



Maple
Ridge



City of Maple Ridge
**Official
Community
Plan**

1.1 | Vision Statement

Corporate Mission statement

To promote a safe and livable community for our present and future citizens.

Official Community Plan Overall Vision Statement

The City will strive to protect its Community Values into the future, as it becomes more vibrant and prosperous, offering residents a strong local economy, stable and special neighbourhoods, thoughtful development, a diversity of agriculture, and respect for the built and natural environment.

Official Community Plan Principles

Maple Ridge residents have identified 45 community principles that reflect the community's vision of the future, and these form the framework for the policies contained within the Official Community Plan.

Principles

- **Principle 1:** Protection of agricultural lands is considered a strong element of protecting environmental values.
- **Principle 2:** Agriculture is an important part of the community's character and economy. Citizens value methods to enhance and protect a diversity of agriculture in Maple Ridge.
- **Principle 3:** A comprehensive assessment of the ALR is important to ensure compatibility between municipal objectives and the objectives of Metro Vancouver and the ALC.
- **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 5:** Building a unique community character is critical to ensuring that Maple Ridge does not succumb to pressure and becomes like "everywhere else." It requires strong political and community commitment and attention to a variety of aspects (landscapes, built form, heritage, mix of uses, urban design, services, etc.).
- **Principle 6:** The community recognizes the need to foster the history of Maple Ridge and enhance historic areas.
- **Principle 7:** Special places and neighbourhoods are valued as significant components of the larger community, each with unique attributes.

Principles (cont.)

- **Principle 8:** Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.
- **Principle 9:** A clear, well-articulated, long-lasting vision of the future that is community-driven is valuable to local planning processes.
- **Principle 10:** Citizens keenly appreciate the importance of public participation in community planning processes.
- **Principle 11:** An expeditious and fair approval system is a critical part of an effective planning process.
- **Principle 12:** Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.
- **Principle 13:** Culture and recreation are vital components of a healthy community.
- **Principle 14:** The community recognizes the importance of public school construction occurring concurrently with development.
- **Principle 15:** Citizens favour efforts to pursue the establishment of a post-secondary institution in Maple Ridge to provide more local opportunities.
- **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 20:** The community has a preference for economic development that includes clean, high pay, low environmental impact, and manufacturing and high tech industries. The community also supports alternative employment generators.
- **Principle 21:** Home-based businesses are recognized as beneficial to the community.
- **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.

Principles (cont.)

- **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 24:** The community recognizes the environmental contribution made by lands within the ALR (also see Principle 1).
- **Principle 25:** Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.
- **Principle 26:** There is value in integrating natural features of the environment into development through planning and design.
- **Principle 27:** Overall environmental protection demands a comprehensive, “smart growth” approach.
- **Principle 28:** Pursue a more contained and densified urban environment. Finish developing existing areas within an urban boundary before going to new areas and reserve new areas (e.g. Thornhill) based on careful analysis of opportunities and constraints.
- **Principle 29:** The community values a wide range of housing choices that provide a variety and mix of housing type, density, lot size, character, tenure, and affordability.
- **Principle 30:** Achieving a balanced community requires that commercial and industrial land development keep pace with residential development.
- **Principle 31:** It is important to undertake detailed planning work on the basis of neighbourhood planning.
- **Principle 32:** The community recognizes that heritage value must not be lost as enhancements to existing neighbourhoods, including infill and other activities to strengthen neighbourhoods, occur in the future.
- **Principle 33:** Amenities and design are valued as being integral to development.
- **Principle 34:** An integrated system of centres or nodes is supported as an important framework for community development.
- **Principle 35:** Respect for the landscapes of Maple Ridge should shape community design, contributing to a sense of place and better fit with landforms.(also see Principle 26)
- **Principle 36:** Integrating growth with services, infrastructure, and schools is desirable for the future of Maple Ridge.(also see Principles 38 and 44)
- **Principle 37:** Housing choice is critical to meeting the diverse needs of current and future residents of Maple Ridge – special needs, singles, young families and an aging population. (also see Principle 29)
- **Principle 38:** Expanding services concurrently with development is regarded by the community as good planning and development practice.

Principles (cont.)

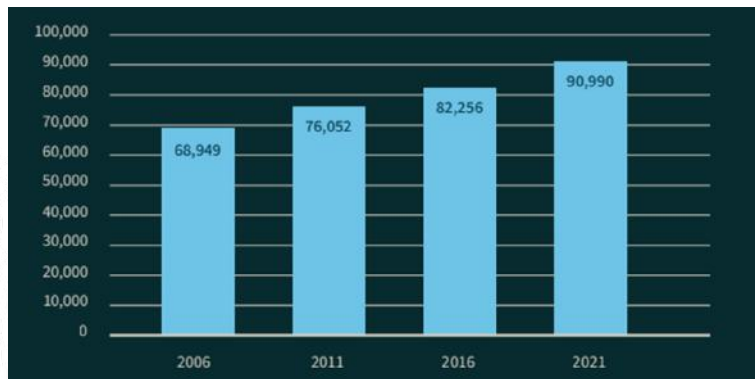
- **Principle 39:** A healthy community depends on social services that meet the needs of a diverse population.
- **Principle 40:** A well-planned transportation network is central to providing transportation choices that accommodate multi-modal transportation within the community, and connecting with other places.
- **Principle 41:** The need to address the east-west road capacity issue is recognized as important.
- **Principle 42:** Improved community bus service is important to provide connections between neighbourhoods and transit services.
- **Principle 43:** The community desires more frequent West Coast Express trains, with safer pedestrian access to stations.
- **Principle 44:** Adequate roadway capacity, especially for emergency vehicles, is an important component of developing new areas.
- **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. (also see Principle 25)

1.2 | Population and Housing Trends

1.2.1 Population Profile

A Rapidly Growing Population

Maple Ridge is a rapidly growing municipality and is growing at a faster rate than the overall Metro Vancouver region. In the past 15 years, the City has added an average of 7,347 new residents every five years, growing from 68,949 in 2006 to a total of 90,900 in 2021. Between 2016 and 2021 the city grew by 10.6%, adding 8,734 new residents (Figure 1). The City of Maple Ridge is projected to continue experiencing rapid population growth. Between 2021 to 2033, the City's population is projected to grow to a total of 118,250 people (Maple Ridge interim Housing Needs Report, 2024).



Population Change in Maple Ridge, 2006-2021

[Source: Statistics Canada, Census Profile for Maple Ridge, 2006, 2011, 2016, 2021]

An Aging Population

Like many communities in Canada, Maple Ridge is experiencing an aging population. The population of individuals aged 65 years and older grew by 5% from 2006 to 2021. As of 2021, the seniors age cohort (65+) comprises 16% of the overall population with a total of 14,615 individuals. By 2033, seniors are projected to account for 19% of the population, increasing by 7,916 more seniors.

Community Profile

The average age of the population in Maple Ridge, based on Census 2021 is 40.8 years, relatively younger than the median age in the Metro Vancouver region. Nonetheless, the social complexion of the community is also evolving.

Maple Ridge is located on the traditional territory of the Katzie First Nation and Kwantlen First Nation. As of 2021, Maple Ridge is 4.7% Indigenous accounting for 4,205 individuals who identify as Indigenous. Foreign-born residents (immigrants) formed 22.5% of the population (20,235 people), and 76.6% of the population were Canadian-born (non-immigrants). The top three places of birth among immigrants living in Maple Ridge were the United Kingdom, the Philippines and India.

Although historically ethnically relatively homogenous, the arrival of visible minority migrants into the community has been a more recent phenomenon and the total visible minority population has increased from 15% (12,115 people) in 2016 to 21.6% (19,430 people) in 2021 with a median age of 36.4 years. Recent immigrants arrived primarily from Philippines, India and China.

[Source: Statistics Canada, Focus on Geography Series, 2021 Census of Population, City of Maple Ridge]

Household Profile

The average household size in Maple Ridge is 2.7 persons per dwelling (Census, 2021). Among the families in Maple Ridge in 2021:

- 70.2% were married couples
- 14.8% were common-law couples
- 15% were one parent families.

The number of young adults aged 20 to 34 that were living with at least one parent has been increasing, from 43.5% in 2016 to 45.7% in 2021.

Couples with children constituted 31% of household types, followed by couples without children (23.6%) and one-person households (22.1%).

Multigenerational households make up 5.1% of all household types.

1.2.2 Housing Profile

Between 2016 and 2021, the number of households grew by 9.4%, adding an additional 2,850 new residential dwelling units across the City. The average household size has remained the same since 2006 at 2.7 persons per household. The average household size for renter households is smaller, at 2.2; while the average household size for owner households is 2.8.

As of 2021, the City is composed of 79% owner households and 21% renter households. Current household growth is being driven by owner households which account for 74% of all new households between 2006 and 2021. When compared to the Metro Vancouver region, the City has a significantly higher proportion of owner households and less renter households – the Metro Vancouver region is composed of 38% rental households, while the rental proportion in Maple Ridge is 21%. These statistics are indicative of the City's draw as an attractive destination to grow families and own homes.

Overall, the City of Maple Ridge, like many other parts of the region and nation, is experiencing a housing shortage and affordability crisis. As demographics and the socio-cultural fabric of the City continue to evolve, there is a need for diverse forms of housing ranging from studio units to three bedroom units and larger, to accommodate different backgrounds, profiles and income levels. This includes housing for young adults, singles, families, multigenerational living, seniors and other equity deserving groups across various tenure types (e.g. rental or ownership) and the spectrum of affordability, supportive needs, and care levels. ,

In 2021, approximately half (53%) of the City's housing form is composed of single-detached homes. However, increasingly, denser forms of infill housing with a focus on 'missing middle' housing, including low and mid-rise apartments have been developed. Between 2016 and 2021, single detached housing grew only by 3.5% while row houses, duplexes, semi-detached houses, low-rise apartments and those over 5 storeys have each grown by between 15-20% reflecting changing housing typologies in Maple Ridge.

Nonetheless, the City's housing stock is aging. While the majority (69%) of the City's housing stock was built after 1981, 29% of the City's stock was built prior to 1980, with purpose-built rental housing stock significantly older than the overall housing stock. 43% of the purpose-built rental stock was built prior to 1981.

1.2.3 Population and Housing Projections

The City is projected to continue experiencing rapid population growth and by 2033, will grow by 26% to a total population of 118,250. As aging accelerates, by 2033 there will be approximately 7,916 more seniors in the City and only approximately 4,151 new residents aged 0 to 24 years of age. There are also growing equity concerns for several demographics (e.g. seniors, visual minority migrants, single-parent families) struggling with raising housing costs. Renter households are especially at a higher risk of being in core housing need, spending over 30% of their household income on housing costs.

Assessment of Housing Need

The City has produced an interim Housing Needs Report (2024) that sets out the housing needs for Maple Ridge in the immediate and longer term. A Housing Strategy and a proposed Housing Action Plan have also been developed to address Maple Ridge's current and anticipated future housing needs.

The City's interim Housing Needs Report (2024) indicates that nearly 28,000 additional housing units will be required by 2041. This takes into account projected community growth, reducing homelessness and addressing housing supply, affordability, diversity of housing types and their necessary levels of supports. This includes 1,700 affordable units to address extreme core housing need and 392 units to address homelessness. Over the next five years, approximately 8,700 units are needed, of which about 1900 units are estimated to be required as rental units. The majority of these units required to meet demand over the next 5 to 20 years is anticipated to be driven largely by projected community growth estimates.

References:

- [Statistics Canada, Census Profile, 2021 Census of Population, City of Maple Ridge](#)
- City of Maple Ridge, [Housing Needs Report 2024](#) interim update (Urban Matters, 2024), retrieved Aug 27, 2025
- City of Maple Ridge, [Housing Strategy: Draft Road Map and Actions](#) (Urban Matters, 2024), retrieved Aug 27, 2025
- B.C Government, [Small-scale multi-unit housing, Small-scale, multi-unit housing - Province of British Columbia](#), retrieved Aug 27, 2025

1.3.1 Provincial Context: The Local Government Housing Framework

The Maple Ridge Official Community Plan recognizes the policies and programs of the Provincial Government.

Legislation introduced by the Provincial Government and effective as of November 30, 2023 is intended to improve housing affordability and availability across the region as well as accelerate the delivery of housing supply. These changes require adjustments to Maple Ridge's municipal regulations to align with these provincial mandates, bringing about significant changes to how Maple Ridge and all other municipalities across British Columbia approach planning, evaluation, and the approval of development and growth within the community.

As part of the Province's Homes for People Housing Action Plan, these legislative changes constitute the province's Local Government Housing Framework and cover regulations concerned with:

- Creating possibilities for small-scale multi-unit housing within single-detached and duplex zoned lots
- Increasing densities around transit-oriented areas
- Providing local governments with new development financing tools
- Shifting planning towards a proactive approach, thereby streamlining planning processes

Key Changes

Small Scale Multi Unit Housing (SSMUH): *Bill 44 – Housing Statues (Residential Development) Amendment Act, 2023*

Local governments were required to update their bylaws by June 30, 2024 to accommodate the Province's small-scale, multi-unit housing requirements. The City has since updated its bylaws to include changes to permitted density, maximum height, minimum setbacks, parking requirements, lot coverage, and other land use controls to encourage housing options that are ground-oriented and compatible in scale and form within established single-detached neighbourhoods.

Eligible single-family and duplex lots now permit up to three, four, or six units of small-scale, multi-unit housing (SSMUH), provided they meet all zoning, bylaw, and building code requirements. Maple Ridge Zone Amending Bylaw No. 7998-2024 enabling small-scale multi-unit housing developments was adopted in June 2024.

The key provincially mandated provisions are as follows:

Secondary suites

- Secondary suites and/or accessory dwelling units are allowed province-wide in single-detached residential zones, in all municipalities where three- to six-unit zoning is not required

3-4 Units in single detached zones and duplex zones

- Three to four units of small-scale, multi-unit housing must be permitted on each parcel of land (depending on parcel size), if zoned exclusively for single-detached or duplex residential, which are wholly or partly within an urban containment boundary, in a municipality with a population greater than 5,000. Exemptions could apply subject to local regulations and site conditions.

6 Units near frequent bus service

- Six units of small-scale, multi-unit housing must be allowed near frequent bus service on single-detached and duplex residential lots that are greater than 280 sqm and within a municipality or regional district with a minimum population of 5,000.

[Source: B.C Government, Small-scale multi-unit housing, Small-scale, multi-unit housing - Province of British Columbia, retrieved Aug 27, 2025]

Transit-Oriented Development Areas: *Bill 47 – Housing Statutes (Transit Oriented Areas) Amendment Act, 2023*

This legislation requires municipalities to designate Transit-Oriented Development Areas (TOD Areas) by bylaw near transit hubs. These TOD Areas are defined as areas within 800 metres of a rapid transit station (e.g., SkyTrain station) and 400 metres of a bus exchange and West Coast Express that the Province has listed in regulations. Development of these areas is intended as areas of mixed-use complete communities, providing a diversity of housing options, access to a variety of amenities, and enable greater mobility options.

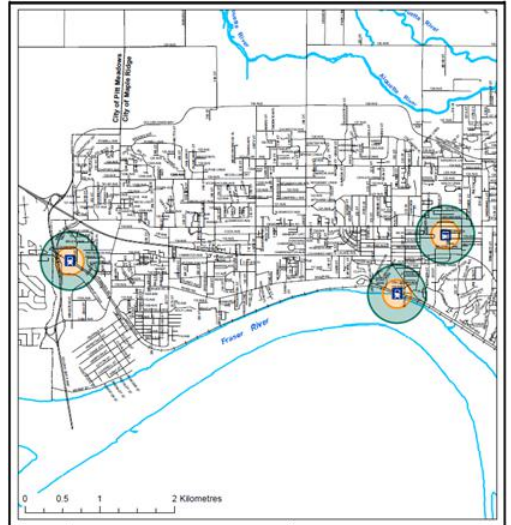
In these areas, local governments are required to:

- Ensure that minimum levels of density established by the Province in regulations are allowed in TOD Areas
- Remove restrictive parking minimums for off-street residential and allow parking volumes to be determined by market need and demand
- Consider guidance and details in the provincial policy manual when planning or amending zoning bylaws

Maple Ridge Transit-Oriented Area Designation Bylaw No. 8001-2024 was adopted in June 2024, designating three areas as ‘Transit-Oriented Areas’ (TOAs) as required by Provincial regulation :

- Port Haney Station
- Maple Meadows Station
- Haney Place Transit Exchange

In these designated TOAs, zoning bylaws, parking regulations, and minimum height and density requirements apply, in alignment with provincial mandates.



Maple Ridge TOAs

Tools for Development Financing: Bill 46 – Housing Statutes (Development Financing) Amendment Act, 2023

New housing supply creates demand for new and expanded infrastructure, amenities, and services, such as sewers, transportation network improvements, community centres and daycares. Through Bill 46, the Province has provided local governments new tools to raise revenues to assist in paying for the infrastructure and amenities to support increased housing supply and growth. This includes changes to the Development Cost Charges (DCCs) framework to update the scope of infrastructure eligible to be funded through DCCs; and a new Amenity Cost Charges (ACCs) development finance tool that allows local governments to collect funds for amenities like community centres, recreation centres, daycares and libraries from new developments that result in increased population.

As these amenities support livable and complete communities in areas of growth, Maple Ridge is exploring these development financing tools in alignment with Provincial provisions. Local governments have the flexibility to update their associated regulations to bring these new development financing tools into force any time after November 30, 2023.

Proactive Planning: Bill 44 – Housing Statutes (Residential Development) Amendment Act, 2023

B.C. is shifting to a more proactive, long-term approach to planning, where local governments identify their housing needs, and then set aside land for what is needed. These new requirements include that:

- Housing Needs Reports are to be updated on a regular basis, using a standard method for a more consistent, robust understanding of local housing needs over 5 and 20 years. Interim Housing Needs Reports must be completed by January 1, 2025.
- Municipalities must complete their first review and update of their Official Community Plan based on the interim Housing Needs Report by December 31, 2025. This is to be reviewed subsequently every 5 years.
- Municipalities must align zoning bylaws with Official Community Plans and Housing Needs Reports. This is to ensure that the anticipated total amount of housing anticipated in 20 years can be met within the lands set aside for development, and that these needs are reviewed on a regular basis.

- Municipalities must have completed their first update of their zoning bylaw to align with their Official Community Plan and Housing Needs Report by December 31, 2025. This is to be reviewed subsequently every 5 years.
- Under the new provincial legislation, public hearings will no longer be held for rezoning of residential developments that align with the Official Community Plan. Public hearings will continue to be required whenever local governments update or develop new OCPs or consider rezonings for projects that are not consistent with the OCP.

The City has since produced its interim Housing Needs Report (2024), in fulfilment of provincial legislation, in September 2024. The City has additionally prepared the 2024 Proposed Housing Action Plan that would guide the implementation of housing initiatives over the coming years (see Chapter 3).

To reflect the City’s projected housing needs over the next two decades, and in accordance with Section 877 and 878 of the Local Government Act, the Official Community Plan includes objectives, policies and maps in the following areas:

1. Policies and maps to guide the location, amount, type and density of residential development to meet anticipated housing needs over the next 20 years
2. Policies and maps that indicate the approximate location, amount and type of proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses
3. A map showing the approximate location and area of gravel deposits suitable for future extraction
4. Policies that place restrictions on the use of hazard lands and on lands designated as Conservation areas
5. Maps that illustrate the approximate location of major roads and sewer and water systems
6. A map indicating the approximate location and type of public facilities such as schools and parks
7. Detailed policies respecting affordable housing, rental housing, seniors, families and special needs housing, shelters for the unhoused and those at risk of homelessness, and housing around transit nodes
8. Objectives and policies relating to social needs, social well-being, social development, and community wellness
9. Policies and objectives to enhance and promote farming in the community and on lands designated in the Agricultural Land Reserve
10. Policies and objectives that protect, preserve, restore, and enhance the natural environment and natural features of the community



1.4 REGIONAL CONTEXT STATEMENT

On July 29, 2011, The Metro Vancouver Board of Directors approved the Metro Vancouver 2040 Regional Growth Strategy Bylaw, pursuant to Section 863(1) of the *Local Government Act*.

Part 25 of the Local Government Act requires that an Official Community Plan must include a Regional Context Statement that is accepted in accordance with Section 866 of the Local Government Act by the Board of the Regional Government, in this case Metro Vancouver. The Regional Context Statement must identify the relationship between the municipal Official Community Plan and the Regional Growth Strategy and if applicable, how the OCP will be made consistent with the Regional Growth Strategy over time.

The Metro Vancouver 2040 Regional Growth Strategy is organized into five main goals:

- Goal 1: Create a Compact Urban Area
- Goal 2: Support a Sustainable Economy
- Goal 3: Protect the Environment and Respond to Climate Change Impacts
- Goal 4: Develop Complete Communities
- Goal 5: Support Sustainable Transportation Choices

The RGS also includes Regional Land Use Designations that are aimed at achieving the five goal areas of the Plan and include:

- General Urban
- Industrial
- Mixed Employment
- Rural
- Agricultural
- Conservation and Recreation

In addition a Regional Urban Containment Boundary has been established as a long-term area for urban development across the Region, within which nine urban centres have been identified, including the Maple Ridge Town Centre.

OFFICIAL COMMUNITY PLAN – STUDIES CURRENTLY UNDERWAY (JULY 2013)

The District of Maple Ridge is currently undertaking a number of significant studies that are anticipated to result in policy amendments to the Official Community Plan (as of July 2013). These studies include:

- Commercial and Industrial Strategy – that will provide updated employment projections and policy recommendations that strengthen the employment base (commercial, industrial and other employment opportunities) within the District.
- Strategic Transportation Plan – that will provide long-term direction for transportation network development and improvements, and may include revisions to the Major Corridor Network (OCP Figure 4), as well as other policy-related recommendations.
- Environmental Management Strategy – that will strive to connect the existing policy basis contained within the Official Community Plan with environmental and watercourse development permit guidelines and other Official Community Plan policies.
- Housing Action Plan – as a requirement of the Regional Growth Strategy, that will follow Maple Ridge Council’s consideration of potential bylaw amendments (e.g. Zoning Bylaw, Parking Bylaw) related to Secondary Suites and Temporary Residential Uses.
- Albion Flats Area Plan- preparation of an area plan for the Albion Flats area of Maple Ridge, currently designated as a Special Study Area within the Regional Growth Strategy.
- Population and Dwelling Unit Projections – will be undertaken by the District to align with the Regional Growth Strategy projections prior to 2018.

Each of the above projects is expected to contain policy recommendations that will be evaluated by District staff and within the context of the Regional Growth Strategy. It is anticipated that these studies will contribute to Maple Ridge working toward consistency with the Regional Growth Strategy.



GOAL 1: CREATE A COMPACT URBAN AREA

“Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.”

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Role of Municipalities:

Strategy 1.1.3a) Depict the Urban Containment Boundary

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies the *Urban Area Boundary*. This boundary is generally consistent with *the Urban Containment Boundary* identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.1.3b) Provide municipal population, dwelling unit and employment projections

- The 2041 RGS includes estimated projections for the District of Maple Ridge that are intended to provide guidance to assist in regional and local planning. The estimated projections for Maple Ridge are:
 - Population = 132 000
 - Dwelling Units = 50 900
 - Employment = 48 000
- The District’s estimated projections are a guide for long-range planning purposes only and are the result of a comprehensive demographic analysis completed as part of the 2006 Official Community Plan update. The projections are generally consistent with the 2041 RGS as follows:
 - Population = 118,000*
 - Dwelling Units = 45,000*
 - Employment = 42 500**

*The population and dwelling unit projections are taken from the proposed updates to the RGS projections identified by Metro Vancouver that are reflective of the 2011 Census. The targets included are the low range for both population and dwelling units, as identified by Metro Vancouver

**Employment projections have been taken from The Commercial & Industrial Strategy: 2012 – 2041 prepared by G.P. Rollo & Associates, as received by Maple Ridge Council on November 26, 2012.

STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Strategy 1.2.6a) Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas

- Chapter 10.4 Town Centre Area Plan, Section 1.3 Assumptions and Targets identifies the population, density, housing and commercial projections for the Regional Town Centre to 2021 as follows:
 - Population = 21,750 (approximately 24% of the total population)
 - Density = 70 to 100 persons per hectare
 - Housing = 11,065 dwelling units (approximately 32.5% of total housing)
 - Commercial goal to create between 0.25 to 0.75 new jobs for every new dwelling unit in the Town Centre.
- The District of Maple Ridge will work toward undertaking a review of the population, density, housing and commercial goals within the Town Centre Area Plan boundaries, which forms the extent of the Regional City Centre. This review will be to better align the projections for the Regional City Centre with the overall population, dwelling units and employment projections for the entire District.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge. The Official Community Plan is consistent with the RGS.

1.2.6b) Include policies for Urban Centres which:

i) Identify the general location, boundaries and types of Urban Centres on a map

- Schedule “B” of the Official Community Plan identifies the boundaries of the Town Centre Area Plan, which aligns with the location of the Regional Town Centre identified on *Map 2: Regional Land Use Designations* of the RGS.

ii) Focus growth and development in Urban Centres

- Chapter 2 Growth Management, Section 2.1.2 – Compact & Unique Community.
- 10.4 Town Centre Area Plan, Sections 1.2.1 Goals and Objectives; 1.3 Assumptions and Targets; 3.2 General Land-Use Requirements, policies 3-1 and 3-3.

iii) Encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-20.
- Chapter 10.4 Town Centre Area Plan, Chapter 3.2 General Land Use Requirements, policies 3-1 and 3-2

iv) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- 10.4 Town Centre Area Plan parking standard; Section 5.0 Multi-Modal Transportation Network, policies 5-4, 5-5 and 5-6.

1.2.6c) Include policies for Frequent Transit Development Areas which:

i) Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

ii) Focus growth and development in Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

iii) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

1.2.6d) Include policies for General Urban areas which:

i) Identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2).

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated *Urban Residential; Commercial, Industrial, Institutional, Parks and Conservation and Urban Reserve* that are located within the Urban Area Boundary. These land uses are generally consistent with the Regional Land Use Designations of “General Urban”, “Industrial” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

ii) Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Section 10.1 Area Planning of the Official Community Plan establishes the area planning program for the District. In addition, Sections 10.2 – Albion Area Plan; 10.3 Silver Valley Area Plan; and 10.4 Town Centre Area Plan establish policies and guidelines for development within each of the area plan boundaries.
- Section 3.1.3 Residential Designations, Urban Residential policies 3-18 1) Neighbourhood Residential and 3-18 2) Major Corridor Residential.
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit.

- The Regional Growth Strategy does not identify any Local Centres in the District of Maple Ridge. However, the following OCP policies reflect the spirit and intent of a ‘local centre’ as identified in the RGS:
 - Section 6.3.5 Community Commercial Node, policies 6-26, 6-27, 6-28 and 6-29.
 - Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-31, 6-32 and 6-33.
 - Section 6.3.8 Historic Commercial, policies 6-37, 6-38 and 6-39.
 - Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and 5.2.3 Main Street Commercial Areas.

iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas

- Chapter 7.2 Road Network Plan, policy 7-11.

v) encourage infill development by directing growth to established areas, where possible;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Chapter 3.1 Residential, Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

1.2.6e) Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except in the Mixed Employment areas contained within the overlay area;

- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features, policies 2-1, 2-2, 2-13, 2-14 and 2-15.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas or Mixed Employment lands within the District of Maple Ridge.

1.2.6f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:

i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;

- Chapter 2.1 Growth Management, policy 2-1.
- Section 6.4.1 Industrial Lands, policies 6-40, 6-41 and 6-42.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) encourage safe and efficient transit, cycling and walking;

- Chapter 7.3 Transit
- Chapter 7.4 Cyclists
- Chapter 7.5 Pedestrians
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.

iii) implement transit priority measures, where appropriate;

- Chapter 7.1 Transportation, policies 7-3, 7-4 and 7-5.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network, policies 5-12 and 5-13.

iv) support district energy systems and renewable energy generation, where appropriate.

- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policy 2-19.
- Chapter 5.5 Air Quality, policies 5-39 & 5-40.
- Chapter 5.6 Preparing for Climate Change.

STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Strategy 1.3.3a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land uses outside of the Urban Area Boundary that include Agricultural, Park, Parks Within the ALR, Forest, Rural Residential, Suburban Residential, Estate Suburban Residential and Conservation. These land uses are generally consistent with the Regional Land Use Designations of “Rural” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.3.3b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-4 and 2-6.
- Chapter 2.2 .2.2 Land Use Designations, *Agricultural, Rural Residential, Suburban Residential, Estate Suburban Residential*.
- Chapter 3.1 Residential, Section 3.1.3 Residential Designations, Rural Residential policies 3-6 through 3-9, Suburban Residential policies 3-10 through 3-13 and Estate Suburban Residential policies 3-14 through 3-17.
- Chapter 9.1 Municipal Services, Section 9.1.2 Septic Systems, policies 9-5 and 9-6.

1.3.3 c) include policies which:

i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;

- Section 3.1.3 Residential Designations policies 3-6 through 3-17.

ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.

- Section 2.1.2 A Compact and Unique Community policy 2-6.
- Chapter 6.2 Agricultural Opportunities, Sections 6.2.1 Economic Development Strategy and 6.2.2 Sustainable Agriculture.





GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

“The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.”

STRATEGY 2.1: PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Role of Municipalities:

2.1.4 a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;

- Chapter 6.1 Employment Generating Opportunities, policies 6-1, 6-2, 6-3 and 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.
- Chapter 6.3 Commercial Opportunities, policies 6-18, 6-20 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 1.2 – 8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Principles: 1 Each Neighbourhood is Complete 6 Jobs are close to home; and 7 The Centre is distinctive, attractive and vibrant.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements policies 3-1, 3-2, 3-3, 3-5, 3-6, 3-9, 3-14 and 3-15.

2.1.4 b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;

- Chapter 6.3 Commercial Opportunities, Section 6.31 Commercial Strategy policies 6-17, 6-18 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-2 and 3-6.

2.1.4 c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;

The Maple Ridge Regional City Centre is intended to serve as the main commercial area within the District and provides a number of significant municipal services and facilities. It is also intended to be the primary location for any future post-secondary or technical institutional uses that do not require special site characteristics found elsewhere in the District.

- Chapter 4.2 Institutional, policies 4-31 through 4-37.
- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-22.

2.1.4 d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.

- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

2.2.4 a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land designated as *Industrial* and *Rural Resource*. These lands are generally consistent with the Regional Land Use Designation of “Industrial” identified on Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.2.4 b) include policies for Industrial areas which:

i) support and protect industrial areas;

- Chapter 6.4 Industrial Opportunities, Section 6.4.1 Industrial Lands, policies 6-40 through 6-46.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) support appropriate accessory uses, including commercial space and caretaker units;

- Section 6.4.2 Business Parks, policy 6-47.

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

- Within the District, ‘business parks’ are intended to provide a range of light industrial uses and supporting industries. They are not considered to be the primary locations for office uses (restricted to a maximum of 25% of the total floor area of the development) or for professional and/or personal services.
- Section 6.4.2 Business Parks, policy 6-49.
- Section 6.5.3 Large Format Retail.

iv) encourage better utilization and intensification of industrial areas for industrial activities;

- Section 6.4.1 Industrial Lands, policies 6-41, 6-42 and 6-44.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

2.2.4 c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designation map (Map 2);

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.

2.2.4 d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

2.2.4 e) include policies which help reduce environmental impacts and promote energy efficiency.

- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Note: The District is currently undertaking an Environment Management Strategy that may recommend Official Community Plan amendments to include additional policies that promote energy efficiency.

STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Role of Municipalities:

2.3.6 Adopt Regional Context Statements which:

a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Agricultural and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Agriculture” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.3.6 b) include policies to support agricultural viability including those which:

i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

ii) discourage subdivision of agricultural land leading to farm fragmentation;

- Section 6.2.2 Sustainable Agriculture, policies 6-12 and 6-13.

iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;

- Chapter 7.2 Road Network Plan, policy 7-9.

iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-2, 2-4 and 2-6.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy, policy 6-6. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).
- Section 6.2.2 Sustainable Agriculture, policies 6-10, 6-12 and 6-13.

v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);

- Section 6.2.1 Economic Development Strategy, policies 6-5 through 6-8.
- Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

vi) encourage the use of agricultural land, with an emphasis on food production;

- Section 6.2.1 Economic Development Strategy, policies 6-7 and 6-8.

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

- Section 6.2.1 Economic Development Strategy, policies 6-6 and 6-8. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).





GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

“Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from climate change and natural hazards.”

STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS

Role of Municipalities:

3.1.4 Adopt Regional Context Statements which:

a) identify the Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Conservation, Forest, Park and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

3.1.4 b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:

i) public service infrastructure, including the supply of high quality drinking water;

- Chapter 4.3 Heritage, Section 4.3.1 Heritage Recognition, policy 4-40, and Section 4.3.2 Heritage Management, policy 4-45.
- Chapter 5.4 Water Resources, policies 5-32 through 5-38.

ii) environmental conservation;

- Chapter 5.2 Environmental Management Model, policies 5-1 through 5-8.
- Chapter 5.3 Land Resources, policies 5-9 through 5-16.
- Chapter 5.4 Water Resources, policies 5-28 through 5-32.

iii) recreation, primarily outdoor;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-7, 4-9 and 4-10.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2.7 River Village Parks, Section 5.3.8 Blaney, Forest and Horse Hamlets Parks and Schools and 5.4.5 Eco-Clusters Parks.

iv) education, research and training facilities and uses that serve conservation and/or recreation users;

- Section 4.1.2 Community Wellness, policies 4-5, 4-6, 4-7 and 4-8.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.4 Forest.

v) commercial uses, tourism activities, and public cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-5, 4-7, 4-8, 4-10 through 4-13.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism, policies 6-54, 6-55 and 6-56.

3.1.4 c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.3 Land Resources, policies 5-10 through 5-13 and 5-17.
- Chapter 5.3 Land Resources, Section 5.3.1 Hillside Development, policies 5-20 through 5-24.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).

STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Role of Municipalities:

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

- Schedule “C” of the Maple Ridge Official Community Plan (Bylaw No. 6425-2006) identifies Natural Features including conservation lands, forests and major parks; Fraser River 200 Year Floodplain, Kanaka Creek Floodplain (interpreted) and Alouette River Floodplain, Canadian Wildlife Service Wetlands and the Fraser River Escarpment.

3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-8, 4-9 and 4-10.
- Chapter 5.2 Environmental Management Model, policies 5-3, 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 7.6 Multi-Use Equestrian Trails, policies 7-42 and 7-43.

3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.4 Water Resources, policy 5-30.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).
- Chapter 8 Development Permit Guidelines, Watercourse Protection Development Permit Area Guidelines.

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

- Chapter 5.4 Water Resources, policies 5-28, 5-29, 5-32 and 5-33.

STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

Role of Municipalities:

3.3.4 Adopt Regional Context Statements which:

a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

- Chapter 5.6 Preparing for Climate Change, policies 5-43 through 5-45.
- Chapter 7.1 Transportation, policies 7-1, 7-3 and 7-4.

3.3.4 b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- *existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure;*
- *community design and facility provisions that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);*
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 5.6 Preparing for Climate Change, policies 5-43, 5-44 and 5-45.
- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policies 2-21 through 2-24.

3.3.4 c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;

- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policies 9-1, 9-2 and 9-3.

3.3.4 d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

- Chapter 5.4 Water Resources, policies 5-28, 5-30, 5-32 through 5-38.
- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features.



STRATEGY 3.4: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS

Role of Municipalities:

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

- Chapter 5.3 Land Resources, policies 5-10 through 5-14, 5-18 and 5-19.
- Section 5.3.1 Hillside Development, policies 5-20 through 5-24.

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

- Chapter 5.3 Land Resources, policy 5-9.
- Chapter 5.6 Preparing for Climate Change, policy 5-43.
- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policy 9-4
- Section 9.1.2 Septic Systems, policies 9-5 and 9-6.
- Section 9.1.3 Waste Reduction and Recycling, policies 9-7, 9-8 and 9-9.





GOAL 4: DEVELOP COMPLETE COMMUNITIES

“Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.”

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Role of Municipalities:

4.1.7 Adopt Regional Context Statements which:

a) include policies or strategies that indicate how municipalities will work towards meeting the estimate future housing demand as set out in Appendix Table A.4, which:

i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-1, 2-2, 2-3, 2-5 and 2-6.
- Chapter 3.1 Residential, section 3.1.1 Housing and Land Requirements, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policies 3-2, 3-3 and 3-5.
- Section 3.1.3 Residential Designations policies 3-8, 3-12, 3-15, 3-17, 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19 (1) and (2), 3-20 and 3-21.
- Section 3.1.5 Urban Reserve.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policy 3-1.

ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;

- Section 3.1.4 Residential Infill and Compatibility Criteria

iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27 through 3-33.

iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.

- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-1, 3-7 and 3-8.
- Chapter 10.4 Town Centre Area Plan, Section 5.0 Multi-Modal Transportation Network, Section 5.1 Offering Transportation Choices, policy 5-4.
- *Note: Section 10.0 of the Off-Street parking and Loading Bylaw No. 4350-1990 (as amended), outlines provisions for reduced parking standards for multi-family non-market housing, Seniors Independent Living, Assisted Living, Supportive Housing and Congregate Care facilities.

4.1.8 Prepare and implement Housing Action Plans which:

a) assesses local housing market conditions, by tenure, including assessing housing supply, demand and affordability;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27, 3-28, 3-29 and 3-31.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-27, 3-29, 3-30, 3-31 and 3-32.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;

- The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-30 through 3-33.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.

- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements which:

a) support compact, mixed use, transit, cycling and walking oriented communities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place.
- Section 3.1.3 Residential Designations, policies 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria.
- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services, policies 4-2, 4-5, 4-7 through 4-11 and 4-13.
- Chapter 7.3 Transit.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.
- Chapter 10.2 Albion Area Plan, Section 10.2.6 Village Centre.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and Section 5.3 Hamlets.
- Chapter 10.4 Town Centre Area Plan, Section 1.2.8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Section 3.2 General Land-Use Requirements, Section 4.0 Park and Conservation, Section 5.1 Offering Transportation Choices and Section 5.2 Defining the Transportation Network.

4.2.4 b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services.
- Section 4.1.4 Diverse Population.
- Chapter 4.2 Institutional.
- Chapter 4.3 Heritage, Section 4.3.2 Heritage Management.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

4.2.4 c) provide public spaces and other place-making amenities for increased social interaction and community engagement;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services.
- Section 4.1.4 Diverse Population, policies 4-18 and 4-19.

4.2.4 d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services, policies 4-5, 4-7 through 4-13.
- Chapter 5.2 Environmental Management Model, policies 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-14, 5-15 and 5-16.
- Chapter 7.2 Road Network Plan, policies 7-10, 7-11, 7-13 and 7-15.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.

4.2.4 e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy.
- Section 6.2.2 Sustainable Agriculture.

4.2.4 f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-5.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 7.1 Transportation, policies 7-1 and 7-4.
- Chapter 10.1 Area Planning, policy 10-3.

4.2.4 g) support universally accessible community design;

- Chapter 3.1 Residential, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 7.5 Pedestrians, policy 7-38.

4.2.4 h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-servicing commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development areas;

- Chapter 6.3 Commercial Opportunities, Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-32 and 6-33.
- Section 6.3.8 Historic Commercial, policies 6-37 through 6-39.

4.2.4 i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student or passenger trips.

- Map 11 of the Regional Growth Strategy does not identify any Special Employment Areas in the District of Maple Ridge.





GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

“Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.”

STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Role of Municipalities:

5.1.6 Adopt Regional Context Statements which:

a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink’s Frequent Transit Network;

- Chapter 7.1 Transportation, policies 7-1 through 7-5.
- Chapter 7.2 Road Network Plan, policies 7-9, 7-10, 7-11 and 7-15.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 7.4 Cyclists, policies 7-25 through 7-33.
- Chapter 7.5 Pedestrians, policies 7-34 through 7-41.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.
- Chapter 10.4 Town Centre Area Plan, Figure 3 Future Rapid Transit Route identifies the potential future location of a rapid transit route along the Lougheed Highway in the Regional City Centre.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-4, 5-5 and 5-6.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

- Chapter 7.1 Transportation, policies 7-1, 7-4 and 7-5.
- Chapter 7.2 Road Network, policies 7-10, 7-11 and 7-14.
- Chapter 7.3 Transit, policies 7-16, 7-17, 7-19, 7-20, 7-23 and 7-24.
- Chapter 7.4 Cyclists, policies 7-25, 7-26 and 7-29 through 7-33.
- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-1 and 5-2.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

STRATEGY 5.2: COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

Role of Municipalities:

5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Area, ports, airports and international border crossings;

- Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031) identifies the current (Nov. 14, 2006) and proposed major transportation routes within the District.
- Note: The District is currently preparing a Transportation Plan which may include proposed changes to Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031).

5.2.3 b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;

- Chapter 7.1 Transportation, policies 7-1, 7-2 and 7-3.

- Chapter 7.2 Road Network Plan, policies 7-8, 7-9, 7-10, 7-12 and 7-14.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

- Chapter 7.1 Transportation, policy 7-1.
- Chapter 7.2 Road Network Plan, policies 7-6 through 7-11.
- Chapter 7.3 Transit, policy 7-18.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

- Chapter 7.2 Road Network Plan, policies 7-12 and 7-13.
- Chapter 10.4 Town Centre Area Plan, Section 5.2.2 Enhancing the Multi-Modal Network, policy 5-13.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

6.2 REGIONAL CONTEXT STATEMENTS: PROVIDING FOR APPROPRIATE MUNICIPAL FLEXIBILITY

6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.7 b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, the municipality may re-designate land:

- **from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or**
- **from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network;**

provided that:

- **the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and**
- **the aggregate area of all proximate sites that area re-designated does not exceed three hectares;**
- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.7 c) the aggregate area of land affected by all re-designations under section 6.2.7(a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of the municipality’s Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

- The District of Maple Ridge will implement policy 6.2.9 of the Regional Growth Strategy.

6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribe adjustments do not require and amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require and amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

- The Maple Ridge Official Community Plan hereby permits such amendments.



