North 256 Street Area Plan

Development Permit Area Guidelines

Chapter 8.15

Table of Contents – North 256 Street Industrial Design Guidelines

B. Building Form, Massing & Architecture

C. Façade Design & Materials

D. Parking, Loading, Circulation & Storage

E. Landscaping & Buffers

1.Introduction

1.1 Purpose & Applicability

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

1.2 Implementation

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

1.3 How to Use These Guidelines

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

1.4 Goals of the Guidelines

The guidelines are intended to:

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

2. Design Intent and Objectives

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

2.1 Optimize the industrial development potential of the lands.

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

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

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

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

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

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

3. Guiding Principles

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

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

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

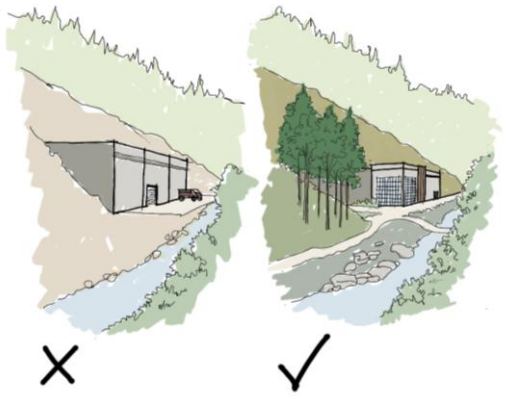
3.4 Character & Quality – Encourage simple, robust forms and materials that age well in an industrial context and express function and civic pride, while also reflecting Maple Ridge's identity.

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

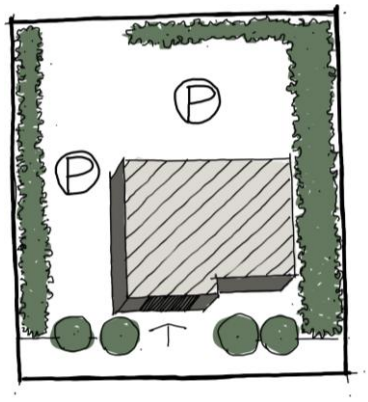
4. Design Guidelines

A. Site Planning & Interface

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

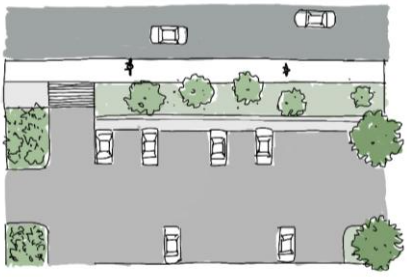


2. Wherever possible, the majority of parking and loading areas should be located at the side or rear of buildings, with access provided from lanes or internal circulation routes.



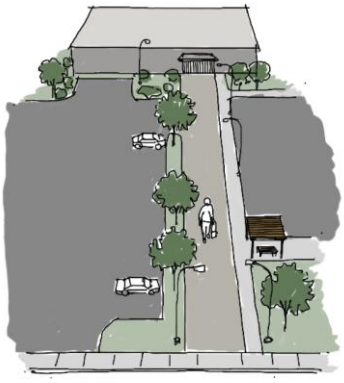
3. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance. Provide landscaped islands, street trees, pedestrian pathways, building edges, and distinct paving treatments to enhance visual quality.

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



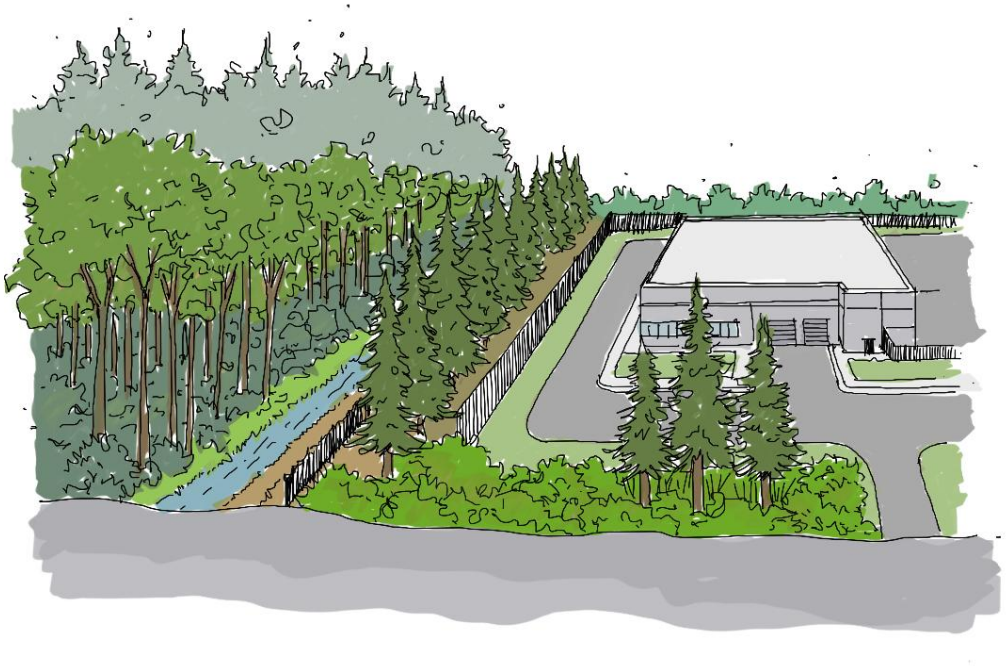
5. Provide clearly defined, direct, and safe pedestrian access from parking areas and public sidewalks to building entrances. Design pedestrian routes to be given precedence over vehicular movement, including marked crossings where necessary.

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



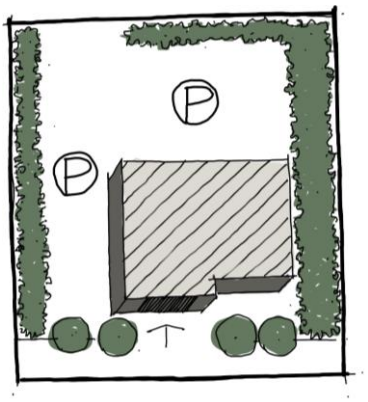
7. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals, where warranted.

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



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

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



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

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

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

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

B. Building Form, Massing & Architecture

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

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

3. Whenever possible, overhead service doors and loading docks should not be located on a building façade that faces a street. Design service doors to fit with the overall design of a building.

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

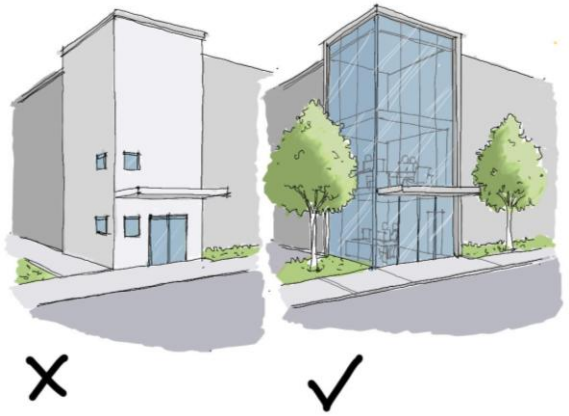
profile, fully screen rooftop equipment, and reduce visual impacts from public streets, trails, and adjacent uses.

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

C. Façade Design & Materials

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

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



D. Parking, Loading, Circulation & Storage

1. Parking and loading areas should follow the site-planning principles in Section A, with access provided from lanes or internal circulation routes.
2. Design large surface parking areas in accordance with Section A. Use landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance visual quality.
3. Parking areas adjacent to public streets should provide a low-height landscaped buffer between the parking area and the public realm.
4. Use permeable paving or shallow concrete swales with rolled edges where appropriate to support on-site stormwater drainage.
5. Above-ground parking structures should not front public streets at grade. Where unavoidable, such structures should incorporate façade treatments, glazing, landscaping, and modulation to avoid long blank walls and improve the appearance of the public realm.
6. Rooftop parking structures should incorporate appropriate design treatments to reduce visual impacts from public streets, adjacent uses, and bridges.
7. Parking control equipment, such as ticket dispensers and card readers, should be located at a sufficient distance from a public street to prevent parking queues extending onto the street. Similarly, a minimum distance of one car's length, and preferably two car lengths, should be provided between an exit gate and the street edge to accommodate cars waiting to merge into traffic.
8. Provide well-defined and safe pedestrian access from parking areas to building entrances and the public sidewalk.

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

E. Landscaping & Buffers

1. Ancillary or accessory buildings should be visually screened from public streets with dense coniferous plantings or be designed and finished in a manner consistent with the principal building.
2. Landscaping both within and outside the development should:

    a) provide definition for pedestrian corridors;
    b) provide adequate screening between private outdoor spaces;
    c) present a visually-pleasing street image;
    d) soften the transition between adjacent land uses;
    e) create interesting views and focal points into and out of the site.

3. Landscaping of substantial proportions should be provided around property lines, particularly where adjacent to residential, institutional, conservation, or recreational lands, to ensure a compatible and smooth transition to neighbouring uses.

4. Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.

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

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

   a) using native and/or drought-resistant species;
   b) designing landscaping to moderate the effect of wind;
   c) providing shade in summer;
   d) allowing daylight into buildings;
   e) allowing natural drainage to occur throughout the site; and/or
   f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

7. Any portion of a building site left vacant for future development should be landscaped consistent with the landscape plan for the overall site. The minimum ground surface treatment should be lawn. Where possible, the natural state should be retained for those portions of a property not being developed.

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

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

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

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

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

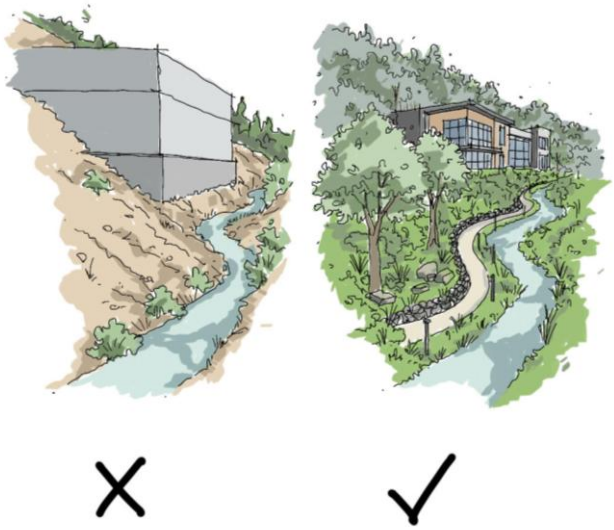
13. Incorporate drought-tolerant, predominantly native planting and integrate rain gardens, bioswales, vegetated swales, and permeable paving to support on-site stormwater management and reinforce natural drainage patterns.

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

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

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

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



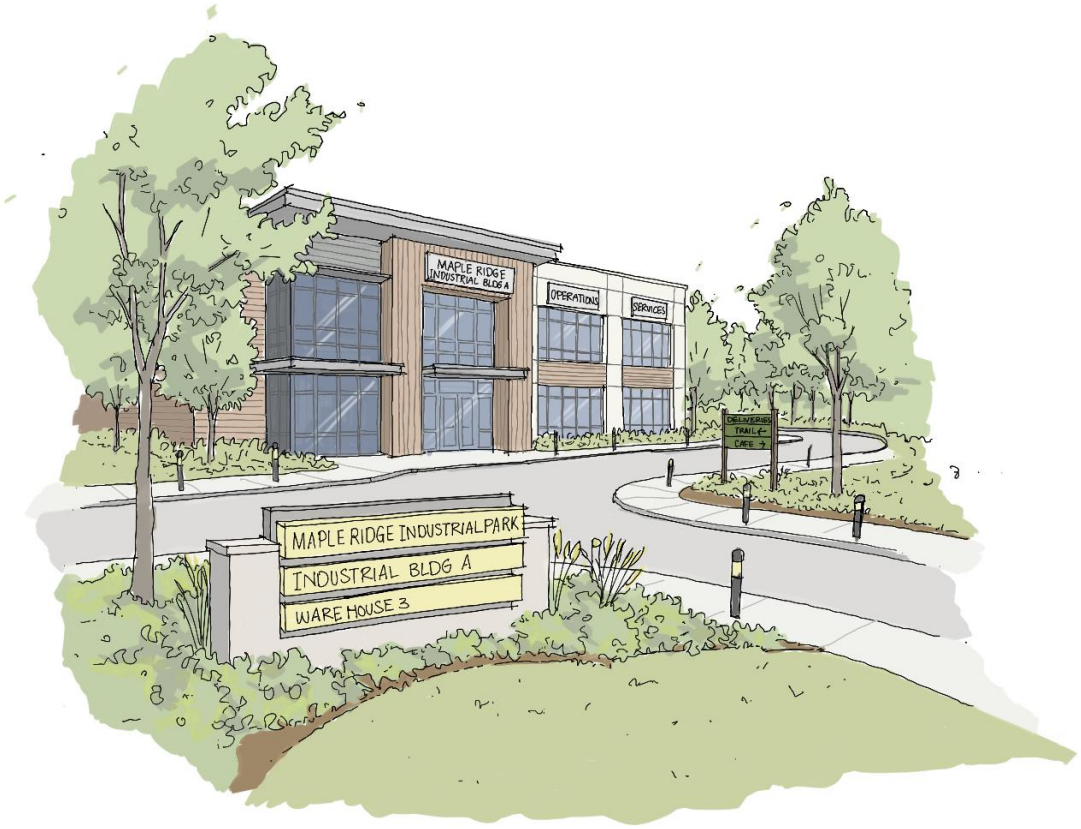
18. Trail edges should provide a comfortable, well-landscaped separation between industrial yards/parking and public trails.

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

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

F. Signage, Lighting & Fencing

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



2. Signage design, materials, and messages should be integrated and complement the scale and architectural detail of the building. Monument or fascia signs with subdued illumination are preferred over freestanding pylon signs.
3. In multiple-tenant buildings, signage should be designed to present a unified appearance, including coordinated materials, sizes, and placement.
4. A clear hierarchy of signage should be provided, including a primary identity sign, secondary tenant signage, and directional signage.
5. Signage should be consolidated into coordinated systems using durable materials; back-lit box signs should be avoided where possible.
6. Where sites abut public paths or trails, wayfinding signage for visitors and deliveries should be incorporated and consistent in scale and design with overall site signage.
7. Pedestrian level lighting is encouraged along all pedestrian pathways to enhance comfort and visibility.
8. Lighting should be fully cut-off, energy-efficient, designed to prevent glare, light spill, and visibility of direct sources from public streets, adjacent residential areas,

pedestrian routes, and conservation lands. Avoid the nuisance of glare to adjacent residences, pedestrians, or motorists.

9. Lighting fixtures should be integrated with the architecture and landscape. Downlighting or externally lit signage is preferred.

10. Provide safe, well-lit conditions for loading, parking, and operational areas using full cut-off fixtures that minimize spillover while maintaining required illumination levels.

11. Fencing should use solid or decorative metal designs, paired with landscape softening. Long, uninterrupted fence runs should be avoided.

12. Pedestrian areas should include lower-scale lighting fixtures, especially at entries and along walkways, with lighting poles designed to coordinate with surrounding landscape elements.

G. Sustainability & Resilience

1. Design buildings and sites for energy efficiency and climate resilience, including electric vehicle (EV) charging infrastructure, high-performance envelopes, and solar-ready construction.

2. Support biodiversity by maintaining tree cover and planting pollinator-friendly and native vegetation, where possible.

3. Consider FireSmart design and satisfy wildfire protection requirements along forested edges through defensible space, non-combustible materials, and appropriate landscaping treatments. Apply FireSmart landscaping principles at the industrial–forest edge / interface, including appropriate spacing of vegetation, removal of ladder fuels, and use of non-combustible groundcovers.

4. Green buildings are encouraged. Developments should consider Leadership in Energy and Environmental Design (LEED) or equivalent certification, and where feasible, integrate green roofs or rooftop solar systems.

5. Stormwater management should utilize open drainage, infiltration features, and vegetated swales to manage water quality and promote natural infiltration.

6. Respect riparian setbacks, steep slopes, and habitat linkages; coordinate with environmental permits required by OCP Development Permit Areas.

7. Sustainable building design is encouraged, including energy-efficient building envelopes, solar-ready infrastructure, and adaptable building forms that can accommodate changing tenant needs.

H. Safety & CPTED

1. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all buildings, parking areas, and facilities.
2. Ensure convenient, safe, clearly identifiable, and universally accessible access routes to building entrances, lobbies, parking structures, and other principal areas.
3. Design developments to maximize opportunities for natural surveillance, allowing people to easily view what is happening around them during the course of everyday activities. Design the interior spaces and exits from any parking structures for maximum visibility within the parking area. Entries should be highly visible, well-lit, and spaced at convenient intervals. Hidden spaces, obscured alcoves, and blind corners should be avoided in the design and layout of the parking facilities.
4. Wherever possible, locate parking next to uses that generate human activity to increase natural surveillance.
5. Provide clear sightlines at doors, loading areas, and parking; avoid deep recesses and blind corners.
6. Define public and service areas using fencing, gates, lighting, and landscape treatments to deter unauthorized access.
7. Orient office functions and windows toward streets and trails, where feasible, to increase passive surveillance and support a safer public realm.

I. Public Realm, Streetscape & Workforce Amenities

1. For industrial developments with multiple tenancies, consider providing amenity spaces for the common use of employees and visitors. Amenity spaces for individual tenancies may be consolidated into large indoor and outdoor amenity spaces for the common use of all tenancies. Examples include outdoor landscaped areas or recreational spaces.

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

3. Support amenities for employees at two scales:

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

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

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

J. Servicing & Engineering Coordination

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

K. Fire Protection & Wildfire Resilience

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

5. Submission Requirements & Checklist

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

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

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

5.3 Building elevations and materials palettes.

5.4 Signage concept, and lighting plan.

5.5 CPTED and waste/recycling enclosure details.

5.6 Servicing and stormwater strategy concept.

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

5.8 Design rationale referencing guideline compliance.

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