



10.7 LOUGHEED TRANSIT CORRIDOR AREA PLAN



LOUGHEED TRANSIT CORRIDOR AREA PLAN

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1.0 INTRODUCTION

1.1 BACKGROUND

The Lougheed Transit Corridor Area is defined geographically as lands bordering Dewdney Trunk Road and Lougheed Highway, including land between these two arterials from the western boundary of the Town Centre Area Plan to the western City boundary with Pitt Meadows.

Currently the Lougheed Transit Corridor is characterized by suburban development patterns, with highway-oriented service commercial use and mostly single-family homes. Lot coverage and building heights are low; and places are designed for automobiles as the main form of transportation, with wide roads, low intersection density, abundant surface parking, and highway signage.

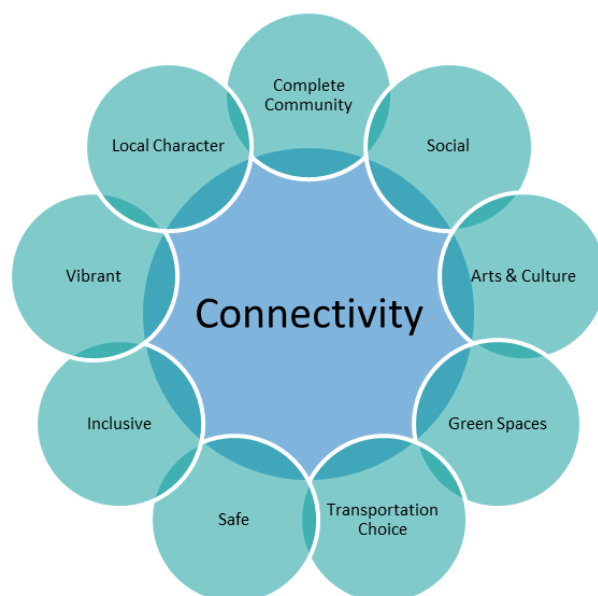
While the area plan envisions expansion of the residential and commercial components of the Lougheed Transit Corridor to be more varied in use and dense in form, the area is intended to remain smaller in scale to the Town Centre Area.

Maple Ridge has identified the Lougheed Transit Corridor as a Frequent Transit Development Area in Metro Vancouver's Regional Growth Strategy. The Lougheed Highway from Maple Ridge Town Centre to Coquitlam, is a regional Major Transit Growth Corridor, identified by TransLink's Transport 2050 as a location for future transit investment in rapid transit through exclusive lanes for light rail or bus travel.

The rapid bus line from Maple Ridge Town Centre to the Evergreen Skytrain line in Coquitlam is the beginning of more efficient and convenient transit service for Maple Ridge residents, that provides a more viable alternative to destinations across the Metro Vancouver region and reduces the need for a personal vehicle.

1.1.1 COMMUNITY VISION

Through public consultation for the Lougheed Transit Corridor Study, an overarching theme that was often heard and resonated with various other key topics was a desire for connectivity. The theme of connectivity was envisioned through the built form; as a transition through a mix of land uses and building typologies; in a well-connected and designed network of streets; and through connecting people of all ages and demographics in a place where they can walk, shop, eat, visit, gather, and play.



To help provide some definition for each of the themes, the following points below highlight the collective community vision for a neighbourhood that includes:

- Physical linkages for ease of mobility;
- A range of commercial uses and various housing types and tenures;
- An increase in commercial and employment activity;
- Opportunities for social interaction;
- Arts and cultural experiences;
- Green spaces in proximity to the built environment;
- Options for transportation, including walking, cycling, and public transit;
- Neighbourhoods that feels safe;
- Places that are inclusive to all ages and demographics
- Vibrant destinations designed for people; and
- Local character and historical elements reflected in the built environment.
- Manage single-occupancy vehicles with Transportation Demand Management strategies.



1.2 ASSUMPTIONS AND METRICS

The Lougheed Highway between Maple Ridge Town Centre and the Evergreen Skytrain line in Coquitlam is classified as a Major Transit Growth Corridor in TransLink's Transport 2050 and Metro Vancouver's Regional Growth Strategy *Metro 2050*. Major Transit Growth Corridors correspond with areas for long-term public transit investment and locations for employment and residential densification to ensure sustainable transit ridership to justify regional transit investment. In the future, the projected demographics for Maple Ridge's Lougheed Transit Corridor are:

	Population	Dwelling Units	Jobs
2021	4,500	1,800	6,300
2035	11,800	5,300	8,600
2050	16,400	6,900	11,000

These metrics will be measured every five years with Census data.

1.3 ROLE OF THE AREA PLAN

The Lougheed Transit Corridor Area Plan reflects the community's values and is the preeminent document for long range planning and development with the Lougheed Corridor boundaries. The Lougheed Corridor Area Plan forms part of the Official Community Plan.

PLAN OVERVIEW

The Lougheed Transit Corridor Area Plan uses the six Guiding Principles (in Section 2.0 below) to provide a framework for growth and development in the area. Transit Nodes at the intersections of 203 Street and Lougheed Highway, as well as Laity Street and Lougheed Highway are the area's focal nodes being mixed-use destination locations with the highest densities in the Area Plan. Additionally, a 203 Street, Laity Street and 216 Street are identified as Complete Streets that are important pedestrian and cycling routes with a range of destinations and key residential density. The Transit Nodes are intended for the greatest concentration of mixed-uses, such as office and educational uses, health services, apartments, and gathering spaces.







2. GUIDING PRINCIPLES

Over the course of the next 30 years, a significant evolution of the Lougheed Corridor is anticipated. The Lougheed Transit Corridor Area Plan sets the course to guide the next chapter of growth in this area, shaping it from its former auto-oriented suburban development pattern, to an urban group of neighbourhoods served by rapid transit. Using the community vision and themes created through the public consultation process, the following guiding principles underpin the Lougheed Transit Corridor Area Plan.

1. RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

The five minute walking distance around rapid transit stations on Lougheed Highway, generally 400 metres surrounding the intersection, are key locations for local jobs, complimenting existing health services and business park employment. Employment opportunities served by frequent and reliable transit supports equity in job access. A range of uses, coupled with new multi-family housing units and pedestrian friendly design, make these nodes complete communities that are walkable, mixed-use, and transit-oriented. Complete communities foster a variety of jobs and social, cultural, educational, and recreational amenities for people in all stages of life.

Objectives

- Encourage a hierarchy of nodes that maintain the Town Centre as Maple Ridge's downtown.
- Increase the number and types of jobs within walking distance of rapid transit.
- Locate highest residential densities at Transit Nodes and along Complete Streets.
- Use design principles to create an urban environment, particularly at Transit Nodes and along Complete Streets.
- Promote architectural design excellence informed by local identify and context.
- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.

2. MOBILITY CHOICE IS ENHANCED.

Design, planning and investment provide amenities for safe, convenient and enjoyable trips on foot, by bike and transit. Creating complete communities, where daily needs are located within short distances from where people live, enhances mobility choice, and this coupled with access to efficient and effective transit reduces gaps in equity. Considerations include improved neighbourhood connectivity through new streets and walkways. Similarly, the infrastructure and design needs of emerging mobilities are considered through re-development.

Objectives:

- Grow transit ridership to build a case for future rapid transit investment.
- Connect Maple Ridge to the region through enhanced rapid transit.
- Reduce reliance on single-occupancy vehicles with Transportation Demand Management strategies.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Ensure that active transportation modes can be supported through re-development and capital projects.
- Create smaller blocks with new roads and pathways to improve access and walkability.



3. THE BUILT ENVIRONMENT IS DESIGNED AT A HUMAN SCALE.

Buildings, streets, and outdoor spaces consider the pedestrian experience. Care and attention are given to creating comfort, safety, accessibility and beautiful details that invite and delight.

Objectives:

- Shape places for people rather than cars through urban design.
- Design streets to create vibrant and dynamic places.
- Expand opportunities for both informal and formal community gathering spaces through redevelopment.
- Design buildings and sites for employment uses that are pedestrian-oriented along Off-Lougheed Greenway.
- Create a linear greenway route to promote a neighbourhood feel that also provides connection for walking, cycling and general recreation.

4. HOUSING FOR THE NEEDS OF MANY.

To create a diverse and inclusive community, different housing types and tenures are needed to accommodate both current and future residents. The range of housing needs that the Area Plan seeks to satisfy include: purpose-built rental units, universally accessible multi-family housing, ground-oriented units geared towards larger households, as well as seniors and affordable housing. Diverse housing options serviced by frequent and reliable transit supports equity in housing access. Over time, these housing types and tenures will provide a broader range of options and complement the existing single detached neighbourhood character surrounding the Lougheed Transit Corridor.

Objectives:

- Encourage moderate 'missing middle' infill housing between Dewdney Trunk Road and Lougheed Highway.
- Create new multi-family housing units in existing commercial areas.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

5. NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

Safety considerations are addressed through Crime Prevention Through Environmental Design (CPTED), to ensure visibility, natural surveillance, and lighting; and also through street design with safe crossing, appropriate demarcation of cycling, pedestrian and vehicular zones. Resident inclusion and diversity is prioritized through creating and enhancing community gathering spaces that include programming to facilitate neighbourhood vitality and build community pride and spirit. Public art further celebrates diversity.

Objectives:

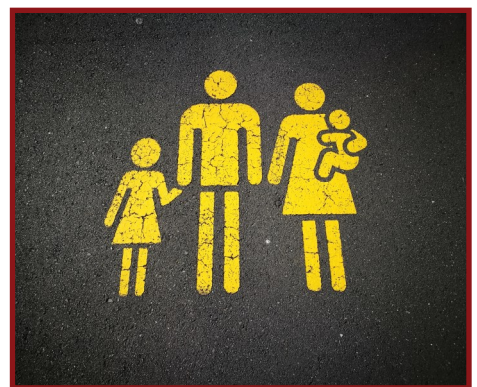
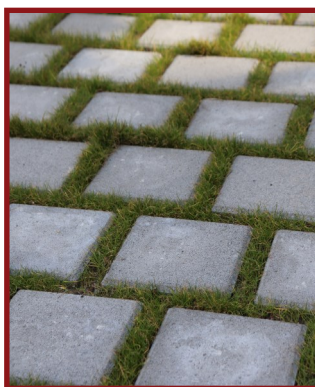
- Integrate culture and heritage through public art installations.
- Design streets to be safe and enjoyable places to walk and cycle at all hours.

6. GREEN SPACES CONNECT PEOPLE AND NATURE.

There are unique parks and conservation lands in this area that include the urban watercourses: McKenney Creek and the Katzie Slough, as well as the Maple Ridge Cemetery. Through re-development, greater emphasis on access and rehabilitation of these spaces will reconfirm the value of green spaces and their role as restorative, recreational spaces for the community.

Objectives:

- Provide new park spaces in infill areas.
- Enhance and maintain health of environmentally sensitive areas.
- Improve access and visibility of existing green space and environmentally sensitive areas.







3.0 GENERAL LAND USE OBJECTIVES & POLICIES

GUIDING PRINCIPLES

RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

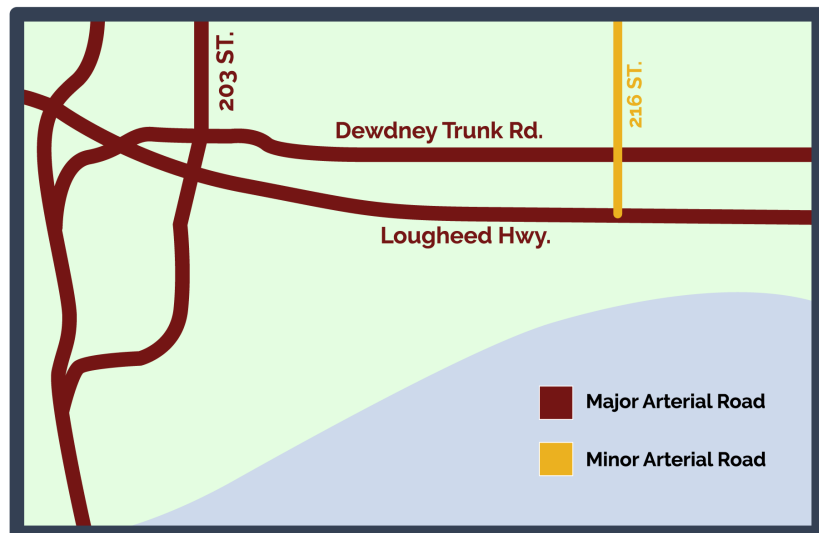
HOUSING FOR THE NEEDS OF MANY.

OBJECTIVES:

- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.
- Locate highest residential densities at Transit Nodes and Complete Streets.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

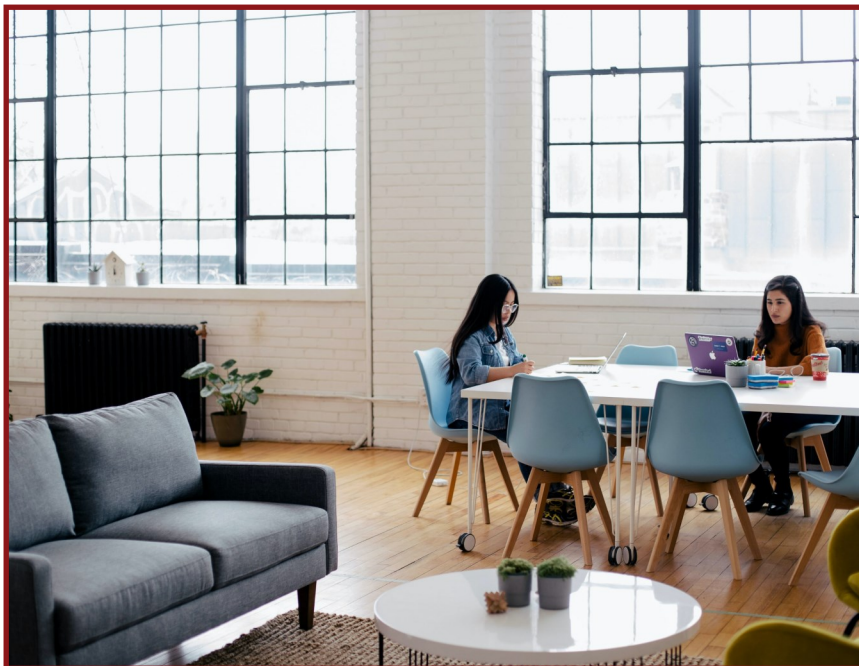
POLICIES:

3-1 Maple Ridge will encourage buildings over six storeys in height between Dewdney Trunk Road and Lougheed Highway, with transitional building heights of four to six storeys north of Dewdney Trunk Road and south of Lougheed Highway.

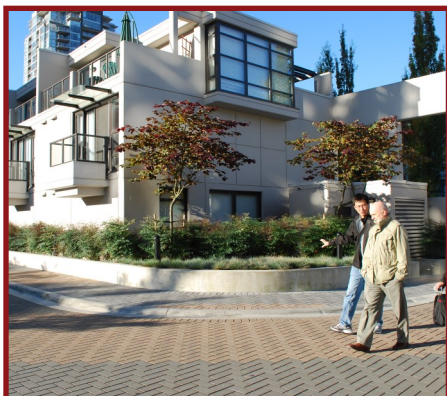


- 3-2** Maple Ridge will require buildings to step down to maximum of four storeys on the border of the area plan adjacent to lands designated *Urban Residential – Neighbourhood Infill* that are expected to remain lower density.
- 3-3** Maple Ridge will restrict direct vehicular access from Dewdney Trunk Road and Lougheed Highway as re-development occurs with new east-west lanes and roadway connections provided off north-south streets.
- 3-4** Maple Ridge will support buildings that are sited to create space for outdoor dining, and merchandise display adjacent to the road right-of-way while maintaining strong connection to the street.
- 3-5** Maple Ridge will required development on Major Arterial roads to be sited a minimum of six metres from the front property line and use landscaping to minimize the sound and visual impact of traffic.

- 3-6** Land assembly or lot consolidation proposed in conjunction with development, re-development, conversion, or infilling should meet the following conditions:
- a) That any residual lots are left in a configuration and lot area which are suitable for a future development proposal, or can be consolidated with other abutting residual lots or land parcel and complies with the applicable Land Use Designations and Policies of this area plan;
 - b) The use of any residual abutting lots can continue to function in accordance with the applicable Land Use Designation and Policies of this area plan;
 - c) Residual abutting lots or land parcels are not isolated or left in a condition which is unsuitable for redevelopment or unsuitable for the maintenance of the existing land use;
 - d) The land assembly proposal will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements and building design to ensure compatibility with abutting existing land uses.
- 3-7** As re-development occurs, parking is desired to be located underground.
- 3-8** Maple Ridge will categorize the Lougheed Transit Corridor as a Frequent Transit Development Area in the Regional Growth Strategy.
- 3-9** Maple Ridge will encourage the construction of purpose-built rental housing.
- 3-10** Maple Ridge will support the retention of existing affordable rental units and will trigger tenant relocation processes outlined in Council policy to minimize impacts to existing residents.
- 3-11** Maple Ridge will work with Provincial and Federal agencies to secure sites for non-market housing, and work with the development community in sharing funding opportunities.
- 3-12** Maple Ridge will encourage the installment of bicycle parking in prominent well-lit locations as well as secure bike storage in new developments.



- 3-13** Maple Ridge will explore and develop a density bonus program in alignment with Council's strategic initiatives.
- 3-14** Maple Ridge will encourage complete communities in the Lougheed Transit Corridor that include housing, jobs, services and amenities, and transit to reduce vehicle trips.
- 3-15** Limit suburban design elements and uses, such as drive-throughs, strip malls and highway commercial uses to select areas of the Lougheed Transit Corridor outside of Transit Nodes and Complete Streets.
- 3-16** Concealed parking structures are encouraged in all commercial, mixed-use, multi-family uses, and institutional uses in the Lougheed Transit Corridor. Below grade parking structures are particularly encouraged for Low-Rise, Medium, and High-Rise Apartment, Mixed-Use, Commercial and Institutional buildings.
- 3-17** Above grade concealed parking is a viable option where building height (six or more storeys) coupled with challenging site conditions make it cost prohibitive to provide all required parking spaces in an underground structure. Above grade parking structures should be designed in a manner that the pedestrian realm and streetscape are not negatively impacted.
- 3-18** Maple Ridge will use the Lougheed Transit Corridor Development Permit Guidelines to inform the urban design of new development.
- 3-19** Maple Ridge will support the adaptive re-use of heritage buildings.







4.0 LAND USE DESIGNATIONS & POLICIES

This section describes the land use designations and supporting policies in the Lougheed Transit Corridor.

A “designation” of land on a schedule of the Official Community Plan characterizes what land uses could be supported in the future. City Council “designates” the types of land use activities that are appropriate for different areas throughout the City. The designations are general in nature, and specific form, character, and density details are contained in the Development Permit Guidelines and accompanying Zones.

An amendment to the Official Community Plan is required to adopt or change a land use designation and this includes four readings of an amending bylaw and a Public Hearing. The land use designations are mapped on Schedule 1 of the Lougheed Transit Corridor Area Plan and are summarized below.

GUIDING PRINCIPLES

RAPID TRANSIT STOPS ARE MIXED-USE EMPLOYMENT HUBS.

HOUSING FOR THE NEEDS OF MANY.

OBJECTIVES:

- Encourage a hierarchy of nodes that maintain the Town Centre as Maple Ridge’s downtown.
- Increase the number and types of jobs within walking distance of rapid transit.
- Locate highest residential densities at Transit Nodes and along Complete Streets.
- Design Multi-Family and Mixed-Use developments to consider the road classification and adjacent land use.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Encourage moderate ‘missing middle’ infill housing between Dewdney Trunk Road and Lougheed Highway.
- Create new multi-family housing units in existing commercial areas.
- Increase and enhance the stock of rental housing, while maintaining affordable housing units for current residents.

4.1 LOCAL RESIDENTIAL INFILL

The *Local Residential Infill* designation permits single-family dwellings with complimentary secondary suites and detached garden suites as permitted by the property’s zoning, to maintain existing single-family character.

POLICIES:

- 4-1** Maple Ridge will support the retention of single family homes to maintain a mix of housing forms.
- 4-2** Maple Ridge will encourage accessory residential units such as secondary suites and detached garden suites.

4.2 INTENSIVE ATTACHED RESIDENTIAL INFILL

The *Intensive Attached Residential Infill* designation permits attached residential housing forms such as duplexes, triplexes, and rowhomes to a maximum of three storeys for moderate density.

POLICIES:

- 4-3 Maple Ridge will explore expanding the range of housing forms in established neighbourhoods to include duplex, triplex and row homes to encourage moderate densification while maintaining the existing lot pattern.
- 4-4 Maple Ridge will promote attached forms of housing with two to four residential units to encourage ground oriented residential units in proximity to a range of existing services.
- 4-5 Maple Ridge will support moderate densification in neighbourhoods with the creation of new rear lane vehicular access, as shown on Schedule 2.
- 4-6 The *Intensive Attached Residential Infill* land use permits new residential units that maintain similar massing to a single family home.

4.3 TRANSIT CORRIDOR MULTI-FAMILY

The *Transit Corridor Multi-Family* designation permits multi-family residential densification through lot consolidation along key arterials such as Dewdney Trunk Road and Lougheed Highway, as well as Major Corridors. Supported multi-family residential forms of development include fourplexes, courtyard residential, townhouses, apartments, and assisted living

POLICIES:

- 4-7 Maple Ridge will require a minimum lot consolidation of 2,000 m² for multi-family developments.
- 4-8 Maple Ridge will support buildings heights of four to six storeys.
- 4-9 Maple Ridge will encourage the creation of flexible amenity space that can be used as communal office or work area.



4.4 COMMERCIAL MIXED-USE

The *Commercial Mixed-Use* designation permits a mixed-use form of development with ground floor commercial and residential apartments above. Office use is also permitted above ground level.

POLICIES:

- 4-10** Maple Ridge will support a minimum of four storeys.
- 4-11** Maple Ridge will require a minimum lot consolidation of 3,000m² for commercial and mixed-use developments.
- 4-12** Maple Ridge will create a new commercial mixed-use zone for specific application in the Lougheed Transit Corridor.
- 4-13** Maple Ridge will permit commercial mixed-use buildings at Transit Nodes and along Complete Streets with ground floor commercial.
- 4-14** Compact neighbourhoods are desired and encouraged through high density development, wherein a variety of land uses are located such that residents and workers are within walking distance of many destinations.
- 4-15** Commercial uses in mixed-use buildings should serve the basic, everyday needs of residents, such as grocery, convenience and personal services, as well as destinations for residents within a five minute walking distance or 400m radius, such as retail and restaurants.
- 4-16** Commercial uses with extended hours such as cinemas, restaurants, bars and other evening entertainment venues are encouraged at the 203 Street Transit Node to create night life opportunities.
- 4-17** Complimentary health services to the Ridge Meadows Hospital are encouraged at the Laity Street node, including medical offices, pharmacies, medical imaging, laboratories, convenience retail, childcare, assembly, and restaurant.
- 4-18** Ground-floor commercial is required at Transit Nodes and along Complete Streets for the *Commercial Mixed-Use* land use designation.
- 4-19** Locate an event plaza in the 203 Street Transit Node for gatherings such as farmer's markets, concerts, and community festivals.

4.5 FLEXIBLE EMPLOYMENT

The *Flexible Employment* designation permits a business park form of development, with a consistent architectural standard, and pedestrian focused design. Typical highway commercial uses and live-work uses are also permitted and encouraged to be integrated within a business park format.

POLICIES:

- 4-20** Maple Ridge will support a minimum of two storeys and a maximum of six storeys.
- 4-21** Employment uses are completely enclosed in a building, and do not create noise, smell, or vibration issues to create compatibility with commercial and residential uses.
- 4-22** Maple Ridge will support live-work units that contain a residential space and a light industrial work space that also supports an accessory retail component.
- 4-23** The 207 Street and 119 Avenue intersection is encouraged to have destination light industrial uses that generate trips throughout the day and into the evening such as tasting rooms and lounges, performance space, boutique and niche artisanal retail, and restaurants connected with caterers or culinary schools.



4.6 CONSERVATION

The *Conservation* designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain the ecological diversity within the City.

POLICIES:

- 4-24 Conservation areas are intended for viewing and interpretation only. Where appropriate, trails may be incorporated into these areas for the enjoyment of experiencing these natural systems.
- 4-25 Through re-development, additional conservation land dedication will be sought by Maple Ridge to create better access to these spaces, providing enhancement opportunities, and creating passive recreation trails.
- 4-26 Use Streamside Protection Regulations to setback development from Environmental Sensitive Areas.
- 4-27 Maple Ridge will use signage in conservation areas to educate users about environmental stewardship.
- 4-28 Maple Ridge will create a north-south walking trail along the Katzie Slough in dedicated conservation land, with defined access points.
- 4-29 Maple Ridge will construct a north-south trail for pedestrians and cyclists along McKenney Creek in dedicated conservation land, with defined access points.

4.7 PARK

The *Park* designation permits open space, recreation and park use under Municipal jurisdiction.

POLICIES:

- 4-30 Maple Ridge will acquire land adjacent to the off-Lougheed Greenway at Donovan Avenue and Wicklow Way for a new neighbourhood park. Park programming may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-31 Maple Ridge will acquire land adjacent to Cook Park to expand the existing park. Park programming for the expansion may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-32 Maple Ridge will acquire land adjacent to the off-Lougheed Greenway between 206 Street and 207 Street for a new neighbourhood park. Park programming may include a sports court, play features, picnic space, walking paths or other amenities desired by the neighbourhood through a consultation process.
- 4-33 Maple Ridge will evaluate opportunities for additional park spaces through re-development review. Opportunities may include an urban plaza and public gathering space near 203 Street between Dewdney Trunk Road and Lougheed Highway. Urban plaza space may include gathering space, seating options, water features, public art and play features to be reviewed through the development process.
- 4-34 Maple Ridge will support increased visibility of the Maple Ridge Cemetery along the south side.

4.8 INSTITUTIONAL

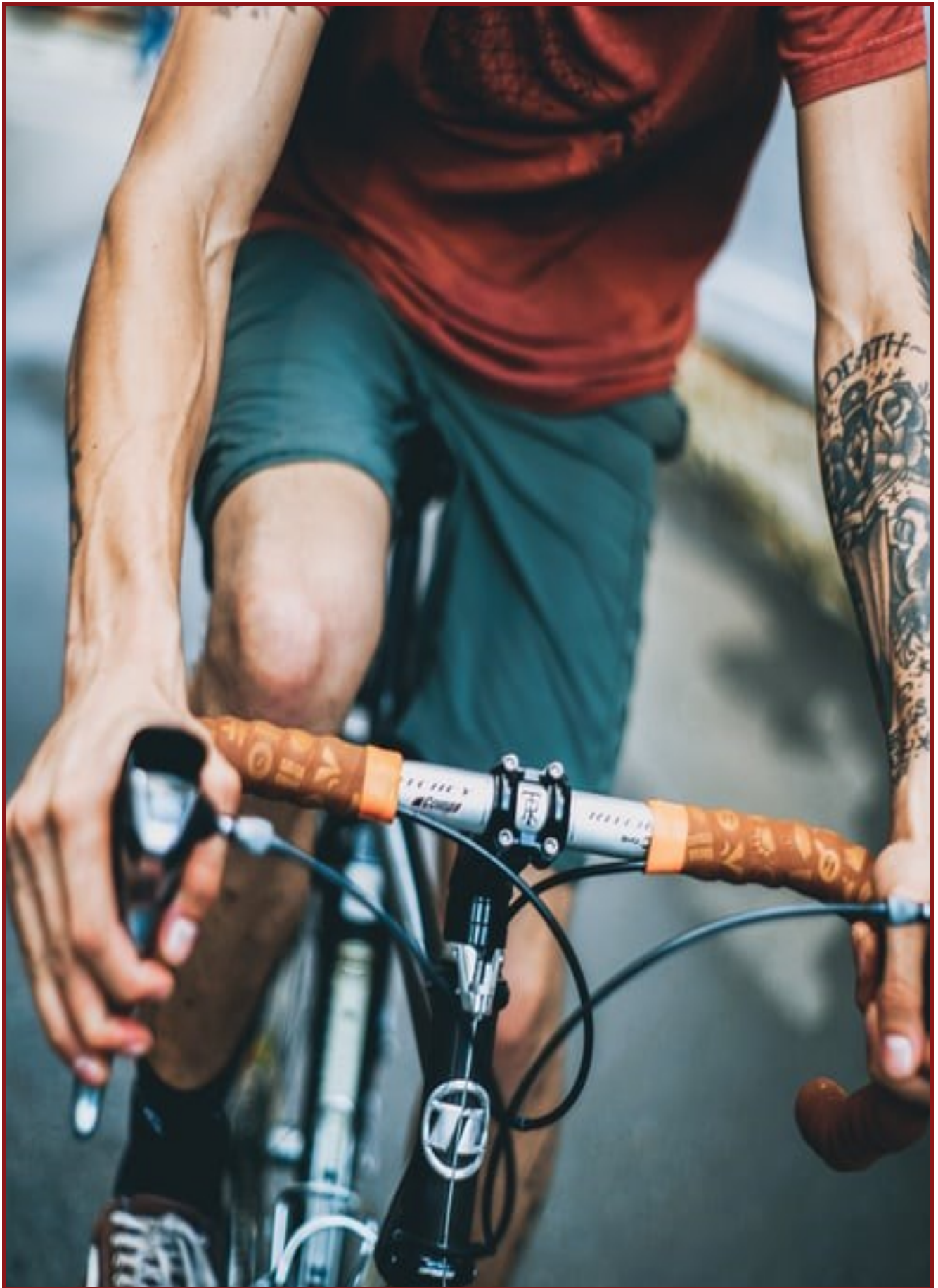
The *Institutional* designation includes diverse uses that meet specific community needs and that serve the local population, such as schools, community halls, recreational facilities, museum, places of worship, firehalls, daycare facilities, healing and wellness centres, correctional and rehabilitation facilities, public service uses, hospitals, cemeteries and congregate care facilities.

POLICIES

4-35 The integration of institutional uses with other uses in the community is encouraged and will be supported based on the following criteria:

- a) compatibility with adjacent uses, the neighbourhood context and natural features;
- b) located near public transit;
- c) has direct access to a Major Corridor as identified on Figure 4 in the Maple Ridge Official Community Plan.







5.0 TRANSPORTATION & CONNECTIVITY OBJECTIVES AND POLICIES

GUIDING PRINCIPLES

MOBILITY CHOICE IS ENHANCED.

NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

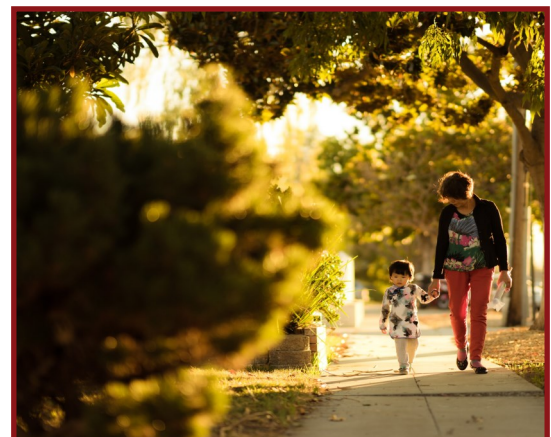
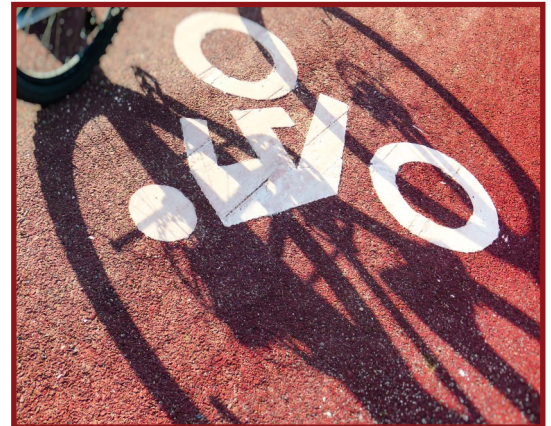
OBJECTIVES

- Grow transit ridership to build a case for future rapid transit investment.
- Connect Maple Ridge to the region through enhanced rapid transit.
- Reduce reliance on single-occupancy vehicles with Transportation Demand Management strategies.
- Make decisions informed by land use and transportation planning best practices to help address congestion-related concerns.
- Ensure that active transportation modes can be supported through re-development and capital projects.
- Create smaller blocks with new roads and pathways to improve access and walkability.
- Shape places for people rather than cars using design principles
- Design streets to create vibrant and dynamic places.
- Create a linear greenway route to promote walking and cycling for transportation and recreation.
- Design streets to be safe and enjoyable places to walk and cycle.

POLICIES

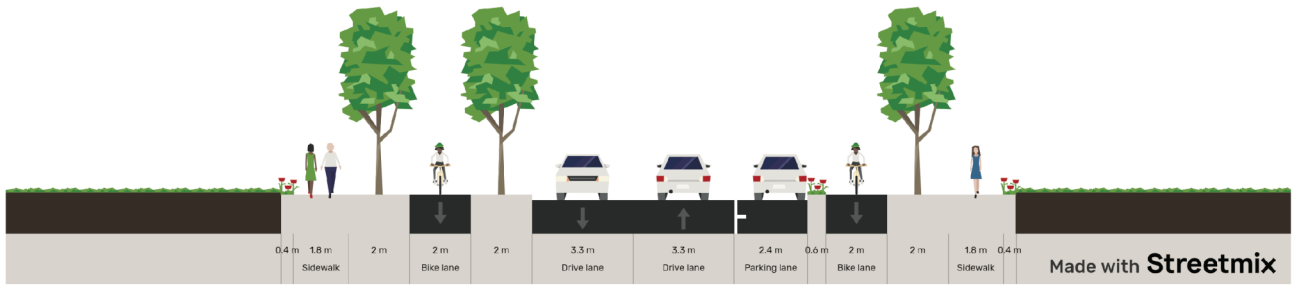
- 5-1** Maple Ridge will work with TransLink to provide safe and well-lit areas for transit.
- 5-2** Maple Ridge will use universal design principles to create accessible routes to transit.
- 5-3** Maple Ridge will work with the Ministry of Transportation and Infrastructure and TransLink to create a dedicated bus lane on Lougheed Highway for faster, more reliable transit service.
- 5-4** Maple Ridge will advocate for local bus routes that bring residents from outside of the transit corridor to rapid transit in a convenient and efficient way.
- 5-5** Maple Ridge will create the Off-Lougheed Greenway to enhance neighbourhood livability with a connected, lower traffic volume route for pedestrians and cyclists.
- 5-6** Maple Ridge will prioritize non-vehicular forms of transportation on the Off-Lougheed Greenway.
- 5-7** Cycling facilities are separated from vehicular travel lanes on the Off-Lougheed Greenway.

- 5-8** Maple Ridge will explore the requirements for bike share amenities along the Off-Lougheed Greenway.
- 5-9** Maple Ridge will implement traffic calming where possible to create safe pedestrian and cycling facilities.
- 5-10** Maple Ridge will implement safe crossing measures at key intersections.
- 5-11** Maple Ridge will encourage the installment of bicycle parking in prominent well-lit locations along the Off-Lougheed Greenway as well as secure bike storage in new developments.
- 5-12** Maple Ridge will encourage wayfinding signage at key locations for cyclists and pedestrians along bicycle routes and at bus stops.
- 5-13** Maple Ridge will use the 'All Ages and Abilities' design approach and Crime Prevention Through Environmental Design (CPTED) principles to create comfortable environment for all Off-Lougheed Greenway users throughout all times of the day and evening.
- 5-14** Road improvements through new development and capital projects will identify and create safe spaces for active modes of transportation, such as walking and cycling.
- 5-15** Maple Ridge will require pedestrian level lighting on walkways to promote visibility and safety.
- 5-16** Maple Ridge will support active school travel by working with School District 42 on identifying and planning for safe and comfortable walking routes to schools.

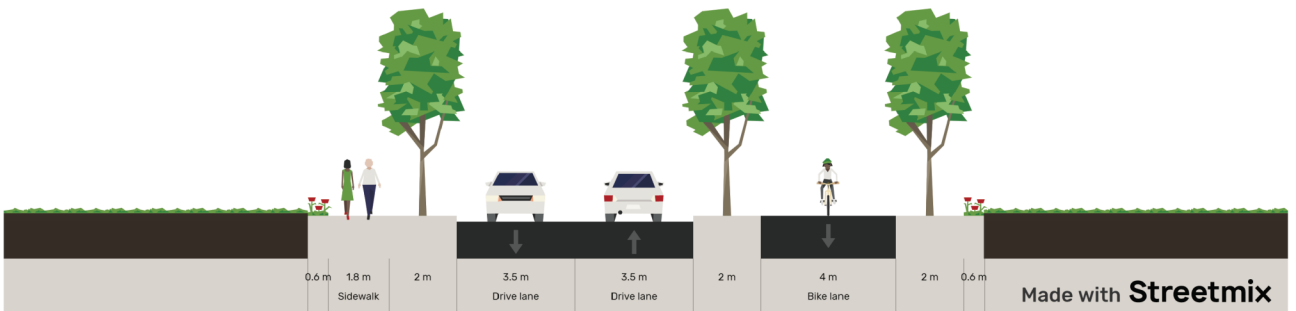


- 5-17** Maple Ridge will explore the feasibility of reduced residential and commercial parking standards in proximity to rapid transit stations.
- 5-18** Maple Ridge will work in partnership with TransLink and car share providers to encourage identified car share parking spaces in new developments.
- 5-19** Maple Ridge will explore on-street parking time limits to promote access to local businesses.
- 5-20** Maple Ridge will encourage enhanced mobility choice with high quality infrastructure for active travel modes to provide options for residents that include enhanced connections east and west for ease of movement through this area.
- 5-21** Maple Ridge will require Transportation Impact Assessments, where appropriate, through the redevelopment process to help reduce traffic congestion.
- 5-22** Maple Ridge will investigate strategies for a range of parking facilities near rapid transit.
- 5-23** Maple Ridge will explore transportation demand management strategies to promote transit use and active forms of transportation.
- 5-24** Maple Ridge will identify locations for street pay parking, to promote turn over and prioritize non-vehicular transportation.
- 5-25** Maple Ridge will encourage public electric vehicle charging stations at transit nodes and high streets.
- 5-26** Maple Ridge will require pre-wiring for charging infrastructure in all new construction.
- 5-27** Maple Ridge will encourage a portion of commercial and employment parking spaces to be designated for car-sharing and car-pooling.
- 5-28** Maple Ridge will consider the needs of emerging micro-mobilities.
- 5-29** Maple Ridge will restrict direct vehicular access from Dewdney Trunk Road and Lougheed Highway as re-development occurs with new east-west lanes and roadway connections provided off north-south streets.
- 5-30** Maple Ridge will support small blocks to create improved pedestrian connectivity through new roads, parks and green space, and public or private pathways.
- 5-31** Maple Ridge will encourage multiple routes to destinations to provide a variety of options to pedestrians and cyclists.
- 5-33** Establish a grid network of roads and pathways between Dewdney Trunk Road and Lougheed Highway.

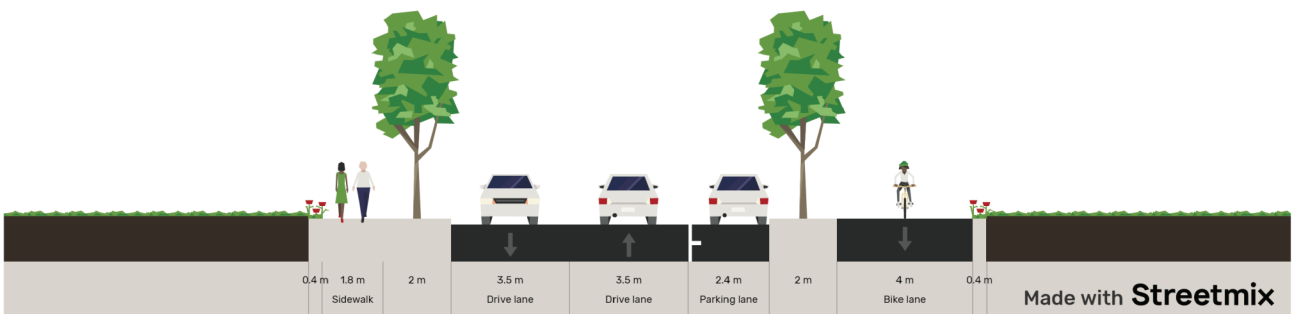
WEST OF MCKENNEY CREEK GREENWAY SECTION



LAITY STREET GREENWAY SECTION



COOK AVENUE GREENWAY SECTION







6.0 PUBLIC REALM OBJECTIVES & POLICIES

GUIDING PRINCIPLES

THE BUILT ENVIRONMENT IS DESIGNED AT A HUMAN SCALE.

NEIGHBOURHOODS ARE SAFE, DIVERSE AND INCLUSIVE.

OBJECTIVES

- Promote architectural design excellence informed by local identity and context.
- Shape places for people rather than cars through urban design.
- Design streets to create vibrant and dynamic places.
- Expand opportunities for both informal and formal community gathering spaces through redevelopment.
- Design buildings and sites for employment uses that are pedestrian-oriented along Off-Lougheed Greenway.
- Integrate culture and heritage through public art installations.

POLICIES

- 6-3** Where possible, street trees located on both sides of the Off-Lougheed Greenway provide visual interest, reduce the urban heat island effect and help create a defined sidewalk boundary and safe and inviting space for pedestrians.
- 6-7** Parkettes are used to provide additional seasonal patio seating and slow vehicular traffic.
- 6-8** Maple Ridge supports unique, exciting and innovative uses of rear lanes to create dynamic places for pedestrians.
- 6-10** Maple Ridge will consider the needs of children, seniors, and persons with disabilities in public realm design.



- 6-11** In large comprehensive re-developments, Maple Ridge will identify opportunities to achieve community amenity space such as: community meeting rooms, a seniors activity centre, community centres, playgrounds, outdoor plazas and public art.
- 6-12** Maple Ridge will Identify a location for a covered performance amphitheater to host performance based arts and culture events.
- 6-13** Maple Ridge will explore locating community spaces with flexible use at Transit Nodes, for rotating cultural and heritage displays.
- 6-14** Incorporate public art in streetscape improvements, capital works projects and new development.
- 6-15** Engage with community members to ensure public art reflects the story and identity of the area.
- 6-16** Maple Ridge will explore an artist mural and more short-term vinyl wrap program to inject colour and expression into the built environment.
- 6-17** Variation in public space, sidewalk, and cycle route paving treatment and material help delineate space for different users.
- 6-18** Wayfinding is located at regular intervals at Transit Nodes and Complete Streets to orient users.
- 6-19** Maple Ridge will use enhanced sidewalk treatments, street lamp banners, and street furniture to define and identity the Complete Streets and Transit Nodes.





7.0 GLOSSARY OF TERMS

ALL AGES AND ABILITIES:

An international best practice that should be adopted for all bicycle facility design and network implementation to accommodate users with a range of abilities and comfort levels.

COMPLETE COMMUNITY:

A community with mix of uses and affordable services and amenities, which allows residents to meet most of their daily needs by walking, rolling, or transit without leaving the neighbourhood. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

COMPLETE STREETS:

A design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN:

A multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among residents so that they can reduce the rate and fear of crime.

FIVE MINUTE WALKING DISTANCE:

A 400 m radius is an approximate area that can be covered on foot in five minutes. A five minute walk is a low threshold distance that most people are willing to walk or roll to reach transit and other key destinations.

UNIVERSAL DESIGN:

The design of products, environments, programs and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

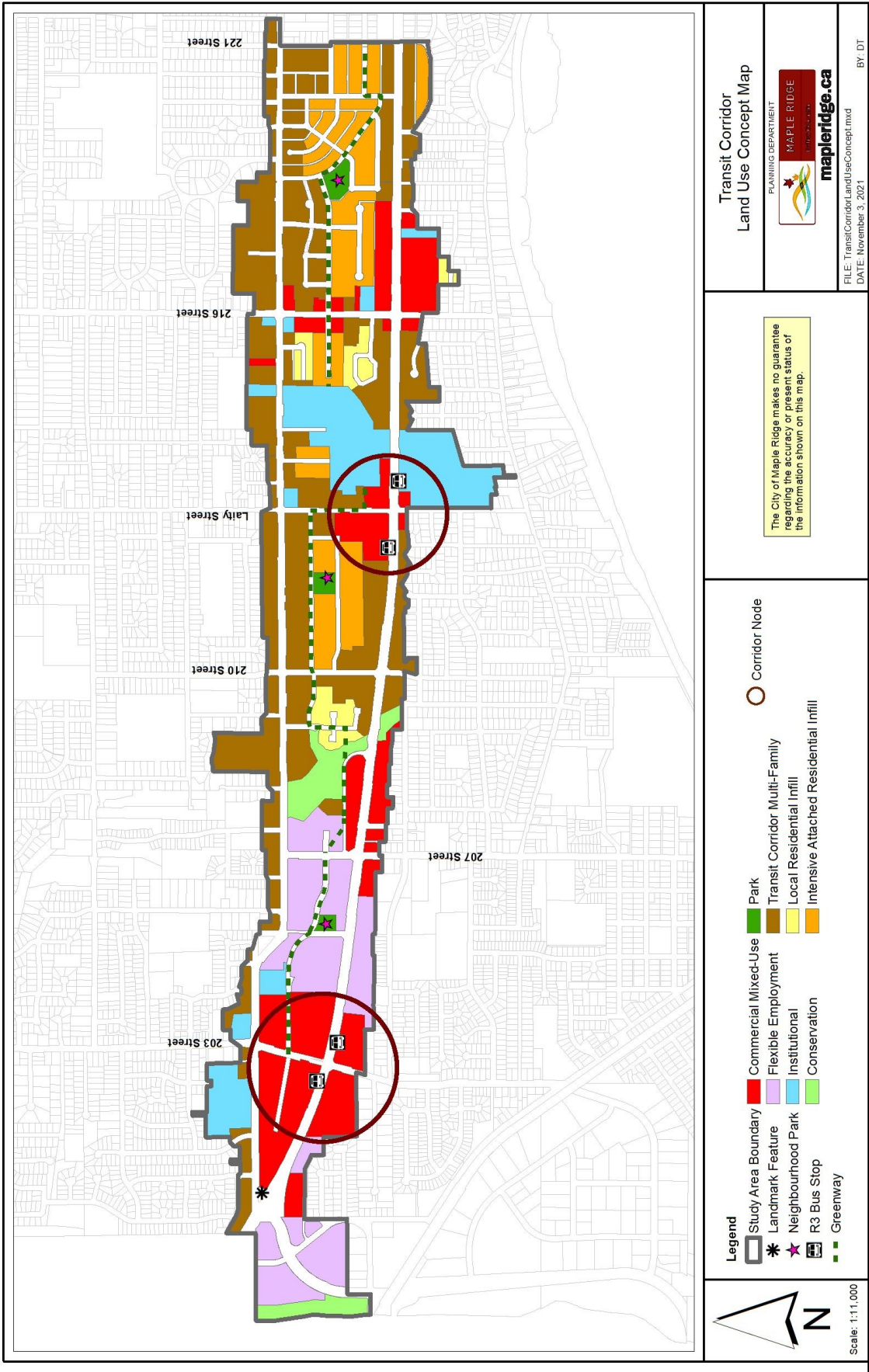
APPENDIX A – ZONING MATRIX

- a) This Matrix is to be read in conjunction with the policies and criteria in the Lougheed Transit Corridor Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for a specific site and are not applicable in all areas of the municipality;
- c) Lot consolidation may be required to meet the minimum lot area, lot width and/or lot depth requirements of the Zoning Bylaw and/or Subdivision Control Bylaw;

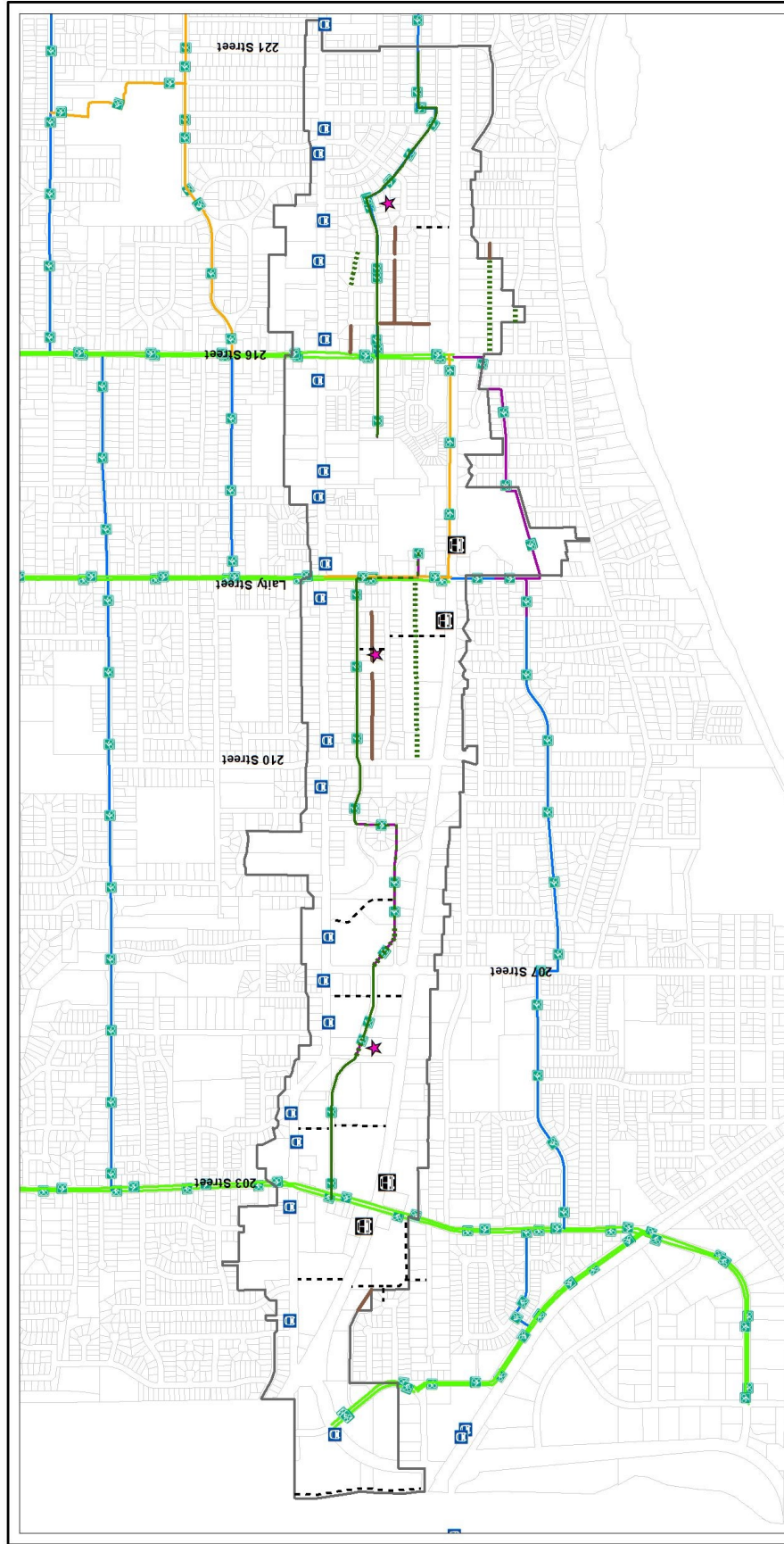
Land Use	Supported Zones
Local Residential Infill	R-1 Residential District R-4 Single Detached (Infill) Urban Residential RT-1 Two Family Urban Residential
Intensive Attached Residential Infill	RST Street Townhouse Residential RT-1 Two Family Urban Residential RT-2 Ground-Oriented Residential Infill (limited to triplex)
Transit Corridor Multi-Family	RT-2 Ground-Oriented Residential Infill (limited to fourplex and courtyard) RM-1 Townhouse Residential RM-2 Medium Density Residential RM-4 Multiple Family Family Residential District RM-5 Low Density Apartment Residential
Commercial Mixed Use	C-7* Lougheed Transit Corridor High Density Mixed-Use
Flexible Employment	M-6* Infill General Employment M-3 Business Park C-2 Community Commercial CS-1 Service Commercial

* Proposed new zones, which will be forthcoming through the development application process.

SCHEDULE 1--LAND USE MAP



SCHEDULE 2--ROAD PATTERN



Scale: 1:1,000

Legend

- Study Area Boundary
- Off-Lougheed Greenway
- Neighbourhood Park
- R3 Bus Stop
- 701 Local Bus Stops
- Existing Road Connection
- New Road Connection
- Pedestrian Connection
- Pedestrian Trails & Walkways
- Lane

Bike Route Type

- Bike Lane
- Dyke Path
- Separated Bike Lane
- Shared Road Bikeway
- New Bike Connection

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.

Road Pattern and Walkway Connectivity

PLANNING DEPARTMENT



FILE: TransiCorridor_RoadPattern&Walkway.mxd
DATE: October 28, 2021

BY: DT

SCHEDULE 3—PARKS AND CONSERVATION

