheed Transit Corridor Environmental Features



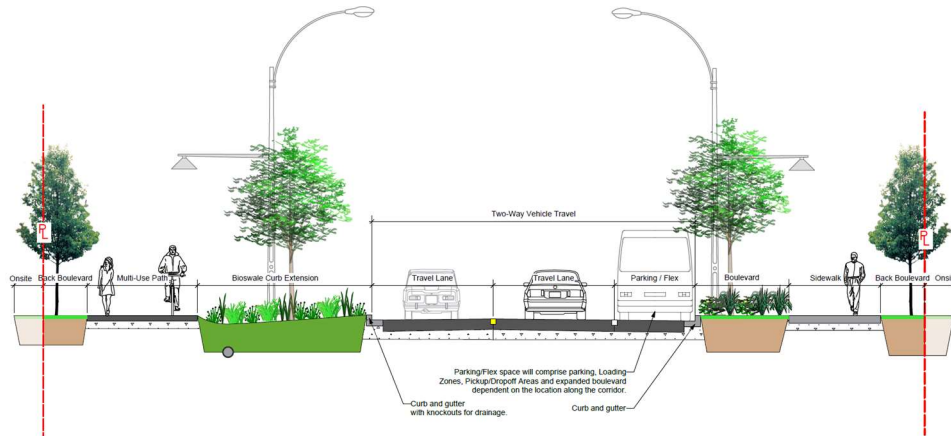
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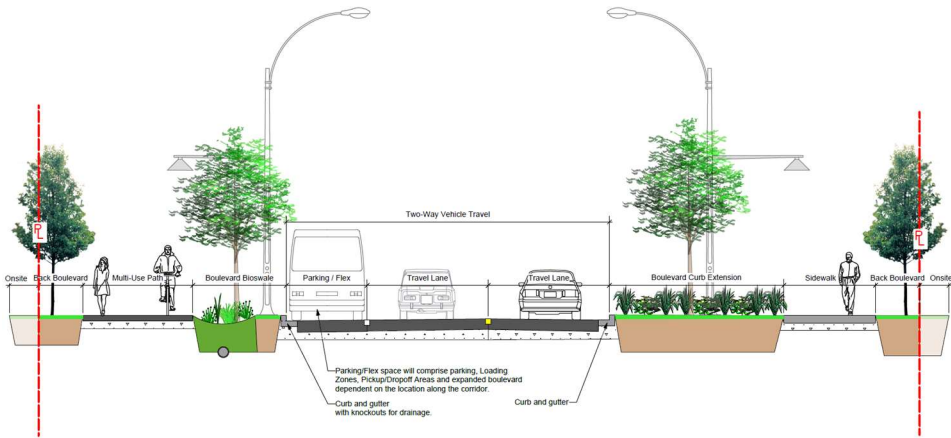
Figure 3 West Ridge Greenway Designs



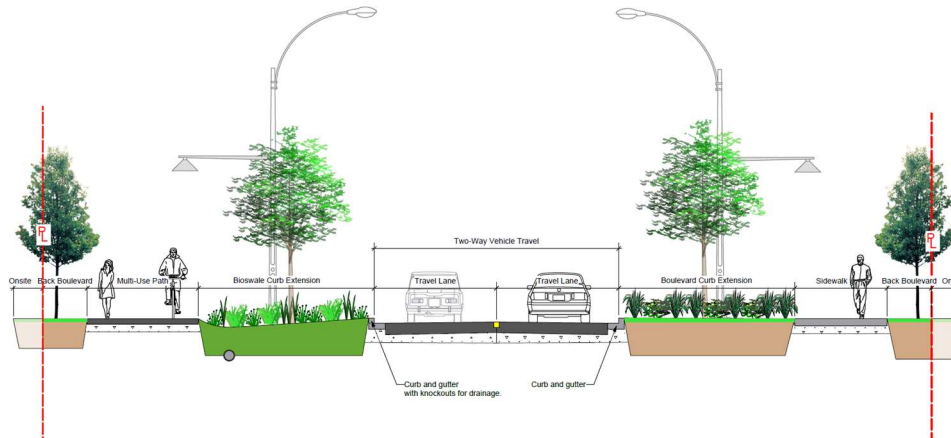
Two Travel Lanes, Two Flex Lanes



Two Travel Lanes, One Flex Lane with Curb Extension on Multi-Use Path Side



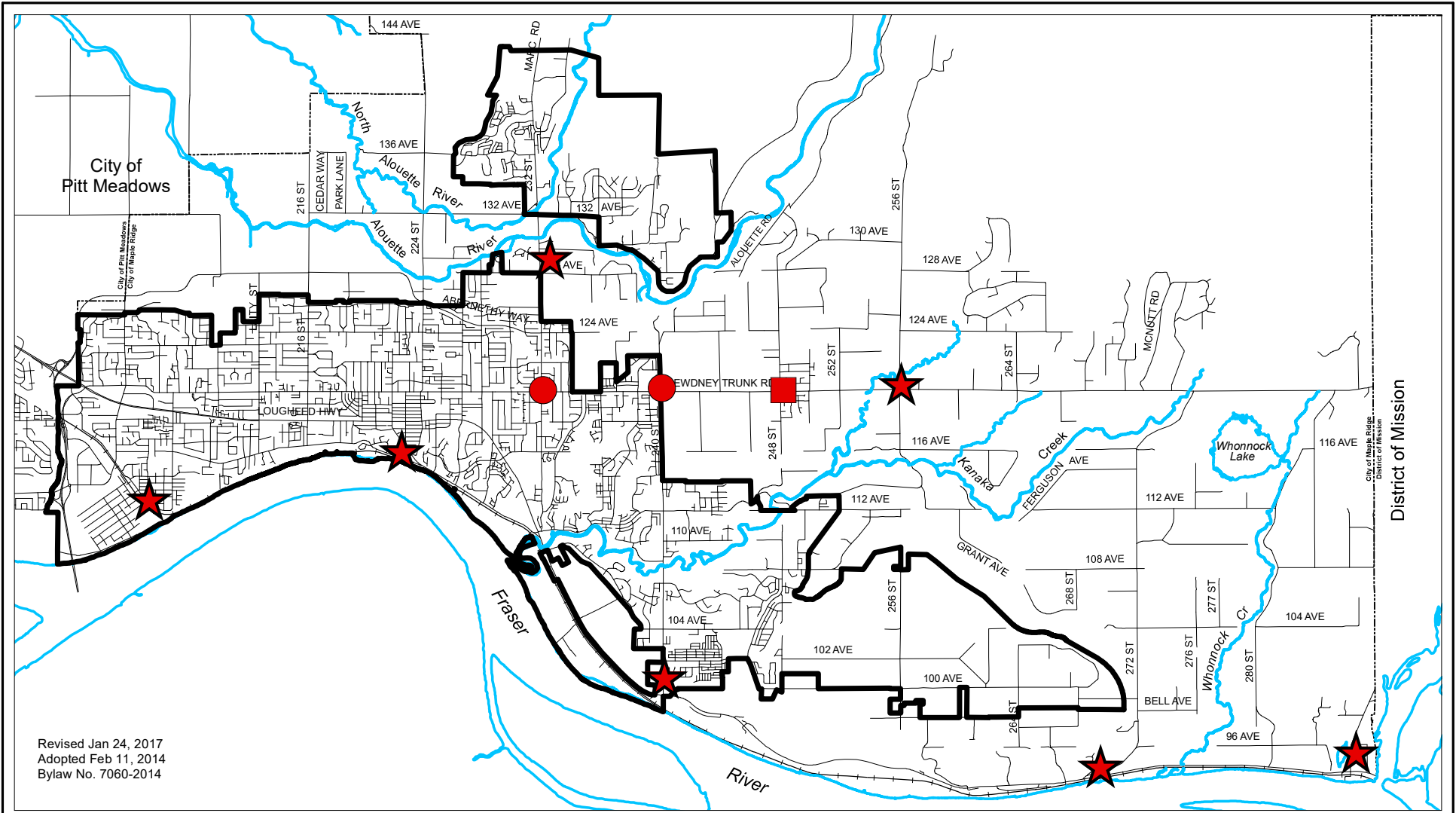
Two Travel Lanes, One Flex Lane with Curb Extension on Sidewalk Side



Two Travel Lanes with Curb Extensions

Schedule “C”

See attached hereto the update to Schedule “A”, Figure 2 – Community Commercial Nodes and Historic Commercial Centres.



Revised Jan 24, 2017
 Adopted Feb 11, 2014
 Bylaw No. 7060-2014



- COMMUNITY COMMERCIAL NODES (SUBJECT TO SECTION 6.3.5)
- VILLAGE COMMERCIAL NODES (SUBJECT TO SECTION 6.3.6)
- HISTORIC COMMERCIAL CENTRES (SUBJECT TO SECTION 6.3.8)
- URBAN AREA BOUNDARY

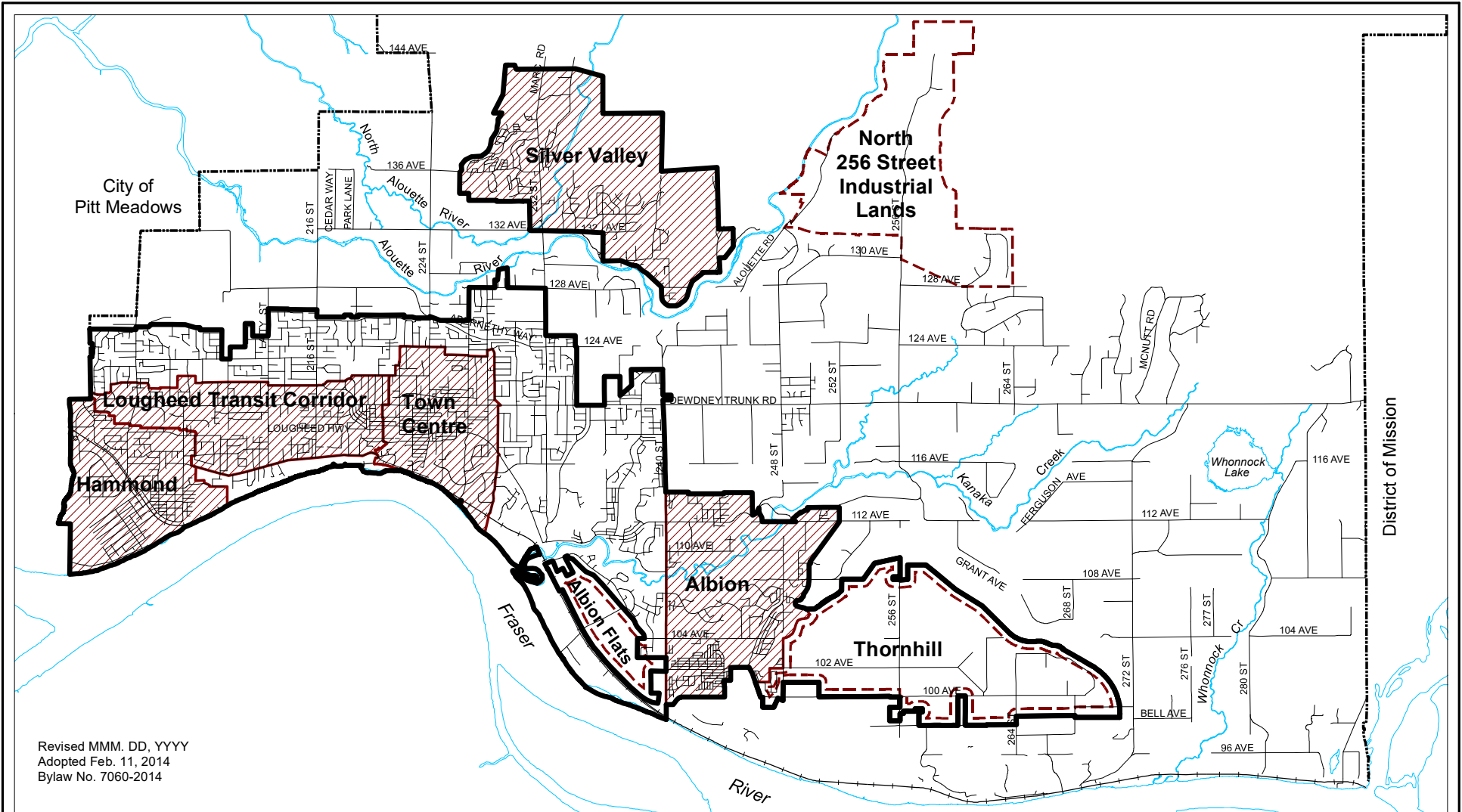
COMMUNITY COMMERCIAL NODES, VILLAGE COMMERCIAL NODES AND HISTORIC COMMERCIAL CENTRES



MMM DD, YYYY Not To Scale Figure 2.




Schedule “D”

See attached hereto the update to Schedule “A”, Figure 6 – Area Plans.



Revised MMM. DD, YYYY
 Adopted Feb. 11, 2014
 Bylaw No. 7060-2014



-  URBAN AREA BOUNDARY
-  EXISTING AREA PLANS
-  FUTURE AREA PLANS

AREA PLANS



MMM DD, YYYY Not To Scale Figure 6.

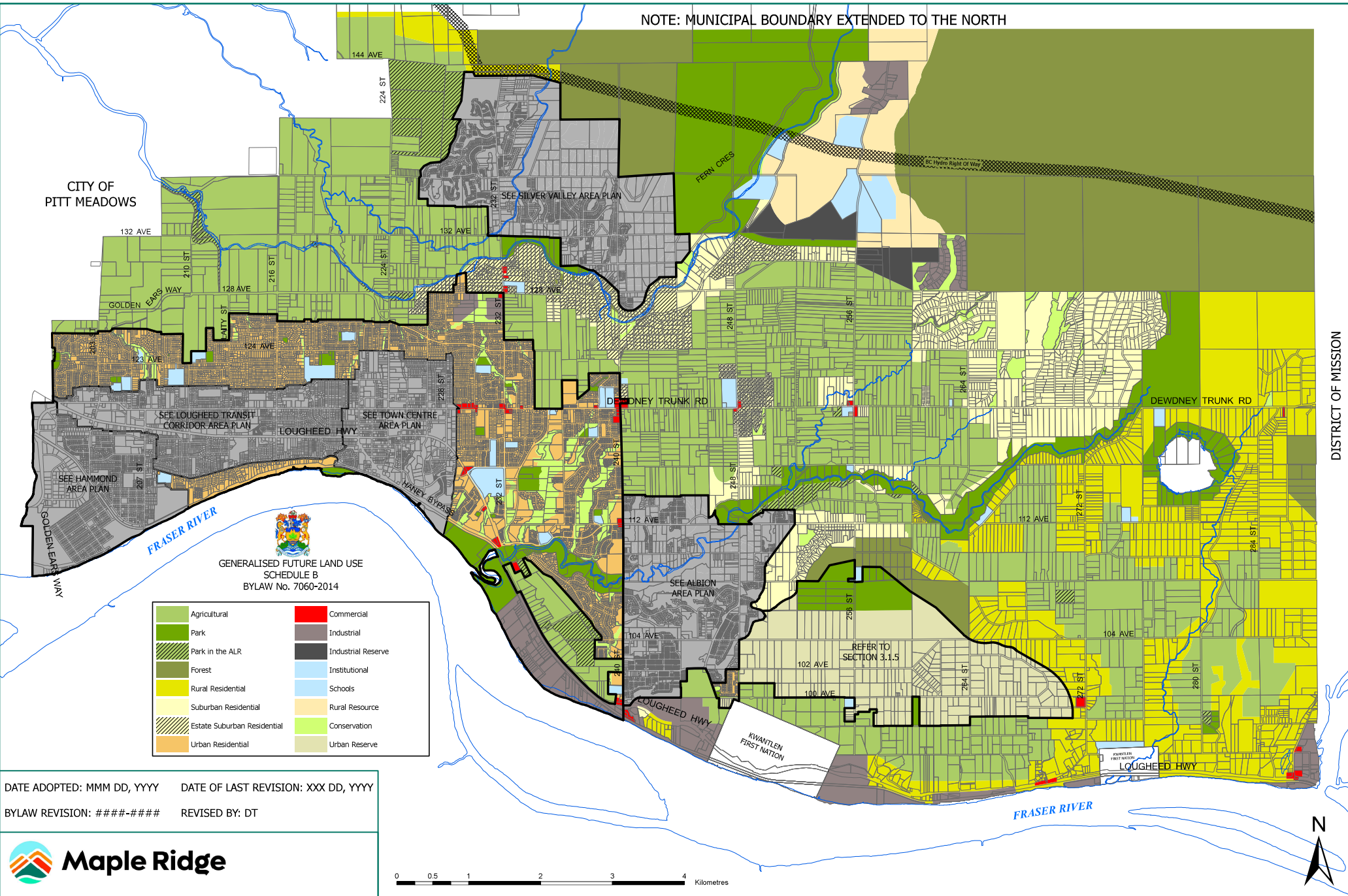
Schedule “E”

See attached hereto the update to Schedule “B”, Generalised Future Land Use.

















NOTE: MUNICIPAL BOUNDARY EXTENDED TO THE NORTH

CITY OF
PITT MEADOWS

DISTRICT OF MISSION




 GENERALISED FUTURE LAND USE
 SCHEDULE B
 BYLAW No. 7060-2014

	Agricultural		Commercial
	Park		Industrial
	Park in the ALR		Industrial Reserve
	Forest		Institutional
	Rural Residential		Schools
	Suburban Residential		Rural Resource
	Estate Suburban Residential		Conservation
	Urban Residential		Urban Reserve

DATE ADOPTED: MMM DD, YYYY DATE OF LAST REVISION: XXX DD, YYYY
 BYLAW REVISION: #####-##### REVISED BY: DT

