Chapter 8

Development Permit Area Guidelines

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- Application and Intent
- Justification
- Development Permit Area Exemptions

DP Guidelines for:

- Commercial
- Industrial
- Multi-Family Residential
- Intensive Residential
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- North 256 Street Industrial Lands
- Tenant Protection

8.1 DEVELOPMENT PERMIT AREAS

INTENT

Section 919.1 of the *Local Government Act RSBC 1996* allows municipalities to designate Development Permit Areas to create special requirements for certain forms of development, including the form and character of intensive residential, commercial, industrial or multi-family residential development, and for the protection of natural features and ecologically significant land. A Development Permit Area is intended to address special development circumstances, and if a property is within a Development Permit Area, certain types of development activity cannot proceed without a Development Permit being issued by Council.

PRINCIPLES

A number of principles have been identified to provide an overall context and guidance for development. They are multi-faceted in nature and provide a framework for the Development Permit Area Guidelines of the Official Community Plan. These principles reflect the values of the community highlighted through numerous community workshops and the Community Visioning Sessions held in Spring 2006.

Principle 4

The community recognizes that components of the built and natural environments contribute to the character of Maple Ridge and sense of community, and in turn, 'placemaking'.

Principle 8

Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscapes.

Principle 16

The Downtown is a very important part of Maple Ridge and would benefit from a variety of planning and design activities that improve its role as a key community node.

Principle 17

Maple Ridge views the promotion of economic development (jobs) as being very important to developing a balanced community – one that is not a dormitory suburb.

Principle 18

Economic development is a complex issue that requires a comprehensive approach, addressing transportation, housing, the downtown, marketing, incentives and policy.

Principle 19

There is value in identifying new lands for commercial and industrial uses to secure locations for future employment that will help to create a balanced community. Citizens prefer locations where commercial and industrial activities 'fit' within the community context.

Principle 22

Initiatives such as providing more shopping opportunities and emphasizing smaller stores, local merchants and better use of existing areas (no strip malls, concentrate in commercial nodes, etc.) are supported because they are central to achieving a balanced community.

Principle 23

The community values the protection of environmentally sensitive areas including, water (for its intrinsic value, habitat and aquifer recharge), areas of natural beauty, forests, etc.

Principle 33

Amenities and design are valued as being integral to development.

Principle 35

Respect for the landscapes of Maple Ridge should shape community design, contributing to sense of place and better fit with landforms.

Principle 45

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services.



8.2 APPLICATION AND INTENT

BACKGROUND

Development Permit is a practical approach for directing development in accordance with community values. To meet this objective, a Development Permit will be required for all rezoning, subdivision of land, or construction, addition to or alteration of a building or other structures as it pertains to multi-family residential, intensive residential, commercial, and industrial development. A Development Permit will also be required prior to subdivision of land, construction, addition to, or alteration of a building or other structure, alteration of land, disturbance of vegetation, soil deposit or removal, or any other development of activity that would disturb lands designated Conservation on Schedules B or C of the Official Community Plan, or watercourse identified on Schedule C.

DEVELOPMENT PERMIT AREAS

Maple Ridge designates the following as Development Permit Areas:

1. Commercial Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for the form and character of lands designated Commercial on Schedule B of the Official Community Plan or for lands designated Commercial in an Area Plan;

2. Industrial Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for the form and character of lands designated Industrial on Schedule B of the Official Community Plan or for lands designated Industrial in an Area Plan;

3. Multi-Family Residential Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for form and character of multi-family developments on lands designated Urban Residential on Schedule B of the Official Community Plan or for lands designated for multi-family development in an Area Plan;

4. Intensive Residential Development Permit pursuant to Section 919.1(1)(e) of the *Local Government Act* for form and character for single detached intensive residential developments on lands designated Urban Residential on Schedule B of the Official Community Plan or for lands designated for intensive residential development in an Area Plan; and

5. Natural Features Development Permit pursuant to Section 919.1(1)(a) of the *Local Government Act* for the preservation, protection, restoration and enhancement of the natural environment for lands designated Conservation on Schedule B and Schedule C of the Official Community Plan or for lands within 50 metres of the top-of-bank of a watercourse or wetland identified on Schedule C Natural Features of the Official Community Plan.
6. Town Centre Development Permit pursuant to Sections 919.1(1)(f) of the *Local Government Act* for property within the Town Centre as identified on Schedule B of the Official Community Plan. The Town Centre Development Permit applies to Ground Oriented Multi-Family, Medium and High-Rise Apartment, Low-Rise Apartment, Flexible Mixed Use, Town Centre Commercial, Port Haney Heritage Adaptive Use, and Port Haney Multi-Family, Commercial and Mixed Use land use designations and development.

7101-2014

7. Wildfire Development Permit pursuant to Section 919.1(1)(b) of the *Local Government Act* for the protection of development from hazardous conditions on designated lands as identified on **Map 1: Wildfire Development Permit Area.**

7279-2016

8. Hammond Development Permit Area Guidelines pursuant to Section 488(1)(a)(b)(c)(d)(e)(f)(h)(i)(j) of the Local Government Act for property within the Hammond Area as identified on Schedule B of the Official Community Plan. The Hammond Development Permit applies to Low Density Multi-Family, Medium Density-Multi-Family, Infill General Employment, and Hammond Village Commercial land use designations and development."

7673-2020

9. Ground Oriented Residential Infill Development Permit pursuant to Section 488 of the Local Government Act to establish guidelines for the form and character of intensive residential development. The Ground Oriented Residential Infill Development Permit applies to triplex, fourplex and courtyard housing developments.
10. 10. Yennadon Lands Employment Park pursuant to Section 488 of the Local Government Act to establish guidelines for the form and character of intensive light industrial use and for the protection of natural features and ecologically significant land.



8.3 JUSTIFICATION

The Development Permit Guidelines support the goals, objectives, and policies of the Official Community Plan. They outline the District's expectations and vision of future growth, and provide guidance regarding form and character of development for the community. The Guidelines are established and supported based on the principles identified by the Community, and are intended to preserve and enhance the valued elements of the community's physical resources and to introduce new elements that promote:

- a compact, complete and unique community;
- stable and livable neighbourhoods;
- community character and identity, including the historic communities;
- a high standard of livability, for both residential and non-residential areas;
- a high standard of development, incorporating basic design elements for site planning, building massing, building practices, quality of materials, and energy efficient building practices;
- a high quality public realm, including public streets and lanes, parks and other open spaces, publicly accessible spaces on private developments, and the form of buildings adjacent to public spaces; and
- protection of natural features and ecologically significant areas.

The guidelines identify general development criteria for new development and form the basis for the preparation and approval of development proposals. They are encouraged to be reviewed for design intent and rationale as they will be taken into consideration for approval of Development Permit applications. At the discretion of Council, certain guidelines may be waived.

In certain cases, these guidelines are surpassed by more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

In the event of a conflict between the Development Permit Guidelines and regulations outlined in the District of Maple Ridge Zoning Bylaw No. 3510 – 1985, the latter shall take precedent.

8.4 DEVELOPMENT PERMIT AREA EXEMPTIONS

1. A Development Permit is not required for any of the following:

   a) Single Detached Residential dwelling units other than in the case of Development Permits for the protection of farming, natural environment, or Intensive Residential developments;

   b) Internal renovation not resulting in any change to the external appearance of the building;

   c) Additions or external alterations to an existing building or structure which do not significantly impact the external appearance of the building because they are compatible in terms of material, colours, landscaping, form and character with the existing development, provided such works is not on lands within 50 metres of the top-of-bank of any watercourse or wetland. Generally, this applies to renovations with a total value of less than $250,000.00 or for additional 100 m^2 (1,076 ft^2) or less that are consistent with the Development Permit Guidelines. Applicable securities for the work including the maintenance period will be taken as a condition of issuance of a building permit; 7594-2019

   d) Site improvements for such as landscaping, paving, and access paths, with a total value of less than $250,000.00, provided such work is not within 50 metres of the top-of-bank of any watercourse or wetland and the work is compatible with the Development Permit Guidelines; 7594-2019

   e) Construction of an accessory building or structure with a floor area of less than 45 m^2 (484 ft^2) provided such structure is not on lands within 50 metres of the top-of-bank of any watercourse or wetland.

   f) Replacement of an existing sign subject to an existing Development Permit or Development Permit Guidelines.

   g) Subdivision for the purpose of lot consolidation, lot line adjustment, or road widening to meet District standards.

   h) Any servicing work undertaken by or on behalf of the District of Maple Ridge, in accordance with senior agency approval.

   i) Exterior building envelope repairs covered under the *Homeowner Protection Act, SBC 1998.*

   j) A property with an approved Temporary Use Permit.

   k) Alterations to a heritage building protected through a heritage designation, provided that the building is subject to a Heritage Revitalization Agreement bylaw that has received final reading from Council, or a Heritage Alteration Permit that has received final approval.

2. A Natural Features Development Permit is not required for:

   a) Development servicing within the watercourse protection area that is in support of accepted subdivision geometry or building permit and that requires approval from the Ministry of Environment under the authority of the *Water Act* and/or the Department of Fisheries and Oceans under the authority of the *Fisheries Act*. These servicing works include, but are not limited to, proposed watercourse crossings, retaining walls, culvert placements and stormwater discharge sites.

b) For building permits issued for buildings or structures in single detached residential zones where the building or structure is setback two times the required yard of the zone adjacent to the watercourse protection area.

c) For building permits issued for buildings or structures in single detached residential zone where the building or structure is setback two times the required yard setback of the zone adjacent to the watercourse protection area

d) For any servicing work undertaken by or on behalf of the District of Maple Ridge, in accordance with senior agency approval.

3. A Development Permit is not required for fill activities that are regulated by a valid permit under the Maple Ridge Soil Deposit Regulation Bylaw No. 5763-1999.

7187-2015

4. A Wildfire Development Permit is not required under the following circumstances:

a) For an addition or renovation to any existing building in the municipality where the value of the work indicated on the building permit application does not exceed 50% of the assessed value of the improvements on the property on the date of the building permit application. For the purposes of this section the value of the building on the date of the building permit application is deemed to be the value as shown on the most recent assessment, by the British Columbia Assessment Authority, where such an assessment is available.

b) For interior renovations to an existing lawfully constructed, or legally non-conforming, building or structure wholly contained within, and not projecting beyond, the foundation.

c) For a single family home or a subdivision resulting in the creation of not more than two residential lots. A restrictive covenant detailing building design and landscaping requirements will be required for these types of developments within the Wildfire Development Permit Area.

d) For non-residential farm buildings, located on lands where a farm use is being practiced, as defined in the Agricultural Land Reserve Use, Subdivision and Procedure Regulation B.C. Reg. 171/2002 or its successor, provided that they are sited at least 10 metres away from any residential building(s) and wildfire interface. If within 10 metres, then a restrictive covenant detailing building design and landscaping requirements will be required for these types of developments within the Wildfire Development Permit Area.

e) For public works and services and maintenance activities carried out by, or on behalf of, the City.

f) For any construction of a building or structure or any alteration of land that does not require a permit from the City.

8.5 COMMERCIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1) of the *Local Government Act* to establish guidelines for the form and character of commercial development. The purpose of the Commercial Development permit is to foster attractive commercial areas that are compatible with adjacent development and enhance the unique character of the community.

A Commercial Development Permit is required for all new development on land designated Commercial on Schedule B of the Official Community Plan or adopted Area Plan, other than in those circumstances indicated in Section 8.3 Development Permit Exemptions. In addition, where 100% residential development is proposed in Commercial designations, Multi-Family Development Permit Guidelines shall apply. The following form and character guidelines apply to all commercial developments.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.5.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts:

1. Avoid conflicts with adjacent uses through sound attenuation, appropriate lighting, landscaping, traffic calming and the transition of building massing to fit with adjacent development.

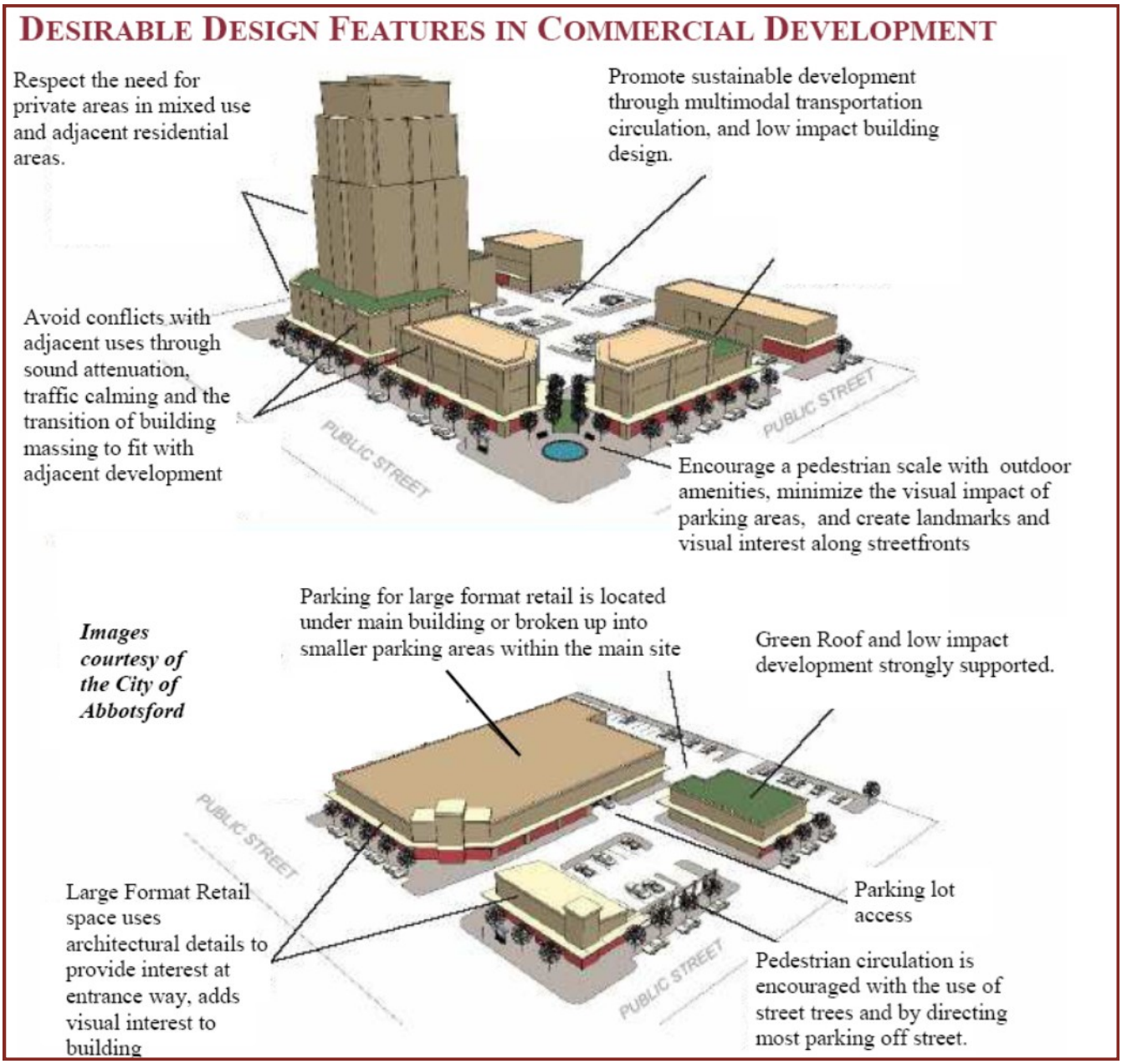
2. Encourage a pedestrian scale through providing outdoor amenities, minimizing the visual impact of parking areas, creating landmarks and visual interest along street fronts.

3. Promote sustainable development with multimodal transportation circulation, and low impact building design.

4. Respect the need for private areas in mixed use development and adjacent residential areas.

5. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions and building articulation.

DESIRABLE DESIGN FEATURES IN COMMERCIAL DEVELOPMENT



8.5.2 GUIDELINES

A. Building Design, Massing and Siting

1. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, roof forms, facade modulation, architectural features, fenestration patterns, building elements and proportions and building articulation.

2. Exterior finishes should be wood, brick, natural stone or other materials of warm appearance. Substantial areas of concrete should be avoided. Expanses of solid wall or glass are unacceptable.

3. New buildings adjacent to existing small scale buildings such as houses should be designed to provide visual interest whilst protecting the privacy and livability of both properties.

4. Significant corners should be given added emphasis with vertical architectural features and roofscape features. At intersections, the definition of corners should be reinforced by buildings that front on both streets.

5. Development should be sited to have the building frontage on the main street alignment.

6. Projects located on slopes should be developed in a manner which creates a step in perceived height, bulk and scale between development.

7. Design and construction of buildings should account for maximum sound attenuation between commercial and adjacent residential uses. To ensure that noise generated on the site is addressed in the most appropriate manner, Council may request that a noise attenuation study be prepared.

8. Continuous weather protection, such as canopies, structural awnings, or building overhangs, is strongly promoted where at-grade retail uses are included in a development and over common entries to commercial and/or mixed-use developments that front a public sidewalk or open space.
9. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state.

10. Developments are encouraged to redirect water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

11. Buildings should be designed and located on a site to:

a) preserve and incorporate natural features or views;

b) ensure proper orientation and relationship to adjoining residential uses;

c) minimize impacts on natural features and agricultural lands;

d) accommodate natural grades to ensure minimal grading is required.

B. Refuse, Recycling and Servicing Areas

1. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.

2. Service areas should have differentiated access to minimize visual impact as well as conflicts with pedestrians.

3. Refuse receptacles must be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weatherproof and animal-resistant.

4. Mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones should be oriented on the site to face away from adjacent residential development. Whenever possible, these uses should not be visible from an adjacent residential property.

C. Street Front

1. Particular attention should be made to the image presented to the street front.

2. New development should emphasize the street frontages by incorporating differentiated front, side and rear oriented facades. Facades should incorporate vertical and horizontal relief in a well-proportioned rhythm appropriate to the intended scale of development

3. Buildings with over 15 metres of street frontage should break the horizontal mass of the building with vertical elements in a rhythmic pattern.

4. Streetfront landscaping will incorporate street trees for definition of site boundaries and enhancement of public space.

5. Vehicle access on a street frontage should be located to the side of the building away from the pedestrian entrance and should be designed to minimize the impact on streetscape appearance and disruption to pedestrian movement.

D. Signage and Lighting

1. Signage should be integrated with the design of a building, preferably at ground level only, and its size and design should complement the scale and architectural detail of the building.

2. High intensity illumination directed at adjoining properties should be avoided. Commercial signage and high intensity illumination adjacent to residential uses should be minimized in order to protect residential amenity.

3. Lighting and signage should be designed so as to have no direct source of light visible from the public right-of-way.

4. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter should take precedent.

5. In multiple-tenant commercial or mixed-use buildings, signs should be designed to present a unified appearance. Signage space should be provided for upper storey tenancies.

E. Vehicle Access, Parking, and Circulation

1. Buildings and structures should be located to ensure safe traffic circulation and access and adequate on-site parking. Parking should be encouraged in smaller units to avoid a monotonous appearance.

2. Parking and storage areas should be appropriately screened. Low level landscape screening should be provided to parking areas adjacent to public streets.

3. Where possible, parking and servicing should be located underground or to the rear of buildings to minimize the impact on streetscape appearance and pedestrian amenity. In all new buildings the portion of the structure used for parking and servicing should be adequately screened and should be architecturally compatible with the rest of the building.

4. Existing lanes should be used for vehicle access, loading and servicing. Upgrading of lanes in terms of attractive treatment and screening of parking access and loading and service areas is encouraged.

5. Vehicle access should be located to the side of the building away from the pedestrian entrance and should be designed to minimize the impact on streetscape appearance and disruption to pedestrian movement.

6. Lanes and driveways should conform to the existing grades as closely as possible to ensure minimal disruption of slopes and vegetation. On steep terrain, access should be aligned, wherever possible, to run parallel rather than counter to, natural contours and existing grades.

7. Shared vehicle access between adjoining sites should be considered where access for parking at the rear of the property is limited. Joint or shared access should also be considered between adjoining developments to minimize disruption of pedestrian sidewalks and to maximize landscaping and permeable surfaces. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.

8. Minimize the amount of asphalt surfaces in parking areas by integrating a variety of paving materials such as concrete, decorative pavers or by using alternate surface treatments.

9. Above ground parking structures should not front public streets at grade. Non-parking uses or special façade treatments must be provided along street frontages to enhance the building's appearance to the public realm. On non-street fronting façades, parking structures should be treated to avoid long blank walls at grade, such as massed landscape treatments or attention to design detailing on the façade.

10. 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 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.

11. Rooftop parking structures should include design elements, including landscaping, to reduce the visual impact from the street and surrounding uses.

F. Pedestrian and Bicycle Access

1. Development should improve pedestrian amenity through interesting design detail at ground level, easily identifiable entrances, shop fronts with clear untinted glazing, concentration of signage at ground level, attractive landscaping and well defined pedestrian crossings for driveways and roadways.

2. A well defined pedestrian access to the commercial use will be provided from the public sidewalk. Design will ensure that pedestrian use is given precedence over vehicular use. Where possible, at least one pedestrian connection should be provided through the main block of buildings.

3. Facilities for cyclists should be considered for all developments.

G. Landscaping and Open Space

1. Landscaping should be supplemented to identify and define public space, to present a pleasing image and to soften the transition from adjacent land uses to the commercial development.

2. Adjacent residential uses should be adequately protected by significant landscaping or the provision of screening or both.

3. Street trees will be a required component of all new development for definition of site boundaries and enhancement of public space. Simplicity in landscaping materials is desirable and should be encouraged for screening purposes. Deciduous tree species should be considered in landscape plantings to permit light penetration in winter. Mature vegetation should be retained where possible.

4. Aesthetic values along frontages and on-site ought to be enhanced by significant landscaping on all property lines and around buildings. Street trees should be used to provide the landscaping variety that would soften the character and scale of the area.

5. Landscape planting and screening should be used to create interesting views and focal points into and out of the site for pedestrians, passing drivers and building tenants on the site or adjacent to it.

6. Open space should be usable, attractive and well-integrated with the design of the building. Open space, in many cases, will be achieved with courtyards, recessed balconies, terraced balconies, roof top gardens, and atria.

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

8. Landscaping should define the purpose and emphasize the desired character and function of public and private space. All private and semi-private open space should be clearly defined as such and should be controllable by those meant to benefit and be responsible for it, thus encouraging use, pride and safety.

9. Distinguish public and semi-public spaces from private spaces. Design symbolic barriers through:

   a) building and site design;

   b) changes in paving, vegetation, or grading; or

   c) architectural features, such as low walls, bollards or raised planters.

H. Crime Prevention through Environmental Design (CPTED)

1. Developments should be designed to maximize opportunities for natural surveillance allowing people to easily view what is happening around them during the course of everyday activities. Crime Prevention through Environmental Design principles and techniques are encouraged.

2. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all parking facilities.
3. Design the interior spaces and exits from any underground and above ground 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. Walls and ceilings of parking structures, particularly underground structures, should be painted white to enhance or reflect light.

I. Universally Accessible Design

1. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchair / scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.

2. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.

3. Building entries should be:

   a) clearly addressed with large numbers visible from the street;

   b) directly accessed from the street without stairs; and

   c) provided with weather protection, exterior lighting, and power-assisted door openers.

J. Bicycle Storage and Parking

1. Provide short term bicycle parking facilities, such as bicycle racks, at grade close to building entrances. Bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads. Bicycle racks should be made of sturdy, theft-resistant material, securely anchored to the floor or grounds.

2. Provide long term bicycle parking facilities in secure storage areas within buildings. Bicycle storage areas provided as part of a parking structure should be located close to elevators and access points. In mixed-use buildings, bicycle storage facilities for residents are to be separate from those for the commercial uses.

3. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.



8.6 INDUSTRIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1) of the *Local Government Act* to establish guidelines for the form and character of industrial development. The purpose of the Industrial Development Permit is to promote development that meets the needs of industry, and through attractive design that is compatible with adjacent development.

An Industrial Development Permit is required for all new industrial development within the urban area on lands designated Industrial on Schedule B of the Official Community Plan other than in those circumstances indicated in Section 8.4 Development Permit Exemptions. The following form and character guidelines apply to industrial development but are not necessarily appropriate for general industrial uses.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge.

In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.6.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts:

1. Provide a street presence with entrances and architectural interest in building designs fronting public streets.

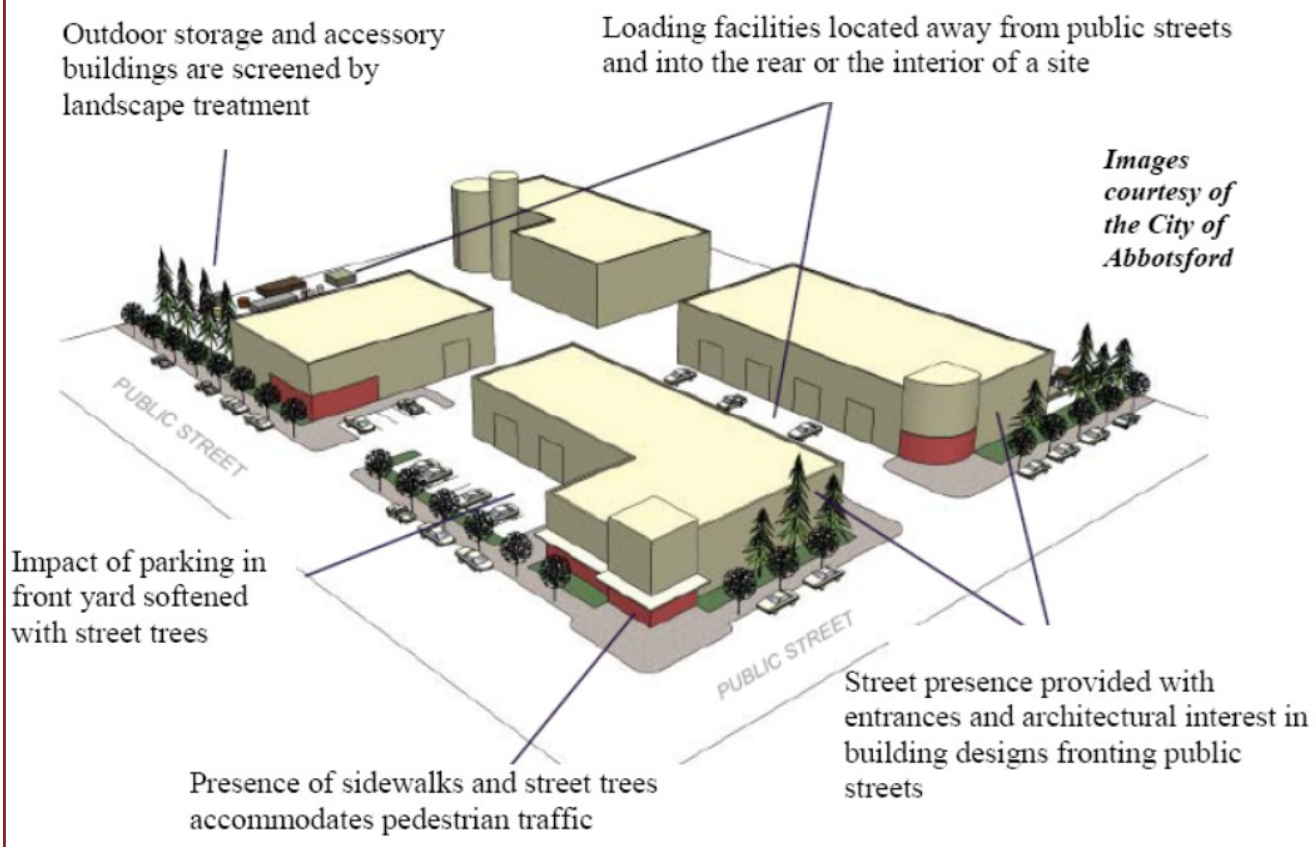
2. Loading facilities should be located away from public streets and into the rear or the interior of a site.

3. Outdoor storage and less attractive structures such as accessory buildings should be screened with fencing or landscape.

4. The transportation needs of diverse users should be accommodated through amenities such as bicycle facilities, and accessible design for the mobility impaired.

5. The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions and building articulation.

DESIRABLE DESIGN FEATURES IN INDUSTRIAL DEVELOPMENT



8.6.2 GUIDELINES

A. Building Design, Massing and Siting

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

2. Main building entries should be located and designed to be clearly identified from streets or entry driveways. Include glazing as a major component of street-facing building façades.

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. Buildings with significant areas of non-reflective opaque materials or blank walls should incorporate features such as texture, graphics, reveals, colours or decorative floodlighting to provide visual interest. Landscaping should also be provided to compliment the architectural details.

5. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state. Buildings and structures should be integrated into natural slopes and other significant features.

6. New developments are encouraged to incorporate Low Impact Development (LID) techniques into their site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.

7. Rooftops of buildings should include design elements, including landscaping, to reduce the visual impact from the street, surrounding uses and structures such as bridges.

B. Vehicle Access, Parking and Circulation

1. Wherever possible, the majority of parking and all loading areas should be located between or to the rear of buildings, with access from lanes or internal circulation.

2. Divide large surface parking areas into smaller sections to avoid a monotonous appearance. Use landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance the visual appearance of large parking areas.

3. Parking areas adjacent to public streets should provide a low level landscaped buffer between the parking and the public realm.

4. Consider the use of permeable parking pavers or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.

5. Above ground parking structures should not front public streets at grade. Non-parking uses or special façade treatments must be provided along street frontages to enhance the building's appearance to the public realm. On non-street fronting façades, parking structures should be treated to avoid long blank walls at grade, such as massed landscape treatments or attention to the design detailing on the façade.

6. 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 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.

7. Rooftop parking structures should include design elements, including landscaping, to reduce the visual impact from the street, surrounding uses and structures such as bridges.

C. Pedestrian Access

1. Provide well defined and safe pedestrian access from parking areas and the public sidewalk to industrial uses. Design the access to ensure that pedestrian use is given precedence over vehicular use.

2. Industrial developments with large parking areas should provide a direct pedestrian pathway system through the parking area to facilitate convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets. Features such as special landscaping with trees and benches, overhead weather protection and distinct paving should be incorporated where appropriate. Pedestrian movement should be designed to avoid any obstruction by parked vehicles.

3. Where pedestrian pathways intersect service roads or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals.

D. Universally Accessible Design

1. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.

2. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let -downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.

3. Building and site design features should integrate circulation routes and areas for people with disabilities with general public use.

E. Refuse, Recycling and Service Areas

1. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.

2. Service areas should have differentiated access to minimize visual impact as well as conflicts with pedestrians.

3. Refuse receptacles must be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weatherproof and animal-resistant.

4. Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development and outdoor spaces.

5. Mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones should be oriented on the site to face away from adjacent residential development. Whenever possible, these uses should not be visible from an adjacent residential property.

F. Signage

1. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter shall take precedent.

2. Signage design, materials and message should be integrated and complement the scale and architectural detail of the building.

3. In multiple-tenant buildings, signs should be designed to present a unified appearance.

G. Lighting

1. Pedestrian level lighting is encouraged along all pedestrian pathways.

2. Lighting should be designed so as to have no direct source of light visible from the public right-of-way or adjacent residential land. Care should be taken to ensure that lighting glare does not pose a nuisance to adjacent residences, pedestrians, or motorists.

H. Crime Prevention through Environmental Design (CPTED)

1. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all buildings and facilities.

2. Ensure convenient, safe, identifiable and universally accessible access routes to building entrances, lobbies, parking structures, or other principal areas of buildings.

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.

I. Bicycle Parking and Storage

1. The provision of bicycle parking facilities, such as bicycle racks is encouraged. Bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads. Bicycle racks should be made of sturdy, theft-resistant material, securely anchored to the floor or grounds.

2. Large-scale developments are encouraged to provide end-of-trip facilities, such as showers and lockers, within the development for the convenience of employees.

J. Landscaping and Open Space

1. Ancillary or accessory buildings, including structures used for storing materials, should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent with the principal building.

2. 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 recreation spaces.

3. 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 pleasing street image;
   d) soften the transition between adjacent land uses;
   e) create interesting views and focal points into and out of the site.

4. Provide landscaping of substantial proportions around property lines, particularly adjacent to residential development, to ensure a compatible and smooth transition to abutting residential uses.

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

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

7. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
   a) The use of native and/or drought-resistant species;
   b) designing the 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;
   f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

8. 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.

9. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation. Replanting with indigenous or native species is encouraged.

10. Maximize the amount of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.

11. Chain link fences are to be avoided, and are discouraged along street frontages. Where chain link fences are unavoidable, a dense landscape material is encouraged adjacent to the landscape screen.

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



8.7 MULTI-FAMILY DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Development Permit Area is designated under Section 919.1(1)(f) of the *Local Government Act* to establish guidelines for the form and character of Multi-Family development. The purpose of a Multi-Family Development Permit is to enhance existing neighbourhoods with compatible housing styles that meet diverse needs and minimize potential conflicts on neighbouring land uses.

A Multi-Family Development Permit is required for all new multi-family development on land designated Urban Residential on Schedule B of the Official Community Plan, or Multi-Family development in an area with an Area Plan, other than in those circumstances indicated in Section 8.4 Development Permit Exemptions. A Multi-Family Development Permit is also required in Commercial designations where 100% residential multi-family development is proposed. The following form and character guidelines apply to multi-family residential developments.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

8.7.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following Key Design concepts are as follows:

1. New development into established areas should respect private spaces, and incorporate local neighbourhood elements in building form, height, architectural features and massing.

2. Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low rise ground oriented housing located to the periphery of higher density developments.

3. Large scale developments should be clustered and given architectural separation to foster a sense of community, and improve visual attractiveness.

4. Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property.

DESIRABLE DESIGN FEATURES IN MULTI-FAMILY DEVELOPMENT

New development in established areas respects private spaces, and uses elements of local neighbourhood character in building form, height, architectural features and massing

Pedestrian circulation encouraged with attractive streetscapes attained through landscape treatment, "eyes on the street" building design and by directing parking away from public view or underground



Images courtesy of the City of Abbotsford

Transitional development bridge areas of low and high densities, through stepped building heights, or low rise ground oriented housing located at the edge of higher density developments

Larger developments are clustered or given architectural separation to foster a sense of community, and provide visual interest

8.7.2 GUIDELINES

A. BUILDING DESIGN, MASSING, AND SITING

1. Design and siting of buildings should take advantage of natural features or views and should enhance privacy and livability.

2. Residential buildings should front or appear to front onto public roads through the use of appropriate treatment of exteriors, through direct pedestrian access to individual units from the public street/ sidewalk, or through the provision of pedestrian walkways linked to the street. Street frontages should be emphasized by incorporating differentiated front, side and rear oriented façades, with a minimum two storey facade on the fronting street to foster a human scale. Buildings that are designed with an end wall or unit adjacent to a public street should design the end unit with the pedestrian entry facing the street. At significant intersections, the definition of corners should be reinforced by buildings that front on both streets and incorporate corner cuts.

3. Higher density dwellings should be sited adjacent to major streets in order to minimize access problems and to provide a transition to lower density uses.

4. Multi-family developments adjacent to lower density or single detached residential dwellings should:
   a) be consistent in form and massing with the surrounding area;
   b) be sited adjacent to major streets to provide a transition to lower density uses;
   c) concentrate density to the centre of the development or towards a non-residential boundary and locate lower density components adjacent to lower density residential uses;
   d) create a transition in building mass and form towards the setbacks of the adjacent neighbourhood;
   e) minimize access conflicts;
   f) be designed to maximize privacy and minimize views onto adjoining sites, particularly for portions of the development abutting the side yards of adjacent single detached residential uses.

5. Larger buildings, roof forms and building frontages should include design elements and features to:
   a) provide variation in the façades to help reduce the visual length of individual buildings;
   b) have the appearance of a series of smaller buildings, or as identifiable parts of a larger concept; and
   c) incorporate components that express strong unit identity and incorporate direct access to grade for ground-floor units.

6. New multi-family developments should use design themes, architectural features and elements of the surrounding neighbourhood by incorporating common elements such as form, scale, massing and proportion into the design as a means to reinforce neighbourhood stability. Examples include:

a) the articulation of façades, using where appropriate, elements such as porches, chimneys, projections, recesses, and balconies;

b) the placement, size, shape and number of doors and windows;

c) the location and visual appearance of garages and/or parking facilities;

d) the selection of appropriate and compatible roof forms; and

e) the design of hard and soft landscaping.

7. The exposed undersides of balconies and porches that are visible from a street or public walkway should be covered with exterior finishes to provide a finished appearance to public view.

8. Developments are encouraged to use the Leadership in Energy and Environmental Design (LEEDS) standards in the design of buildings. Techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas are encouraged.

9. Variation in individual unit designs is encouraged to provide visual interest and avoid significant repetition either within a row of townhouses, or between adjacent rows of units.

10. Garage doors should not face public streets. Where front facing garage doors are unavoidable, the impact of garage doors on the public realm should be mitigated by:

a) designing residential units with enough width to include attractive entrances and windows between garages;

b) recessing garage doors behind the main building façade;

c) keeping a sufficient width in residential units to allow the creation of attractive entrances and fenestration between garages.

d) grouping garage doors in pairs between adjacent units to allow building entrances and façades more prominence on the street;

e) providing interior spaces that overlook the street;

f) separating and orienting unit entrances to the street;

g) providing individual pedestrian walkways linked to the street;

h) including design details such as transom windows or glazing in garage doors;

i) a comprehensive landscape plan that identifies how the visual impact of garage doors from the street will be mitigated.

11. Landscaping of rooftops is encouraged where possible, to provide shared or private outdoor space for residents and to provide attractive views for residents and passersby.

B. Vehicle Access, Parking and Circulation

1. Parking and servicing should be located underground or to the rear of buildings, with access from lanes wherever possible. Where lane access is not possible, access should be from streets via narrow driveways to minimize the impact on streetscape appearance and disruption to pedestrian movement.

2. Parking structures should be adequately screened and architecturally compatible with the rest of the building. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance with landscaping strips, trees, building edges, pedestrian pathways, and pavement treatment to enhance their visual appearance.

3. Developments with large parking areas should provide a direct pedestrian pathway system through the parking area to facilitate convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets. Features such as special landscaping with trees and benches, overhead weather protection and distinct paving should be incorporated where appropriate. Pedestrian movement should be designed to avoid any obstruction by parked vehicles.

4. Shared vehicle access between adjoining sites should be considered where access for parking at the rear of the property is limited. Joint or shared access should also be considered between adjoining developments to minimize disruption of pedestrian sidewalks and to maximize landscaping and permeable surfaces. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.

5. Locate parking spaces allocated for people with disabilities as close as possible to the main entrance to a building.

6. Crime Prevention through Environmental Design (CPTED) principles should be incorporated into the design of all parking facilities with convenient, safe, identifiable and universally accessible access routes to building entrances, lobbies or other principal areas of buildings, and to grade level from any underground or above ground parking structures.

7. To increase safety, consider using electronic security devices and monitoring systems as a supplement to natural surveillance opportunities in parking structures and parking areas.
8. The amount of asphalt surfaces in parking areas should be minimized by integrating a variety of paving materials such as concrete, decorative pavers, etc. or by using alternate surface treatments.

9. Road grades, streets, lanes, and driveways should conform to the existing grades as closely as possible to ensure minimal disruption of slopes and vegetation. On steep terrain, roads should be aligned, wherever possible, to run parallel rather than counter to, natural contours and existing grades.

C. Landscaping and Open Space

1. Landscaping both within and outside the development should:
   a) provide definition for pedestrian corridors;
   b) delineate private and semi-private space from public space;
   c) provide adequate screening between private outdoor spaces;
   d) present a pleasing street image;
   e) provide suitable buffering between public road and privacy areas;
   f) soften the transition between adjacent land uses;
   g) provide a buffer between residential and non-residential land uses;
   h) create interesting views and focal points into and out of the site;
   i) reinforce design continuity with neighbouring properties, the scale and massing of buildings, and the streetscape by providing consistency in street trees, plant materials, and other landscaping elements.

2. Landscape drawings for development applications should include, but are not limited to, the following information:
   a) the location of mature and existing trees to be retained or removed;
   b) the location of all protective tree fencing;
   c) a grading plan or cross section indicating finished grade; and
   d) a drainage plan for the site.

3. Street trees will be a required component of all development. Incorporate deciduous tree species into streetfront landscaping to define site boundaries, to enhance public space, and to permit light penetration in winter.

4. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plant material. This can be accomplished through:
   a) using native and/or drought-resistant species;
   b) designing the landscaping to moderate the effect of wind;
   c) providing shade in summer;
   d) allowing natural drainage to occur throughout the site;
   e) allowing daylight into buildings; and
   f) redirecting water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

5. Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances.

6. Create visual landmarks on significant street corners and at locations of high visibility. Provide landscaping and consider incorporating features such as flag poles, banners, visual art, ornamental trees, fountains, architectural elements, and landscape structures.

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. Identify, preserve and incorporate stands of mature trees into the overall site landscaping design. Retain unique tree species, significant vegetation, natural landscape features and nesting areas on a site wherever possible. To attain this objective, prior to the design of a project, a detailed survey prepared by a qualified professional indicating the location and condition of existing trees and vegetation on a site should be conducted and provided to the District as part of the development application process.

9. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation. Replanting with indigenous or native species is encouraged.

10. Consider incorporating rain gardens and vegetated swales into parking lot landscaping to increase the natural absorption of rainwater runoff from paved areas into the ground.

11. The height and location of a landscape screen should ensure that:
    a) privacy to adjacent properties is adequately protected;
    b) driving site lines are maintained from adjacent roads, manoeuvring aisles, parking lots; and
    c) the quality of the streetscape and outdoor living spaces is enhanced.

12. Maximize the amount of landscaped areas and minimize the amount of impervious paved surfaces to increase the natural absorption of rainwater on a site.

D. Universally Accessible Design

1. All non-vehicular routes should be fully accessible. Sidewalks and pathways should be wide enough for wheelchair/scooters and should include a tactile strip for the visually impaired. Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.

2. Building entries should be:
   a) clearly addressed with large numbers visible from the street;
   b) directly accessed from the street without stairs;
   c) provided with level areas measuring a minimum of 1.5m x 1.5m (4.9 ft. x 4.9 ft.) both inside and outside of doorways; and
   d) provided with weather protection, exterior lighting, and power-assisted door openers.

E. Refuse, Recycling and Service Areas

1. Integrate vents, mechanical rooms, mechanical equipment, and elevator penthouses into the roof design or screen with materials and finishes compatible with the overall architectural design.

2. The design of a roof, placement of mechanical units and satellite dishes, etc. should take into account views of the roof from adjacent buildings.

3. Garbage containers and recycling bins must be:
   a) easily accessible;
   b) appropriately sized for the building occupants;
   c) contained within roofed/walled enclosures;
   d) incorporated into the overall design of the development; or
   e) screened from public view and weatherproof and animal-resistant within the boundaries of each site.

4. Service areas should be internalized within the development. For developments with multiple buildings, common refuse, recycling and service areas are to be provided. Storage areas should be located to be convenient and readily accessible from most buildings or units on the site. Avoid direct exposure from public streets and allow for adequate manoeuvring space for refuse removal vehicles.

5. Enclose or screen all exterior mechanical units or equipment, including roof top units, equipment, and satellite dishes within upper floors or structures that form part of the overall design of a development.

6. Locate building ventilation systems to minimize noise and exhaust pedestrian areas, residential units, and outdoor spaces and locate less sensitive land uses closer to sources of noise.

7. Buildings should be designed and constructed to maximize sound attenuation:
   a) between units;
   b) between public roads and units; and
   c) between adjacent land uses and units.

F. Signage and Lighting

1. All signage must conform to the Maple Ridge Sign Bylaw. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the latter shall take precedent.

2. Signage design, materials and message should be integrated and complement the scale and architectural detail of the building.

3. Pedestrian level lighting is encouraged along all pedestrian routes and pedestrian plazas. The lighting should be pedestrian focused.

4. Lighting should be designed so as to have no direct source of light visible from the public right-of-way or adjacent residential land. Care should be taken to ensure that lighting glare does not pose a nuisance to adjacent residences, pedestrians, or motorists.

G. Bicycle Parking and Storage

1. Short term and long term bicycle parking facilities should be considered for all developments. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground. Longer term bicycle storage areas provided as part of a parking structure should be located close to elevators and access points.



8.8 INTENSIVE RESIDENTIAL DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Intensive Development Permit Area is designated under Section 919.1(1)(e) of the *Local Government Act* to establish guidelines for the form and character of intensive residential development. The purpose of an Intensive Residential Development Permit is to provide a greater emphasis on high standards in aesthetics and quality of the built environment while protecting important qualities of the natural environment. The desired outcome is an environment that is safe, attractive, people-friendly and environmentally responsive.

An Intensive Residential Development Permit is required for all new intensive residential development on land designated Urban Residential on Schedule B of the Official Community Plan, or intensive residential development in an area with an Area Plan. Residential development at densities greater than 30 units per net hectare that is typically zoned R-3 Special Amenity Residential District, is considered as intensive residential. A Development Permit may not be required under certain circumstances indicated in Section 8.4 Development Permit Exemptions. The following form and character guidelines apply to intensive residential developments.

These guidelines are supplemented by the more detailed guidelines outlined in Area Plans adopted by the District of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in Area Plans adopted by the District, the latter shall apply.

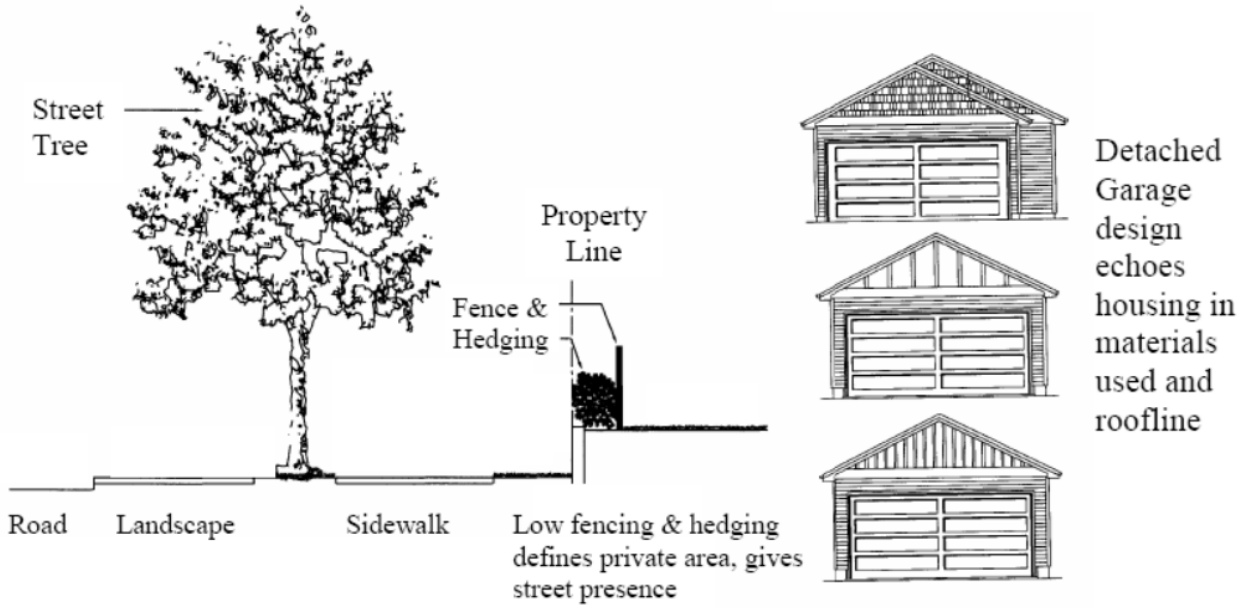
8.8.1 KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key guideline concepts as follows:

1. Neighbourhood cohesiveness and connectivity should be maintained through the design of varied yet compatible buildings, in materials used and in architectural styles, in landscapes and in recreational areas, and by facilitating a range of transportation choices.

2. A vibrant street presence is to be maintained through a variety of housing styles, by maintaining street parking and by directing garage structures and off-street parking to the rear of a property accessible by a lane.

DESIRABLE DESIGN FEATURES IN INTENSIVE DEVELOPMENT





Housing styles that are varied yet compatible, street presence encouraged with front porches and off-street parking to the rear of property accessible by a lane.

Images provided courtesy of Cavalier Homes

8.8.2 GUIDELINES

A. Building Design, Massing and Siting

1. The existing neighbourhood should, where appropriate, provide a design reference for new development to reinforce neighbourhood stability. Unity, symmetry, and proportion should be the guiding principles of any architectural vernacular.

2. Attention should be paid to general architectural style and detailing, scale, finishing materials, character and materials of façades and roof treatment and treatment of entranceways.

3. Provide visual variety along streetscapes by varying individual unit designs. Avoid significant repetition either within a row of houses, or between adjacent rows of houses. Identical designs should not be repeated within three adjacent properties.

4. Buildings should front abutting streets. Main entrances should face the street, be clearly visible, and be directly accessed from the public sidewalk. Entrances should reinforce proximity to grade level and should avoid two-storey features.

5. The use of porches or verandas to define entries and create exterior living space is encouraged.

6. Building setbacks from roadways will generally be less than is typical of lower density residential development. As much as possible, entries and main living spaces should be elevated by approximately 1 meter from the fronting street grade to ensure privacy can be maintained.

7. The presence of garage doors along roadways should be minimized in order to enhance the pedestrian experience. Where front facing garage doors are unavoidable, the impact of garage doors on the public realm will be mitigated by:

   a) designing residential units with enough width to include attractive entrances and windows between garages;

   b) recessing garage doors a minimum of 0.6 metres (2 ft.) behind the main building façade;

   c) providing interior spaces that overlook the street;

   d) limiting the width of the garage door to no more than 50% of the building width, as seen from the fronting road. Where severe grade limitation allows the garage to be located within the basement level, this maximum width limitation need not apply; and

   e) separating and orienting unit entrances to the street.

8. Buildings should be designed and located on a site to:

a) preserve and incorporate natural features or views;

b) minimize impacts on natural features and agricultural lands; and

c) accommodate natural grades to ensure minimal grading is required.

9. Developments adjacent to treed slopes, ravines and watercourses must respect natural vegetation, use natural landscaping to retain soils on the site and may require additional setbacks as established by agencies having jurisdiction. Creeks and ravines are encouraged to be retained in their natural state. Buildings and structures should be integrated into natural slopes and other significant features.

10. New developments are encouraged to incorporate Low Impact Development (LID) techniques into their site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.

B. Landscaping and Open Space

1. Recreation space should be provided within a 2 to 5 minutes walking distance of a residence. This is equivalent to desirable maximum distance of 200 meters to an absolute maximum of 400 meters.

2. The design of recreational spaces should reflect the anticipated needs of the residential population and should have sun exposure year-round.

3. Recreation areas should be easily observed by nearby residences and should be sited so as to not conflict with the enjoyment of private outdoor space.

4. Whenever possible, measures should be taken to retain existing trees and vegetation on the development site.

5. Street trees should be required as a component of all new development.

6. Simplicity in landscape materials is desirable and should be encouraged for screening purposes. Landscaping should provide definition for pedestrian corridors, delineate private or semi-private space from public space, and provide adequate screening for private outdoor space. The scale and location of planting material should be consistent with the scale massing of adjacent buildings and seek to complement them.

7. Landscaping should:

a) provide definition for pedestrian corridors;

b) delineate private and semi-private space from public space;

c) provide adequate screening between private outdoor spaces;

d) present a pleasing street image;

e) provide suitable buffering between public road and privacy areas;

f) soften the transition between adjacent land uses;

g) provide a buffer between residential and non-residential land uses; and

h) create interesting views and focal points into and out of the site.

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

   a) The use of native and/or drought-resistant species;

   b) designing the landscaping to moderate the effect of wind;

   c) providing shade in summer;

   d) allow daylight into buildings; and

   e) allow natural drainage to occur throughout the site.

C. Safety

1. Design developments to maximize opportunities for natural surveillance, allowing people to easily view what is happening around them during the course of everyday activities. Crime Prevention through Environmental Design principles and techniques are encouraged.

D. Fencing

1. Front and exterior side yard landscape screens or fences are encouraged as a means of defining public and private space. Notwithstanding the requirements of the Zoning Bylaw, fences in front yards should be reduced somewhat in height from the maximum permitted.

2. Fences that are adjacent to a street should be somewhat transparent (such as a picket type) rather than solid board, and should be in combination with landscaping along the street edge.

3. Chain link fences are to be avoided, and are discouraged along street frontages.

4. Any fencing should be provided in combination with landscaping on the street side.

E. Vehicle Access, Parking & Circulation

1. On public roads parking is to be accommodated on streets and to the rear of residences accessed by a lane, where possible. Where parking garages are oriented towards the street, the garage width should not exceed 50% of the total building width.

2. On private roads, parking is to be accommodated within garages/carports and driveways or discrete parking areas. Parking garages should not exceed 50% of the building width nor project forward. Parking areas should accommodate alternative uses such as play areas. This is best achieved with the use of alternative materials to those used on roadways. As much as possible visitor parking or common parking areas should be several small sites rather than a few larger sites.

3. Public roads and lanes should:
   a) provide efficient circulation for service vehicles and encourage vehicles to maintain appropriate speed through physical design.
   b) provide sufficient access for emergency response vehicles to all buildings on a site.
   c) conform to the existing grades as closely as possible and be aligned to run parallel to natural contours to ensure minimal disruption of slopes and vegetation.
   d) encourage pedestrian connections to adjacent properties.

4. Private roads should provide efficient circulation, encourage appropriate speed through physical design, and accommodate pedestrian use through the use of alternative paving materials, such as patterned concrete or paving stones, or with grade changes.

5. Parking should be accommodated on-site within garages or discrete parking areas and to the rear of residences accessed by a lane, where possible.

6. Consider the use of permeable parking pavers or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.

F. LIGHTING

1. Street lighting is required on public streets and should be provided for all private streets within a development.

2. Lighting is to be pedestrian focused and as such should be located at a maximum height of 4 meters and at lesser intervals than standard davit streetlights.

3. Care should be taken to ensure that lighting does not pose a nuisance to adjacent residences, pedestrians, or motorists by way of glare.

G. UNIVERSALLY ACCESSIBLE DESIGN

1. Whenever possible, pedestrian access for all areas of a site should be designed to be accessible to disabled persons. Careful consideration should be given to the proximity of pathways to private space, ensuring sufficient separation to avoid conflicts.

8.9 WATERCOURSE PROTECTION DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Watercourse Protection Development Permit Area is hereby established for the preservation, protection, restoration and enhancement of watercourse and riparian areas.

The following guidelines apply to all watercourse and wetland setback areas as identified on Schedule C Natural Features.

A Development Permit will be required for all development and subdivision activity or building permits within 50 metres of the top-of-bank of all watercourses and wetlands as shown on Schedule C Natural Features, other than in those circumstances indicated in Section 8.4 Development Permit Exemptions.

These guidelines may be varied with supporting documentation from a qualified professional at the discretion of Council.

Security should be taken as a condition of issuance of a Development Permit for those lots adjacent to a watercourse protection area to ensure that the Development Permit Guidelines are met.

8.9.1 OBJECTIVES

1. To identify the area particularly susceptible to disturbance by establishing top-of bank of watercourses and wetlands and the adjacent riparian leave strip as the watercourse protection area to remain free of development.

2. To afford greater protection to watercourses and their associated riparian habitat by securing natural watercourse protection areas in public ownership.

3. To facilitate environmentally sensitive development of lands adjacent to identified protected areas through particular attention to the subdivision of land, siting of buildings and structures, and areas of parking, storage, and landscaping.

4. To ensure that adjacent development activity does not encroach upon or alter the protected area(s).

5. To ensure vegetation or trees are maintained and conserved, or alternatively planted as necessary, to control erosion, protect banks and enhance fish habitat.

6. To ensure that land clearing is limited to a phased construction schedule in order to minimize the potential negative impacts of runoff and erosion on exposed soils in the watercourse protection area.

7. To develop stormwater management plans that strive for the maintenance of pre-development flow regimes of local watercourses.

8. To encourage where possible that development sites utilize drainage infiltration in order to augment stream base flows.

8.9.2 GUIDELINES

A. Watercourse Protection Area Establishment

1. Watercourse protection areas are to be established in accordance with their habitat value and the potential impacts proposed by adjacent development. The District of Maple Ridge, the Department of Fisheries and Oceans and the Ministry of Environment must endorse the proposed watercourse protection boundaries.

2. The watercourse protection areas are to be dedicated where possible into public ownership for conservation purposes.

3. The boundaries of the watercourse protection areas are to be physically located on the ground by a B.C. Land Surveyor prior to site disturbance.

4. Temporary barrier fencing is to be installed adjacent to watercourse protection areas prior to any construction activity and should be replaced with permanent post and rail fence upon development completion.

5. All lots must provide the required minimum lot dimensions as set out in the Zoning Bylaw exclusive of the watercourse protection boundaries.

B. Erosion Control

6. All work is to be undertaken and completed in such a manner as to prevent the release of sediment to any ravine, watercourse or storm sewer. An erosion and sediment control plan that involves implementation prior to land clearing and site preparation and the careful timing of construction is to be provided in accordance with the requirements of the District's Watercourse Protection Bylaw 6410 - 2006.

7. Silt fencing should be erected to prevent the movement of silt into the watercourse protection area prior to any disturbance to the soil on the site.

8. Cutting and filling adjacent to watercourse protection areas is to be kept to a minimum incorporating appropriate structural fill material and blending graded areas with natural slope, as supported by the Hillside Policies of the Official Community Plan.

9. The District may require environmental impact studies, enhancement works, and monitoring in support of development proposed to be located within a Watercourse Protection Area. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development may include the following:

    a. A geotechnical slope stability and erosion control report;
    b. A flood protection report;
    c. A groundwater impact assessment report;
    d. Wildlife habitat assessment report;
    e. Vegetation impact assessment report; and
    f. A detailed trail plan.

C. Vegetation Management

10. Natural vegetation is to be retained wherever possible to ensure minimal disruption to the environment and to protect against slope failure. Land clearing adjacent to the watercourse protection areas is to be restricted to a phased construction schedule.

11. Habitat restoration landscaping of all bare or sparse riparian areas within the watercourse protection area may be required. Vegetation species should be native of the area and be selected for erosion control and fish and wildlife habitat values.

12. Stormwater outflows to the stream or leave area should have water quality and erosion control features so as to minimize their impacts on fish habitat and in compliance with the District's stormwater management plans.

D. MONITORING

13. The implementation of required environmental mitigative measures as designed and their maintenance is to be monitored by a qualified environmental monitor.



8.10 NATURAL FEATURES DEVELOPMENT PERMIT AREA GUIDELINES

INTENT

The Natural Features Development Permit Area is hereby established for the preservation, protection, restoration and enhancement of the natural environment and for development that is protected from hazardous conditions.

A Development Permit will be required for all development and subdivision activity or building permits for:

- all areas designated Conservation on Schedule B or all areas within 50 meters of an area designated Conservation on Schedule B;
- all lands with an average natural slope of greater than 15 percent;
- all floodplain areas and forest lands identified on Natural Features Schedule C.

In addition to those circumstances outlined in Section 8.4 Development Permit Exceptions, a Development Permit will not be required where a Watercourse Protection Development Permit has been obtained as identified in Section 8.9.

The following environmental protection guidelines apply to development but are not necessarily appropriate for all circumstances. In addition, these guidelines may be varied with supporting documentation from a qualified professional at the discretion of Council.

Security shall be taken as a condition of issuance of a Development Permit to ensure that the Development Permit Guidelines are met.

8.10.1 OBJECTIVES

1. To encourage siting of development and construction techniques that will respect areas of geological concern and minimize erosion and recognize the limitations imposed by difficult soil conditions and steep slopes.

2. To encourage a high standard of infrastructure design and the siting and construction of utility services that will not negatively impact on the natural environment.

3. To retain natural vegetation where possible or on significant slopes, ravines in order to minimize disruption to soils.

4. To ensure the subdivision of land recognizes the identified protected area.

5. To require the siting of buildings to minimize environmental impacts on sensitive areas, to limit grading on slopes, and to address site characteristics and adjoining uses.

6. To maintain wildlife corridors and ensure vegetation and trees are maintained and conserved, or alternatively planted as necessary, to control erosion, protect banks and enhance fish habitat.

7. To limit the extent of impervious surfaces on development sites to minimize runoff and allow stormwater retention during rain events.

8.10.2 GUIDELINES

A. Soils and Topographic Constraints & Erosion Control

1. Lot grading should be kept to a minimum to ensure maintenance of a maximum of the existing vegetation.

2. To prevent erosion, landscape disturbance should be minimized by retaining trees and natural vegetation as much as possible and requiring replanting or enhanced planting as soon as possible; providing a minimum of cuts and fills and limiting their depths, and minimizing terracing and earth grading; blending graded areas with natural slope; minimizing amount of exposed raw earth by phasing of development and on-site controls.

3. Siting adjacent to treed slopes and ravines should respect natural vegetation and may require additional setbacks beyond the Zoning Bylaw.

4. The District may require engineering reports, and monitoring in support of development applications in environmentally sensitive areas. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development may include the following:

a. Technical justification for the possible modification of lines defining areas of environmental sensitivity undertaken by a qualified environmental professional;

b. Analysis of soils and their capacity to accommodate development and appropriate soils handling procedures that may be necessary or proposed undertaken by qualified professional engineer or geoscientist;

c. Slope analysis including recommendations for appropriate building setbacks or stabilization approaches undertaken by qualified professional engineer or geoscientist;

d. Information on proposed site drainage methods;

e. Flood protection and the identification of the 200 year floodplain boundary where applicable; and

f. Subsurface hydrological assessments to ensure appropriate and safe siting respecting natural site characteristics undertaken by a qualified environmental engineer or geoscientist.

B. Vegetation Management

1. The District may require environmental impact studies, enhancement works, engineering reports, and monitoring in support of development applications in environmentally sensitive areas. Supporting documentation, technical studies, and recommendations with respect to impacts of the proposed development should include the following:

   a. Ways and means to mitigate potential fisheries impacts and enhance fish habitat undertaken by a qualified environmental professional (e.g. encourage construction between June and September to avoid spawning and smolt release; where instream modifications are proposed, apply no-net-loss philosophy);

   b. Identification of vegetation communities based on studies undertaken at appropriate time of year, with comments on size, quantity and location of identified significant species as well as rarity and frequency of occurrence undertaken by a qualified environmental professional; and

   c. Identification of wildlife species sightings and significance of such occurrence undertaken by a qualified environmental professional.

2. Natural vegetation will be required to be retained where possible to ensure minimal disruption to the environment. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation.

C. Stormwater Management

1. Integrated storm and rain water management plans should:

a. Strive to reduce the amount of impervious surface with new development;

b. Promote the use of Best Management Practices including permeable surface materials (e.g. gravel, paving stones);

c. Maximize infiltration from frequently occurring rain events;

d. Maintain or improve water quality from the development site;

e. Maintain the site's discharge hydrography from peak flow events (i.e. 6 month, 2 year, 5 year); and

f. Locate stormwater facilities so as to minimize impacts to habitat areas.

D. MONITORING

1. The implementation of required environmental mitigation measures as designed and their maintenance is to be monitored by a qualified environmental monitor.

E. ROADS AND INFRASTRUCTURE

1. Home design should accommodate natural grades to ensure that lot grading should be kept to a minimum to retain a maximum of existing vegetation for stormwater purposes.

2. Road grades should follow existing grades as closely as possible to ensure minimal disruption of slopes and vegetation.

3. Existing vegetation should be enhanced with new planting wherever construction activity has destroyed vegetation.

4. Public and private roads should be developed to an urban standard.

5. Sewage disposal utilities should be sited to ensure no threat to the groundwater and adjacent watercourses. Ministry of Health and Ministry of Environment may need to be consulted.

6. On-street parking may need to be eliminated where existing topography renders development adjacent to the street impractical or where the street serves wholly as an access road. Restrictive covenants to Ministry of Environment standards may be required.


LIGHTY
LASER

8.11 TOWN CENTRE DEVELOPMENT PERMIT AREA GUIDELINES



8.11 Town Centre Development Permit Area Guidelines

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Purpose of Development Permit Area Guidelines

Development Permit Areas are designated under Section 919.1(1)(f) of the *Local Government Act* to establish guidelines for the form and character of commercial, industrial and multi-family residential development. Development Permit Areas address special development circumstances, and if a property is within a designated Area, certain types of development cannot proceed without Council issuing a Development Permit. The District of Maple Ridge has Commercial, Industrial, Multi-family, Intensive Residential, Watercourse Protection and Natural Features Development Permit Areas (DPA) Guidelines that regulate land use development in designated areas.

All multi-family residential, flexible mixed-use, and commercial developments located in the Town Centre are subject to the Town Centre Development Permit Area Guidelines. Small lot Single-Family development in the Town Centre is subject to the Intensive Residential Development Permit Area Guidelines of the *Official Community Plan*. Pursuant with Section 919.1(1)(f), land-use designations identified on the Town Centre Area Land-Use Designations Map, Schedule 1, are designated as Development Permit Areas, as follows:

> Town Centre Development Permit pursuant to Section 919.1(1)(f) of the *Local Government Act* for form and character applies to all lands designated Town Centre Commercial; Flexible Mixed-Use; Low-Rise Apartment; Medium and High-Rise Apartment; Ground-Oriented Multi-Family; Port Haney Multi-Family, Commercial, and Mixed-Use; and Port Haney Heritage Adaptive Use.

All designations in the Town Centre are subject to the Watercourse Protection Development Permit Area Guidelines and Natural Features Development Permit Area Guidelines. In the event of a conflict between Town Centre DPA Guidelines and other area guidelines, the Town Centre DPA Guidelines take precedent.The Town Centre DPA Guidelines have been created to promote new development that achieves the principles and policies of the official Town Centre Area Plan, and in so doing creates an attractive, vibrant and sustainable Town Centre for the District of Maple Ridge.

How to Use the Guidelines

The Town Centre DPA Guidelines outline general performance and design criteria for new development. Users of the guidelines to review this document for design intent and rationale as they are taken into account for approval of Development Permit applications. These Development Permit Guidelines complement other regulatory policies and bylaws found in the Town Centre Area Plan and the District of Maple Ridge Zoning Bylaw, which must also be taken into consideration for Development Permit Approval. Other accompanying documents and resources may need to be consulted during a development proposal process.

The guidelines are not intended as "blueprints" for design approval, rather they are meant to encourage variety and creativity in application of the architectural and site design elements of development proposals. To use the guidelines effectively, project proponents should take certain steps:

1. **Become familiar with the precinct in which the proposed project is located.** The goal is to ensure the quality of the project is compatible with the character, designated land uses and building forms of the Town Centre Precinct in which it lies.

2. **Refer to the DPA guidelines when evaluating the impact of the design.** Check each guideline against the proposed development to assess if the design is in keeping with the Town Centre Development Permit Area objectives.

3. **Seek early review of the project.** Making changes at the beginning of the project is easier than at the end. Involving consultants and District staff early on in the planning and design process helps to ensure the project is feasible, both economically and aesthetically.

In the event of a conflict between the Town Centre DPA Guidelines and the Town Centre Area Land-Use Designations Schedule 1 adopted by the District, the latter should apply. In the event of a conflict between the Town Centre DPA Guidelines and regulations outlined in the District of Maple Ridge Zoning Bylaw and the District's Sign Bylaw, the latter should take precedent. However, in the event of a conflict between Town Centre DPA Guidelines and other area guidelines, the Town Centre Guidelines take precedent.

Organization of the Town Centre DPA Guidelines

The guidelines document is divided into two main parts:

Part One: Town Centre Precincts provides an overview of the seven Town Centre Precincts: Downtown West, Civic Core, Downtown East, South of Lougheed, Port Haney & Waterfront; and two residential areas: North View and South View. It provides information and guidance regarding the following three topics:

A. General Conditions and Character
B. Land use and Associated Building Form
C. Transportation and Circulation

Part One should be reviewed carefully to provide the context and unique character found within each precinct. The precinct descriptions are brief, supplemented by diagrams, sketches and photos to exhibit the desired quality and character, as well as key development objectives and guidelines of each locale. Proposed development should be considered in context with the applicable precinct. All new development within the Town Centre should incorporate the key design strategies that reflect the precinct elements described in association with the guidelines outlined in Part Two: Town Centre Guidelines.

Part Two: Town Centre Guidelines are divided into three key topics:

A. Building Form, Mass and Height
B. Building Façades, Materials, Screening and Colour
C. Building Site Considerations

For each topic area development objectives and a discussion of intent is provided, followed by specific guidelines as outlined:

Objective and Discussion
The objective identifies the purpose and objective to be achieved or accomplished for the topic area. The discussion outlines the intent and describes why this guideline is important in achieving the overall goals and policies of the Town Centre Development Area Plan.

Development Guidelines
The development guidelines are written statements of desired performance that establish a qualitative level of design attainment to meet the design objective. The guidelines are meant to provide possible design solutions for achieving architecture and site related development objectives. The Guidelines apply to Ground-Oriented Multi-Family; Low-Rise Apartment; Medium & High-Rise Apartment; Flexible Mixed-Use; Town Centre Commercial; Port Haney Multi-Family, Commercial & Waterfront; and Port Haney Heritage Adaptive Use. The lettered icons apply to development as follows.

TCC - Town Centre Commercial - applicable to commercial developments only (for example, an office building).

MU - Mixed-Use - applicable to mixed-used developments, with commercial on the ground level and either offices or residential above.

MFR - Multi-Family Residential - applicable to ground-oriented developments and low-rise, medium-rise, and high-rise apartments.

Green Building Technique - this icon identifies guidelines that help to promote green building practice and design.

Concept sketches and photos are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

Part One

Town Centre Precincts



Figure 1: Aerial view of downtown Maple Ridge

Part One: Town Centre Precincts and Major Corridors

The Town Centre Development Permit Area Guidelines apply to seven precincts: The Civic Core, Downtown West, Downtown East, South of Lougheed, Port Haney, North View and South View as shown in Figure 2: Town Centre Precincts & Corridors. Four major Town Centre routes including Dewdney Trunk Road, Lougheed Highway, 224th Street and 227th Street are important corridors with associated land uses that also influence the form and character of the Town Centre. Proposed development should respect the general conditions and character outlined for each precinct. These precinct elements should be considered in association with Part Two: Town Centre Guidelines for all new development.

For properties designated for single-family use, the District's Intensive Residential Development Permit Guidelines apply to intensive single-family development. The Watercourse Protection and Natural Features Development Permit Guidelines apply throughout the Town Centre.

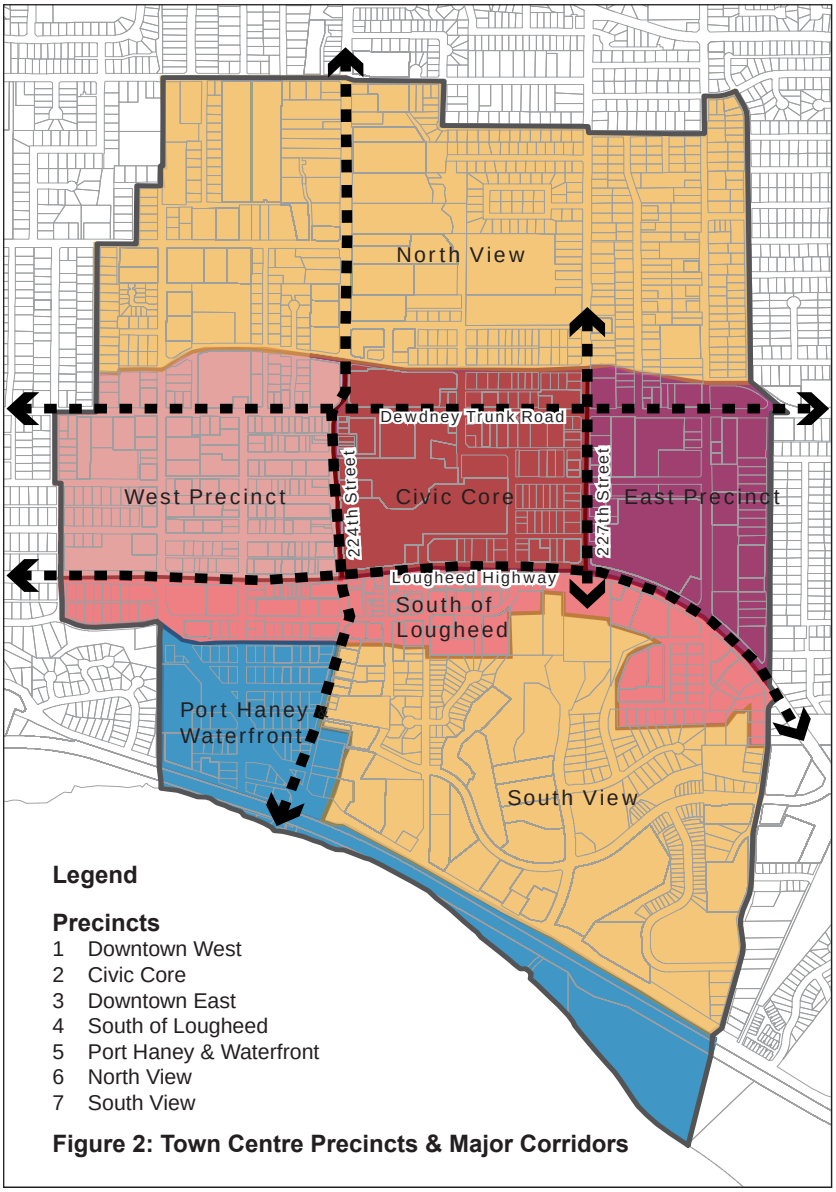


Figure 2: Town Centre Precincts & Major Corridors



Downtown West Precinct



Civic Core Precinct



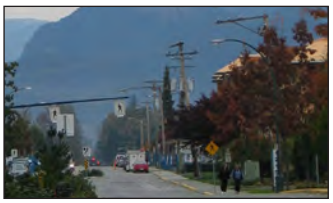
Downtown East Precinct



South of Lougheed Precinct



Port Haney & Waterfront



North View Precinct



South View Precinct

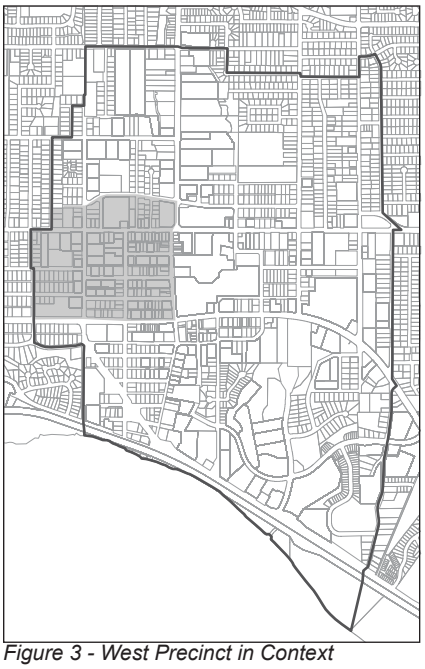


Figure 3 - West Precinct in Context

Downtown West Precinct - General Conditions and Character

The West Precinct lies west of the Town Centre's Civic Core, between Brown Avenue to the north and Lougheed Highway to the south. It extends to the western-most border of the designated Town Centre area and east to 224th Street. This precinct hosts some mainstay stores and offers a unique shopping district that could be improved and enhanced with revitalization and new pedestrian-oriented commercial and mixed-use development. The smaller lots and blocks, and traditional store fronts create a pedestrian-oriented, small scale and diverse shopping district. The area is an important central downtown neighbourhood, and could grow to accommodate boutique retail, arts and culture centres, and tourism related services such as hotels and small scale conference centres, in addition to multi-family residential development. New development in this precinct should reference more traditional architectural styles, including Maple Ridge's most desirable heritage or character brick buildings. This precinct is an important gateway to Maple Ridge for travelers heading east along Dewdney Trunk Road and Lougheed Highway and a key link to the Centre's Civic Core.

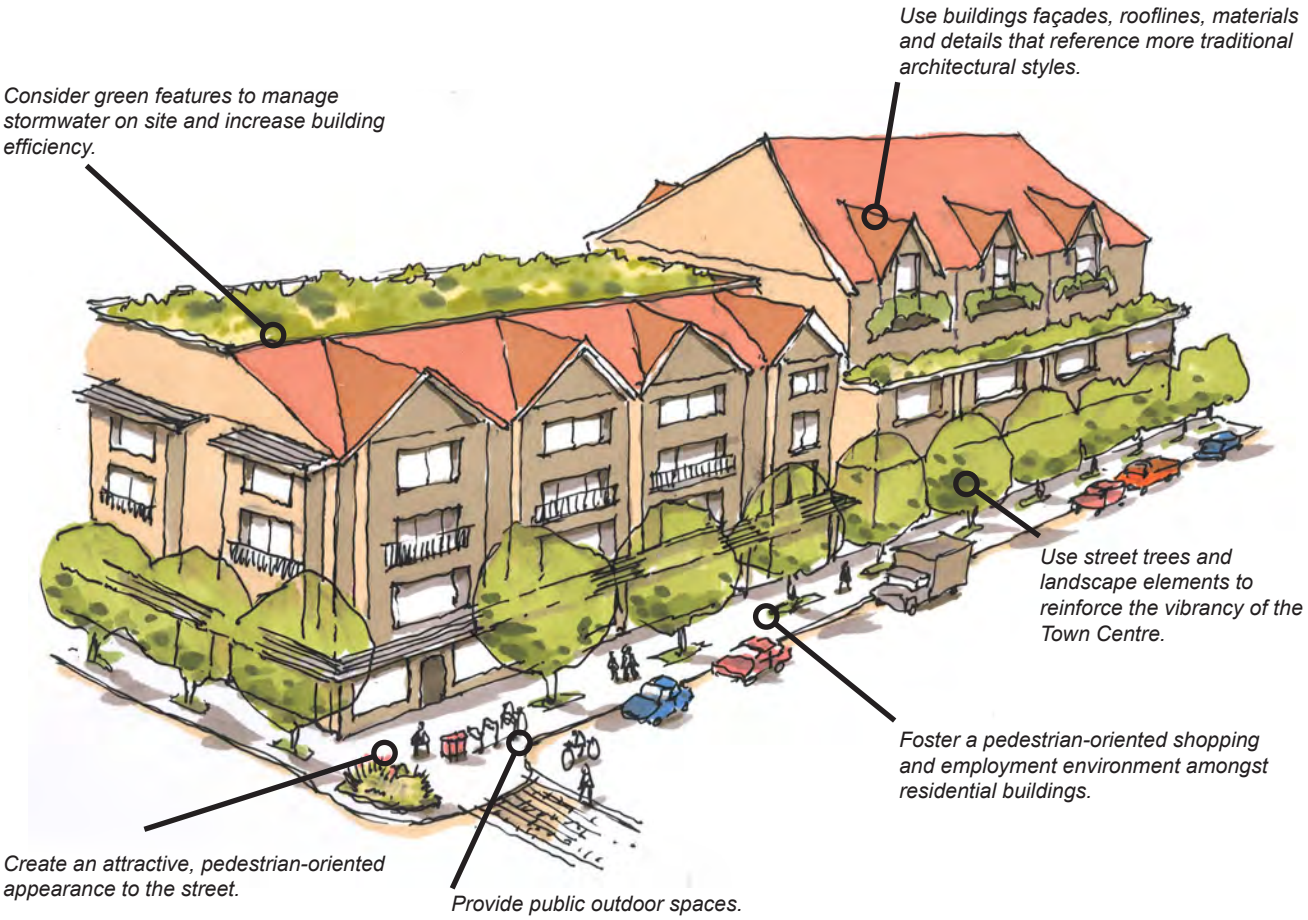


Figure 4 - West Precinct Character Sketch

Downtown West Precinct

Key guideline concepts:

1 **Provide a gateway to the Town Centre.** New development should promote the Downtown West Precinct as a Town Centre gateway for eastbound travelers along Dewdney Trunk Road. A gateway element should have strong visual presence that features landmark structures, landscape elements, welcome signage, public art and/or enhanced viewscapes to the mountains, while maintaining architectural quality and character of associated new development. This concept applies mainly to properties located on Lougheed Highway and Dewdney Trunk Road.

2 **Create a pedestrian-oriented, boutique-style shopping district.** New development in the Downtown West Precinct should foster a pedestrian-oriented, boutique-style shopping and employment environment amongst diverse residential buildings. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.

3 **Enhance the quality, character and vibrancy of the Town Centre.** New development should promote the quality, character and vibrancy of the urban environment. Colours should be fairly consistent, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.

4 **Reference traditional architectural styles.** New development in the Downtown West Precinct should reference more traditional architectural styles, that include materials such as brick and wood. A cohesive building style should be maintained, ensuring new buildings have consistent architectural and urban design setbacks, form, mass and height throughout the precinct.

5 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.

6 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces, where appropriate and feasible. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

7 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, help manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.

8 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Where feasible, parking requirements should be accommodated underground.



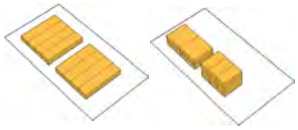




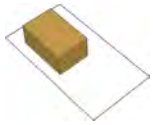
The desired quality and character of the Downtown West Precinct is a pedestrian-oriented, small-scale and diverse shopping and residential area.

Land Use Descriptions

1. ***Ground-Oriented Multi-family*** *supports ground-oriented attached housing, such as row house, town house, or stacked townhouse form.*

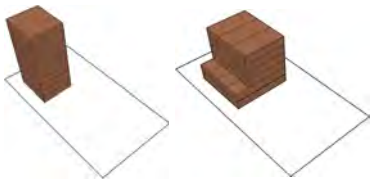


2. ***Low-Rise Apartment*** *supports development of apartment forms of dwelling that are 3 to 5 storeys with underground parking.*

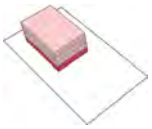


3. ***Medium & High-Rise Apartment*** *supports development of apartment forms of dwelling that are 5 to 20 storeys with underground parking.*

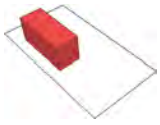
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4. ***Flexible Mixed-use*** *supports buildings with flexible ground-floor units that can easily be retrofitted between residential and commercial uses.*



5. ***Town Centre Commercial*** *supports a range of commercial only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.*



Downtown West Precinct - Land Use and Building Form

Land uses for the West Precinct include Town Centre Commercial, Mixed-Use, and Multi-family Residential in the form of low and high residential apartments. The area lends itself to accommodating artist live/work units, studios and rehearsal space, small-scale commercial enterprises, and larger commercial and mixed-use buildings integrated among residential units. These uses can support a variety of building forms. The residential units can range in density from townhouses, to low rise three to five storey apartments, to high-rises over 20 storeys in height. A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

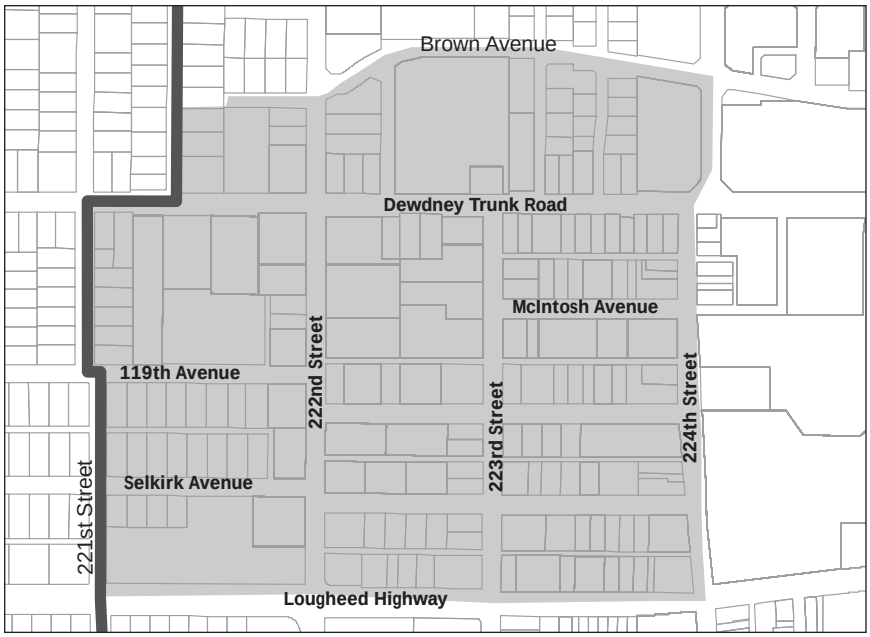


Figure 5 - West precinct

Downtown West Precinct - Transportation and Circulation

The Town Centre's major transportation corridors, Dewdney Trunk Road and Lougheed Highway, bind the West Precinct to the north and south respectively. Walking and biking along these routes could be better accommodated through sidewalk and streetscape improvements and biking could be improved through designated bike lanes. Selkirk Avenue should be developed as an "off Lougheed Bike Route" to accommodate safe bicycle travel from the western edge of the Town Centre. Increasing bike and pedestrian traffic on Selkirk could also serve to enhance small scale commercial services, such as cafés and bike shops, suitable to the mixed-use land use in the precinct. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with all new development proposed in the West Precinct.











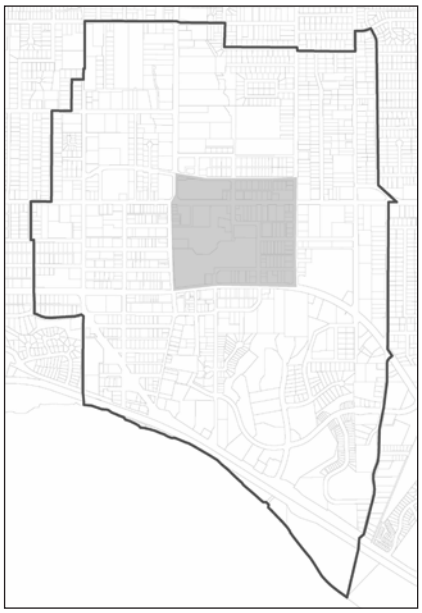


Figure 6 - Civic Core Precinct in Context

Civic Core - General Conditions and Character

The Civic Core acts as the municipal and public node of Maple Ridge Town Centre. It is bound to the north by Brown Avenue and to the south by Lougheed Highway. It extends west to 224th Street and east to 227th Street. The area offers important mountain views from 226th Street northward. There are also notable views over the park from the ACT looking west and looking east from 224th Street. The Civic Core hosts Maple Ridge's key community buildings and parks including the District Hall, the Library, the Leisure Centre, the ACT theatre and Cultural Centre, and Memorial Peace Park. This precinct is recognized as Maple Ridge's cultural hub. These important cultural facilities provide places for social gatherings, events, festivals and celebrations. Community members suggest the area has "amazing potential beyond what is already positive." They indicate that more intense mixed-use commercial development in the area could bring more people living, working and playing in the area and a greater community vibrancy within the Civic Core. New development in the area should provide more retail activity, higher density housing, improve pedestrian and bicycle accessibility and build upon the Core's great public spaces. The area should foster building design that has strong urban form, reflective of Maple Ridge's heritage characteristics.

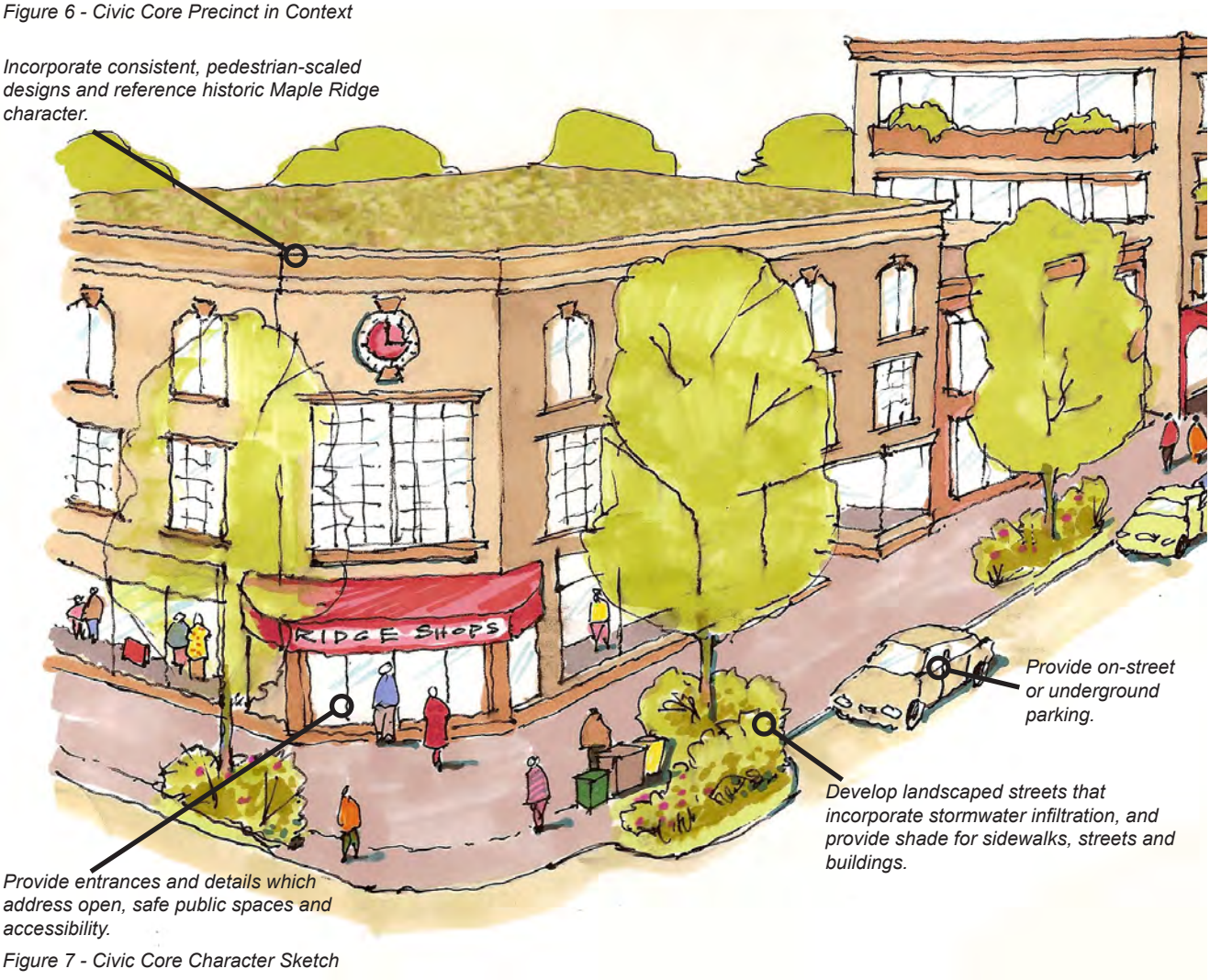


Figure 7 - Civic Core Character Sketch

Civic Core

Key guideline concepts:

1 **Promote the Civic Core as the "heart" of the Town Centre.** New development should promote the Civic Core as the heart of the Maple Ridge Town Centre. Anchored by a cluster of civic facilities and Memorial Peace Park, the Civic Core should follow the examples of these buildings and public spaces to accomodate public gatherings, festivals and parades, and create a vibrant pedestrian atmosphere. New development should enhance the quality, character and vibrancy of this important urban environment. Colours should be harmonious, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.

2 **Create a pedestrian-oriented, boutique-style shopping district.** New development in the Civic Core should foster a pedestrian-oriented, boutique-style shopping and employment environment amongst diverse residential buildings. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.

3 **Reference traditional architectural styles.** New development in the Civic Core, like the West precinct, should reference more traditional architectural styles, including Maple Ridge's most desirable heritage and/or character brick buildings. A cohesive building style should be maintained, ensuring new buildings have consistent architectural and urban design setbacks, form, mass and height throughout the precinct.

4 **Capitalize on important views.** New development should capitalize on important mountain views that extend northwards, particularly from 226th street. Existing streets and buildings should maintain and enhance these views.

5 **Enhance existing cultural activities and public open space.** New developments should include attractive, functional public outdoor spaces that build upon and enhance the existing cultural activities and public spaces in the Civic Core, such as the Library, ACT Theatre and Memorial Peace Park. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.

7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Where feasible, parking requirements should be accommodated underground.





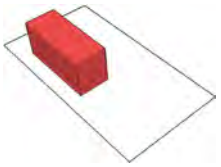




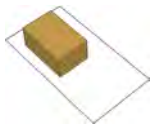
The Civic Core is the heart of Maple Ridge's civic and community activity with a high quality and vibrant pedestrian environment.

Land Use Descriptions

1. ***Town Centre Commercial***
   supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.

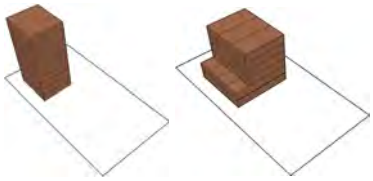


2. ***Low-Rise Apartment***
   supports development of apartment forms of dwelling that are 3 to 5 storeys with underground parking.



3. ***Medium & High-Rise Apartment***
   supports development of apartment forms of dwelling that are 5 to 20 storeys with underground parking.

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Civic Core - Land Use and Building Form

Most of the land use in the Civic Core is designated Town Centre Commercial. The intent of this zone is to develop a walkable, vibrant, and successful compact commercial area. Allowable uses range from commercial, to mixed-use commercial/residential to residential apartments only. Primary façades of all commercial buildings should be designed to improve the pedestrian realm. Facing streets, parks, greenways or other public amenities. The Civic Core is comprised of institutional uses including the Municipal Hall, RCMP, The ACT Theatre, the Leisure Centre, Greg Moore Youth Centre and the public library. Memorial Park is an important active park space for Maple Ridge Town Centre. The designated land uses can support a variety of building forms. These forms can range from 3 storeys to over 20 storeys, depending on the land-use designation. A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

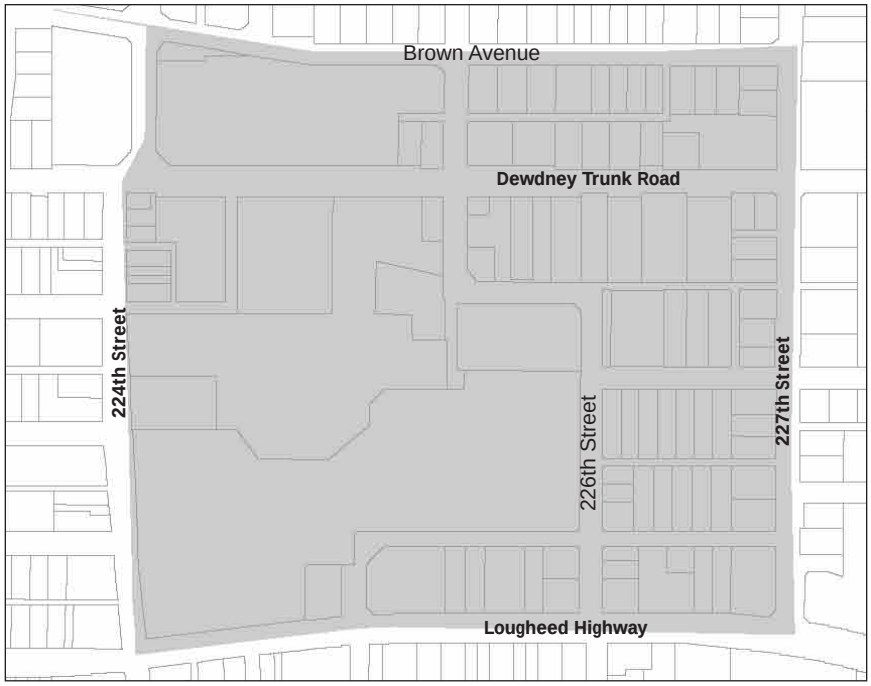


Figure 8 - Civic core

Civic Core - Transportation and Circulation

The Civic Core's central location and mix of community buildings and resources makes it an important destination and a prime area for a transit hub and proposed as a future terminus area for rapid transit into Maple Ridge (terminus location is yet to be determined).

New development should maintain and enhance pedestrian and bicycle connections, crosswalks, throughways and accessibility. The Maple Ridge Town Centre Multi-Modal Transportation Network, Section 5.0 of the Town Centre Area Plan (see Multi-Modal Transportatio Nework Map, Figure 1) should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with all new development proposed in the Civic Core.











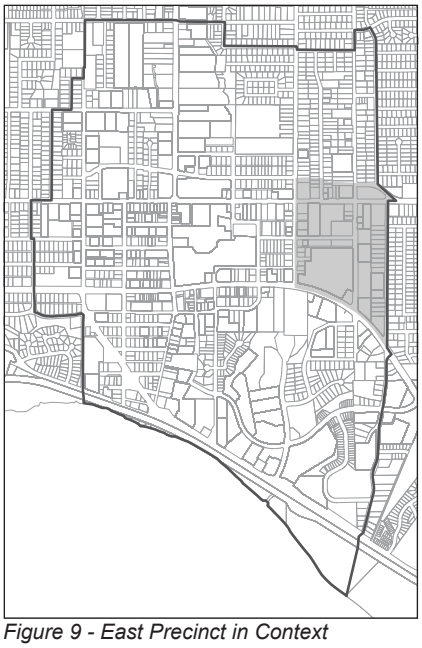


Figure 9 - East Precinct in Context

Downtown East Precinct- General Considerations and Character

The East Precinct lies directly east of the Town Centre's Civic Core, between Brown Avenue to the north, Lougheed Highway to the south, 227th Street to the West, and Burnett to the east. It extends to the eastern-most border of the designated Town Centre area. The area offers great potential for new development that can contribute to more urban and pedestrian-oriented development. Currently, the Valley Fair Mall resides between 227th Street and 228th Street and serves as an anchor for businesses in the precinct. Infill development of the mall site with medium density residential development above first floor commercial that faces 227th street, should be encouraged. A number of large and/or underdeveloped lots in the area can accommodate a variety of building forms, from single-storey bigger box commercial to mixed-use commercial buildings with residential above, provided the building orients to the street and offers a pedestrian-friendly façade. Medium to high density residential high-rise towers can also be accommodated in the East Precinct. North of 226th Street (in the Civic Core Precinct) offers beautiful views to the mountains. These views should be carefully analyzed and maintained for all development proposals that may have a potential impact. Finally, the East Precinct is an important gateway to and from Town Centre for travelers along Dewdney Trunk Road and Lougheed Highway.

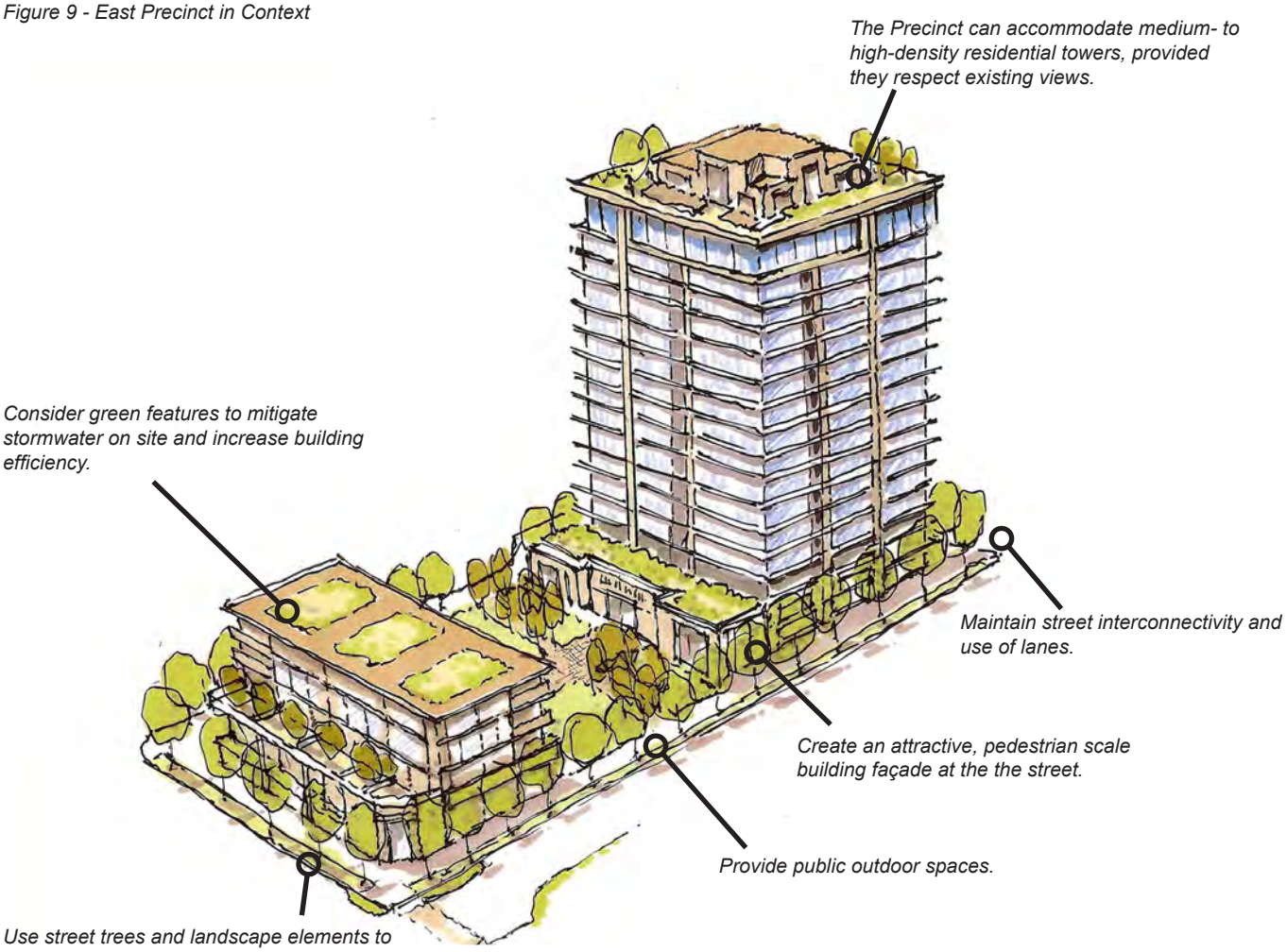


Figure 10 - East Precinct Character Sketch

Downtown East Precinct







Key guideline concepts:

1 **Provide a gateway to the Town Centre.** New development should promote the Downtown East Precinct as a Town Centre gateway for travelers heading west along Dewdney Trunk Road and Lougheed Highway. A gateway element should have strong visual presence that features landmark structure(s), landscape elements, welcome signage, public art and/or enhanced viewscapes to the mountains, while maintaining architectural quality and character of associated new development.

2 **Create a pedestrian-oriented, mixed-use commercial area.** New development in the Downtown East Precinct should foster a pedestrian-oriented, mixed-use commercial area with a portion of medium to high density residential development. New development should promote the East Precinct as an important new commercial and residential urban environment in downtown Maple Ridge. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.

3 **Enhance the quality, character and vibrancy of the Town Centre.** New development should inform the quality, character and vibrancy of the urban environment. Colours should be harmonious and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street and should maintain a cohesive building style. The precinct can accommodate a variety of building forms, from single-storey bigger box commercial to mixed-use commercial buildings with residential above, provided the building orients to the street and offers a pedestrian-friendly façade.

4 **Capitalize on important views.** New development within proximity to 226th Street should protect important mountain views to the north. Existing streets and buildings should maintain and enhance these views.

5 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces, where appropriate and feasible. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

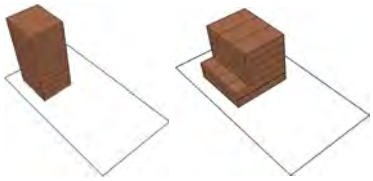
6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.

7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Where feasible, parking requirements should be accommodated underground.

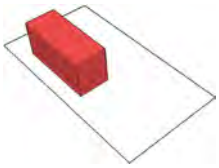
Land Use Descriptions

1. ***Medium & High-Rise Apartment*** *supports development of apartment forms of dwelling that are 5 to 20 storeys with underground parking.*

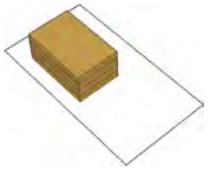
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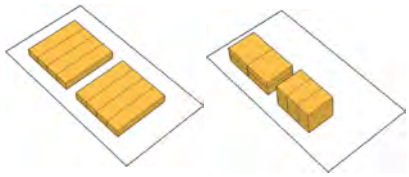
2. ***Town Centre Commercial*** *supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ stories in height.*



3. ***Low-Rise Apartment*** *supports development of 3-5 storey apartment dwellings with underground parking.*



4. ***Ground-Oriented Multi-family*** *supports ground-oriented attached housing, such as row house, town house, or stacked townhouse form.*



Downtown East Precinct - Land Use and Building Form

Land use designations for the East Precinct include Town Centre Commercial and Multi-family Residential. Town Centre Commercial uses can range from commercial, mixed-use, to residential only (see Schedule G in the Maple Ridge Zoning Bylaw for properties where ground floor commercial use is required). Heights may vary from 3 to 20-plus storey buildings. Depending on the specific designation (see side-bar at right), multi-family residential can be in the form of compact ground-oriented 2 to 3-storey townhouses, row houses, or stacked townhouses*, to low to high-rise apartments three to 20 plus storeys in height. The designated land uses can support a variety of building forms. A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

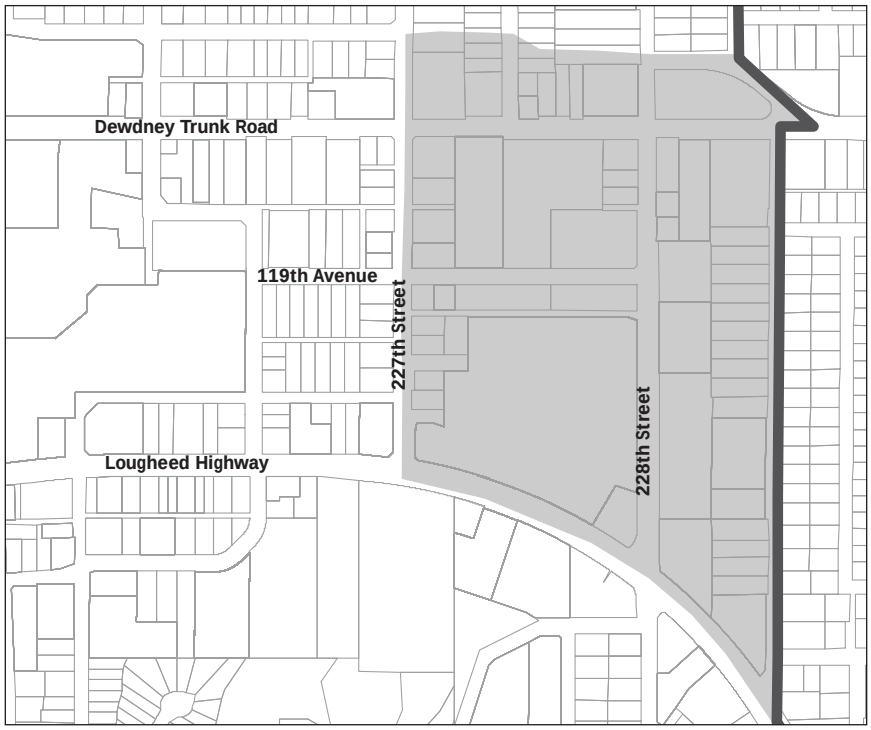
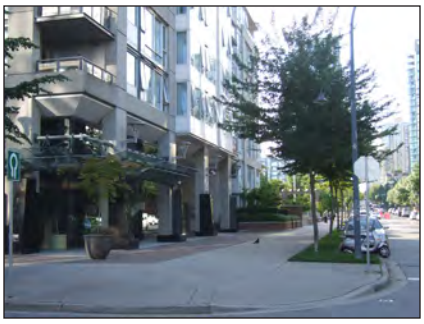


Figure 11 - East precinct

* *A maximum 4-storey height may be permitted for a stacked townhouse form, see Land-Use policies in Section 3.0 of the Town Centre Area Plan.*

Downtown East Precinct - Transportation and Circulation

227th Street is seen as a key connection for the Downtown East Precinct. Multi-modal transportation options in the area could be improved with further pedestrian and bicycle connections, including a designated bikeway through Valley Fair Mall parking lot, to and from the Civic Core and the Waterfront. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and green street routes and connections to be improved upon or created with new development proposed in this precinct.







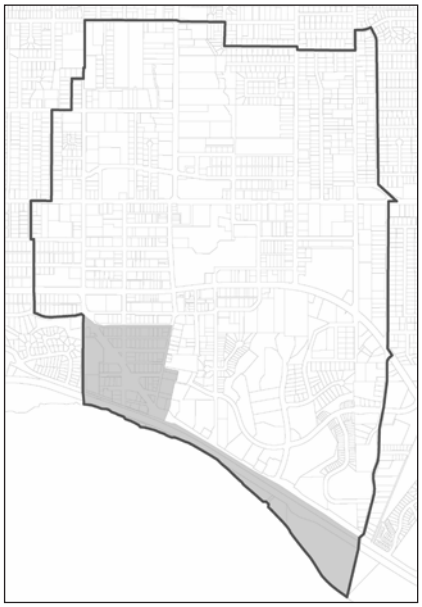


Figure 12 - Port Haney Precinct in Context

Port Haney and Waterfront - General Considerations and Character

Historically, Port Haney served as Maple Ridge's commercial hub. This precinct is bounded by the west boundary of the Town Centre Centre, 117th Avenue, 224th Street (however, includes some properties on the east side of 224th) and continues along the waterfront to the east boundary of the Town Centre. A number of important heritage buildings still remain, including Haney House, Billy Miner Pub and St. Andrews Chuch, and continue to accommodate important community functions. The precinct is within walking distance of the new Civic Core, and serves as a vital walkable link to key destinations including the Fraser River waterfront and the West Coast Express train station. Ample community parks, open space, and sweeping views to the Fraser River provide a scenic setting. Creating a connection between the waterfront and the Town Centre is encouraged, with tourism-oriented uses, and this will be enhanced with a proposed multi-modal pathway along the waterfront. Port Haney's historic roots, heritage character, waterfront access, green space and river and mountain views should be maintained and enhanced with any new development.

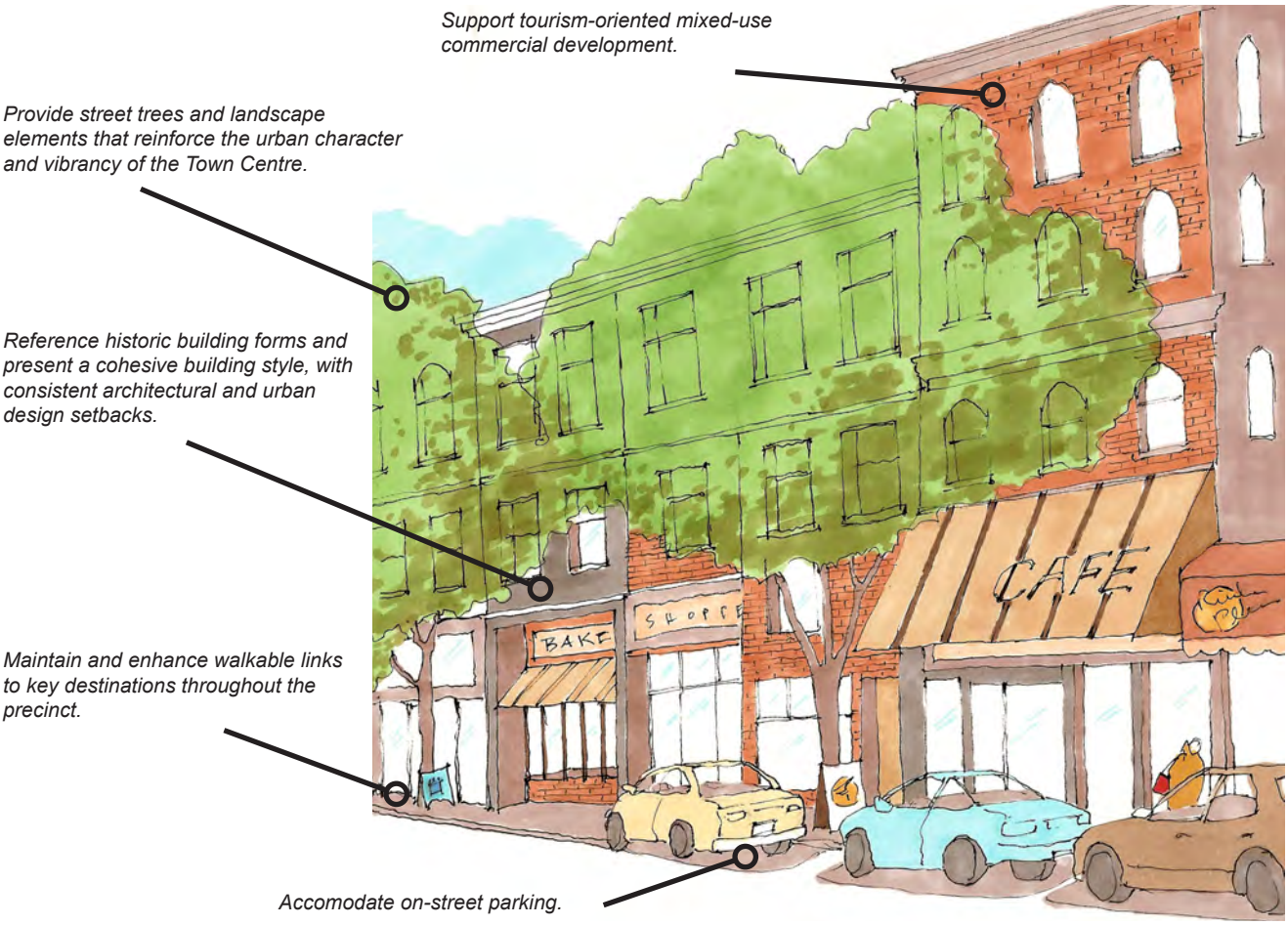
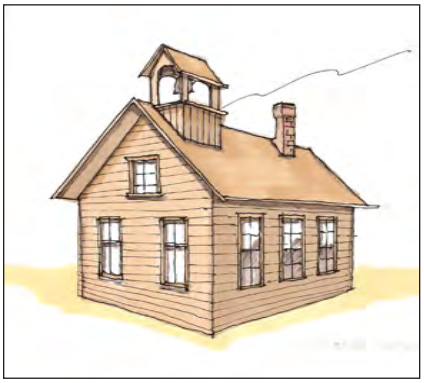


Figure 13 - Port Haney and Waterfront Character Sketch

Port Haney and Waterfront









Key guideline concepts:

1 **Promote Port Haney and the Waterfront as an important heritage, tourism-oriented area.** New development should promote Port Haney and the Waterfront as an important heritage area in downtown Maple Ridge. Port Haney and the Waterfront includes existing heritage commercial and residential buildings, green space, waterfront access and views which should be preserved and enhanced. Additional heritage-style mixed-use commercial and residential development geared at promoting tourism, should increase the vibrancy of this Precinct.

2 **Provide a pedestrian-oriented, mixed-use commercial and residential environment.** New development in Port Haney and the Waterfront should foster a pedestrian-oriented, mixed-use commercial and residential environment. A building's form and mass should reference Maple Ridge's heritage, with materials and/or design features, and support a strong pedestrian-oriented urban realm, defining the street and sidewalk areas as active public spaces.

3 **Enhance the heritage quality, character and vibrancy of Port Haney and the Waterfront.** New development should promote the quality, character and vibrancy of the urban environment. Colours should be harmonious, and materials of sustainable quality. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street and should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the precinct, and also should reference heritage designs.

4 **Capitalize on important views.** New development should capitalize on Port Haney's mountain and waterfront views. Existing streets, open space and buildings should maintain and enhance these views.

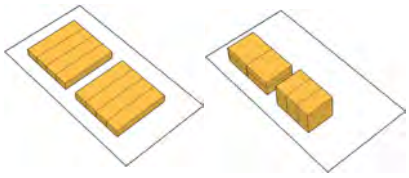
5 **Provide outdoor space.** New developments should include attractive, functional outdoor spaces and connections, particularly from Port Haney to the Waterfront. Public outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character, history and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.

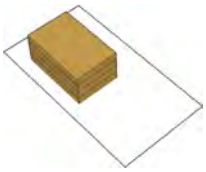
7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Vital pedestrian connections linking the Town Centre to the Fraser River Waterfront and West Coast Express train station should be enhanced. Where feasible, parking requirements should be accommodated underground.

Land Use Descriptions

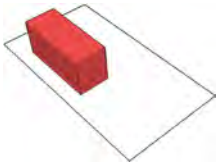
1. ***Ground-Oriented Multi-family***
   supports ground-oriented attached housing, such as row house, town house, or stacked townhouse.



2. ***Low-Rise Apartment***
   supports development apartment dwellings with underground parking.



3. ***Commercial***
   supports a range of commerical only, to mixed-use in maximum 4 storey form.



Port Haney - Land Use and Building Form

Land in the Port Haney Precinct is designated Port Haney Heritage Adaptive Use; Port Haney Multi-Family, Commercial and Mixed-Use; Low Rise Apartment. The Low-Rise Apartment supports buildings at a maximum height of 4 storeys. The Port Haney Multi-Family, Commercial and Mixed-Use offers flexibility and supports Multi-Family (ground-oriented and apartment), Mixed-Use, and Commercial uses. Port Haney Heritage Adaptive Use recognizes the heritage value of properties in this area and encourages conservation by permitting adaptive uses, outlined in the corresponding zones. For properties close to the waterfront, tourism-oriented mixed-use commercial development will be encouraged. Access to the Fraser River waterfront from Port Haney will be enhanced through a proposed new walkway and wharf.

A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

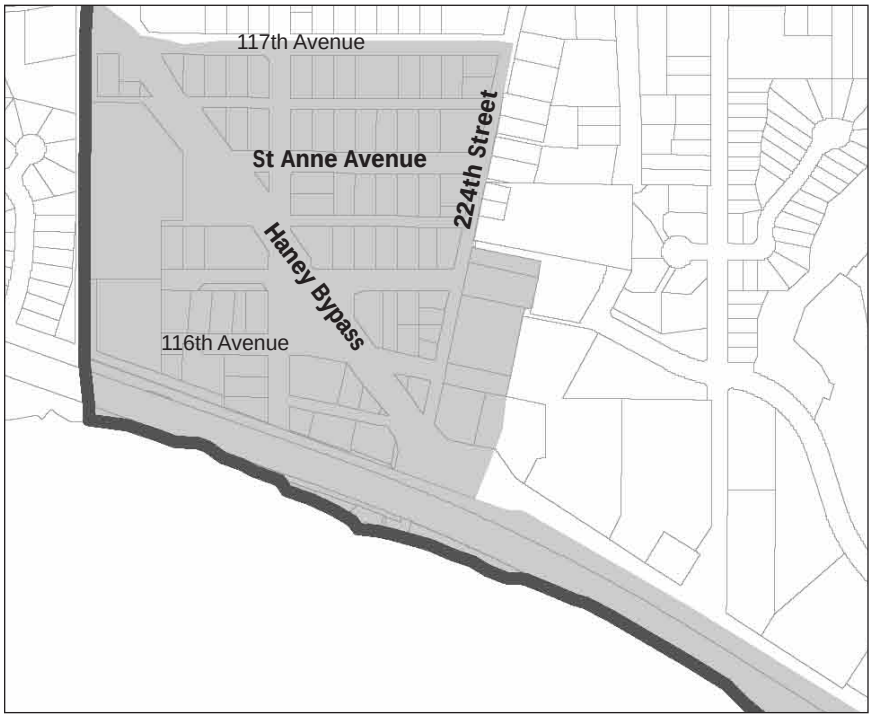


Figure 14 - Port Haney and Waterfront

Port Haney - Transportation and Circulation

224th Street through Port Haney from the Downtown Core serves as a key transportation route in the Town Centre. The precinct could benefit from designated off-street pedestrian and bicycle connections along 224th Street to the waterfront and the West Coast Express train station. The pedestrian underpass should be improved to safely accommodate mobility aids, strollers and bicycles and provide an informative route for tourists and residents highlighting the waterfront and various historical Maple Ridge facts. Other pedestrian connections should be made along Haney Bypass to the greenway trail and proposed bicycle and pedestrian routes along the waterfront. The Maple Ridge Town Centre Multi-Modal Transportation Network Map should be referenced for more information about specific pedestrian, bicycle and greenway routes and connections to be improved upon or created with all new development proposed in this precinct.









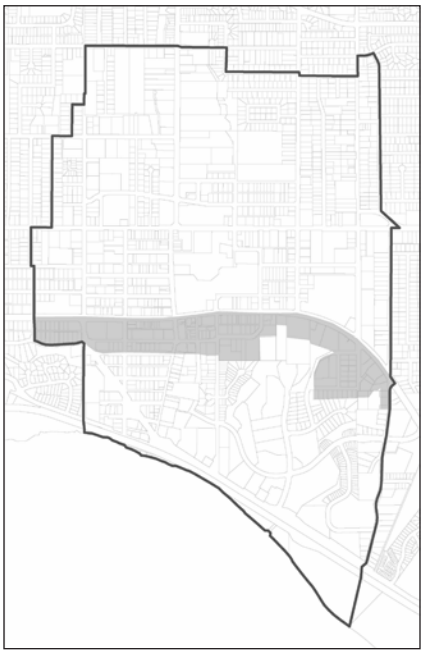


Figure 15 - SOLO Precinct in Context

South of Lougheed - General Considerations and Character

The South of Lougheed Precinct, or SOLO, is located immediately south of the Lougheed Highway corridor, from the western Town Centre boundary to its eastern-most boundary. The area serves as a key transportation and transit corridor for Maple Ridge, supporting commercial, mixed-use commercial and higher density residential development along its route. SOLO would benefit from a revitalization of street-oriented, commercial and mixed-use development, alongside higher density residential infill. Smaller lot sizes that line Lougheed from 223rd Street to 227th Street provide the opportunity to accommodate 3-4 storey "boutique" commercial stores with residential or office space above. These blocks should be enhanced with corner commercial buildings, particularly at the west and east gateways of the Civic Core precinct. Larger lots east of 227th Street offer more flexibility in terms of redevelopment intensity. These lots should accommodate higher density, more intense office and commercial development, provided it maintains a street front and improves the streetscape along Lougheed Highway. South of the corridor, intensive residential infill development will offer the precinct, and the downtown core, the vibrancy needed to sustain local commercial, recreation and employment opportunities.

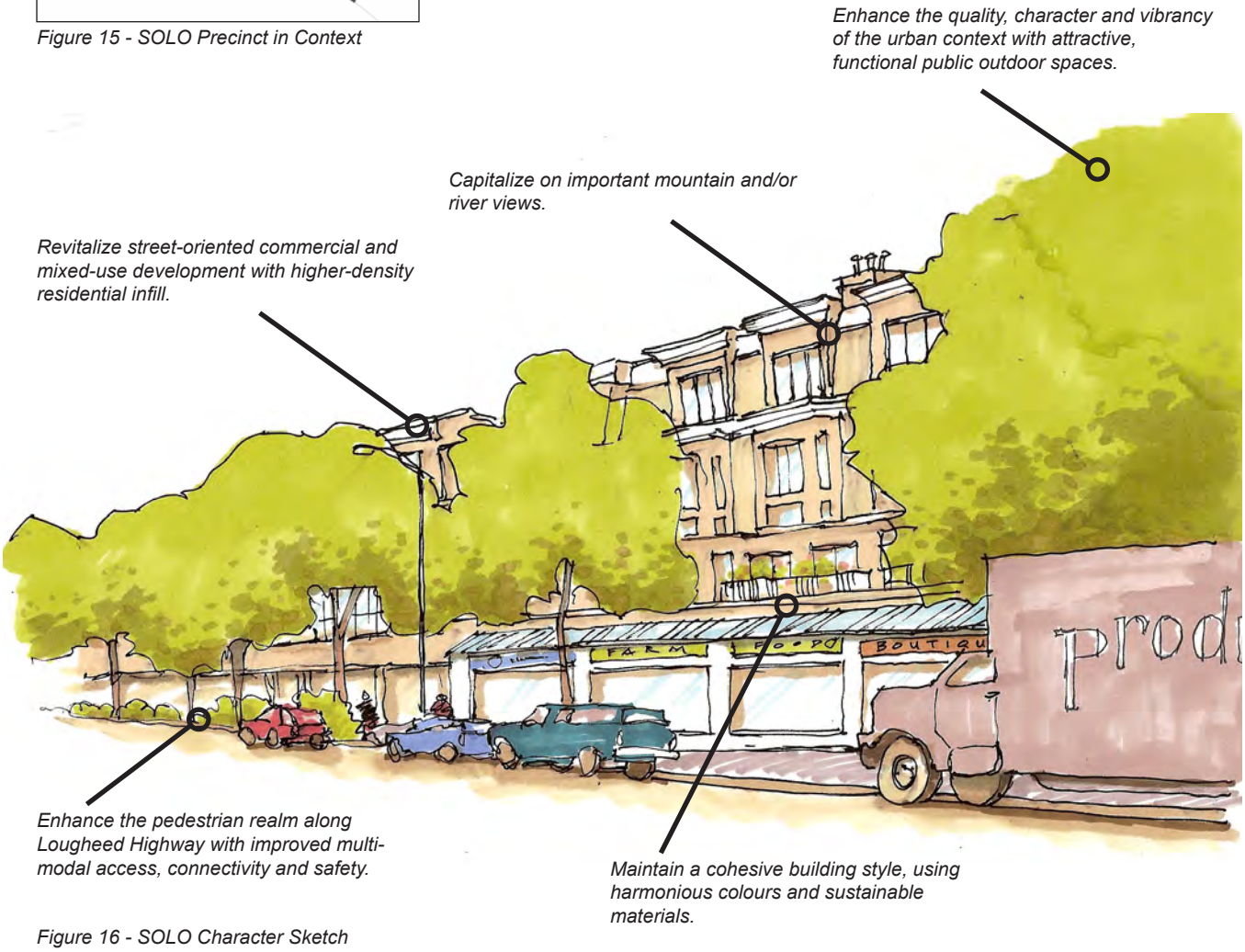
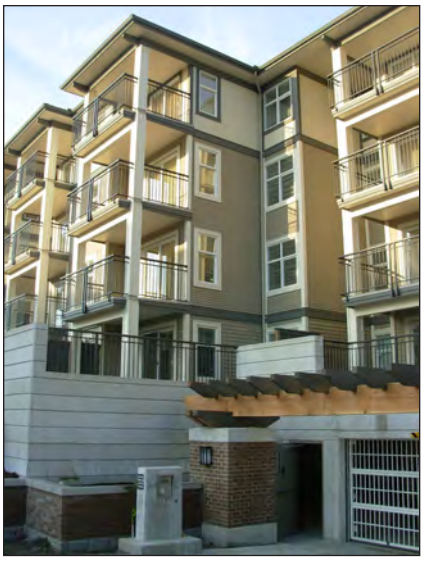


Figure 16 - SOLO Character Sketch

South of Lougheed (SOLO)







Key guideline concepts:

1 **Develop a diverse shopping, employment and residential district.** New development should establish South of Lougheed as an important commercial, office and residential corridor in downtown Maple Ridge. The Lougheed corridor is already an important commercial destination, transportation and transit corridor, and would benefit from a revitalization of street-oriented mixed-use commercial development. Additional higher density residential infill should increase the vibrancy of this Precinct.

2 **Create pedestrian-oriented streetscapes.** New development South of Lougheed should foster a pedestrian-oriented, shopping and employment environment amongst diverse commercial, office and residential mixed-use buildings. A building's form and mass should support a strong pedestrian-oriented street front and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 5 stories) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.

3 **Enhance the quality, character and vibrancy of SOLO.** New development should inform the quality, character and vibrancy of the urban environment. Colours should be harmonious, and materials sustainable. All new commercial, multi-family and mixed-use buildings should create an attractive appearance to the street.

4 **Maintain cohesive building styles.** New development South of Lougheed should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the Precinct. That said, there is opportunity in South of Lougheed to explore a variety of building forms, including row houses, stacked townhouses, and over 20 storey or higher residential apartment buildings.

5 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.

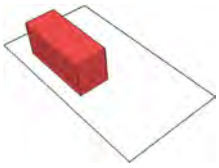
6 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

7 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, vegetation suitable for the Maple Ridge climate should be planted, and green roofs and walls should be considered.

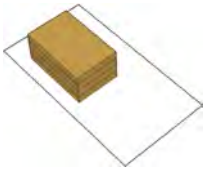
8 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Where feasible, parking requirements should be accommodated underground.

Land Use Descriptions

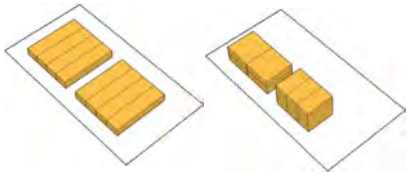
1. ***Town Centre Commercial***
   supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



2. ***Low-Rise Apartment***
   supports development of 3-5 storey apartment dwellings with underground parking.



3. ***Ground-Oriented Multi-family***
   supports ground-oriented attached housing, such as row house, townhouse or stacked townhouse form.



South of Lougheed - Land Use and Building Form

Designated land uses for SOLO include Town Centre Commercial, Low-Rise Apartments and Ground-Oriented Multi-Family. Town Centre Commercial can range from three storey pedestrian-oriented buildings to over 20 storeys in height and may permit commercial, mixed-use, or multi-family residential (see Schedule G of the Maple Ridge Zoning Bylaw to see where ground floor commercial is required). Multi-family residential can be in the form of compact ground-oriented town houses, row houses, or stacked townhouses, to low rise apartments three to five storeys in height (see specific designations for maximum heights).

A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

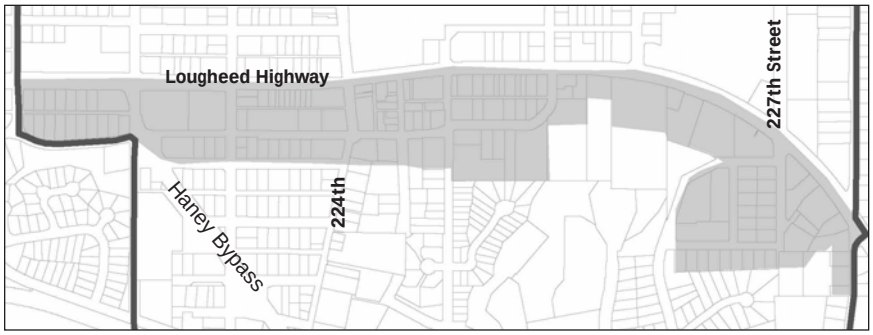


Figure 17 - Solo precinct

South of Lougheed - Transportation and Circulation

Lougheed Highway is the core transportation corridor for the Town Centre and the District. It provides a significant multi-modal connection for pedestrians, bicycles, and vehicles from the western Town Centre boundary to the east. Lougheed Highway also serves as a key transit corridor, connecting people to and from the Town Centre to the larger District and the entire Metro Vancouver region. Lougheed should be improved as a key transit route, with bus stops every 400 metres through the Town Centre. In addition, improvements to the streetscape to enhance aesthetics and safely accomodate bicycle and pedestrian access along Lougheed Highway should be considered with all new development. An off-Lougheed bicycle and pedestrian connection is proposed along Selkirk Avenue. Designated north and south bicycle and pedestrian connections along 224th and 227th streets will improve links through the precinct to the Civic Core, the Waterfront and West Coast Express Station. Rapid transit is proposed along Lougheed Highway with a terminus in the Civic Core (NOTE: exact route and terminus location not yet determined). A proposed greenway trail near 227th street connects the precinct to a community park. The Maple Ridge Town Centre Multi-Modal Transportation Network Section 5.0 and the corresponding Figure 2 Map in the Town Centre Area Plan should be referenced for more information about specific pedestrian, bicycle and greenway routes and connections to be improved upon or created with all new development proposed in this precinct.









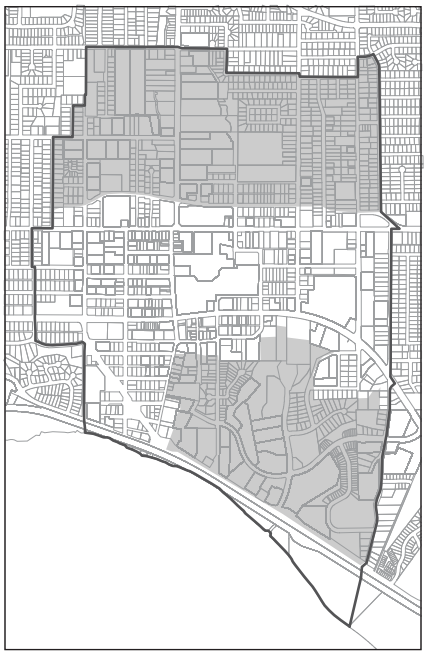


Figure 18 - North View and South View Precincts in Context

North View and South View - General Considerations and Character

Two significant multi-family residential neighbourhoods comprise the Town Centre both north and south of the core precincts. These single-family and multi-family neighbourhoods offer a mix of housing types at various densities to provide housing choices for people of varying ages, family sizes and income levels. The location of multi-family housing close to the Civic Core, the East and West Precincts and SOLO, which enable many multi-family residents with easy access to transportation choices, shops and services. This serves to enhance the vibrancy and viability of shops and businesses in the downtown core. Ground-oriented multi-family, including row houses, townhouses, and stacked townhouses should be designed as a transition to single-family residential development predominant north of the downtown core. The street pattern, block configuration and building character should be referenced through appropriate building mass and form, as well as use of gabled roofs, front façades and doorways that reflect single-family character. Adequate private and semi-private green space, such as front, back and courtyards should be included in multi-family residential site layout. Higher density low-, mid- and high-rise apartments should be pedestrian-oriented with main entrances fronting public sidewalks, shallow setbacks, street-friendly façades and semi-public outdoor spaces.

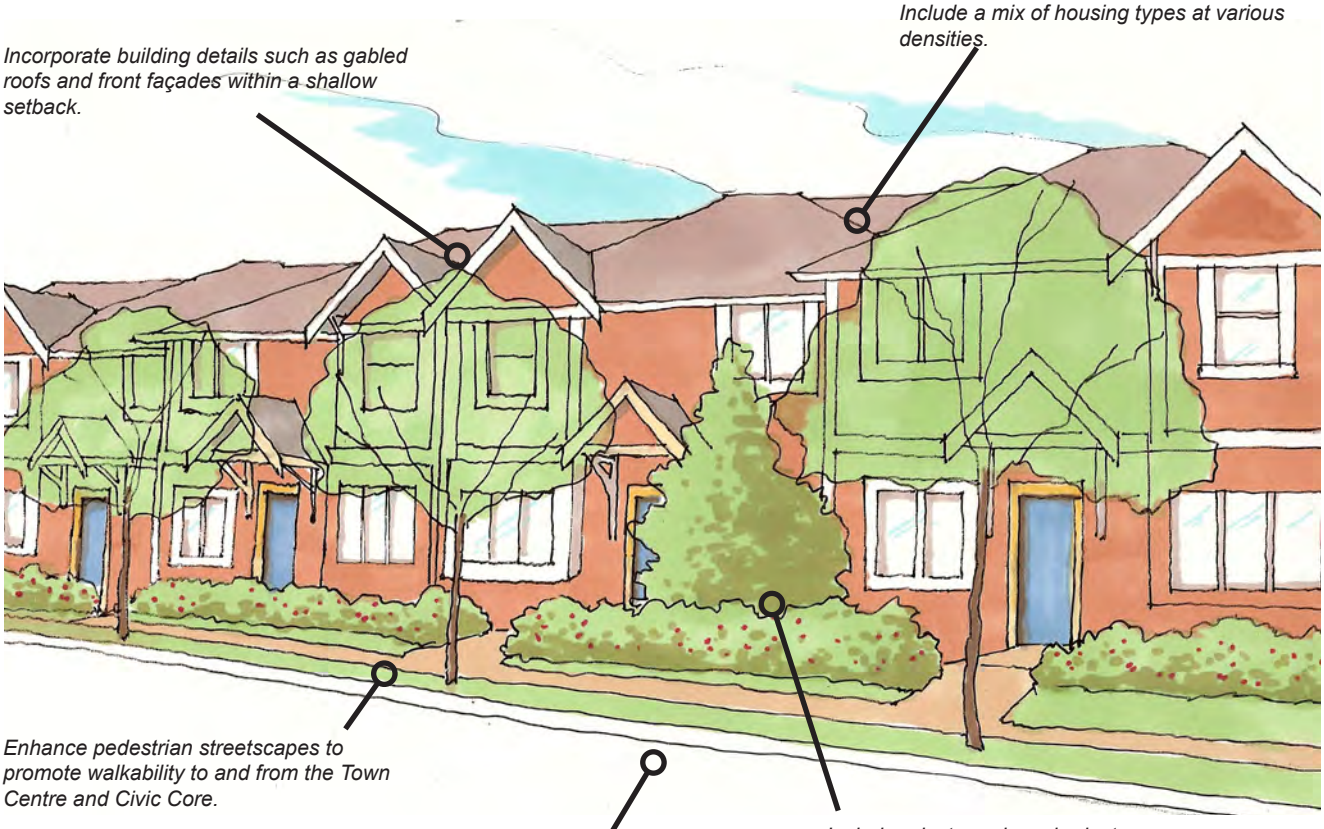


Figure 19 - North View and South View Character Sketch

North View and South View

Key guideline concepts:

1 **Promote North and South View as distinctive, highly liveable multi-family neighbourhoods.** New development should promote North View and South View as important, highly liveable multi-family neighbourhoods in the Town Centre. The neighbourhoods are already important residential areas with a mix of housing types, at varying densities, and this mix should be preserved and enhanced. Additional ground-oriented, medium to higher density residential uses should increase the vibrancy of this Precinct.

2 **Create a pedestrian-friendly, ground-oriented, multi-family community.** New development in the North and South Views should foster a pedestrian-oriented, residential environment amongst diverse multi-family, predominantly ground-oriented buildings. A building's form and mass should support a strong pedestrian-oriented urban realm and should help to define the street and sidewalk areas as active public spaces. Taller buildings (greater than 4 storeys) should be stepped back in a podium style to blend with low-rise (3-5 storey buildings) and provide a more ground-oriented feel.

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3 **Maintain cohesive building styles.** New development in the North and South View should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the precinct. There is opportunity in these areas to explore a variety of building forms, including triplexes, fourplexes, row houses and townhouses. Colours should be harmonious, and materials sustainable. All new multi-family and commercial mixed-use buildings should create an attractive appearance to the street.

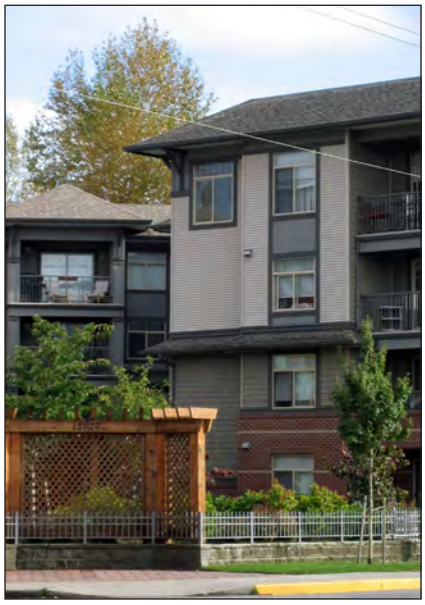
4 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.

5 **Provide private and semi-private green space.** New development should include attractive, private and semi-private green spaces. Front and back courtyards in multi-family developments and outdoor spaces should be designed to incorporate universal accessibility, reduce vandalism, and increase safety.

6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian-friendly character of streets in the precinct, moderate the internal building climate, manage stormwater on site, and reference the architectural quality of new buildings. Where feasible, mature trees should be retained, native vegetation should be planted, and green roofs and walls should be considered.

7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Allocated parking areas should not intrude upon the urban, pedestrian-oriented quality of the Town Centre.



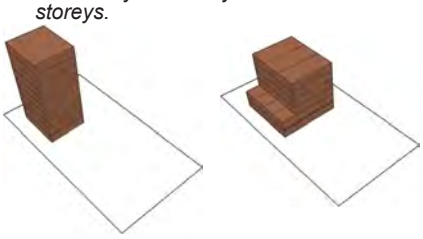




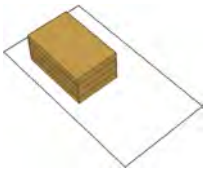
Land Use Descriptions

1. ***Medium and High-Rise Apartment*** *supports development of apartment forms of dwelling that are a minimum of 5 storeys and may reach over 20 storeys.*

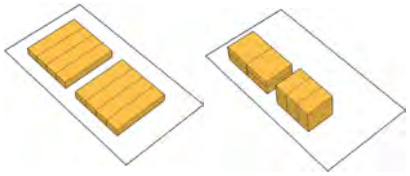
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2. ***Low-Rise Apartment*** *supports development of 3-5 storey apartment dwellings with underground parking.*



3. ***Ground-Oriented Multi-family*** *supports ground-oriented attached housing, such as row house, townhouse, or stacked townhouse form.*



North View and South View - Land Use and Building Form

The Town Centre north and south residential neighbourhoods as identified in Figure 2: Town Centre Precincts and Corridors are designated predominantly Single-Family Residential, Ground-Oriented Multi-Family and Low-Rise Apartment (see Land-Use Designations Schedule 1). A building's form will largely be influenced by parcel size and the height and size requirements in the applicable zone. Refer to the Town Centre Area Land-Use Designations Schedule 1 for official information about land use designations in this precinct.

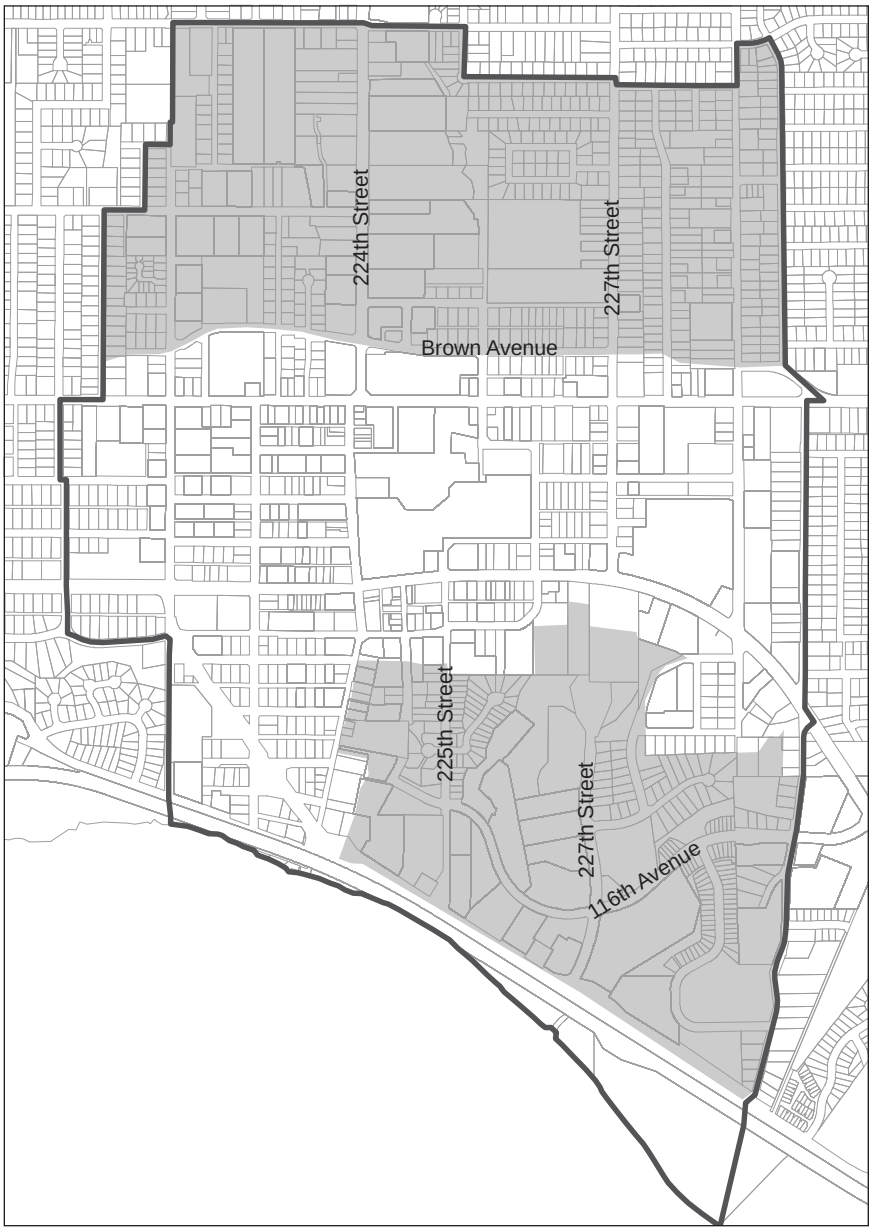


Figure 20 - North View and South View

North View and South View - **Transportation and Circulation**

224th and 227th Street are key north and south transportation corridors for both of these Town Centre precincts. Dewdney Trunk Road is a major east to west connection for the North area, while 124th Avenue/ Reid Avenue and Brown Avenue from 224th Street to Greenwell Street, provide important east-west linkages. In the south Multi-family Residential area, east and west connections are limited due to topography. Opportunities to improve street connectivity from 116th Avenue and Fraser Street to 224th Street and/or the Haney Bypass should be investigated with new development proposals. Street improvements that enhance pedestrian and bicycle access and movement should be made along key north-south and east-west corridors in both residential areas. Completion of greenway trails from 116th Avenue to Lougheed Highway in the South Area and from Brown Avenue to 124th Avenue in the North should be considered in development proposals of associated properties.









Part Two

Town Centre Guidelines

Development Guidelines

The development guidelines are written statements of desired performance that establish a qualitative level of design attainment to meet the design objective. The guidelines are meant to provide possible design solutions for achieving architecture and site-related development objectives. The Guidelines apply to Ground-Oriented Multi-Family; Low-Rise Apartment; Medium & High-Rise Apartment; Flexible Mixed-Use; Town Centre Commercial; Port Haney Multi-Family, Commercial & Waterfront; and Port Haney Heritage Adaptive Use. The lettered icons apply to development as follows.

TCC - Town Centre Commercial - applicable to commercial developments only (for example, an office building).

MU - Mixed-Use - applicable to mixed-used developments, with commercial on the ground level and either offices or residential above.

MFR - Multi-Family Residential - applicable to ground-oriented developments and low-rise, medium-rise, and high-rise apartments.



Green Building Technique - this icon identifies guidelines that help to promote green building practice and design.

Concept sketches and photos are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

A. Building Setbacks, Form, Mass and Height

Development Objectives

- To promote a cohesive building style and strong pedestrian-oriented urban realm in Maple Ridge Town Centre by ensuring new buildings, renovations and/or additions have consistent architectural and urban design setbacks, form, mass, and height.
- To help define the street and sidewalk areas as active public spaces.

Discussion

The Town Centre's multi-family residential, mixed-use, live/work, and commercial land use areas can exhibit variation in the size and style of buildings. Yet, the consistency of setbacks, building form and mass, scale and height will help to make the diversity of structures compatible with one another. Historically, Maple Ridge's buildings were built relatively close to the front property line; many older commercial buildings abut the sidewalk. This commercial "street wall" began to change with the advent of shopping malls built on larger parcels of land.

Traditional commercial buildings within the Town Centre have historically been built to cover the majority of the lot with no front or side yard, and often a small rear yard that accommodates limited parking accessed via the lane. This type of site design helps to define the street as a desirable pedestrian environment, improving the character of the area. Parking is typically accommodated on-street with a limited number of stalls at the rear of the lot.

The compatibility of these architectural elements is an important urban design issue for the Town Centre. For instance, large buildings can be made to appear smaller and smaller buildings made to appear larger through the use of architectural style and detailing. This perception is influenced by roof lines, projections, fenestration, and building form. Form and mass, as well as the ratio between doors and windows to walls and roofs, work together to give a building horizontal or vertical emphasis, which helps to support a pedestrian-oriented street front.

The pedestrian environment and architectural considerations to massing and scale must be included in new development, renovations and/or additions. Efforts should be made to maintain cohesiveness amongst buildings in the Town Centre and to maintain for each building the pedestrian scale and vibrancy at the street level. New development should retain where applicable and revitalize where needed the traditional "street wall" along the major roadways in the Town Centre, including 224th Street, 227th Street, Dewdney Trunk Road, and Lougheed Highway. Important views are affected by building mass and height. It is important that design considerations are implemented to avoid disrupting important views from the street and existing buildings.

A.1 Building Mass and Form Guidelines

A1.1 TCC MU MFR **Maintain the mass and scale of buildings.** Ensure the mass and scale of new Town Centre Commercial and Multi-family Residential buildings are designed to integrate with and promote a meaningful quality and character of the Town Centre. The form, mass and scale of buildings in the Town Centre should support an urban, pedestrian-oriented street front. Rectangular building forms are in keeping with traditional urban development and support a consistent street front. Curving, undulating, or diagonal building forms or elements are discouraged, except at significant corners or intersections where pedestrian entrances and activity can be highlighted.

A1.2 TCC MU **Enhance the block with corner commercial buildings.** Commercial and/or mixed-use buildings on corner lots offer unique opportunities for infill and enhancement of existing single-storey commercial sites. Retrofit or expansion of mall sites, such as Haney Place Mall in the Civic Core and Valley Fair Mall in the East Precinct, can include the addition of new buildings at the street corners. Corner commercial can also provide gateway features on major roads, important intersections, and at the Town Centre boundaries.

A1.3 TCC MU MFR **Accent corner buildings**. Special roof shapes on corner locations are encouraged as a means to accent corner blocks and address key intersections such as 224th Street and Dewdney Trunk Road. Such design strategies can also provide important gateway features at the Town Centre boundaries on Dewdney Trunk Road and/or Lougheed Highway.





above:
The mass and scale of new buildings should integrate with the existing built fabric of the Town Centre. The main street in the top photo maintains views towards the mountains and creates a vibrant pedestrian realm.

below:
The commercial entrance in the bottom photo addresses both streets and is clearly differentiated from residential entrances nearby through a unique façade treatment.



Figure 21. Building Setbacks, Form, Mass and Height.

1- Pedestrian-scale design elements on the first floor mitigate the impact of larger buildings.

2- High-rises can be stepped back from the main streets to maintain the existing scale along pedestrian-oriented commercial corridors.

A1.4 TCC MU
Use pedestrian-scale design elements. Incorporate pedestrian-scale design elements including windows, awnings, signage, and other design details which break up building mass and define elements such as floor-to-floor transitions and roof and cornice lines. Such elements help to define a pedestrian scale street front.

A1.5 TCC MU MFR
Feature pedestrian amenities. Commercial frontages should feature display windows, clearly defined entries and pedestrian amenities to refine the building scale, and enhance the street front and pedestrian realm. Blank walls on the ground floor of street frontages are unattractive and uninviting and not characteristic of the Town Centre's traditional urban form.

A1.6 TCC MU MFR
Design large buildings into smaller modules. Large commercial, multi-family and mixed-use buildings should be designed into smaller "modules" of similar scale and size and should provide an appropriate setback from the street front to maintain a quality pedestrian realm.

A1.7 TCC MU MFR
Accommodate street fronting units. In all Town Centre residential, mixed-use, live/work and commercial land use areas, the building form and design should accommodate the highest possible number of ground-oriented units with direct entrances and connections to the sidewalk. In addition to providing a pedestrian-oriented street front, ground-oriented units are desirable for families and provide for greater accessibility.



Figure 22. Accommodate ground-oriented units

1 - Clearly demarcate entrances with private space with minimum setbacks from the sidewalk and provide "eyes on the street" for safety.
2 - Large buildings can be designed into smaller units to increase visual interest.
3 - Accommodate the largest possible number of accessible ground-oriented units.
4 - Entrances are located on both streets.

A1.8 TCC MU MFR **Design flexible ground floor unit spaces.** Flexible building spaces are strongly encouraged in designated Town Centre commercial and mixed-use or optional live/work areas of the West Precinct and should be considered in multi-family residential areas also. Buildings should be designed to enable easy retrofit of ground floor units into live/work space, retail, office, artisan studio and/or light industrial. Flexible building spaces in residential areas allow easy retrofit for special-needs, accessibility conditions, and for extra family members. Flexible buildings maximize building longevity.

A1.9 TCC MU MFR **Ensure appropriate roof pitch.** Roof pitches should fit with the building style of the principal structure and be of a design and scale that promotes a traditional urban design aesthetic for the Town Centre.

A1.10 TCC MU MFR **Use design elements to reduce roof mass and scale.** Dormers, gables or similar variations in roof planes can break up roof mass and reduce the scale of the building. A variety of building roof lines is appropriate; however they should complement roof forms of adjacent buildings.

A1.11 TCC MU MFR **Accommodate roof gardens, trellises, and green features**. Extensive roof gardens and trellises are encouraged, both as building amenities and for environmental benefits. Other green features such as green roofs should be considered.





above:
The building is stepped back to reduce the scale of the building and to integrate it within the surrounding residential neighbourhood.

below:
The high-rise is set back from the main street to create a more welcoming pedestrian environment.



Figure 23. Roof pitch

1 - Window overhangs add variety to an otherwise flat façade.
2 - Break up a single pitched roof with dormers to enhance visual interest.
3 - Continuous overhangs in pedestrian areas are encouraged for weather protection and pedestrian scale.

A.2 Building Heights

A2.1 TCC MU MFR
Vary building heights. Building heights in the Town Centre can vary from 3 storey mixed-use commercial buildings to residential towers over 20 storeys. Heights should be consistent with the land use designation and designed with respect to important views from streets, sidewalks and public spaces. New buildings should be sensitive to views from existing, neighbouring buildings.

A2.2 TCC MU MFR
Maintain alignments of architectural features. Maintain the alignment of building cornices, roof lines and lines of new buildings adjacent to existing buildings to preserve the architectural continuity of the street front. As building heights vary in the Town Centre, discretion should be used to mediate roof heights between buildings and match appropriate building heights. Heights of new buildings should adhere to designations outlined in the Town Centre Land Use Designation Figure "A".

A2.3 TCC MU MFR
Integrate taller buildings. Taller buildings should maintain the traditional urban form along a street and within a block by matching cornice lines of adjacent buildings and by moving upper floors of taller buildings back.

A2.4 TCC MU MFR
Step back taller buildings. Higher and mid-rise buildings should be stepped to maximize street front, public space and lower level unit exposure to sunlight and views. Stepping upper stories back helps to maintain a pedestrian scale street front and provides opportunities for private balconies and/or semi-private rooftop terraces/gardens.

A2.5 TCC MU MFR
Match building heights at the end of blocks. Match building heights at the end of blocks and on adjoining corners to help create a unified architectural character at these important locations.



Figure 24. Step taller buildings back

1 - Generous and clearly defined pedestrian paths and spaces integrate buildings with the street.
2 - Existing two storey building is incorporated into the overall form of new development.
3 - Mid-rise building is stepped back to provide balcony space that maintains view over the sidewalk.
4 - The high-rise tower doesn't overshadow the sidewalk and integrates with surrounding buildings.
5 - Corner units wrap around to acknowledge both streets as well as buildings on opposite street corners.

A2.6 TCC MU MFR

Manage phased development. Ensure each building phase is adequately completed. Visible frontages and accessible areas should be sufficiently finished, with tie-in to future development phases carefully considered. Temporary edges should have a finished appearance and should be durable enough to last for their intended life span and/or maintained as necessary. Incomplete structures, street work or landscaping should be made physically safe and aesthetically compatible with surrounding structures and use.

A2.7 TCC MU MFR

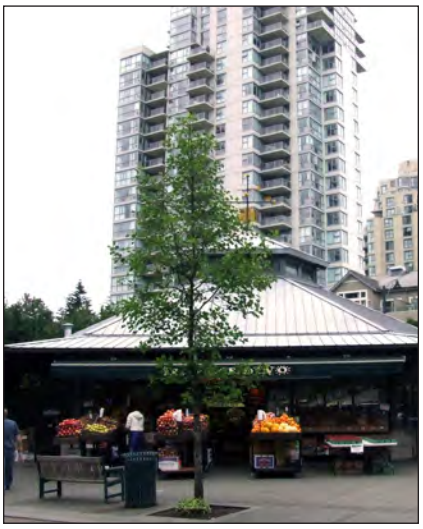
Protect views. Where appropriate, a view analysis should be submitted as part of the development permit application. Care should be taken to avoid disrupting views of Maple Ridge's signature elements, such as Grant Hill, the Golden Ears peaks, and the Fraser River. In addition, residential units should be designed to accommodate views towards street activity and public pathways to contribute to security and eyes on the street. Taller buildings should be stepped back to accommodate views to and from street fronts, pedestrian areas, and public spaces.

A2.8 TCC MU MFR

Site buildings to capitalize on daylight and solar opportunities. Where possible, situate the long axis of the building in the east-west direction to take advantage of solar opportunities such as solar water heating, photovoltaic, and passive solar heating.

A2.9 TCC MU MFR

Protect solar access to surrounding buildings and minimize wind tunnel effects. Buildings should be massed and heights should be considered or stepped back to avoid shading surrounding buildings and public spaces and to minimize possible wind tunnel effects.



The building is stepped back to reduce the scale of the building and to integrate it with the surrounding neighbourhood village.



Figure 25. Use natural processes

1 - Deciduous trees to the south moderate sunlight throughout the seasons.
2 - Orient buildings along the east-west axis to take advantage of solar opportunities.
3 - Adequate windows allow cross ventilation to moderate internal temperatures.

A.3 Building Setbacks

A3.1 TCC MU MFR

Place buildings to reinforce sidewalk activity. To reinforce vitality of the pedestrian realm, buildings should be constructed along the street, from side property line to side property line, and to the back of sidewalks where sidewalk right-of-way is of appropriate width (greater than 3 metres). A maximum 1.5 metres front yard setback is desirable for ground floor commercial buildings.

A3.2 TCC MU MFR

Situate building entrances for visibility. Entrances that are close to the street help to maintain visual surveillance of the surrounding sidewalk and street area. To ensure visibility from the street, pedestrian entries should be recessed and/or framed by a sheltering element such as an awning, arcade, or portico. Shared or common entry vestibules should be avoided.

A3.3 TCC MU MFR

Provide adequate throughways and lighting. Entrances should be recessed no more than 2 metres from the average face of the building façade. If a shaded entry is used, its width should be greater than 1.8 metres to provide an appropriate pedestrian thoroughfare, and its height should allow for natural light penetration during the day. All entrances and associated sheltering elements should provide adequate lighting.

A3.4 TCC MU MFR

Provide clear sight lines from building foyers and lobbies to allow for visual surveillance. Plantings and other streetscape elements should be appropriately located and scaled around building entrances to allow for visual access of the surrounding sidewalk and streetscape. A minimum 15 meters clear sight line from the foyer is suggested.



Figure 26. Building Placement and Setbacks

1 - Entries should be clearly expressed.

2 - Zero setbacks are encouraged along commercial streets with entrances recessed no more than 2 metres.

3 - Zero side lot lines are encouraged along commercial streets.

4 - A Maximum 1.5 metres front yard setback along commercial streets.

5 - Arcades should be constructed a minimum. 1.8 metres deep and their height should allow natural light.

A3.5 MU
Separate residential entrances from commercial entrances. The character and quality of residential entrances should be visibly different from neighbouring commercial entrances. Multi-family residential entrances should be separated from commercial entrances, yet highly visible from the street.

A3.6 TCC MU MFR
Respect existing buildings. The location and layout of existing buildings should be considered in the design of new buildings. This includes considering existing windows and entrances. Where an existing building is adjacent to a new building, the new building should provide setbacks to allow for air circulation, light penetration, and usable space between the buildings where applicable.

A3.7 TCC MU MFR
Distinguish entrances with arrival areas and courtyards. While maintaining connectivity and visibility with the surrounding streetscape, entrances should incorporate small arrival areas to enhance the pedestrian environment. Arrival areas can break façades and serve to visibly distinguish different buildings' entrances.

A3.8 TCC MU MFR
Locate ramps and entrances with lifts in areas that are highly visible and connected to street and sidewalk activity. The presence of ramps and lifts should be emphasized to ensure visibility and ease of use. Visible signage and appropriate connectivity to the surrounding pedestrian realm creates an easy and seamless transition into buildings for those with mobility aids, strollers, and/or bicycles.



The residential entrance in the top photo is close to the street while incorporating a separate arrival area.



Figure 27. Building Entrances

1 - Clearly visible ramps for accessibility.
2 - Distinguish residential from commercial entrances.
3 - Respect an existing building's placement, entrances, and windows.
4 - Incorporate arrival areas and courtyards.
5 - Corner buildings should address both streets.

B. Building Façades, Materials and Colour

Design Objectives

- To ensure additions, renovations and/or new infill projects in the Town Centre have a coherent architectural design concept where windows, doors, siding material and other façade elements create a pleasing composition compatible with surrounding buildings, commercial and neighbourhood character.

- To enhance the architectural and massing concepts of a building as well as the quality, character and vibrancy of the urban environment of the Town Centre through the use of harmonious, quality materials and colours.

- To screen rooftop and ground mounted mechanical equipment and trash storage from public view and thereby ensure commercial and mixed-use buildings maintain an attractive appearance to the street.

Discussion

Façade patterns create visual harmony among buildings. Façade patterns play an important role in integrating new buildings into the architectural fabric of the Town Centre. A façade pattern, for instance, consists of the size and ratio of fenestration to wall surface. Door and window openings can provide a height to width ratio that offers an appropriate scale to pedestrians passing along the sidewalk. Often, older commercial buildings that are primarily two storeys or more have predominantly narrow, vertical orientation, and are stacked above each other with a regular spacing. New, modern style commercial buildings tend to use large panels of glass that are horizontal in form and wrap the building, which is very different from the traditional vertical orientation with uniform spacing between windows.

While every building in the Town Centre need not have the same window design treatment, repeating the façade patterns — such as traditional orientation and rhythm of window openings — helps to reinforce a consistent architectural and urban design quality and character. Ensure that the ratio of open surfaces (windows, doors) to enclosed surfaces (walls, roof) are carefully considered. Use nearby elements and details to inform design and development of new buildings or additions. Ensure signage responds to a building's scale, character and materials. Choose high quality, aesthetically appealing lighting fixtures. Provide sufficient outdoor light for safety but use light standards that minimize light pollution of the night sky.

Texture, pattern and colour play a role in how well a building is integrated to its surroundings. An effort should be made to maintain high quality as well as an appropriate spectrum of materials. Ultimately, colours should reference the tone and type of colours found in the surrounding regional landscape. A suitable mix of colour schemes will avoid creating a dull uniform commercial streetscape that lacks distinction and interest. Yet, ensure that the selection of building colour will be a "good neighbour" to adjacent and nearby buildings. The choice and mix of materials and colours on the façades of structures is important in providing an attractive urban environment.

Finally, functional service requirements, such as gas metres, air conditioners, garbage storage areas, can be placed and screened to reduce their visual impacts in the urban setting. Functional elements should be appropriately located at the back of buildings, off lanes and side streets. Screening and enclosures can hide functional elements and also create attractive and interesting design features to a building.

B. 1 Building Façade

B1.1 TCC MU
Address both sides of the block with corner buildings. Corner buildings on main streets should be designed to address all sides with commercial street frontage. Side façades should be treated with the same quality of materials and a similar architectural detailing as the front. A visual and appealing pedestrian environment should be maintained along street frontage. Blank walls should be avoided.

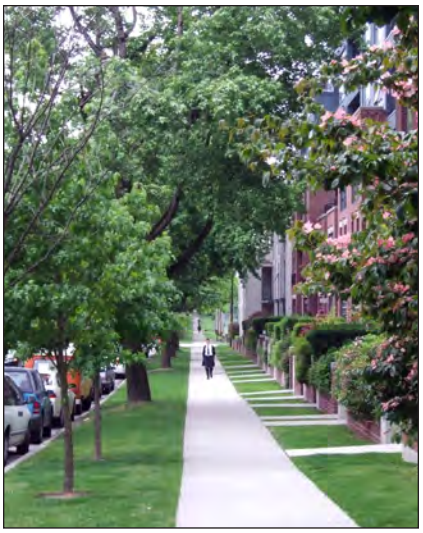
B1.2 TCC MU MFR
Orient main entrances to face the sidewalk. Primary entrances and building façades should face the street to ensure a pedestrian-friendly street front.

B1.3 TCC MU MFR
Locate windows, doors and entry features at the street level. To help create a safe and active appearance along the street front, windows, doors and entry features should be located at the street level. In commercial, mixed-use, live/work and multi-family residential buildings, window openings located above the street level may vary from traditional openings, and may incorporate modern styles and materials. Windows should be proportioned and grouped to provide a cohesive composition similar to that of the other buildings on the street.

B1.4 TCC MU MFR
Use a mix of common façade patterns and elements. New development should fit with the existing character and quality of Maple Ridge by ensuring that a mix of façade patterns and elements common to the best-designed buildings in the Town Centre are used.

B1.5 TCC MU MFR
Reflect original façades and building scale. Building renovations or additions should have window and door patterns that reflect the original building scale. Where appropriate, new building façades should reflect and complement the character and quality of original buildings.

B1.6 TCC MU MFR
Respect original architectural elements. Where applicable, architectural elements such as windows should reflect the prevailing geometry of the original structure. Using vertical or horizontal façade orientation consistently ensures a cohesive, harmonious façade. For instance, if the façade pattern of the original structure is horizontal, window orientation of retrofits or new additions should be horizontal to match.





above:
Residential entrances face the street to ensure an active street front.

below:
This front porch addresses the sidewalk, creating a semi-private space that encourages lingering, increasing street surveillance and the perception of safety.

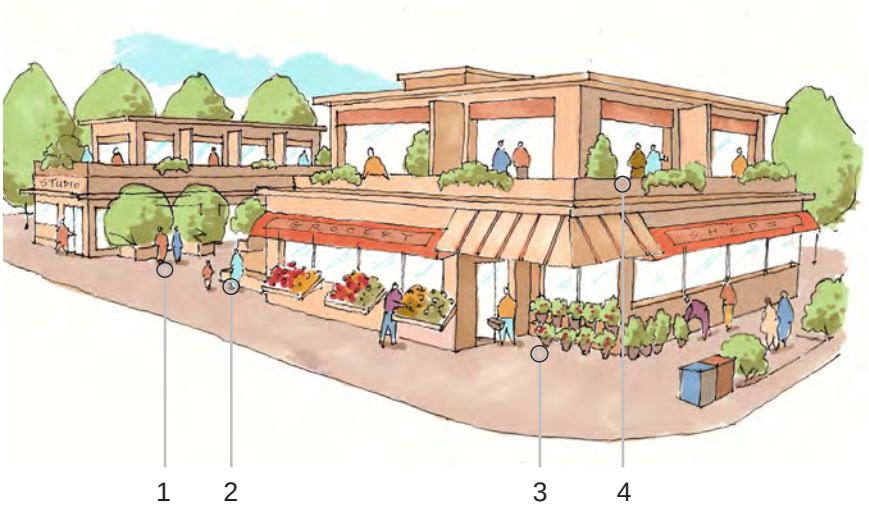


Figure 28. Corner commercial buildings.

1- Public "pocket" spaces can be nested between commercial buildings/units.
2- Corner developments create busy pedestrian locations ideal for street-vending opportunities.
3- Corner commercial areas gain enhanced visibility by addressing two street sides and the intersection.
4- Offices or residences above provide multiple views, architectural diversity, and watchful "eyes on the street".

B1.7 TCC MU MFR **Respect old and new design.** When new additions and buildings are situated adjacent to existing desirable or heritage buildings, the new design should respect the old architectural building elements. New construction should be harmonious with more traditional styles and features without creating an inauthentic historic look.

B1.8 TCC MU MFR **Maintain the horizontal rhythm of the street wall.** The horizontal rhythm of the street wall should be reinforced in new buildings by using a similar alignment of windowsills, buildings lines, cornices, roof lines, and floor-to-floor spacing along a street block.

B1.9 TCC MU MFR **Provide a visual division between the street level and upper floors**. Use building design elements such as cornice lines, ground floor canopies and awnings, overhangs and windowsills to maintain a clear visual division in building design between the street level (ground floor retail uses) and upper floors of taller buildings.

B1.10 TCC MU **Include continuous canopies, awnings or overhangs.** Well-designed canopies, awnings, and overhangs should be included on the ground floor of commercial or mixed-use buildings. These features provide continuous weather protection for pedestrians, demarcate commercial storefronts, and help to create an attractive streetscape.

B1.11 TCC MU **Ensure appropriate placement and materials for awnings or canopies.** Awnings or canopies should not cover historical decorative ornaments or other architectural elements of the original façade. Canvas, glass, or metal are more suitable to the Town Centre than materials such as vinyl, plastic or aluminum. Light coloured awnings will enable daylight to filter through building fronts. It is important to note that canvas awnings often fade in colour over the long term.

B1.12 TCC MU MFR **Use exterior shading devices to block summer sun.** Use of exterior shading devices can prevent the sun in summer months from entering interior spaces, while allowing solar energy to enter interior spaces in the winter when the sun is lower in the sky. Sunshades can also double as light shelves that redirect daylight into interior spaces, reducing the need for artificial lighting.



Figure 29. Reflect original façade and scale

1 - The corner building maintains similar architectural details on both sides of the building, continuous overhangs can also function as sunshades and light shelves.
2 - Dormers are repeated in each building design to present a cohesive composition.
3 - Details, such as windows, overhangs, balconies, and window ledges add architectural diversity and demarcate building floors.
4 - Different building heights are successfully integrated through use of complementary, pedestrian-scaled design features.

B1.13 TCC MU MFR **Use windows to provide "eyes on the street."** Design windows to overlook streets and public spaces. This "eyes on the street" design can help to improve safety in the public realm by adding an element of natural surveillance.

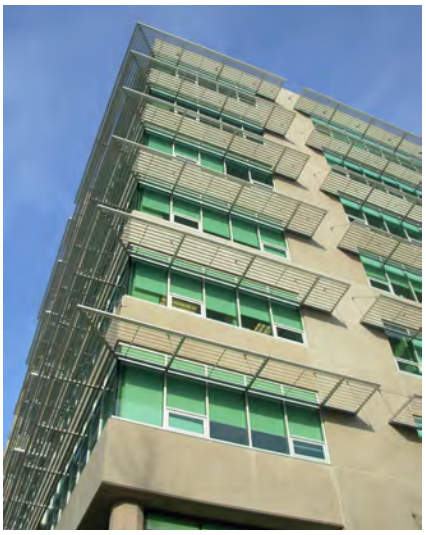
B1.14 TCC MU MFR **Enhance the public realm**. Features that contribute to place-making such as public art, flags, banners and graphics are strongly encouraged provided they contain no commercial message.

B1.15 TCC MU **Ensure signage respects the building scale, character and materials.** Where street level commercial is provided, fascia signage and window signage is encouraged. Sign size, location and information thereon should be designed and oriented to pedestrians and should relate to the scale and character of the commercial area. Materials used for signs should be compatible with materials used in adjacent buildings. Signage should be integrated into the detailing of the building and not applied as an afterthought. Refer to District of Maple Ridge Sign Bylaw for complete reference of applicable signs within a development project.

B. 2 Lighting

B2.1 TCC MU MFR **Design outdoor lighting to minimize light pollution.** Outdoor lighting should be designed to produce adequate lighting for safety, utility, security and enjoyment while preserving the ambiance of the night and without contributing to light pollution. All walkways, paths, plazas, and building entrances should be adequately lit. Minimize glare and obtrusive light by limiting misdirected, excessive, or unnecessary outdoor lighting. Generally, bollard, building, and pole-mounted lights should be designed to direct light downward to light the path and not the sky. Minimizing outdoor lighting helps to preserve the ambiance of the night sky, while conserving energy and resources.

B2.2 TCC MU MFR **Encourage energy efficient lighting.** Energy efficient light fixtures such as LED or solar powered lights are encouraged. To avoid unnecessary use, timers, photo sensors, or motion detectors should control outdoor lighting.





above:
The window overhangs on this building are carefully designed to control year-round solar access.

below:
Appropriate lighting designs ensure light is directed below the fixture, and prevent stray light from shining into the sky or other unwanted areas. Energy efficient models further reduce economic and environmental costs.



Figure 30. Continuous overhangs

1- The weather protection afforded by continuous overhangs encourages year-round pedestrian activity along a commercial street.
2- Enhance the public realm with high quality materials and detailing.

B.3 Building Materials

B3.1 TCC MU MFR
Enhance the public realm with high quality materials and detailing. Durable, high quality facing materials and architectural details at the street level should be used to enhance the pedestrian experience and help foster a sense of permanence in the Town Centre.

B3.2 TCC MU MFR
Use materials consistently. To enhance the street front, materials should be consistently applied and chosen to work harmoniously with adjacent materials of the building and buildings in the surrounding area.

B3.3 TCC MU MFR
Avoid the use of inappropriate materials. Materials such as vinyl siding, artificial stone, mirrored glass, untreated wood, rough-sawn wood and horizontal wood siding on large building surfaces are not appropriate for the Town Centre urban environment. These building materials should be used sparingly or not at all.

B3.4 TCC MU MFR
Select environmentally responsible building materials. When choosing building materials, the environmental impact should be considered. Exterior building materials that are durable, salvaged, incorporate recycled material, are recyclable, have low embodied energy, are locally produced, durable and procured from sustainably harvested sources are preferred.

B3.5 TCC MU MFR
Minimize the use of unsustainable building materials. Minimize the use of building materials with high embodied energy, those produced from limited or ecologically unsustainable natural resources, or those that have damaging ecological effects during harvesting, manufacturing, and/or construction.

B3.6 TCC MU MFR
Use a mix of quality materials. Materials should be natural, indigenous, durable and appropriate to the character of the streetscape and other desirable buildings on the block. A variety of exterior materials is appropriate. Preferred materials include concrete, wood, stone, brick, metal, and/or glass. Use of materials compatible with Maple Ridge's most desirable heritage or character brick buildings is encouraged.

B3.7 TCC MU MFR
Consider life-cycle cost. It is highly encouraged to consider maintenance, repair, replacement, and disposal costs when choosing materials. Preference should be given to materials with lower costs over the longer term.



Figure 31. Building materials

Enhance building designs with durable, high quality, and sustainable materials and detailing. Examples of these may include:

1- Stucco siding.
2- Appropriate lighting.
3- Wooden details.
4- Lightly textured surfaces.
5- Window-edge details.
6- Roofing and edge details.
7- Canvas Awnings.
8- Native plant landscaping.

B.4 Building Colours

B4.1 TCC MU MFR **Select appropriate colours.** Natural material colours (eg. stone, wood, brick) and muted colour tones in hues such as yellow, blue, gray, ochre, brown and green are preferred over pastel, reflective, or excessively bright colours. Choose colours that give a warm appearance, quality aesthetic and complement colours found naturally in the surrounding regional landscape.

B4.2 TCC MU MFR **Highlight architectural details, awnings and entrances.** Accent colours are encouraged to highlight architectural details, awnings and entrances, which can help create a pleasing pedestrian environment. Ensure accent colour application logically responds to and reinforces building structure, architectural features and change in building materials.

B4.3 TCC MU MFR **Ensure a cohesive, consistent colour palette.** Colours should be selected based on the palette of the surrounding buildings to ensure a cohesive, consistent colour palette for buildings in the Town Centre.



The colour of the wooden porch railing and stone façade reflect local materials and highlight the architectural form of the house.

B.5 Screening and Storage

B5.1 TCC MU MFR **Locate and enclose trash, composting, and recycling to reduce visibility.** These areas should be easily accessible by trash collection trucks, but screened from public view. Locating trash, composting, and recycling on side streets or lanes and providing appropriate screening reduces visual clutter and impact on the surrounding neighbourhood. Trash, composting, and recycling bins need to be in closed containers to prevent access by nuisance pests such as rodents, wasps, and other insects and to minimize odors. Enclosures should be compatible with the architecture of the building, be large enough to provide easy storage and collection, and be made from durable, quality materials. Materials such as wood, masonry, wrought iron or decorative block are encouraged, chain link fencing is discouraged.

B5.2 TCC MU MFR **Screen mechanical equipment.** Building mechanical equipment should be screened from public view with appropriate, durable, quality materials. Screening and enclosures should architecturally coordinate with the building and surrounding environment to preserve the character of the Town Centre.

B5.3 TCC MU MFR **Avoid conflict with neighbouring properties.** Conflicts such as noise and exhaust should be avoided by locating undesirable uses such as mechanical equipment, drive-through uses, service or car wash bays, restrooms, vending machines, unenclosed storage, and public telephones away from residential development.

B5.4 TCC MU MFR **Locate building ventilation systems to minimize noise and exhaust nuisances for pedestrian areas.** Building exhaust and ventilation should be located away from pedestrian areas to minimize noise and exhaust.



Figure 32. Screening

Reduce the visibility of trash, composting and recycling by locating containers in enclosures compatible with the architecture of the building.

C. Building Site Considerations

Development Objectives

- To ensure public outdoor spaces are designed so that they improve use and activities, incorporate universal access, reduce vandalism, increase safety and provide more attractive, functional outdoor spaces in the Town Centre.
- To provide street trees and landscape elements that reinforce the 'urban' character and vibrancy of the Town Centre, enrich the pedestrian-friendly character of streets in the district, and integrate this important commercial and higher density residential area with the character and quality of the surrounding residential neighbourhood.
- To ensure parking lots are designed to be accessible, but do not intrude upon the surrounding residential area, nor the urban, pedestrian-oriented quality of the Town Centre.
- To facilitate off-street parking and car storage at the rear of commercial and mixed-use buildings to maintain street inter-connectivity, traditional use of the lane as a service street, and to provide a secondary vehicular and pedestrian throughway in the Town Centre.
- To ensure service loading and mechanical equipment is designed to protect the surrounding businesses and residential areas from unsightly, noisy and noxious environments.

Discussion

A building's site considerations play a critical role in supporting the Town Centre's streetscape, pedestrian environment and urban realm. Quality building sites provide urban design essentials such as accessible public outdoor space, street trees and landscaping, and pedestrian-friendly parking. The best building site features facilitate pedestrian activity and invite safe, leisurely public interaction.

Public outdoor space includes sidewalks, plazas, lanes, parks, and/or other public outdoor areas that can accommodate walking, strolling, resting and informal social interaction among people shopping and/or entertaining in the Town Centre. Hardscape elements such as benches, pavings, and signs, etc. help to make streets and sidewalks more inviting and user-friendly public places. Hardscape elements of high quality workmanship and materials reflective of the traditional architectural quality and character will enhance the Town Centre.

Street trees offer an urban forest for a downtown area, which can improve air quality, provide shade, reduce storm water run-off, help decrease the urban heat island effect by shading hardscapes, and add to the property values of a neighbourhood. They help define the pedestrian realm by providing separation between the sidewalk for people and the street for cars, which creates a pedestrian-friendly environment.

Parking and lane access in the Town Centre is important to the success of the local businesses. However, if surface parking lots are not carefully designed, they can impact the character and quality of the pedestrian environment. Large surface parking lots located in front of buildings can interrupt the rhythm of the sidewalk and street wall. Surface parking lots can preclude retail activity on the street and detract from the commercial area as a lively and attractive place to gather. Too often, large surface parking lots or unkept lanes create the appearance of a vacant underutilized and unsafe area. Such spaces can affect the viability of existing businesses and deter visitors and local residents from shopping and entertaining in the Town Centre.

C.1 Public Outdoor Space and Hardscapes

C1.1 TCC MU MFR **Provide public outdoor space.** Encourage the addition of outdoor dining areas, patios, seating spaces, plazas, and/or gardens to all new and existing multi-family, mixed-use or commercial buildings to help create a vibrant pedestrian environment. Enable social interaction and visual surveillance of the public realm by providing small areas with benches for people to stop and rest. Tables and chairs placed on sidewalks immediately adjacent to an indoor café or restaurant invite pedestrian activity and create an appealing public realm.

C1.2 TCC MU MFR **Ensure public outdoor space is highly visible.** Visibility into and within public space should be maintained so that people entering and exiting can be readily observed. Important aspects of providing safe public outdoor spaces include: controlled access points, proper lighting, glazing on nearby buildings, cut-away corners, and limited places to 'hide'.

C1.3 TCC MU MFR **Provide connections between buildings, sidewalks, and outdoor open spaces.** Visual connections between buildings and public realm elements should be enhanced to promote use of public outdoor spaces. Where possible in larger developments, provide public pedestrian access through outdoor corridors and/or courtyards to retain connectivity through the block.

C1.4 TCC MU MFR **Ensure universal access for all public spaces.** All public spaces should be accessible, with amenities located on level surfaces. Smooth pathways should connect building entrances and amenities. Elevation changes should be kept to a minimum (less than 5cm) unless a ramp is provided.





above:
This public space incorporates ample seating, wide and accessible paths, pedestrian amenities, and is highly visible.

below:
This ample curb cut ensures accessibility to the sidewalk and seating area.

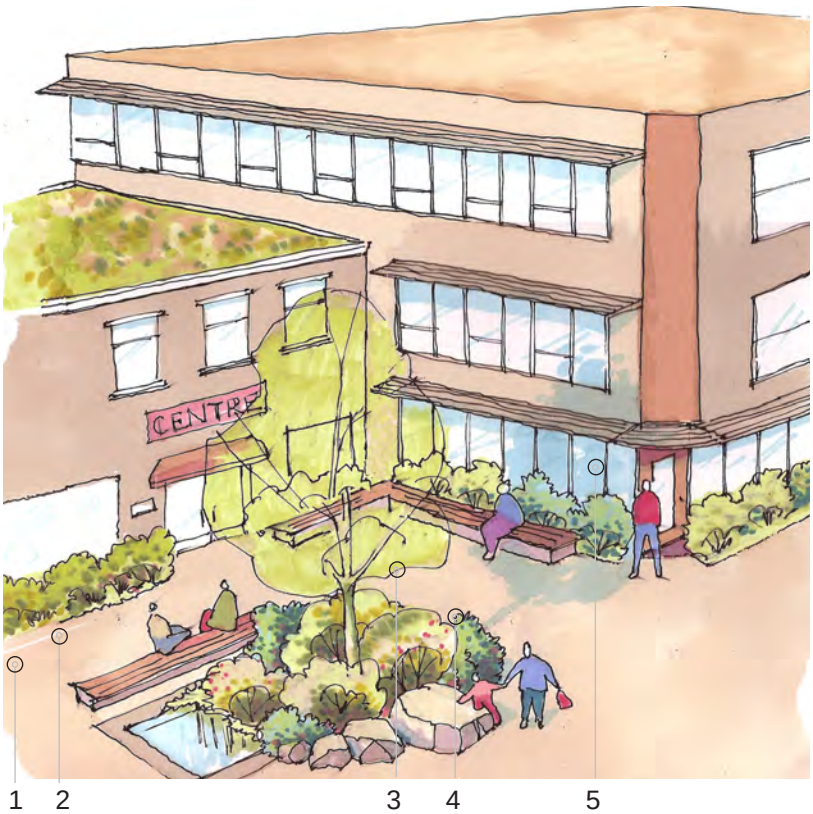


Figure 33. Public Plazas

1 - Locate public plazas to capture the sun.
2 - Ensure universal access.
3 - Ensure public spaces are highly visible and well-lit.
4 - Provide pedestrian amenities and planted areas with shade and incorporate water features and public art wherever possible.
5 - Locate public spaces near or beside a diversity of land uses, such as commercial areas, community centres and recreation areas.

C1.5 TCC MU MFR **Locate outdoor plazas to capture the sun.** Outdoor spaces that capture the sun create an inviting gathering space. Suitable overhangs, canopies and trees for shade and rain protection should be considered.

C1.6 TCC MU MFR **Provide hardscape elements to enhance the street environment.** Provide elements such as paving materials, pedestrian street furniture, and art, along public streets to enhance the street environment and to assist in creating a pleasant and active place for people to walk, congregate and interact.

C1.7 TCC MU MFR **Design hardscape elements as part of the building.** Design hardscape elements, such as small entry plazas, seating alcove areas, and other pedestrian amenities as part of a building front. Providing such features at the street level enriches the pedestrian experience and visual appeal of the street.

C1.8 TCC MU MFR **Integrate pedestrian amenities with walls and/or landscaped areas.** Design seating, lighting, trash receptacles, telephones, and other pedestrian amenities into screening walls and landscaped setback areas to contribute to a comfortable and attractive pedestrian environment.

C1.9 TCC MU MFR **Provide public art.** Appropriately located public art displays are strongly encouraged. These can be situated in building entries, alcoves, public plazas, or along streets to provide a sense of place for the Town Centre and make walking through the area lively and interesting.



Figure 34. Hardscape Elements

1 - Public art should be incorporated as part of buildings and public spaces.
2 - Amenities such as decorative street lights, planted areas, seating and trash receptacles should be provided in public and transitional spaces.

C1.10 TCC MU MFR **Ensure new elements complement existing.** Fit hardscape elements and materials (such as the pattern and texture of ground paving materials) into the existing context of the streetscape and surrounding area to contribute to the overall theme and quality of elements and materials in the Town Centre.

C1.11 TCC MU MFR **Use materials that are functional, durable and include recycled or salvaged content.** Use hardscape materials that are functional, able to endure seasonal weather, solid, and vandal resistant, yet attractive and able to fit in with the existing material context of the Town Centre. Such hardscape features are cost effective, easy to maintain, and offer an attractive street environment. The use of recycled and/or salvaged materials is encouraged.

C1.12 TCC MU MFR **Provide smooth routes.** Avoid vertical disruptions along pedestrian routes to ensure ease of use by wheeled mobility devices, strollers, and bicycles. Excessive use of pavers, bricks, stones, and/or control joints creates an uncomfortable path for wheeled devices, and should be avoided.

C1.13 TCC MU MFR **Ensure barrier-free access.** Entrances to buildings should be 'barrier-free' to ensure universal accessibility. Curbs, steps, and high thresholds should be avoided, or have an alternative path to provide easy access for everyone.

C1.14 TCC MU MFR **Encourage use of infiltration techniques.** Techniques to increase the permeability of site, such as use of porous concrete, open jointed blocks, absorbant landscaping, bioretention facilities, green roofs, and other methods of reducing the effects of impermeable surfaces are highly encouraged, provided accessibility is still achieved (*see District of Maple Ridge Policies 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre)*.





above:
Urban infrastructure, such as street lights, provide opportunities for community expression and contribute to a sense of place. Continuous, colourful banners identify the community and create pedestrian-scale to the corridor.

below:
The popular new park in the Civic core serves as a model for other parks in the Town Centre. New streetscape elements nearby should compliment existing elements in Memorial Peace Park.



Figure 35. Public resting spaces

1 - Seating areas near the sidewalk provide a place to rest and socialize.
2 - Visibility increases the feeling of safety in public spaces.
3 - The sidewalk remains uncluttered, creating an attractive, accessible and continuous pedestrian realm.

C.2 Parking and Parking Lots

C2.1 TCC MU MFR **Provide required parking underground.** Accommodate parking spaces underground where feasible. Parking should meet but not exceed parking bylaw regulations. Any surplus parking should be directed underground. Moving parked cars underground or to the rear of buildings frees up the frontage for a pedestrian-oriented, active street and sidewalk space along major streets. This parking can be accessed via lanes or side streets. In smaller scale commercial, mixed-use, or live/work buildings and/or where underground parking is not feasible, parking may be accommodated at the rear or side of buildings. Surface parking design should include infiltration techniques *(refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre)*.

C2.2 TCC MU MFR **Screen large surface parking lots while maintaining surveillance.** Large surface lots should be screened from adjacent public sidewalks with landscaping treatment and the lot should be designed as several smaller landscaped parking areas, wherever feasible. Semi-transparent screening and appropriate heights should allow for visual access between the sidewalk and parking lot. Appropriately designed landscaping is particularly effective at creating a soft, visually appealing edge and barrier to large expanses of paving. Tall landscaped berms are not in keeping with the urban form of the Town Centre and are discouraged as screening devices. Also discouraged are opaque screening materials that block views from the street into the parking lot. Consider safety, clear site lines and easy surveillance in all landscape or screening plans. Incorporate pedestrian level lighting, where appropriate.

C2.3 TCC MU MFR **Design for pedestrian safety within parking lots.** Parking lots, both underground and above ground, should include demarcated pedestrian routes, appropriate lighting, and clear sight lines to increase pedestrian safety. Design techniques such as landscaping, weather protection, and distinct paving are encouraged to distinguish pedestrian routes from vehicular traffic. Consider the use of bollards or other similar techiques that restrict vehicular access onto sidewalks.

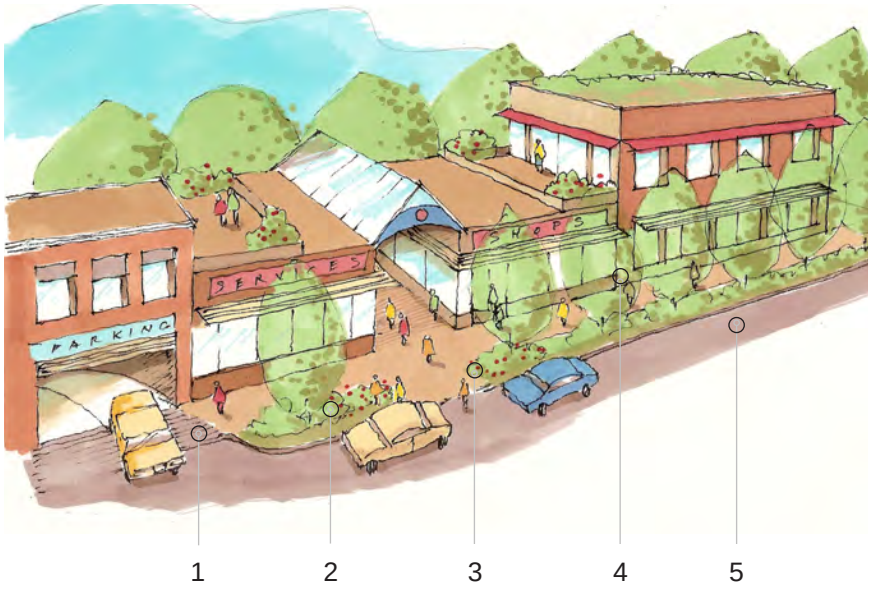


Figure 36. Parking

1 - Provide both underground and on-street parking wherever possible.

2 - Where a larger surface lot is unavoidable, incorporate landscaped bioswales to capture and clean rainwater runoff.

3 - Provide ample, clearly defined, and safe pedestrian connections from all sidewalks and public areas to building entrances.

4 - Continuing canopy trees provide necessary weather protection, pedestrian-scale, and CO_2 uptake.

5 - Narrow vehicle ROWs keep parking lot speeds at a minimum, but ensure sufficient space to limit maneuvering conflicts.

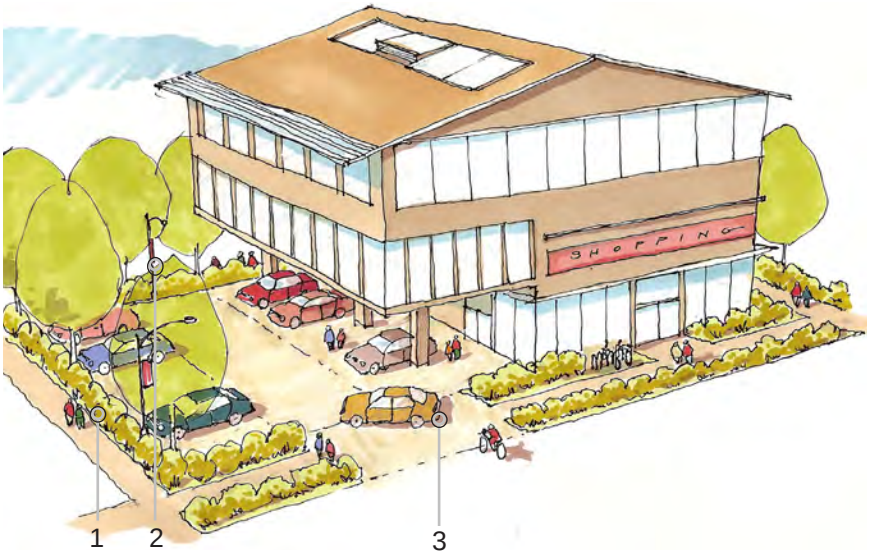
C2.4 TCC MU MFR **Provide visible signage.** Signage that designates parking lots should be easily visible from the street. Entrances should be well-marked and designed so that traffic flows easily between the street and parking lot. Signs should maintain a balance between being highly visible and visually obtrusive. Refer to the Maple Ridge Sign Bylaw for further specifications.

C2.5 TCC MU MFR **Consider developing underground parking garages.** As an alternative to large surface lots, appropriately located garages supply adequate parking while reducing the impermeable surface area dedicated to parking cars. Garages can be designed to blend into the surrounding urban fabric, and can be incorporated into commercial buildings either above or below grade. Stacked parking also allows for a greater pedestrian realm without decreasing the parking supply to the Town Centre.

C2.6 TCC MU MFR **Locate adequate priority parking in visible areas convenient to entrances**. All parking lots should include an appropriate number of disabled parking spaces as well as designated spaces for family parking, carpools, vanpools and/or car co-ops. These spaces should ensure ease of access to the building entrance by being located close to elevators, ramps, lifts, and curb cuts without blocking them. These spaces should be appropriately sized to allow ease of use by all types of mobility devices.

C2.7 TCC MU MFR **Locate parking lot equipment away from the public street.** Equipment such as garage doors and ticket dispensers should be located at a sufficient distance (minimum of one car length) from the public street to avoid queues onto the street.

C2.8 TCC MU MFR **Use permeable pavement and infiltration devices on appropriate sites.** Pervious paving materials, such as pervious asphalt paving, alongside appropriate grading, drainage swales, oil/water separators associated with infiltration pits can help mitigate stormwater run-off. Consider integrated stormwater approach for the entire site, using parking areas as key collection and infiltration locations. *Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.*







above:
This parking lot incorporates vegetated swales to capture and infiltrate surface runoff instead of directing it to storm drains. It also includes clearly demarcated pedestrian circulation routes and bicycle amenities.

below:
This new streetscape adjacent to a parking lot incorporates street trees and an attractive pedestrian environment. Curbs are replaced by closely spaced planting boxes to create a safe and accessible sidewalk.

Figure 37. Rear parking

1 - Landscaping functions as bioswales to infiltrate rainwater runoff and softens the visual impact of the parking lot. Bushes are pruned to enable clear sightlines.

2 - Adequate lighting increases the feeling of safety.

3 - Access is via the side street to enable narrow building setbacks along main corridors.

C2.9 TCC MU MFR

Provide shade trees and landscaping. Trees and landscaping should be included in all parking lots to visually break up large expanses of pavement, provide shade, reduce visual glare, and provide areas for stormwater infiltration. Shade trees should have a minimum mature height of 15 metres.

C2.10 TCC MU MFR

Provide secure and sheltered bicycle storage facilities for short-term uses. Short-term cycling parking is intended for visitors, customers, and people who will be parking for less than 2 hours. These spaces should be placed within 50 feet of building entrances and should be protected from the elements with roof overhangs or other structures. These areas should be well lit and contain a securely fixed structure that a bicycle wheel and frame can be firmly attached to. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C2.11 TCC MU MFR

Provide long-term bicycle parking. Secure long-term bicycle parking should be provided for building occupants as well as visitors. These areas should be designed with limited access, achieved either through a locked room or covered enclosure. Storage facilities should be well lit and placed in a location that gets a high amount of foot traffic. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C2.12 TCC MU MFR

Provide end of trip facilities. To encourage employees to commute by cycling, it is highly encouraged to provide end-of-trip facilities such as showers and change rooms. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C.3 Lanes and Service and Loading Areas

C3.1 TCC MU MFR

Use lanes for service, parking access and loading. Trash, recycling, and compost storage should be located in rear yards with lane access where appropriate to avoid cluttering the pedestrian street front. Even as service areas, lanes should remain safe, attractive and viable vehicular and pedestrian connections.

C3.2 TCC MU MFR

Utilize lanes as secondary vehicular and pedestrian throughways. Increase inter-connectivity and walkability throughout the Town Centre by maintaining and enhancing lanes as secondary vehicular and pedestrian routes.

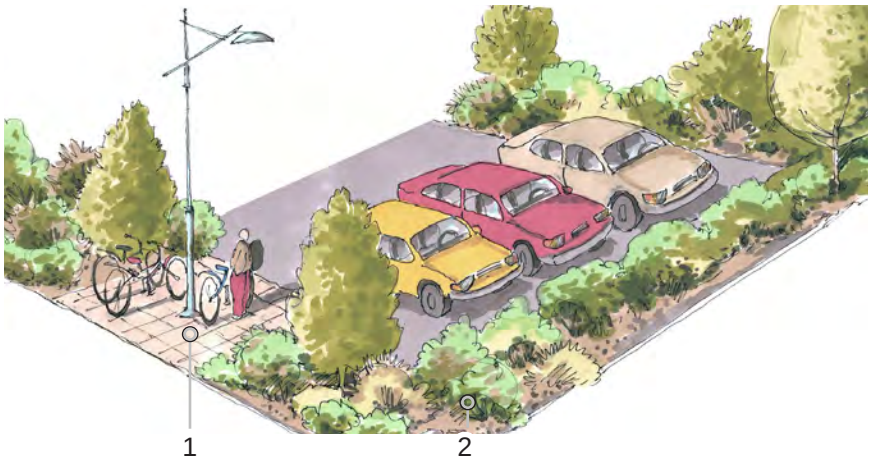


Figure 38. Rear parking

1 - Short-term bicycle parking areas can be incorporated into well-lit areas.

2 - Bioswales absorb and clean rainwater runoff.

C3.3 TCC MU MFR **Strengthen visual access of the lane.** Provide visual surveillance of lanes through glazing that overlooks the lane to ensure pedestrian and vehicular safety. Ensure rear yard fences and dense plantings are no more than 1.8 metres in height to assist business owners and pedestrians in safely surveying lanes. Include pedestrian level lighting wherever appropriate and feasible.

C3.4 TCC MU MFR **Minimize impervious paving of the lane.** The paved width of the lane should be no more than 6 metres. Pervious paving materials, such as pervious asphalt paving, alongside appropriate grading, drainage swales, oil/water separators associated with infiltration pits can help mitigate stormwater run-off from the lane and are encouraged. *Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.*

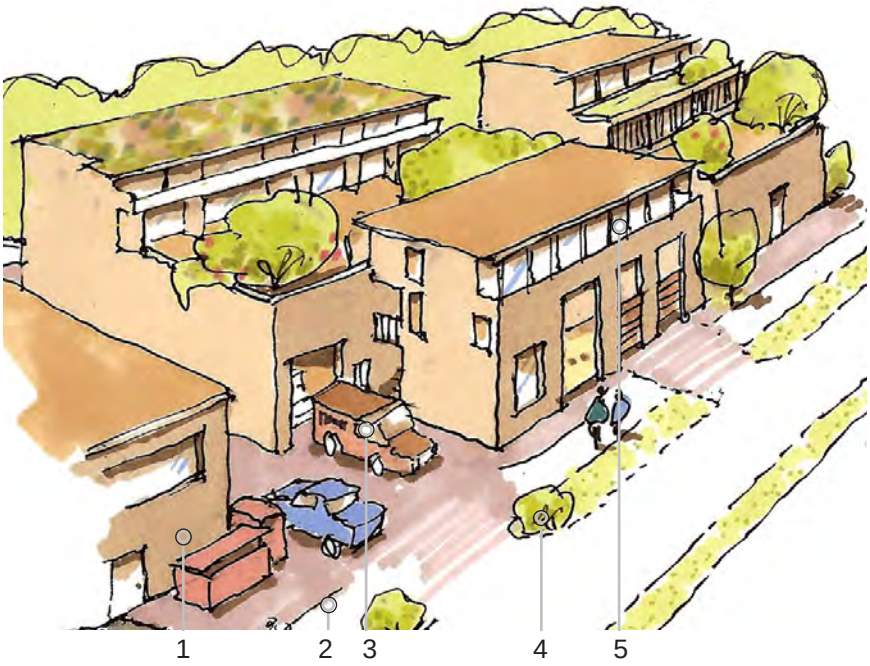
C3.5 TCC MU MFR **Consider lanes as a community amenity.** Incorporating community gardens, benches, landscaping, stormwater management features, and rainwater collection features creates aesthetically pleasing, safe, and usable public space.

C3.6 TCC, MU MFR **Respect existing grades.** Lanes should respect existing grades to ensure minimal disruption of slopes and vegetation.

C3.7 TCC MU MFR **Locate loading and service areas away from the street front.** Create an attractive commercial or mixed-use street front that is pedestrian-friendly by locating loading and service areas to the side or rear of buildings, accessible from side streets or lanes.

C3.8 TCC MU MFR **Separate loading from parking and pedestrian paths.** To enhance safety for pedestrians, separate loading areas from sidewalks and other pedestrian paths. Separating loading from parking and pedestrians also provides greater ease for delivery trucks.

C3.9 TCC MU **Screen loading areas.** Loading areas should be located away from the public realm and designed to be visually inconspicuous from public areas and adjacent properties. The impact of loading areas on the surrounding neighbourhood is decreased by reducing their visibility and locating them away from busy pedestrian areas.







above:
The lane in the background is enhanced by the inclusion of a community garden which infiltrates stormwater,

below:
Ample planting and interesting paving with clear sightlines enhances the attractiveness of this lane.

Figure 39. Lanes

1 - Lanes can be used as service routes.
2 - Maintain lanes as pedestrian route.
3 - Provide service and loading access from the lane.
4 - Minimize impervious paving to increase infiltration of stormwater.
5 - Provide visual surveillance over the lane.

C.4 Street Trees and Landscape Guidelines

C4.1 TCC MU MFR **Plant street trees.** Provide canopy trees at regular intervals, every 6 to 8 metres along the street for new development and renovation projects. Street trees assist in creating well defined and protected pedestrian sidewalks, provide shade, and assist in sequestering green house gas emissions.

C4.2 TCC MU MFR **Use the right species.** Select street tree species that are successful in the urban environment, that are easy to maintain, and have less aggressive rooting habits to help reduce sidewalk damage. A mix of species throughout the Town Centre is encouraged to promote diversity.

C4.3 TCC MU MFR **Minimize use of high maintenance plants.** Use water-demanding, high maintenance plants such as annuals and some perennials sparingly.

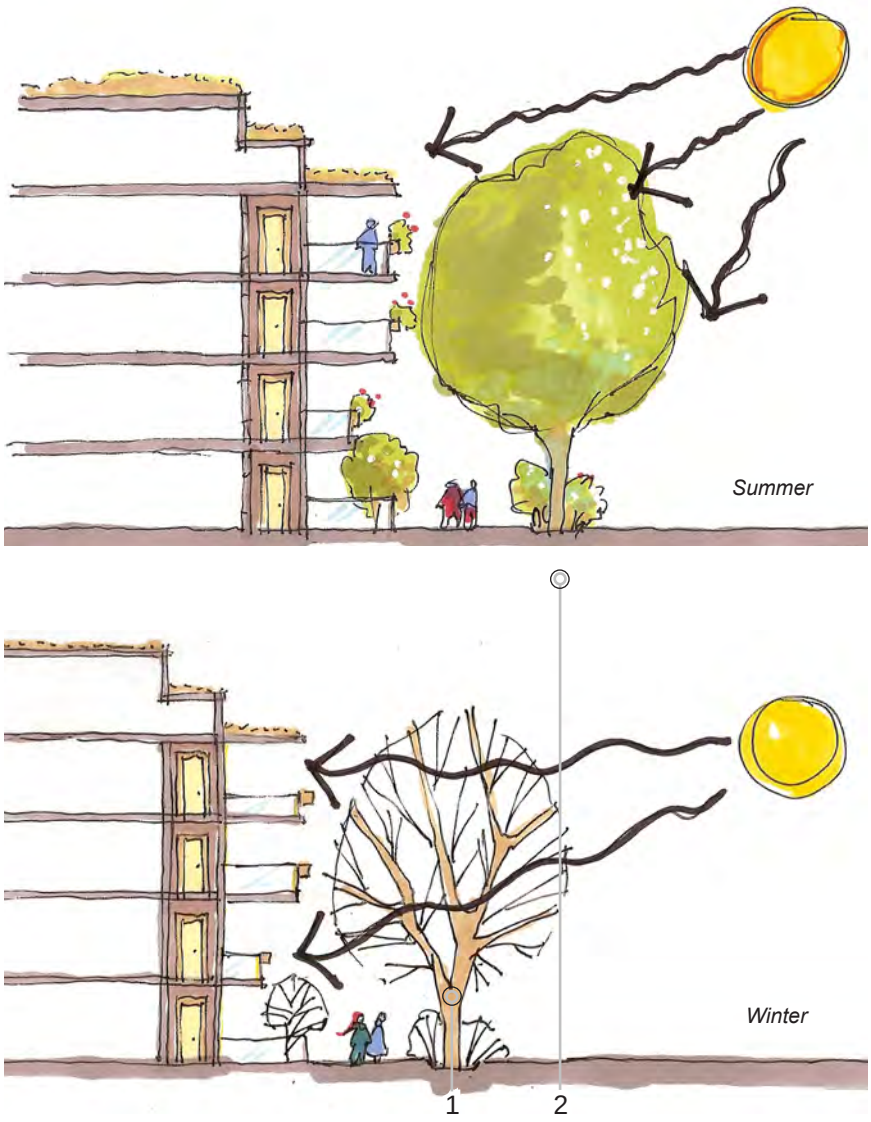


Figure 40. Solar Control

1- Deciduous trees on the south and west façades enable sunlight penetration during the winter.
2- In summer months, the leaves block unwanted solar gain.

C4.4 TCC MU MFR

Maximize use of native and climate appropriate species. Using native plant species that are adapted to local soil and climate conditions will minimize water consumption and maintenance of landscaping. Native plant species can also provide some habitat value for other local species while contributing to the sense of place in the Town Centre.

C4.5 MU MFR

Consider the inclusion of community gardens. Community gardens are encouraged in multi-family developments, where appropriate and feasible, to provide residents with space to garden and grow food. Where appropriate, edible landscaping is encouraged.

C4.6 TCC MU MFR

Design and place landscape to facilitate year round moderation of the internal building climate. Appropriate deciduous trees on the south side of buildings will provide shade in summer and allow sunlight through in winter. Landscape design can also mitigate wind through sites.

C4.7 TCC MU MFR

Minimize erosion potential. Ensure site development minimizes erosion potential by discouraging excessive changes to existing slopes, maintaining existing vegetation on slopes, and planting new and existing slopes with stabilizing vegetation.

C4.8 TCC MU MFR

Maintain sight lines. Planting in public areas should not block the field of vision between 0.5 and 2.5 metres in height. Corner plantings should be kept low to maintain field of vision for traffic. Pedestrian pathways should have clear sight lines for at least 15 metres.

C4.9 TCC MU MFR

Provide adequate landscape maintenance. Ensure landscape is prepared for, planted and adequately maintained. Refer to the BC Society of Landscape Architect and/or BC Landscape and Nursery Association standards, and/or other applicable standards for more information about appropriate planting and maintenance.





above:
Native, drought tolerant plant species function as roadside bioswales to infiltrate rainwater.

below:
Pocket public street spaces and intersection corners and "bulb-outs" are ideal spaces for decorative community gardens.

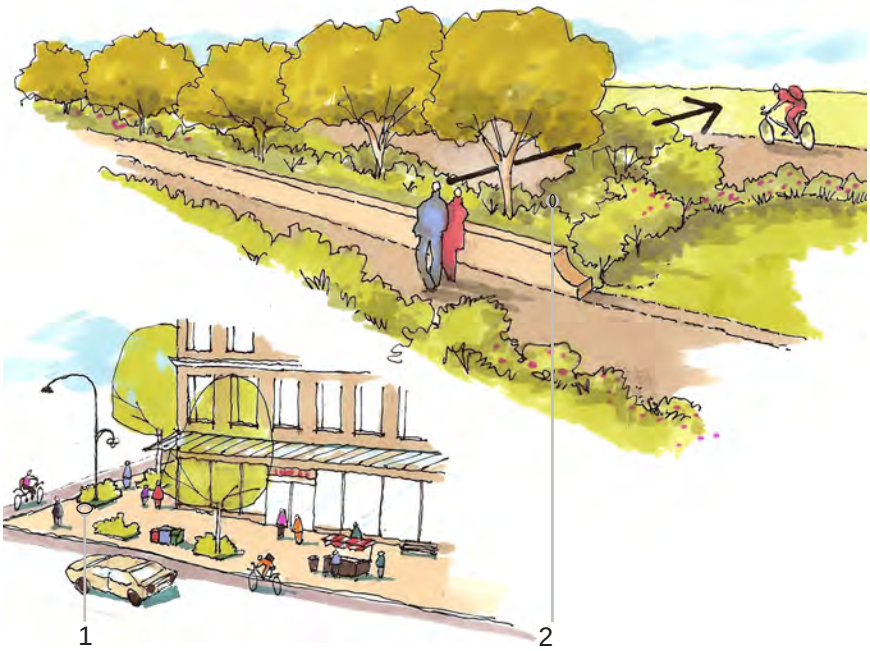


Figure 41. Maintain sight lines

1 - Corner plantings are kept low to maintain the field of vision.
2 - For safety and visibility, plantings should not block the field of vision at street intersections. Plantings and other amenities, not including street lamps, should be between 0.5 and 2.5 metres in height.

C4.10 TCC MU MFR

Consider incorporating landscape plantings for green features. Green roofs can reduce the volume of stormwater and reduce peak flow running from a site. Opportunities to accomodate green roofs, decks, patios and walls should be considered for all new developments. Consult applicable green roof standards for information about design, construction, plantings and maintenance.

C4.11 TCC MU MFR

Incorporate low impact stormwater features. New developments should aim to manage and infiltrate all stormwater on site. Green roofs, as well as vegetated swales, rain gardens, infiltration beds, and other types of stormwater features should be considered to increase the management and infiltration of stormwater on a site. *Refer to District of Maple Ridge Policy 6.23 and 6.24 regarding stormwater infiltration limitations in the Town Centre.*

C4.12 TCC MU MFR

Consider rainwater collection for re-use. Consider rainwater collection and storage in cisterns to use for irrigation.

C4.13 TCC MU MFR

Use natural plantings and green space to support habitat. Natural landscapes in urban areas can provide habitat for smaller wildlife, songbirds and important pollinators such as bees, butterflies and dragonflies. Promote the use of native shrubs and plants and mature trees in backyards, boulevards and utility right of ways, to provide habitat links through urban environments to larger parks and green spaces.

C4.14 TCC MU MFR

Retain existing mature trees. Landscape design should retain existing stands of mature trees, significant vegetation, and nesting sites. A site survey that identifies existing trees and their condition should be prepared by a qualified professional and provided to the District as part of the development permit application process.

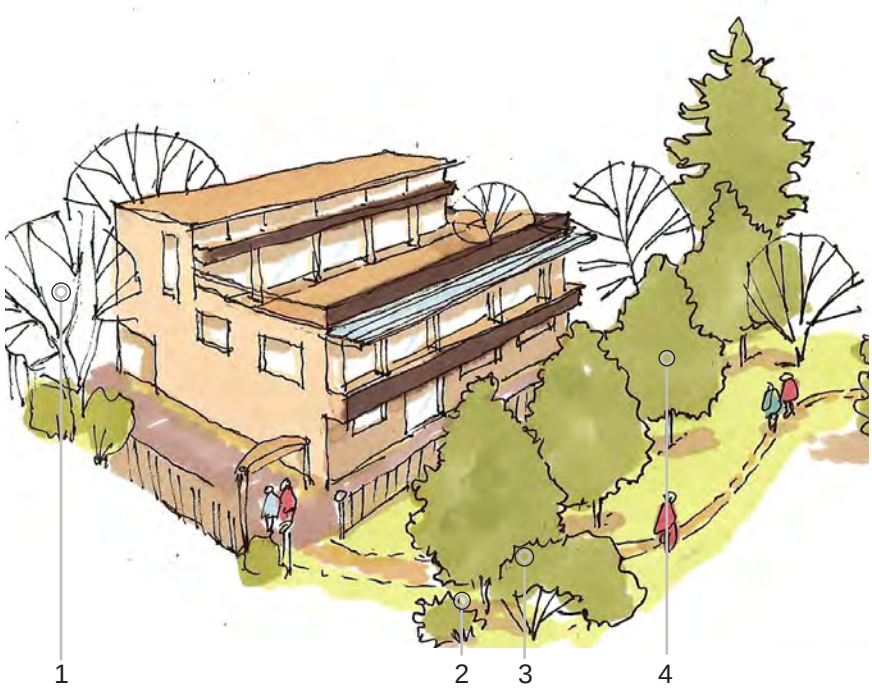


Figure 42. Trees

1 - Provide canopy trees along streets.
2 - Choose a variety of native and/or drought tolerant plants.
3 - Plant trees and vegetation with habitat-value to increase biodiversity.
4 - Plant evergreen trees on north sides of buildings to provide weather protection.

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8.12 WILDFIRE DEVELOPMENT PERMIT GUIDELINES

7187-2015

INTENT

The Wildfire Development Permit Area Guidelines are intended for the protection of life and property in designated areas that could be at risk of wildfire and where this risk, in some cases, may be reasonably abated through implementation of appropriate precautionary measures.

A Development Permit will be required for all development and subdivision activity or building permits for areas identified as Wildfire Risk Areas identified in attached Map 1: Wildfire Development Permit Area. A Development Permit may not be required under certain circumstances indicated in the Development Permit Exemptions, Section 8.4, Item 4. These Development Permit Guidelines are to work in concert with all other regulations, guidelines and bylaws in effect.

8.12.1 KEY GUIDELINE CONCEPTS

The intent of the Key Guideline Concepts is to ensure that development within the Wildfire Development Permit Area is managed to minimize the risk to property and people from wildfire urban interface hazards and to further reduce the risk of potential post-fire landslides and debris flows.

Applications for Wildfire Development Permits will be assessed against the following key guideline concepts:

1. Locate development on individual sites so that, when integrated with the use of mitigating construction techniques and landscape management practices, the risk of wildfire hazards is reduced;

2. Mitigate wildfire impacts while respecting environmental conservation objectives and other hazards in the area;

3. Ensure identified hazard areas are recognized and addressed within each stage of the land development process; and

4. Manage the interface forest fuel components, including vegetation and structures, thereby increasing the probability of successful fire suppression, containment and minimize adverse impacts.

8.12.2 GUIDELINES

The design and construction of buildings and structures located within the boundaries of the Wildfire Development Permit Area shall be in accordance with the following key guidelines. Additional details can be found in the *BC Wildfire Service FireSmart* manuals.

The City may consider alternative design and construction solutions if the alternative solution meets the intent of these guidelines.

A. Subdivision Design and Construction

1. The development building face should be located a minimum of 10 metres away from the adjacent forest interface. This 10 metre distance (Priority Zone 1) should be created between all sides of the foundation and the forest interface (vegetation shall be modified to mitigate hazardous conditions within 10 metres of the foundations prior to the start of construction). The treatment within Priority Zone 1 may include: treating fuel on the existing parcel; developing a trail as a part of the Priority Zone; or including an environmental and geotechnical setback, if such treatment is mutually beneficial to the intent of the setback areas and FireSmart principles.

2. Priority Zone 1 may incorporate cleared parks, roads, or trails to meet the 10 metre distance requirement.

3. Development shall be set back a minimum of 10 metres from the top of ridgelines, cliffs or ravines. Variations may be considered if a wildfire hazard assessment can justify a change in the setback distance.

4. Where the City requires fire hydrants within a development, these must be fully functional prior to construction above the foundation level.

5. For subdivisions where a secondary access is not provided and an emergency Utility Vehicle (UTV) trail system is planned as an alternative, the trail access must be constructed with a 1.5 metre trail width and a minimum height and width of 2 metres cleared of vegetation, with pullouts for passing and turnaround every 500 metres, where appropriate. In areas where a 30 metre environmental setback is required, the City may consider including the trail within the 30 metre setback; however, it must be located outside of a 15 metre watercourse setback from the top of bank. Trails or turnaround points must consider appropriate design measures for protecting environmentally sensitive and/or geotechnical sensitive areas.

6. Access points suitable for evacuation and the movement of emergency response equipment must be provided. The number of access points and their capacity should be determined during subdivision design. Two means of access are preferred for subdivisions in a Wildfire Development Permit Area. If two access points are not possible, then the single access must have the capability of accommodating two fire trucks - each with a width of 2.9 metres – safely passing each other at strategic locations.

B. Building Design and Siting

1. Locate building sites on the flattest areas of the property and avoid gullies or draws that accumulate fuel and funnel winds.

2. Steep roofs and closed or screened gutters are preferred in order to prevent the collection of leaves or needles, and to reduce the risk of ember shower accumulation.

3. Buildings must comply with the requirements listed below. Accessory buildings located within the Wildfire Development Permit Area must meet the same building standards as the principal residence.

Roofing Materials

a) Roof materials shall have a Class A or B fire resistance rating as defined in the current British Columbia Building Code, as amended. Examples of typical Class A or B roofing products include, but are not limited to: asphalt shingles, metal, concrete tile, clay tile, synthetic, slate, and hybrid composite materials. Note: Wood shakes and shingles are not acceptable, unless certified to Class A or B.

Exterior Cladding

a) Exterior cladding on elevations adjacent to the wildfire interface shall be constructed of ignition-resistant or non-combustible materials such as: stucco, metal siding, brick, cement shingles, cement board, concrete block, poured concrete, concrete composite, rock and logs or heavy timber.
b) Decorative construction features, such as fascia, trim board materials and trim accents, are exempted from this requirement, to a maximum of 10% per elevation.

Overhanging Projections and Cantilevered Floors

a) Overhanging projections attached to buildings and their support (i.e. decks, balconies, porches, structural columns, and beams) shall be constructed of heavy timber construction, ignition-resistant or non-combustible materials, similar to those allowed in the "Exterior Cladding" section above.
b) The underside of all exposed floors (i.e. underside of balconies, decks and porches) shall be sheathed or skirted with fire-resistant materials, similar to those allowed in the "Exterior Cladding" section above.
c) The underside of all cantilevered floors (i.e. bay windows, hutches, and window seats) shall be protected with fire-resistant materials and have the floor system fire-blocked at the exterior wall plane.
d) Areas under overhang projections must be kept clear of debris.

Exterior Doors and Windows

a) Exterior doors and garage doors shall be constructed of non-combustible materials (i.e. metal clad, solid core wood or have a 20 minute fire protection rating), and must meet the requirements of the North American Fenestration Standard (NAFS).
b) Exterior windows and glazing within doors exposed to the wildfire interface and skylights shall be tempered glass, multi-layer glazing, or have a fire protection rating of not less than 20 minutes, and must meet the requirements of the NAFS. Openable windows shall be covered with non-combustible, corrosion-resistant screens.

Eaves, Soffits and Vents

a) All eaves and ventilation openings in exterior walls, roofs, and soffits shall be covered with non-combustible, 3 millimetre corrosion-resistant wire mesh, or be designed to prevent flame or ember penetration into the structure.
b) Eaves and soffits shall be constructed of ignition-resistant or non-combustible materials.

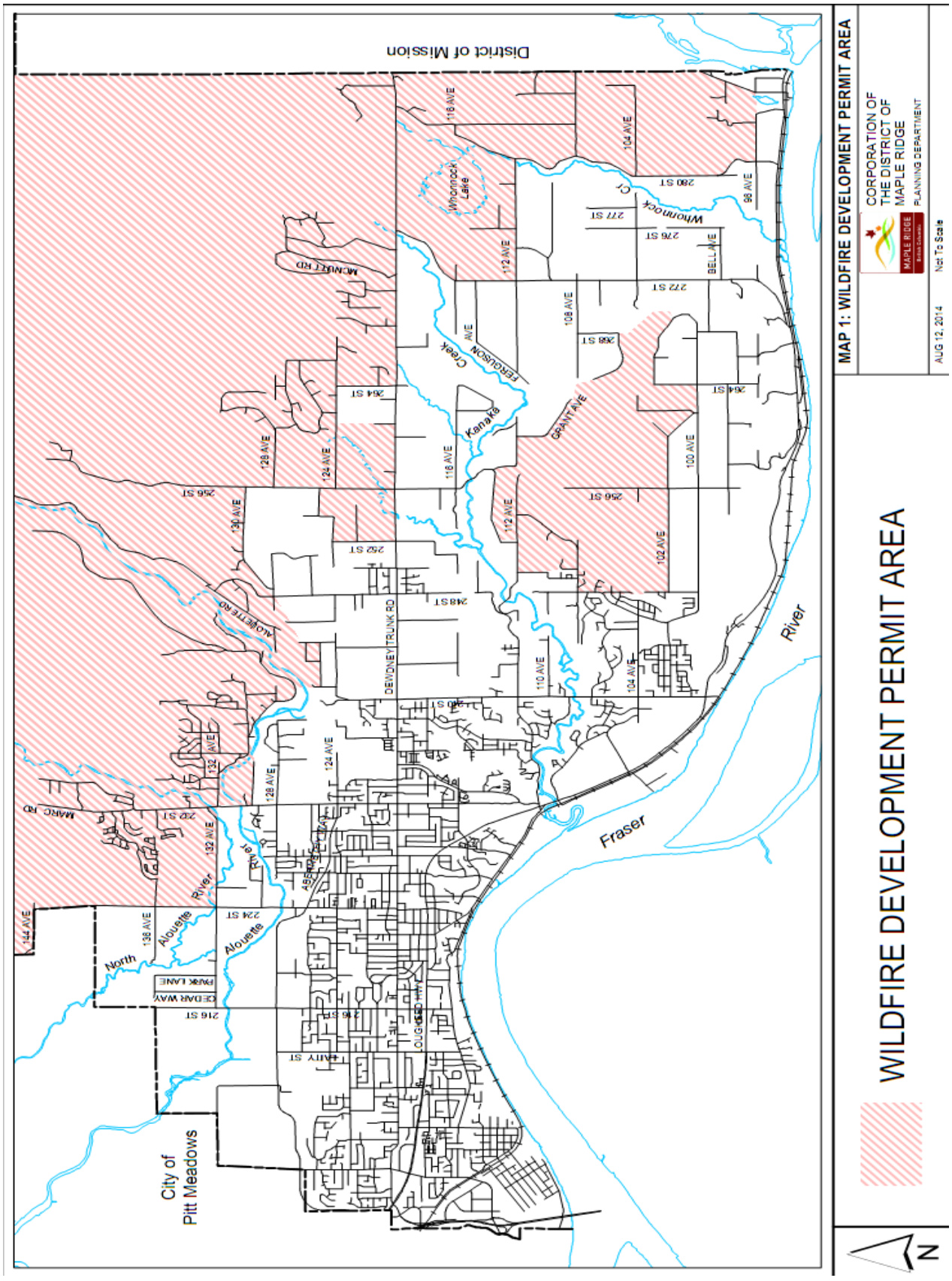
Chimney

a) Spark arrestor screens are required on all wood-burning appliances.

C. Landscaping and Open Spaces

1. Landscaping within the 10 metre Priority Zone 1 should be designed based on FireSmart landscaping standards to ensure minimal fuel loading within the landscaped areas and provide ongoing resistance to wildfire. The type and density of fire resistive plantings incorporated within landscaped areas will assist in mitigating the wildfire hazard.
2. Removal of all debris (wood and vegetation) after land clearing for development must be completed prior to the approval of any new subdivision plan.
3. A landscaping security may be required for landscaping works in accordance with the Maple Ridge Landscape Security Policy No. 6.28.

D. MAP 1: WILDFIRE DEVELOPMENT PERMIT AREA



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8.13 HAMMOND DEVELOPMENT PERMIT GUIDELINES

7279-2016



Development Permit Area Guidelines

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Overview and Purpose

Hammond Development Permit Area

The Hammond Development Permit Area (DPA) is designated pursuant to Section 488(1) of the *Local Government Act*, specifically the following sub-sections:

(a) protection of the natural environment, its ecosystems and biological diversity;
(b) protection of development from hazardous conditions;
(d) revitalization of an area in which a commercial use is permitted;
(e) establishment of objectives for the forms and character of intensive residential development;
(f) establishment of objectives for the form and character of intensive residential development;
(h) establishment of objectives to promote energy conservation;
(i) establishment of objectives to promote water conservation;
(j) establishment of objectives to promote the reduction of greenhouse gas emissions.

for all properties within the Hammond Area Plan as identified on Schedule 1 of the Official Community Plan, Bylaw No. 7060-2014.

The Hammond DPA Guidelines apply to the following Hammond Area Plan land use designations and development of:

- Low Density Multi-family
- Medium Density Multi-family
- Infill General Employment
- Hammond Village Commercial

The Hammond DPA Guidelines outline design criteria for new development. These Development Permit Guidelines work in tandem with policies in the Hammond Area Plan and regulations in the City of Maple Ridge Zoning Bylaw, which must also be taken into consideration for Development Permit approval. Other accompanying documents (bylaws, codes) and resources may need to be consulted during the development proposal process.

In the event of a conflict between the Hammond DPA Guidelines and the Hammond Area Plan Land-Use Designations on “Schedule 1” adopted by the City, the latter take precedence. In the event of a conflict between the Hammond DPA Guidelines and regulations outlined in the City of Maple Ridge Zoning Bylaw, the latter two should take precedence. However, in the event of a conflict between Hammond DPA Guidelines and other Maple Ridge DPA Guidelines, the Hammond DPA Guidelines take precedence.

Justification

The purpose of the Hammond DPA Guidelines is to:

- maintain the unique neighbourhood character identified within each precinct, particularly key heritage elements identified through the neighbourhood area planning process and public engagement work and outlined in the area plan guiding principles.
- support high quality design, revitalize the Hammond commercial node, improve connectivity and pedestrian safety in the neighbourhood,
- enhance housing affordability through encouraging energy and water efficiency,
- mitigate for flooding through retention of greenspace and mature trees,
- help the City achieve greenhouse gas emission targets embedded in the OCP.

Organization of the Guidelines

The guidelines document is divided into three main parts:

Part One provides the context and background for the Hammond DPA Guidelines and identifies heritage sites that contribute to the character of the neighbourhood.

Part Two outlines each Hammond Neighbourhood Precinct and defines the characteristics and design elements and the intent for new development.

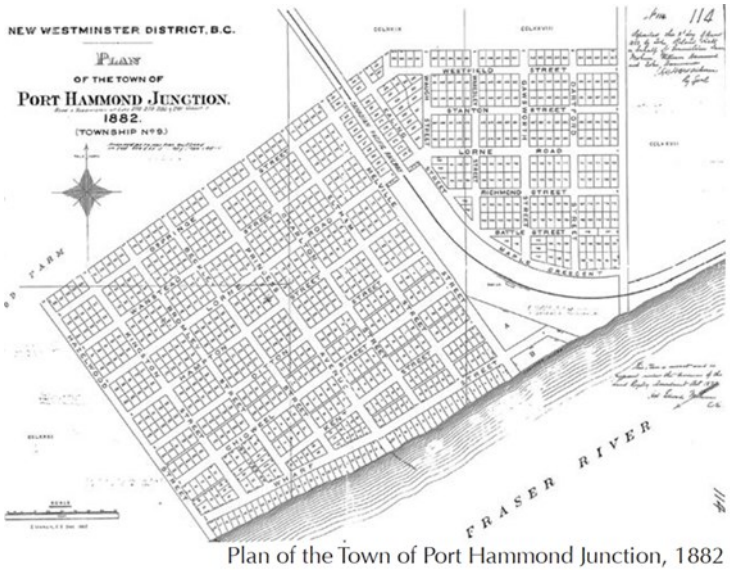
Part Three contains the development permit guidelines based on Parts 1 and 2. The guidelines outline the desired character, form and design elements to maintain and enhance the character, look and feel of the Hammond neighbourhood.

Concept sketches, diagrams and images are provided with the guidelines as reference only to illustrate how the objectives of the development guidelines might be achieved through design.

Hammond Neighbourhood

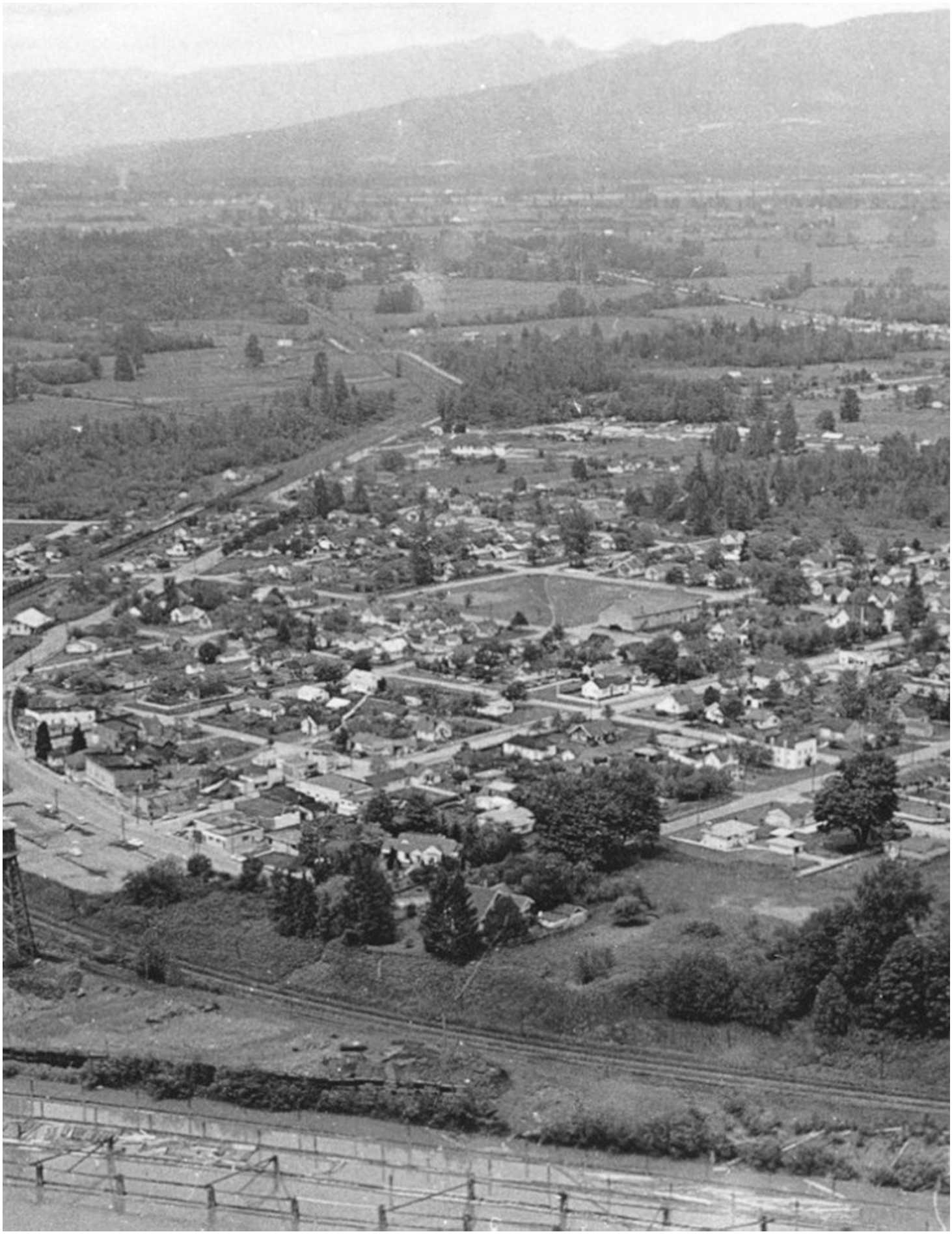
Hammond is a unique and important neighbourhood in Maple Ridge with distinct character and great potential for future growth. However, with growth and change, it is important the neighbourhood retain its current charm and characteristics that make it the special place it is today and to ensure smart and sensitive development that respects and retains current and encourages future residents.

Part 1 and 2 of the Hammond Development Permit Area Guidelines describe the context, history and important character aspects of the neighbourhood as the context for Part 3: Guidelines. For additional and more detailed information, explanation of the planning process or overview of community input that outlined these character elements, see the Hammond Area Plan.



Plan of the Town of Port Hammond Junction, 1882

Part 1 Introduction



Hammond Heritage Character Area

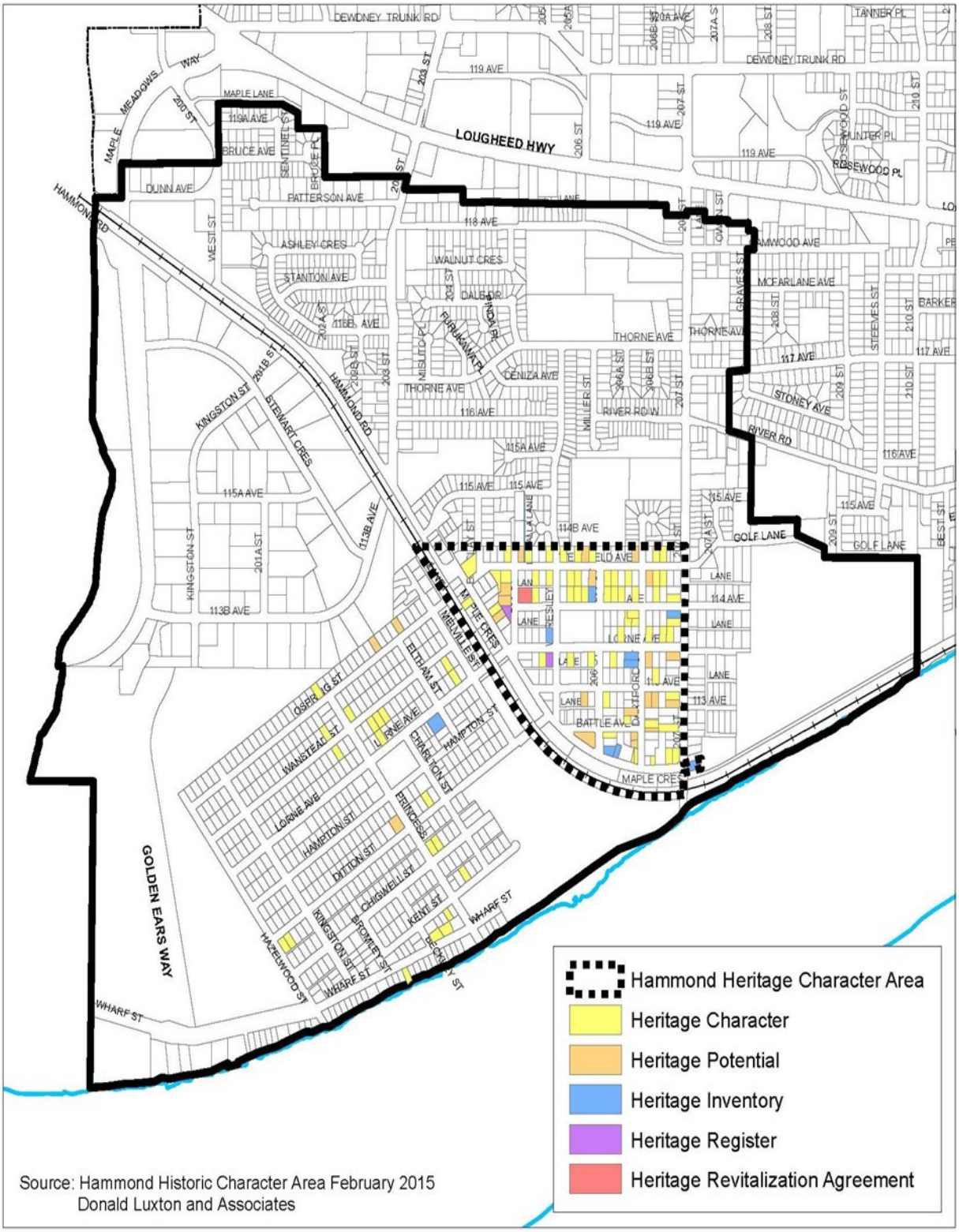


Figure 1. Map showing concentration of heritage sites within the 1882 Hammond Townsite boundaries and heritage character area (outlined in dashed black line).

Hammond Neighbourhood Context

The Hammond neighbourhood is located in the south west corner of Maple Ridge. The area is south of Lougheed Highway and directly adjacent to the Fraser River. The community is divided by the rail line which runs north/west and separates the neighbourhood from the Fraser River on the east side, splitting the neighbourhood in half. This is an active commercial rail line which also supports a nearby West Coast Express Commuter Station at the northwest corner of the neighbourhood. The area is primarily residential, but contains an historic commercial centre and significant employment lands in the Maple Meadows business park and Mill site. Primary access into and out of the neighbourhood is via Lougheed Highway and Golden Ears Way.

While many older aspects of the neighbourhood remain intact, the area has seen recent interest in redevelopment due to a number of strong community assets, including:

- good transportation access;
- a nearby rail commuter station;
- riverfront property potential;
- employment lands;
- small commercial node; and
- a unique historic quality with heritage features remaining.

With continued growth pressure throughout the Lower Mainland, Hammond will redevelop and change over time. As such, there is opportunity to build on the neighbourhood's unique and historic qualities valued by the community.

Hammond Heritage and History

At the heart of the Hammond community is the historic townsite and commercial node. Surrounded by a residential area, two central parks, and oriented to the Mill site and activities on the Fraser River, the node forms a unique enclave within the larger neighbourhood, containing significant history and historic value. With this in mind, a heritage character study identified key heritage features and sites within the original 1882 Port Hammond Junction Township plan boundaries.

The historic places with contributing heritage character and value are identified as follows:

Heritage Revitalization Agreement - Legally Protected Heritage Sites. Statements of Significance have been prepared for the two buildings on this site.

Heritage Register - Recognized for their heritage value, and officially listed on the Maple Ridge Community Heritage Register. Statements of Significance have been prepared for these two sites.

Heritage Inventory - Identified in "The Heritage Resources of Maple Ridge, 1998" as having heritage value but not yet officially recognized. Statements of Significance have not been prepared for these sites.

Heritage Potential - There are a number of sites within the area boundaries that have high potential for inclusion on the Maple Ridge Heritage Inventory or Register. These sites have not been fully researched or evaluated, but they make a strong contribution to neighbourhood character and have been flagged for their potential heritage value.

Heritage Character - These sites contribute to the heritage character of the neighbourhood. They are generally modest in scale, pre-1940s wood frame structures that reflect the working-class nature of the area. Some of the sites have been significantly altered, but may have potential for sensitive renovation. These sites have been identified at this time through a visual survey only, and are noted as supporting overall neighbourhood character.

Lots identified in the heritage character area and categories within other areas are key to the unique character, look and feel of the neighbourhood overall. As such, their importance is significant to the neighbourhood's future identity. Redevelopment of sites within the neighbourhood, both those which are situated directly in this historic area as well as those in the surrounding areas should take great care to support, build on and foster the heritage and historic elements and qualities identified.

Hammond Precincts

Hammond has grown significantly since it was first registered as a Township in 1883 and each phase of new development reflects the time period in which it was built. As a result, specific areas or precincts within the neighbourhood have been identified with the primary goal to maintain and build on the character, look and feel of each one. Specific precinct features may include the era of development, characteristics of the built form including road patterns, historic and/or current land use, a prevailing theme and natural features or elements that support the precinct character.

New development should consider the current form and structure of each precinct and review the intent for development outlined in this section.



Part 2

Neighbourhood Precincts

HAMMOND PRECINCTS

Overview

The Hammond Neighbourhood is structured around the small commercial node on Maple Crescent at the Fraser River and Mill site. The commercial area contains a number of modest early commercial buildings, some dating back to the very early 1900s. This has always been the location of commercial activities, across from the Mill site and adjacent to the CP Rail right-of-way and Fraser River. Over time, additional residential areas developed north of the commercial area and also to the west (see map of Hammond Area Plan Precincts on the following page).

Hammond's character in each of these areas reflects these eras of the neighbourhood's history and development. Upper Hammond, with its tight grid street pattern, transitions north of Hammond Stadium to a more curvilinear pattern. Lower Hammond, west of the CP rail line, remains a grid but with larger blocks and wider streets. The streets of Upper and Lower Hammond streets are set at different angles, with Upper Hammond oriented north-south and Lower Hammond approximately 45 degrees relative to True North. This contributes to a distinct identity within each area, which each have self-contained views.

The Hammond Area Plan Precincts map (following page) outlines the four distinct character area precincts within the Hammond Neighbourhood. The character and defining heritage elements of each precinct are described below. What sets these areas apart is the era of development, road and lot patterns, train tracks, and predominant land use.



Figure 2. Images of Hammond's variety of existing uses, character, look and feel.

Hammond Precincts

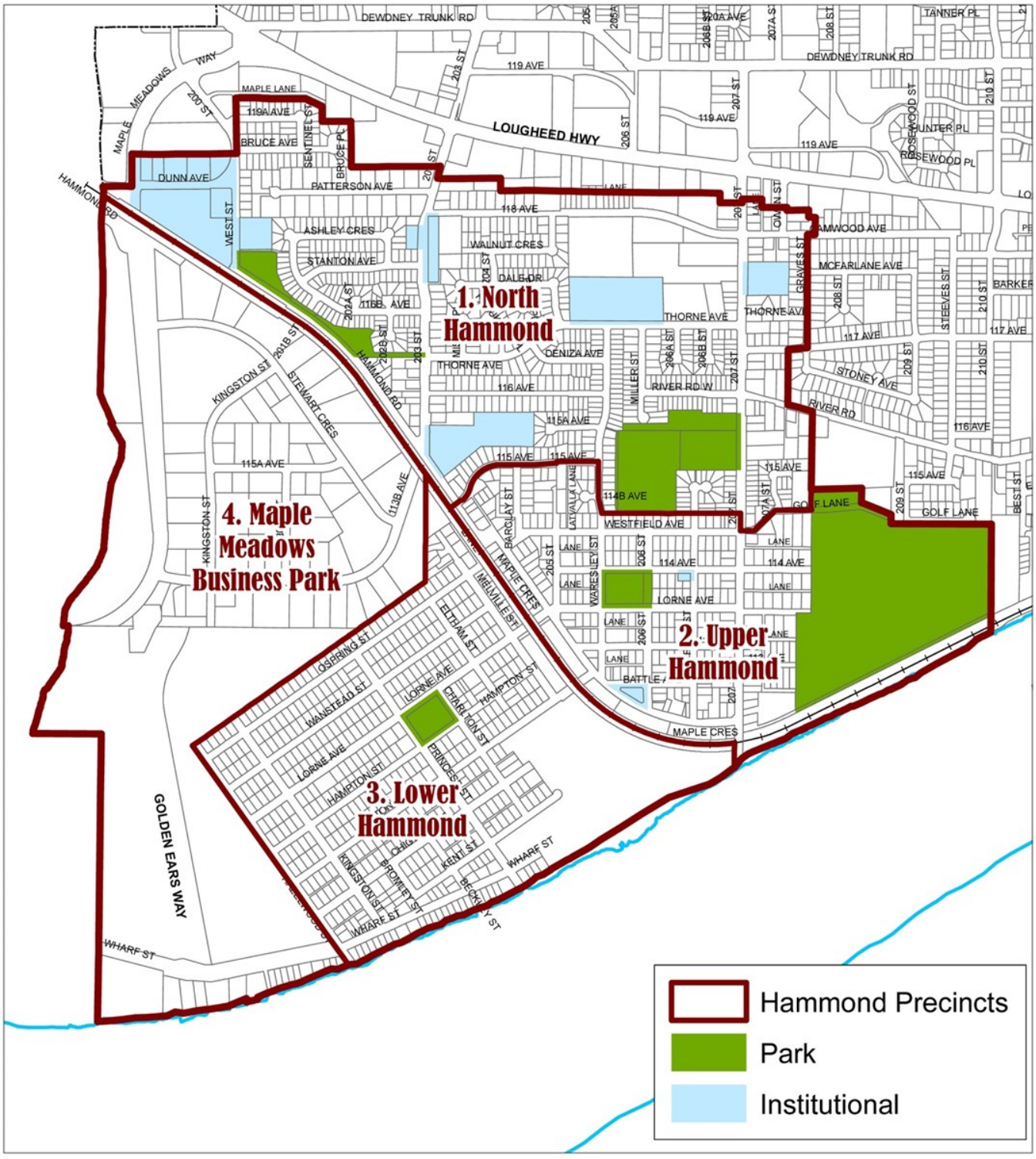


Figure 3. Hammond neighbourhood precincts.

Precinct Description & Key Guideline Concepts for Development

Precinct 1: North Hammond

North Hammond Precinct is located south of Lougheed Highway. east of the CP Rail line, west of Graves Street and north of 115 Avenue and Hammond Stadium. This area of the neighbourhood was developed primarily in the 1980s. The area contains primarily single family homes with some multi-family along 207 Street south of Lougheed Highway and areas along major corridors. This precinct also contains Hammond Elementary School, Ridge Meadows College, Hammond Stadium, and a West Coast Express station located in the Precinct's northwest corner.

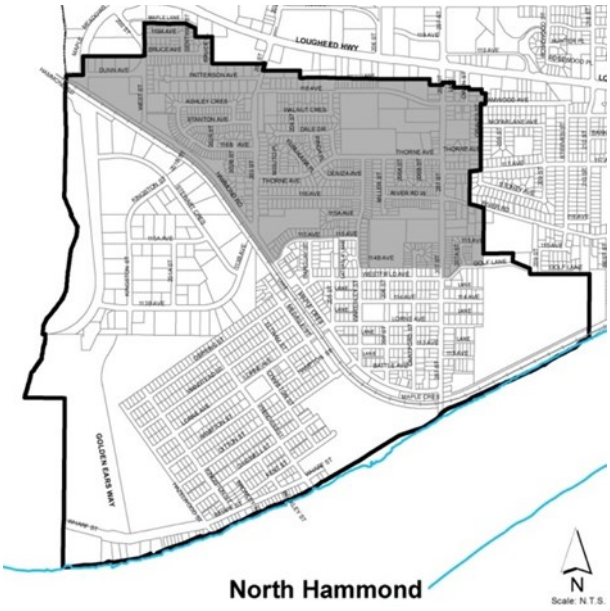


Figure 4. North Hammond precinct (grey).

Key Guideline Concepts

As outlined in the Hammond Neighbourhood Area Plan, the intent of this precinct is to remain largely residential with some redevelopment along major corridors at key nodes and focused sensitive residential infill. With redevelopment, opportunities to increase the connectivity and pedestrian route options in the neighbourhood will be important to better facilitate a walkable development pattern. Redevelopment will also provide an opportunity to incorporate a more refined style.

New development within this precinct should be sensitive to existing character, yet incorporate new development and meets the intent as described above. The following are key concepts to focus on within this precinct. Development Permit Guidelines that support these concepts are most important.

1. Street and Block Pattern

- Increase residential density with a housing style complimentary to existing; and
- Increase pedestrian connectivity of the neighbourhood by connecting to local destinations and public sidewalks.

2. Typical Lot Size and Layout

- maintain the current lot pattern and coverage, look and feel with larger duplex, triplex homes and four-plexes (on corner lots). Use similar massing to other homes in the area, mimicking the same block pattern;
- increase ground-oriented and street fronting townhomes; and
- Siting to take best advantage of sunlight and/or shading in order to plan for future use of solar technology.

3. Greenspace and Landscaping

- increase the number of trees planted on lots and within new development; and,
- ensure high quality & climate change resilient land-scaping and common greenspace areas.

4. Housing & Heritage Features

- enhance the neighbourhood look and feel with front façade orientation of new development facing towards the street and parking and driveways that are incorporated in a subtle manner;
- enhance the character and identity of the area with architectural details, themes and materials that speak to Hammond's history and area and/or increase the social and community feel of the neighbourhood. This may include:
- the use of wood, horizontal wood siding, wood shingles;
- entrances with porches that overlook the street; and,
- symmetrical front elevation and second storey with articulated units.



Figure 5. Images of typical development in North Hammond.

Precinct 2: Upper Hammond

Upper Hammond Precinct is the heart of the Hammond Neighbourhood. It is the historic Port Hammond area and contains the small commercial district surrounded by residential uses, Hammond Park and Maple Ridge Golf Couse. Upper Hammond is directly adjacent to the CP Rail line and Mill site. This area is important for the commercial core and strong heritage value and character. The smaller blocks and tight grid network of streets create a more traditional, pedestrian oriented, small neighbourhood character, look and feel.

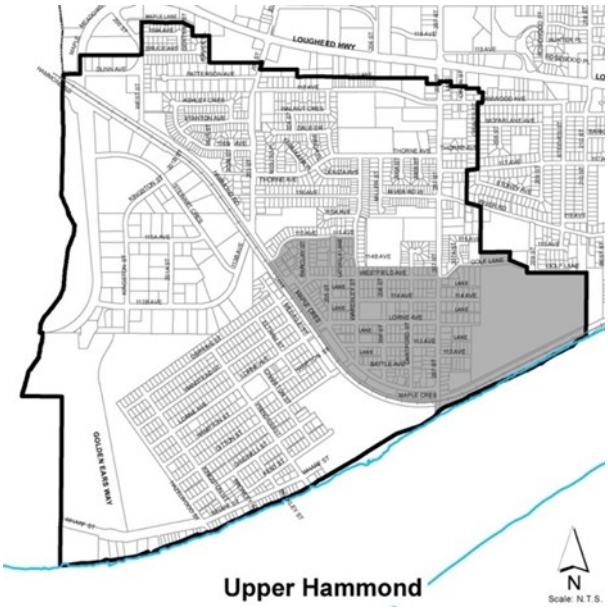


Figure 6. Upper Hammond precinct (grey).

Key Guideline Concepts

Upper Hammond includes the active commercial core area and residential area east of 207th St and the Hammond Golf Course. As outlined in the Hammond Neighbourhood Area Plan, development intent of this precinct is to:

- accommodate new development and density;
- build a strong, viable and vibrant commercial area for Hammond neighbourhood residents, and;
- retain the heritage character and history of this area.

New development within this precinct will be aligned with the existing character of the precinct.

1. Street and Block Pattern

- maintain the tight grid network and walkable nature of precinct
- where larger parcels exist new development should strive to incorporate internal walkways and visual corridors though the development.





Figure 7. Images of typical Upper Hammond precinct homes

2. Typical Lot Size and Layout

- maintain a sense of scale with development and ensure the massing and scale are broken up to appear consistent with the scale and character of the area .

3. Greenspace and Landscaping

- maintain a high quality and climate change resilient landscape;
- where possible, maintain existing mature trees and shrubs on the lot.



Figure 8. Landscaping in Upper Hammond

4. Housing & Heritage Features

The following key features are the hallmarks of the heritage style within the Hammond neighbourhood:

- use of wood (for example: wood shingles, horizontal wood siding);
- central front entrance;
- full open front veranda;
- tapered columns;
- shed dormers;
- double hung windows and multi-pane windows, and;
- Symmetrical front elevation and second storey.

New development should be aligned with the development guidelines in the following section and is strongly encouraged to exemplify the character and preserve heritage value where possible. Historic buildings should be retained or facades incorporated into new development. Recycling or reuse of heritage structures and materials is strongly supported.



Figure 9. Townhouse development (background) is integrated with an older historic home, taking on a similar style, colours and look.

Other Historic Activities and Community-led Amenities

Celebration of intangible cultural heritage could be continued through further interpretive information that tells the history of the area and stories of people and activities of the past.

- Integrate, recognize and commemorate heritage where identified; and,
- Incorporate heritage in design and architecture of buildings.
- Explore further opportunities for Public Art

Precinct 3: Lower Hammond

Lower Hammond Precinct lies west of the CP rail line, north of the Fraser River and south of the Maple Meadows Business Park. This area includes the Mill site, but is otherwise residential and has developed and redeveloped over time, resulting in a mix of older and newer homes throughout the Precinct.

The Lower Hammond Precinct also has a gridded street network but with larger block sizes, lots and street widths. Bounded by the Maple Meadows Business Park, Fraser River and CP Rail line, this precinct is isolated from the rest of the Hammond Neighbourhood. The precinct area, within the Fraser River Floodplain, is low, flat and fairly homogeneous in land use, with few access and pedestrian connections in and out of the area.

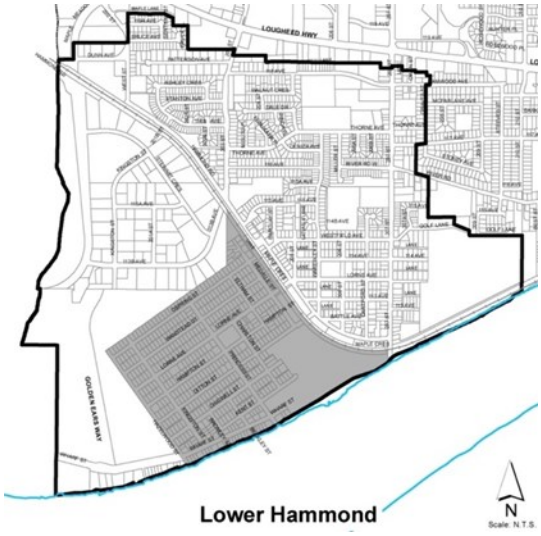


Figure 10. Lower Hammond precinct (grey)

Key Guideline Concepts

1. Street and Block Pattern

- maintain the grid pattern with street facing ground-oriented multi-family housing;
- provide mid-block pedestrian connections through blocks to minimize the length/size of the block.

2. Typical Lot Size and Layout

- provide a variation in land use, and residential density, there enhancing the area's vibrancy with more people and activity in the Precinct .

3. Greenspace and Landscaping

- provide high quality and climate change resilient landscaping,
- where possible, maintain existing mature trees,
- preserve the central park area and make direct pedestrian connections to it.





Figure 11. Images of Lower Hammond precinct homes.

4. Housing & Heritage Features

- Where heritage character homes have been identified, preserve the building, or with new development mimic or draw from the design aspects to reflect in new development.



Precinct 4: Maple Meadows Business Park

The Maple Meadows Business Park Precinct is a key employment node within the Hammond Neighbourhood Area Plan boundary. The area is not well connected to the rest of the neighbourhood overall. However, this area offers nearby business and employment opportunities for the neighbourhood.

The Maple Meadows Business Park uses can be described as discrete and internalized campus-type development. These uses are clustered and not well connected to the adjoining neighbourhood area, in part, due to the nature of the uses contained within.

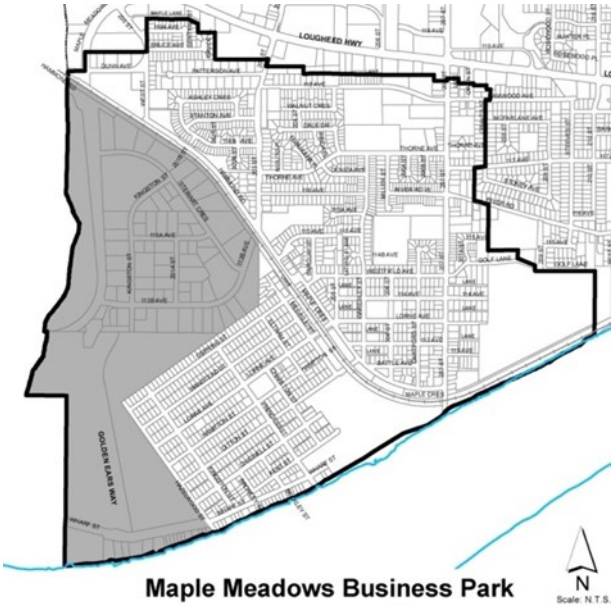


Figure 12. Maple Meadows Business Park precinct (grey).

Key Guideline Concepts

With new development, an opportunity exists to provide, where appropriate, a greater level of connectivity to and through these areas for residents within the adjacent neighbourhood who may be employed here or require more direct non-vehicle access to areas within or through the area to other destinations.

The intent of this precinct is to further develop similar uses to the south, directly adjacent to Lower Hammond and therefore the interface between this area and residential will be an important consideration.

Here, the intent is to:

- Enhance safe pedestrian and cycling connections at the site and neighbourhood level (including connections the trail networks in Pitt Meadows)
- Provide climate appropriate and green features
- Reflect Hammond's history in a contemporary way
- Provide buffer between non-compatible uses



Figure 13. Images of the Maple Meadows Business Park.

Street and Block Pattern

- New development in this area should seek to provide safe pedestrian connections where opportunities exist.

Greenspace and Landscaping

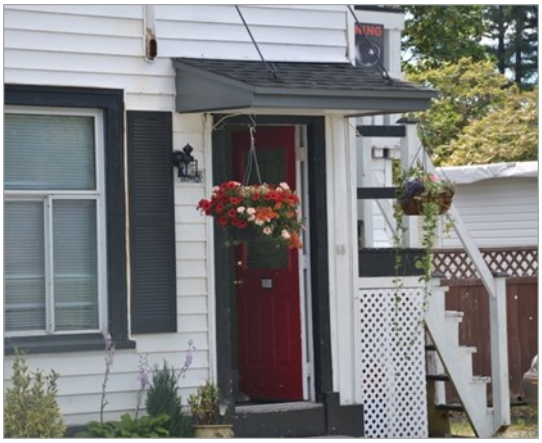
- The intent of new development is to ensure a high quality and climate change resilient landscaping (including tree lined paths or sidewalks, landscaped rest areas, adequate lighting, visually pleasing shrubs and groundcover), along pedestrian and bicycling connections through this area.
- Provide well maintained planted vegetated buffers that include trees, shrubs and groundcover plants between non-compatible uses.
- Incorporate public art or decorative, or colourful materials and signage through the area that enhances wayfinding and is pedestrian friendly.



Figure 14. Landscaping in Maple Meadows Business Park

Application of Development Permit Area Guidelines

The Development Permit Area (DPA) Guidelines are based on an examination of the existing conditions and character within each of the Hammond area precincts as described in Part 2, with the intent to either build on, improve, or manage and maintain the character and form of new development within each precinct while allowing for some change and sensitive residential infill distributed over the entire neighbourhood area. The Hammond DPA Guidelines should be read with the Hammond Area Plan.



Part 3

Development Permit Area Guidelines

Application

Development Permit Area (DPA) Guidelines for form and character may be established for multi-family, commercial, mixed-use and industrial forms of development. DPA Guidelines help inform building and site design so that new development compliments and reinforces the existing character. This includes information on the use of appropriate building materials, siting, colours, design features, landscaping, green space and energy efficiency. The *Local Government Act* does not allow for Development Permit Guidelines to regulate form and character for single family.

Key Guideline Concepts are established in Part 2 for the purpose of identifying focus areas within each precinct and for assessing development permit application for sites in the Hammond Area Neighbourhood and should be reviewed with these guidelines prior to development application.

As designated in the Hammond Area Neighbourhood Plan, the following Development Permit Guidelines apply to all new development of:

- Multi-Family Residential
    - Low Density Multi-Family
    - Medium Density Multi-Family
- Hammond Village Commercial
- Infill General Employment

Concept sketches, diagrams and images are provided with the guidelines to illustrate how the objectives of the development guidelines might be achieved through design.

1.0 General Guidelines

The following general guidelines are specific to energy efficiency and water conservation. These apply to all land use designations and new development. Additional sustainability related guidelines (for example, guidelines related to climate change resilient landscaping, support for walkable communities, design for health, accessibility, etc.) are incorporated throughout each land use designation as suitable.

1.1 Energy Efficiency and Water Conservation

1.1.1 Where the street grid allows, orient buildings towards the south, with the long axis running east-west. A southern building orientation is ideally achieved on south-facing lots with minimal obstructions that can block solar access (sun/shade analysis can identify the impact of obstructions).

1.1.2 Locate larger windows on the south-facing facade whenever possible for maximum winter solar gain and natural light. Limit the size of windows on the north facade to limit heat loss. With this, provide deciduous trees in front of south facing windows or shades on south facing windows to provide summer shade.



Figure 15. Maximize opportunities for solar gain and solar collection.

1.1.3 Use deciduous trees on the southern and western-facing side of a building to maximize the warming effect of solar radiation in winter months and the cooling effect of shade in summer months.

1.1.4 Where needed, use window overhangs and/or fixed operable shading devices to control solar gain.

1.1.5 Where compatible with existing development within each precinct, choose roof shape and orientation to maximize passive solar gain and opportunities for solar energy collection.

1.1.6 Vary height, rooflines and massing to reduce shade on neighbouring buildings and optimize sun exposure for heat gain and daylight.

1.1.7 Allow for collection of water from roof downspouts and/or direct drainage to planted areas or into rain barrels for irrigating non-edible plants and landscaping, per best management practices for stormwater management.

2.0 Multi-family Residential (Low and Medium Density)

Low density multi-family includes townhouse, fourplex and courtyard development forms. **Medium density multi-family** includes townhouse, rowhouse and apartment.

2.1 Siting

2.1.1 All new development should be oriented toward the street.

2.1.2 Buildings on corner sites should be treated as if they have two main façades.

2.1.3 Where possible, new development should be sensitive to existing building setbacks, and comply with the siting restrictions of the Zoning Bylaw.

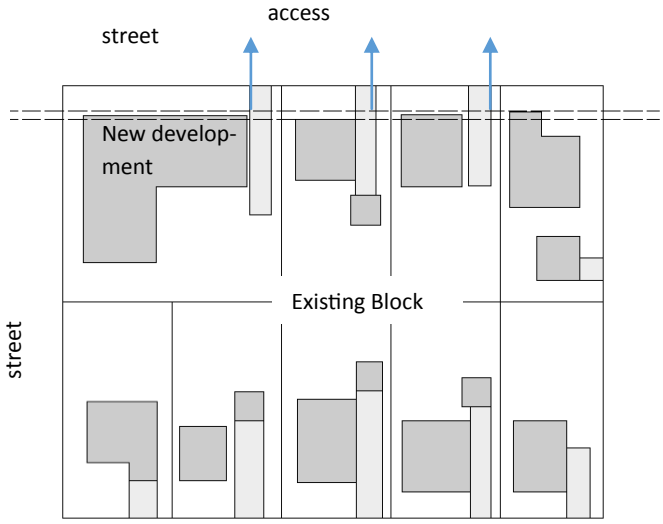


Figure 16: Maintain the typical pattern of access along the block and building on corner sites should front both streets..

2.1.4 Rear yard setbacks may vary from the established pattern, in accordance with existing development regulations, to accommodate development on irregularly shaped lots.



Figure 17: Siting Development Permit Guidelines

2.1.5 New development shall provide access to parking that maintains the established pattern of lot access within the existing block (see section 1.3 parking and access for additional guidelines).



Figure 18: Example of a duplex that reduces the prominence of front vehicle access and garage by emphasizing the entrance and verandah.

2.2 Massing

2.2.1 New development should mimic existing development and attempt to match the established massing and pattern of the existing streetscape within each precinct.

2.2.2 New development with large buildings or groups of units should be articulated to break up the size and massing of the development.



Figure 19: Image showing a tri-plex with heritage character and front access with parking at the side.

2.2.3 Height and roofline of new development or renovated buildings should be consistent in slope and style with the typical pattern established within the precinct. Heights must also comply with the Zoning Bylaw.

2.2.4 Apartment buildings over 2 storeys should articulate or step back upper storeys of buildings (the third storey and above) to reduce the scale and massing of the building.



Figure 20. Articulated building face breaks up the massing.

2.2.5 New development should provide a transition in scale to adjacent land uses with a different land use designation. This can be achieved through:

- Building design articulation of building features;
- Setback or buffer to adjacent development, and;
- A combination of the above with landscaping and trees.



Figure 21: Guideline 1.1.9 A transition of scale and density for adjacent land uses.

2.3 Parking and Access

2.3.1 Rear lane access is preferred, where feasible.



Figure 22. 4 storey apartment building steps down to three to transition to adjacent existing two storey single family.

2.3.2 Where front access and garages are required, one or more of the following strategies should be applied:

- Smaller shared parking areas or driveways to the side or rear of the units or building;
- Where a front loaded unit is necessary, the garage should be set back from the primary entrance;
- Ensure other building elements (such as porches, trellises, landscaping, etc.) act as key focus points to the street face, or;
- Locate the garage partially below grade (except in floodplain area);
- Use of garage doors with larger windows or other decorative elements.
- Use shared parking driveways to reduce the number of crossings at the sidewalk.



Figure 23.Childrens play space within a multi-family development.

2.3.3 A covered and secure area for bike lock up and storage should be provided and located with easy and direct access to bike routes, trails and/or public right of ways.

2.3.4 Where possible, pedestrian and cycling connections should be improved or created with new development, linking into the local and broader community.



Figure 24: Landscaping in parking areas.

2.3.5 The creation of new laneways should be considered, where appropriate and feasible with new development and used as secondary vehicular and pedestrian access .

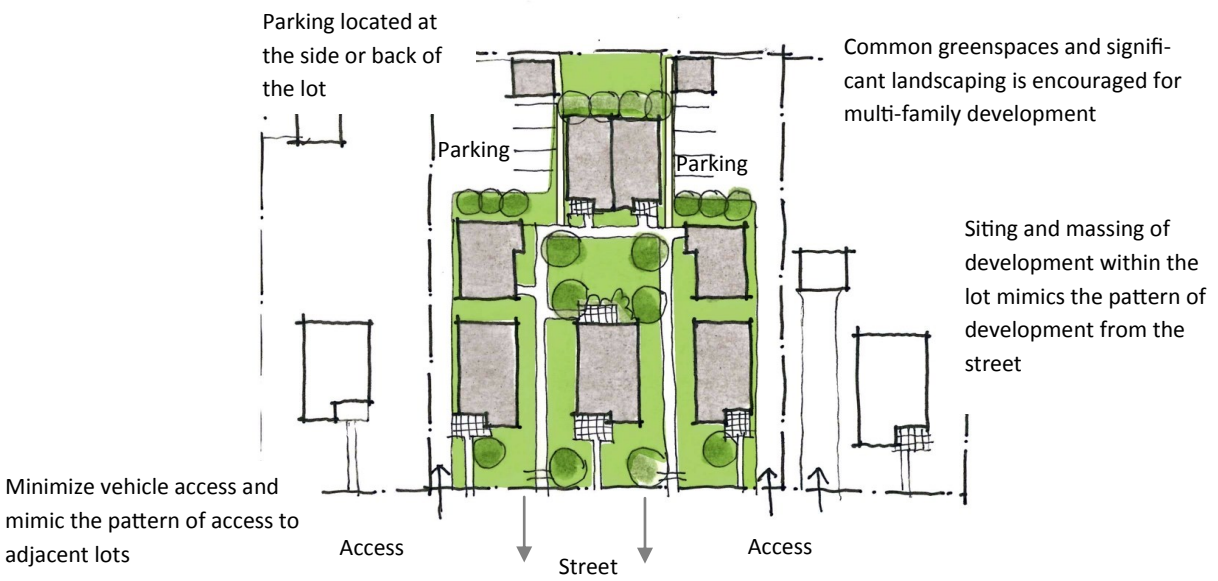


Figure 25: Siting Development Permit Guidelines

2.4 Landscaping and Private Outdoor Spaces

2.4.1 Retain existing greenspace, natural assets and landscaping typical to the precinct. Where possible, maintain and incorporate into the site plan, significant tree stands or single mature trees already existing on a building site, in accordance with the Tree Protection and Management Bylaw.

2.4.2 Use a vegetation buffer to conceal from view all utility areas, parking areas, and along pedestrian walkways to provide screening, while maintaining visibility for security purposes.

2.4.3 Incorporate landscaping within driveways or parking areas, such as planters, trees, landscape strips, or permeable paving.

2.4.4 All new multi-family development should create private and semi-private common green space and social areas, for example, a courtyard, covered seating areas, children's play space, common garden plots, and small private yard spaces.



Figure 26: Provide direct pedestrian pathways within new developments.



Figure 27: Landscape buffers provide screening to parking and utility areas, soften and mark walkways.

2.4.5 New development shall incorporate pedestrian pathways within the development that directly link to key destinations, such as parking areas, public rights-of-ways, nearby transit stops or amenity destinations.



Figure 28. Semi-private seating/waiting area along the street next to multi-family development.

2.5 Architectural Patterns and Materials

2.5.1 Maintain the established use of materials where significant heritage value of the precinct is recognized and has been identified. New development should include more than one of the following:

- use of horizontal wood siding;
- use of wood shingles;
- an open front, and central veranda;
- use of straight or tapered columns;
- shed dormers; and,
- use of multi-paned windows.



Figure 29. Multi-family development with a small verandah, overhang, and use of horizontal wood siding.

2.5.2 A symmetrical front elevation for new development is encouraged.

2.5.3 The total area of windows/doors (including front porches) should be similar to the area of wall surface.



Figure 30: New multi-family development shall borrow existing styles and materials.

Utilities, recycling and garbage

2.5.4 Screen all external services (meters, connections), storage, loading and utility areas with landscaping or decorative fencing.

2.5.5 Provide for recycling, green waste and garbage bin storage to be enclosed in a building or shelter, with a design that borrows from the architectural vocabulary of the main building on the site.

2.5.6 Shelter rooftop utilities and infrastructure from view.



Figure 31: Use of wood siding, columns, and multi-paned windows.



Figure 32: Direct internal pedestrian access through a multi-family development connecting to sidewalks.

3.0 Hammond Village Commercial

Hammond Village Commercial lands are primarily located in Hammond's historic commercial node at Maple Crescent and Dartford Street, within the Upper Hammond Precinct.

3.1 Siting

3.1.1 The front face of the buildings should abut sidewalk and property line.

3.1.2 Where buildings must be set back from the front of the property line:

- Use landscaping to create small outdoor public spaces, such as "pocket parks" and courtyards;
- Where possible, provide outdoor patio space in relation to the building use;
- At a minimum, incorporate decorative planters, benches and trees.



Figure 33. Shops set at property line and sidewalk, facing the street.



Figure 34: Mixed use with residential units above and smaller retail shops below.

3.2 Massing

3.2.1 Incorporate large areas of glazing (windows) to create visual interest and enable views into and out of the businesses. A minimum 75% glazing on the ground floor is desired.

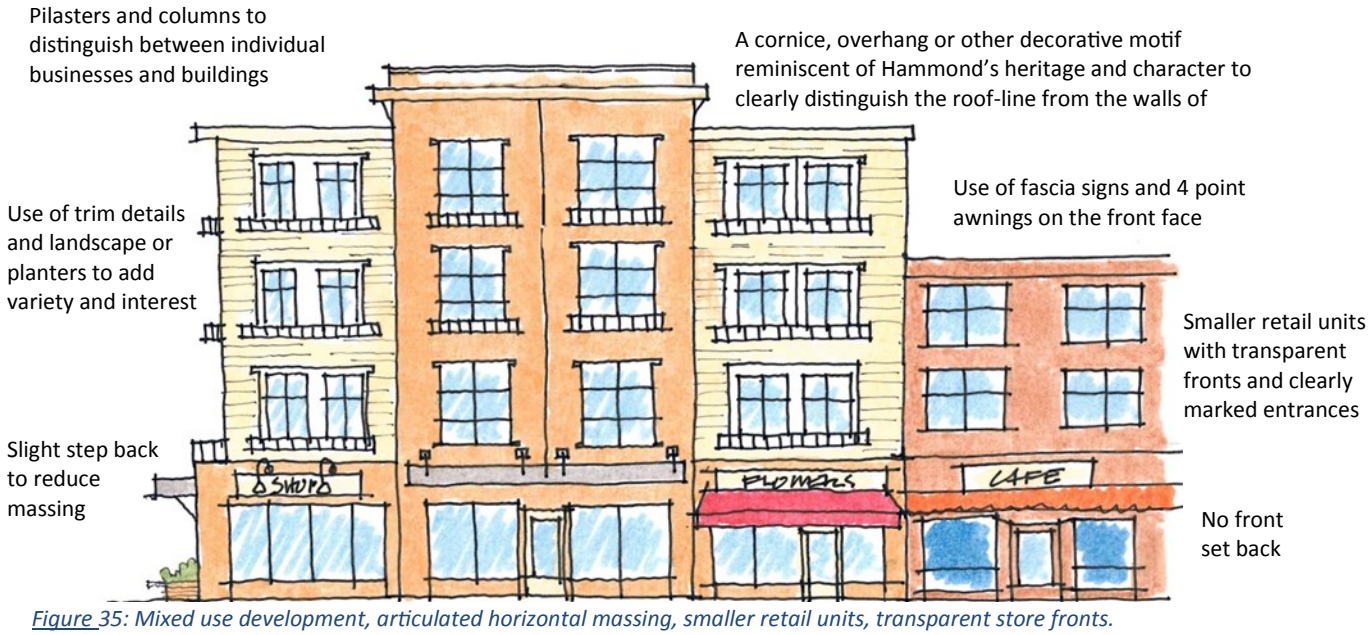


Figure 35: Mixed use development, articulated horizontal massing, smaller retail units, transparent store fronts.

3.2.2 Maintain smaller commercial retail units at ground level, not bigger than 300m^2 (3,000 sq.ft.).

3.2.3 Incorporate frequent entrances along the street. Where appropriate, recess entryways to provide weather protection and further identify the entrance.

3.2.4 Incorporate functional weather protection, awning, canopies and overhangs into facades with no front setback that correspond to the placement of doors and windows.

3.2.5 Articulate the design of buildings to accentuate building edges, corners and entryways.



Figure 36: Landscape screening and side parking lot.

3.3 Parking and Access

3.3.1 Locate parking at the rear or side of buildings.

3.3.2 Where parking to the side is necessary, provide a landscape edge to define the street edge and pedestrian realm. Incorporate seating, and architectural materials and form to reflect the building vernacular.

3.3.3 Where possible, include a dedicated parking space to car share vehicles and an electric vehicle charging station.

3.3.4 Provide covered, secure bike lock-up areas near main entrances.

3.3.5 Provide direct accessible pedestrian sidewalks from parking areas to entrances and from entrances to public streets and sidewalks.



Figure 37. Provide for outdoor patio space and allow activity to spill out onto the street.

3.4 Landscaping & Public Realm Amenity

3.4.1 Use a vegetation buffer to conceal from view all utility areas, parking areas, and along pedestrian walkways to provide screening, while maintaining visibility for security purposes



Figure 38. Seating areas, paving patterns and planters ensure a high quality and inviting public realm within commercial areas.

3.4.2 Incorporate landscaping within driveways or parking areas, use planters at entrances, trees, landscape strips, or permeable paving to incorporate additional greenspace.

3.4.3 Where parking is visible from a fronting or flanking street it should be screened with trees, plants or decorative fencing.

3.4.4 Where possible, incorporate and integrate public art within plaza areas, courtyards, infrastructure, sidewalks, etc.

3.4.5 Incorporate public amenities with new development, for example, seating/resting areas, landscape strips, planters and paving patterns.



Figure 39. Incorporate public art that references Hammond's history, adds vibrancy, entertains or educates.

3.5 Architectural Patterns and Materials

3.5.1 Incorporate architectural materials and features that reflect the Hammond area or add to the historic qualities and character of the area. This may include:

- Incorporating a front parapet;
- Use of masonry (paving, stones, brick patterns, etc.);
- Vertical and/or tapered columns;
- Ornamental or integrated artwork;
- Integrated architectural lighting; and,
- Trim details and moldings;
- Multi-paned windows



Figure 40. Use multi-paned windows to create a historic look and feel.

3.5.2 Incorporate colour and decorative details within building design.



Figure 41. Incorporate patterns and materials that reflect aspects of Hammonds heritage.



3.6 Transition of Use and Vacant Lot Improvement

3.6.1 Keep vacant lots clean, clear and grassed in accordance with the Regulation of Untidy and Unsightly Premises Bylaw. Temporary or seasonal uses are strongly encouraged (e.g. outdoor patio, market, pop up store, sitting area, garden spaces, etc.) with appropriate permits.

3.6.2 Where fencing is required on a vacant lot, use transparent and decorative fences that maintain sight lines between the sidewalk and entrances to adjacent buildings. Steel, aluminum, wood or vinyl are acceptable materials. Chain link fencing is strongly discouraged except at the rear lot line or to separate the lot from industrial uses. Subject to the Zoning Bylaw regulations.



Figure 42. Commercial open to the street, incorporating patio space, landscaping and nearby bike parking.

3.7 Signage

3.7.1 Provide signage that is complimentary to building architecture and materials and that clearly identifies uses and shops.

3.7.2 Signage shall be directed at pedestrians.

3.7.3 Provide visible signage identifying the building address at all entrances.

3.7.4 Limit the total number of signs to a maximum of three (for example, entrance sign, awning sign and sandwich board) to reduce visual clutter and make individual signs easier to read.

3.7.5 Representational and iconic signage (for example, signs that reference Hammond's History) are encouraged to supplement conventional text-based signs. This will help establish the special character of Hammond's small commercial core.



Figure 43: Recessed, clear entry with weather protection awning and signage above and on the window.



Figure 44: Smaller retail spaces, multiple entries, transparent front and visible signage on the canopy.

3.7.6 A single external sign band may be applied to each façade at the first storey, and should not exceed 1.0m in height along any length.

3.7.7 A minimum clearance of 2.3m should be maintained for signs projecting over the sidewalk or other public space.

3.7.8 The following are preferred and acceptable types of signage in the Hammond Village commercial designation (see image examples on the following page):

- Projecting two dimensional or blade signs suspended from canopies and awning (fitting within a 92cmx153cm (36”x60”) horizontal rectangle);
- Externally lit signs;
- Small vertical banners and signs; and
- Temporary sandwich board signs located on the sidewalk, and out of the direct flow of pedestrian traffic.



Figure 45. Temporary sandwich board signs placed out of the main flow of pedestrian traffic can add to the street life and look.

3.7.9 Any free standing signs should incorporate architectural features and materials used by the main building on the site.

3.8 Lighting

3.8.1 Illuminate building facades and features by providing architectural lighting on the face of buildings.

3.8.2 Provide pedestrian scaled lighting with high quality design above sidewalks for night time visibility.

3.8.3 Illuminate paths and entry areas sufficiently to ensure pedestrian comfort and safety.

3.8.4 Soft white LED lighting is preferred in public areas.



Figure 46: Small recessed courtyard shops with blade signage and potted planting at entrance add character and a welcoming feel..

3.8.5 Minimize light pollution and ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down lights or up lights with cut-off shields.

3.8.6 Gooseneck lights and sconces applied to fascia underneath weather protection elements are the preferred types of storefront lighting.

3.8.7 Incorporate valence lighting into canopies and up-lighting to illuminate pathways.

3.8.8 Use of LED lighting for storefronts and seasonal lighting on street trees is encouraged.

3.8.9 Avoid the use of exterior fluorescent light sources.

3.8.10 Incorporate architectural glare free lighting into the canopy soffit that has either a low-level light source or one not directly visible to pedestrians.



Figure 47: Gooseneck lighting highlights signage and directs light.

3.9 Utilities, Recycling and Garbage

3.9.1 Screen all storage, loading and utility areas or incorporate landscaping or decorative fencing.

3.9.2 Provide areas for recycling collection, composting and waste disposal that are appropriately sized, screened from view using an enclosure that reflects the materials and architecture of the main building on site, are easily accessible and have capacity for future expansion.

3.9.3 Shelter rooftop utilities and infrastructure from view.

4.0 Infill General Employment

The Infill General Employment designation is applied to mostly underutilized lands adjacent to the railway tracks in Precincts 2 (Upper Hammond) and 3 (Lower Hammond). These lands are narrow and limited in potential for redevelopment. The intent of Infill General Employment is to create opportunities for businesses that do not generate much traffic and have minimal need for public parking. Additionally, this designation is limited to businesses that do not produce much noise, odor, or fumes and which blend well into the nearby residential areas through attractive building design and landscape screening.

4.1 Siting

4.1.1 All new development should address the street with a clear and visible entrance.

4.1.2 Where possible, new development should have a reduced or zero front yard setback.

4.1.3 Ensure direct pedestrian connections to the nearest public right of way and to adjacent lots.

4.1.4 Pedestrian access to the site should be well marked and accessible. Connect front doors and public streets with paved sidewalks.



Figure 48: Development addresses the street and blends well with surrounding residential area.

4.2 Massing

4.2.1 Avoid blank walls. Where walls without windows are necessary, decorative architectural details and materials, landscape screening, or artwork is encouraged.

4.2.2 Large developments should be articulated, include varying height and rooflines or use decorative materials to break up the mass and scale of the building.

4.2.3 Incorporate outdoor patios, plazas or amenity areas with comfortable seating and gathering areas.



Figure 49: Pedestrian and bicycle amenities are strongly encouraged.

4.3 Parking, Access, Loading and Utility Areas

4.3.1 Locate parking areas at the side and rear of buildings.

4.3.2 Where parking is visible from a fronting or flanking street, the layout should be enhanced with trees, plants and/or decorative fencing.

4.3.3 Screen all storage, loading and utility areas or incorporate landscaping or decorative fencing.

4.3.4 Provide areas for recycling collection, composting and waste disposal that are appropriately sized, screened from view using an enclosure that reflects the materials and architecture of the main building on site, are easily accessible and have capacity for future expansion.

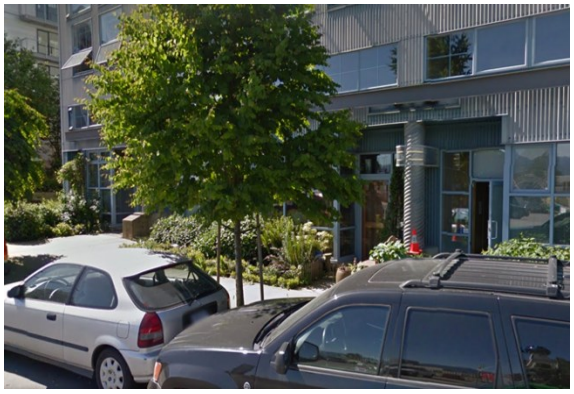


Figure 50: A friendly face to the street, use of landscape, clear entrances, and pedestrian amenities help employment buildings blend well with nearby residential.

4.3.5 Where possible, include a dedicated parking space to car share vehicles and an electric vehicle charging station.

4.3.6 Provide pedestrian amenities and bicycle parking on site in a convenient and covered location.

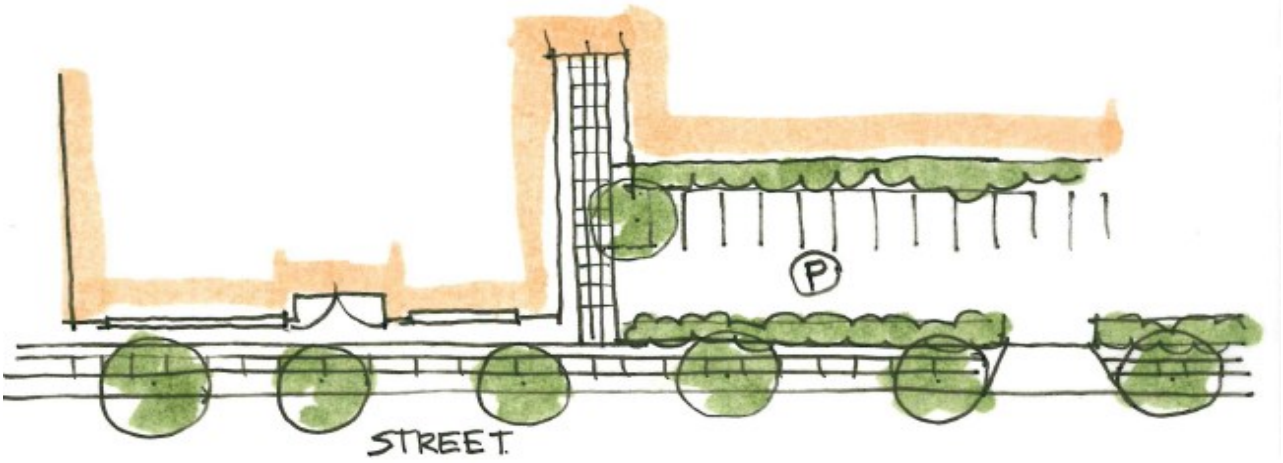


Figure 51: Parking located to the side or rear of the building, where visible from the street should be screened with landscaping.

4.4 Landscaping

4.4.1 Maintain mature tree stands and vegetation on site and replace trees that were removed during site development with trees suited to the climate and soil conditions (Maple Ridge Tree Protection and Management Bylaw).

4.4.2 New development shall ensure direct and accessible pedestrian connections to public rights-of-way and/or local trail networks and cycling pathways within new or existing green corridors to encourage alternative modes of transportation.

4.4.3 All new development should include high quality landscaping at entrances, along pedestrian pathways.

4.4.4 Apply climate change resilient, 'xeriscape' or low water use landscaping techniques to minimize and/or eventually eliminate the need for irrigation.

4.4.5 Plant shade trees and vegetation in paved open spaces, in particular to break up larger parking areas, line internal roads, sidewalks and driveway access.

4.4.6 Fencing of the lot perimeter is not permitted except where safety or storage of materials are of concern. In this case, landscape screening with fencing and only in this designated area within the lot is encouraged to provide a more attractive visual appearance.

4.5 Architectural Patterns and Materials

4.5.1 New development should incorporate architectural materials and features that reflect Hammond's history and/or where a more contemporary style is desired, add to the unique character of the area and exhibit a design response to the location and context. Some examples of contextual components to draw on include:

- the railway;
- the Fraser River; or
- the cedar mill/forest industry.

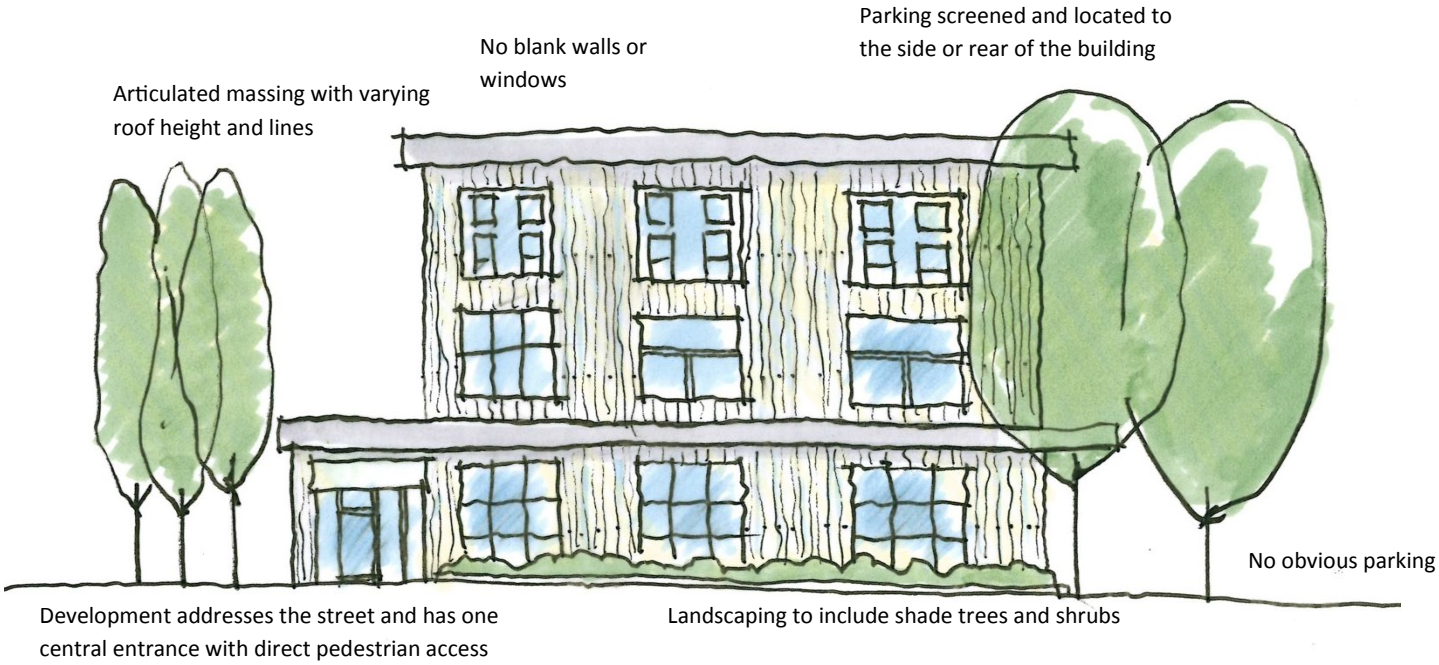


Figure 52: General employment guidelines.

4.5.2 In order to blend into the adjacent residential area, new development shall minimize the number of entrances. A common entrance should be used where there are multiple units in one building. Entrances shall be clearly marked and addressed.

4.6 Signage

4.6.1 All freestanding signs should be located in a landscaped area and/or incorporated in the design of the building. They should be no higher than the first storey of the primary building on the site they identify. A freestanding sign should incorporate architectural features and materials used by the main building on the site.

4.6.2 All other signage providing directional information or identifying the purpose of buildings should be no more than 1 m (3 ft.) wide near or over doors and windows intended for public access.

4.7 Lighting

4.7.1 All walkways, driveways, entrances and pedestrian pathways should be adequately lit with energy efficient lighting.

4.7.2 Minimize light pollution and ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down lights or up lights with cut-off shields.

4.8 Transition of Use and Vacant Lot Improvement

4.8.1 Keep vacant lots clean, clear and grassed.

4.8.2 Where fencing is required on a vacant lot, use transparent and decorative fences that maintain sight lines between the sidewalk and main building entrance. Steel, aluminum, wood or vinyl are acceptable materials. Chain link fencing is strongly discouraged except at the rear lot line or to separate the lot from industrial uses. Subject to the general regulations of the Zoning Bylaw.



8.14 GROUND ORIENTED RESIDENTIAL INFILL GUIDELINES

7673-2020

TRIPLEX, FOURPLEX, AND COURTYARD HOUSING

INTENT

The Development Permit Area is designated under Section 488 of the **Local Government Act** to establish guidelines for the form and character of intensive residential development. The purpose of the Ground-Oriented Residential Infill Development Permit Area is to allow for the infill of ground-oriented residential buildings (triplex, fourplex and courtyard housing) within established residential neighbourhoods and along major corridors, in a form that is incremental and sensitive to the existing and emerging neighbourhood context.

A Ground-Oriented Residential Infill Development Permit is required for all new triplex, fourplex and courtyard development on land designated **Urban Residential** on Schedule B of the Official Community Plan other than those circumstances indicated in Section 8.4 Development Permit Exemptions. The following form and character guidelines apply to all triplex, fourplex and courtyard developments.

These guidelines must support specific neighbourhood policies and context as outlined in Area Plans adopted by the City of Maple Ridge. In the event of a conflict between the Development Permit Guidelines and those contained in the Area Plans adopted by the City, the latter shall apply.



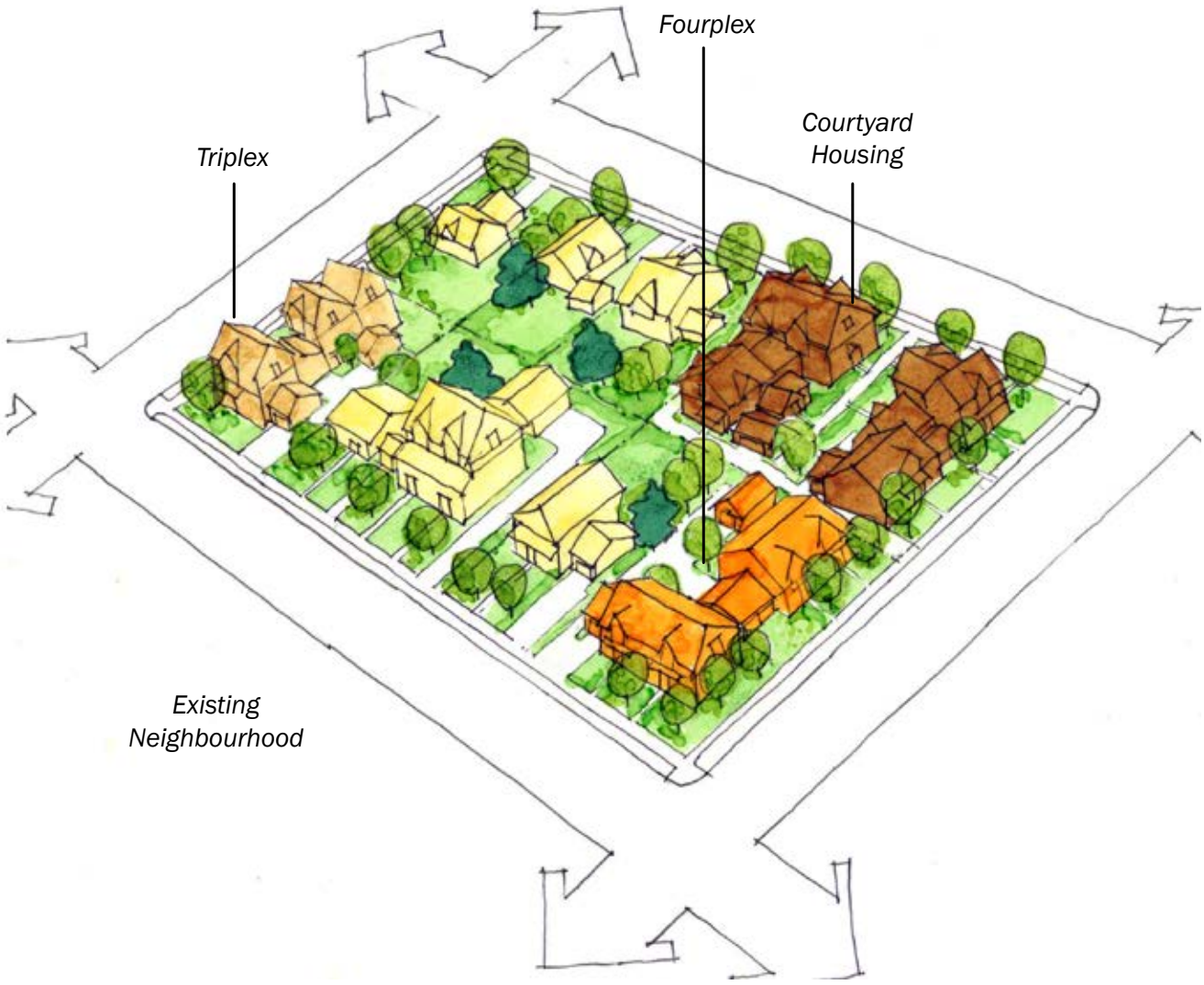
Ground Oriented Residential Infill Guidelines

September 2020

MAPLE RIDGE
British Columbia

Ground-Oriented Residential Infill - Development Permit Area Guidelines

Triplex, Fourplex, and Courtyard Housing



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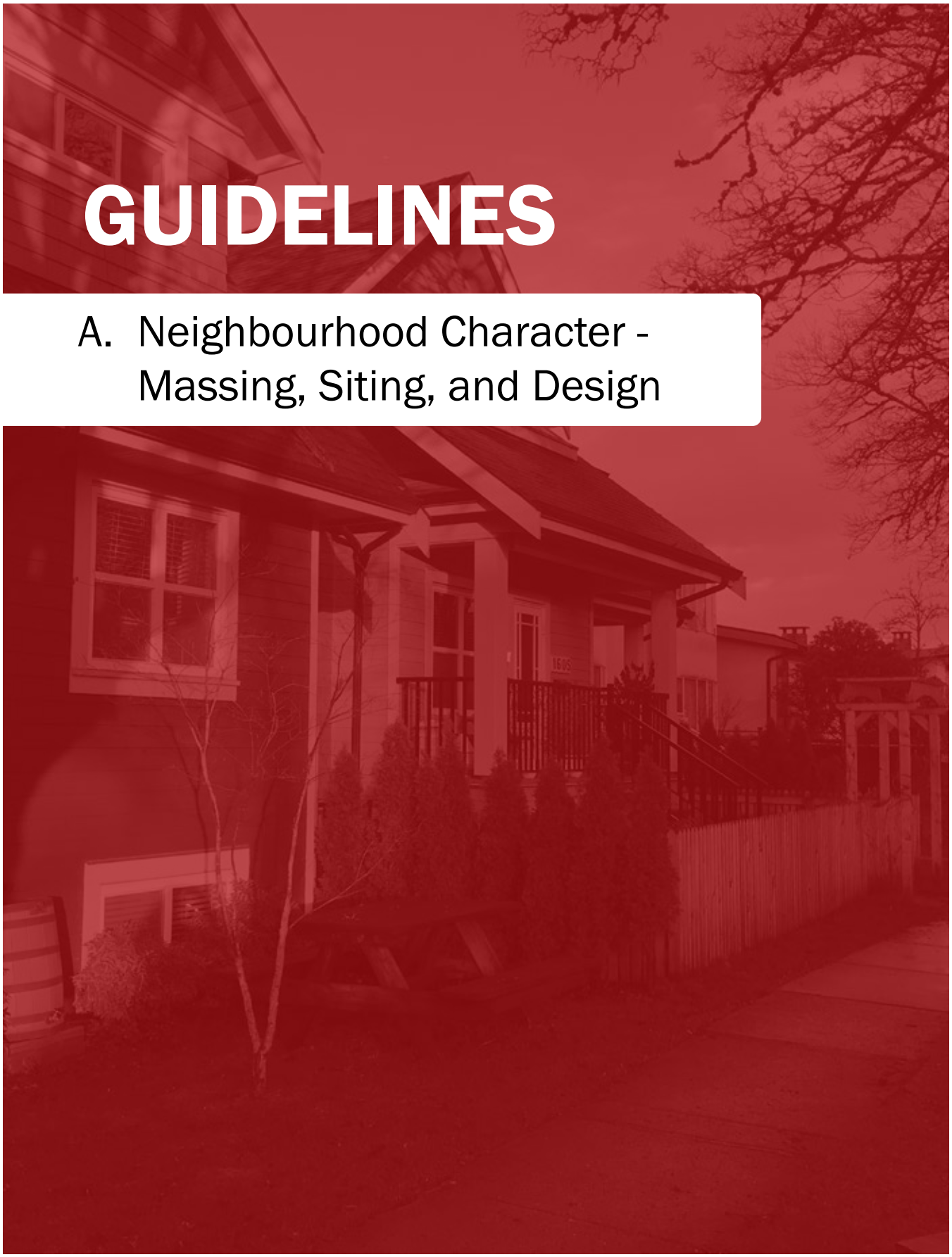
KEY GUIDELINE CONCEPTS

Applications for Development Permits will be assessed against the following key concepts as follows:

- Incremental and sensitive integration of *RT-2 Ground-Oriented Residential Infill Zone* projects into existing neighbourhoods.
- Consider similarity of scale, massing and appearance to a detached single-family dwelling, and avoid replicating townhouse or rowhouse housing form.
- Ground-oriented infill developments are expected to relate to the height and location of existing single detached neighbours and sensitively transition to neighbouring properties by stepping massing down, where applicable.
- Dwelling units must be in one building with shared party walls or as a stacked unit to create triplexes or fourplexes.
- In the case of courtyard residential development, dwelling units may be arranged individually or attached in groups of buildings that still resemble single family dwellings. Dwelling units must be clustered around a shared courtyard in a village-style residential pattern. In addition, private greenspace requirements must be met for each unit as outlined in the *Maple Ridge Zoning Bylaw No. 3510 – 1985, as amended from time to time*.
- Access to public roads to be in accordance with the Maple Ridge Design Criteria Manual. A secondary driveway may be approved by the Engineering Department, where it supports key guidelines concepts.
- Design and construction of new buildings located within designated floodplains to be in accordance with Provincial legislation and the Zoning Bylaw.
- Effectively utilize the site context to create uniqueness, orient entrances towards the street, and use landscaping and screening to create private or semi-private yard spaces.
- Encourage permeability of rainfall and meet City of Maple Ridge stormwater management requirements and best management practices.
- Contribute to a more sustainable community and neighbourhood, design for health and wellbeing, use green infrastructure, adaptations for climate change and resiliency.

GUIDELINES

A. Neighbourhood Character - Massing, Siting, and Design



Siting and Building Design





Maintain compatible or provide variation in roof lines to compliment existing roof lines of adjacent residential.

1) Reinforce the existing neighbourhood character by incorporating common patterns and elements of the surrounding neighbourhood into the design themes of the new development, through:

   i. Articulation of façade elements, such as porches, chimneys, projections, recesses, and balconies;
   ii. Placement, size, shape and number of doors and windows;
   iii. Setbacks of existing housing;
   iv. Location and visual appearance of driveways, garages and/or parking facilities;
   v. Selection of appropriate and compatible roof forms, and;
   vi. Design of hard and soft landscaping.

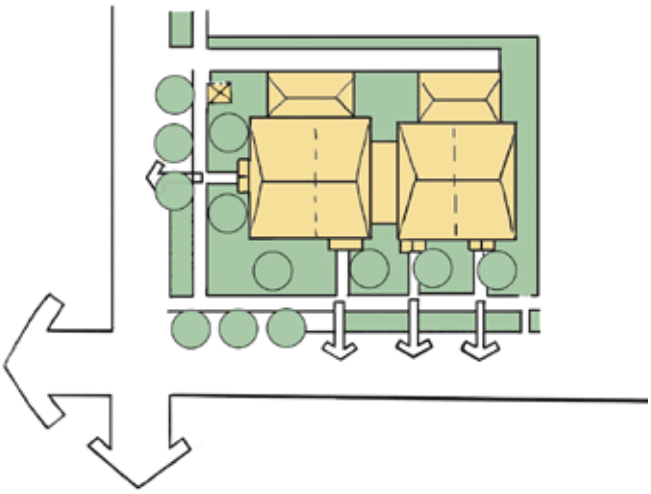


Face entrances to the street and provide direct pedestrian access.

2) Development should face the street, through:

   i. Siting the main entrance to the street and direct pedestrian access to individual units, and;
   ii. Use appropriate exterior treatments and differentiated facades.

3) Design pedestrian pathways, patios, retaining walls, lighting and fences to be detailed, functional, and where applicable, aligned with specific neighbourhood policies and context where outlined in Area Plans adopted by the City of Maple Ridge.

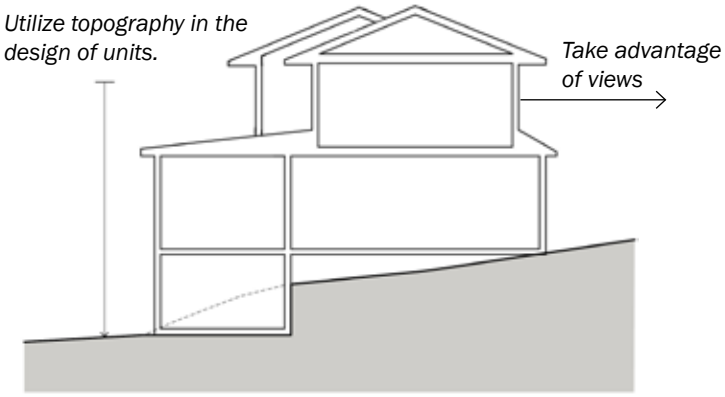


Maintain an equal level of design quality on double fronted corner lots

4) Design developments on corner lots or double-fronting lots with an equal level and quality of design in detailing on each street front.

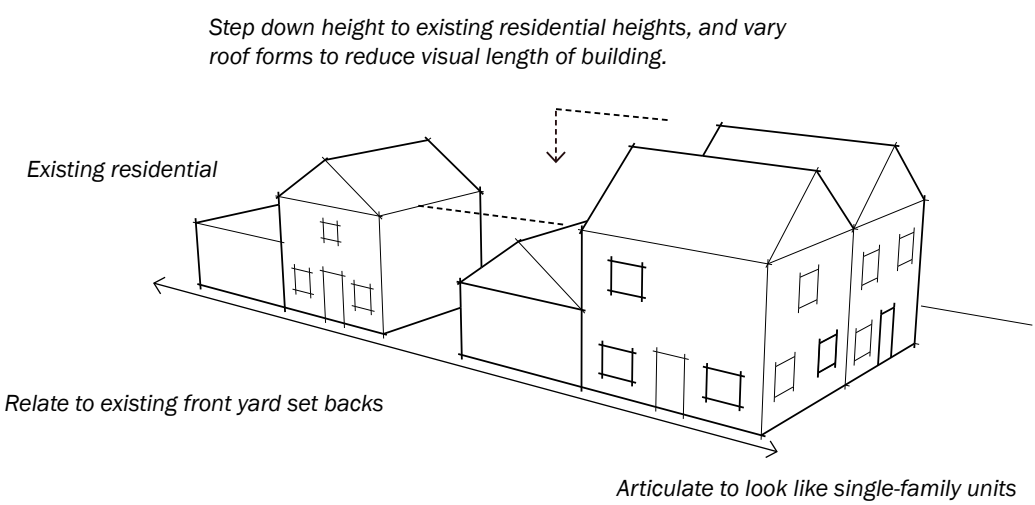
5) Design and site buildings to respond to existing site characteristics and take advantage of natural features (i.e. topography) or views and view corridors.

6) Design to maximize privacy and minimize views onto adjoining sites, particularly for portions of the development abutting the side yards of adjacent single detached residential uses.



Design buildings that respond to existing site characteristics and take advantage of natural views or view corridors.

Massing





Design an orient residential units to appear as a 'single family house'.



Variation in building façade reduces visual length and massing.

7) Design and orient residential units to appear as a 'single family house'.

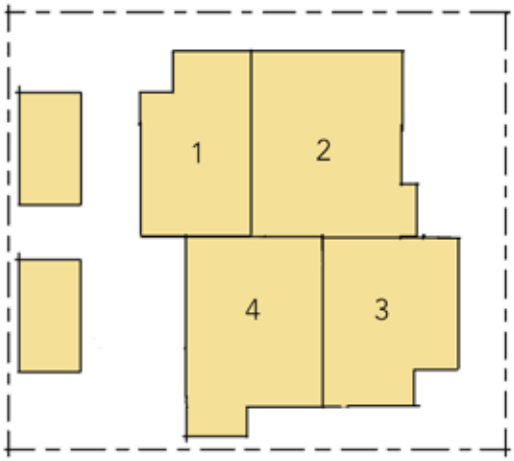
   i. New development should respect character elements of the existing residential inventory if identified in an Area Plan.
   ii. Consider the form, massing and setbacks of the surrounding neighbourhood.
   iii. Where there is a difference in height of greater than one storey between new and existing development, sensitively transition to directly adjacent properties by stepping down the massing of the building.
   iv. Relate infill development to the front yard set-backs of the surrounding neighbourhood.

8) Provide a thoughtful interface with adjacent properties through sensitive side yard setbacks.

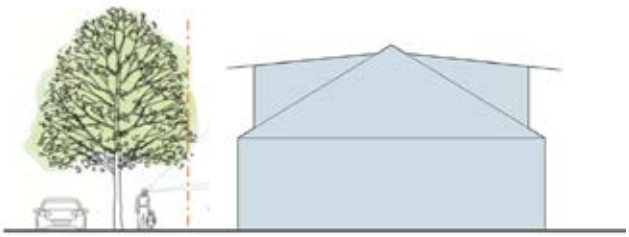
9) Provide variations in the roof forms and building facades to help reduce the visual length of individual buildings. For example, use of dormers, gables, and architectural detailing into the roof structure.

10) Site and building design should mitigate for potential shadow casts and blocking of daylight on nearby properties.

Unit Design



Provide a variety of unit sizes.



Maximize connections with the street, outdoor space and ensure casual overlook of courtyard spaces.

11) Adjust massing and building forms to ensure a variety of unit sizes which may accommodate different family sizes, age-related abilities and affordability.

12) Design residential units with enough width (minimum 7.5m) to include attractive entrances and windows between garage doors.

13) Organize interior living spaces to ensure casual overlook of common courtyard space.

14) Locate and size windows to maximize visual connections with the street, outdoor spaces and increase availability of natural light.

15) Provide adequate storage space in all residential units.

Entrances



Provide a clear entrance and directly connect to the street front.



Provide weather protection and encourage overlook of semi-private and public spaces.

16) Entrances should:

i. Include clear pedestrian access routes to the entrance of each unit from the street that does not cut through the private space of another unit;
ii. Each unit is addressed with large numbers visible from the street. Directional signage may be required, depending on number of units;
iii. Provide weather protection and adequate exterior lighting, and;
iv. Encourage overlook of semi-private and public spaces.

Decks / Porch / Balcony / Materials



Create a strong relationship to the fronting street.



Use high quality cladding materials and detailing in design.

17) Create a strong relationship between the private and public realm by facing development to the street and locating windows, balconies and patios on to semi-private or public outdoor spaces.

18) Where undersides of balconies and porches are visible from a street or public walkway, cover exposed areas with exterior finishes to provide a finished appearance to the public.

19) Use high-quality exterior cladding materials, such as wood, stone, brick, concrete composite or other acceptable alternatives. Low quality vinyl is discouraged as an exterior cladding material, especially for front facing walls.

20) Where possible, continue detailing in design and materials on the principal façade(s) to the side and rear elevations.

Landscaping and Open Space



Provide definition and soften edges with landscaping.



Delineate private space with landscaping.

21) Landscaping both within private, semi-private or common areas should:

    i. Provide definition for pedestrian corridors;
    ii. Delineate private and semi-private space from public or common space;
    iii. Provide adequate screening between private outdoor spaces;
    iv. Present a pleasing street image;
    v. Provide a suitable buffer between public road and privacy areas;
    vi. Soften the transition between adjacent land uses;
    vii. Create interesting views and focal points in and out of the site, and;
    viii. Reinforce design continuity with neighbouring properties, through use of plant materials and other landscaping elements, where appropriate.

22) Maximize the amount of landscaped areas and minimize the amount of impervious paved surfaces to meet Tier A requirements as outlined in the City's Design Criteria Manual for on-site absorption of rainwater.

23) Utilize permeable pavers and other green infrastructure.

24) Minimize erosion potential by discouraging excessive changes to existing slopes, maintaining existing vegetation on slopes, and planting new and existing slopes with stabilizing vegetation.

25) Where possible, retain existing mature trees through siting and design and ensure accordance with the *City of Maple Ridge Tree Protection and Management Bylaw No. 7133-2015,* as amended from time to time.



Enhance existing vegetation with new planting where construction has destroyed vegetation.



Use drought tolerant or native plant species for landscaping.

26) Incorporate deciduous tree species into street front landscaping to define site boundaries, enhance public space, and to permit light penetration in winter. Refer to recommended tree species within the *City of Maple Ridge Street Tree Species and Replacement* list.

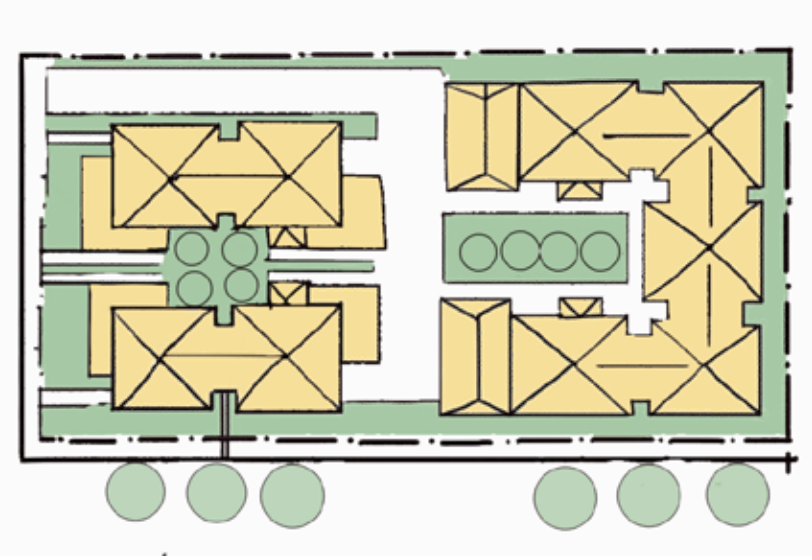
27) Enhance existing vegetation with new planting whenever construction activity has destroyed vegetation.

28) Use drought tolerant and/or native plant species, pollinator plants and “non-irritant”/allergy friendly species for landscaping.

29) Incorporate rain gardens and vegetated swales into parking area landscaping to increase the natural absorption of rainwater runoff from paved areas into the ground, impervious liners and drainage will be required if located within an escarpment area.

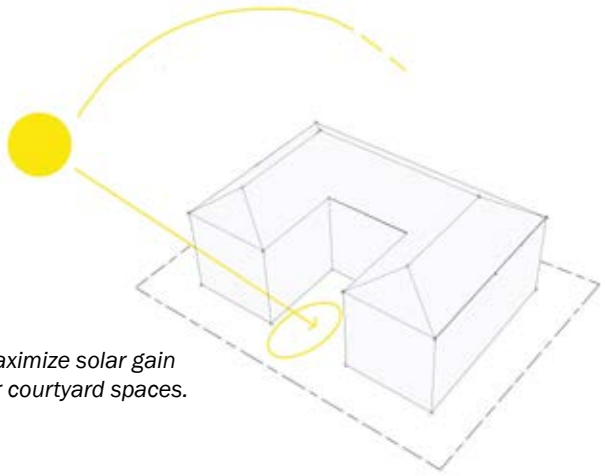
Courtyards

The courtyard is intended as an outdoor common space for use by residents and not for vehicles.





Activate courtyard spaces, provide for a variety of recreational opportunities and encourage neighbourly interaction.



Maximize solar gain for courtyard spaces.

30) A courtyard is intended to be a semi-private outdoor common space for use by all residents that:

   i. Is a focal organizing element of the development;

   ii. Is flexible space which integrates well between the site and building(s);

   iii. Be of a shape and size that permits a range of activities;

   iv. Provides for a variety of passive and active gathering opportunities, including programmable spaces;

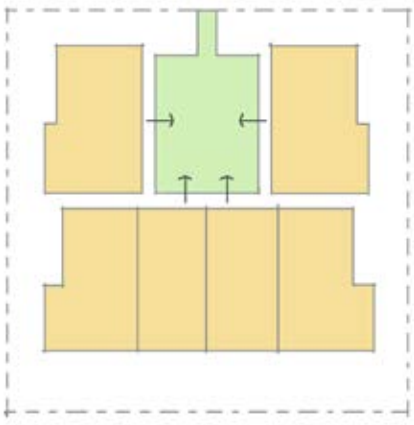
   v. Defined through the use of plants, trees, and landscaping;

   vi. Have adequate natural light, and;

   vii. Not designed for parking.

31) Where possible, design 'L' or 'U' shaped courtyards facing north-south to maximize solar gain.

32) Facilitate neighbourly interactions by orientating private patios and entries around the courtyard.



Internal entrances face and overlook the courtyard.



Activate the transition between private and outdoor living spaces with stoops, stairs and porches.

33) Activate the transition between private entrances, outdoor living spaces, and the courtyard with stoops, stairs, and porches where appropriate.

34) Where principal unit entrances are not fronting a street, design entrances with an address, to face the courtyard and not an internal side setback.

35) Use multi-functional elements to provide seating, screening and/or recreational opportunities in the courtyard such as:

   i. Communal gardens to provide residents with the opportunity to interact as well as grow food;

   ii. Amenities for pets, in particular for exercise and relief;

   iii. Opportunities for children to experience cognitive and imaginative play, as well as active play, and;

   iv. Seating for gathering and elderly or mobility challenged residents.

36) Incorporate elements (railings, seating, etc.) that provide amenity and assistance to residents and that are of high quality and made of durable material to minimize maintenance.

Fencing / Screening / Outdoor Lighting



Provide fencing with landscaping to delineate the private realm.



Incorporate pedestrian level lighting that does not pose a nuisance to adjacent residents.

37) Ensure that the height and location of a landscape screen:

   i. Adequately protects privacy to adjacent properties;
   ii. Maintains driving site lines from adjacent roads, maneuvering aisles, parking lots, and;
   iii. Enhances the quality of the streetscape and outdoor living spaces.

38) All screen and fence material should be attractive, durable and contribute to the quality of the residential landscape design.

39) Define public and private space through the use of front and exterior side yard landscape screens or fences.

40) Provide fencing in combination with landscaping.

41) Avoid the use of chain link fences, in particular along street frontages.

42) Provide adequate lighting for all entrances and associated sheltering elements.

43) Provide pedestrian level lighting along all pedestrian routes and open spaces.

44) Design outdoor lighting to minimize light pollution and ensure lighting glare does not pose a nuisance to adjacent residences, pedestrians or motorists and/or visible from the public right-of-way or adjacent residential land.

Address and Signage



Ensure the address or signage is visible from the sidewalk and street.

45) Where signage is used to indicate a name of the complex (a courtyard development), it must conform to the *Maple Ridge Sign Bylaw No. 4653-1992,* as amended from time to time. In the event of a conflict between the Maple Ridge Sign Bylaw and these guidelines, the Bylaw shall take precedent.

46) Integrate and complement the address and/or signage design and materials to the scale and architectural detail of the building(s). With this, each unit address should be clearly identified and lit.

47) Ensure the address and signage (if a courtyard development) is visible from the street and clearly outlines unit location without being visually obtrusive yet accessible to emergency and other services.

Vehicle Access, Parking and Circulation



Locate parking at the side or rear.



Recess parking from any front façade.



Utilize permeable paving materials or use of parking strips to reduce paved areas and increase absorption of water run-off.

48) Locate parking and servicing in the building, or to the rear of the site with access from a lane, or flanking street for corner lots. Where a parking garage fronts a street, recess the parking from the front façade of the building and not protrude beyond the front entrance of a unit.

49) Provide architecturally compatible and adequately screened attached and detached parking structures.

50) Reduce the visual impact of parking and parked cars.

    i. Design parking areas to be no greater than half the width of the full front façade of the building.
    ii. Minimize the visual width of the driveway through the use of landscaping strips, trees, building edges, pedestrian pathways adjacent to the parking area, and use of pavement treatment.
    iii. Enhance the appearance of garage doors by using quality materials and details that work with the rest of the development.
    iv. Where cantilevered car ports are installed, ensure posts are set back and foundation reinforced.
    v. Pair one driveway for two units instead of one driveway each.

51) Minimize impervious materials for surface parking and design to provide additional outdoor flex space when not used by cars through permeable pavement or alternative surface treatments.

52) Conform road grades, streets, lanes and driveways to the existing grades as closely as possible to ensure minimal disruption of slopes and vegetation.



Minimize parking and incorporate into the building structure.

53) Parking plans must conform and align with the *Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 - 1990, as amended from time to time*. In the event of a conflict between the Maple Ridge Off-Street Parking and Loading Bylaw and these guidelines, the bylaw shall take precedent.

Refuse, Recycling and Service Areas



Refuse, recycling and service areas should be easily accessible with the ability to be stored in an individual garage or enclosed area.



Locate building systems to minimize noise, exhaust, etc.

54) Locate refuse, recycling and service areas to be:

   i. Inside each unit (garage) or common indoor service area;
   ii. Easily accessible to residents and service vehicles;
   iii. Incorporated into the overall design of the development, and;
   iv. Animal resistant.

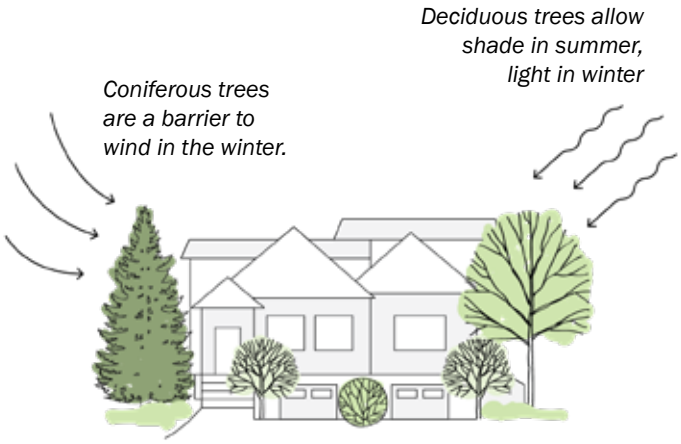
   For convenience and efficient use of space, two residential units may have a shared or combined space. Recycling and solid waste must be in accordance with *Maple Ridge Solid Waste and Recycling Regulation Bylaw No. 6800-2011*, as amended from time to time.

55) Provide a structure designed to be compatible with the architecture of the building and screen from public view, all garbage, recycling or other waste containers when waiting for pick-up to avoid containers being left on the street and that allows for adequate maneuvering space for refuse removal vehicles.

56) Locate ancillary devices, such as building ventilation systems to minimize noise, exhaust nuisances or setting off carbon dioxide detectors.

57) Install one set of service connections for multiple units (i.e. one water meter) to maximize efficiency and minimize visual impacts of services.

Energy Efficiency and Conservation



Plant energy efficient landscapes.



Use energy efficient lighting with motion sensors to avoid unnecessary use.

58) Design energy efficient landscapes. This can be accomplished through:

   i. Use of native and/or drought-resistant species;
   ii. Design the landscape to moderate the effect of wind;
   iii. Locate deciduous trees on the south side of buildings to provide shade and minimize unwanted heat gain during summer and to provide solar access and passive solar gain during winter;
   iv. Allow natural draining to occur throughout the site;
   v. Allow daylight into the buildings, and;
   vi. Redirect water from rooftop runoff and downspouts into vegetated areas or rain barrels for later irrigation use.

59) Consider microclimate conditions created by surrounding existing and planned buildings for the selection and placement of trees and other plant material.

60) Use energy efficient heating, air conditioning and ventilation systems.

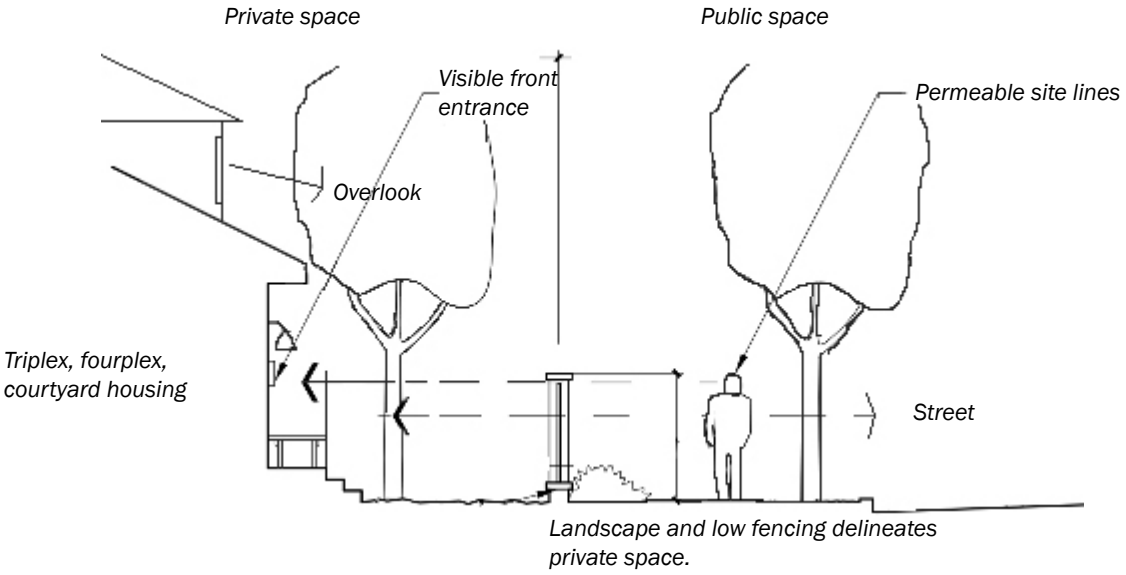
61) Utilize energy efficient light fixtures, such as LED or solar powered lights, and avoid unnecessary use by incorporating timers, photo sensors or motion detectors.

62) Reduce building energy consumption through the use of alternative energy sources and of high-quality durable materials with a long lifespan, where possible.

63) Solar energy devices are encouraged. In *Residential and Commercial* zones, solar energy devices shall be permitted provided that:

   i. the device shall be attached to either a principal or accessory building;
   ii. the device shall not extend above the ridgeline of the roof, and;
   iii. the device shall not extend beyond the outermost edge of the roof.

Safety & Hazards



Transition from public to private spaces and provide privacy while still creating opportunities for casual surveillance.



Provide good opportunities for natural surveillance (porches, balconies, etc.).

64) Design developments to maximize opportunities for natural surveillance, allowing people to easily view what is happening around them during the course of everyday activities.

65) Incorporate Crime Prevention through Environmental Design principles into the design with convenient, safe, identifiable and universally accessible access routes to building entrances.

66) Design buildings to minimize the visual impacts of elevation due to flood construction level (FCL) requirements within a floodplain, such as landscaping to transition grade changes, use of retaining walls, terracing and rockeries, raised courtyards, porches, etc.

Accessible Design



Include some units that maintain barrier free access as part of the overall development (i.e. zero-step design, wide pathways and doorways, etc.)

67) Include developments with units that have barrier-free access or can be easily adapted to support universal accessibility[1], and include consideration for the design of common open areas, sidewalks and pathways (wide enough for wheelchairs and scooters), slope, step riser heights, grade changes and appropriately located curb cuts/curb let-downs.

68) Utilize best practices for universal design and design layouts for identified accessible units (i.e. layouts with a Master Bedroom on the same floor as the Main Living area, and one-level units in conjunction with split level units).

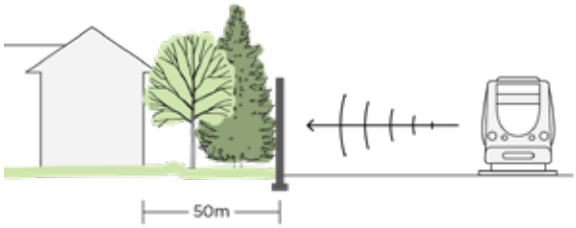
69) Consider interior details and finishes (e.g. door hardware, flush thresholds, wider doorways, lever door handles, coloured entry doors, an accessible washroom on the main floor, heights of light switches, electrical outlets and fixtures and non-slip flooring throughout).

70) Consider exterior details and finishes, including zero step entry, adequate lighting, signage, non-slip paving, and accessible parking stalls to accompany identified units.

71) Design that allows for low- maintenance building and landscaping materials associated with accessible units or units targeted to those with accesibility challenges.

1 *Universal accessibility - Zoning Bylaw Definition: means an accessible and unobstructed area or areas available for use by all the building's inhabitants; having no slope greater than 5%; providing for greenery, gardens, recreational space and other leisure activities normally carried on outdoors.*

Noise and Vibration



Incorporate noise abatement and vibration mitigation measures for new development adjacent to rail lines

72) Design and construct buildings to maximize sound attenuation between units, between public roads and units, and between adjacent land uses and units.

73) Consider noise abatement and vibration mitigation measures for all new building construction within 50 meters of the railway corridor.

    i. Assess the level and impact of noise and vibration on a development site by a qualified acoustics and vibration consultant through the preparation of a noise and vibration impact study, undertaken early in the process.
    ii. Assess the impact of all noise and vibrational sources affecting the development site and provide recommendations for noise abatement and vibration mitigation for the site.

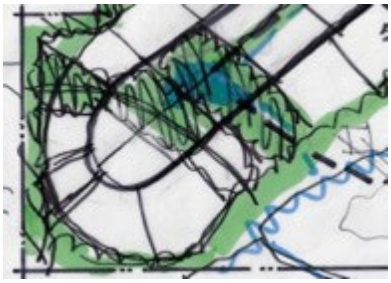
SCHEDULE 2

YENNADON LANDS EMPLOYMENT PARK

DESIGN GUIDELINES
















MAPLE RIDGE
British Columbia

Draft: v4 April 5, 2022

ACKNOWLEDGEMENTS

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and
and the residents of the Yennadon area, and other Maple Ridge community residents
who helped shape these design guidelines

These design guidelines were completed by the
City of Maple Ridge
in association with
Michael von Hausen, FCIP, CSLA, LEED AP
MVH Urban Planning & Design Inc.

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Design Guidelines Guide

Overview

These guidelines are specific to the Yennadon Lands Employment Park. They are unique in that they direct development in a neighbourhood sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood. In the past, industrial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. The City of Maple Ridge wants to prevent those negative consequences as much as possible.

In the case of the Yennadon Lands Employment Park, the intention is to bring the right type and size of employment facilities into the neighbourhood, so it increases job opportunities close to home and provides opportunities for new and mature businesses to locate closer to where their employees live. This approach will help residents drive less, walk and bike more, and reduce the overall greenhouse gas footprint that longer commutes create.

At the same time, as reducing commuting and providing space for businesses to grow, the City wants to provide pathways and trails, as well as other natural areas and tree conservation with any contemplated development in this new Employment Park. The scale, character and size of the buildings will also be carefully reviewed to ensure they fit into the valued west coast character of the neighbourhood. Sensitive site planning, landscape buffers, and screening will help these businesses integrate better with the surrounding established residential communities. Finally, access and traffic will be limited to the arterial roads in the area so that local streets are not impacted by the development to the extent possible.

Purpose

Property owners, developers, and consultants including architects, landscape architects and engineers will use these guidelines and the associated design review checklist to shape their development permit applications. City of Maple Ridge staff will measure the development permit applications submissions against the guidelines and checklist to suggest potential improvements. In the end, the City of Maple Ridge wants to make the development review and approvals process as clear and self-evident as possible to help reduce unnecessary delays and assure quality design. Most importantly, the City wants to create an outstanding and sought-after Yennadon Lands Employment Park: a local neighbourhood-sensitive employment area that all residents and businesses can be proud of as a progressive alternative to longer commutes.

How to Use These Guidelines

1. A Development Permit Application will be completed that conforms to the City of Maple Ridge *Zoning Bylaw* requirements and other design standards, regulations, and bylaws including but not limited to the *Maple Ridge Subdivision and Development Servicing Bylaw, the Off-Street Parking and Loading Bylaw, the Strategic Transportation Plan, Tree Protection and Management Bylaw, Natural Features Development Permit Application,* and the *Watercourse Protection Development Permit Application*.
2. The four sections that follow include:
    a. Section 1.0 Design Administration and Framework Policies
    b. Section 2.0 Employment Park Design Concept and Principles describes the approved overall site development concept and the accompanying principles that guide development;
    c. Section 3.0 contains the specific Design Guidelines that apply to individual development parcels; and
    d. Section 4.0 is a summary Design Review Checklist to ensure that applicants have covered all the guidelines adequately.
3. Following staff review, amendments will be required to the Development Permit Application as conditions for approval with the intention of improving the quality of site planning and design.

1.0 Design Administration and Framework Policies

1.1 Intent and Use

1.1.1 These guidelines and associated design guideline checklist will be used to guide development of the Yennadon Lands Employment Park. They will be used by the City of Maple Ridge to review and evaluate Development Permit Applications.

1.1.2 Applicants will respond to each guideline and checklist item that applies to their specific site in the context of the entire development area (see Section 4: Design Review Checklist).

1.2 Administration and Interpretation

1.2.1 The use of the term “City” shall mean “The City of Maple Ridge.”

1.2.2 Where there is conflict with other bylaws, policies, or Area Plans adopted by the City, those bylaws, policies, or Area Plans will have priority over these guidelines.

1.2.3 Where a descriptive section, illustration, or photograph accompanies a guideline, it is provided for information purposes only to enhance the understanding of the guideline.

1.2.4 Where “shall” is used in the guideline, the guideline is considered mandatory.

1.2.5 Where “should” is used in a guideline, the intent is that the guideline is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy or generally be seen as equivalent to the intent of the guideline.

1.2.6 Where the guideline requires submission of studies, analysis, or other information, the City of Maple Ridge shall determine the exact requirements and timing of the studies, analysis, or information.

1.2.7 Bylaws, policies, and regulations will be cross-referenced where possible in these guidelines, but it is up to the applicant to ensure that they comply with all applicable bylaws, policies, and regulations in accordance with the City of Maple Ridge’s requirements whether or not they are mentioned in these guidelines.

1.3 Development Permit Area Application

1.3.1 In accordance with Section 488 of the *Local Government Act*, the City of Maple Ridge is permitted to designate Development Permit Areas to create special requirements for certain forms of development, including the form and character of intensive residential, commercial, industrial or multi-family residential development, and for the protection of natural features and ecologically significant land.

1.3.2 A Development Permit Area is intended to address special development circumstances, and if a property is within a Development Permit Area, certain types of development activity cannot proceed without a Development Permit being issued by Council.

1.3.3 An Industrial Development Permit is required for all new development within the urban area on lands designated industrial on Schedule B of the Official Community Plan other than in those circumstances indicated in in Section 8.4 Development Permit Exemptions. The following form and

character guidelines apply to industrial development on this unique neighbourhood site but are not necessarily appropriate for general industrial uses.

1.4 Site Location, Size and Characteristics

1.4.1 The Yennadon Lands Employment Park is 25.4 gross hectares (63 acres) in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Street. It is bordered by residential land uses on the south and west edges. Thirteen properties make up the Employment Area. The properties range in size from 0.5 hectares (1.50 acres) up to 4 hectares (10.0 acres).

1.4.2 The west side of the Yennadon Lands Employment Park has newer urban residential homes on standard single-detached lots. On the southwest edge of the Employment Park, set back from Coho Creek, are clusters of townhomes. Along the south Employment Park of the site are older urban residential lots adjoining the south edge of Coho Creek. East of the Employment Park along 232 Street are large lot homes built on the Agricultural Land Reserve. North of the Employment Park on 128 Avenue are older estate lot homes. On the northeast corner of 232 Street and 128 Avenue is a Petro Canada Service Station and associated commercial uses. The Yennadon Elementary School is also located in behind the Service Station northeast of 128 Avenue and 232 Street.

1.4.3 The northern and western edges of the Employment Park have current large lot residential uses. One small farm is located in the northeast corner of the Employment Park. The balance of the site is vacant, treed, or open fields with Coho Creek and its tributaries running through the south and central part of the site. The open parts of the site have views north to the Golden Ears mountain peaks but much of the potential views are obscured by the existing forested area. The site is relatively flat but is punctuated by mounds and lower wet areas.



Orthographic photo of site and adjoining uses

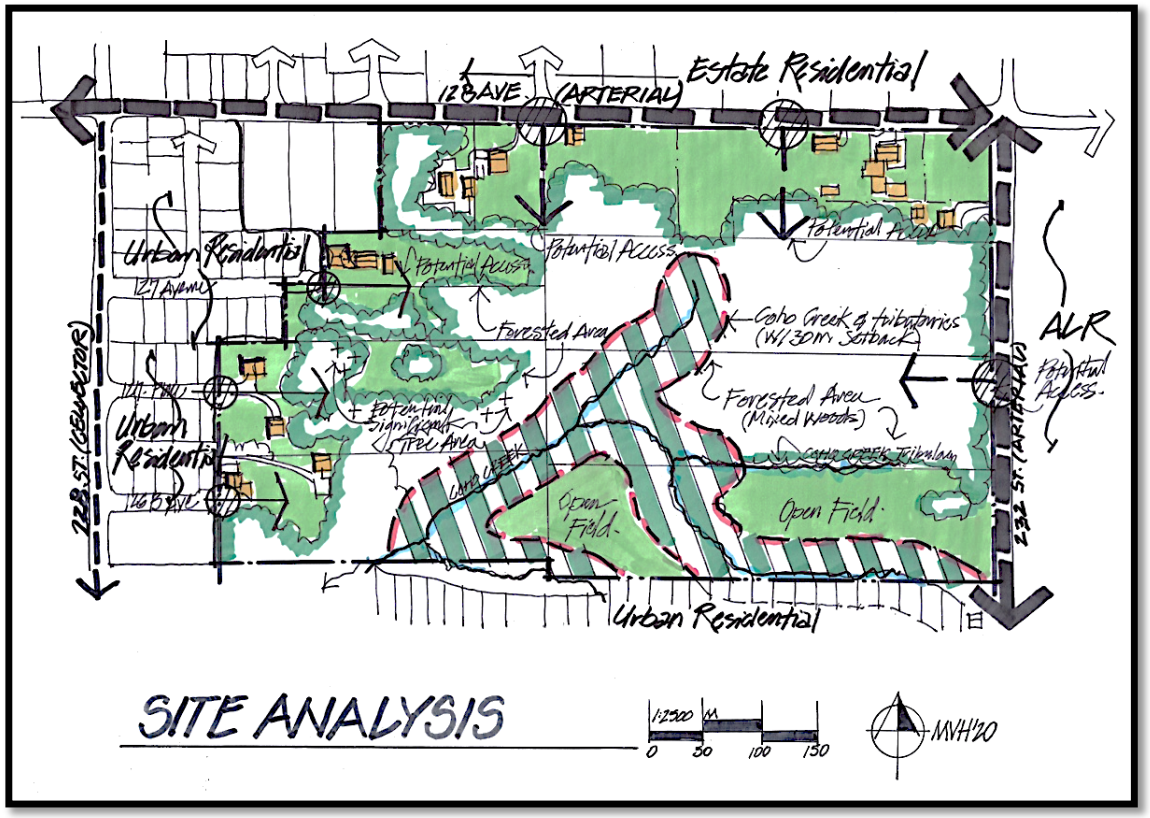
1.5 Watercourses and Natural Features

1.5.1 In accordance with Section 8.9 of the Official Community Plan, a Watercourse Protection Development Permit application is required for all development and building within 50 meters of top-of-bank of all water features such as creeks, wetlands, ponds, or ditches, for the preservation, protection, restoration and enhancement of watercourse and riparian areas. Coho Creek and its tributaries run east to west and northeast to southwest through the site in the south and central part of the site.

1.5.2 Pursuant to Section 8.10 of the Official Community Plan, a Natural Features Development Permit application shall be required for all development and subdivision to ensure the protection, restoration, and enhancement of the natural environment.

1.5.3 Outside of dedicated watercourse and natural feature protection areas, restrictive covenants shall be utilized to assist with protection of tree retention areas, and high risk natural hazard areas, where necessary.

1.5.4 Re-designation to a "Conservation" land use designation within the Official Community Plan shall be required through a future rezoning application.

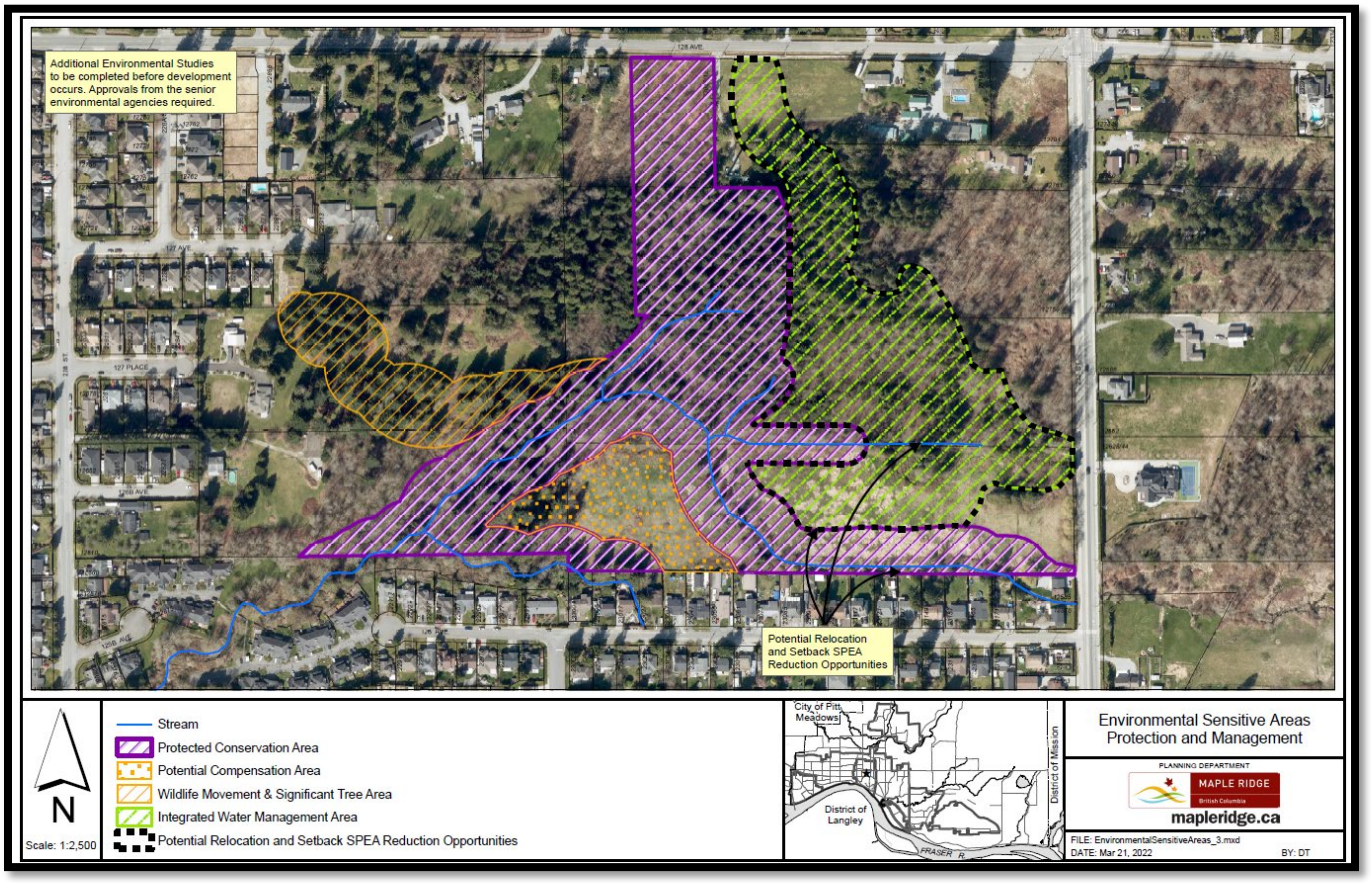


Summary site analysis and core Coho Creek Conservation Area

1.5.5 The City's Tree Protection and Management Bylaw will apply to the tree retention, removal, and replacement requirements for each development application as the majority of the site is covered with dense mixed forest of deciduous and coniferous trees. There are a few clusters of what appear to be significant Western Red Cedar and Hemlock tree stands near the west edge of the site. There

could also be further specimens, but a detailed tree inventory and management plan would be required to confirm their value and condition.

1.5.6 As per municipal requirements and legislative requirements of senior environmental agencies Coho Creek is fish-bearing and therefore requires a 30-meter setback with a 15-meter setback along the south side of the tributary where it abuts historical residential properties facing 126 Avenue on the east side of the site. The surrounding riparian corridor provides an important refuge to a variety of fish, wildlife and flora species and it provides an important wildlife movement corridor through the site. It helps provide greenway connections east and west and north to south as part of a larger watershed sub-catchment area. No buildings, impervious surfaces, infrastructure or site disturbance are permitted in this setback area.



Yennadon Lands Employment Park Environmental Sensitive Areas Protection and Management Concept

1.5.7 The Municipal Streamside Protection Regulation setbacks are determined with the assistance of a qualified environmental professional of record. Variances, relocations, or disturbance shall require input from senior environmental agencies. Wetlands and water management areas shall be evaluated by a qualified environmental professional along with the assistance of the Provincial WSA and the City.

1.5.8 Portions of these sensitive water management areas are potentially considered to be developable, but site designs must include consideration for integration of naturalized stormwater designs within these areas. Senior environmental agencies have noted a willingness to consider some development within the identified water management areas outside of protected headwater habitat

areas on condition there is a significant effort to retain contiguous headwater areas/wetland features and clusters of healthy trees around headwater areas.

1.5.9 There is a remnant central “island” of land in the south-central area of the site that may be considered for the east tributary stream compensation and a reduced setback to 22.5 meters for the balance of Coho Creek. A further environmental study shall be required to confirm the merit and feasibility of the various creek management and compensation options.

1.6 Access and Transportation

1.6.1 128 Avenue connects to the Golden Ears Bridge to the west and 232 Street connects south to Abernethy and Dewdney Trunk Road. Each of these roads will provide limited access to the site and no direct single-site access. Further road-widening dedication and improvements will be required as a condition of development and appropriate road standards for interior roads.

1.6.2 Transportation Impact Assessments are required through the development application process.

1.6.3 Where possible, innovative solutions to school related congestion issues will be considered.

1.6.4 Where feasible, developments are encouraged to align with the Transportation Demand Management Guidelines for Development in Metro Vancouver, as amended, in conjunction with the City’s Off-Street Parking and Loading Bylaw and Zoning Bylaw, as amended.

1.7 Trails, Open space, Parks and Recreation

1.7.1 A gravel horse trail runs along the south side of 128 Avenue adjoining the site. There are some informal trails by residents on the western edge. There are regional and municipal plans for a comprehensive bike lane and walking path for both 128 Avenue and 232 Street in the future that will incorporate bike lanes and a sidewalk/trail network.



A gravel horse trail is located along the south side of 128 Avenue and informal trails exist on the west edge of the site adjoining the residential area

1.7.2 A natural interconnected pathway and trail system is shown on the concept plan (Section 2.1) for the site that connects to the surrounding neighbourhoods. The trails should be slightly elevated to avoid flooding and may require elevated boardwalk sections in some of the riparian areas near the stream or in particularly low wet areas. In addition, should pedestrian bridges be required, these

bridges should be designed and constructed so that they create minimum disturbance in the riparian areas.

1.7.3 Where possible, trail and greenway development considered for the plan area will align and support the objectives identified in *Regional Greenways 2050*.

1.8 Stormwater Management

1.8.1 Any development shall demonstrate compliance with the City's stormwater management requirements as outlined in the drainage section of the City's Design Criteria Manual and in accordance with Provincial and Metro Vancouver design standards.

1.8.2 Stormwater management strategies shall be coordinated with geotechnical recommendations, environmental protection areas, and tree retention plans as protected watercourses, surrounding wetland habitat, and water management areas will be the major recipient of seasonal groundwater and stormwater runoff.

1.8.3 Green infrastructure solutions must be incorporated into the stormwater management plan.

1.8.4 Water quality treatment for runoff from roads/parking areas is required before it enters into protected setback areas and into the more sensitive water management areas zones.

1.8.5 A bio-pond is required on at least each half of the Yennadon Lands (eastern portion and western portion) to provide for community detention and water quality treatment prior to discharge to the Coho Creek or existing municipal drainage system.

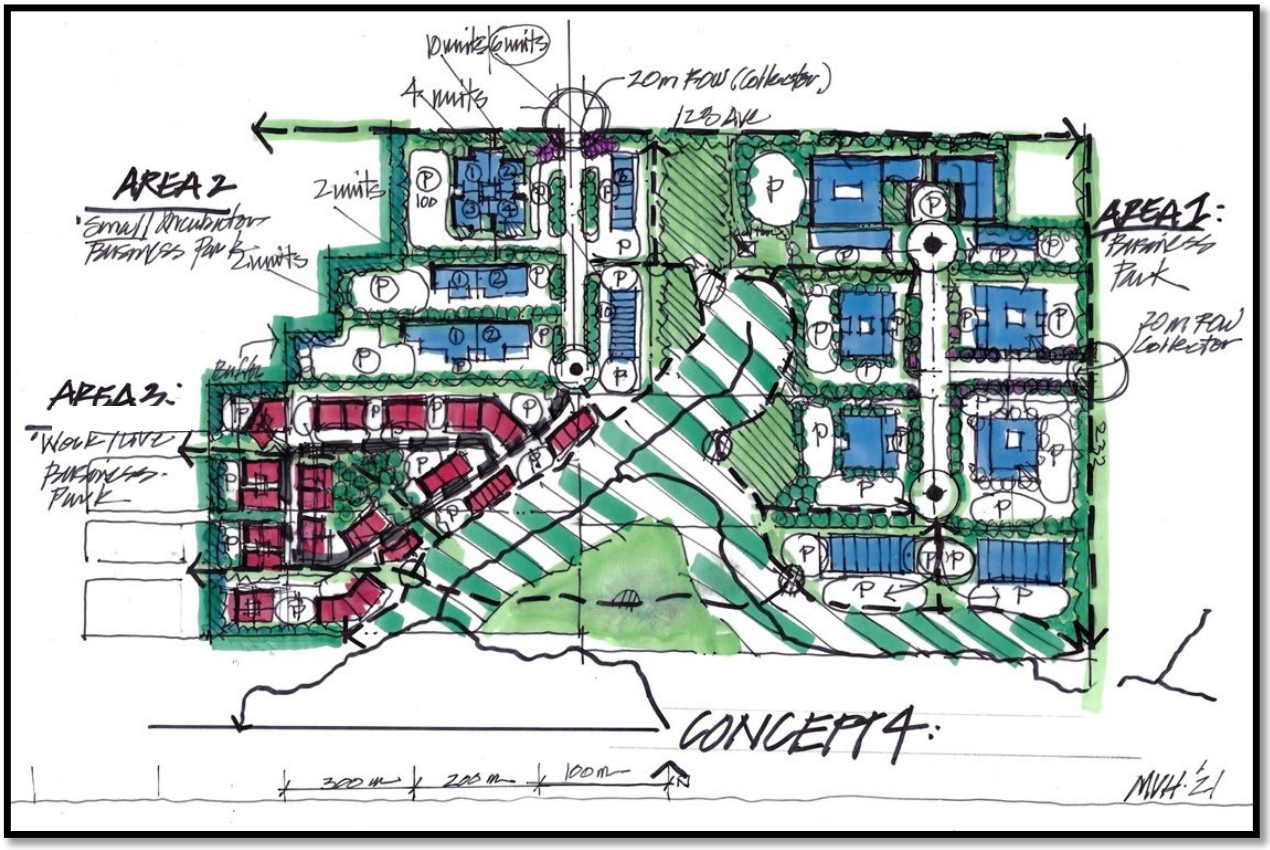
1.8.6 For fish-bearing water courses, any stormwater flow shall be filtered and scrubbed via biofiltration and exfiltration on developable portions of the site before it enters into protected sensitive areas.

2.0 Employment Area Development Concept and Principles

2.1 Employment Area Development Concept

2.1.1 **Complete Yennadon Lands Vision: Live, Work, and Play with Nature**
The intent is to create a complete neighbourhood where residents and business owners can live, work and play within a five to ten-minute walk or bicycle ride of their residence. This employment area should be uniquely smaller scaled to fit with the surrounding neighbourhood, offering the potential for a variety of smaller scaled buildings with limited building heights and sizes. Residential uses will be limited to potential work/live units in the west sector (see Development Concept Plan below).

2.1.2 **Nature and Eco-Industrial Network Potential:** The natural environmental area of the site will be conserved as the Coho Creek Conservation Area with the required 30 metre setback areas to buildings and trails along its edges. The employment area will be linked by trails and natural open spaces, which in turn will be connected to the adjoining communities. Businesses are also encouraged to form an Eco-industrial Network to minimize waste and optimize the "circular economy" where waste becomes a potential raw material for another local business. (see Eco-Industrial Park Handbook:
https://openknowledge.worldbank.org/handle/10986/31456
and article; https://link.springer.com/article/10.1007/s10098-016-1224-x)



Yennadon Lands Employment Park Development Concept

2.2 Guiding Principles

2.2.1 **Suitable Mix of Employment Uses:** The employment area will need to have an appropriate mix and size of employment uses to generate suitable levels of job creation while still affording a sensitive transition to the surrounding residential uses.

2.2.2 **Neighbourhood Business Scale and Character:** The design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts. The building form will be more of a residential height and massing in the western area with generous landscape retention and reduced parking if possible. The eastern area may have larger and more conventional light industrial buildings.

2.2.3 **Innovative Mixed Uses:** The development of this site may include a mix of employment uses.

2.2.4 **Environmental Sensitivity:** Coho Creek will be dedicated to the City and protected and enhanced with the appropriate setbacks and a progressive stormwater management system on site.

2.2.5 **Trail Network:** A comprehensive trail network will connect to the adjoining communities and provide a rich amenity for both the businesses and residents to enjoy, promoting a healthy and walking/biking culture.

2.2.6 **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units so they can adopt and consolidate or expand over time.

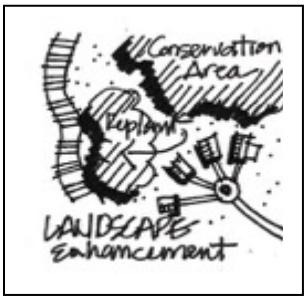
2.2.7 **Climate-Change Responsive**: The infrastructure and servicing will be designed for increased storm flows and special events.

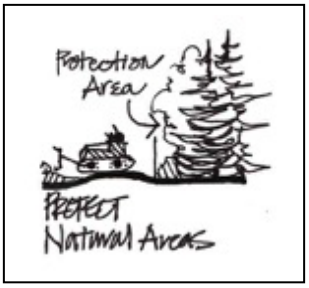
The intention is that each of the businesses will be part of a greater community that engenders environmental stewardship, economic prosperity, and social responsibility as core to their values.

3.0 Design Guidelines

3.1 General Guidelines: Site Planning Essentials

The following are requirements for each Development Permit Application:



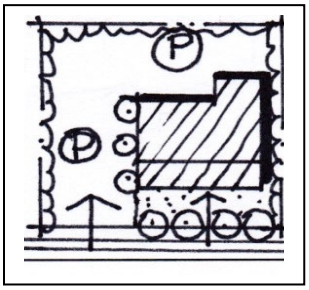


3.1.1 **Minimize site disturbance and enhance natural features**
The site is sensitive to any alterations of the landscape, especially those areas adjoining Coho Creek. There shall be no disturbance within the stream setback area. Other areas with significant trees will be retained where possible and enhanced with native planting.

3.1.2 **Locate building and parking to minimize impact on natural areas**
Buildings and required parking shall be located outside the stream setback area. Additional parking or storage areas can be completed with pervious surfaces and surface storage to permit temporary retention, subsurface water recharge and reduce off-site erosion. Any trails or pathways should be located outside the stream setback area.

3.1.3 **Locate buildings close to the streets with pedestrian access**
Since this area is intended to be pedestrian friendly and residential scale on the west portion of the site, buildings will be required to meet the minimum setback requirements unless visitor parking is proposed in the front yard setback. Direct pedestrian pathway access from the street and parking to the building will be required.

3.1.4 **Create adequate building weather protection and passive solar gain**
Broad overhangs and other methods to protect the building and pedestrians shall be required as part of a genuine west coast approach to design of the buildings and landscape.



Parking to the side and rear of the building; visitor parking may be in front.

3.1.5 **Locate main employee parking to the side and rear of the site**
Only visitor parking will be permitted in the front yard area. Other parking is required to be located in side yards or rear yards.

3.1.6 **Locate storage, service and loading to the side and year of the site**
Storage, service and loading are required to be located to the sides or rear of the property to minimize potential conflicts with visitors and pedestrians as well as reduce undesirable visual impacts.

3.1.7 **Manage stormwater on site**
Rainwater management will be important so that Coho Creek will receive unpolluted water and nurture the local fish population. No excess runoff will be permitted from any site and will be retained on site in the event of a storm or other rain event in accordance with City of Maple Ridge Design Criteria Manual and environmental standards. The use of Green Infrastructure must be incorporated in to the site designs.

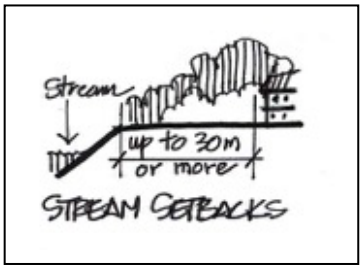


3.1.8 **Create a landscaped strip at the front, rear and sides of site**
To buffer the visual intrusion of larger buildings, storage, and parking, a landscape strip will be required along the front yard, side yards and rear yard. The specifications for planting, width, and fencing are included in the Specific Guidelines that follow. Landscape design plans should be coordinated with the stormwater management plan to utilize vegetation to address retention, detention and water quality.

3.2 Specific Guidelines and Standards

These guidelines generally follow the *M7 Employment Park Industrial Zone* requirements within the City of Maple Ridge *Zoning Bylaw No. 7600-2019* and may be more specific in some cases to attain the Yennadon Lands Employment Park Development Concept and Guiding Principles (Sections 2.1 and 2.2 of this document).

3.2.1 Overall Site Planning



3.2.1.1 The minimum development setback from Coho Creek is 30 metres. No buildings, improvements, or site disturbance are permitted in this setback area. The development setback area will be defined by the measurement from the top of bank of Coho Creek and require *Natural Features and Watercourse Protection Development Permits.*

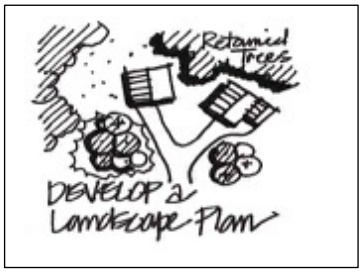
3.2.1.2 The undeveloped portion of the lot shall have all erosion and sediment control mitigation measures in place and be in compliance with the Maple Ridge *Watercourse Protection Bylaw No. 6410-2006,* or as amended.



3.2.1.3 Developments are encouraged to incorporate Low Impact Development (LID) techniques into site planning. Applicants should consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas.

3.2.1.4 All landscaping areas shall meet or exceed the Metro Vancouver Regional District Stormwater Source Control Design Guidelines 2012, or as amended.

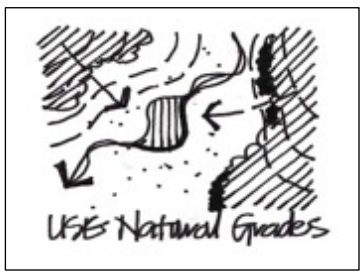
3.2.2 Overall Landscape Plan



3.2.2.1 A registered British Columbia Landscape Architect shall develop a Landscape Plan for each parcel.

3.2.2.2 The landscape plan is to retain and enhance the natural settings as much as possible with no disturbance to the natural areas to be conserved outside the building sites. Landscape elements should follow an informal design and be understated.

3.2.2.3 Landscaping on site shall provide definition to pedestrian corridors; adequate screening between sites; soften the transition between adjacent uses; and create interesting views and focal points in and to other parts of the overall employment area including the central natural area.



3.2.2.4 Landscape design shall extend and complement the central natural area of the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting, where appropriate.



Landscape for energy efficiency and conservation

3.2.2.5 The scale and location of plant material shall complement and be consistent with the scale and massing of the building(s) and the street trees.

3.2.2.6 The Landscape Plan shall include vegetation and trees to be retained and protected during construction by distinct fencing (Section 3.2.5).

3.2.2.7 Site grading and excavation should retain topsoil on site and create the least site disturbance where possible.

3.2.2.8 All final site grading must match adjoining, undisturbed natural grades and should be integrated with the stormwater master plan.

3.2.2.9 The Landscape Plan should consider energy efficiency and conservation in the selection and placement of plants including the following:

3.2.2.9.1 Providing shade in the summer and light in the winter to the buildings through deciduous tree planting;
3.2.2.9.2 Allowing daylight to active building frontages;
3.2.2.9.3 Permitting natural drainage and ground-water recharge through the placement of planting and planting beds; and
3.2.2.9.4 Redirecting rainwater from rooftop runoff into vegetated areas or rain barrels for later irrigation use.

3.2.3 Landscape Strips and Screens



3.0 metre landscape strip in the front yard and exterior side lot



3.0 metre landscape screen in the side and rear yards

3.2.3.1 A landscape strip is required at the property line along the street front and exterior side lot. Visitor parking is permitted in the front yard only in addition to pedestrian access to the building.

3.2.3.2 A recommended selection of native trees, shrubs and groundcovers are recommended to cover at least 75 percent of the ground in this landscape strip area. The balance is recommended to be natural grasses or no-pesticide lawn grasses. Low shrubs (planted at 1.0 metre minimum on centre and trees at a maximum 7 metres on centre) should be planted to screen parked cars but allow visual access to the building for safety purposes.

3.2.3.3 All planting on the property shall be native, water-conserving, herbaceous and/or woody plant species suitable for the City of Maple Ridge.

3.2.3.4 A landscape screen is required in the side and rear yards and along any lot line edge where a trail is required. These buffer/screen strips shall be planted with native evergreen species and are to be continuous and solid adjoining residential uses.

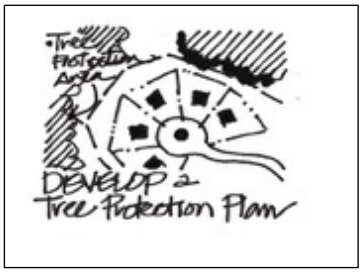
3.2.3.5 It is recommended that Building Owners and Tenants maintain the planting media and plant material in accordance with generally accepted landscape maintenance practices, and replacing each as necessary.

3.2.4 Tree Retention and Replacement



3.2.4.1 A tree survey is required by a certified arborist to determine recommendations for tree retention, removal and management in accordance with the *Tree Protection and Management Bylaw No. 7133-2015.*

3.2.4.2 A Tree Management Plan should be developed as part of the required Landscape Plan to minimize disturbance on the site and reduce associated development costs in accordance with the *Tree Protection and Management Bylaw No. 7133-2015.* . If the tree plan is coordinated with storm water management, site grading, road layout, and building layout, site development costs should be reduced.



3.2.4.3 Groups of trees should be retained to protect against potential isolated tree hazard situations. Associated vegetation at the base of trees should be retained to minimize disturbance of existing soil conditions.

3.2.4.4 Trees on adjacent property must not be cut, pruned or have roots severed or disturbed during construction. Large tree roots encroaching on construction areas shall be left intact up to the foundation. Fill or any other material shall be kept well clear of existing trees. Foreign materials and substances should be prevented from entering or leaching into soils and definitely not be stored or placed in the tree protection areas. At the same time, root systems of retained trees shall be protected from compaction and grade changes.

3.2.4.5 All trees identified for preservation shall be protected during construction unless it is otherwise demonstrated that they are a safety hazard or require removal to accommodate an approved building or structure in accordance with the *Tree Protection and Management Bylaw No. 7133-2015.*

3.2.5 Fencing

3.2.5.1 No fencing is permitted in the front yard and external side yard areas, except treatments like low decorative wood rail fencing as part of a coordinated landscape plan to a maximum of 1.2 metres.



Chain-link fencing integrated with evergreen hedge

3.2.5.2 Fencing is limited to the internal side yards and rear yard areas and shall not exceed 3.6 metres.

3.2.5.3 Fencing adjoining residential areas shall either be constructed with materials consistent with fence materials and design generally used in the residential neighbourhood or can be chain-link fencing if complemented by a solid evergreen hedge on the outside of the fence.

3.2.5.4 Any fencing will meet the requirements of *Section 403 – Visual Clearances at Intersections of the Zoning Bylaw.*

3.2.6 Street design standards and pedestrian connections

3.2.6.1 Collector standard roads are required in accordance with the Subdivision and Servicing Bylaw, as amended from time to time.

3.2.6.2 There shall be a separate pedestrian sidewalk connection between the street and the front door of the building or buildings.



Trail with 2.5 metre with and 250 mm shoulder

3.2.6.3 It is required that a trail network as shown on the concept plan be provided along the Coho Creek setback area and through the development to connect up to the residential areas south and west of the site and with the proposed multi-use trail along 128 Avenue and 232 Street.

3.2.6.4 A 5.0 metre dedicated public-right-of-way shall be required along the Coho Creek setback areas and between properties to permit an interconnected trail system and as an amenity to businesses and residents.

3.2.6.5 Standard trail/pathways include a 2.5 metre pathway with a 250 mm shoulder on both sides (see Figure 2 below).

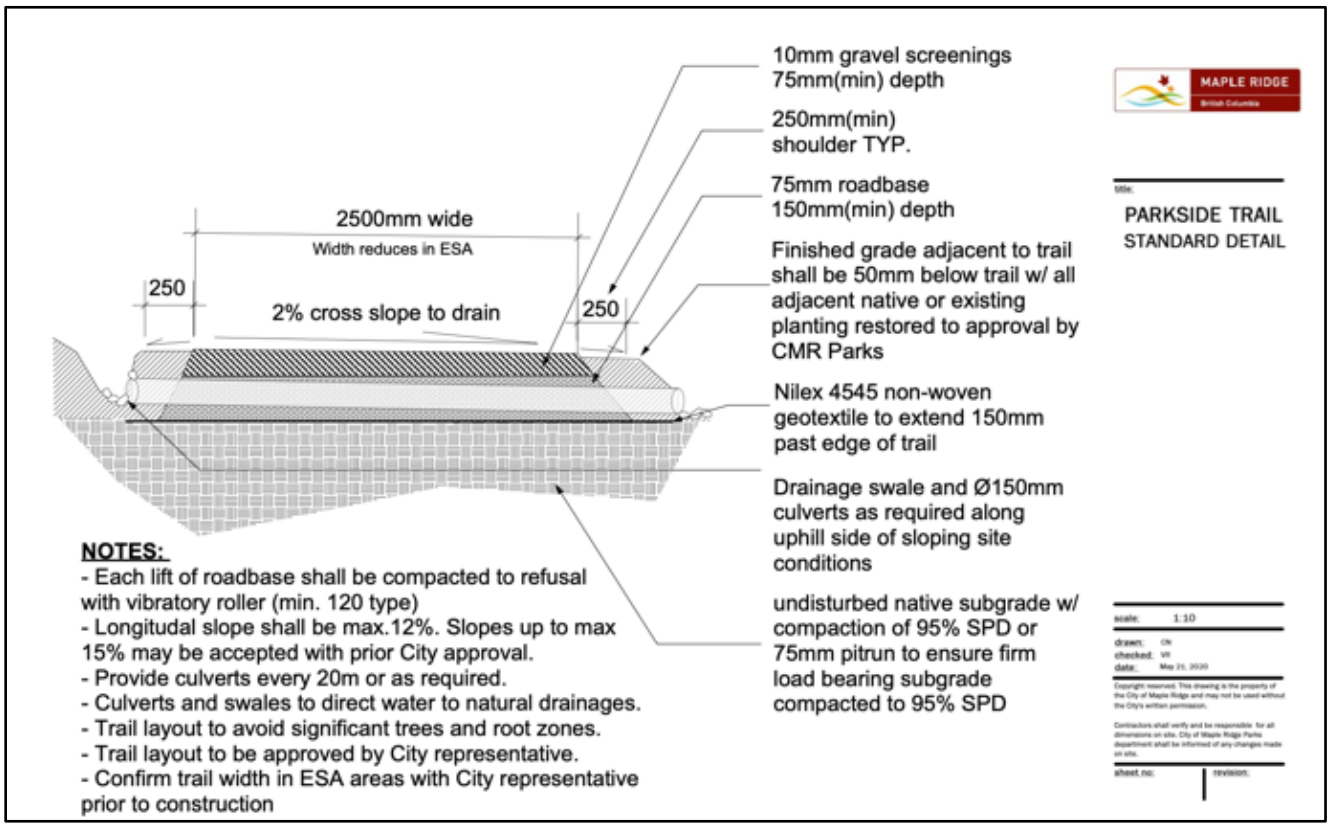


Figure 2: PARKSIDE TRAIL Standard Detail

City of Maple Ridge standard cross-section for trails

3.2.7 **Entrance Gateways**

3.2.7.1 Entrance gateways shall be located at the entrance of the Employment Park at 128 Avenue and at the entrance to the east section on 232 Street. Gateways are to be set on private property.

3.2.7.2 The gateways shall set and reflect the character of the employment areas and create a distinct recognition of entrance into an employment area through entrance signage and a potential special paving treatment.

3.2.7.3 Materials used in their natural state are encouraged such as stone and wood.



The entrance gateways are to be neighbourhood scale and using natural materials combined with native landscaping

3.2.8 Access and Parking



Visitor parking only in the front yard setback area



Pedestrian access from street to front entrance of building

3.2.8.1 Generally, only one access per property is permitted. Access may be shared with adjoining uses to minimize driveway along the street, but will need to be reviewed on a case by case basis. Additional access widths may be required.

3.2.8.2 Only visitor parking is permitted in the front yard or external side yard areas. All other parking is required to be on the interior side yards or the rear yard areas.

3.2.8.3 Locate disabled parking spaces near the front door of the building, providing ramp or other universal design access.

3.2.8.4 All non-vehicular routes shall meet City of Maple Ridge Accessibility Standards and be fully accessible. Sidewalks and paved pathways shall be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired.

3.2.8.5 Curb cuts and curb let-downs shall be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.

3.2.8.6 Parking areas shall be divided into smaller sections by planting trees every six parking stalls with shrubs and groundcover to break up and green the parking areas.

3.2.8.7 Parking areas shall be graded to direct runoff to the landscaped areas as part of the site's stormwater management plans.

3.2.8.8 A distinct pedestrian pathway connection shall be provided between the parking area and the main building where there are multiple layers of parking.



3.2.9 Loading, service, storage and refuse



Loading and service bays to the side and rear of the building



Screening of service and loading areas

3.2.9.1 Loading and service bays shall be located to the side and rear of the building with access to the side of the building.

3.2.9.2 Loading and service bays shall be screened from adjoining properties.

3.2.9.3 No storage materials shall exceed the height of the fencing and screening.

3.2.9.4 Ensure construction waste is recycled where feasible.

3.2.9.5 A comprehensive waste reduction program is encouraged among landowners that can provide recycling and reuse in close proximity of industrial and commercial owners and/or tenants.

3.2.9.6 Refuse receptacles shall be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weather-proof and animal resistant in accordance with Waste Management Guidelines.

3.2.10 Building size and massing





Buildings shall be scaled appropriately and front the street

3.2.10.1 The front of the building will face the street.

3.2.10.2 It is recommended that the front of the building be articulated with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.

3.2.10.3 The front reception and offices could be lower than the back of house warehouse and storage areas to create pedestrian scale and interest along the street.

3.2.10.4 Ancillary or accessory buildings, including structures used for storing materials or refuse containers should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent and harmonious with the principal building.







The overall concept is to create a green campus of buildings that scale with the neighbourhood.

3.2.11 **Building design and articulation**



West coast architecture with wood, glass, and steel

3.2.11.1 Compatible architecture is encouraged – a range of styles, scale, massing, articulation, and glazing suitable for light industrial buildings with a west coast flair by using wood and steel accents where appropriate.

3.2.11.2 Broad overhangs for weather protection of both building and pedestrians shall be considered.

3.2.11.3 Offices, reception, sales, and other public use areas shall be located at the front of the buildings and face the adjoining street.

3.2.11.4 Main entry areas should be highly articulated with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.

3.2.11.5 Design should incorporate wild-life and bird friendly design. Elements could include:

3.2.11.5.1 Apply visual markers to the exterior of glass surfaces.

3.2.11.5.2 Interrupt reflective glass by increasing the density of external visual markers and/or include adapted fenestration patterns, external blinds, shutters, sunshades, grilles, louvers, or artwork.

3.2.11.5.3 Design corner windows, glass walkways, glass railings and other similar features to reduce the appearance of clear passage to sky or vegetation.

3.2.11.5.4 Dampen reflections by using canopies or sunshades to cover windows at ground level and/or by using screens, drapes or blinds to increase the opacity of clear glass.



No blank walls; walls with texture, glazing, and colours

3.2.11.6 Building shall have no blank walls. Where there are major extents of wall surfaces, glazing, texture, graphics, and colours provide visual interest and break up the massive surface.

3.2.11.7 Mechanical elements on building roofs shall be screened with appropriate materials that blend in with the building design.

3.2.11.8 Natural lighting and ventilation should be maximized where possible by creating windows oriented to sunlight and operable windows for natural ventilation.

3.2.11.9 Energy efficient fixtures, programmable thermostats and lighting are recommended to reduce energy demand and minimize operating costs.

3.2.11.10 The installation of green roofs are supported, where possible and appropriate, providing the owner of the building maintains the roof planting media and plant material in accordance with generally accepted green roof maintenance practices, replacing each as necessary.



Each building shall have an employee amenity area

3.2.11.11 Each site shall have an employee amenity area for the common use of employees and visitors that could include a simple sitting area with shelter.

3.2.11.12 Main building entries should be clearly identifiable from the street or entry driveway.

3.2.11.13 Renewable energy features should be considered, such as solar and geothermal energy where feasible.

3.2.11.14 Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.

3.2.11.15 Bicycle racks and bicycle storage for employees is required to advance bicycling to work. Bicycle parking should be visible, in well-lit areas and the

bicycle racks should be of theft-resistant materials, securely anchored to the ground. In addition, showers and lockers are encouraged.

3.2.11.16 Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.

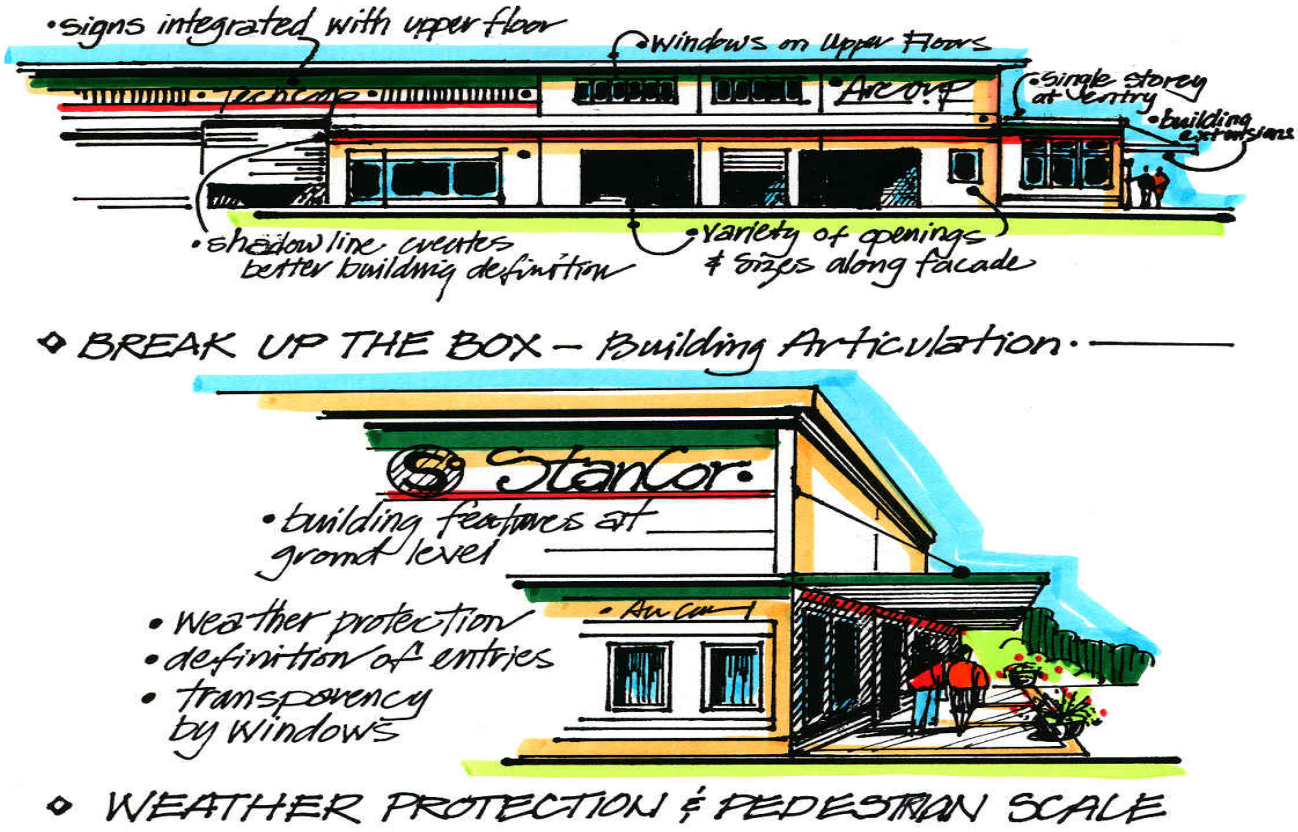
3.2.11.17 Larger sites that are developed with more than one building should provide a weather protected walkway system to connect building entries within the site, and coordinated with adjacent sites if possible.

3.2.11.18 Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.

3.2.11.19 Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.

3.2.11.20 Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.

3.2.11.21 Ground-oriented pedestrian "streets" through large footprint buildings are encouraged to create connections to on-site circulation routes and amenities, consistent with a campus-like high-tech environment. Such circulation through buildings should be clearly identified and designed for use by the public.



3.2.12 **Building materials and colour**



Wood, stone, steel, and glass should be elemental to design

3.2.12.1 Wood, stone, and glass should be elemental to the buildings and building clusters to emphasize the west coast locale and contemporary design.

3.2.12.2 Materials like vinyl, aluminum siding, and brick facing are not preferred or should be only a portion of the building materials. Accents in wood and stone are recommended.

3.2.12.3 Exposed concrete shall be sandblasted or clad in split faced granite or similar material.

3.2.12.4 Construction materials should consider recycled content where possible.

3.2.12.5 Clear or muted colours, used with stains, or earth tone-coloured materials are recommended; accent colours shall be permitted on special building elements such as trim and around the entrance ways.



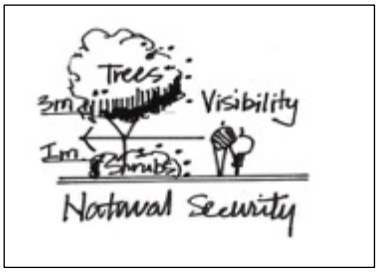






The building materials should help reduce the volume and scale of the buildings to help them fit better into the Yennadon neighbourhood.

3.2.13 **Crime Prevention Through Environmental Design**



3.2.13.1 Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated into site planning and building design by ensuring convenient, safe and identifiable access routes to building entrances, and other principal areas of the site and buildings.

3.2.13.2 Design the site and building so that there is natural surveillance, allowing people to easily view what is happening around them from the parking lots, entrance areas, storage areas and loading bays. Entries and walkways should be highly visible and well-lit with minimum hidden or blind corners.

3.2.14 **Signage and wayfinding**

3.2.14.1 All signage shall conform with the City of Maple Ridge Sign Bylaw.



Signage should complement building design and placement

3.2.14.2 Signage design, materials and message boards should be integrated and complement the scale, colours and materials of the building.

3.2.14.3 In multi-tenant buildings, signs shall be designed to present a unified appearance using a single sign at the entrance and separate signs in a consistent sign strip along the mid-part of the building/buildings.

3.2.14.4 Entrance signs to the site should be ground-mounted and simple in character to display the street number and name of the complex.

3.2.14.5 Entrance signage to the site shall be monument based and shall be combined with landscape design to integrate the sign into the site planning and design.

3.2.14.6 Only one individual tenant sign is permitted in a coordinated sign strip area.



Smaller monumental entrance signage using building materials and west coast look complements a local neighbourhood landscape

3.2.15 **Site Lighting**

3.2.15.1 Lighting shall be designed following a ‘dark sky policy’ with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.

3.2.15.2 Even within the development discreet front entrance lighting and other visitor parking lighting is lower pedestrian scale (LED energy efficient lighting and directed and complements the adjoining street lighting).

3.2.15.3 Security lighting is directed and does not flood-off site.

3.2.15.4 Other accent lighting including up-lighting for the entrance signage, pedestrian pathway lighting, and specimen trees is acceptable and encouraged as part of a unified landscape and building lighting plan.

3.2.15.5 Sidewalk lighting will be coordinated with the street design.

3.2.16 **Landscape Requirements**

3.2.16.1 All landscape methods and materials should meet current BCSLA/BCNTA Landscape Standards.

3.2.16.2 Native British Columbia species should be maximized. Any supplemental planting should be compatible in variety and size.

3.2.16.3 Reference the Watercourse and Natural Features Development Permit and/or the Urban Tree List for Metro Vancouver in a Changing Climate for a lists of potential native landscape plant list.

3.2.16.4 Minimize cultivated, decorative, and non-indigenous plants and lawns. Naturalized landscapes should be the general approach to reduce maintenance, enhance wildlife, and water use.

3.2.16.5 Tall tree species should be located to minimize impact on views from neighbouring properties.

3.2.16.6 All trees shall be provided with a sufficient depth of soil volume to meet or exceed a total of 10m3 of soil volume per new tree planted.



Diversity of native plant materials that grow well in local site conditions is important to the health and growth of the site landscaping


MAPLE RIDGE
British Columbia

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.

North 256 Street Industrial Lands Area Plan

Development Permit Area Guidelines



Chapter 8.17

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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.

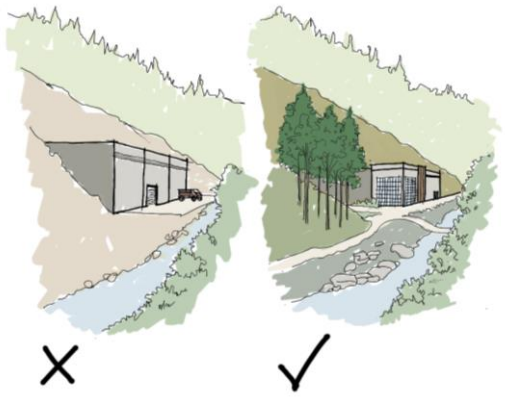
3.4 Character & Quality – Encourage simple, robust forms and materials that age well in an industrial context and express function and civic pride, while also reflecting Maple Ridge's identity.

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

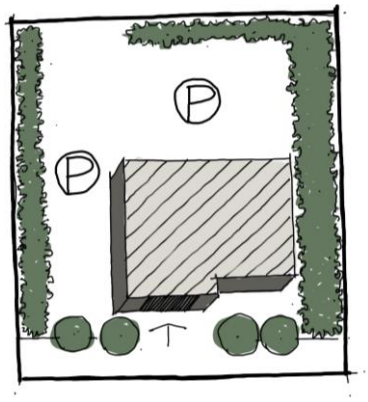
4. Design Guidelines

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.

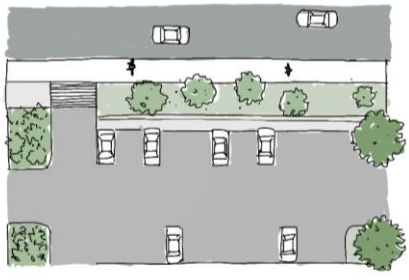


2. Wherever possible, the majority of parking and loading areas should be located at the side or rear of buildings, with access provided from lanes or internal circulation routes.



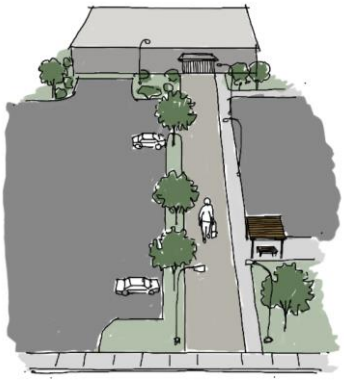
3. Large surface parking areas should be divided into smaller sections to avoid a monotonous appearance. Provide landscaped islands, street trees, pedestrian pathways, building edges, and distinct paving treatments to enhance visual quality.

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.



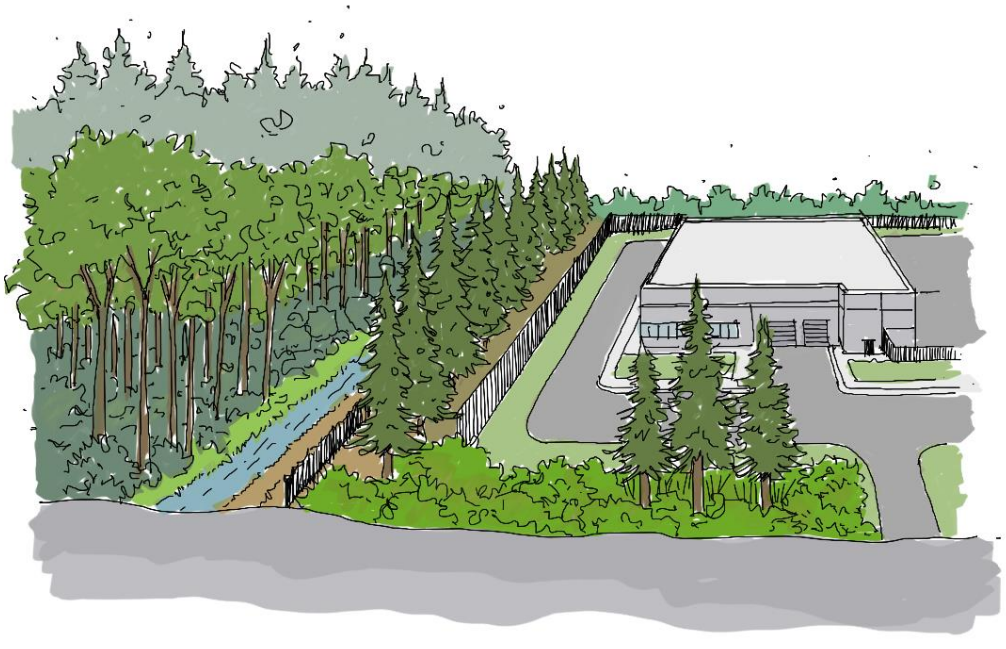
5. Provide clearly defined, direct, and safe pedestrian access from parking areas and public sidewalks to building entrances. Design pedestrian routes to be given precedence over vehicular movement, including marked crossings where necessary.

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.



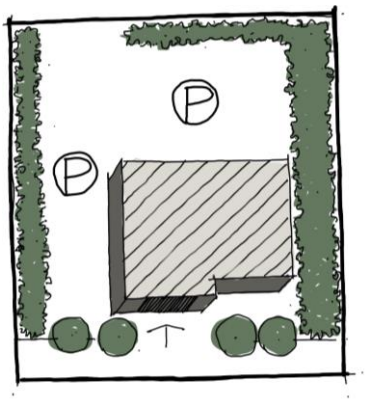
7. Where pedestrian pathways intersect service roads or access routes, crosswalks should be clearly defined using pavement markings, signs, lighting, or traffic signals, where warranted.

8. Provide landscape buffering between industrial sites and conservation, institutional, agricultural, 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.

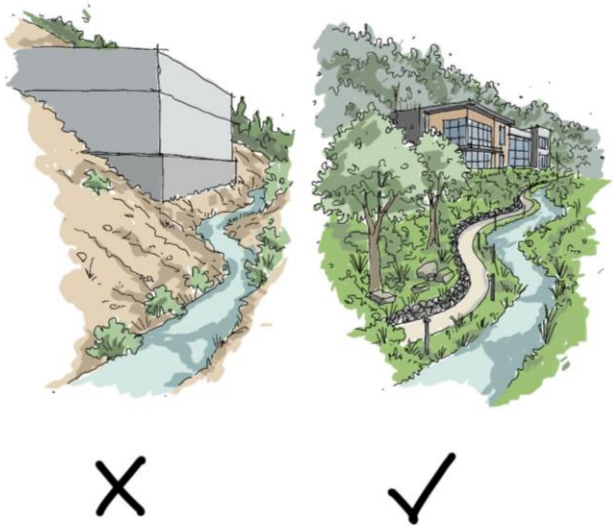
13. Incorporate drought-tolerant, predominantly native planting and integrate rain gardens, bioswales, vegetated swales, and permeable paving to support on-site stormwater management and reinforce natural drainage patterns.

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 and agricultural 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.

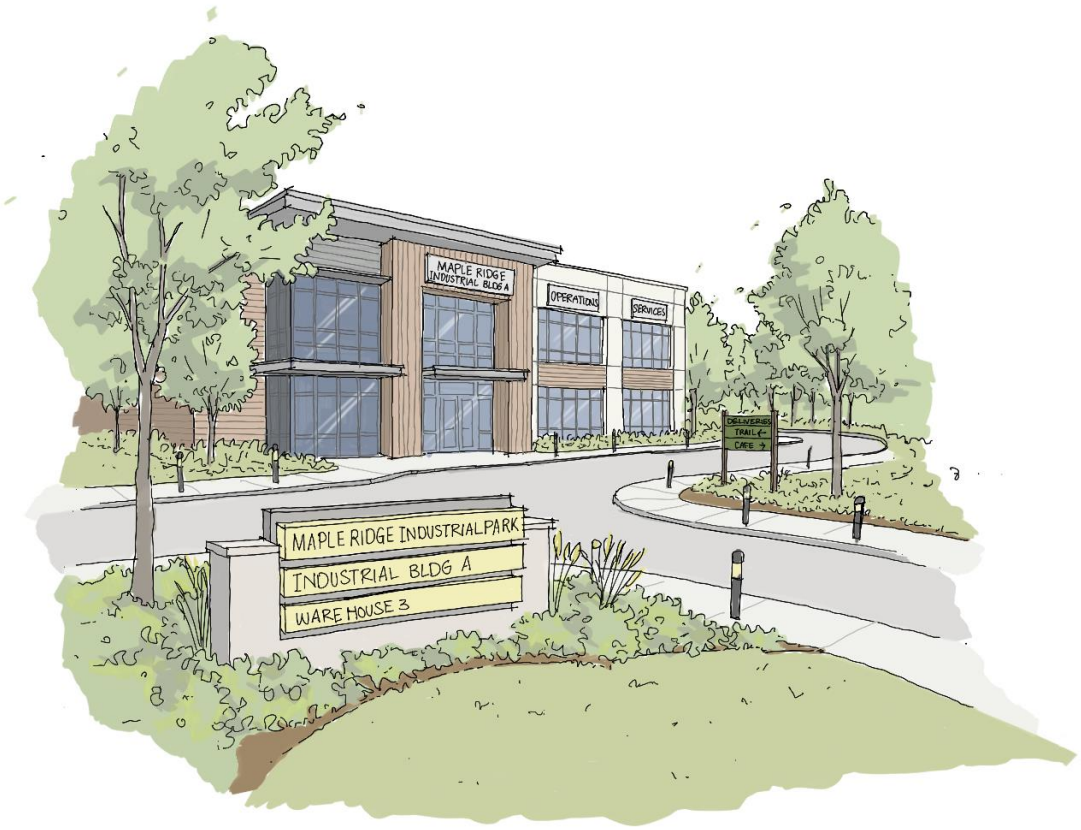
19. A rural edge treatment may be used where appropriate, incorporating larger canopy trees, hedgerows, and split-rail or black-powder-coated fencing to reinforce a restrained rural character.

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

21. Developments adjacent to lands within the Agricultural Land Reserve should respect the farming activity and potential of those lands, and incorporate an appropriate buffer interface such as landscaping between uses, informed by applicable Agricultural Land Commission and Ministry of Agriculture and Food guidelines.

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, agricultural, 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.

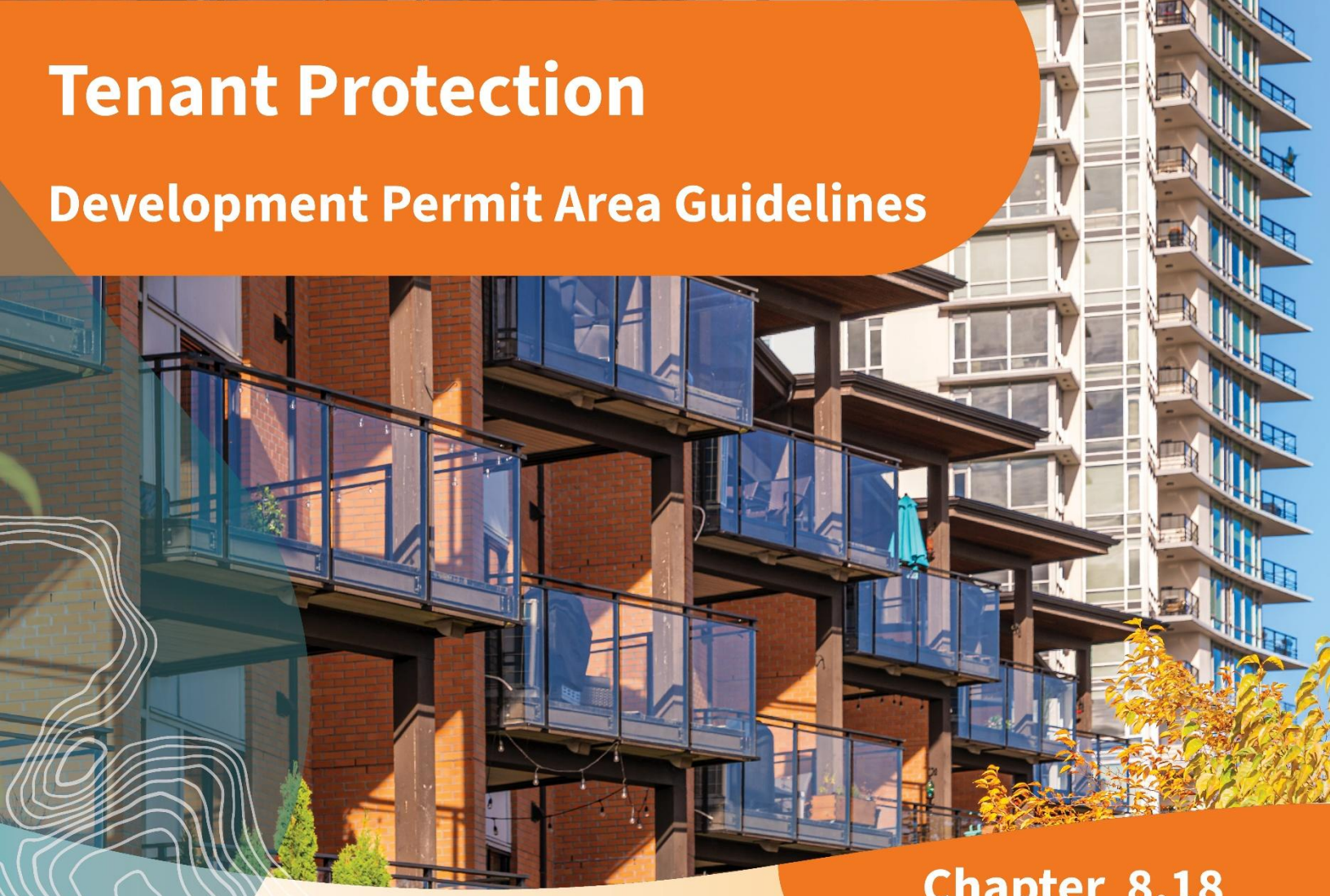
5.7 For commercial node site, active frontage and plaza plan.

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.

Tenant Protection

Development Permit Area Guidelines



Chapter 8.18

8.18 | Tenant Protection Development Permit Area Guidelines

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1.0 | Purpose and Applicability

1.1 Pursuant to Section 488(1)(k) of the *Local Government Act*, the entire city is designated as a Tenant Protection Development Permit Area for the purpose of mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment.

In accordance with Section 63.1 of the *Community Charter*, redevelopment means to demolish residential property for the purpose of constructing a new structure on the parcel on which the property was located, or to partially demolish residential property to the extent that one or more units within the residential property are completely and irreversibility destroyed.

1.2 A Tenant Protection Development Permit is required for the redevelopment of a dwelling unit:

a. That is constructed to be rented under a tenancy agreement; and

b. That shares the same owner with six or more other dwelling units on the same parcel.

1.3 Notwithstanding the above, a Tenant Protection Development Permit is not required for:

a. Property governed by the *Manufactured Home Park Tenancy Act*.

b. Property owned or operated by a public housing body prescribed in the *Residential Tenancy Act*;

c. Non-profit housing co-operatives within the meaning of the *Cooperative Association Act*;

d. Provincial, regional, municipal, or Indigenous government authorities; or

e. Redevelopment associated with a land development application that in-stream when the Tenant Protection Development Permit Area becomes effective.

2.0 | Special Conditions and Objectives

2.1 The following special conditions justify the designation:

a. The City of Maple Ridge is undergoing unprecedented growth, including through redevelopment.

b. Older residential buildings are naturally targets for redevelopment, but also naturally provide some of the most affordable housing in the community.

c. The City of Maple Ridge consistently has a low rental vacancy rate.

d. Tenants displaced from their rental units in relation to redevelopment can encounter substantial moving expenses, higher rents, and disruptions to established social and economic networks in the community.

e. The City of Maple Ridge has adopted a Tenant Protection Bylaw to establish protection measures for eligible tenants when property is redeveloped.

2.2 The following objectives justify the designation:

a. To minimize hardship for eligible tenants displaced by redevelopment.

b. To maintain affordability and housing stability for eligible tenants displaced by redevelopment.

c. The ability to utilize a Tenant Protection Development Permit to impose requirements to comply with the Tenant Protection Bylaw, as amended, consistent with Section 491(11) of the *Local Government Act*.

3.0 | Guidelines

3.1 Compliance with each communication and submission requirement outlined in the Tenant Protection Bylaw, as amended.

3.2 Compliance with each tenant protection measure (e.g., financial compensation, moving assistance, and right of first refusal) outlined in the Tenant Protection Bylaw, as amended.

3.3 Compliance with the Tenant Protection Bylaw, as amended.