



10.4 TOWN CENTRE AREA PLAN





TOWN CENTRE AREA PLAN

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1.0 INTRODUCTION

1.1 BACKGROUND

Maple Ridge Town Centre is a neighbourhood of unique character and opportunity. Located in the heart of Maple Ridge, it contains historic points of interest, a central business district, including the Municipal Hall, and a West Coast Express commuter train station. The neighbourhood boasts spectacular views that include the Fraser River to the south and the Golden Ears peaks of Mount Blanshard to the north.

The Town Centre of Maple Ridge is often referred to as “Haney” and “Port Haney”, reflecting on the fact that prior to 1874 Maple Ridge was comprised of a number of historic communities, each with its own unique characteristics. Haney was the area generally north of the Lougheed Highway, and Port Haney was situated south of the Lougheed Highway, adjacent to the Fraser River. Port Haney originally operated as the commercial heart of the newly formed District, however the construction of the Lougheed Highway and a significant fire in Port Haney contributed to the shifting of a rebuilt “uptown” and the commercial development of Central Haney began.

By the 1950’s the “core” of Maple Ridge was bounded by Ontario Street (224th Street), Dewdney Trunk Road, Hinch Road (225th Street), and Lougheed Highway, and included two elementary schools, one high school, Aggie Hall, and all major municipal services, including the municipal hall and library.

Since that time, the former “Central Haney” has evolved into the commercial heart of the District of Maple Ridge, encompassing several historic locations, municipal offices, a concentrated commercial area, including a West Coast Express Station in Port Haney. The boundaries also expanded to include lands as far north as 124th Avenue, west to 221st Street, and east to Burnett Street.

In early Official Community Plans priority for commercial development and residential density was noted for the Town Centre. . The Metro Vancouver Regional Growth Strategy identifies Maple Ridge Town Centre as one of seven "Regional City Centres", each intended to serve as regional hubs for densification and public transit.

1.1.1 THE SMART GROWTH ON THE GROUND PROCESS

In 2003 the District of Maple Ridge became the first Smart Growth on the Ground Partner Community. By doing so the District committed to exploring the application of smart growth and sustainability principles in the Town Centre. In December 2003, the project was initiated by the formation of a locally based project committee that oversaw and participated in the development of the Town Centre Concept Plan.

The Smart Growth on the Ground process for the Town Centre included a series of public workshops to examine a series of Smart Growth Principles and the participation in an intensive design charrette process. The information collected resulted in the creation of the Town Centre Concept Plan, which was endorsed by District Council in April 2005, along with a Council Resolution stating that the Smart Growth on the Ground Concept Plan would be used as a guide for development within the Town Centre. It is this concept plan that formed the basis for the Town Centre Area Plan.





1.2 8 GUIDING SUSTAINABILITY PRINCIPLES

The Smart Growth on the Ground Project resulted in 8 Guiding Sustainability Principles that are reflected in the Town Centre Area Plan. Those Principles are:

1. EACH NEIGHBOURHOOD IS COMPLETE

Smart Growth on the Ground communities allow residents to have the option to live, work, shop and play in the same local area. Compact, complete communities use land and infrastructure more efficiently, while providing more living choices for residents and local employees. Complete communities can reduce per capita expenditure on cars and per capita production of air pollution by over 40%. This means more money in our pockets and less congestion on our streets.

2. OPTIONS TO OUR CARS EXIST

Smart Growth on the Ground Communities reduce the emphasis on automobiles, and provide for other transportation choices. Compact neighbourhoods with an interconnected street network are convenient for walking and cycling, and can provide enough residential density and mix of uses to create a large ridership base for transit. Transportation choices reduce congestion and pollution, and allow residents who cannot drive (such as children, seniors, and people with disabilities) to access daily activities on their own.

3. WORK IN HARMONY WITH NATURAL SYSTEMS

Smart Growth on the Ground Communities respect, maintain, and restore the natural functioning of the landscape. Communities can be more environmentally friendly, energy efficient, and cost effective, by respecting natural eco-systems -- particularly river and stream systems and their associated aquatic habitat.

4. BUILDINGS AND INFRASTRUCTURE ARE GREENER AND SMARTER

Smart Growth in the Ground Communities optimize the economic, social and ecological impact of buildings and infrastructure. Innovative development standards, such as “green” infrastructure and buildings or natural drainage systems, can result in lower impact solutions that cost municipalities, residents and businesses much less over the long term.

5. HOUSING SERVES MANY NEEDS

Smart Growth on the Ground communities incorporate a variety of housing in the same neighbourhood and even on the same street. A mix of housing types (both owner and for rent) allows residents to live in the same community throughout their life, and recognizes the increase in non-traditional households such as empty nesters, single parent families, and childless couples. A range of housing also allows lower income residents (such as seniors on fixed income or recent university graduates) equal access to community amenities and local employment opportunities.

6. JOBS ARE CLOSE TO HOME

Smart Growth on the Ground Communities foster sustainable economic growth. Local economic growth allows many residents to find employment close to home and supports local businesses, while making the best use of existing infrastructure.

7. THE CENTRE IS ATTRACTIVE, DISTINCTIVE AND VIBRANT

Smart Growth on the Ground communities are animated, diverse, and have a strong local identity. The cultural heritage of the community is celebrated in functional and meaningful ways, and are incorporated into the vibrant neighbourhood and town centres as focal points for community interaction.

8. EVERYONE HAS A VOICE

Smart Growth on the Ground Communities belong to those who live, work and play there. Meaningful participation includes an early and on-going role for community members by engaging them in planning, design and development processes. This ensures that new development is accepted by existing stakeholders and responds to local needs



1.2.1 GOALS AND OBJECTIVES

In consultation with the community, the 8 Guiding Sustainability Principles were further considered and expanded, resulting in the creation of 16 goals and 90 objectives. These goals and objectives were intended to support the Principles and provide targets and measurements for achieving them. When relevant, these goals and principles have been incorporated into sections of the Area Plan, and provide explanation and guidance to the policies. Most, but not all of the objectives fall within the scope of the Town Centre Area Plan.

PRINCIPLE: 1: EACH NEIGHBOURHOOD IS COMPLETE

Goal:

Increase density and distribute a range of uses throughout the Centre

Objectives:

- Increase density for residential and non-residential land uses
- Incorporate a range of densities
- Incorporate mixed use development opportunities
- Ensure opportunities for living, working, shopping, and service provision
- Integrate waterfront development into the Centre
- Develop on currently undeveloped lots
- Create links between the Centre and other hubs within Maple Ridge

Goal:

Enhance opportunities for personal development and recreation

Objectives:

- Provide educational/training facilities
- Enhance technological capabilities so people can take advantage of world opportunities
- Develop cultural facilities
- Improve recreation opportunities, particularly for youth
- Improve and secure public access to natural places, including streams and waterfront
- Provide more public green space within the core
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces
- Design easily accessed public spaces
- Ensure public safety and security, and accessibility throughout the Centre

PRINCIPLE 2: OPTIONS TO OUR CARS EXIST

Goal:

Acknowledge and respect pedestrian needs

Objectives:

- Prioritize the safety of pedestrians
- Enhance pedestrian experience
- Designate pedestrian-only areas/no-car zones
- Enhance connectivity of pedestrian and other non-vehicular routes
- Utilize and upgrade laneways, sidewalks and other existing paths for pedestrians, bikes
- Design for short walking distances to reach daily needs

Goal:

Increase transit modes, availability and destinations

Objectives:

- Establish an internal transit system for the Centre
- Increase the frequency of transit service both internally and to out-lying areas
- Consider other transit modes
- Link new Abernethy crossing to transit
- Increase and improve access from river to Centre
- Provide water transportation options
- Ensure public safety for all transportation modes



PRINCIPLE 3: WORK IN HARMONY WITH NATURAL SYSTEMS

Goal:

Preserve, enhance and capitalize on natural amenities and create new ones

Objectives:

- Respect and enhance riparian areas and water resources
- Maintain views of mountains
- Maintain access and views to Fraser River
- Protect and enhance a range of wildlife habitats
- Reinststate historical streams

Goal:

Protect natural systems from the impacts of development

Objectives:

- Increase quality and amount of green space in the Centre
- Establish a green system that is linked throughout the Centre and beyond
- Reduce the generation of water pollution, air pollution and waste
- Manage pollution and waste with Best Management Practices (BMPs)

PRINCIPLE 4: BUILDINGS AND INFRASTRUCTURE ARE GREENER AND SMARTER

Goal:

Make it easier to be environmentally friendly

Objectives:

- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Have municipality adopt green building and infrastructure standards
- Educate on environmental benefits of growing smarter
- Increase quality, function and amount of mandatory public/open/green space built by developers

Goal:

Combine new technologies with rediscovered approaches

Objectives:

- Incorporate alternative methods of power generation
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impact of erosion and waste disposal during construction
- Adaptively reuse existing buildings, including heritage buildings
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses

PRINCIPLE 5: HOUSING SERVES MANY NEEDS**Goal:**

Increase housing options to provide for all ages, economic status, and life stages

Objectives:

- Integrate housing for all demographics
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable housing/low-cost housing with market housing
- Improve rental housing stock and options
- Improve housing quality and range of housing types
- Design housing for flexibility of use over its lifetime
- Design housing to strengthen social relationships
- Provide housing for people in transition

Goal:

Increase density in the Centre by integrating housing with other uses

Objectives:

- Increase residential density and identify density limits
- Integrate housing with other uses at the scale of both building and block
- Establish attractive form and character and mitigate noise to make housing in the centre desirable

PRINCIPLE 6: JOBS ARE CLOSE TO HOME

Goal:

Encourage all types of jobs, including new and non-traditional businesses and workplaces

Objectives:

- Provide an educational centre to train for jobs and to provide teaching and other jobs
- Increase civic development and retail development for job creation
- Incorporate high tech, internet, home businesses
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Make zoning and bylaws less restrictive for location and form of business premises, while retaining a positive sense of community
- Promote the film industry
- Promote the tourism industry

Goal:

Attract investment by supporting business needs

Objectives:

- Attract investment in housing and business ventures
- Densify the Centre to provide a customer base for businesses
- Identify and promote niche markets for business
- Develop the industry potential already present in Maple Ridge and support local businesses
- Pre-install technological infrastructure in buildings to attract businesses
- Streamline development approval processes and provide incentives
- Provide venues to support arts and crafts businesses

PRINCIPLE 7: THE CENTRE IS DISTINCTIVE, ATTRACTIVE AND VIBRANT

Goal:

Cultivate an identity that grows from the heart of the community

Objectives:

- Develop the “caring” identity of Maple Ridge
- Ensure that historical and cultural assets are respected and celebrated
- Feature the natural beauty and amenities of the place
- Establish development guidelines that respect local heritage, natural settings and attributes
- Support the arts in the community

- Encourage art in public and private spaces
- Enhance the urban public environment

Goal:

Establish the Centre as a hub of activity

Objectives:

- Increase tourism
- Provide opportunities for festivals and community events
- Provide more entertainment and education venues
- Encourage evening activities that cater to a broad demographic while benefitting the community
- Utilize park space for daily activities as well as special events
- Create easily accessible routes to key destinations
- Encourage symbiotic relationships among and between lands and land users
- Support and encourage the vitality of small business

PRINCIPLE 8: EVERYONE HAS A VOICE

Goal:

Create safe spaces and opportunities for all members of the community

Objectives:

- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Empower the least powerful
- Ensure safety

Goal:

Create opportunities for open dialogue among members of the community

Objectives:

- Establish ongoing public evaluation of smart growth strategies
- Provide public gathering spaces
- Ensure economic development office advocates for local business and interacts effectively with all levels of government



1.3 ASSUMPTIONS AND TARGETS

Population:

The Town Centre is 294 hectares (727 acres) in area and is home to over 8000 residents. By 2021 it is projected that the population will increase by over 13,000 resulting in a target population of 21,750 people by 2021.

Density:

At the build out of the Town Centre Area Plan it is estimated that with a land area of 294 hectares, the resulting density will be in the range of 70 to 100 persons per hectare.

Housing:

There are approximately 4,500 housing units in the Town Centre and it is estimated that through development/redevelopment the Centre can accommodate another 6700 units, for a potential total of approximately 11,065 units by 2021.

Commercial:

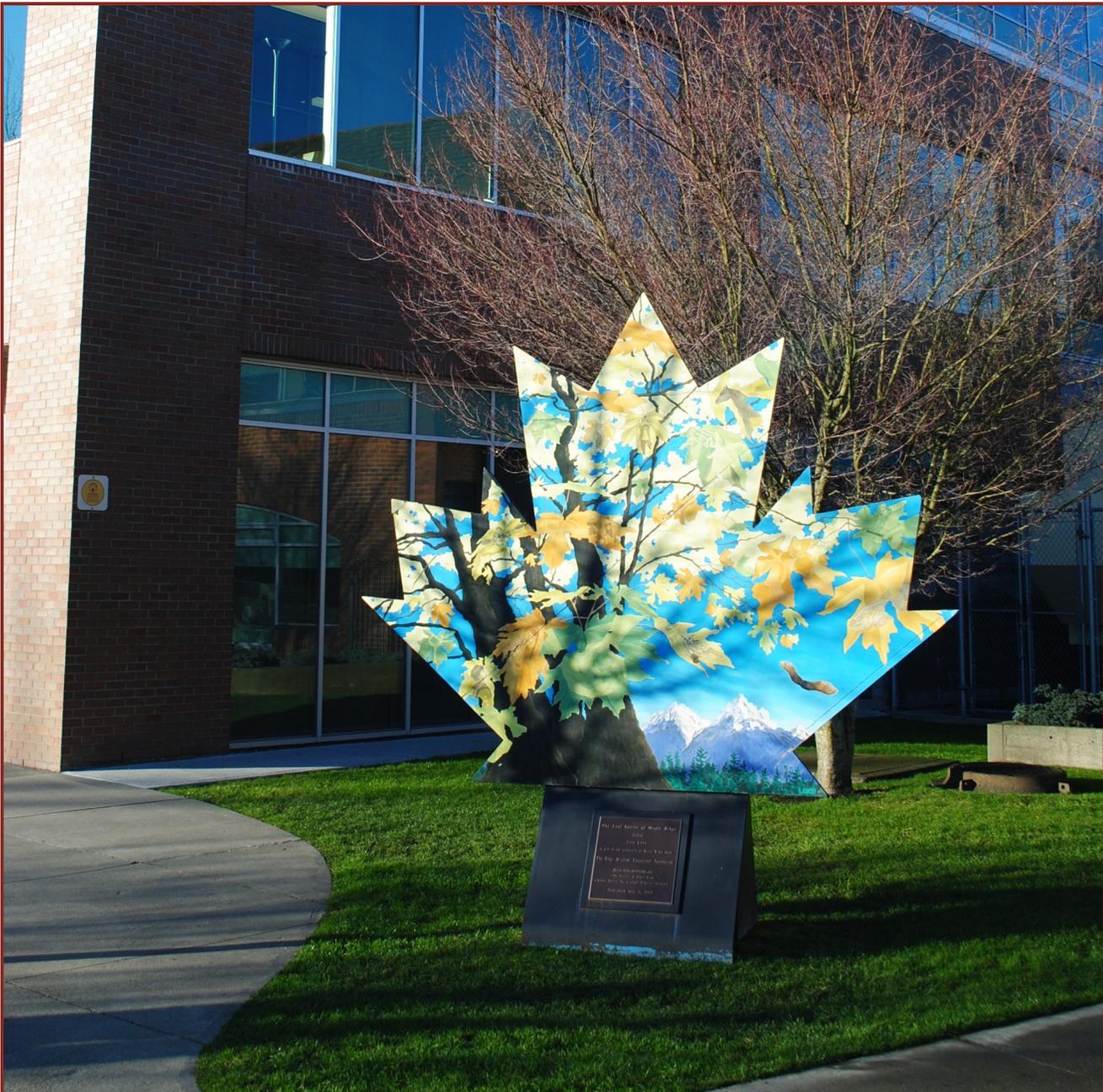
Commercial, Office and industrial forecasts suggest that significant demand will occur by 2021. The Town Centre Plan has a goal of creating between 0.25 – 0.75 new jobs for every dwelling unit in the Town Centre.





1.4 THE ROLE OF THE AREA PLAN

The Town Centre Area Plan reflects the community's values and is intended to be the preeminent document for long range planning and development within the Downtown. Development applications within the Town Centre will be evaluated against the policies and development permit guidelines housed within this document. Since the Area Plan policies are a derivative of the broader policies within the Official Community Plan, the Town Centre Area Plan policies must be read in conjunction with them.





2.0 GREEN INFRASTRUCTURE

BACKGROUND

Green Infrastructure is the interconnected network of natural and man-made features and functions that support the local ecology while improving livability. As an essential life support system, Green Infrastructure involves the integration of conservation values with the various elements related to urban development. Components of Green Infrastructure include sensitive ecosystems, parks, retention and restoration of trees and native plants in public and private spaces, rainwater management, green buildings, and energy management.

The Town Centre has less than 20% of its land base (approximately 51 hectares of a total 300 hectares) in either conservation or park space and these are the key areas that sustain local wildlife and contribute to a healthy urban environment. The Green Infrastructure of an urban setting can be enhanced through the planting of trees, shrubs, and garden areas that link together and create opportunities for wildlife to access shelter, food, and water. In turn, augmenting habitat for local wildlife also improves the air quality, appearance, and ambiance of the urban environment for human habitation. The integration of Green Infrastructure in urban areas leads to reduced strain on natural resources, improved air and water quality, generally better health and mental well-being, increased property values, and a greater sense of place.

Reducing our consumption of natural resources is a necessary component of Green Infrastructure, as a smaller urban footprint will help to conserve and manage our natural resources more efficiently and effectively. Improvements to energy efficiencies may be achieved, for example, through rainwater management, green buildings, and energy management, thereby leading to a more sustainable community to be left as a legacy for future generations.

Maple Ridge is “a community committed to working toward achieving carbon neutrality”. This quote is published in Council’s 2025 Vision Statement and is supported by the District’s desire to identify possibilities for utilizing leading edge environmental technologies. Improving and protecting our Green Infrastructure will aid Maple Ridge in achieving this vision.

The primary aim of the Green Infrastructure section is to acknowledge that natural resources are part of a community life support system and to highlight the benefits of integrating nature into the urban fabric.

2.1 WORKING IN HARMONY WITH NATURAL SYSTEMS

GUIDING PRINCIPLES

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are Greener and Smarter

Goals:

- Make it easier to be environmentally friendly
- Combine new technologies with rediscovered approaches

Principle 7: The Centre is Distinctive, Attractive and Vibrant

Goal:

- Cultivate an identity that grows from the heart of the community

OBJECTIVES

- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Increase the quality and amount of green space in the Town Centre
- Establish a green system that is linked throughout the Town Centre and beyond
- Reduce the generation of water pollution, air pollution, and waste
- Manage pollution and waste with Best Management Practices (BMPs)
- Identify and act on appropriate urban ecology opportunities
- Provide incentives for the development of environmentally friendly buildings
- Explore the possibility of establishing green building and infrastructure standards
- Educate on environmental benefits of growing smarter
- Increase quality, function and amount of mandatory public/open/green space built by the development community
- Incorporate methods of power generation from renewable sources
- Require sustainable buildings and building systems
- Design buildings to adapt to future technologies and uses
- Minimize environmental impacts of erosion and waste disposal during construction
- Manage urban stormwater with green infrastructure methods
- Develop green infrastructure that provides for multiple land uses
- Develop the “caring” identity of Maple Ridge
- Feature the natural beauty and amenities of the place



2.2 INTEGRATING GREEN INFRASTRUCTURE

The topic of Green Infrastructure is broad with a range of components that are important to the sustainable development of the Town Centre. The aim of the Town Centre Area Plan is to create a more sustainable community, where land is utilized more efficiently and residents may live, work, and play in the community. Green Infrastructure has an important role to play in achieving the above goals and objectives and may be achieved through various means including:

- Protection of Natural Features
- Rainwater Management
- Urban Ecology
- Building Local Partnerships to Support Environmental Stewardship
- Energy Management
- Green Buildings

2.2.1 PROTECTION OF NATURAL FEATURES

Natural Features are identified as environmentally sensitive areas or conservation areas. These features include watercourses, wetlands, rocky outcrops, and steep slopes. Where development is proposed on a site within 50 metres of a watercourse or other natural feature, a Watercourse Protection Development Permit and/or a Natural Features Development Permit will be required. Both of these environmental Development Permits are in the Maple Ridge Official Community Plan.

Conservation areas are identified on the Town Centre Area Land Use Designation Map, Schedule 1 in this plan.

POLICIES

2-1 Maple Ridge will continue to protect natural features, while ensuring public safety, including land resources, water resources, and air quality, under current requirements in the Corporate Strategic Plan, Maple Ridge Official Community Plan and related policies and bylaws and also in accordance with Provincial and Federal regulations.

2-2 Greenway Trails (see Section 5.2.1 under Multi-Modal Transportation Network and the Multi-Modal Transportation Network Map, Figure 1) will be encouraged through designated conservation areas and public spaces (eg. schools and parks) in accordance with policy 2-1 above, to enable the public to access, experience, and appreciate natural areas in the Town Centre and provide opportunities for recreation.

RAINWATER MANAGEMENT

Rainwater is a valuable resource that can be retained, filtered, and released slowly into streams and wetlands that support a variety of aquatic and waterfowl species and provide groundwater recharge, wherever feasible. Rainwater Management is a design with nature approach that integrates drainage infrastructure planning with community design. The aim is to improve the built environment, while protecting the natural environment.

POLICIES

2-3 The Water Balance Model is a planning and design tool that was developed out of an inter-governmental partnership of municipal, provincial, and federal levels of government, and on which Maple Ridge is a partner. Maple Ridge will explore the potential application of the Water Balance Model as an information tool for potential development.

2-4 The Liquid Waste Management Plan (LWMP) was prepared as a regional initiative by member governments of the Greater Vancouver Regional District (now Metro Vancouver) and approved in 2002. Under the LWMP, Maple Ridge will undertake the preparation of Integrated Stormwater Management Plans (ISMP) by 2012.

2-5 Incorporating Rainwater Management practices into on-site and off-site development will be encouraged and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, Council Policy No. 6.24, Subdivision of, or building on, Land within 300 Metres of the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations. Some examples of Rainwater Management practices include:

- a. bioretention areas;
- b. rainwater gardens;
- c. bio-swales;
- d. landscaped curb bulges on street right-of-ways;
- e. rainwater harvest for irrigation;
- f. green roofs.

2-6 Within the Alouette River Watershed (see Alouette River Watershed Boundary Figure 4), an infiltration rate of 90% for on-site and off-site developments will be encouraged, where it is determined by the District of Maple Ridge to be appropriate and feasible and must be in full compliance with Council Policy No. 6.23, Control of Surficial and Groundwater Discharge in the Area Bounded by 207 Street, 124 Avenue, 224 Street and the Crest of the Fraser River Escarpment, Council Policy No. 6.24, Subdivision of, or building on, Land within 300 Metres of the Crest of the Fraser River Escarpment, current requirements in the Maple Ridge Official Community Plan and related policies and bylaws, and also in accordance with Provincial and Federal regulations.

2-7 For developments with conventional stormwater systems, Maple Ridge will encourage the installation of a range of Best Managements Practices (BMPs), including oil/water separators and innovative materials and technologies that may be available.

2-8 The Maple Ridge Subdivision & Development Servicing Bylaw will be reviewed and updated to reflect the policies in the Maple Ridge Town Centre Area Plan, including consideration of off-site Rainwater Management practices.

URBAN ECOLOGY

Urban Ecology can be defined as nature in the city. This includes natural/conservation areas, parks, street trees, gardens, etc. throughout the urban realm. Enhancing Urban Ecology involves improving ecological value by restoring habitat areas, creating links of green space throughout the community, and increasing the biodiversity of plants and animal species. Opportunities for enhancing Urban Ecology exist on both public and private lands and range from planting native tree and plant species near streams and wetlands, for aquatic habitat, to creating a living wall of plants and rain gardens in areas with a high percentage of impervious surfaces. Landscaping private yards and balconies with gardens that provide food and shelter for local songbirds and pollinating insect species is also a significant contributor to Urban Ecology.

Healthy Urban Ecology contributes to the urban environment by improving air quality and also the quality and quantity of water in local streams. Trees are important for carbon storage, intercepting rainwater, providing shade and cooling in summer months, reduced energy consumption, and creating a pleasing and inviting environment.

POLICIES

2-9 The use of plant and tree species that are suited for the Maple Ridge climate and that will attract local songbirds and pollinating insects species, such as bees, butterflies, and dragonflies, will be encouraged in public and private development;

2-10 Landscaping, as described in policy 2-9 above, will be encouraged in all public and private outdoor spaces in the Town Centre. For areas with a large amount of paved surfaces, such as surface parking lots and public plazas, the installation of trees, rain gardens, raised planters, and/or living green walls, where feasible, is encouraged to provide some areas of refuge for wildlife, such as small birds, rainwater interception, cooling in summer months, reduced glare from pavement, carbon sequestration, and a more attractive urban environment.

2-11 Trees provide health and economic gains to a community by improving the environment and reducing energy consumption. These benefits will be augmented by increasing the tree population and tree canopy throughout the Town Centre. Maple Ridge will endeavor to work with Metro Vancouver towards a goal of 50% tree canopy coverage in the Town Centre and monitor the outcomes on an ongoing basis.

2-12 Where appropriate and feasible, Maple Ridge will encourage naturescaping and urban agriculture areas be designed as part of the outdoor amenity spaces for multi-family developments.

2-13 Appropriate locations for habitat enhancement within Conservation Areas and Parks in the Town Centre will be explored by Maple Ridge with the aim of improving biodiversity for aquatic and wildlife species, including providing safe rearing shelters for specific bird and bat species to raise their young.



2-14 Invasive vegetative species eradication and restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

BUILDING LOCAL PARTNERSHIPS TO SUPPORT ENVIRONMENTAL STEWARDSHIP

Maple Ridge is currently engaged in a number of local partnership initiatives that contribute to enhancing Green Infrastructure in the Town Centre and surrounding municipality. The value of these partnerships to the municipality is extraordinary in that they provide community awareness and education, citizen engagement in the local community, and improve environmental and community health.

There remain many more opportunities for environmental stewardship initiatives as the community moves towards a greener and more sustainable Town Centre. To date, Maple Ridge has provided its support for the following community initiated programs and projects throughout the municipality:

- the Stewardship and Environmental Technology Centre,
- Composting, urban agriculture, community gardens, and naturescaping,
- Environmental Signage Programs and Nature Trails, and
- Streamkeeper Enhancement Initiatives.

POLICIES

2-15 Maple Ridge will continue to support urban forestry initiatives and biodiversity conservation in the Town Centre with non-profit organizations, stewardship groups, and other local programs in the Town Centre.

2-16 Education and outreach promotes understanding and participation in creating a healthy community. Maple Ridge will continue to support education and outreach programs that benefit community health and the environment. Examples of such programs include local community gardens, organic and pesticide-free gardening, community recycling, streamkeeper activities, naturescaping, and composting initiatives. Maple Ridge will work with community organizations for expansion of these programs or the creation of other similar programs in the Town Centre.

2-17 Maple Ridge will support local stewardship groups in providing education and outreach workshops on the Naturescape British Columbia program. Naturescape British Columbia is a provincially and federally sponsored organization that aims to educate and support the restoration, preservation, and enhancement of wildlife habitat in urban and rural environments.

ENERGY MANAGEMENT

Managing energy for reduced consumption benefits the community by putting less strain on natural resources and contributing to a healthier environment. Energy Management includes the use of clean energy (sources that cause little or no harm to the environment), technologies and management strategies to conserve energy, create efficiencies in energy consumption, as well as reduce energy demand.

The aim of Energy Management is to reduce fossil fuel use (and thereby carbon emissions) and the consumption of non-renewable resources (such as water). Energy Management technologies lead to increased self-sufficiency for a community and greater control over its own resources.

Examples of cleaner energy sources include geothermal energy, where heating and cooling is sourced from underground, solar energy, biomass, fuel cells, and wind power. Accessing energy from one of these systems could be used to heat or cool municipal buildings and also possibly the surrounding apartment buildings within close proximity to the energy source.

Technologies that help to reduce energy demand and create efficiencies include motion or heat detecting sensors for light switches, heat recovery ventilation, solar (trombe) walls, and solar orientation for buildings.

Although these systems can be more expensive at the time of installation, they provide significant cost-savings, reduced energy consumption, and lower carbon emissions than from conventional systems over the long-term.

POLICIES

2-18 An energy and emissions study and plan will be undertaken by Maple Ridge to identify viable municipal energy efficiency options and set performance targets over the long-term.

2-19 Maple Ridge may examine the application of a District energy system in the long-term redevelopment of the Town Centre.

2-20 Energy efficient design and Best Management Practices are encouraged in all developments in the Town Centre.

GREEN BUILDINGS

Green Buildings make up an important part of Green Infrastructure, in that they are designed to consider the environmental impact of a building throughout its entire lifecycle. From site selection through design, construction, and use a Green Building consumes fewer resources and emits fewer pollutants than a similar building designed and constructed without any Green technology. These buildings also tend to be healthier buildings by providing better air quality through a higher rate of ventilation and by selecting environmentally responsible non-toxic materials.

POLICIES

2-21 Maple Ridge will undertake a study for the purpose of preparing a green buildings standard for municipal buildings.

2-22 Maple Ridge supports the green technologies that are embedded in the Town Centre Development Permit Guidelines and encourages the incorporation of these into development, wherever feasible.

2-23 The creation of an incentive program will be explored by Maple Ridge to encourage Green Building development in the Town Centre.

2-24 Achieving a LEED (Leadership in Energy & Environmental Design), Built Green, or similar certification program is encouraged, wherever appropriate and feasible.





3.0 LAND USE IN THE TOWN CENTRE

3.1 A PLACE TO LIVE, WORK & PLAY

BACKGROUND

Maple Ridge Town Centre will face an exciting challenge over the next twelve years as it anticipates an additional 14,700 people moving into the neighbourhood. This is 50% of the total expected population increase for all of Maple Ridge to 2021. A population increase of this size will likely mean an additional 7,000 housing units within the Town Centre. Along with this increased housing demand, Town Centre residents can expect to see an increase in retail, services, business offices, and jobs. Accommodating this growth will require an increase in density throughout the Town Centre. The highest densities and greatest mix of uses can be expected primarily within the Central Business District (see Figure 2 for CBD boundaries), making this area the most pedestrian-oriented part of the neighbourhood.

More density in the Town Centre will result in the revitalization of the downtown area, provision of new and varied housing options, a population base of sufficient size to support more local businesses, and improved public transit. To enhance public safety and draw more “eyes on the street”, as the Town Centre neighbourhood grows, the design considerations involved in new development will play a major role in creating spaces that feel secure and attract pedestrian activity and social interaction.

The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the Centre
- Enhance opportunities for personal development and recreation

Principle 5: Housing Serves Many Needs

Goals:

- Increase housing options to provide for all ages, economic status, and life stages
- Increase density in the Centre by integrating housing with other uses

Principle 6: Jobs are Close to Home

Goals:

- Encourage all types of jobs, including new and non-traditional businesses and workplaces
- Attract investment by supporting business needs

Principle 7: The Centre is Distinctive, Attractive, and Vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goal:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

OBJECTIVES

- Incorporate mixed use development opportunities
- Integrate housing for all demographics
- Ensure a variety of housing types and tenures that are fully accessible and accommodate special needs
- Integrate affordable housing with market housing
- Improve rental housing stock and options
- Design housing for flexibility of use over its lifetime
- Design housing to strengthen social relationships
- Encourage housing for people in transition
- Enhance opportunities for living, working, shopping, and service provision
- Integrate waterfront development into the Centre
- Develop on currently undeveloped lots
- Encourage educational/training facilities
- Increase civic development and retail development for job creation
- Incorporate live/work and work/live developments
- Welcome unique industries/business opportunities
- Provide more public green space within the core
- Maintain views of mountains
- Maintain access and views to Fraser River
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces



3.2 GENERAL LAND USE REQUIREMENTS

POLICIES

3-1 An increase in residential and commercial density is encouraged in the Town Centre, particularly within the Central Business District (see Figure 2 for boundaries of CBD). Land use should include a mix of housing types catering to various demographics, including affordable and special needs housing, within walking distance to a broad mixture of uses, including shops, services, cultural facilities, and recreation.

3-2 Office use will be encouraged, particularly over ground level units in a mixed-use development, within and around the Central Business District and also in the commercial designated areas of Port Haney.

3-3 Commercial uses that support the residential population of the Town Centre through the provision of necessary goods, including food, and services such as medical care are a priority function and will be encouraged to develop or remain in and around the Central Business District of the Town Centre and in the commercial designated areas of Port Haney.

3-4 Hospitality, cultural, recreation and entertainment uses will be encouraged. This includes hotels, restaurants, theatres, art galleries and other venues that contribute to the attraction and amenity of the Town Centre and the Fraser River waterfront for both residents and tourists.

3-5 Community uses, particularly those that serve a broad area of the Maple Ridge municipality, such as government offices, places of worship, libraries, museums, community, recreation, entertainment and cultural centres are encouraged in the Town Centre.

3-6 Along arterial and collector streets and also within the Central Business District, Maple Ridge shall generally not support changes in land use designation and zoning that would have the effect of reducing employment opportunities or housing density.

3-7 To ensure a wide range of housing needs are accommodated within the Town Centre area, Maple Ridge will work with other areas of government and housing agencies to encourage and support development that provides:

- a. for those with special housing needs due to income, age, or disability, as an appropriate share of the Town Centre's housing stock;
- b. special needs housing incorporated within the Town Centre community and located close to public transit, shopping and services, and parks and recreation.

3-8 Where there are potential opportunities for designing flexibility into new development, these will be encouraged to help the community adapt as building uses evolve over time. Flexible design includes, but is not limited to, enabling the creation of additional rooms in housing units for growing families, the retrofit of a housing unit for people with disabilities, the change in use of a housing unit to a commercial unit, or vice-versa.

3-9 The adaptive re-use of heritage buildings and sites is encouraged, by potentially converting a single-family use to a commercial or institutional use, or vice-versa (where land use designation and appropriate zoning permits), or from a single-family use to a duplex or multi-family use. This policy applies to buildings and/or sites that are determined by the District of Maple Ridge to have heritage value and/or heritage character, including listings on the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register.

3-10 Land assembly or lot consolidation proposed in conjunction with development, redevelopment, conversion, or infilling should meet the following conditions:

- a. That any residual lots or remaining land parcels 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 Section 3.3 of this Plan;
- b. The use of any residual abutting lots or land parcels can continue to function in accordance with the applicable Land Use Designation and Policies of 3.3 of this 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.

3-11 Viewscape studies may be required for proposed buildings greater than three (3) storeys in height, where views may be impacted towards Golden Ears peaks to the north and the Fraser River to the south. Important viewsapes have been identified along 224th Street, within Port Haney, and the south slopes of the Town Centre on 116th and on 227th. In locations where it is deemed that key viewsapes will be impacted, an increase in density, or the proposed form, may not be supported.

3-12 High density development that is four or more storeys in height may be required to include a shadow study in consideration of adjacent sites to address potential impacts on available daylight. Consideration should also be given to the privacy of residents in existing buildings.

3-13 Maple Ridge encourages noise and vibration abatement measures for all buildings within 75 metres of the nearest railway track. Residential developments exceeding CMHC (Canada Mortgage and Housing Corporation) acceptable noise levels will not be supported. For developments within the 75 metre range, a report prepared by a professional with expertise in railway noise mitigation should be provided and contain the following:

- a. An assessment of the noise and vibration levels at the site;
- b. Recommendations for design measures to mitigate noise and vibration levels above acceptable standards recommended by Canada Mortgage and Housing Corporation Guidelines.

NOTE: Heritage buildings on the Maple Ridge Heritage Inventory or the Maple Ridge Heritage Register may be exempt from this policy.

3-14 Creating public outdoor meeting spaces will be encouraged in appropriate locations within the Central Business District and may take the form of urban squares, plazas, courtyards, or passageways between buildings. These areas will be landscaped with trees and plants that will attract birds and insects and also provide seating areas for people to rest, reflect, or meet and visit with others. Incorporating public art into these spaces will be encouraged.

3-15 Concealed parking structures are encouraged in all commercial, mixed-use, multi-family uses, and institutional uses in the Town Centre. Below grade parking structures are particularly encouraged for Low-Rise, Medium, and High-Rise Apartment, Mixed-Use, Flexible Mixed-Use/Live-Work, Commercial, and Institutional buildings. 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 such a manner that the pedestrian realm, streetscape façade, and protected views of the Town Centre are not impaired.

3-16 Principles of CPTED (Crime Prevention through Environmental Design) should be applied, particularly to the internal spaces and finishing of all parking garage structures.





3.3 LAND USE DESIGNATIONS

BACKGROUND

Maple Ridge Town Centre will continue to evolve over time with a change in demographics, range of incomes, household types and tenures, and housing trends. Increasing housing options makes it possible for residents to live in the neighbourhood for their entire lifetime, as housing needs change with age. Although more traditional forms of housing will continue to be a popular choice, it is expected that the growing residency in the Town Centre will bring a greater demand for non-traditional housing forms to accommodate demographics such as singles, empty nesters, single parent families, childless couples, seniors on fixed income, and recent post-secondary education graduates.

Meeting the projected demand for a range of housing types is supported by planning for increased housing density in the Town Centre, particularly in and around the Central Business District, and also encouraging a mix of housing tenures throughout the neighbourhood.

With the projection of a significant increase in population and density in the Town Centre, it is anticipated that a demand for services, shopping, and jobs will begin to grow. Living close to commercial amenities and to work means less time is spent driving each day and more time can be devoted to family life, recreation, culture and the arts, education, and other personal interests. The Maple Ridge Town Centre Concept Plan anticipates that while the Town Centre will continue to face competition from shopping areas outside of the neighbourhood, job demand within the Town Centre will likely range between 0.25 and 0.75 jobs for every dwelling unit over the next five to ten years.

The land use designations discussed in this section are as follows:

- Single-Family Residential
- Ground-Oriented Multi-Family
- Low-Rise Apartment
- Medium & High-Rise Apartment
- Flexible Mixed-Use
- Town Centre Commercial
- Port Haney Heritage Adaptive Use
- Port Haney Multi-Family, Commercial, and Mixed-Use
- Institutional

The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

SINGLE-FAMILY RESIDENTIAL

7349-2017

The Single Family Residential designation in the Town Centre provides options for increasing density and choice of housing form, while retaining the single family character in these established neighbourhood blocks. Single-family dwellings, duplex, and triplex are the forms of development permitted in the Single Family Designation.

POLICIES

3-17 To enable some densification in areas designated for Single-Family Residential, Maple Ridge will consider:

- a. A Detached Garden Suite, subject to consistency with the Maple Ridge Detached Garden Suites policy;
- b. A Secondary Suite within a principle single-family use dwelling, subject to consistency with the existing Maple Ridge Secondary Suite Bylaws.
- c. Lot size of 213m² to 370m² is permitted, where vehicle access is from a rear lane only.
- d. Minimum lot size of 371m² is permitted, where driveway access is located from the rear lane or the street.



7349-2017

- e. Duplex and triplex developments will be permitted on a corner lot or a lot with lane access to concealed parking. The minimum lot size for duplex development is 557m² and the minimum lot size for triplex development is 700m². The character of duplex and triplex developments should be similar to a single-family development in its size, scale, and massing.

GROUND-ORIENTED MULTI-FAMILY

7349-2017

The Ground-Oriented Multi-Family use is intended to provide housing options that range from a low density attached form to a medium-high density attached form of ground-oriented housing that will generally be a maximum of three (3) storeys in height with ground level access to each unit. The development forms include fourplex, courtyard residential, townhouse, rowhouse, and stacked townhouse.

POLICIES

7349-2017

3-18 Ground-Oriented Multi-Family development should be a maximum of three (3) storeys in height, with ground level entry to each unit, except for the stacked townhouse form (see Policy 3-21). Fourplex developments should also ensure that dwelling units are contained in an individual building resembling a single-family dwelling in its size, scale, and massing. A courtyard residential development may have its dwelling units arranged individually or attached in small groupings of buildings, each resembling a single-family dwelling and located around a common courtyard open space.

3-19 Townhouse development typically includes an internal private street for vehicle access to each unit. All townhouse form of development should include the following characteristics:

- a. a site size and configuration that allows for two (2) or more units to face directly onto the street;
- b. residential parking is provided in a ground level concealed structure or underground structure;

3-20 Rowhouse development is an urban form of townhouse development that does not have the internalized private road system typical of townhouse developments. Rowhouse development in the Town Centre Area should include the following characteristics:

- a. each rowhouse unit fronting directly onto a street;
- b. parking accessed from a rear laneway;
- c. residential parking is provided in a ground level concealed structure or underground structure;
- d. all units will provide private outdoor amenity space in the rear yard as required in the Maple Ridge Zoning Bylaw.



3-21 Stacked townhouse development is intended to provide an affordable, attached, ground-oriented housing form, where units are layered one above the other. Units are slightly smaller than a typical townhouse, but slightly larger than a low-rise apartment. A stacked townhouse form should include the following characteristics:

- a. Generally a maximum building height of three (3) storeys, however, four (4) storeys may be considered where units are built on a slope and where the four (4) storey height is compatible with surrounding buildings;
- b. a separate ground-oriented entry for each unit;
- c. residential parking is provided in a ground level concealed structure or underground structure;

LOW-RISE APARTMENT

POLICIES

The Low-Rise Apartment use is intended for development in a three (3) to five (5) storey apartment form where units are accessed from an internal corridor and residential parking is provided underground.

3-22 All Low-Rise Apartment developments should be a minimum of three (3) storeys and a maximum of five (5) storeys in height.



MEDIUM AND HIGH-RISE APARTMENT

7154-2015

The areas designated Medium & High-Rise Apartment are intended for an apartment form that is a minimum of five (5) storeys and may reach over twenty (20) storeys, with residential parking provided either underground or within a fully enclosed parking garage.

POLICIES

7154-2015

3-23 All Medium & High-Rise Apartment developments should be a minimum of five (5) storeys and may reach over twenty (20) storeys.

3-24 Each ground level unit should have its own private exterior entrance in addition to the common entry and corridors.

FLEXIBLE MIXED-USE

The location of the Flexible Mixed-Use designation is within the Town Centre Central Business District, very close to shops and services and is intended to provide flexibility in building use over the lifespan of a development to potentially be used for Mixed-Use or residential only. Buildings should be a minimum of three (3) and a maximum of five (5) storeys in height.

Mixed-Use development is defined as a development with commercial (i.e. retail or service use) on the ground floor and office or residential use above. However, with Flexible Mixed-Use, the ground floor use is flexible and may be developed as a residential use with the ability to convert to a commercial use in the future.

POLICIES

3-25 Buildings should be a minimum of three (3) and a maximum five (5) storeys in height.

3-26 Multi-family residential is a permitted use in Flexible Mixed-Use, but must be designed with the flexibility to convert ground floor units to a commercial use in the future.

3-27 Retail, service, and entertainment uses, in a Mixed-Use development, shall be encouraged on the ground floor with office and/or residential uses encouraged in the second storey and above.

3-28 Maple Ridge will undertake research into expanded home-occupation regulations for the Mixed-Use designation.

TOWN CENTRE COMMERCIAL

Most of the Town Centre Central Business District is designated Town Centre Commercial with the intent to create a compact and vibrant commercial area that is pedestrian-oriented. Permitted uses include commercial, mixed-use, and multi-family residential (see Schedule G of Maple Ridge Zoning Bylaw for locations where commercial use is required on the ground floor). In areas where ground-floor commercial is not required, a Multi-Family Residential use is permitted in this designation.

POLICIES

3-29 Building heights within the Town Centre Commercial will range from three (3) storeys in height to over twenty (20) storeys. Generally, building heights should not be permitted greater than twenty-five (25) storeys.

3-30 Multi-Family Residential use is permitted as a principle use in the Town Centre Commercial designation, except where identified on Schedule G as “Ground Floor Commercial Required” in the Maple Ridge Zoning Bylaw, where the ground floor use is to be commercial.



3-31 Within a Mixed-Use development, retail, service, and entertainment uses shall be encouraged at ground level with office and/or residential uses encouraged above -grade.

PORT HANEY & FRASER RIVER WATERFRONT AREA

- **PORT HANEY HERITAGE ADAPTIVE USE**
- **PORT HANEY MULTI-FAMILY, COMMERCIAL & MIXED-USE**

The Port Haney & Fraser River Waterfront Area is recognized as an area in transition. The community has expressed a desire to retain the special quality and history of this locale that overlooks the Fraser River and is within walking distance to the Town Centre Central Business District. Retaining the historical character of this once vibrant townsite, while encouraging revitalization, is the intention for this special place that holds significant meaning to Maple Ridge.

There is interest and support within the community to create a tourist area along the Fraser River waterfront that includes enhancing the wharf and creating a boardwalk at the foot of the historical Port Haney commercial hub.

The uses permitted in this area are Port Haney Heritage Adaptive Use and Port Haney Multi-Family, Commercial & Fraser River Waterfront.

PORT HANEY HERITAGE ADAPTIVE USE

The properties located in the Port Haney Heritage Adaptive Use designation are recognized for their heritage value. Three of these properties are listed on the Maple Ridge Heritage Inventory, two are listed on the Maple Ridge Heritage Register, and one is a designated heritage property (St. Andrew's Presbyterian Church).

POLICIES

3-32 Maple Ridge will continue to encourage the conservation and designation of heritage properties recognized as having heritage value.

3-33 Adaptive re-use of heritage properties is encouraged to enable the longevity of use and ongoing conservation of historical resources.



PORT HANEY MULTI-FAMILY, COMMERCIAL & MIXED-USE

Revitalization of the Port Haney & Fraser River Waterfront Area involves flexible options for new development and existing buildings that are recognized as having heritage value.

The uses permitted in the Port Haney Multi-Family, Commercial, & Mixed-Use designation include ground-oriented development forms (such as rowhouse, townhouse, or stacked townhouse), low-rise apartment, and commercial or mixed-use.

POLICIES

3-34 Maple Ridge will continue to encourage the conservation and designation of heritage properties recognized as having heritage value.

3-35 Adaptive re-use of heritage properties is encouraged to enable the longevity of use and ongoing conservation of historical resources.

3-36 Parking is encouraged to be accessed from a rear lane or side-street, wherever feasible.

3-37 Ground-oriented Multi-Family residential development should be a maximum of three storeys in height, however, four (4) storeys may be considered for a stacked townhouse form where units are built on a slope and where the four (4) storey height is compatible with surrounding buildings. Ground-oriented multi-family should have the following characteristics:

- a. A separate ground level entry for each unit;
- b. Residential parking within an enclosed garage or underground parking structure;
- c. All units within a row-house or townhouse form of development must face onto a street;

3-38 Low-rise Multi-Family apartment, Commercial, and Mixed-Use in Port Haney should be a minimum of three (3) storeys and a maximum of four (4) storeys in height, with at least 90% of required parking provided underground.

3-39 Commercial or Mixed-Use development is encouraged to establish a connection between the Fraser River waterfront and the Port Haney area and to attract people and activity to the waterfront area.

3-40 Within a Mixed-Use development, retail, service, and entertainment uses shall be encouraged at-grade with office and residential uses encouraged above-grade.



3-41 Maple Ridge will undertake a study of this area to determine the feasibility of developing a wharf and boardwalk that would connect east/west walking trails along the Fraser River and possibly include additional commercial development.

INSTITUTIONAL

Institutional uses in the Town Centre include the Municipal Hall, The ACT Theatre, the Leisure Centre, Greg Moore Youth Centre, public library, RCMP, Fire Hall, churches, and elementary schools. These uses are important community resources that serve the Town Centre and entire Maple Ridge community.

POLICIES

3-42 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. compatibility with the character and quality of the surrounding area;
- c. located near public transit;
- d. have direct access to a major corridor as identified on Figure 4 in the Maple Ridge Official Community Plan.

3-43 The adaptive re-use of existing institutional buildings, including heritage buildings identified on the Maple Ridge Heritage Inventory or the Heritage Register is encouraged.

3-44 Post-secondary, international student programs, and continuing education uses are encouraged within the Town Centre, recognizing that these uses may also occur in the commercial land use designation.





4.0 PARK AND CONSERVATION

BACKGROUND

Parks are an integral part of a livable community. They provide a range of benefits that contribute to health and wellness that include sports, recreation, nature viewing, biodiversity, social interaction, community gatherings, festivals, and public events.

The trees and plant materials in Park and Conservation areas provide shade and nutrients for aquatic habitat in creeks as well as wildlife habitat for songbirds, small mammals and insect pollinator species, such as butterflies, bees, and dragonflies. As the population continues to increase in the Town Centre so will the demand for public space that provides for recreational activities and social meeting places.

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goal:

- Enhance opportunities for personal development and recreation

Principle 3: Work in Harmony with Natural Systems

Goals:

- Preserve, enhance and capitalize on natural amenities and create new ones
- Protect natural systems from the impacts of development

Principle 4: Buildings and Infrastructure are greener and smarter

Goals:

- Make it easier to be environmentally friendly

Principle 8: Everyone has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community
- Create opportunities for open dialogue among members of the community

OBJECTIVES

- Provide more public green space within the core
- Protect and enhance a range of wildlife habitats
- Improve recreation opportunities, particularly for youth
- Improve and secure public access to natural places, including streams and waterfront
- Design easily accessible public spaces
- Respect and enhance riparian areas and water resources
- Protect and enhance a range of wildlife habitats
- Identify and act on appropriate urban ecology opportunities
- Feature the natural beauty and amenities of the place
- Encourage art in public and private spaces
- Enhance the urban public environment
- Provide opportunities for festivals and community events
- Utilize park space for daily activities as well as special events
- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Provide public gathering spaces

POLICIES

4-1 An increase in green space and accessibility to Park spaces will be pursued through increasing the amount and distribution of public parks in the Town Centre to help meet the daily activity needs of the community and also provide various spaces for public gatherings, and special events.

4-2 Maple Ridge will pursue the creation of new park locations, as identified on the Town Centre Area Land Use Designation Map, Schedule 1, subject to the Parks Master Plan Maple Ridge and Pitt Meadows Parks, Recreation & Culture Master Plan and budgetary constraints:

- a. 121st Ave. & Edge St.
- b. North portion of Eric Langton Elementary School site
- c. 221st Ave. & 119th Ave.
- d. Church Ave. and 222nd St.
- e. 121st Ave. and 222nd St.
- f. 121st Ave. and 227th St.
- g. St. Anne Ave. and 223rd St.
- h. Foot of 224th and 116th Ave.
- i. Foot of 225th and 227th St. on south side of Haney Bypass
- j. South of River Road at west edge of Town Centre Area boundary

4-3 The uses within new and existing Park spaces will be considered to ensure that they are serving the needs of all age demographics, particularly seniors and youth.

4-4 Maple Ridge will continue to work with the Parks & Leisure Services Commission on the delivery of recreation programs that meet the needs of all age groups, genders, income levels, and ability levels within the community.

4-5 In order to ensure that Town Centre Park spaces are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.

4-6 As the amount of municipally-owned park space continues to grow in the Town Centre area, Maple Ridge will consider providing space for a community garden on a publicly owned site, in an area where there is sufficient neighbourhood demand for this use. The common area of a community garden may include fruit trees and other edible landscaping for community use, distribution, or for sale where proceeds go directly to a registered charitable or non-profit community organization.

4-7 Maple Ridge will look for opportunities to incorporate pocket parks into the urban environment, particularly in the Central Business District. Pocket parks are attractive public spaces that are landscaped with trees, shrubs, attractive paving, comfortable seating areas, and sometimes incorporate public art. Public plazas and small urban park spaces are examples of pocket parks.

4-8 The enhancement of urban ecology within the Town Centre is necessary to provide connected areas of naturalized habitat for various forms of wildlife. To encourage a variety of small wildlife, birds, and insects, and to provide shade and nutrients to watercourses and wetlands for aquatic species. Appropriate native shrub and plant material will be used in Park and Conservation areas, wherever feasible.

4-9 Maple Ridge will explore the potential of planting fruit bearing trees in suitable locations in public parks to attract small wildlife, songbirds, and insect pollinator species and also consider working with charitable organizations to harvest the fruit for charity use.

4-10 Conservation areas are intended for viewing and interpretation only. Where appropriate, Greenway Trails may be incorporated into these areas for the enjoyment of experiencing these natural systems (See Multi-Modal Transportation Network Map, Figure 1, for intended Greenway Trails). A Greenway Trail is a recreational pathway that connects recreation sites and other points of interest in the community. These trails provide opportunities for walking/hiking, mountain biking, or jogging.

4-11 All public or privately owned sites in the Town Centre that contain a watercourse, wetland area, rocky outcrop, or steep slope, will continue to be subject to the environmental policies in the Maple Ridge Official Community Plan and all related environmental protection bylaws.

4-12 All sites in the Town Centre that are designated for Park and Conservation are subject to the Maple Ridge and Pitt Meadows Parks, Recreation & Culture Master Plan.

4-13 Maple Ridge will consider some commercial uses within lands designated Park in the Town Centre.





5.0 MULTI-MODAL TRANSPORTATION NETWORK

BACKGROUND

Transportation is an important issue for the future of Maple Ridge and its Town Centre. It is estimated that approximately 80% of all trips currently made by Maple Ridge residents are by private automobile, 11.3% of trips are made on foot or by bicycle, and 4.8% by public transit. One of the biggest challenges put forth as a community goal in the Town Centre Concept Plan is to reduce the dependence on private automobile use in the Town Centre neighbourhood and create a neighbourhood environment that is enjoyable to explore by foot, bicycle, wheelchair, scooter, etc.

Increasing density and the land use mix will help towards the reduction of car dependence in the Town Centre, but many people will not choose alternative transportation on a regular basis unless the routes to their destinations are safe, accessible, convenient, and provide a greater benefit than travel by car. The Multi-Modal Transportation Network section focuses on enhancing the experience for alternative transportation modes, providing safe and interconnected routes, as well as providing incentives that together will help cultivate an increase in alternative transportation choices within the Town Centre.

All Multi-Modal Transportation Network policies aim to consider the need for universal accessibility throughout the Town Centre. As such, this plan intends to specifically recognize the importance of design that is sensitive to travel modes such as wheelchairs, canes, strollers, and mobility devices used by pedestrians with disabilities, as well as by families, teenagers, seniors, and visually impaired people. This plan acknowledges that transportation design shall include strategies for universal accessibility, and that the word “pedestrian” includes this broader cross-section of the population.

The Multi-Modal Transportation Network Map, Figure 1 indicates the general routes and connections, to be preserved and developed for a multi-modal community. The Figure 1 map will reflect as accurately as possible the existing multi-modal network.

5.1 OFFERING TRANSPORTATION CHOICES

GUIDING PRINCIPLES

Principle 1: Each Neighbourhood is Complete

Goals:

- Increase density and distribute a range of uses throughout the Centre
- Enhance Opportunities for personal development and recreation

Principle 2: Options to Our Cars Exist

Goals:

- Acknowledge and respect pedestrian needs
- Increase transit modes, availability, and destinations

Principle 7: The Centre is distinctive, attractive, and vibrant

Goals:

- Cultivate an identity that grows from the heart of the community
- Establish the Centre as a hub of activity

Principle 8: Everyone Has a Voice

Goals:

- Create safe spaces and opportunities for all members of the community

OBJECTIVES

- Create links between the Centre and other hubs within Maple Ridge
- Improve and secure public access to natural places, including streams and waterfront
- Promote the social integration of all ages and groups through shared or adjacent facilities and spaces
- Design easily accessed public spaces
- Ensure public safety and security, and accessibility throughout the Centre
- Prioritize the safety of pedestrians
- Enhance pedestrian experience
- Designate pedestrian-only areas/no-car zones
- Enhance connectivity of pedestrian and other non-vehicular routes
- Utilize and upgrade laneways, sidewalks, and other existing paths for pedestrians, bicycles, etc.
- Design for short walking distances to reach daily needs
- Establish an internal transit system for the Centre

- Increase the frequency of transit services both internally and to out-lying areas
- Increase and improve access from river to Centre
- Provide water transportation options
- Ensure public safety for all transportation modes
- Develop the “caring” identity of Maple Ridge
- Enhance the urban public environment
- Create easily accessible routes to key destinations
- Encourage symbiotic relationships between lands and land users
- Create spaces and opportunities for all age groups and social stratas
- Integrate spaces to foster social relationships
- Empower the least powerful
- Ensure safety
- Provide public gathering spaces
- Use names that reflect the community identity

POLICIES

5-1 Universal accessibility is encouraged in transportation planning and design within the Town Centre. Wherever possible, the accessibility needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by pedestrians with disabilities, as well as by families, teenagers, and seniors will be accommodated in the design of sidewalks, public plazas, and other public spaces throughout the Town Centre.

5-2 A guide containing universal accessibility design options will be developed by Maple Ridge to become a reference tool for creating barrier-free public spaces.

5-3 Maple Ridge will undertake a study to review street servicing standards in the Town Centre and establish street servicing standards and design guidelines in accordance with the policies in the Town Centre Area Plan and in consideration of the related recommendations in the Town Centre Parking Strategy Final Report to redesign streets. Prior to the preparation of this standards and design guidelines document, development applications and servicing drawings will be reviewed in accordance to the Town Centre Area Plan with the intent to strive for accommodating all uses identified within road right-of-ways, where feasible.

5-4 Maple Ridge will monitor the concept of “unbundled” as it rolls out through the Metro Vancouver Region. Unbundled parking is where the price of a unit is separated from the price of available parking stalls. With unbundled parking, purchasers have a choice of buying no stall, one stall, or two or more stalls with their unit. The intent of such a policy is to facilitate greater balance in the supply and demand of parking spaces in the Town Centre.

5-5 The appointment of a Transportation Demand Management Coordinator to develop and maintain a Transportation Demand Management program for the Town Centre, will be investigated by Maple Ridge.

5-6 The formation of a Parking Advisory Committee, to advise Council on parking supply management, will be investigated by Maple Ridge. The members of this Committee will be at the discretion of Council and should include a member(s) of Council and a member(s) of the Downtown Parking Society.

5-7 The enhancement of transportation circulation within the Maple Ridge Town Centre will be encouraged with extensions street right-of-ways, as shown on Schedule 1 and Figure 1 of the Town Centre Area Plan.





5.2 DEFINING THE TRANSPORTATION NETWORK

Maple Ridge Town Centre was originally developed with the traditional grid street pattern and over time it has remained as a fairly well-developed and predominantly interconnected street network. Within the Town Centre transportation network, specific interconnected routes have been identified for automobiles, bicycles, and pedestrians (which includes consideration for the needs of people with disabilities and accessibility issues) and are located on the Multi-Modal Transportation Network Map, Figure 1.

The aim of identifying defined routes in the Town Centre is to improve the pedestrian and cycling environment by enhancing circulation for all modes of travel. Multi-modal transportation routes have been selected throughout the Town Centre with specific policies intended to encourage people to choose an option to the car and are identified on the Multi-Modal Transportation Network Map, Figure 1, as follows and defined below:

- Civic Area Ring Route
- Civic Area Pedestrian Network
- Connective Pedestrian Network
- Bicycle Network
- Secondary Ring Route
- Greenway Trail

In addition to establishing the above routes within the Town Centre to improve circulation for all modes of transportation, policies have been created for:

- Laneways;
- Public Transit; and
- Fraser River and Waterfront

The waterfront and the Fraser River itself are two underutilized community assets and the creation of a multi-modal pathway is intended to fully integrate the river's benefits into the Town Centre neighbourhood.

5.2.1 MULTI-MODAL ROUTES

The Multi-Modal Transportation Network Map, Figure 1 indicates the general routes and connections, to be preserved and developed for a multi-modal community. The Figure 1 map will reflect as accurately as possible the existing multi-modal network.

CIVIC CORE RING ROUTE & CIVIC CORE PEDESTRIAN NETWORK

The Civic Core Ring Route is expected to experience a range of modalities that includes pedestrians, bicyclists, transit, and automobiles. On the route emphasis will be placed on wide pedestrian-friendly sidewalks with street trees, hanging baskets, and wayfinding signage. Where public space permits there may be opportunities for benches, rain gardens, and public art.

Routes that lie within the boundaries of the Civic Core Ring Route are identified as the Civic Core Pedestrian Network and have similar characteristics to the Civic Core Ring Route.

CONNECTIVE PEDESTRIAN NETWORK

The Connective Pedestrian Network provides pedestrian-friendly linkages outside of the Civic Core, but within the boundaries of the Town Centre neighbourhood. All roadways within the Town Centre will be required to accommodate pedestrians, but the Connective Pedestrian Network should be designed to enhance the pedestrian experience with separated sidewalks on both sides of street, street trees, and wayfinding signage.

BICYCLE NETWORK

The Bicycle Network consists of various routes for cyclists to travel within the Town Centre area. These routes may have dedicated bicycle lanes, where feasible, or shared arrow markings in street travel lanes to clearly identify bicycle routes to motorists, cyclists, and pedestrians. Street signage will also be used to identify bicycle routes and directional signage to help cyclists locate a bicycle route. Although the majority of bicycle routes will be located within the same street network designed for cars and buses, some routes may be located through development on public thoroughfares to augment circulation and route connectivity.

SECONDARY RING ROUTE

The Secondary Ring Route provides connectivity between points of interest outside of the Civic Ring Route area. This route is intended for touring and visiting places that are unique and of special interest in the Town Centre, such as parks, heritage sites, views of the Fraser River, and connection with routes to the Fraser River. Characteristics of the Secondary Ring Route will include separated sidewalks on both sides of the street, street trees, and wayfinding signage.

GREENWAY TRAILS

Greenway Trails are mainly located in naturalized and riparian areas. These trails are intended to provide public access alongside and through natural areas, enabling trail users to experience and enjoy environmentally significant areas within the Town Centre. Greenway Trails should be designed in accordance with Maple Ridge Development Permit requirements and all related environmental protection bylaws.

Although primarily for recreational uses, such as walking/hiking, mountain biking, and jogging, Greenway Trails also connect with other designated routes throughout the Town Centre area to help facilitate convenient travel to many key destinations.

Characteristics of Greenway Trails include wayfinding signs and viewing/seating areas in desirable locations, such as viewscape settings and nature interpretive areas. Interpretive signage will also be installed in strategic locations to help trail users identify native flora, fauna, or bird species.



5.2.1.1 Multi-Modal Route Characteristics & Related Policies

The following Table 5.1 details the characteristics that may be included in each specific multi-modal route. Although these characteristics are not a complete list of ways that a specific route may be enhanced to encourage non-auto oriented travel in the Town Centre, these items are to be considered for the specific routes wherever appropriate and feasible.

Table 5.1 Multi-Modal Route Characteristics

| | Sidewalks on Both Sides of Street | Street Trees Along Sidewalk | Street Trees Along Separated Sidewalk | Wide Sidewalks | Wayfinding Signage | Bicycle Lanes/Shared-Use Arrows | Bicycle Storage Racks | Seating/Benches | Pedestrian Level Lighting (both sides) | Viewing/Seating Area | Public Art | Interpretive Signage | Hanging Baskets |
|-------------------------------|-----------------------------------|-----------------------------|---------------------------------------|----------------|--------------------|---------------------------------|-----------------------|-----------------|--|----------------------|------------|----------------------|-----------------|
| Civic Area Ring Route | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| Civic Area Pedestrian Network | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| Connective Pedestrian Network | ✓ | | ✓ | ✓ | ✓ | | ✓ | | ✓ | | | | |
| Bicycle Network | ✓ | | ✓ | | | ✓ | ✓ | ✓ | ✓ | | | | |
| Secondary Ring Route | ✓ | | ✓ | | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | |
| Greenway Trail | | | | | ✓ | | | ✓ | | ✓ | | ✓ | |

POLICIES

5-7 To provide and enhance the routes identified on the Multi-Modal Transportation Network Map, Figure 1, the corresponding Multi-Modal Route Characteristics, listed in Table 5.1, are encouraged with development and redevelopment, where appropriate and feasible.

5-8 The Maple Ridge Subdivision & Development Servicing Bylaw will be reviewed and updated and reflect the policies in the Maple Ridge Town Centre Area Plan, including the policies contained within this Multi-Modal Transportation Network Section 5.0.

5.2.2 ENHANCING THE MULTI-MODAL NETWORK

LANEWAYS

Laneways are a valuable asset in urban neighbourhoods as they help accommodate the movement of people and vehicles by adding to the network of interconnected streets and providing convenient short-cuts and alternative routes for pedestrians, cyclists, and automobiles.

The sharing of laneways between automobiles, cyclists, and pedestrians is encouraged in the Town Centre. Lower laneway speed limits and traffic volume makes sharing possible. Signage and traffic calming features will be incorporated where they are warranted.

In order to encourage pedestrian and cycling activities in laneways, design characteristics will include pedestrian level lighting, maximum 6 metre wide paved carriageway, and adjacent developments that are designed to provide sufficient windows and outdoor seating areas at the rear of buildings.

POLICIES

5-9 Maple Ridge will encourage the retention of laneways and the creation of new laneways should be considered, where appropriate and feasible.

5-10 Laneways should have a maximum paved width of 6 metres.

5-11 Access to both underground and surface parking areas is encouraged to be provided off a laneway.

PUBLIC TRANSIT

It is expected that the Town Centre will experience increasing demand for public transit along with the increase in population and density. Currently the Town Centre is served with the West Coast Express close to the Haney Bypass on River Road and bus routes that lead to the new full-service transit exchange on Edge Street, McIntosh Avenue, and 226th Street.

POLICIES

5-12 Maple Ridge will continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit service within the Town Centre and particularly to:

- a. increase existing transit service to a level that is consistent with a compact pedestrian-oriented community and the community's goal of locating a transit stop within 400 metres of any residential

- building, so that travel by public transit is efficient and accessible;
- b. Provide safe and convenient access to transit facilities;
 - c. Work with agencies towards creating and implementing a plan for light rail or similar rapid transit modes that connect the Town Centre to other areas within the District and to other municipalities (see Future Rapid Transit – Proposed Route Map, Figure 3).

5-13 As development occurs over time in the Town Centre, Maple Ridge will promote and encourage, wherever appropriate, the protection of transportation corridors and the inclusion of design features that consider future light-rail or similar rapid transit modes.

FRASER RIVER AND WATERFRONT

The Fraser River has long been a valuable asset for Maple Ridge and the Town Centre. The community has recognized that this scenic gem and resource has been underutilized for a number of years and should be better integrated into the community with a multi-modal pathway network along the waterfront. Such a pathway would create a trail system for walking, hiking, and cycling and a water route to easily connect with Fort Langley and other nearby stops across the river. The river offers significant potential for creating a linkage between the Town Centre waterfront, the West Coast Express station, Kanaka Creek Regional Park, and the south shore of the Fraser River.

POLICIES

5-14 Maple Ridge will undertake a land use and access study of the lands along the Fraser River waterfront and the river itself for potential uses related to recreation, tourism, and multi-modal transportation. The exploration of commercial opportunities for cafes/restaurants and small retail shops should be included in this study.

5-15 Improving access to the Fraser River from Port Haney is an important community goal. As such, Maple Ridge will undertake a study to review the safety, effectiveness, and capacity of the existing pedestrian tunnel at the foot of 224th Street and provide recommendations for improving the tunnel access or considering alternative options. This study may also consider access points at other locations.





APPENDIX A – ZONING MATRIX

1. CONDITIONS:

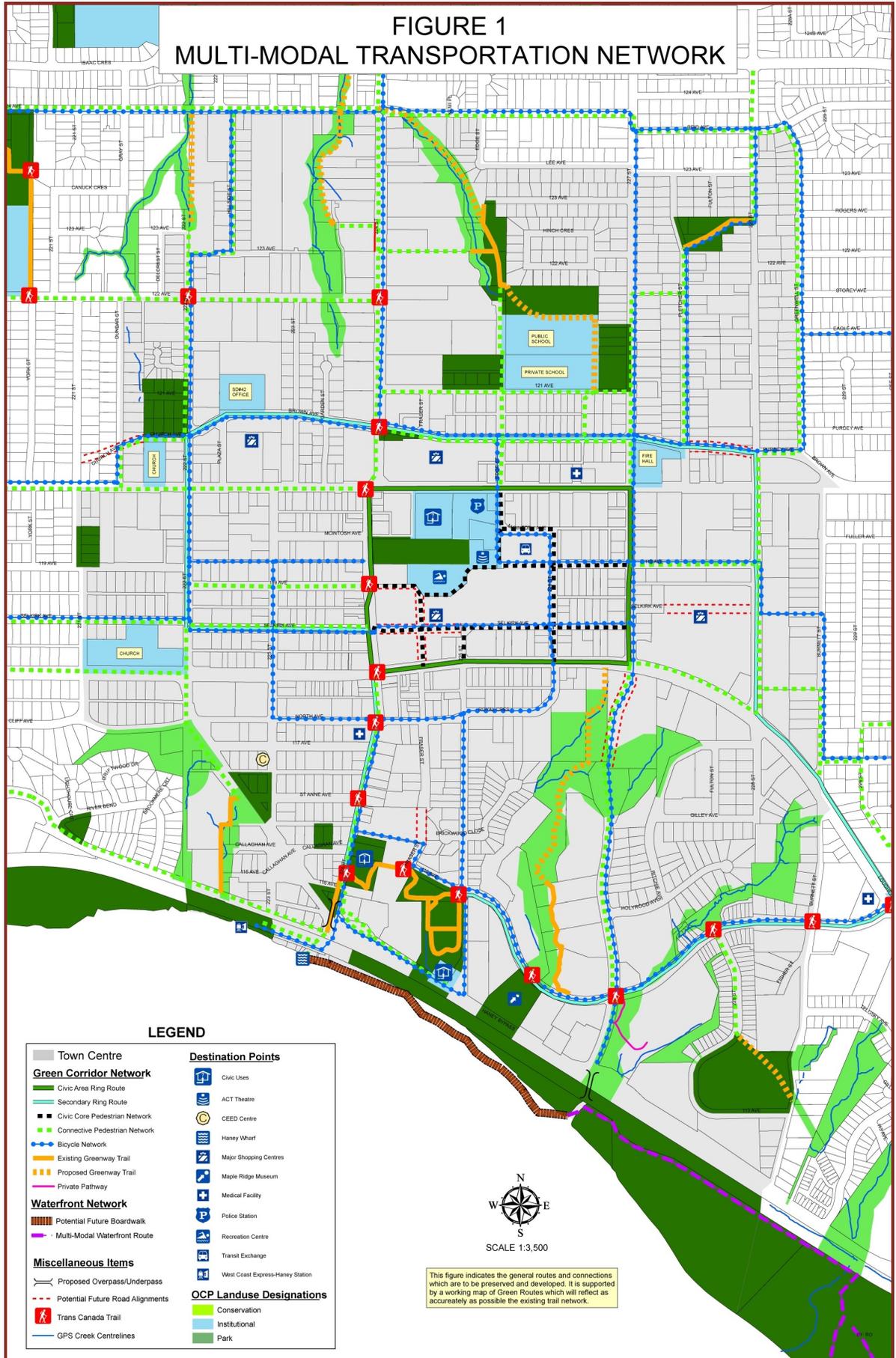
- a) This Matrix is to be read in conjunction with the policies and criteria in the Town Centre Area Plan as well as the Official Community Plan and is not the only source for determining applicable zones;
- b) All zones corresponding to each land use designation or category may not be appropriate for 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;
- d) Comprehensive Development Zones may be considered within Official Community Plan Land Use Designations and Categories based on compliance with Official Community Plan policies;
- e) The P-4 Church Institutional Zone would be considered in all Land Use Designations subject to satisfying all requirements of the Zone.

2. ZONING MATRIX

| OCP DESIGNATION / CATEGORY | ZONES |
|--|--|
| Single-Family Residential 7349-2017 | R-1 Residential District CD-1-93 Amenity Residential District R-3 Special Amenity Residential District RS-1b One Family Urban Medium Density Residential RT-1 Two Family Urban Residential RT-2 Ground-Oriented Residential Infill (limited to triplex residential uses only) |
| Ground-Oriented Multi-Family 7349-2017 | RT-2 Ground-Oriented Residential Infill (limited to fourplex and courtyard residential uses only) RM-1 Townhouse Residential RM-4 Multiple Family Residential District RM-5 Low Density Apartment Residential |
| Low-Rise Apartment | RM-2 Medium Density Apartment CD-1-00 Comprehensive Development - Assisted Living |

| OCP DESIGNATION / CATEGORY | ZONES |
|--|---|
| Medium and High-Rise Apartment | RM-3 High Density Apartment RM-6 Regional Town Centre High Density Apartment Residential |
| Flexible Mixed-Use | C-3 Town Centre Commercial |
| Town Centre Commercial | C-3 Town Centre Commercial <i>Properties Designated Town Centre Commercial and not identified as Ground Floor Commercial Required on Schedule "G" of Zoning Bylaw 3510-1985 may align with zones within the Low-Rise Apartment and Medium and High-Rise Apartment land use category of this Matrix and in compliance with the Town Centre Area Plan.</i> |
| Port Haney Heritage Adaptive Use | CRM Commercial / Residential H-1 Heritage Commercial |
| Port Haney Multi-Family Commercial & Waterfront | RM-1 Townhouse Residential District RM-4 Multiple Family Residential District RM-5 Low Density Apartment Residential RM-2 Medium Density Apartment CD-1-00 Assisted Living CRM Commercial / Residential H-1 Heritage Commercial |
| Institutional | P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional |
| Park | P-1 Park and School P-2 Special Institutional P-4 Church Institutional P4a Church Institutional / Educational P-6 Civic Institutional |

FIGURE 1 MULTI-MODAL TRANSPORTATION NETWORK



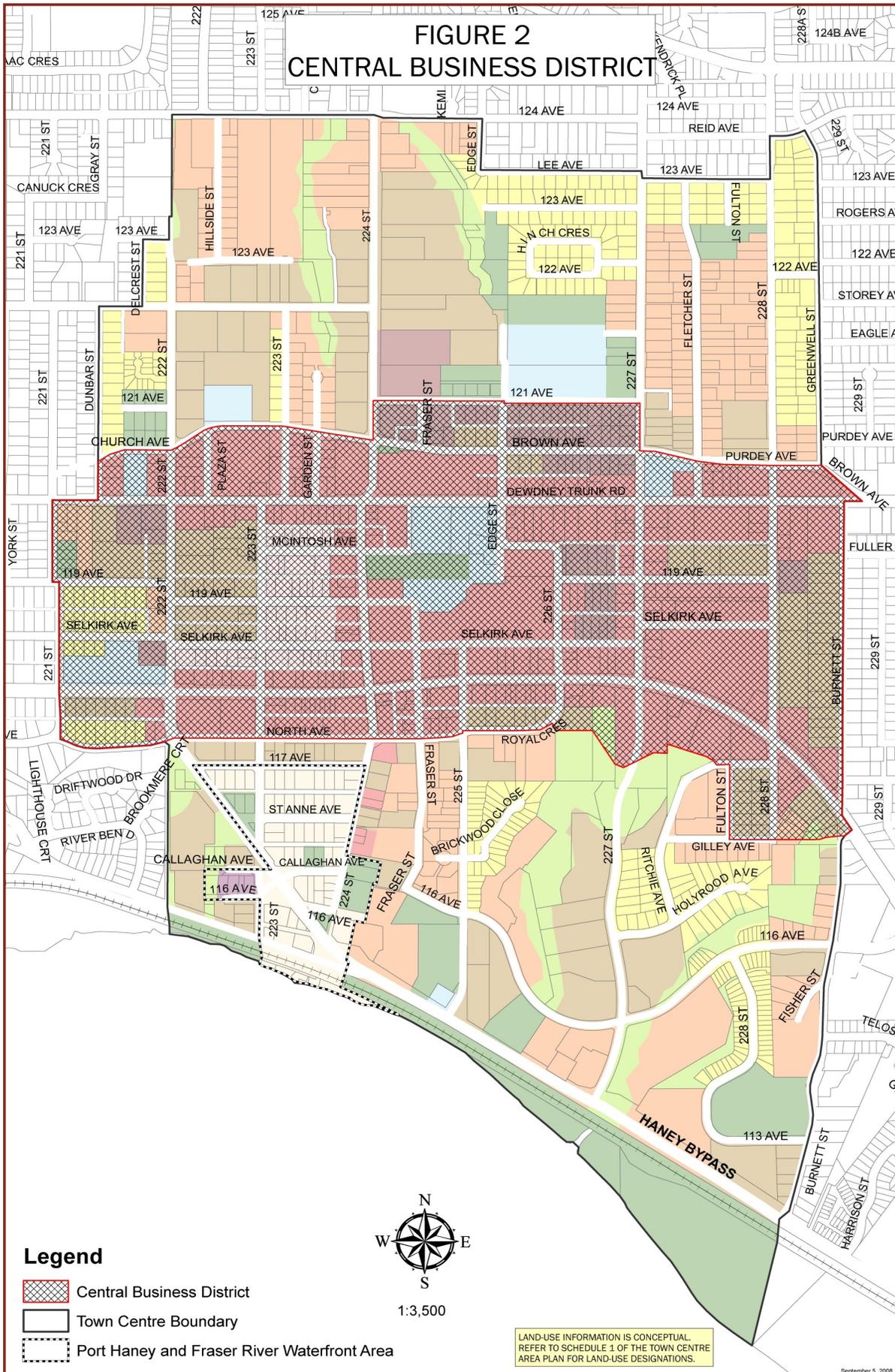
LEGEND

| | |
|----------------------------------|----------------------------------|
| Town Centre | Civic Uses |
| Green Corridor Network | ACT Theatre |
| Civic Area Ring Route | CEED Centre |
| Secondary Ring Route | Hany Wharf |
| Civic Core Pedestrian Network | Major Shopping Centres |
| Connective Pedestrian Network | Maple Ridge Museum |
| Bicycle Network | Medical Facility |
| Existing Greenway Trail | Police Station |
| Proposed Greenway Trail | Recreation Centre |
| Private Pathway | Transit Exchange |
| Waterfront Network | West Coast Express-Haney Station |
| Potential Future Boardwalk | |
| Multi-Modal Waterfront Route | |
| Miscellaneous Items | OCP Landuse Designations |
| Proposed Overpass/Underpass | Conservation |
| Potential Future Road Alignments | Institutional |
| Trans Canada Trail | Park |
| GPS Creek Centrelines | |

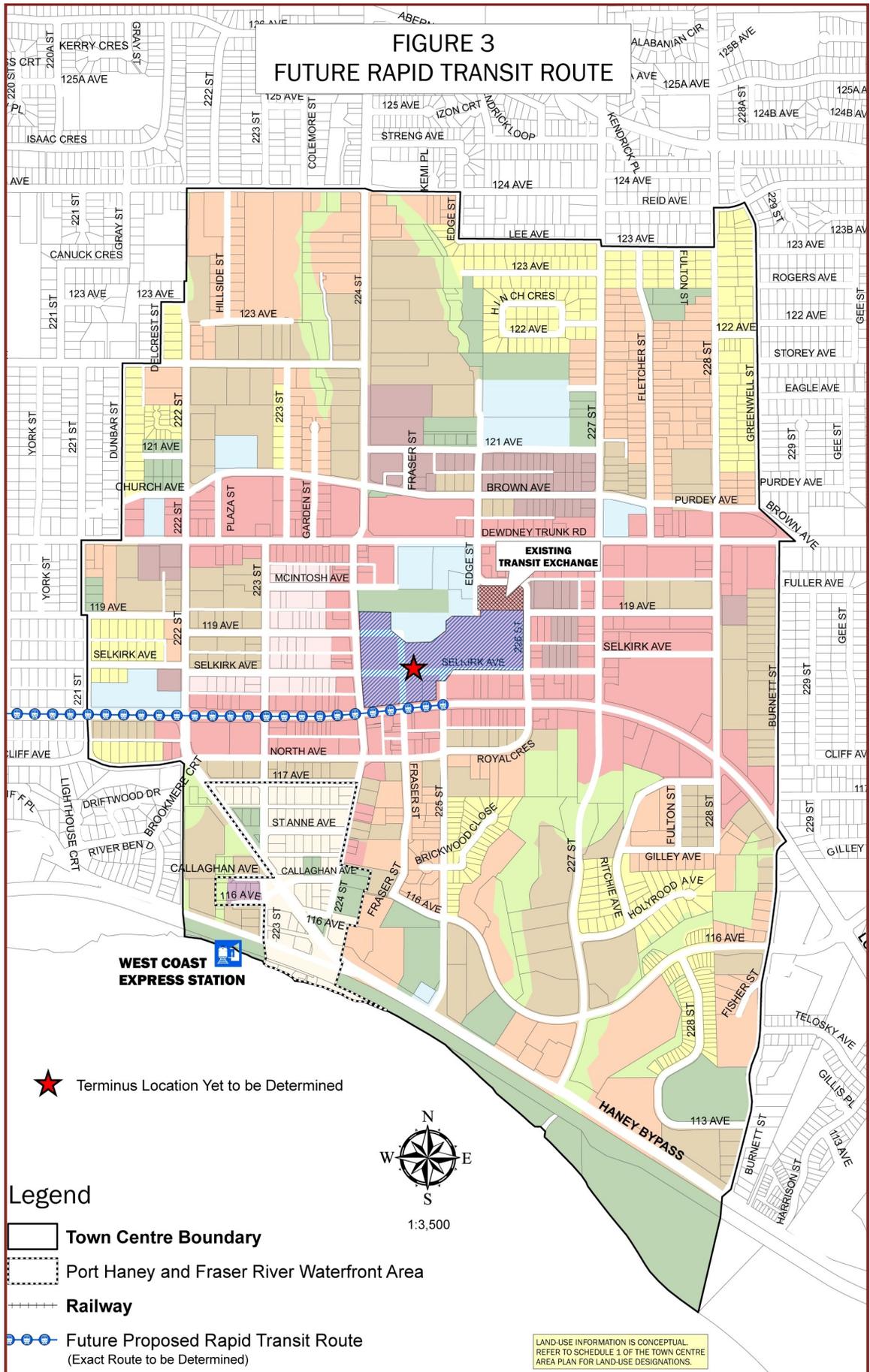


This figure indicates the general routes and connections which are to be preserved and developed. It is supported by a working map of Green Routes which will reflect as accurately as possible the existing trail network.

**FIGURE 2
CENTRAL BUSINESS DISTRICT**



**FIGURE 3
FUTURE RAPID TRANSIT ROUTE**



**FIGURE 4
ALOUETTE RIVER WATERSHED BOUNDARY**

