

City of Maple Ridge

**COUNCIL WORKSHOP AGENDA**  
**June 25, 2019**  
**1:30 p.m.**  
**Blaney Room, 1<sup>st</sup> Floor, City Hall**

*The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification. The meeting is live streamed and recorded by the City of Maple Ridge.*

**REMINDERS**

**June 25, 2019**  
**Council Meeting**

**7:00 p.m.**

1. **APPROVAL OF THE AGENDA**
2. **ADOPTION OF MINUTES**
  - 2.1 Minutes of the June 11, 2019 and June 18, 2019 Council Workshop Meetings
3. **PRESENTATIONS AT THE REQUEST OF COUNCIL**
4. **UNFINISHED AND NEW BUSINESS**
  - 4.1 **Lougheed Corridor Consultation Summary**

Staff report dated June 25, 2019 outlining the outcomes of a public consultation process for the Lougheed Transit Corridor study.
  - 4.2 **Capital Plan Update**

Presentation by the Chief Financial Officer

#### 4.3 Secondary Suites Regulatory Review – Options Report

Staff report dated June 25, 2019 recommending that a report be provided outlining draft Zoning Bylaw amendments to explore regulations for secondary suite units and that bylaw enforcement on the owner-occupancy requirement continue to be held in abeyance until after first and second readings of bylaw amendments.

#### 5. CORRESPONDENCE

##### 5.1 Upcoming Events

###### By Invitation to Mayor and Council

June 26, 2019 1:00 pm to 2:30 pm	Maple Ridge Brickyard Museum Tour, 22520 116 Avenue, Maple Ridge Organizer: Maple Ridge Historical Society
June 26, 2019 6:30 pm to 9:00 pm	PLEA's 40 <sup>th</sup> Anniversary Celebration, Vancouver Convention Centre Organizer: PLEA Community Services Society of BC
June 27, 2019 6:30 pm to 8:30 pm	Ridge Meadows Child Development Centre Society's 30 <sup>th</sup> Annual General Meeting, South Bonson Community Centre, 10932 Barnston View Rd, Pitt Meadows Organizer: Ridge Meadows Child Development Centre Society

###### General Community Events

June 27, 2019 7:30 pm to 9:00 pm	Maple Ridge Concert Band Presents "It's a Cool Thing to do Saz Quartet, Memorial Peace Park, Maple Ridge
June 29, 2019 9:00 am to 2:00 pm	Canadian Multiculturalism Day, Memorial Peace Park, Maple Ridge
June 29, 2019 9:00 am to 2:00 pm	Haney Farmers Market, Memorial Peace Park, Maple Ridge Organizer: Haney Farmers Market
June 29, 2019 10:00 am to 2:00 pm	Ridge Meadows Got Talent, Memorial Peace Park, Maple Ridge Organizer: Phil Ransom
June 30, 2019 2:00 pm to 4:00 pm	Maple Ridge 101 Bike Ride, Memorial Peace Park, Maple Ridge Organizer: HUB Cycling
July 1, 2019 12:00 pm to 6:00 pm	Maple Ridge Canada Day, Memorial Peace Park, Maple Ridge Organizer: City of Maple Ridge

July 1, 2019  
12:00 pm to 6:00 pm

BIA Summer Markets, Memorial Peace Park, Maple Ridge  
Organizer: Maple Ridge Downtown Business Improvement  
Association

July 2, 2019  
7:30 pm to 9:30 pm

Twilight Tuesdays, Memorial Peace Park, Maple Ridge  
Organizer: Maple Ridge Concert Band

### Maple Ridge Graduation Ceremonies


June 26, 2019  
7:00 pm

Westview Secondary School  
Hard Rock Casino: 2080 United Boulevard, Coquitlam

6. **BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL**

7. **MATTERS DEEMED EXPEDIENT**

8. **ADJOURNMENT**

Checked by: 

Date: 6/21/19

## 2.0 Adoption of Minutes

City of Maple Ridge

**COUNCIL WORKSHOP MINUTES**

June 11, 2019

The Minutes of the City Council Workshop held on June 11, 2019 at 1:30 p.m. in the Blaney Room at City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

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<i>PRESENT</i>	<i>Appointed Staff</i>
<i>Elected Officials</i>	K. Swift, Acting Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	D. Pollock, General Manager Engineering Services
Councillor C. Meadus	D. Pope, Acting General Manager Parks, Recreation & Culture
Councillor G. Robson	L. Benson, Director of Corporate Administration
Councillor R. Svendsen	<i>Other Staff as Required</i>
Councillor A. Yousef	C. Goddard, Director of Planning
	C. Nolan, Corporate Controller
<i>ABSENT</i>	J. Dingwall, Manager Utility Engineering
Councillor Duncan	S. Cote-Rolvink, Chief Building Officer
	B. Elliott, Manager of Community Planning
	A. Grochowich, Planner 1

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Note: These Minutes are posted on the City Web Site at [www.mapleridge.ca](http://www.mapleridge.ca)  
Video of the meeting is posted at [media.mapleridge.ca/Mediasite/Showcase](http://media.mapleridge.ca/Mediasite/Showcase)

1. **APPROVAL OF THE AGENDA**

R/2019-342

It was moved and seconded

That the agenda of the June 11, 2019 Council Workshop Meeting be approved as circulated.

CARRIED

2. **MINUTES**

2.1 **Minutes of the June 4, 2019 Council Workshop Meeting**

R/2019-343

It was moved and seconded

That the minutes of the Council Workshop Meeting of June 4, 2019 be adopted as circulated.

CARRIED

3. *PRESENTATIONS AT THE REQUEST OF COUNCIL* – Nil

4. *UNFINISHED AND NEW BUSINESS*

4.1 Integrated Stormwater Management Plans

Presentation by Glen Shkurhan, Urban Systems Limited

Staff report dated June 11, 2019 providing information on the scope of Integrated Stormwater Management Plans (ISMPs) as well as work completed to date and next steps.

Council requested that a financial framework be provided as part of the Integrated Stormwater Plans process.

R/2019-344

It was moved and seconded

That the staff report dated June 11, 2019 titled “Integrated Stormwater Management Plans” be received into the record.

CARRIED

4.2 Building Department Update

The Chief Building Official gave a presentation on Permit and Inspection Services. He provided data on work volumes and construction values, the application process, legislative changes, client expectations, customer resources and online services.

4.3 Agri-Food Hub: Update

Staff report dated June 11, 2019 providing an update on the work done to-date on building community capacity for a Maple Ridge Food Hub.

A. Grochowich, Planner provided a presentation.

R/2019-345

It was moved and seconded

That that staff report dated June 11, 2019 titled “Agri-Food Hub: Update” be received into the record.

CARRIED

#### 4.4 Backyard Hens: Options Report

Staff report dated June 11, 2019 recommending the preparation of a report with the pilot program process to permit the keeping of backyard hens in residential areas of Maple Ridge.

R/2019-346

It was moved and seconded

That item 4.4 Backyard Hens: Options Report be deferred to the next Council Workshop Meeting.

CARRIED

#### 4.5 Pitt Meadows Airport (YPK) – Bylaw Revisions

Staff report dated June 11, 2019 recommending that revisions to the Pitt Meadows Airport (YPK) bylaw be approved.

4.5.1

R/2019-347

It was moved and seconded

That the bylaw revisions as contained within the February 26, 2019 letter authored by the Pitt Meadows Airport (YPK) and sent to the City of Maple Ridge be approved.

DEFEATED

Mayor Morden, Councillor Dueck, Councillor Meadus, Councillor Yousef, Councillor Svendsen, Councillor Robson - OPPOSED

4.5.2

R/2019-348

It was moved and seconded

That the Chief Administrative Officer continue to perform in an advisory role to the General Manager of the Pitt Meadows Regional Airport.

CARRIED

#### 4.6 Award of Contract, Garibaldi Secondary School Sports Court Renovation

Staff report dated June 11, 2019 recommending that the June 11, 2019 Council Workshop report titled "Award of Contract, Garibaldi Secondary School Sports Court Renovation" be forwarded to the next Council meeting.

R/2019-349

It was moved and seconded

That the attachment to the June 11, 2019 Council Workshop report titled "Award of Contract, Garibaldi Secondary School Sports Court Renovation" be forwarded to the next Council Meeting.

CARRIED

5. *CORRESPONDENCE*

5.1 City of Victoria – Provincial Support of Libraries

Letter dated May 29, 2019 from Lisa Helps, Mayor, City of Victoria requesting support from BC municipalities regarding a resolution to restore Provincial support for libraries.

R/2019-350

It was moved and seconded

That the Mayor be authorized to write a letter of support to the Mayor and Council of the City of Victoria in response to a request for the Provincial Government to restore support for libraries.

CARRIED

5.2 Upcoming Events

Upcoming events were discussed.

6. *BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL* – Nil

7. *MATTERS DEEMED EXPEDIENT* – Nil

8. *ADJOURNMENT* - 4:58 p.m.

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M. Morden, Mayor

Certified Correct

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L. Benson, Corporate Officer



of Maple Ridge

**COUNCIL WORKSHOP MINUTES**

June 18, 2019

The Minutes of the City Council Workshop held on June 18, 2019 at 3:03 p.m. in the Blaney Room at City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

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<b>PRESENT</b>	<b>Appointed Staff</b>
<i>Elected Officials</i>	K. Swift, Acting Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	D. Pollock, General Manager Engineering Services
Councillor C. Meadus*	D. Pope, Acting General Manager Parks, Recreation & Culture
Councillor G. Robson	L. Benson, Director of Corporate Administration
Councillor R. Svendsen	T. Thompson, Chief Financial Officer
Councillor A. Yousef	<b>Other Staff as Required</b>
	C. Goddard, Director of Planning
<b>ABSENT</b>	B. Elliott, Manager of Community Planning
Councillor Duncan	A. Grochowich, Planner 1

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\*Note: Councillor Meadus entered the meeting at 3:04 p.m.

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Video of the meeting is posted at [media.mapleridge.ca/Mediasite/Showcase](http://media.mapleridge.ca/Mediasite/Showcase)

1. **APPROVAL OF THE AGENDA**

R/2019-365

It was moved and seconded

That the agenda of the June 18, 2019 Council Workshop Meeting be approved as circulated.

CARRIED

2. **MINUTES – N/A**

3. **PRESENTATIONS AT THE REQUEST OF COUNCIL – N/A**

4. *UNFINISHED AND NEW BUSINESS*

4.1 Yennadon Lands, 128/232 Land Owner Consultation Update

Presentation by the Manager of Community Planning

Note: Councillor Meadus joined the meeting.

R/2019-366

It was moved and seconded

That staff be directed to undertake an employment land use redesignation process and consultation strategy for the Yennadon Lands, located generally at 128th Avenue and 232nd Street;

That new applications, or those already in-stream (unless reached third reading), be deferred until any potential OCP amendments are presented at Public Hearing and given third reading, with the exception of applications that propose future employment land uses; and

That, in respect of Section 475 of the Local Government Act, requirement for consultation during the development or amendment of an Official Community Plan, Council must consider whether consultation is required with specifically:

- i. The Board of the Regional District in which the area covered by the plan is located, in the case of a Municipal Official Community Plan;
- ii. The Board of any Regional District that is adjacent to the area covered by the plan;
- iii. The Council of any municipality that is adjacent to the area covered by the plan;
- iv. First Nations;
- v. Boards of Education, Greater Boards and Improvements District Boards; and
- vi. The Provincial and Federal Governments and their agencies.

and in that regard it is recommended that the only additional consultation to be required in respect of this matter beyond the early posting of the proposed Official Community Plan amendments on the City's website, together with an invitation to the public to comment, is the undertaking of a public consultation process in support of an "Employment Land Use Redesignation Process: Yennadon Lands".

CARRIED

#### 4.2 UBCM Resolutions 2019

Staff report dated June 18, 2019 recommending that the resolutions included in the June 18, 2019 staff report titled "UBCM Resolutions 2019" be submitted to the Union of British Columbia Municipalities for consideration.

R/2019-367

It was moved and seconded

That the resolutions included in the June 18, 2019 staff report titled "UBCM Resolutions 2019" be submitted to the Union of BC Municipalities for consideration prior to the June 30, 2019 deadline.

CARRIED

*Note: Item 4.3 was deferred from the June 11, 2019 Council Workshop Meeting*

#### 4.3 Backyard Hens: Options Report

Staff report dated June 11, 2019 recommending the preparation of a report with the pilot program process to permit the keeping of backyard hens in residential areas of Maple Ridge.

R/2019-368

It was moved and seconded

That no further exploration of keeping backyard hens in Maple Ridge take place at this time.

CARRIED

5. CORRESPONDENCE - Nil

6. BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL - Nil

7. MATTERS DEEMED EXPEDIENT - Nil

8. ADJOURNMENT - 3:56 p.m.

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M. Morden, Mayor

Certified Correct

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L. Benson, Corporate Officer



**mapleridge.ca**

## City of Maple Ridge

**TO:** His Worship Michael Morden  
and Members of Council  
**FROM:** Chief Administrative Officer

**MEETING DATE:** June 25, 2019  
**FILE REFERENCE:** 2019-032-CP  
**MEETING:** Workshop

**SUBJECT: Lougheed Transit Corridor Study Phase 2 and 3 Summary**

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### **EXECUTIVE SUMMARY:**

Between March and May 2019, two public consultation phases took place for the Lougheed Transit Corridor Study. Phase 2 – *Launch Public Consultation* and Phase 3 – *Transit Corridor Design Concepts* of the Lougheed Transit Corridor Study involved five engagement events:

- Patterson Avenue Coffee Talk
- City-wide Public Open House
- South-west Lougheed Residential Sub-Area Workshop
- City-wide Public Interactive Design Workshop
- City-wide Public Sneak Peek Open House

The public consultation process follows the September 4, 2018 scoping report and the February 26, 2019 Phase 1 summary report. The purpose of this report is to outline the outcomes of the public consultation process including:

- How we promoted Phase 2 and 3 public engagement events;
- Where and when we engaged with the public;
- Who attended; and
- What we heard.

The report concludes with a discussion of land use planning themes that emerged through the consultation process. These themes will form the basis of a draft concept plan presented to Council in September 2019. All original public feedback from the five engagement events is attached to this report for Council's reference.

### **RECOMMENDATION:**

The report titled “Lougheed Transit Corridor Study Phase 2 and 3 Summary” and dated June 25, 2019 is for information purposes.

### **BACKGROUND:**

The implementation of the new B-Line rapid bus service along Lougheed Highway creates an opportunity to explore how land use designations within the study area can be modified to create complete communities in synergy with the improved transit service level. Additionally, and as seen elsewhere in the region, transit investments can stimulate redevelopment interest for both residential, mixed-use and commercial markets. The rationale for such a land use review is further supported by the recommendations stemming from the City's Commercial and Industrial Strategy aimed at accommodating additional employment opportunities in West Maple Ridge by 2042, and better utilizing existing commercial land for long-term commercial and mixed-use demands.

The Lougheed Transit Corridor Study began in September 2018, with the following Council resolution on September 4, 2018:

# 4.1

That the process and engagement strategy for the Lougheed Transit Corridor Study outlined in the report titled “Lougheed Transit Corridor Study Scoping Report”, dated September 4, 2018, and encompassing Phase 1 and Phase 2, be endorsed; and

That the study area boundaries outlined in Appendix C of the report titled “Lougheed Transit Corridor Study Scoping Report”, dated September 4, 2018, with the addition of properties adjoining Dewdney Trunk Road, Carshill Street and Patterson Avenue, be endorsed.

Phase 1 of the study, which involved participation in Metro Vancouver’s Lougheed Corridor Land Use and Monitoring Study, concluded in January 2019 and was the subject of a February 26, 2019 report to Council. Phases 2 and 3 took place over the spring, and the current Phase 4 will complete this fall, as shown in the diagram below.

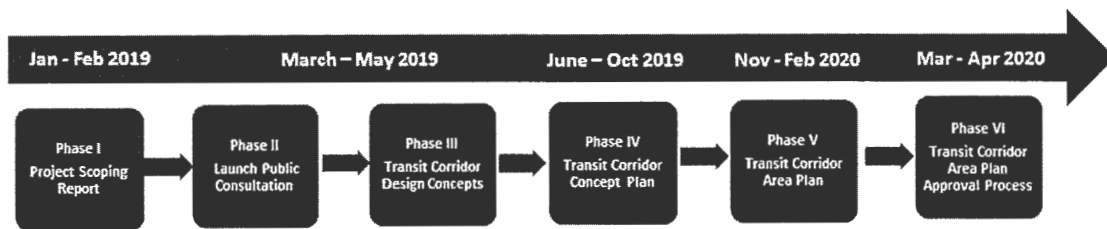


Figure 1: Lougheed Transit Corridor Study Process

**COMMUNITY ENGAGEMENT AND CONSULTATION STRATEGY:**

The Lougheed Transit Corridor Study’s Community Engagement and Consultation strategy sought to extend beyond typical notification methods in order to broaden public engagement in the planning process. This section explains the promotional tools that were used and provides analytics on how each tool performed.

**a) Event Promotion**

Promotion of the open house and design workshop included newspaper ads (see Appendix A), five Pop Up! Events, postcard admail (see Appendix A), an informational animated video, posted information and event details on the project website linked off the City’s main landing page, and Facebook posts. A key promotion initiative leading up to the open house was a mailed postcard to all residential and commercial addresses in the study area and the surrounding areas. While staff acknowledge there is an increased cost in adjusting our notification process to accommodate more mail-based notices, there is also an increased certainty in the number of households reached using this approach. Detailed promotion information, including the quantity of marketing material produced, is provided below.

Table 1: Lougheed Transit Corridor Study Phase 2 and 3 Promotion

	Quantity
Postcards mailed or handed out	18,307
Addressed Letters	2,024
Newspaper Ads	10
Animated Video	1
Pop Up! Events	5
Facebook Posts	6

The strategy behind each promotional item utilized is discussed in the next three sections that follow.

**b) Animated Video:**

A short, three minute animated video was launched on March 13 and posted on the project website ([lougheedstudy.mapleridge.ca](http://lougheedstudy.mapleridge.ca)) and on the City's Facebook page. The purpose of the video was to provide a brief explanation of the project to help the public understand what the City is seeking to achieve and convey how public input is an important component of the process. The animated video provides an overview of the project and explains how people can participate in consultation engagement activities. Over the two month period, the video was viewed 8,900 times and received 250 engagements on Facebook (likes, shares, and reactions) (see Appendix B).

**c) Pop Up! Events:**

Five Pop Up! events were held starting in mid-March to create awareness of the Lougheed Transit Corridor Study and to promote participation at the open house event. An information booth was set-up at various locations throughout the City in an effort to get out into the community where residents shop, take public transit, and visit local parks. These events provided an opportunity for people to talk with planning staff and learn about this project and ask any questions they may have. An additional 1,000 postcards were printed for distribution at the Pop Up! events. The dates and locations of the Pop-Up! events were:

**Table 2: Lougheed Transit Corridor Study Pop Up! Events**

Date	Location	Time	Interactions
March 31	Rona	9 am - 12 pm	50
April 3	Maple Meadows West Coast Express Station	5:30 am - 8 am	100
April 5	Port Haney West Coast Express Station	5:30 am - 8 am	60
April 8	Haney Transit Exchange	7 am - 10 am	20
April 8	Westgate Save-On Foods	4 pm - 7 pm	40

In addition to the five Lougheed Transit Corridor study specific Pop Up! events, project information was also available and handed out at four Pop Up! events for the North East Albion Land Use and Servicing Concept Planning Process. In total, staff had over 270 interactions with members of the public. Promotional material was also provided at the City's Home Show booth. While this approach required considerable staff time resources, it is the most effective way to distribute project information to members of the public. Ideally, this effort results in members of the public viewing this information through multiple communication methods.

**d) Promotional Material Response:**

Based on the outlined communications strategy, several feedback opportunities identified the benefit of the project's promotion and advertising. Regarding our website presence, the City's analytics showed that there were 966 page views and 629 users on the project's dedicated website: [lougheedstudy.mapleridge.ca](http://lougheedstudy.mapleridge.ca) over the two month period, with peaks in online traffic corresponding with newspaper ad publication dates. In conjunction with website promotion, six Facebook posts were also made regarding the Lougheed Transit Corridor study, which reached 12,962 views. Figure 2 below represents an infographic representing the Community Engagement and Consultation Strategy.

In order to gauge which promotional aspects resulted in attendance at the open house, survey participants were asked how they heard about the Lougheed Transit Corridor Study and open house. The top three survey results were:

- Newspaper
- Mailed postcard
- Email from an organization



Figure 2: Communication and Consultation Overview

**PUBLIC ENGAGEMENT EVENTS:**

A total of five public consultation events have been held to date and one of the events included a feedback survey. Three of the events were designed for the public to attend and provide input, while two of the events were specific to Patterson Avenue area property owners living within the area south of Lougheed that overlaps with the Hammond Area Plan, referred to as the south-west Lougheed residential sub-area. An overview for all five events is provided below.

**Table 3: Lougheed Transit Corridor Study Phase 2 and 3 Engagement Events**

Event	Date	Time
Patterson Avenue Coffee Talk	March 14	7:00 pm – 8:30 pm
City-wide Public Open House	April 10	4:00 pm – 8:00 pm
South-west Lougheed Residential Sub-Area Workshop	May 2	7:00 pm – 9:00 pm
City-wide Public Interactive Design Workshop	May 11	9:00 am – 2:30 pm
City-wide Public Sneak Peek Open House	May 11	3:30 pm – 5:00 pm

DIALOG Design were contracted as consultants to help facilitate and provide graphic design support to the public consultation process.

a) **South-west Lougheed Residential Sub-Area Invitation Events:**

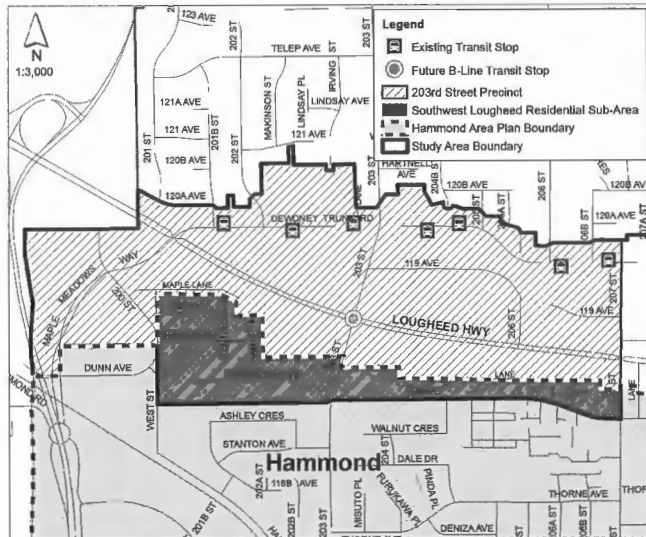


Figure 3: South-west Lougheed Residential Sub-area

At the September 4, 2018 Council Workshop, Council resolved that the Lougheed Transit Corridor study area be extended south to include Bruce Avenue, Patterson Avenue and properties north of 118 Avenue, which currently fall within the Hammond Area Plan. At the February 26, 2019 Council Workshop meeting, the consultation process for the Lougheed Transit Corridor Study was augmented with additional events, intended to specifically engage with concerned residents regarding rezoning application 2018-489-RZ at 20278 and 20292 Patterson Avenue which proposes a four storey apartment building. Council deferred this rezoning application on January 29, 2019 pending the outcomes of the Lougheed Transit Corridor Study and a review of the land use policies within the study area's boundaries. Two events were undertaken

with residents in the area now referred to as the south-west Lougheed residential sub-area (see Figure 3), identified as properties within both the Hammond Area Plan and the Lougheed Transit Corridor study area. The first event was a small group session aimed to listen to residents' concerns, while the second was a larger workshop format focused on exploring building transitions.

i) **Patterson Avenue Coffee Talk Session:**

In light of the neighbourhood concern over application 2018-489-RZ at the corner of Patterson Avenue and 203 Street, the City reached out to residents who voiced or provided written concerns at the January 29, 2019 Council meeting. These residents identified themselves as the North Hammond Development Committee, with ten members from eight households residing on Patterson Avenue and Ashley Crescent. Ten letters and following emails (see Appendix C) were distributed to the residents of the North Hammond Development Committee.

A total of eight residents attended the session held in the Hammond Elementary Library. The meeting was facilitated by staff from DIALOG Design consultants and the Planning Department. The coffee talk session provided residents with the opportunity to:

- Share hopes and concerns about past and future planning projects;
- Learn about planning and development processes; and,
- Identify possible opportunities within the Lougheed Transit Corridor study area for developing a shared path forward.

The meeting was informally structured, with the aim to listen to residents' concerns and identify what success may look like. Following the coffee session, DIALOG Design consultants worked with the Planning Department to plan a comprehensive workshop event aimed at building on the initial meeting with concerned residents. This meeting took place on May 2, 2019.



## ii) South-west Lougheed Residential Sub-area Workshop:

Building on the coffee talk session, a structured workshop was designed as the next step to engage with residents in the south-west Lougheed residential sub-area. This event responded to a request from the coffee talk session attendees for more opportunities to provide input in the City's Lougheed Transit Corridor Study process and specifically to provide input on the idea of transition from the Lougheed Corridor to the Hammond neighbourhood. The event was designed to gather feedback from all the residents and property owners in and around the south-west Lougheed residential sub-area.

All property owners and residents whose properties are located both in the Hammond Area Plan as well as the Lougheed Transit Corridor study area, plus residents and owners within 100 m of the Lougheed Transit Corridor study area, between 200 Street and 207 Street, were invited by mailed letter (see Appendix C). A total of 594 invitation letters were mailed to the south-west Lougheed residential sub-area properties as well as properties within 100 m to the south (see Appendix D) and 24 people participated.

The purpose of the workshop was for participants to:

- Discuss the potential future type and distribution of new housing units and commercial buildings in the sub-area;
- Share input about transitional building forms and see it come to life through graphic illustration;
- Identify and record transportation and pedestrian experiences on an aerial photo map;
- Select which City area plan is a more suitable fit for the sub-area; and,
- Learn how this workshop fits into the broader scope of the Lougheed Transit Corridor Study.

The event also provided City staff with an opportunity to further understand public concerns and aspirations, to continue building trust and strengthen relationships with the public, and to provide learning opportunities about the broader Lougheed Transit Corridor Study planning process.



Figure 4: Participants in the Transition Exercise

The workshop was facilitated by DIALOG Design consultants and staff from the Planning and Engineering Departments. Information panels on the consultation process and demographic data for the study area were included for attendees to view upon arrival to the event (see Appendix E). For the workshop portion of the event, opportunities for input were arranged into four separate work stations, where participants could provide their input through planning exercises. There were three 30 minute work sessions, enabling attendees to participate at each work station over the course of the event.

Participants worked through the following four exercises:

- **Build the City Block Exercise:** Participants were asked to place different types of housing forms (single family, duplex, fourplex, townhouse, and apartment) and commercial buildings (large and small format sizes) to accommodate 550 residential units and 10 large format retail/office buildings or 80 small stores. These numbers are reflective of residential and commercial demand over a ten year horizon (2028) within the 203 Street and Lougheed Highway node.

- *Transition Exercise:* Participants considered the appropriate building height on Lougheed Highway and on adjacent lands to the south.
- *Boundary Exercise:* Participants were presented with two options for the overlapping lands: to continue to be part of the Hammond Area Plan or to be part of the Lougheed Transit Corridor Area Plan.
- *Pedestrian Audit:* An aerial photo of the area was available for participants to mark pedestrian areas that they liked, areas of concern, and areas for improvement opportunities.

## b) City Wide Engagement Events

### i) City-Wide Open House

This city-wide open house was open to all members of the public to attend and share their thoughts and ideas for the future of the Lougheed Transit Corridor study area. For the open house, the mail out consisted of 11,530 postcards. To account for non-resident property owner notification, an additional 1,420 letters were mailed inviting land owners to participate in the Lougheed Transit Corridor Study. Attendees were encouraged to complete a survey (see Appendix F), which was also made available online for over three weeks after the event.



Figure 5: Open House Attendees

In total, 100 people signed in over the course of the evening, and a total of 66 surveys were completed.

Open house information panels (Appendix G) provided the following content:

- the area under study;
- the steps in the planning process;
- precinct areas around each future transit node (203<sup>rd</sup> Street, Laity Street, and 222<sup>nd</sup> Street);
- existing land use policies;
- strategic transportation network plan;
- parks and open space; and,
- demographic data that came out of the studies undertaken by Metro Vancouver for the Lougheed B-Line bus route.

While viewing the information panels and talking with Maple Ridge staff from the Planning, Engineering, Parks, and Building Departments, open house attendees were asked to share their thoughts directly (using post-it-notes or sticker dots) onto inter-active

panels after considering:

- Your favourite thing about each of the areas around the three transit nodes;
- What you would like to see more of and/or less of in these precincts?
- How you experience the area through various modes of transportation? (i.e. what areas work well and what areas are a concern?);
- Your vision for the future of the study area by choosing from several photos provided;
- What buildings, use, and forms you would locate in various areas of the Lougheed Transit Corridor?

In addition, a number of creative activities were available including a pedestrian audit, a visual explorer exercise and an opportunity for residents to identify their preferred forms of development within each

precinct area. The input received from the inter-active exercises during the open house event is attached as Appendix H, and is discussed later in this report under the Outcomes and Emerging Themes section.

Translink staff were also present at the open house event with information panels on the B-Line bus route and the Maple Ridge Pitt Meadows Area Transport Plan. By being part of the open house event, Translink staff were able to help answer questions about proposed transit changes, while open house attendees were also talking with Maple Ridge staff and providing input on future land uses in the Lougheed Transit Corridor study area.

### c) **Interactive Design Workshop and Sneak Peek Open House**

Participation in the interactive design workshop was open to all members of the public, with space for up to 60 participants. Additional promotion measures were taken to drive registration for the interactive design workshop. Two additional newspaper ads were published and an additional 5,777 postcards were mailed to a more localized portion of the study area, west of 216 Street. In an effort to have a broad range of representation at the event, targeted emails were sent to committees of Council, seniors groups, youth organizations, neighbourhood associations, and applicants with current development applications in the study area. In advance of the event, participants were provided with a Design Brief (see Appendix I), providing them with an event agenda and information to consider prior to attending. A series of information panels, including interactive activities were displayed in the school gymnasium over the course of day (see Appendix J).

The interactive design workshop was led by the City's consultant, DIALOG Design and supported by City staff. This event provided an opportunity for the general public to work with municipal staff and urban design experts, in a fun and engaging group setting, to share their ideas for land-use, multi-use transportation and recreational amenities within the Lougheed Transit Corridor study area.



**Figure 6: Interactive Design Workshop Participants and Facilitators**

The interactive design workshop kicked off with a brief introduction of the Lougheed Transit Corridor Study, followed by a transit oriented development presentation. As an icebreaker, each participant was invited to share one word which captured their vision for the future of the corridor. Appendix K shows a word cloud of all the vision words shared at the event. Participants then spoke to their ideas for the future of the Lougheed Transit Corridor, while graphic designers incorporated the ideas into conceptual land-use options and created possible streetscape and building form images.

Later in the afternoon, the products of the design workshop were on display at a Sneak Peek Open House, which was open to the general public. A total of 31 participants signed up and attended the interactive design workshop, and a total of nine people attended the Sneak Peek Open House.

During the first facilitated activity of the day, participants explored a range of ideas and were encouraged to share their thoughts on:

- Areas to conserve the character;
- Areas to evolve the character;
- Cycling and pedestrian connections; and,
- The types and forms of development and where to locate them.

Following the first working session, all groups reported out to one another to share their work. In the afternoon, breakout session participants focused on the two nodes around the B-Line bus stops: 203 Street and Laity Street. Participants chose one of the two nodes to explore. Three groups explored the 203 Street node and two groups explored the Laity Street node. All participants reported out to share their map and 'Big Ideas' notes.

#### **OVERVIEW OF EVENTS AND INPUT RECEIVED:**

The following section reports out on the key messages received at each engagement event.

##### **a) South-west Lougheed Residential Sub-area Events:**

###### **i) Patterson Coffee Talk Session:**

Early in the meeting, participants were invited to share details on their longstanding relationship to the neighbourhood and community. Over the course of the session, event facilitators also recorded what these residents valued about their neighbourhood. Participants were also asked to share their hopes about the future of their neighbourhood, and their concerns about perceived impacts of multi-family development and the B-Line rapid bus service.

A complete summary of values, hopes and concerns recorded at the coffee talk session are included in Appendix L.

###### **ii) South-west Lougheed Residential Sub-area Workshop:**

Participants worked through the four interactive activities in different group configurations throughout the evening for three of the activities and completed the boundary exercise individually. In the case of the block and transition exercises, each group started fresh and developed their own scenario, whereas feedback for the pedestrian audit built on each consecutive group's conversations. A complete summary of feedback received at this event is included in Appendix L.

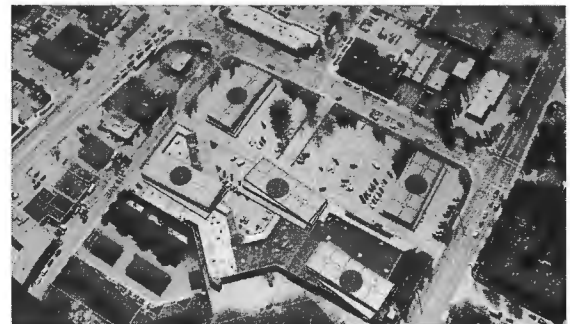


Figure 7: Block Exercise Example

##### **b) City Wide Events**

###### **i) Open House Outcomes:**

Input from the open house was received through interactive activities and a formal survey that could be completed in person or online.

###### **i. Interactive Activities**

A total of four interactive activities were included at the open house, and these are discussed below.

### *1. Neighbourhood Character:*

Post-It notes were available for people to record *What is your favorite thing about these neighbourhoods?* and *What would you like to see more or less of in these neighbourhoods?* This exercise applied to each of the three precinct areas of 203 Street, Laity Street and 222 Street.

A total of 15 favorite things were identified by attendees, including existing commercial businesses. Several comments relating to the existing single family context were recorded for the areas surrounding the 203 Street intersection at Lougheed Highway. Additionally, approximately 43 comments were posted addressing what people would like to see more or less of in each neighbourhood. These notes referenced a desire for green spaces (parks and open space) (6 responses), new retail opportunities and mixed-use buildings (8 responses), and new multi-family opportunities (7 responses). Other responses also include improved road infrastructure to improve transportation for cars, cyclists, and pedestrians.

### *2. Pedestrian Audit:*

An aerial map of the entire study area was available for people to share how they experience transportation routes in their daily lives by placing green dots for places that are functional and safe, red dots for places of concern, and yellow dots for opportunities to make change for the better.

### *3. One Word Vision:*

A range of photos were on display for attendees to select one or more images that represented a vision for the future of the Lougheed Corridor, with post-it notes to allow for further comments. Common themes from the selected images included people interacting and gathering in public places (32 picks), enhanced pedestrian walkways and multi-modal transportation (22 picks), green spaces and infrastructure (20 picks).

### *4. Shaping the Future:*

Attendees were invited to place coloured dots on a study area diagram corresponding to different land uses and forms (single family, townhouses/fourplexes, mixed-use, commercial, and high-rise) and indicated where they thought these typologies were appropriate.

Attendees expressed a desire for more mixed-use with an increase in density, particularly between Lougheed Highway and Dewdney Trunk Road. While mixed-use and more density is also desired on the south side of Lougheed, some attendees voiced concerns with four-storey apartment forms directly adjacent to the existing residential, particularly along 203<sup>rd</sup> Street.

Scanned copies of each interactive activity and transcribed information is attached in Appendix H.

## **ii. Survey:**

A total of 66 responses were received from the survey that was available for attendees at the open house and then posted on the Lougheed Transit Corridor webpage for over three weeks following the event (from April 11 to May 6, 2019).

The survey questions were aimed at learning about:

- how people currently use the various areas within the Lougheed Transit Corridor;
- what aspects they like and which ones they would prefer change, and,
- what kinds of uses they would like to see there in the future.

Questions were also designed to help understand the demographics of responders and learn which notification methods were the most effective in reaching participants. A summary of responses is provided in Appendix M.

The input received through the survey responses was similar to what was heard during the open house event. Survey respondents stated that shopping, eating out, and personal services are currently the most popular activities within the Lougheed Transit Corridor study area and most respondents reported visiting the area at least three to four times per week.

For future use of the Lougheed Transit Corridor study area, respondents were asked what they would like to see more of for each precinct. The top five chosen by respondents for each precinct are as follows:

**203<sup>rd</sup> Street Precinct:**

1. Rental and affordable housing (25 responses);
2. Shopping & personal services (22 responses);
3. Employment opportunities (20 responses);

**Laity Street Precinct:**

1. Rental and affordable housing (28 responses);
2. Shopping and & personal services (21 responses);
3. Restaurants, pubs, and coffee shops (20 responses);
4. Employment opportunities (19 responses); and
5. Opportunities for arts & culture (17 responses).

**222<sup>nd</sup> Street Precinct:**

1. Rental and affordable housing (36 responses);
2. Restaurants, pubs, and coffee shops (34 responses);
3. Employment opportunities (32 responses);
4. Shopping & personal services (31 responses); and
5. Opportunities for arts & culture (27 responses).

A general question was asked regarding future amenities for the entire Lougheed Corridor study area and the top three responses are as follows:

1. Pedestrian & bike-friendly paths (43 responses);
2. Parks (36 responses); and
3. Open spaces (29 responses).

From the responses received, there is an indication that respondents generally support new development within the Lougheed Transit Corridor study area that will facilitate the introduction of more amenities, support a possible expansion of the commercial uses currently available, as well as provide for an increase in housing options.

### c) Interactive Design Workshop:

In the morning session, five plans were created for the Lougheed Corridor. Later in the day, three plans were created for the 203 Street node and two plans were created for the Laity Street node.

The outcomes of the Interactive Design Workshop align with what was heard previously through public events and the community survey and built upon this earlier input with conceptual ideas that support the collective community vision. The images and key ideas from the workshop show that participants envision a future Lougheed Transit Corridor that incorporates higher density, mixed-use development around the transit nodes with medium to lower densities transitioning out from each node. The collective vision also includes a multi-use transportation corridor that is welcoming to pedestrians and bicyclists and incorporates infrastructure, amenities, and commercial uses for facilitating a vibrant and complete neighbourhood where people choose to live, work, and spend their leisure time, as illustrated in the image below.



Figure 8: Participants Reporting Out

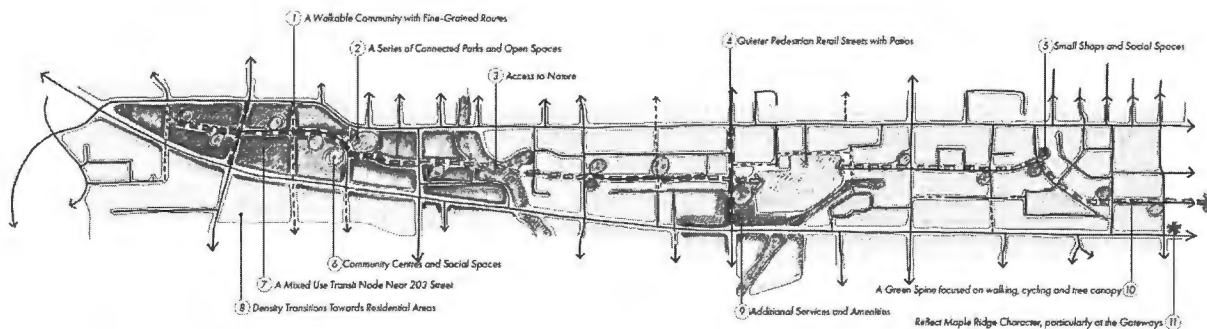


Figure 9: Consolidated Corridor Drawing

The completed interactive panels from the event are included as Appendix N and a complete summary of feedback received at this event is included in Appendix O.

### OUTCOMES & EMERGING THEMES:

A significant amount of input was gathered through the Lougheed Transit Corridor Study public consultation process, and there was common ground amongst participants in several areas. From the key messages received throughout the public consultation process, 10 themes emerged. A short summary of what was heard through the process and the key themes for the future of the Lougheed Transit Corridor are discussed in sections a) and b) below.

#### a) What We Heard:

Listening to participants at the various events and reviewing the outcomes of the community survey, the message received has been clear in that change towards higher density is supportable in a form that will help foster the use of public transit and the delivery of amenities.

Many who reside in the study area originally have stated that they enjoy lower density living within close proximity to many shops and services. These same people, after participating in the Loughheed Transit Corridor Study engagement process later expressed support for greater density around public transit nodes that scales down to more compatible uses and heights adjacent to existing residential areas. More generally heard through the process was a desire to see higher densities that incorporate a mix of uses, including a broader range of housing forms and tenures, more shops and services, employment, recreation and public gathering spaces. A walkable and bicycle-friendly neighbourhood was also a prominent desire that was heard during the process, along with green features such as a pedestrian greenway, street trees, pocket-parks, and rain gardens.

**b) Emerging Themes:**

The public input received to-date through the public consultation events and the community survey will provide a foundation from which to build the Loughheed Transit Corridor Area Plan (LTCAP). Prior to creating guiding principles that will inform the creation of a concept plan, 10 themes have been identified as key messages heard from the public consultation process. One theme that was heard and resonated with various other key topics was a desire for connectivity, which is 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. The primary theme of connectivity is shown in Figure 2 below, along with nine other themes that were communicated throughout the consultation process.



**Figure 8: Emerging Themes**

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

- 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 integrated into built environment;
- Options for transportation, including walking, cycling, and public transit;
- A neighbourhood that feels safe;
- Places that are inclusive to all ages and demographics
- A vibrant neighbourhood that is designed for people; and
- A built environment that incorporates Maple Ridge character and historical elements.

#### **INTERDEPARTMENTAL SUPPORT:**

To date the Lougheed Transit Corridor Study has received significant support from a number of departments that includes Communications, Engineering, Parks Recreation and Culture, Building, Economic Development & Civic Property and Information Technology. It is anticipated that these departments will continue to be involved as the process proceeds through to the draft concept plan and then to policy development within the Lougheed Transit Corridor Area Plan.

#### **Engineering Department:**

At the September 4, 2018 Council Workshop meeting, Council directed staff to add two additional neighbourhoods to the overall study area: Patterson Avenue and Carhill Street. To better understand transportation patterns in each of these areas, the Engineering Department provided the following information.

#### **Patterson Avenue:**

An in-depth traffic impact assessment was prepared for the Hazelwood industrial park application to expand the Maple Meadows Business Park along the Golden Ears Way. This traffic assessment addresses 203 Street traffic patterns, which help inform the changes occurring in the area of Patterson Avenue and 203 Street.

The data shows that the 203 Street southbound traffic did increase, after the Golden Ears Bridge toll was removed, by 10-15% and the 203 Street northbound traffic was not significantly changed. The observed traffic volumes fluctuate a fair amount from year to year and the total measurable change in traffic from the opening date of the Golden Ears Bridge in 2009 to the most recent counts in 2017, show no traffic growth over that period in the northbound direction and only a 2% to 3% per year growth in southbound traffic. This increase in traffic is consistent with the expected annual traffic volume growth throughout the City.

203 Street is designated as an Arterial roadway but is not currently constructed to the four lane Arterial standard, as traffic volumes do not show additional vehicle lanes to be required. If the proposed development application on Patterson Avenue (2016-489-RZ) is to proceed, the City would require the fronting section of Patterson Avenue to be constructed to a Collector road standard with street parking, as required in the Subdivision and Development Servicing Bylaw for all multi-family developments. Any modifications to the intersection of Patterson Avenue and 203 Street would be determined by a traffic impact analysis that would be a condition of the Engineering Department's approval for the development.

#### **Carhill Street:**

In 2014, Council asked staff to review three road corridors city-wide in terms of speed management. One of these corridors was River Road which included the intersection of Carhill Street

and River Road. A consultant reviewed the River Road corridor and proposed traffic improvements at various locations. The intersection at Carshill Street and River Road was identified as a location where changes to the traffic control measures at the intersection may be beneficial. Following the consultant's findings and recommendations, Engineering staff met with residents of Carshill Street in December 2018 to explore support for restricting access from Carshill Street onto River Road. Feedback from residents at this time indicated a preference to leave the intersection open to provide a secondary access point in and out of their neighbourhood. Over the summer months, the Engineering Department will be engaging with residents along River Road to share conceptual designs for speed management initiatives. At Carshill Street and River Road, reflective road markings are included in the draft design to provide some speed management and safety improvements.

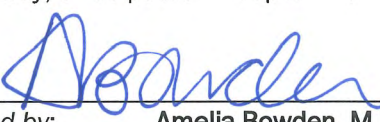
**NEXT STEPS:**

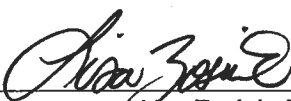
With Phases 2 and 3 completed, the next phase involves moving from the emerging themes to the preparation of a draft concept land use plan with supporting Guiding Principles. The concepts that came out of the Interactive Design Workshop (see Appendix O) capture much of the discussion and rough concepts proposed during the event and will provide guidance in the development of the draft concept plan. This concept plan will be presented to Council in September 2019 for input and direction to share the draft concept plan with the community for feedback.

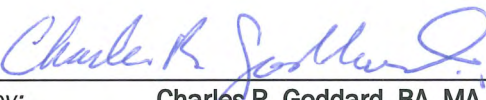
Additional public consultation will take place in the fall to invite public comments of the draft concept plan. A new engagement format will be trialed, by engaging with the public in a space of their choosing such as a private home or public gathering space in a small group setting. These engagement events are called "Pizza and a Planner" events, with staff bringing concept plans and dinner to each organized public group for review and comment. These meetings are an opportunity for community members to meet with planning staff and provide their feedback on the draft concept plan as it takes shape, while learning more about the planning process and how it fits into the larger framework of land use and development in Maple Ridge.

**CONCLUSION:**

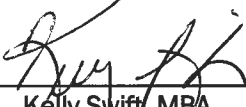
Phases 2 and 3 of the Lougheed Transit Corridor Study took place between March and May 2019, with a total of five engagement events. This report has explained how we promoted the engagement events, where and when we engaged with the public, who attended and what we heard. An overview of the emerging themes was also described, based on the compiled feedback across all five events. These themes will underpin the creation of a draft concept plan during Phase 4 of the Lougheed Transit Corridor Study, anticipated in September 2019.

  
Co-Prepared by: **Amelia Bowden, M.Urb, MCIP, RPP**  
**Planner 1**

  
Co-Prepared by: **Lisa Zosiak, MRM, MCIP, RPP**  
**Planner 2**

  
Reviewed by: **Charles R. Goddard, BA, MA**  
**Director of Planning**

  
Approved by: **Christine Carter, M.PL, MCIP, RPP**  
**GM: Planning and Development Services**

  
Concurrence: **Kelly Swift, MBA**  
**Acting Chief Administrative Officer**

- Appendix A – Newspaper ads and mailed postcards
- Appendix B - Website and Social Media Analytics
- Appendix C - Mailed invitation letters
- Appendix D – South-west Residential Sub-area mail out map
- Appendix E- May 2 Workshop Boards
- Appendix F- Survey
- Appendix G – April 10 Open House Boards
- Appendix H - Interactive Activity Board Photos and Notes, Tables etc
- Appendix I- May 11 Design Brief
- Appendix J – Interactive Design Workshop and Sneak Peek Panels
- Appendix K - Interactive Design Workshop Word Cloud
- Appendix L- DIALOG South-west Lougheed Residential Sub-area Final Report
- Appendix M- Survey Result Summary
- Appendix N- Completed Interactive Panel
- Appendix O - DIALOG Lougheed Transit Corridor Study Interactive Design Workshop Summary Report
- Appendix P- Additional email correspondence



# Let's move Maple Ridge Forward

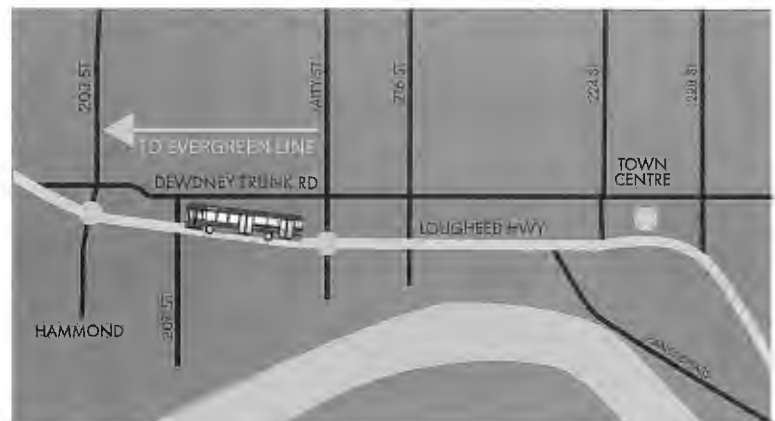
with the new rapid bus service coming to Lougheed

**IT'S YOUR TURN TO HELP  
SHAPE THE FUTURE!**

Join us at the Lougheed Transit Corridor Open House to learn more about the project, share your thoughts and provide input.

**Wednesday April 10, 2019 4-8 pm**  
 Glenwood Elementary  
 Gymnasium  
 21410 Glenwood Avenue  
 Maple Ridge, BC V2X 3P6

A new B-Line rapid bus service is coming to the Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam. In anticipation of the changes that the B-Line will bring to this area, Maple Ridge is undertaking a review of existing land use planning policies.



Learn more:  
[LougheedStudy.MapleRidge.ca](http://LougheedStudy.MapleRidge.ca)

Connect with us:  
[LougheedStudy@MapleRidge.ca](mailto:LougheedStudy@MapleRidge.ca)  
 @yourMapleRidge  
 #movingMRforward



**MAPLE RIDGE  
BRITISH COLUMBIA**



## Share your voice with the online survey and help move Maple Ridge forward with the B-Line rapid bus service.

A new B-Line rapid bus service is coming to the Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam. In anticipation of the changes that the B-Line will bring to this area, Maple Ridge is undertaking a review of existing land use planning policies.

Log onto our online survey for an opportunity to share your voice and opinion on how you would like to see the Lougheed Corridor evolve with the implementation of the B-Line rapid bus service.

**[LougheedStudy.MapleRidge.ca](https://LougheedStudy.MapleRidge.ca)**

Connect with us:

**[LougheedStudy@MapleRidge.ca](mailto:LougheedStudy@MapleRidge.ca)**

**[@yourMapleRidge](#)**

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**MAPLE RIDGE  
BRITISH COLUMBIA**



## Help Shape the Future of Your Community

and move **Maple Ridge Forward** with the new rapid bus service coming to Lougheed

### WE WANT YOUR CREATIVE IDEAS!

You are invited to participate on **Saturday, May 11** in one or two ways:

#### Interactive Visual Design Workshop

**9:00 am - 2:30 pm**

Share your ideas for the future of the Lougheed corridor and watch graphic artists translate your thoughts into illustrations. Limited space is available – **RSVP by 4:00 pm on May 8.** RSVP at [LougheedStudy@MapleRidge.ca](mailto:LougheedStudy@MapleRidge.ca)

#### Sneak Peek Open House

**3:30 – 5:00 pm**

View the illustrations created earlier in the day and provide your feedback. All are welcome to attend this event. **No RSVP required.**

### Glenwood Elementary School

21410 Glenwood Avenue  
Maple Ridge, BC V2X 3P6

Learn more:  
[LougheedStudy.MapleRidge.ca](http://LougheedStudy.MapleRidge.ca)

Phone us:  
**604-467-7493**

Email us:  
[LougheedStudy@MapleRidge.ca](mailto:LougheedStudy@MapleRidge.ca)

Connect with us:  
[@yourMapleRidge](https://www.instagram.com/yourMapleRidge)  
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**MAPLE RIDGE  
BRITISH COLUMBIA**



## Let's move Maple Ridge Forward

with the new rapid bus service coming to Lougheed



A new B-Line rapid bus service is coming to Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam. As we look around the region, these high capacity transit corridors are places where people want to live and they tend to attract new businesses and development opportunities. In the coming weeks, we are asking you to help shape the future of our community and share your thoughts on how this important east-west route through our city should evolve to meet the new opportunities that come with increased transit investment.

### IT'S YOUR TURN TO HELP SHAPE THE FUTURE!

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**#movingMRforward**

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and move **Maple Ridge Forward** with the new rapid bus service coming to Lougheed

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#### Sneak Peek Open House 3:30 – 5:00 pm

View the illustrations created earlier in the day and provide your feedback. All are welcome to attend this event – **no RSVP required.**

**Glenwood Elementary School**  
21410 Glenwood Avenue  
Maple Ridge, BC V2X 3P6

Learn more:

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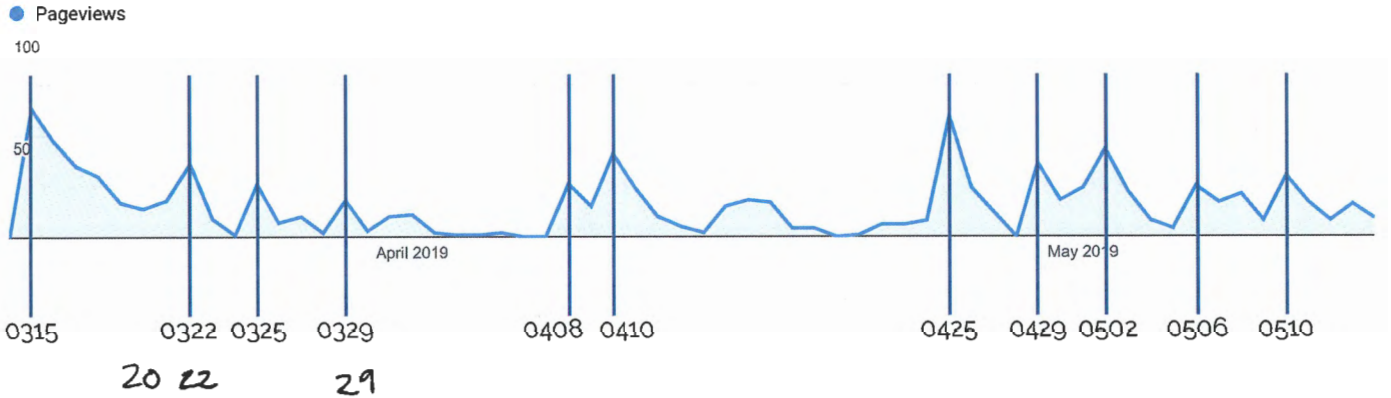


**MAPLE RIDGE**  
**BRITISH COLUMBIA**





# Lougheed Transit Corridor Web Stats



[lougheedstudy.mapleridge.ca](http://lougheedstudy.mapleridge.ca)

March 14 - May 15, 2019

Total Pageviews	966
Unique Pageviews	848
Avg. Time on Page	4:25
Users	629
Desktop	349
Phone	219
Tablet	61

### Acquisitions

Direct	415
Social	162
Organic Search	46
Referral	13

### Facebook

Video	Reactions	Comments	Shares	Views
Animation Video	170	29	51	8.9K

Image	Reached	Engagements
11-May	1499	29
10-May	1010	5
06-May	1362	18
04-May	1632	22
02-May	1664	24
30-Apr	5795	465



Dear

In response to your recent correspondence received regarding development application 2018-489-RZ at 20278 and 20292 Patterson Avenue, I would like to extend to you an invitation for further discussion.

In particular, the City is currently undertaking a review of existing policies in the Lougheed Corridor in anticipation of the B-Line rapid bus service running between downtown Maple Ridge and the Evergreen skytrain line in Coquitlam. A key B-Line stop will be located at 203 Street and Lougheed Highway. Given this, we want to reach out to you and your neighbourhood group early in our planning process.

Where: Hammond Elementary Library - 11520 203 St, Maple Ridge, BC V2X 4T6

When: Thursday, March 14, at 7:00 pm

At this meeting, we want to hear more from you about the issues you identified regarding the Patterson Avenue development application as well as how you feel your area is considered under the Hammond Area Plan and how it might be considered in the future Lougheed Corridor planning work. Attending the meeting will be representatives from the City of Maple Ridge Planning Department and our consultants DIALOG Planning and Urban Design. The meeting will be an opportunity to share information, explain municipal land use planning processes, and answer questions that you or staff may have.

The best neighbourhoods are the result of committed citizens, careful planning and financial investment. Great plans come from the people who know the area the best. That's you – and so we are hopeful that you will be able to attend this important conversation.

If you are able to attend, please RSVP to Amelia Bowden at [abowden@mapleridge.ca](mailto:abowden@mapleridge.ca) or at 604-467-7493.

I look forward to our upcoming discussion.

Sincerely,

Brent Elliott, MCIP, RPP  
Manager of Community Planning

Dear Property Owner,

A new B-Line rapid bus service will soon commence along Lougheed Highway connecting downtown Maple Ridge to the Coquitlam skytrain. Within the region, these high capacity transit corridors are places where people want to live and work, which generates demand for new business and development opportunities. To prepare for future development within this transportation corridor, Maple Ridge is undertaking a Lougheed Transit Corridor Study.

As a property owner within this Transit Corridor study area (see attached map), we invite you to participate in this process and share your thoughts on how land use in this important east-west transportation corridor should evolve. It's your turn to help shape the future!

Please join us at the Lougheed Transit Corridor Open House to learn more about the planning process and provide your input. The open house details are as follows:

Wednesday, April 10, 2019 4:00 pm – 8:00 pm  
Glenwood Elementary Gymnasium  
21410 Glenwood Avenue  
Maple Ridge, BC V2X 3P6

To learn more, and stay update on this project, please visit: [Lougheed Study.MapleRidge.ca](http://LougheedStudy.MapleRidge.ca)

If you have any questions regarding the Lougheed Transit Corridor Study, please contact the undersigned at [lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca), or by phone at 604-467-7493.

Sincerely,

Amelia Bowden  
Planner 1

Connect with us: [@yourMapleRidge](https://twitter.com/yourMapleRidge) [#movingMRforward](https://twitter.com/movingMRforward)

Dear Resident,

A new B-Line rapid bus service is coming to Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam with stops at Laity Street and 203 Street. As we look around the region, these high capacity transit corridors are places where people want to live and they tend to attract new businesses and development opportunities.

The City of Maple Ridge is currently undertaking a review of existing policies in the Lougheed Corridor. There are a number of opportunities for public engagement for residents to help shape the future of our community and share their thoughts on how this important east-west route should evolve to meet the new opportunities that come with increased transit investment, including public meetings, workshops and a feedback survey.

As part of this community planning initiative, and at Council's direction, a study area has been defined. Given it's proximity to the future 203 Street and Lougheed Highway B-Line rapid bus stop, your neighbourhood has been identified as a key sub-area. For this reason, I would like to extend to you an invitation to attend an upcoming Open House specific to your neighbourhood and surrounding sub-area.

Where: **Hammond Community Centre, 20601 Westfield Avenue, Maple Ridge, BC V2X 1L7**

When: **Thursday, May 2, at 7:00 pm**

At this meeting, we will be facilitating small group discussions and a land use exercise to better understand how you envision your property and greater neighbourhood, as well as what an appropriate building transition from the Lougheed Highway might look like. Attending the meeting will be representatives from the City of Maple Ridge Planning Department and our consultants DIALOG Planning and Urban Design.

The meeting will be an opportunity to provide your feedback on the preparation of this important Lougheed Transit Corridor Area Plan, learn more about the study and answer questions that you or staff may have.

If you are able to attend, please RSVP to Amelia Bowden at [abowden@mapleridge.ca](mailto:abowden@mapleridge.ca) or at 604-467-7493.

I look forward to our upcoming discussion.

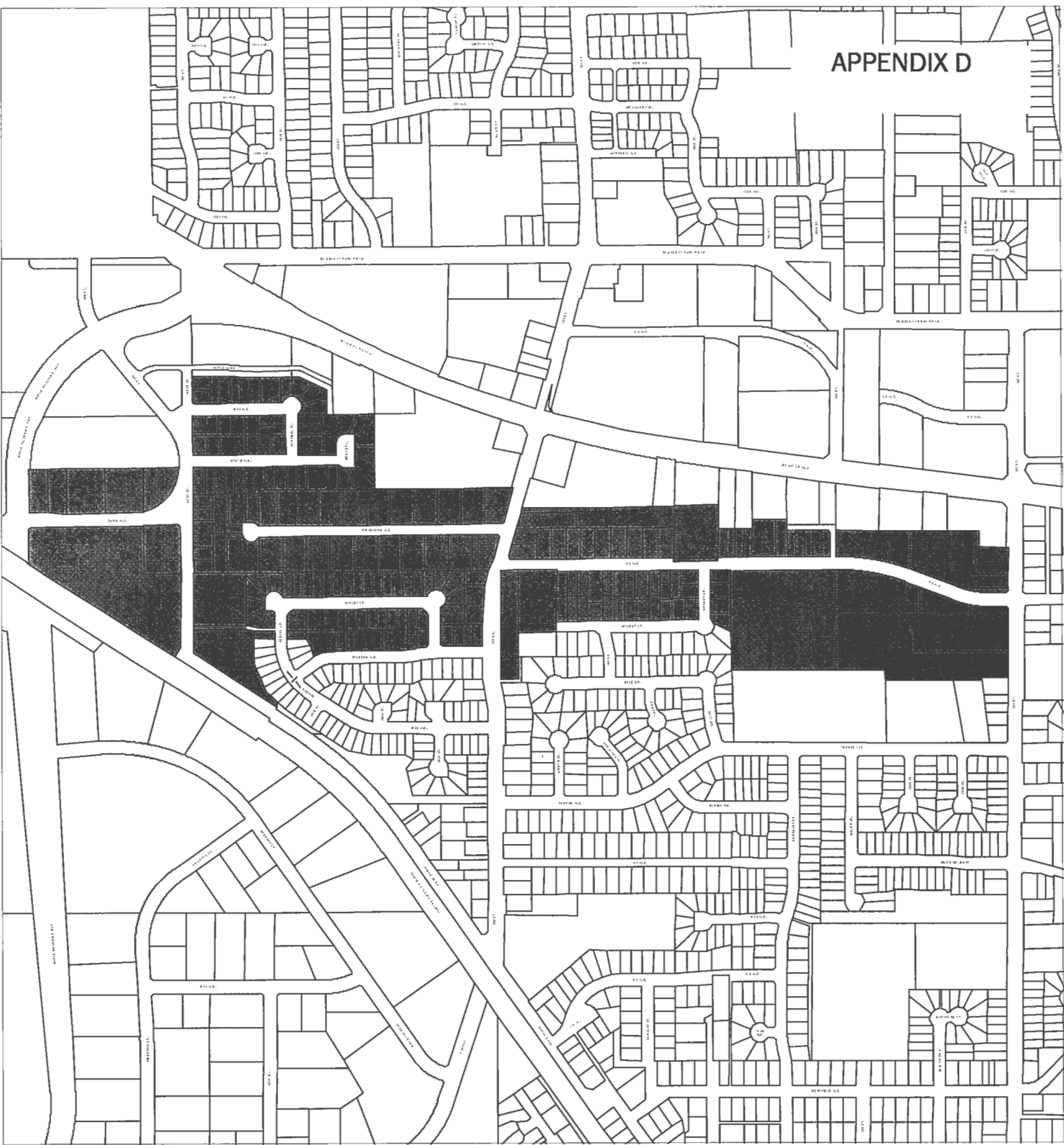
Sincerely,

A handwritten signature in black ink that reads "Amelia Bowden". The signature is written in a cursive, flowing style.

Amelia Bowden, M.Urb MCIP RPP  
Planner



APPENDIX D



Scale: 1:8,000

Mailout Properties

PLANNING DEPARTMENT



[mapleridge.ca](http://mapleridge.ca)

FILE: Subject\_Map10.4.1.mxd  
DATE: May 30, 2019

BY: DT





# Southwest Lougheed Residential Sub-Area Workshop



**Hammond Community Centre**  
**Thursday, May 2, 2019**  
**7:00 pm**

**THE PURPOSE OF THIS SESSION IS FOR YOU TO:**

- **Discuss the type and distribution of new housing units and commercial buildings in the sub-area.**
- **Share your input about transitional building forms and see it come to life through graphic illustration.**
- **Record your transportation and pedestrian experiences on an aerial map.**
- **Select which City area plan is a more suitable fit for the sub-area.**
- **Learn how this workshop fits into the broader scope of the Lougheed Transit Corridor Study.**

**WE WANT TO HEAR  
FROM YOU!**



# EVENT GUIDE

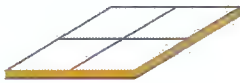
## SOUTH-WEST LOUGHEED RESIDENTIAL SUB-AREA WORKSHOP

**1 Workshop Panels**  
7:00 - 7:30

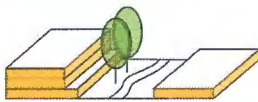
After signing in, review the workshop panels to familiarize yourself with the context of today's activities.

**2 Activity Station Sessions**  
7:30 - 9:00

Attend three 30 minute Activity Station sessions. Pick one station, then switch:



1. **Build the City, Block by Block:** Use wooden blocks to share your ideas for: *How can we sensitively integrate the anticipated residential and commercial demand in the study area?*



2. **Transition Exercise:** Work with a graphic facilitator to consider: *In what ways can we establish a sensitive transition from the Lougheed corridor to an existing Neighbourhoods?*

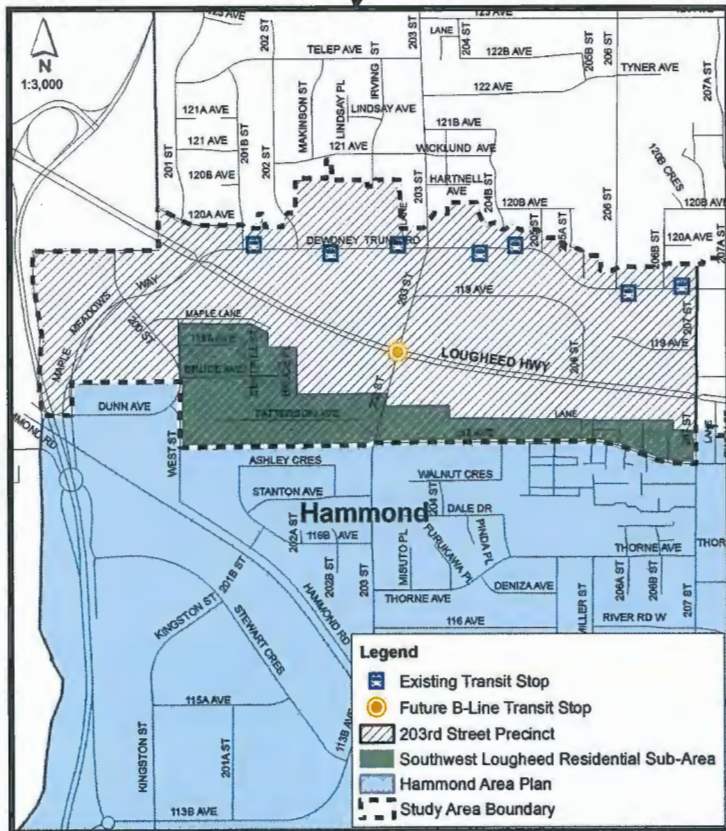
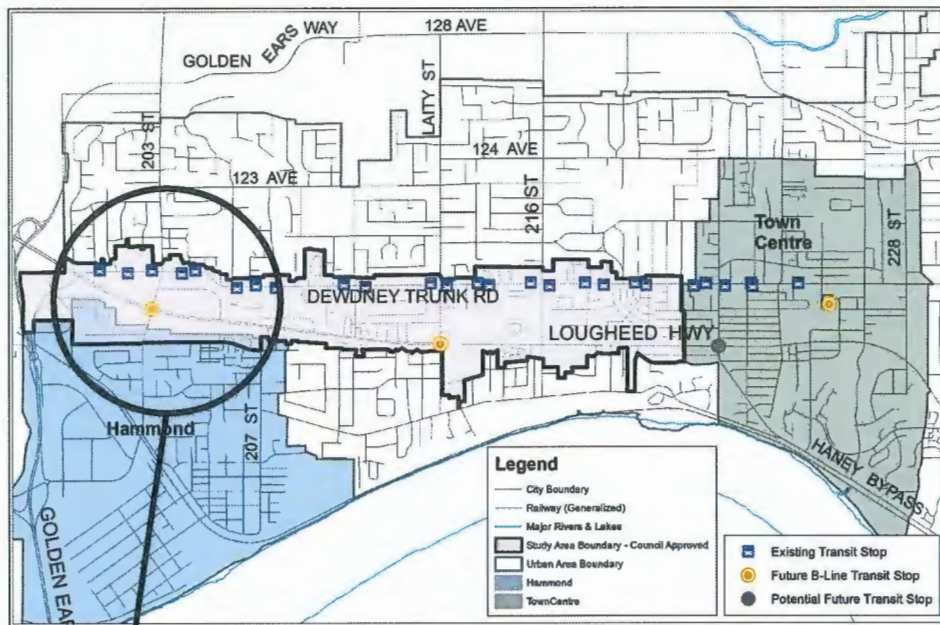


3. a) **Boundary Exercise:** *Let us know what Area Plan you think your neighbourhood should be located in.*

b) **Pedestrian Audit:** *Report on your pedestrian experience.*

c) **Feedback Form:** *Fill out a Feedback Form and drop it off at the Sign-In Table; or, complete it at home and email it to Amelia Bowden: [lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca)*

# AREA PLAN OVERLAP



## INITIATING THE LOUGHEED TRANSIT CORRIDOR STUDY

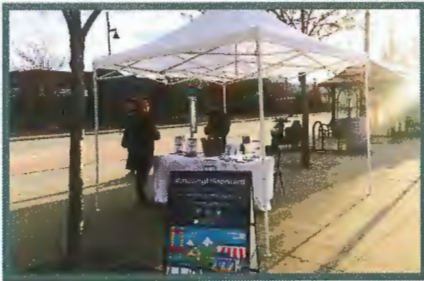
- In July 2018, Translink confirmed Lougheed Highway as the new B-Line Rapid Bus route from Maple Ridge to Coquitlam Centre.
- In September 2018, Council directed staff to undertake a planning process for the area shown in the map above, which has since become known as the Lougheed Transit Corridor Study.
- This area includes the Southwest Lougheed Residential Sub-Area that is currently part of the Hammond Area Plan (see overlap in maps at left).



# PUBLIC ENGAGEMENT TO DATE

## MARCH 14<sup>TH</sup> COFFEE TALK

- An initial meeting was held on March 14th with residents on Patterson Avenue and Ashley Crescent who expressed concern about a recent multi-family development proposal on 203rd Street.
- At this meeting, residents expressed ideas for future engagement and interest in providing input into how development along the Lougheed Transit Corridor will transition to the residential areas.
- The following summarizes the feedback received at this event:
  - Residents have lived in the area for 30+ years and a strong sense of community has been established;
  - Patterson Avenue is viewed as a prestigious neighbourhood and sought-after place to live;
  - Street parking is well utilized, with little capacity for added growth;
  - Traffic volume on 203rd Street is a concern, particularly for pedestrian safety.



## APRIL 10<sup>TH</sup> OPEN HOUSE

- A public open house was held at Glenview Elementary School with approximately 100 people in attendance.
- Event feedback was:
  - Images of urban gathering spaces, animated public places, pedestrian walkways, green spaces resonated with participant's future vision of the study area.
  - Locate mixed-use buildings and taller buildings at intersections.
  - Locate townhouse and courtyard forms of housing further away from primary intersections.
  - Increase in affordable housing options was desired throughout the study area,
  - New and improved greenspaces and walkways were desired throughout the study area.
  - Additional shopping options were desired throughout the study area.








## NEXT STEPS

All public information received will be presented at a June Council Workshop meeting. Please visit the [www.MapleRidge.ca](http://www.MapleRidge.ca) for further information and updates on the Lougheed Transit Corridor planning process.

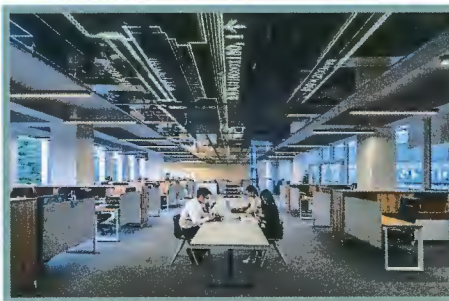
# COMMERCIAL & RESIDENTIAL DEMAND

## 2028 COMMERCIAL DEMAND

- As of 2014, the Lougheed Transit Corridor study area contained approximately 735,000 ft<sup>2</sup> of commercial floor space.
- By 2028, we can expect an additional commercial demand of approximately 200,000–225,000 ft<sup>2</sup>
- Recent analysis indicates a small increase in demand from the 2028 projection will be generated by the upcoming B-Line rapid bus service.

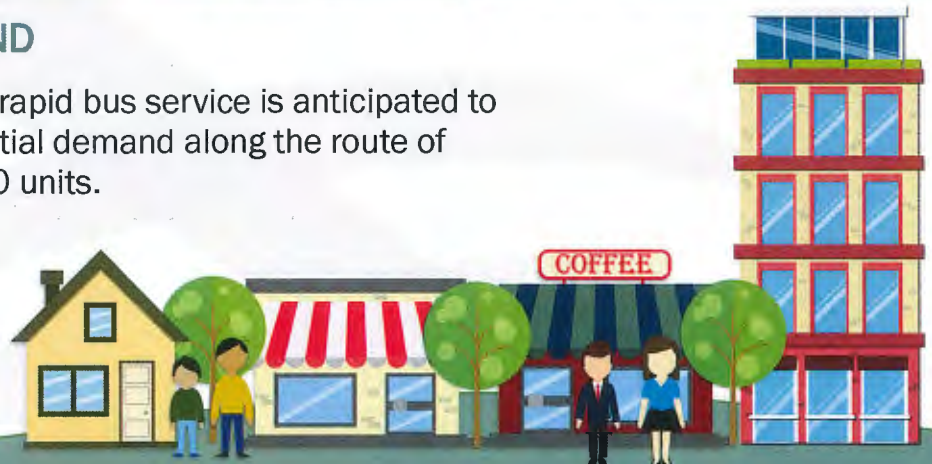
Potential New Floor Area Demand by Category 2018-2028						
B-Line Bus Stop Catchment	Grocery & Convenience	Restaurant	Pharmacy & Personal Health	Liquor Stores	Service Commercial & Office	Total
						
203 Street	1,965 ft <sup>2</sup>	1,360 ft <sup>2</sup>	1,190 ft <sup>2</sup>	400 ft <sup>2</sup>	4,000 ft <sup>2</sup>	8,915 ft <sup>2</sup>
Laity Street	1,875 ft <sup>2</sup>	1,310 ft <sup>2</sup>	1,500 ft <sup>2</sup>	360 ft <sup>2</sup>	4,100 ft <sup>2</sup>	8,145 ft <sup>2</sup>
222 Street & Town Centre	20,900 ft <sup>2</sup>	13,365 ft <sup>2</sup>	10,710 ft <sup>2</sup>	3,600 ft <sup>2</sup>	39,900 ft <sup>2</sup>	88,475 ft <sup>2</sup>
Total	24,740 ft <sup>2</sup>	16,035 ft <sup>2</sup>	13,400 ft <sup>2</sup>	4,360 ft <sup>2</sup>	48,000 ft <sup>2</sup>	105,535 ft <sup>2</sup>

Within the Study Area (Urban Systems 2019)



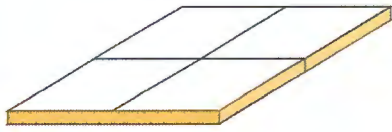
## 2028 RESIDENTIAL DEMAND

- The start of the new B-Line rapid bus service is anticipated to generate additional residential demand along the route of approximately 1,800–2,100 units.



# ACTIVITY STATION

## SOUTH-WEST LOUGHEED RESIDENTIAL SUB-AREA WORKSHOP



# Build the City

## BLOCK BY BLOCK

### Context

Transit investments can stimulate redevelopment interest for both residential and commercial markets.

Based on the City's Commercial and Industrial Strategy, and a recent Market Analysis that provides residential and commercial demand forecasts, consider the following commercial and residential demand:



- Approximately 550 new residential units; and,
- Ten large format stores or offices, or 80 small stores.

**Activity:** How would you sensitively integrate the anticipated residential and commercial demand in the study area?

Use the model blocks on the map to show your ideas. Feel free to Mix and Match types, including residential and commercial combinations.

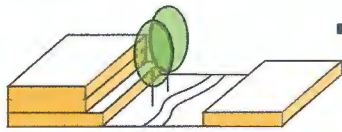
**Residential:** This guide outlines how many model blocks would be required if all of the demand was accommodated in one building type.

SINGLE DETACHED	DUPLEX	FOURPLEX	TOWNHOUSE	APARTMENT
	OR		OR	
550 Buildings Required	275 Buildings Required	138 Buildings Required	138 Buildings Required	14-18 Buildings Required
			<small>Note: These are typically 2-3 storeys &amp; grouped</small>	<small>Note: This assumes 3 or 4 storeys</small>

Commercial		
SMALL STORE OR OFFICE	LARGE STORE OR OFFICE	
	OR	
60 Stores Required	10 Stores Required	

# ACTIVITY STATION

## SOUTH-WEST LOUGHEED RESIDENTIAL SUB-AREA WORKSHOP



# Transition Exercise

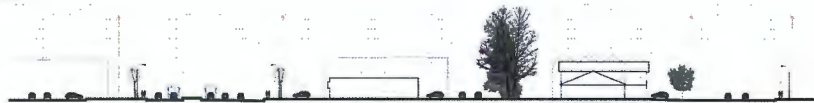
### Context

Building siting and landscape design can help transition from one use to another, and to ensure that new development is sensitively integrated into existing neighbourhoods.

**Activity:** *In what ways can we establish a sensitive transition from Lougheed Transit Corridor to existing Neighbourhoods?*

Consider that transit investments can stimulate redevelopment interest for both residential and commercial markets. Work with a graphic facilitator to explore the idea of transition in section. Three sections illustrating existing conditions and permitted policies are available for exploring the idea of transition.

SECTION 1 - Lougheed Highway to 119 A Avenue



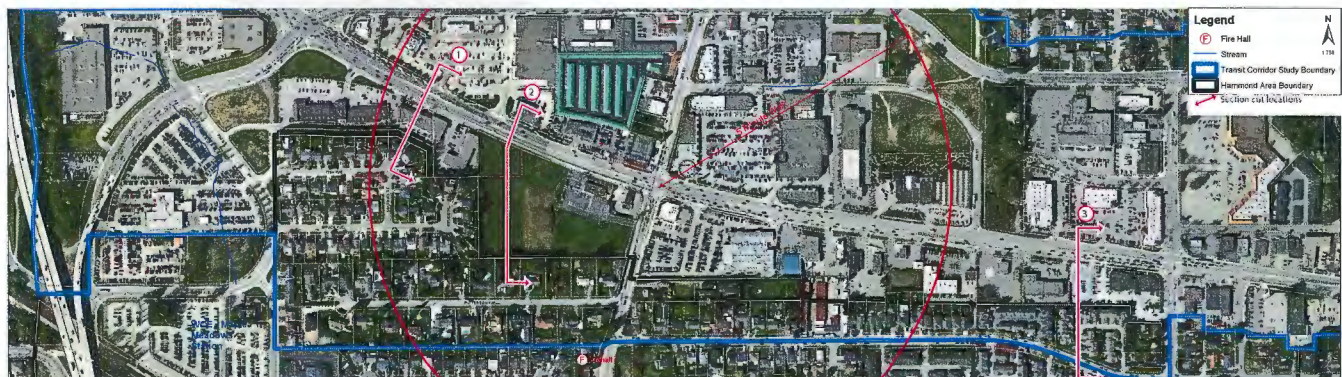
SECTION 2 - Lougheed Highway to Patterson Avenue



SECTION 3 - Lougheed Highway to 118 Avenue



SECTION LOCATIONS





# BOUNDARY EXERCISE & PEDESTRIAN AUDIT

SOUTH-WEST LOUGHEED RESIDENTIAL SUB-AREA WORKSHOP

## Boundary Exercise



### Context

The Lougheed Transit Corridor Study Area and the Hammond Neighbourhood Area overlap. The boundary between these Area Plans is being defined as a part of the Lougheed Transit Corridor Study.

**Activity: What Area do you identify with?**

Use the tablets to show where you believe the boundary between these two areas should be located.



## Pedestrian Audit

### Context

Pedestrian and cycling connectivity at transit stations support daily trips made by alternative modes of transportation.

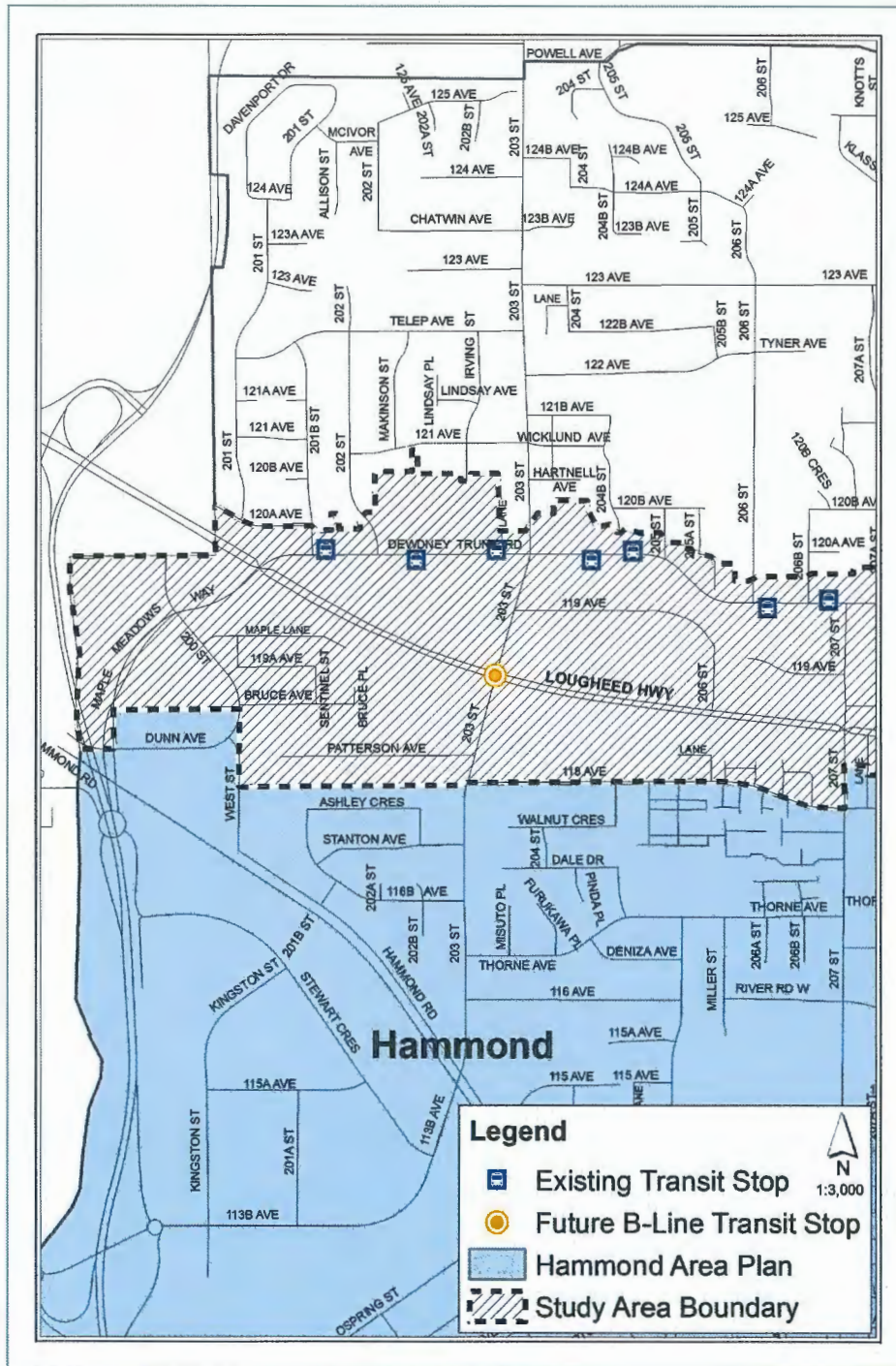
**Activity: Place sticky dots on the aerial map to mark places along the corridor that correspond to the types of experiences below, and then use a sticky note to tell us why you chose that colour.**



- Use GREEN to identify spots that are functional and safe
- Use RED to identify places of concern
- Use YELLOW to identify areas where there are opportunities to make change for the better

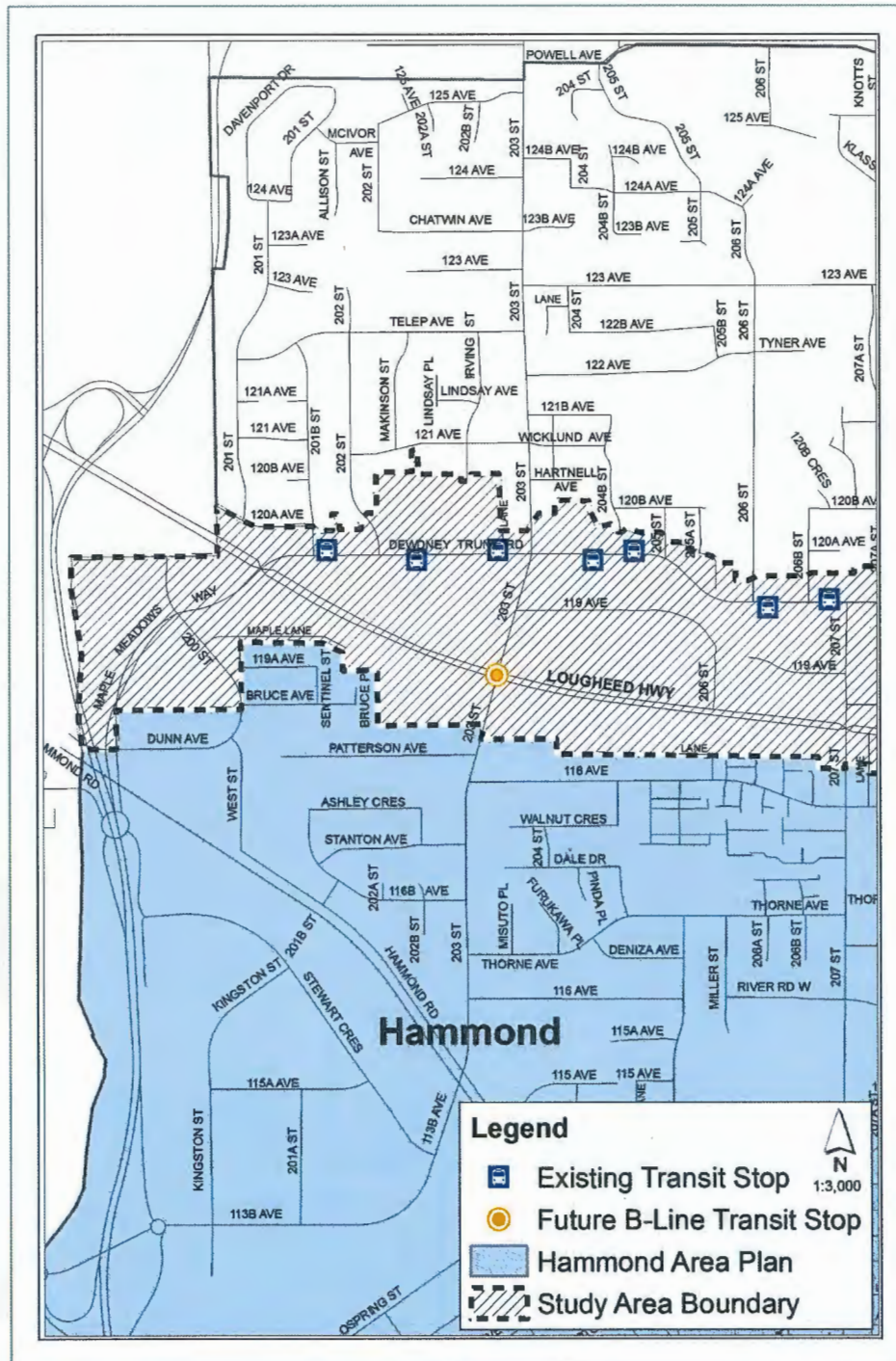
# BOUNDARY EXERCISE: OPTION 1

The map below shows the Southwest Lougheed Residential Sub-Area as part of the Lougheed Transit Corridor Study Area.



# BOUNDARY EXERCISE: OPTION 2

The map below shows the Southwest Lougheed Residential Sub-Area as part of the Hammond Area Plan.



# Thank You!

For taking the time to learn more and participate in the Southwest Lougheed Residential Sub-Area Workshop.

WE WANT  
TO HEAR  
FROM YOU!



The next step in the Lougheed Transit Corridor Study process is happening here at Glenwood Elementary on May 11, 2019:

- **Design Workshop** from 9:00 am to 2:30 pm (pre-registration required)
- **Sneak Peek Open House** from 3:30 pm to 5:00 pm (drop-in anytime)

We hope to see you there!



STAY IN TOUCH  
THERE'S MORE TO COME!

**#movingMRforward**

Lougheedstudy.mapleridge.ca  
lougheedstudy@mapleridge.ca  
facebook.com/yourmapleridge  
@yourmapleridge  
604-467-7493

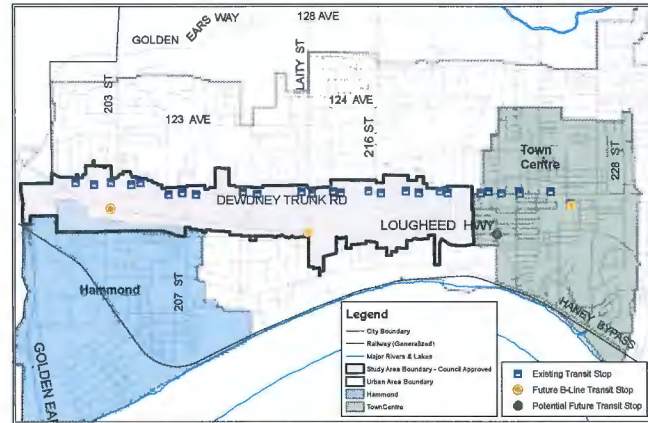




# Lougheed Transit Corridor Study Survey

## Help Shape the Future of this Area!

A new B-Line rapid bus service is coming to Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam. As we look around the region, these high capacity transit corridors are places where people want to live and they also attract new businesses and development opportunities. We are asking you to share your thoughts on how this important east-west route through our city should evolve to meet the new opportunities that come with increased transit investment.



The survey should take less than 10 minutes. With your feedback, the information gathered through this survey will inform the Lougheed Transit Corridor Study Area - let's get started!

### About you

1. Do you live in the Lougheed Transit Corridor Study Area?

See map above

- Yes
- No
- Prefer not to answer

2. Where do work or attend school?

- In Maple Ridge, within the Lougheed Transit Corridor Study Area
- In Maple Ridge, outside of the Lougheed Transit Corridor Study Area
- Outside of Maple Ridge, along the Lougheed Transit Corridor
- Outside of Maple Ridge
- No fixed workplace
- Prefer not to answer

3. How do you typically commute to work or school?

- Private Vehicle
- Carpool
- Public Transit (i.e. WCE, Bus, Skytrain)
- Cycle
- Walk
- I do not work or attend school outside of the home



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4. How often do you or someone in your household use public transit?
- Five or more times per week
  - Three to four times per week
  - Once to twice a week
  - Once every two to three weeks
  - Once a month
  - Not applicable
5. How likely is it that you or someone in your household will use the B-Line Bus Service?
- Definitely
  - Very Likely
  - Likely
  - Not Likely

**Tell us about the Lougheed Transit Corridor Study Area**

6. Which of the following do you visit within the Lougheed Transit Corridor Study Area?

*Select all that apply*

- Friends and/or family
  - Shopping (i.e. Westgate Shopping Mall, Rona, Triple Tree Nurseryland)
  - Services ( i.e. business, financial)
  - Restaurants / Coffee Shops / Public Houses
  - Ridge Meadows Hospital
  - Medical / Doctor / Health Care Providers (excluding the Hospital)
  - Childcare / Education Institutions
  - Faith-based Institutions
  - Parks / Recreational opportunities
  - Maple Ridge Cemetery
  - Other: \_\_\_\_\_
7. Combined, approximately how often do you visit one or more of these destinations within the Lougheed Transit Corridor Study Area?
- Five or more times per week
  - Three to four times per week
  - Once to twice a week
  - Once every two to three weeks
  - Once a month
  - Not applicable



8. Please tell us what you see as some of the key features of the Lougheed Transit Corridor Study Area?

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9. Please share your thoughts on what you feel needs improvement in the Lougheed Transit Corridor Study Area?

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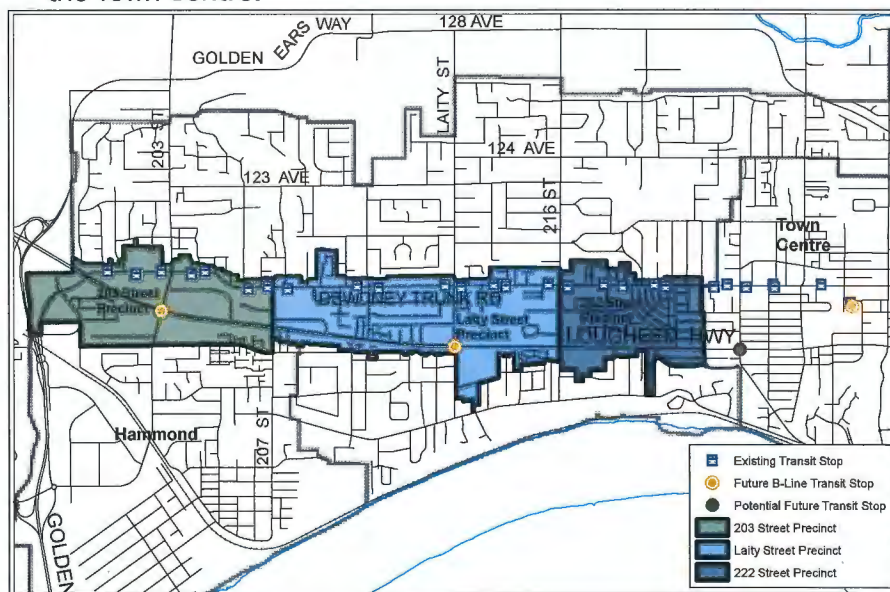
### Taking a closer look at each Precinct

We want to know what types of uses and services you would like to see more of along the Lougheed Transit Corridor. The area is broken down into three Precincts:

**203<sup>rd</sup> Street:** The City's second largest shopping & services area stretching between 200<sup>th</sup> and 207<sup>th</sup>.

**Laity Street:** The Cemetery, Ridge Meadows Hospital and supporting health care services are located here, as well as housing and a small retail area.

**222<sup>nd</sup> Street:** Adjacent to the Town Centre, this Precinct can be considered as "The Gateway" into the Town Centre.





10. What do you do in these areas? Tell us what sorts of available uses and services you visit in these Precincts today?

*Please put a check-mark on all that apply*

	203 <sup>rd</sup> Street	Laity Street	222 <sup>nd</sup> Street	Not Applicable
Shopping				
Restaurants & Coffee Shops				
Personal Services i.e. hair & beauty salons, financial institutions				
Childminding & Daycare				
Health & Fitness Services				
Medical & Pharmacy Services				
Faith-based Institutions				
Recreational Opportunities i.e. parks, playgrounds, open spaces, pedestrian and bike-friendly paths				

11. Are there other uses and services you enjoy visiting in these Precincts today?

203<sup>rd</sup> Street \_\_\_\_\_

\_\_\_\_\_

Laity Street \_\_\_\_\_

\_\_\_\_\_

222<sup>nd</sup> Street \_\_\_\_\_

\_\_\_\_\_

12. What would you like to see more of in these Precincts?

Please put a check-mark on all that apply

	203 <sup>rd</sup> Street	Laity Street	222 <sup>nd</sup> Street
More market housing			
More rental and affordable housing			
More childcare services			
More educational opportunities			
More employment opportunities			
More shopping & personal services i.e. retail stores, local shops, hair & beauty, financial institutions			
More restaurants, pubs, and coffee shops			
More medical services			
More opportunities for arts & culture			
More public gathering spaces, faith-based institutions, civic or community centres			

13. What other community amenities would you like to see more of in these Precincts?

- Parks
- Playgrounds
- Open Spaces
- Pedestrian and bike-friendly paths
- Other: \_\_\_\_\_

14. Are there any other community uses, services or amenities you would like to see more of in these Precincts?

203<sup>rd</sup> Street \_\_\_\_\_  
 \_\_\_\_\_

Laity Street \_\_\_\_\_  
 \_\_\_\_\_

222<sup>nd</sup> Street \_\_\_\_\_  
 \_\_\_\_\_

## Tell us about yourself

15. How did you hear about the Lougheed Transit Corridor Study and/or the Open House?

- |   |  |
|---|--|
| <input type="checkbox"/> Pop-Up with a Planner Events | <input type="checkbox"/> Translink website |
| <input type="checkbox"/> Email from an organization   | <input type="checkbox"/> Social media      |
| <input type="checkbox"/> Newspaper                    | <input type="checkbox"/> Word of mouth     |
| <input type="checkbox"/> Mailed post card             | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> City of Maple Ridge website  | <input type="checkbox"/> Other: _____      |

16. What is your age?

- |  |   |
|--|---|
| <input type="checkbox"/> 19 or younger | <input type="checkbox"/> 45-54                |
| <input type="checkbox"/> 20-24         | <input type="checkbox"/> 55-64                |
| <input type="checkbox"/> 25-34         | <input type="checkbox"/> 65 or older          |
| <input type="checkbox"/> 35-44         | <input type="checkbox"/> Prefer not to answer |

17. What gender do you identify as?

- Female  
 Male  
 Prefer not to say  
 Other: \_\_\_\_\_

18. What type of housing do you currently live in?

- |   |   |
|---|---|
| <input type="checkbox"/> Single Family House                          | <input type="checkbox"/> Detached Garden Suite  |
| <input type="checkbox"/> Duplex, Triplex or Fourplex                  | <input type="checkbox"/> Manufactured Home Park |
| <input type="checkbox"/> Townhouse / Row House                        | <input type="checkbox"/> Assisted Living        |
| <input type="checkbox"/> Apartment                                    | <input type="checkbox"/> No fixed address       |
| <input type="checkbox"/> Secondary Suite / Temporary Residential Unit | <input type="checkbox"/> Prefer not to answer   |
| <input type="checkbox"/> Other: _____                                 |   |

19. Please provide any other comments or information you would like us to have. Thank you.

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## Thank you!

If you have any questions about the survey, please contact the City of Maple Ridge Planning Department at [lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca).



MAPLE RIDGE  
BRITISH COLUMBIA

# Lougheed Transit Corridor Study

Moving Maple Ridge Forward



Great neighbourhoods are the result of committed residents, careful planning and financial investment. The most effective planning is a collaboration between residents, business owners, the City, and other government stakeholders.

Great ideas come from the people who know the area the best.  
That's you!

## ENGAGEMENT TO DATE

- Coffee Conversation Event with Patterson Ave area residents.
- Popped Up at the Maple Meadows and Port Haney West Coast Express Stations, Haney Transit Exchange, Rona Maple Ridge, and Westgate Save-On Foods.

**Open House**  
**Wednesday, April 10, 2019**  
**4:00 – 8:00 pm**  
**Glenwood Elementary**

THE PURPOSE OF THIS SESSION IS TO:

- Learn about land use planning along Lougheed Highway.
- Share your knowledge about the area.
- Tell us about your ideas for the future.

WE WANT TO HEAR  
FROM YOU!

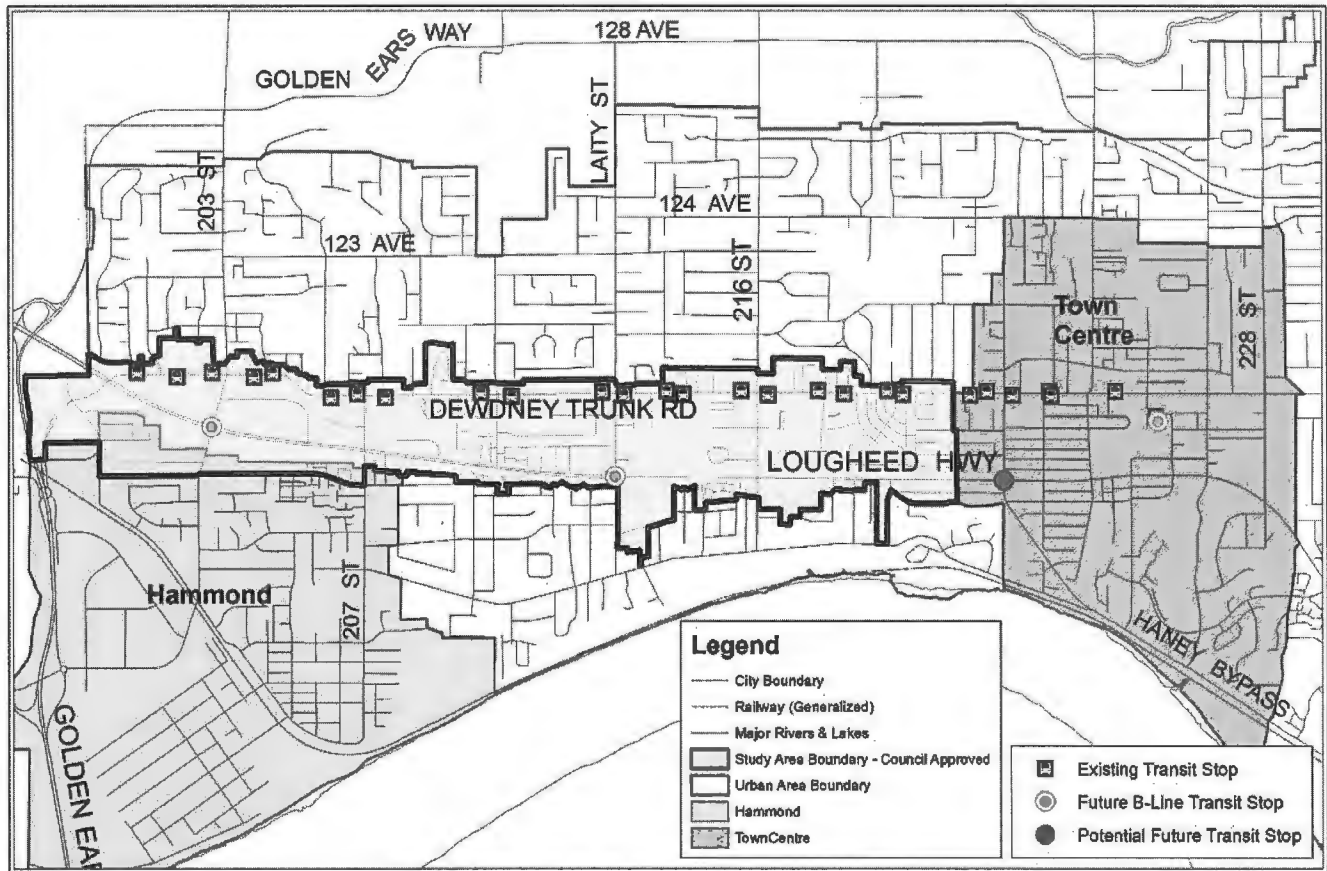
Don't forget to fill  
out the survey!



# AREA UNDER STUDY

The study area includes Lougheed Highway, Dewdney Trunk Road and lands to the north and south between 222 Street and the City's western boundary.

This area encompasses Maple Ridge's second largest commercial district, services such as the Maple Ridge Cemetery and Ridge Meadows Hospital, and surrounding residential development. The map below shows the Study Area Boundary (Council Approved) as well the existing and future transit bus stops.



## Points to Ponder

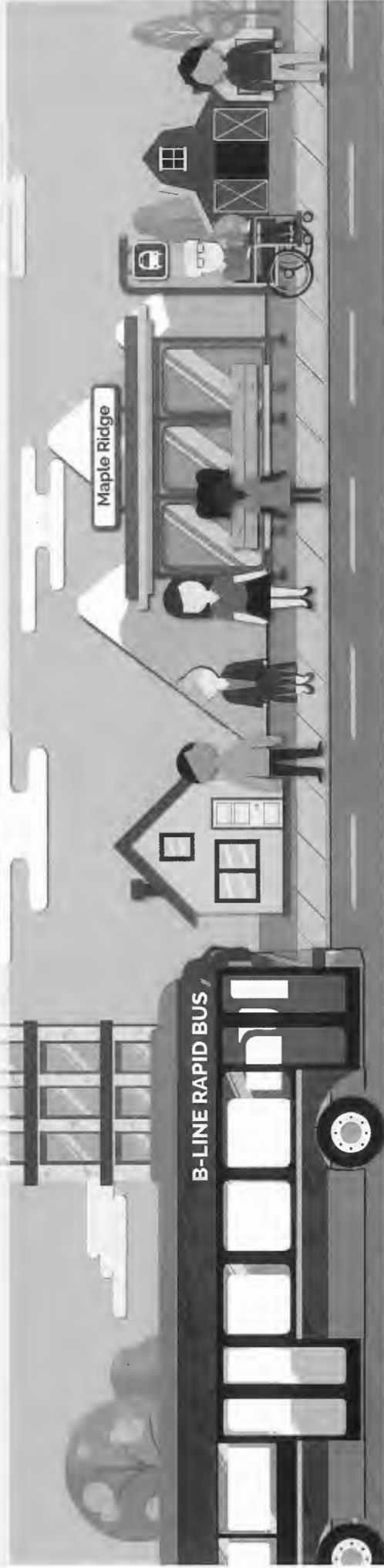
What types of activities do you undertake in study area?



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# LOUGHEED TRANSIT CORRIDOR STUDY PROCESS



## Phase I

### Background

Council endorsement of a planning process for the Lougheed Transit Corridor was received on September 4, 2018. Further project details were provided to Council at the February 28, 2019 Workshop, along with updates from Metro Vancouver and Translink on studies each have undertaken in the Transit Corridor area.

## Phase II

### Public Consultation

Promotional materials and media for the public consultation process were released on March 13, 2019 and include postcard mailouts, newspaper ads, website information, and Facebook posts. Planning staff also hosted several pop-up events within the community (March through April) to promote the public consultation process, including the April 10th Open House event.

## Phase III

### Design Concepts

Urban design experts will lead this conceptual design workshop, scheduled for May 11, 2019. The maximum capacity for this workshop is 60 participants and all those interested are encouraged to register early (before spaces fill up) at the April 10th open house or online. The design concepts will be presented at an open house event on May 11th, immediately after the design workshop. The outcomes of the public consultation undertaken to date will be presented at Council Workshop.

## Phase IV

### Concept Plan

A draft Concept Plan will be presented to Council for input. Community input on the draft will be sought through several 'Planning & Pizzeria' events (anticipated for Fall 2019). At each event planners will walk attendees through the draft Concept Plan and seek feedback. Anyone interested in participating in a 'Planning & Pizzeria' event, please email [lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca). Outcomes will be presented at Council Workshop, where in Council will consider endorsement of the Concept Plan.

## Phase V

### Area Plan Preparation

Preparing Area Plan policies will include drafting Form & Character Development Permit (DP) Guidelines. DP Guidelines will support the Area Plan policies and help guide site planning and design for new development within the Transit Corridor area. Both the policies and DP Guidelines will be presented to Council for input. The draft Area Plan and draft DP Guidelines will be posted online for the community to view and provide comments.

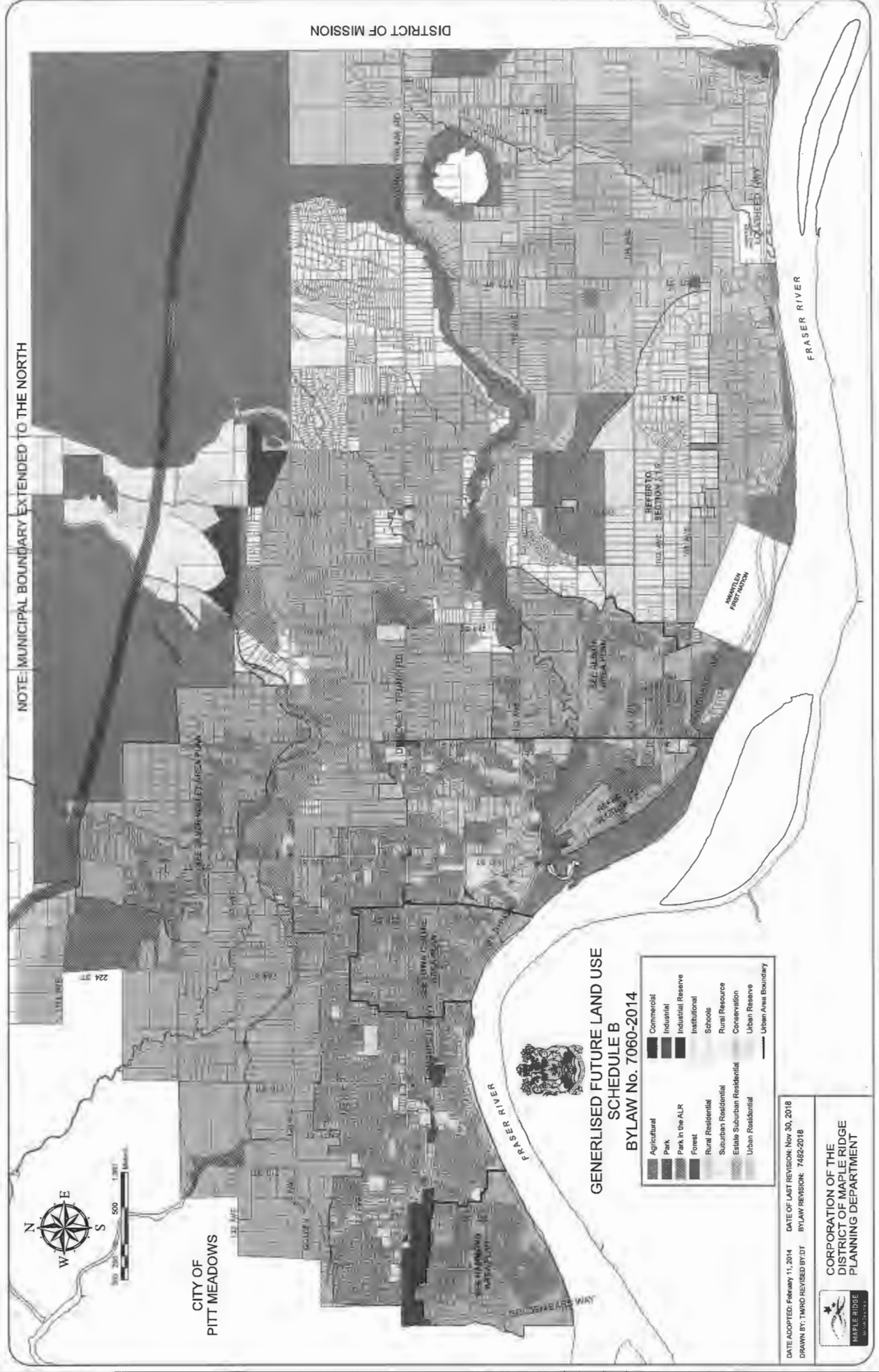
## Phase VI

### Area Plan Approval Process

Approval for the Lougheed Transit Corridor Area Plan and the supporting DP Guidelines will each require bylaw adoption. This involves Council consideration of four bylaw readings and a public hearing. If the bylaws are approved by Council, both the Area Plan and DP Guidelines will be included in the Maple Ridge Official Community Plan.

For more details on community input opportunities, visit [lougheedstudy.mapleridge.ca](http://lougheedstudy.mapleridge.ca)

NOTE: MUNICIPAL BOUNDARY EXTENDED TO THE NORTH



CITY OF  
PITT MEADOWS



**GENERALISED FUTURE LAND USE  
SCHEDULE B  
BYLAW No. 7060-2014**

	Agricultural		Commercial
	Park		Industrial
	Park in the ALR		Industrial Reserve
	Forest		Institutional
	Rural Residential		Schools
	Suburban Residential		Rural Resource
	Estate Suburban Residential		Conservation
	Urban Residential		Urban Reserve
			Urban Area Boundary

DATE ADOPTED: February 11, 2014    DATE OF LAST REVISION: Nov 30, 2018  
 DRAWN BY: TMRD REVISOR: JDT    BYLAW REVISION: 7492-2018



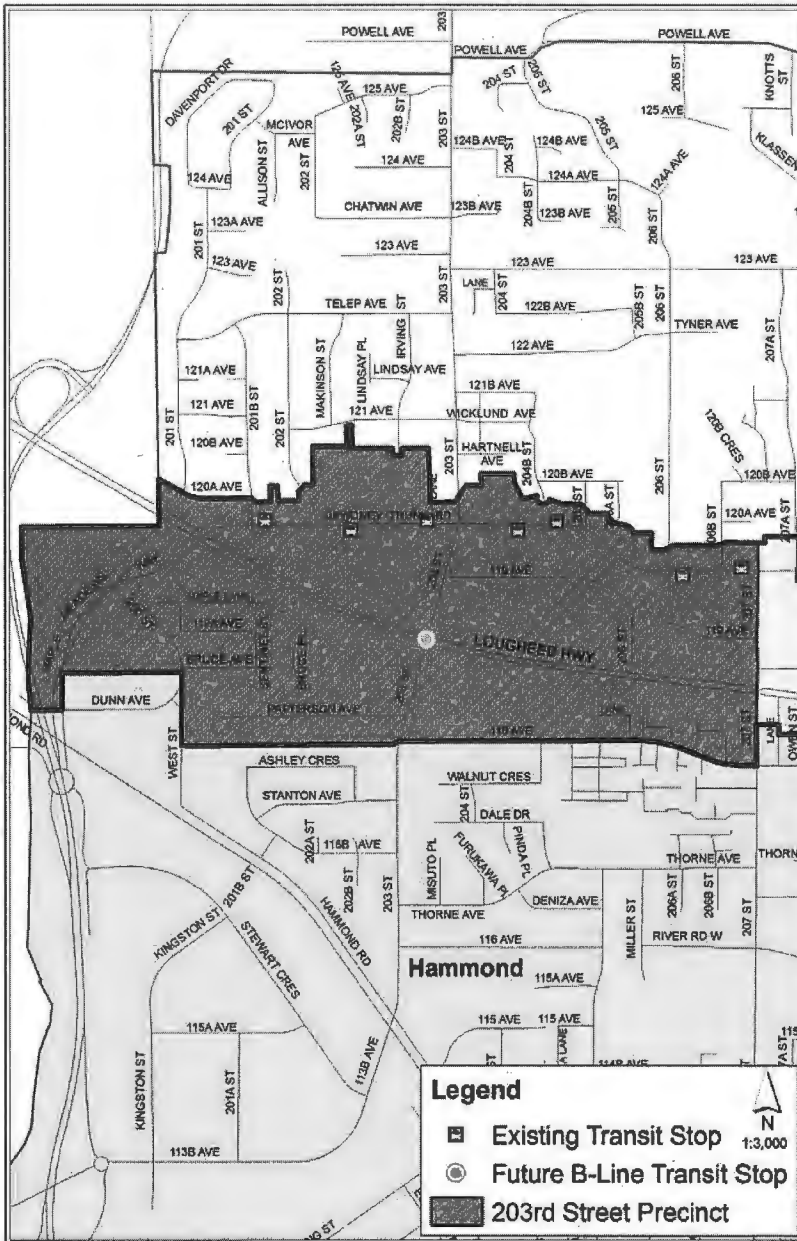
**CORPORATION OF THE  
DISTRICT OF MAPLE RIDGE  
PLANNING DEPARTMENT**

DISTRICT OF MISSION

FRASER RIVER

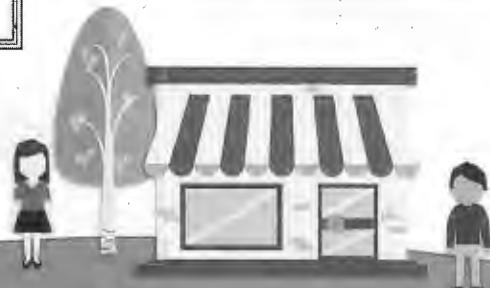
# 203<sup>RD</sup> STREET PRECINCT

The predominant land use is Commercial, with several large highway-oriented malls. Large vacant parcels indicate opportunities for the future.



## Points to Ponder

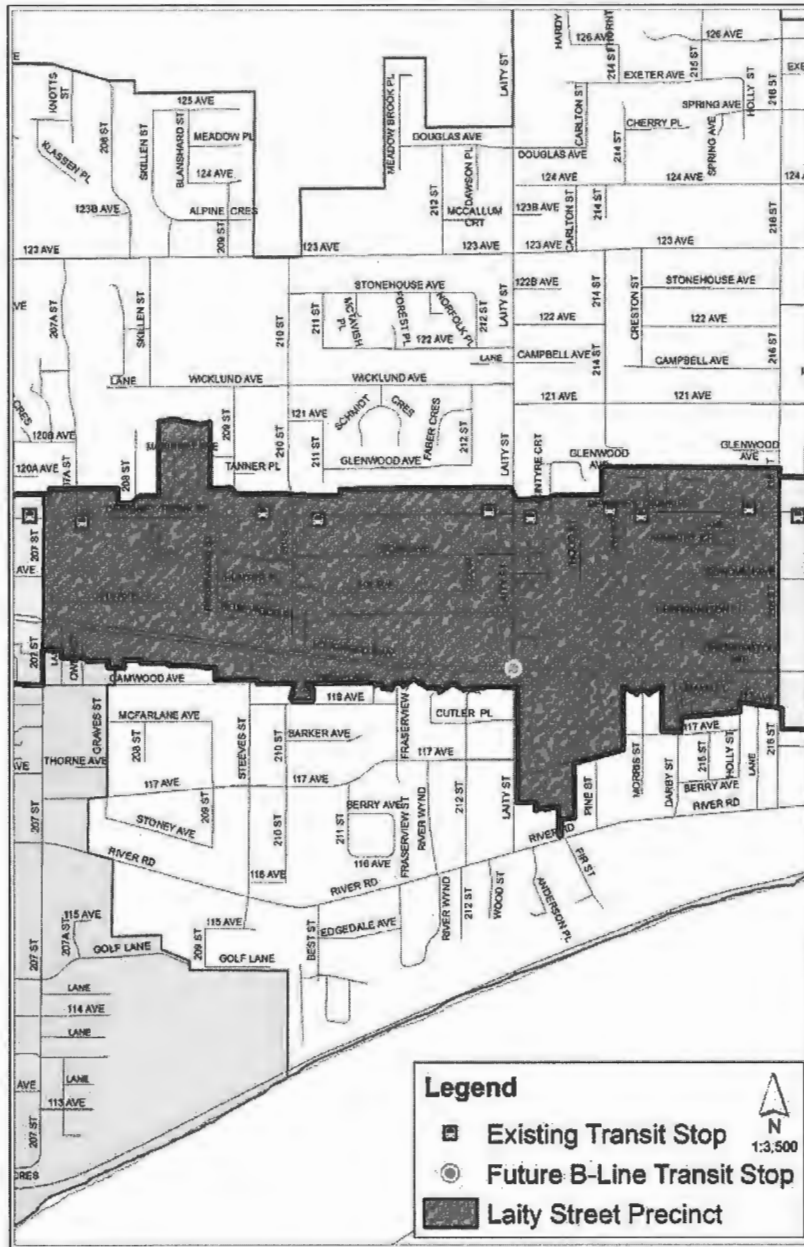
What are some of the key features in this precinct?





# LAITY STREET PRECINCT

The Cemetery, Ridge Meadows Hospital and supporting health services are located here, as well as a small commercial node. A variety of housing types are in this precinct.



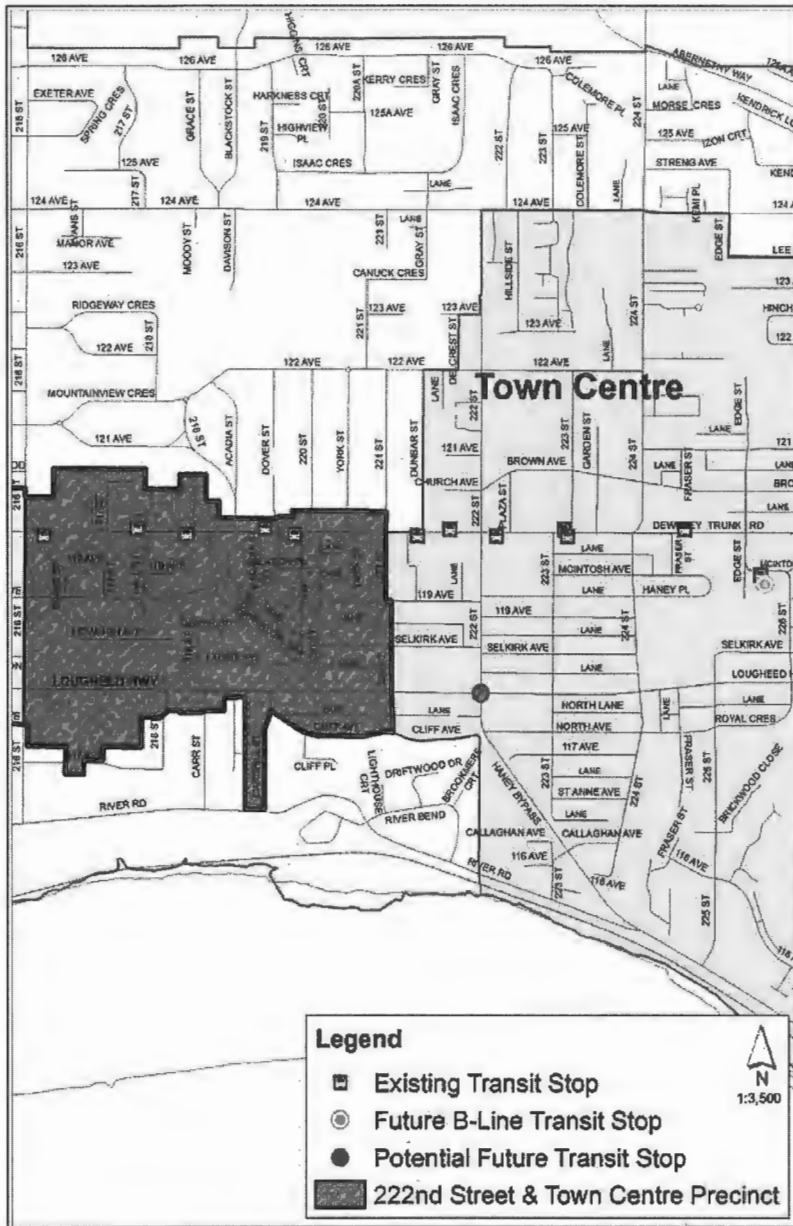
## Points to Ponder

What are some of the key features in this precinct?



# 222<sup>ND</sup> STREET PRECINCT

Adjacent to the Town Centre, this precinct and the potential future bus stop at 222 Street can be considered as “The Gateway” into the Town Centre.



## Points to Ponder

What are some of the key features in this precinct?



# UNDERSTANDING AREA CHARACTERISTICS

UNDERSTANDING WHO LIVES, WORKS & PLAYS HERE AS WELL AS THE HOUSING PATTERNS IS AN IMPORTANT FIRST STEP IN THE PLANNING PROCESS.

## 203 Street

2016 Population: 4,402  
 Median Age: 40  
 Household Size: 2.8  
 Household Income: \$105,167

## Laity Street

2016 Population: 5,113  
 Median Age: 42  
 Household Size: 2.7  
 Household Income: \$91,227

## 222 Street & Town Centre

2016 Population: 12,736  
 Median Age: 50  
 Household Size: 1.7  
 Household Income: \$54,886

### EXISTING CORRIDOR PATTERNS

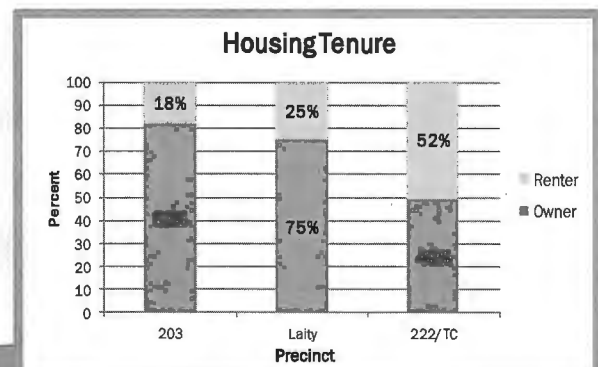
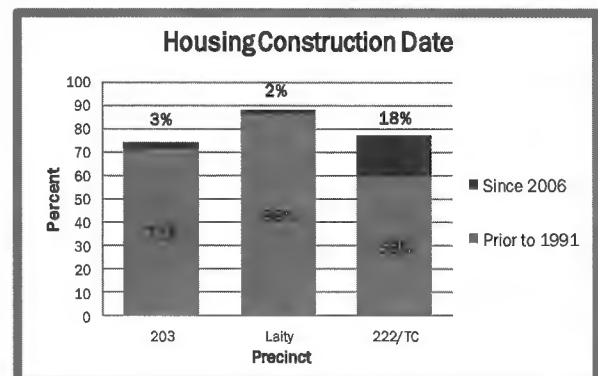
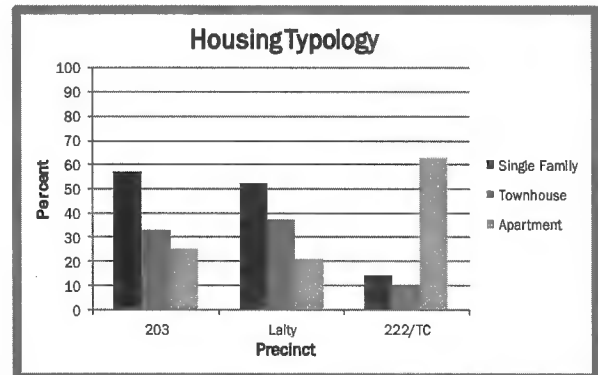
Existing housing and demographic data shows different patterns emerging around West Maple Ridge compared to the Town Centre.

#### WEST MAPLE RIDGE

- Most homes built prior to 1991.
- Low levels of infill development.
- 75% of housing units are owned.
- Single family homes are the most common housing form.

#### TOWN CENTRE

- Development since 2006 represents 18% of housing units in the city.
- Close to a 50/50 split of owners and renters.
- Apartments contribute 60% of the housing units within the Town Centre.



### Points to Ponder

Looking at the demographics of these areas, what does it tell us about possible future needs in each precinct along the corridor



# HOW WE PLAN TODAY

## OFFICIAL COMMUNITY PLAN (OCP) MAJOR CORRIDOR POLICIES

- The OCP classifies Lougheed Highway, Dewdney Trunk, 203 Street and Laity Street as Major Corridors.
- Development on Major Corridors is focused on multi-family development, including apartments and townhouses.
- The maximum height permitted for residential development ranges between two and a half storeys for townhouse units and four storeys for apartments.



## CURRENT COMMERCIAL POLICIES AND REGULATIONS



### TOWN CENTRE

- As a regional hub, the Town Centre area is key for commercial growth and city serving businesses.
- Employment uses such as office and professional services are encouraged to locate here.
- Development does not have a height limit, and can mix residential and commercial uses to build a more complete community.



### WEST MAPLE RIDGE

- The second largest commercial area outside of the Town Centre.
- A range of commercial uses are permitted here, including drive-through and highway commercial uses.
- The maximum building height permitted for commercial use is two storeys.
- One or two residential units may be permitted above a ground floor commercial use.
- Mixed-use is not currently permitted.



### Points to Ponder

What types of land use and activities would you like to see more of along the Lougheed Corridor?



# NEIGHBOURHOOD CHARACTER

INTERACTIVE  
ACTIVITY

WHAT IS YOUR FAVORITE THING  
ABOUT THESE NEIGHBOURHOODS?

Leave a post-it note on the map or below with your comments.

203<sup>RD</sup> STREET TRANSIT AREA PRECINCT

Your  
Thoughts  
Here!

LAITY STREET TRANSIT AREA PRECINCT

222<sup>ND</sup> STREET TRANSIT AREA PRECINCT

SHARE YOUR  
IDEAS!



# NEIGHBOURHOOD CHARACTER

INTERACTIVE  
ACTIVITY

WHAT WOULD YOU LIKE TO SEE MORE  
OR LESS OF IN THESE NEIGHBOURHOODS?

Leave a post-it note on the map or below with your comments.

203<sup>RD</sup> STREET TRANSIT AREA PRECINCT

Your  
Thoughts  
Here!

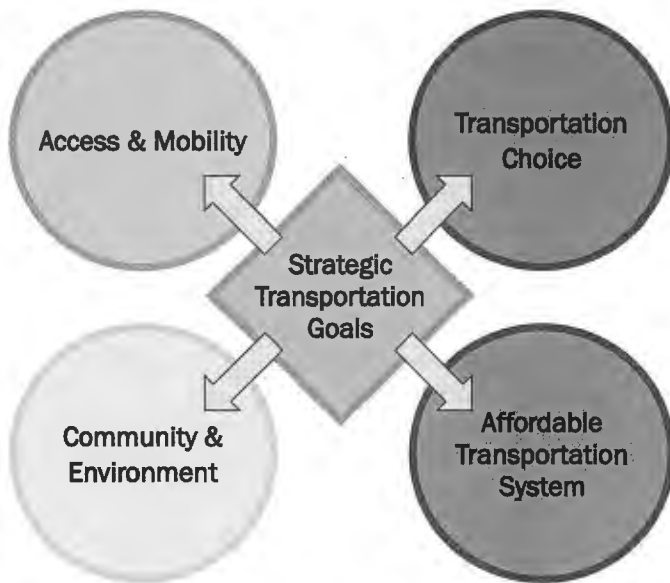
LAITY STREET TRANSIT AREA PRECINCT

222<sup>ND</sup> STREET TRANSIT AREA PRECINCT

SHARE YOUR  
IDEAS!



# STRATEGIC TRANSPORTATION PLAN



## THE CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN (STP 2014)

The development of the Strategic Transportation Plan involved a detailed review of the existing transportation system, along with consultation and engagement with staff and the public to identify key transportation issues affecting the community.





Through this process, a framework was established to inform how Maple Ridge will invest in future transportation needs.



## NEXT STEPS FOR THE STP

- Approved in 2014, the STP will be updated in 2020 through the following process:
  - ◆ Data Collection (2019)
    - Traffic Volumes
    - Intersections Levels of Service
  - ◆ Update STP (2020)
    - Reflect regional and local improvements to overall network for all modes since last plan.
    - Incorporate current standards as appropriate.
    - Reflect regional forecasted growth.

## Key Features of the Strategic Transportation Plan

 Road Network Plan	 Pedestrian Plan	 Bicycle Network Plan	 Transit Strategy
Major Arterial Roads Intersecting Local Residential Streets Commercial Corridors Transitway Corridor Transitway Station Locations	Enhanced Network Coverage Interim Strategies for Growth Areas Enhanced Town Centre treatments Safer Crossings Support Programs	Comfortable Facilities Complete Connections Crossings Support Strategies	Enhanced Network of Local and Regional Services Comfortable and Accessible Passenger Facilities Expanding West Coast Express Service Transit Priority Strategies



# WALKING AND BIKING CONNECTIVITY

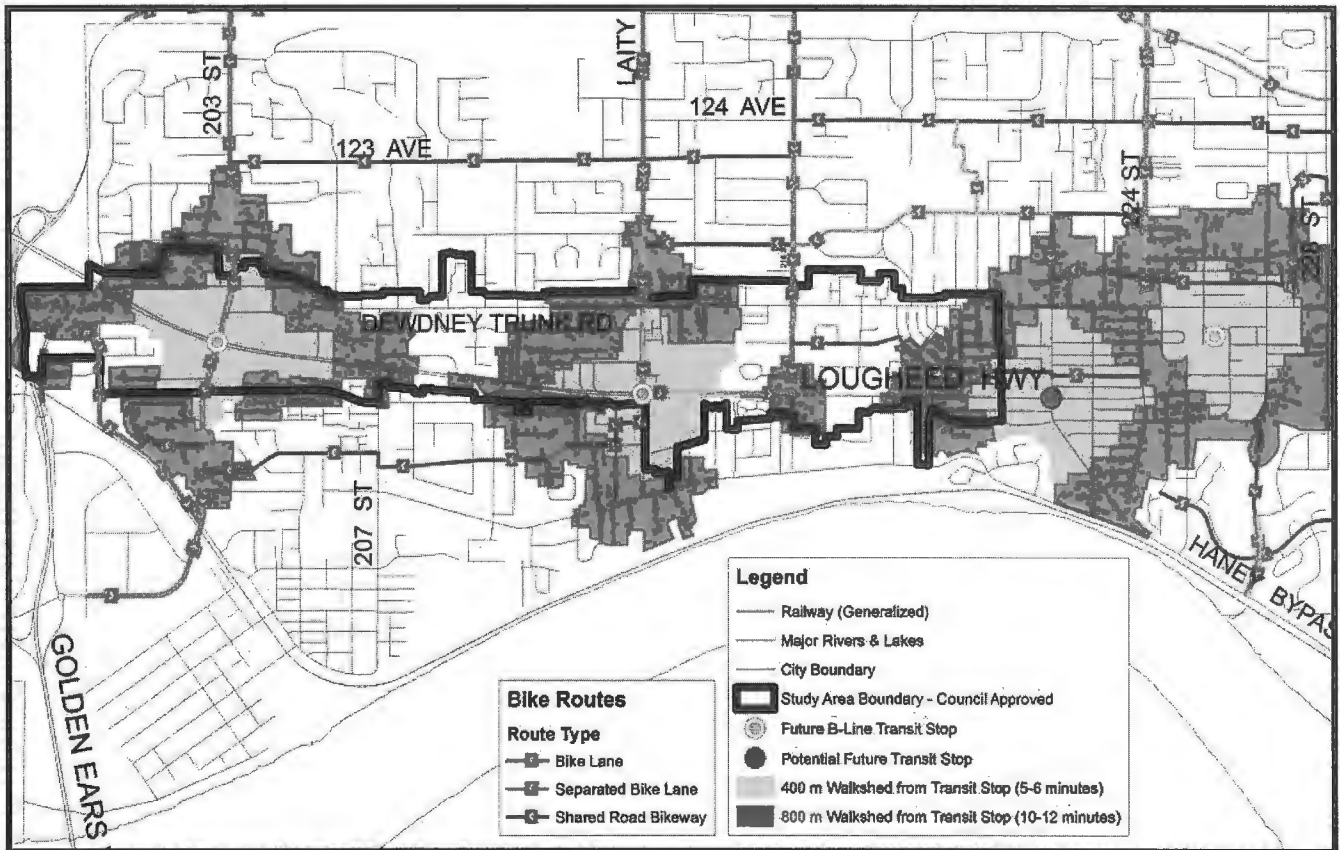
## THE CITY HAS AN ESTABLISHED NETWORK OF PEDESTRIAN AREAS AND CYCLING ROUTES

The Strategic Transportation Plan identifies key pedestrian zones surrounding the City's parks, commercial and business districts. The City's network of bike routes vary in design from off-street designated bike lanes to shared travel lanes.

- The Lougheed Corridor Study Area contains many key pedestrian zones, and a focal area for walking and cycling improvements.
- Pedestrian and cycling connectivity at transit stations support daily trips made by alternative modes of transportation.
- Generally speaking, people are willing to walk between 400m-800m to access rapid transit, making the study area a key location for pedestrian and cycling amenities.



## PEDESTRIAN WALKSHEDS & CYCLING ROUTES

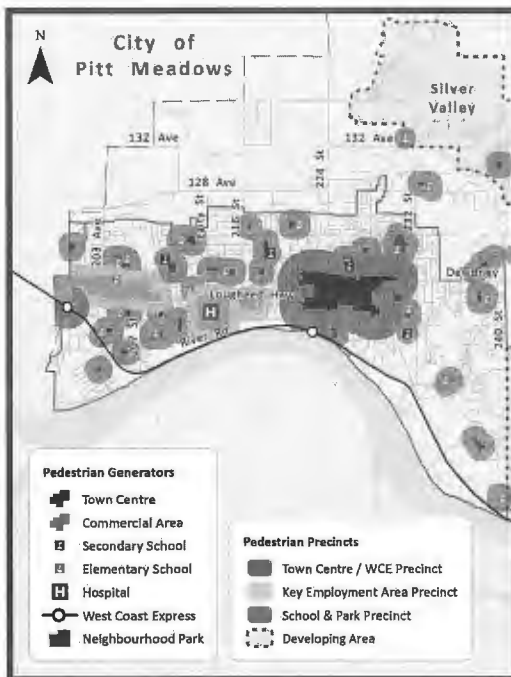




# CONNECTIVITY IMPROVEMENTS

## IMPROVING PEDESTRIAN AND CYCLING CONNECTIVITY IS PART OF THE CITY'S STRATEGIC TRANSPORTATION PLAN

Learn about areas that the Engineering Department is focusing on in the short term horizon.

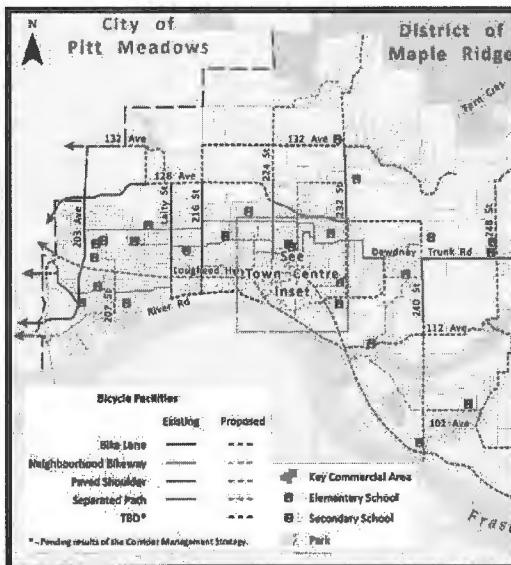


Key Activity Area Improvements

- The 2014 Strategic Transportation Plan identifies the long-term goal of sidewalks on both sides of all streets in pedestrian precincts, or a paved shoulder when appropriate.
- Future bike route expansion is also identified in the STP.
- The City has received regional funding to advance several connectivity infrastructure projects over the next four years.

### CAPITAL WORKS PROJECTS IN THE AREA

- Maple Crescent Pedestrian Improvement
- 117 Avenue Improvement
- Hammond Road Multi-Use Pathway (MUP) to the West Coast Express



Complete and Connected Bicycle Facilities

### INTERESTED IN LEARNING MORE ABOUT A WALKING OR CYCLING CAPITAL PROJECT?

- Public Open Houses for each capital works project will be promoted leading up to the event.
- Design Drawings will be available at the Open House, and Engineering Staff will be in attendance for questions and conversation.
- Stay Connected: [engineering@mapleridge.ca](mailto:engineering@mapleridge.ca)

# PEDESTRIAN AUDIT

INTERACTIVE  
ACTIVITY

## SHARE WITH US HOW YOU EXPERIENCE TRANSPORTATION ROUTES IN YOUR DAILY LIFE

Use the sticker dots on the aerial map to mark places along the corridor that correspond to the types of experiences below. Feel free to use a post-it note to expand on your ideas on the map.

### GREEN



SPOTS THAT ARE  
FUNCTIONAL &  
SAFE



### RED



PLACES OF  
CONCERN



GRAB SOME  
DOTS &  
SHARE YOUR  
THOUGHTS!

### YELLOW



OPPORTUNITIES  
TO MAKE THINGS  
FOR THE BETTER



# TRANSIT-ORIENTED COMMUNITIES

## WHAT IS A TRANSIT-ORIENTED COMMUNITY?

Transit-Oriented Communities are places that, by their design, allow people to drive less and walk, cycle and take transit more. In practice, this means they focus on density, creating a range of commercial shopping and service opportunities and pedestrian-focussed spaces around frequent transit stops. They also provide well-connected and well-designed networks of streets, walking and cycling friendly communities.

### DESTINATIONS — Land & Location

*Be on the way*



### DISTANCE — Connectivity & Street Network

*Connect the Blocks*



### DENSITY — Building Form and Massing

*Fill It In*



CREATING  
TRANSIT-ORIENTED  
COMMUNITIES INTEGRATES  
THESE 6 "D" ELEMENTS



### DESIGN — Public Realm

*Make it Pedestrian Friendly with community gathering spaces*

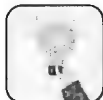


### DEMAND MANAGEMENT — Incentives & Disincentives

*Discourage Unnecessary Driving*



**DIVERSITY — Mix of uses**  
*Mix it Up with commercial and creative uses*

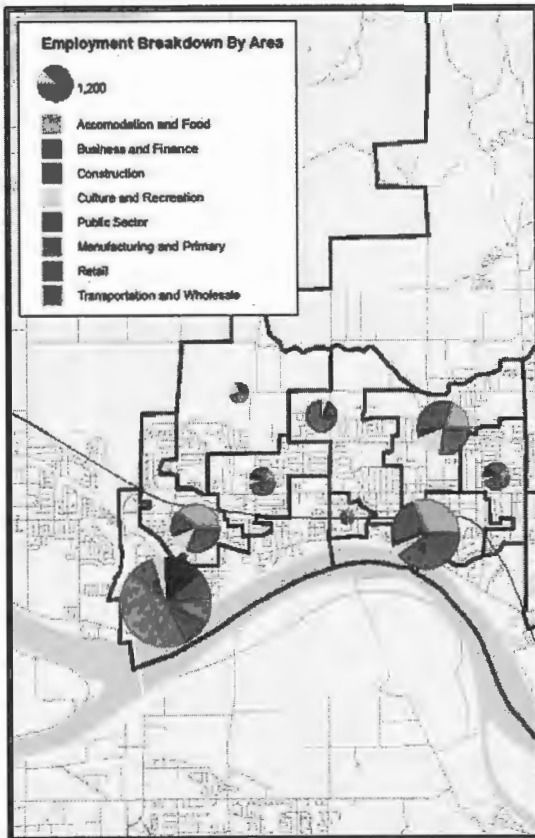


### Points to Ponder

Are there areas along the Lougheed Corridor that you think could benefit from some of the 6 D's?

# CURRENT EMPLOYMENT PROFILE

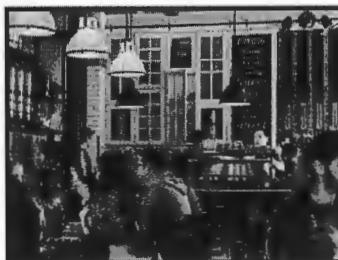
- Approximately 37% of the City's labour force reside within 800m of the B-Line rapid bus route.
- There are 366 licensed businesses in the Lougheed Transit Corridor study area (March 2019).
- The City's second largest employer, Ridge Meadows Hospital, is situated in the study area and employed nearly 2,000 staff in 2016.
- Other large employers within 800m of the B-Line rapid bus route:
  - ◇ City of Maple Ridge
  - ◇ Overwaitea Food Group
  - ◇ West Coast Auto Group
  - ◇ Safeway Maple Ridge



Employment in Maple Ridge 2016	
Labour Force	Residents working in Maple Ridge
45,855	14,395
Source: Statistics Canada	

Total Number of Business Licenses in the Study Area (March 2019)	366
Commercial	291
Home Based Business	75

TOP BUSINESS LICENSE TYPE IN THE STUDY AREA (MARCH 2019)	
FOOD & BEVERAGE SERVICES & RETAIL	73
AUTOMOTIVE	44
PROFESSIONAL SERVICES	37
CONTRACTORS	25
FINANCIAL & INSTITUTIONAL SERVICES	25
PERSONAL SERVICES	20
HOME & PROPERTY RETAIL	16
COMMUNITY CARE	10



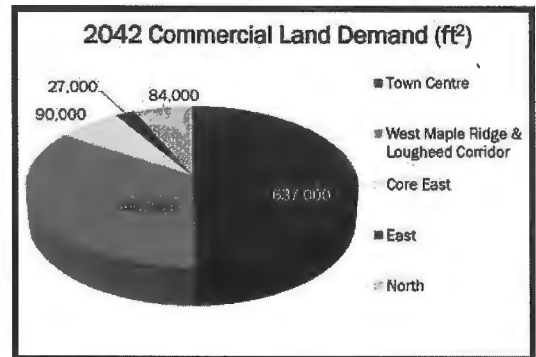
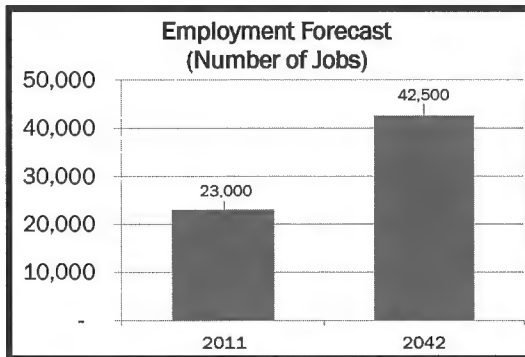
LOUGHEED TRANSIT CORRIDOR STUDY

# COMMERCIAL TRENDS & FUTURE DEMAND

## CITY WIDE COMMERCIAL PROJECTIONS (2042)

In 2014, the City's Commercial & Industrial Strategy estimated that future demand will require:

- 1,300,000 ft<sup>2</sup> (121,000 m<sup>2</sup>) of net new retail and service commercial.
- 73 - 114 acres (30 - 46 hectares) of commercial land.
- 30 - 50 acres of land for office uses.
- 4,300 - 6,300 new office employees.
- 42,500 total number of jobs.

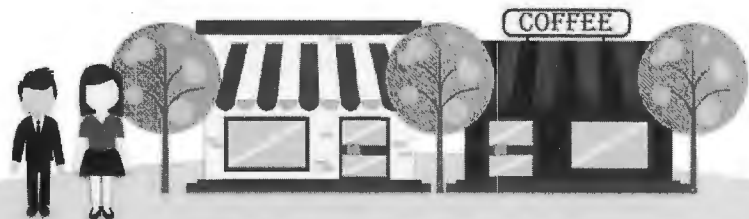


## WHERE WE'RE HEADED IN THE LOUGHEED CORRIDOR

- Market Analysis and developer interviews conducted by Urban Systems indicate that in the short term, regional-serving retail and office use will continue to be drawn to Coquitlam given the Evergreen Line. As a result, local-serving office and retail uses are more likely to be attracted to key locations along Lougheed Highway.

Potential New Floor Area Demand by Category 2018-2025 in Study Area (Urban Systems 2019)

	Grocery & Convenience	Restaurant	Pharmacy & Personal Health	Liquor Stores	Service Commercial & Office	Total
B-Line Bus Stop Catchment						
203 Street	1,965 ft <sup>2</sup>	1,360 ft <sup>2</sup>	1,190 ft <sup>2</sup>	400 ft <sup>2</sup>	4,000 ft <sup>2</sup>	8,915 ft <sup>2</sup>
Laird Street	1,875 ft <sup>2</sup>	1,310 ft <sup>2</sup>	1,500 ft <sup>2</sup>	360 ft <sup>2</sup>	4,100 ft <sup>2</sup>	8,145 ft <sup>2</sup>
222 Street & Town Centre	20,900 ft <sup>2</sup>	13,365 ft <sup>2</sup>	10,710 ft <sup>2</sup>	3,600 ft <sup>2</sup>	39,900 ft <sup>2</sup>	88,475 ft <sup>2</sup>
<b>Total</b>	<b>24,740 ft<sup>2</sup></b>	<b>16,035 ft<sup>2</sup></b>	<b>13,400 ft<sup>2</sup></b>	<b>4,360 ft<sup>2</sup></b>	<b>48,000 ft<sup>2</sup></b>	<b>105,535 ft<sup>2</sup></b>



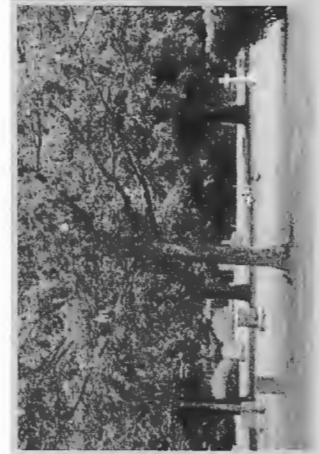
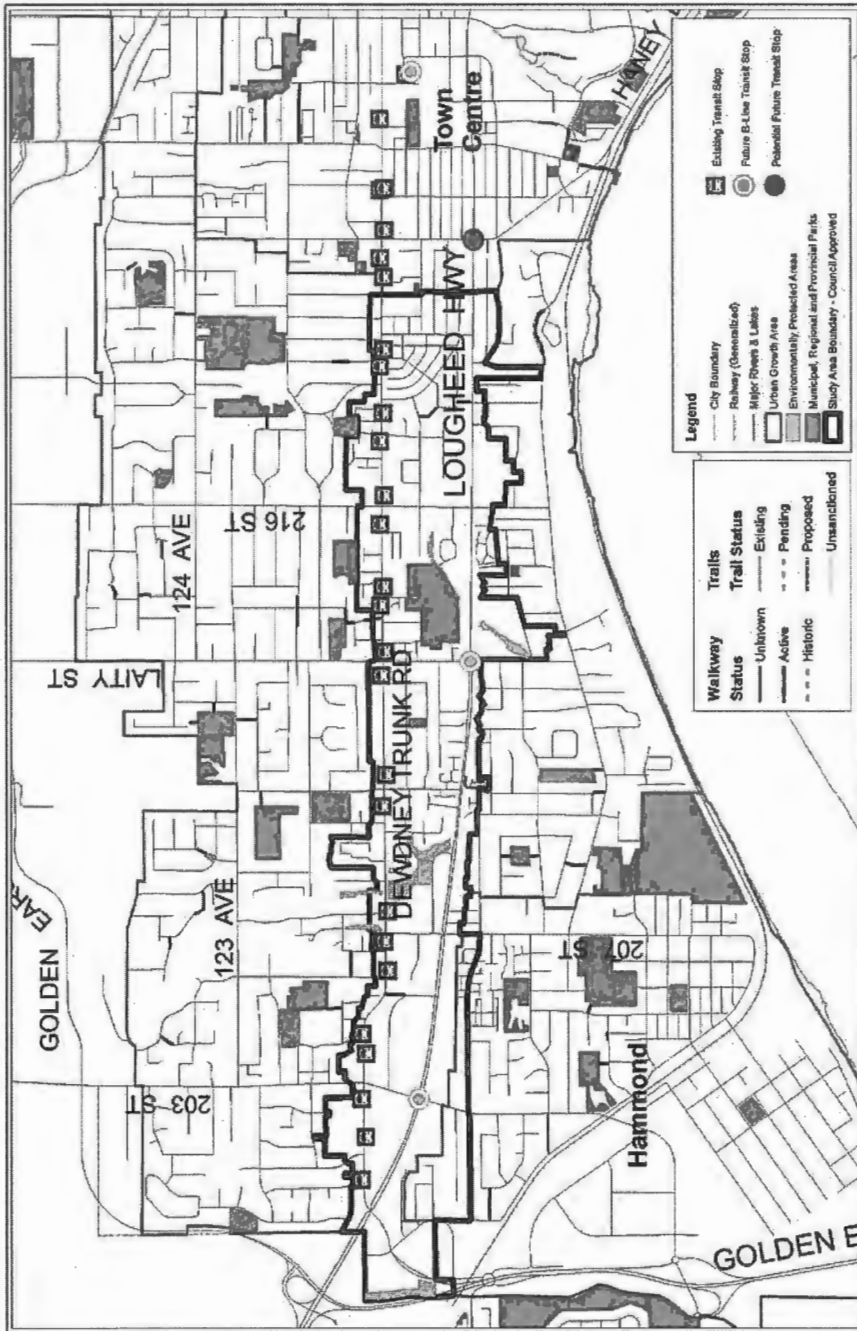
# EXISTING PARKS AND OPEN SPACE

## PARKS & GATHERING SPACES ALONG THE LOUGHEED CORRIDOR

Parks and Open Space within the study area include Cook Park, the Maple Ridge Cemetery and the McKenney Creek greenbelt, while Lion's, Glenwood, Kin, Raymond, Holly parks are located along the study boundary interface. These neighbourhood parks provide opportunities to enjoy outdoor recreation within a short walking distance of most residents.

Recently **Lion's Park** sports court was renovated to provide a half sport court and a junior scooter/bike track based on the feedback from the neighbourhood.

Established in 1878, **Maple Ridge Cemetery** provides a peaceful, green space with connections to many of the community's pioneer families. The Cemetery Master Plan (2008) establishes the long-term vision for this site, which includes the Cemetery's current expansion onto land fronting on Dewdney Trunk Road.



# PARKS AND OPEN SPACES OPPORTUNITIES



PARKS AND OPEN SPACES CAN SERVE MANY DIFFERENT USES



## Points to Ponder

What opportunities do you see to enhance the parks and open spaces within the study area?



# FLASHCARD VISION

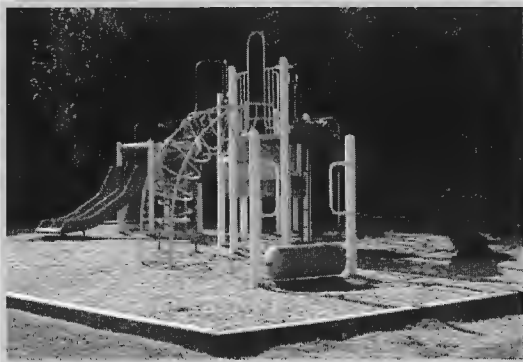
INTERACTIVE  
ACTIVITY



## WHAT IS YOUR VISION FOR THE STUDY AREA?

Pick one or more photos that represent a vision for the future and tell us why on the post-it notes provided. Or you are welcome to draw us your own scene on the paper provided.

*Share Your  
Thoughts  
Here!*



 **MAPLE RIDGE  
BRITISH COLUMBIA**

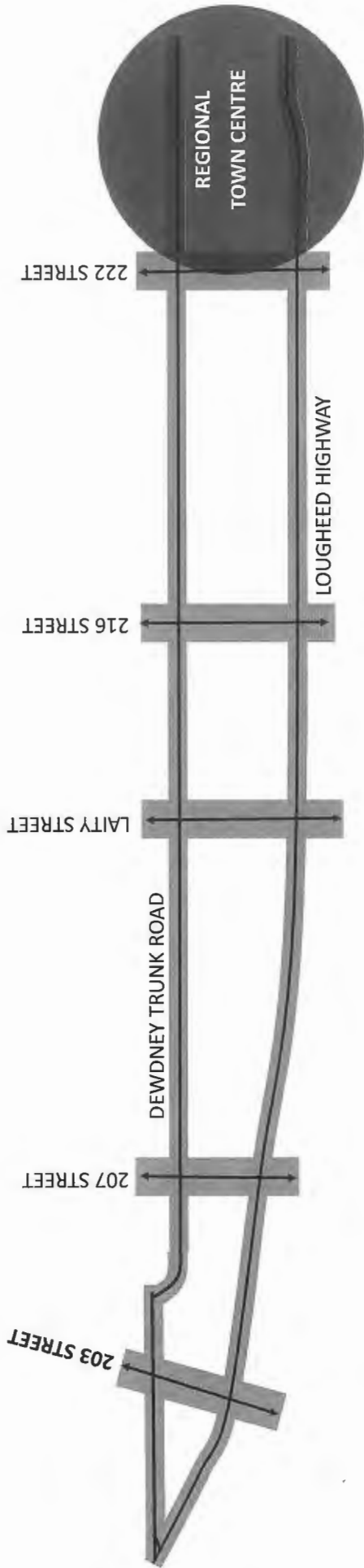
WHAT DO YOU  
WANT TO SEE IN  
YOUR  
COMMUNITY?



LONGHEE? TRANSIT (WIR... MUM... )

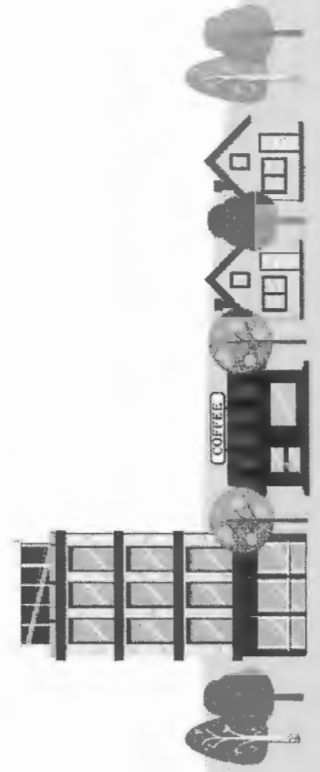


# SHAPING THE FUTURE

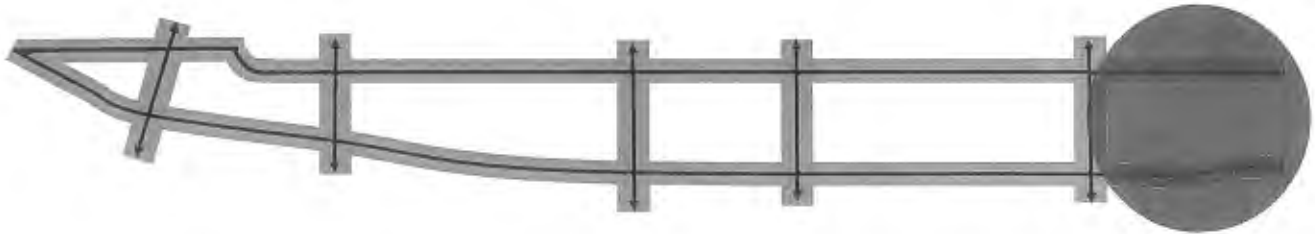


## HOW WE PLAN TODAY

- Under current policies, the corridor is anchored by the Town Centre, a Regional Town Centre.
- Multi-family development or commercial development is located on major streets.
- Single-family development located on local streets.
- Community Commercial Node at Dewdney Trunk Road and 216 Street allows mixed-use buildings.



# SHAPING THE FUTURE EXERCISE



## IT'S YOUR TURN TO SHAPE THE FUTURE

1. Look through the range of photos depicting each colour category.
2. Add a sticker to the table diagram to show us what type of development you would like to see in what part of the Lougheed Transit Corridor Study area.
3. Please let us know if you have any thoughts on the land use categories or specific photos by writing on the post-it notes provided.

## BE PART OF MOVING MAPLE RIDGE FORWARD!

The City and DIALOG consultants are hosting an intensive full day corridor design workshop on May 11. You are invited to register for this event, or attend the Sneak Peek Open House immediately following the workshop at 3:30 pm.

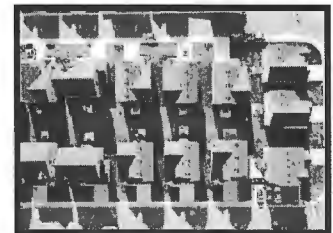
BROWN



RED



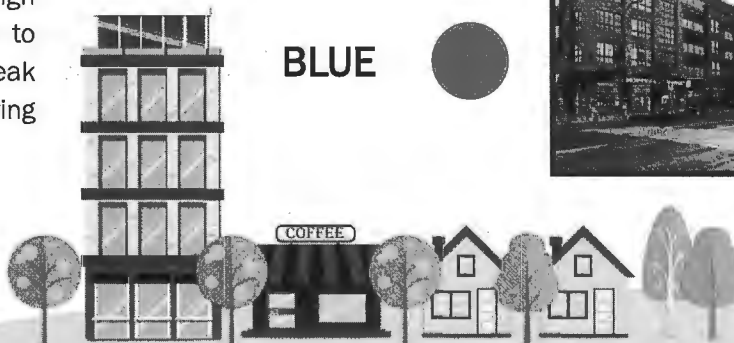
YELLOW



GREEN



BLUE



LOUGHEED TRANSIT CORRIDOR STUDY | 23

# Thank You!

**For taking the time to learn more and participate in the Lougheed Transit Corridor Study.**

## WE WANT TO HEAR FROM YOU!

Please take the opportunity to provide your comments through our survey available today or online at:

[Lougheedstudy.mapleridge.ca](http://Lougheedstudy.mapleridge.ca)



The next step in the process is happening here at Glenwood Elementary on May 11, 2019:

- Design Workshop from 9:00 am to 3:30 pm (pre-registration required)
- Sneak Peek Open House from 3:30 pm to 5:00 pm (drop-in anytime)

We hope to see you there!



## STAY IN TOUCH THERE'S MORE TO COME!

[Lougheedstudy.mapleridge.ca](http://Lougheedstudy.mapleridge.ca)  
[lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca)  
[@yourmapleridge](https://www.facebook.com/yourmapleridge)  
604-467-7493

**#movingMRforward**



# NEIGHBOURHOOD CHARACTER

## Appendix H

### INTERACTIVE ACTIVITY

**WHAT IS YOUR FAVORITE THING ABOUT THESE NEIGHBOURHOODS?**  
Leave a post-it note on the map or below with your comments.

#### 203<sup>RD</sup> STREET TRANSIT AREA PRECINCT

Houses and  
no apartment  
buildings

Hattie Cemetery

nice single family  
homes — NO  
apartments !!

Easy access  
to park so  
water & play

Quiet streets  
to the west  
to homes

Your  
Thoughts  
Here!

RESTAURANTS &  
COFFEE SHOP  
SAVE ON FOODS

Mike Martin would  
for [ ]

It's a nice  
single family  
neighborhood  
not surrounded  
with apartments

De Ditch  
-Austin Bryant

Yummy food  
and actual  
sidewalks

It's a neighborhood  
that uses its  
APARTMENTS  
DON'T MAKE A  
FAMILY AREA

#### LAITY STREET TRANSIT AREA PRECINCT

Road  
-Austin Bryant

Closest to my  
home which  
needs better  
transit access

#### 222<sup>ND</sup> STREET TRANSIT AREA PRECINCT

\* Electric Bikes to  
replace or add  
to current ones  
to help of 2020  
& new apartments

Support  
10-15 story  
residential apartments  
for 216 and 222nd  
along freight  
alley.

My New  
Apartment  
-Austin Bryant

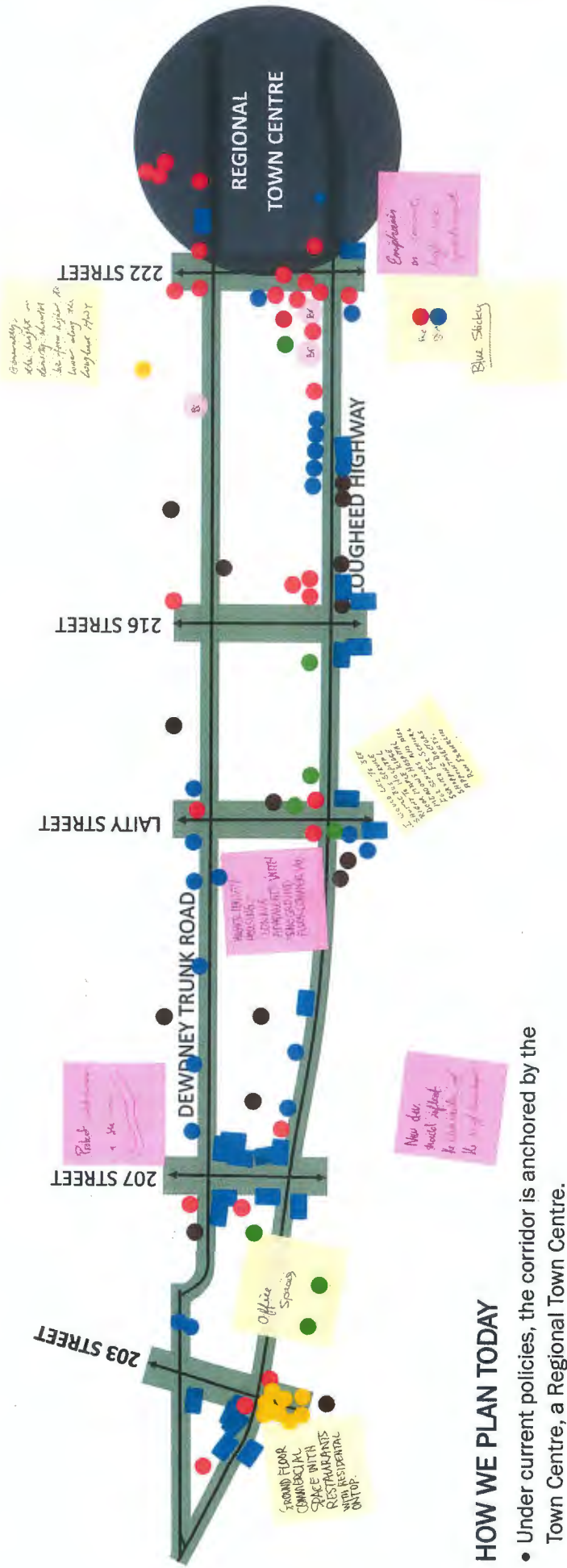
Could be amazing  
as it's walkable!  
Needs a cleanup

SHARE YOUR  
IDEAS!



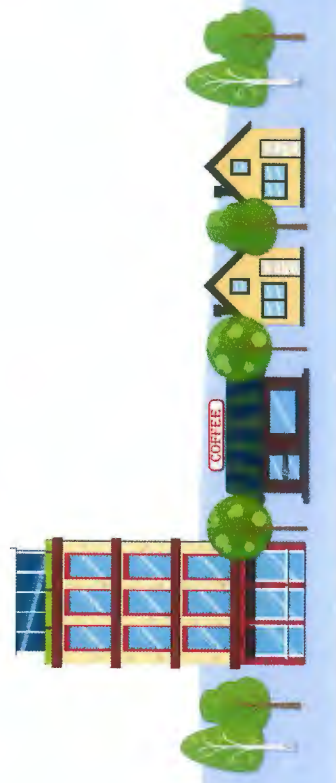


# SHAPING THE FUTURE



## HOW WE PLAN TODAY

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**MAPLE RIDGE**  
**BRITISH COLUMBIA**



## Lougheed Transit Corridor Study

### Transportation Pros, Cons, Concerns

#### Open House Activity Outcomes

##### Green Dots:

- 226<sup>th</sup> & Lougheed intersection
- Bus Loop @ Haney Place Mall
- 224<sup>th</sup> & Lougheed intersection
- 223<sup>rd</sup> & Lougheed intersection
- Dewdney Trunk Road & Dover Street
- 122<sup>nd</sup> Ave & Dover Street
- Lougheed Hwy. & Laity Street

##### Yellow Dots:

- Selkirk Ave. & 224<sup>th</sup>
- Lougheed Hwy. (between 218<sup>th</sup> & 216<sup>th</sup>) – sidewalks
- 214<sup>th</sup> @ pedestrian thoroughfare connecting Campbell Ave. & 214<sup>th</sup>
- Lougheed Hwy., east of 210<sup>th</sup> (bike lane expand)
- 203<sup>rd</sup> & 119<sup>th</sup> (strip mall – bike parking)
- 203<sup>rd</sup> & Lougheed (northwest corner)
- 203<sup>rd</sup> & 118<sup>th</sup> (west side – no parking)
- 203<sup>rd</sup> & Thorne Avenue (safe crosswalk) – 2 dots
- Pedestrian thoroughfare between Ashley Crescent & Hammond Road (“lighting”)
- Lougheed Hwy. in front of pump station driveway (Pitt Meadows)
- Golden Ears Overpass (Pitt Meadows)

##### Red Dots:

- Pedestrian thoroughfare between Haney Place Mall & Leisure Centre
- Selkirk Ave & 225<sup>th</sup> intersection @ Haney Place Mall – 2 dots
- 122<sup>nd</sup> Ave. & 223<sup>rd</sup> (between 223<sup>rd</sup> & 224<sup>th</sup>)
- Dewdney Trunk Road & 222<sup>nd</sup> Street – 2 dots
- Lougheed Hwy. & Haney Bypass – 2 dots
- Haney Bypass & Callaghan Ave.
- Lougheed Hwy. & 216<sup>th</sup> Ave.
- 209<sup>th</sup> & Dewdney Trunk Road (“no left”)
- 207<sup>th</sup> & Lougheed Hwy.
- 207<sup>th</sup> & Thorne Avenue

- Thorne Ave. & Deniza Ave.
- Thorne Ave. & 203<sup>rd</sup> Street
- Maple Crescent & 115<sup>th</sup> Ave.
- 203<sup>rd</sup> Ave. & Hammond Road
- 116<sup>th</sup> Ave. & 203<sup>rd</sup> Street
- 203<sup>rd</sup> Ave., north of Thorne Ave. (“repaint C markings”)
- 203<sup>rd</sup> Ave., northwest of Stanton Ave. – 2 dots
- Green dot is covering a red dot @ 20336 – 118<sup>th</sup> Ave.
- 203<sup>rd</sup> Avenue between 118<sup>th</sup> & Lougheed – 14 red dots (one says “no apartment”)
- Lougheed, southeast corner (“squeeze C”)
- 203<sup>rd</sup>, north side of intersection
- 203<sup>rd</sup> @ Dewdney Trunk Road, southeast intersection (“broken asphalt”)
- Dewdney Trunk Road @ Lougheed Hwy., north side (“need RRFB”)

**Comments Posted on Aerial Photo:**

- @ 203<sup>rd</sup> & Hammond Road: “113B & tracks north bound, remove right lane barriers”
- @ 116B Avenue, east of 203<sup>rd</sup> Street: “resident permit parking on side streets”



## Lougheed Transit Corridor Study

### Neighbourhood Character

### Open House Activity Outcomes

*What is your favourite thing about these neighbourhoods?*

#### **203<sup>rd</sup> Street Precinct**

- Houses and no apartments
- Restaurants and coffee shop, Save-On-Foods
- Nice single family homes – no apartments
- Easy access to most of what I need
- Current structure of the neighbourhood – no apartments
- It's a decent single-family neighbourhood – not overcrowded with apartments
- De-Dutch
- Yummy food and actual sidewalks
- It's a neighbourhood – high rises and apartments don't make a family area

#### **Laity Street Precinct**

- Rona
- Close to my home, which needs better transit

#### **222<sup>nd</sup> Street Precinct**

- To express bus to skytrain or railway to downtown Vancouver @ Lougheed & 222<sup>nd</sup> – more apartments
- Support 10-15 storey residential apartments b/w 216 and 222<sup>nd</sup> along Lougheed Highway
- My new apartment
- Council be amazing as it's walkable! Needs a cleanup

*What would you like to see more or less of in these neighbourhoods?*

### **203<sup>rd</sup> Street Precinct**

- No apartments on 203<sup>rd</sup>- parking issues – safety issues
- More retail with residential above – in towers
- No apartment buildings along 203<sup>rd</sup> – parking issues – 203<sup>rd</sup> Avenue between Lougheed – train tracks – traffic congestion - ? safety for people - ? fire station capacity to get away to an
- Move Translink B to Lougheed & Maple Meadows Way – West Coast Express
- Less traffic congestion on 203<sup>rd</sup>
- Medium to high density development – building up to 10 storeys – cycling and walking improvements – more condos, increase livability & walkability – affordable housing
- 203<sup>rd</sup> & Lougheed Hwy – despite great traffic signals is dangerous to pedestrians x-ing now. How would increasing population and increasing traffic allay this?
- Why is 203<sup>rd</sup> an arterial route (schools, trains), when there is Gold Ears Bridge that already solves these issues.
- Develop the property on Lougheed & 203<sup>rd</sup> to retail/residential – maybe towers above retail – Mussalem’s old property
- 1. Less condos; 2. No towers, they cut off the light; 3. Better traffic control along Thorne Avenue using speed bumps and traffic circles
- Controlled light and crosswalk at 203B & Steward Crescent
- Increased traffic on 203<sup>rd</sup> leads to unsafe walking conditions – lighted pedestrian alerts are needed
- I want no Freshco (Safeway) – More shopping - Costco (2 storey), Home Depot, Best Buy, Tesla and Subaru, Walmart in Pitt Meadow
- Less Traffic
- No apartment building too much traffic now – parking issues now on 203<sup>rd</sup>.
- Greenspace – parks & walkway connections – trees/bird habitats
- Yes – bus stop on Lougheed & 203<sup>rd</sup>
- No bus stop at Lougheed & 203<sup>rd</sup>!!
- More multi-use/missed-use mid-rise buildings along 203<sup>rd</sup> & Lougheed Hwy! Need more condos in this neighbourhood!
- Resident parking only on side street

### **Laity Street Precinct**

- Hospital access – have both 743 and 744 drive to main entrance – better Sunday service
- More green spaces and walkways
- Coffee shop – more retail or service businesses
- More bike lane separation

- 6 lane Lougheed (bus lanes or cue jumpers) – add bike lanes
- A Subaru Dealership
- I'm for this but is very little improvement – but some people won't use the transit no matter what you do
- 6 lane Lougheed
- Parking
- Sidewalks! Garbage & recycling containers to prevent litter
- Greenspace – parks & walking connection – trees/bird habitats
- Greenspaces & play areas for family's and picnic

### **222<sup>nd</sup> Street Precinct**

- Increase density along Lougheed and DTR, loos restrictions on height and parking requirements
- Skytrain through Maple Ridge
- Coffee shop – more 3 storey apartments
- More good design – 6-8 storey apartment to make the City look more active
- More trees/parks/walkways
- More smaller and affordable apartment units
- Would like to see high density residential apartments along Lougheed Hwy. from Town Centre to Laity Street
- High density development – high rises up to 40 storeys – services for poor & homeless – mixed-use – more commercial/office
- 1. May be 3 storey builds: retail bottom, office middle, apartment top; 2. Apartment building
- Improve intersection at 222<sup>nd</sup> and Lougheed – 6 lane Lougheed and 4 lane Haney Bypass
- Parking
- Greenspace – parks & walkway connections – trees/bird habitats

## Lougheed Transit Corridor Study

### Flashcard Vision

### Open House Activity

*What is your vision for the study area?*

- Increased positive sense of community thru better accessibility on foot for families to safely walk about (12, 19, 89, 88)
- More greenery & seating – pedestrian friendly – more diverse commercial & restaurant options (91, 94, 43, 37, 4, 89, 13, 88, 19, 12, 87, 20)
- More space for dining and social (48, 39, 43, 16)
- 28
- 11, 25, 16, 8, 34, 20, 35
- New developments hide/bury car parking
- #101 & 102 – Once I get into Vancouver, riding is much more enjoyable
- Separated multi-use pathways
- Shared community rooms
- Bike parking
- More heritage and more #38 and #19
- 19, 99, 29, outdoor gym
- Create community like a tribe
- Benches for seniors to sit while walking to transit stops
- #22 , #26, #25, Love the idea of green spaces, conversation stops – worry about the type of negative activity they bring
- Bike parking at shops, restaurants
- More pedestrian safety
- 25, 88, 18, 49, 106 – more green space! More family areas!
- 26, 22, 25, 26, 20, 35
- Pedestrian & public spaces – 87, 100, 89
- Need a park & ride bus stop
- Off leash dog trails
- 91, 39, 29, 94, 31 – more high rise residential apartments (8-10 storeys) along Lougheed Hwy.
- 36 – separated bike lanes; 28 – bike-share program; 19; 94; 90 – separated bike lanes, community gardens
- 20, 92, 106, 29, 87, 91, 90 – separate cycling routes from traffic; car sharing; bike sharing; place making; walkability
- #10 – many stores/businesses have no place to lock-up to, requiring me to bring bike inside or abandon stop

- #15 – bicycles are acknowledged – yes!
- 87, 97, 106, 92
- Would like to have green spaces and trees for walking, playing and relaxing in

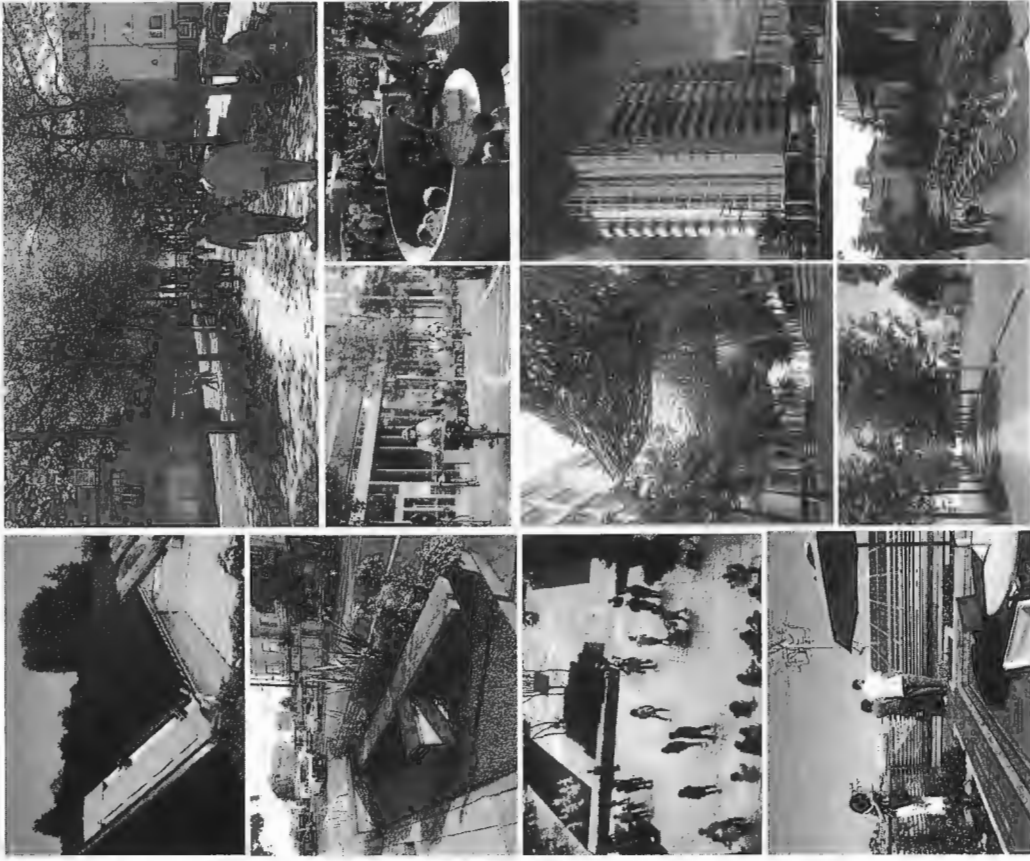


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DIALOG®

Prepared by DIALOG for  
The City of Maple Ridge

May 2019



## YOUR HOMEWORK!

*"A picture says a thousand words."*

Photographs are a valuable tool for helping to convey the quality of places that are difficult to describe. Photographs are often used in planning processes to help share visions and ideas about the future.

Find a photograph that captures a Big Idea you have about the future of Loughheed Corridor. Your photograph can be an example of a building, a streetscape, an activity, people, animals, a landscape, a piece of art... anything that you feel captures your vision. Feel free to bring more than one image!

Once you have found your image, either:

- Print it and bring it with you to the workshop;
- Email it to Amelia Bowden at [loughheedstudy@mapleridge.ca](mailto:loughheedstudy@mapleridge.ca) (by Thursday May 9th); or,
- Drop it off to Amelia at Planning front desk at Maple Ridge City Hall by Friday May 10th.

You will be sharing your photograph and the idea that it captures with other participants during the workshop.

If you don't have time to look for or prepare your photograph in advance of the workshop, then don't worry -- you will still be able to hear other people's ideas, and fully participate in the remainder of the workshop activities.

# THE INTERACTIVE DESIGN WORKSHOP

## LOUGHEED TRANSIT CORRIDOR STUDY

With the introduction of the B-Line bus service through the Loughheed Transit Corridor (LTC), it is anticipated that over time there will be increasing demand for more intensive land uses that include a mix of commercial, office, residential, parks, and greenways. While this will lead to more people living, working, and shopping along Loughheed and Dewdney Trunk Road, it will also create opportunities for more vibrant and transit-oriented development that supports an efficient and cost-effective regional public transit service.

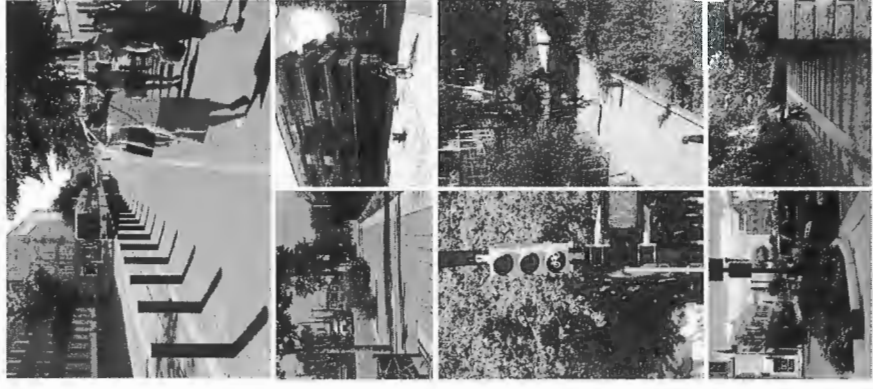
## INTERACTIVE DESIGN WORKSHOP

The Interactive Design Workshop is a key engagement event in the Loughheed Corridor Study area. The purpose of the workshop is to learn about residents' ideas for the area's future. By hearing ideas early on in the planning process, we can better understand your vision for the future of your neighbourhood and the corridor through the City.

## WORKSHOP FORMAT

Small groups will work with a graphic facilitator to document the ideas that are shared. After each activity, we will report back to the larger group and together identify common themes. City staff will be available as subject matter experts to answer questions.

Following the workshop there will be a mini open house or 'sneak peek'. The doors will be opened for the general public to see and comment on the rough drawings that you helped generate.





#### WHAT? WHERE? WHEN?

Saturday May 11, 2019  
9:00am - 2:30pm

Glenwood Elementary School  
21410 Glenwood Ave  
Maple Ridge, BC  
V2X 3P6

#### Agenda

- 9:00 - 9:20 Welcome and Icebreakers
- 9:20 - 10:15 Presentations: The Study, background information; and, transit oriented development best practices.
- 10:15-12:00 Explore the Corridor (facilitated drawing exercise) and report back
- 12:00 - 12:30 Lunch Break
- 12:30 - 12:45 Introduction to afternoon activities
- 12:45 - 2:30 Focus on the nodes around B-Line stops, report back, and next steps.
- A 'Sneak Peek' will follow the workshop. During this time the doors will be opened for people to drop in and comment on the rough drawings and ideas. You are encouraged take part in the Sneak Peek. The Sneak Peek is from 3:30 - 5:00.

#### WHAT TO EXPECT

**Respecting Difference.** Listen to understand other people's perspectives, and share your own. All ideas are worth exploring and recording as a part of this engagement.

**Many Great Ideas.** The workshop will result in many different concepts. These concepts are an important consideration for the City as they develop a Lougheed Transit Corridor Area Plan, however there are many other inputs that the City will need to consider, such as: feedback received through all of the public engagement that is taking place in support of the study; traffic, utilities, fire, operations, parks and engineering considerations; direction from TransLink and Ministry of Transportation and Infrastructure; School District input; anticipated market analysis and demand; physical constraints, and more.

**Have Fun!** The workshop is an opportunity to roll up your sleeves and think creatively with your neighbours about the future!

Lunch and refreshments will be served. Please contact us ASAP with any dietary restrictions:

Annelia Bowden, Planner  
City of Maple Ridge  
Email: [lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca)  
Tel: 604-467-7493



**QUESTIONS TO INSPIRE THINKING IN ADVANCE OF THE WORKSHOP:**

In order to inspire early thinking on the topics that will be explored during the workshop, consider the following questions.

- What parts of the Loughheed Transit Corridor have a cherished character that should be conserved? What areas could evolve to achieve a future vision?
- What cycling and pedestrian improvements would you like to see? Are new connections or improved character needed?
- Think about an outdoor public place anywhere in the world where you love to be. What do you love about it?
- How can Maple Ridge support complete communities in the study area, with places for people to live, work and shop all within walking distance to transit?

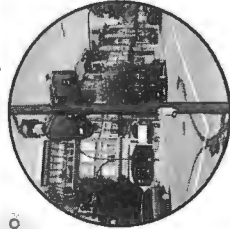
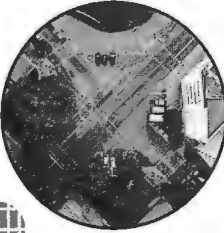
**WHAT IS A TRANSIT-ORIENTED COMMUNITY?**

Transit-Oriented Communities are places that, by their design, allow people to drive less and walk, cycle and take transit more. In practice, this means they focus on density, creating a range of commercial shopping and service opportunities and pedestrian-focused spaces around frequent transit stops. They also provide well-connected and well-designed networks for streets, walking and cycling friendly communities.

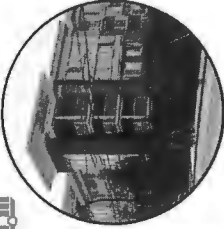
**DESTINATIONS — Land & Location**  
*Be on the way*



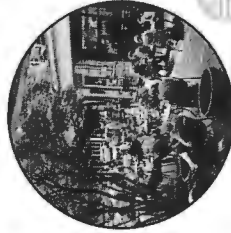
**DISTANCE — Connectivity & Street Network**  
Connect the Blocks



**DENSITY — Building Form and Massing**  
Fill It In



**CREATING TRANSIT-ORIENTED COMMUNITIES INTEGRATES THESE 6 "D" ELEMENTS**



**DESIGN — Public Realm**  
Make it Pedestrian Friendly with community gathering spaces



**DEMAND MANAGEMENT — Incentives & Disincentives**  
Discourage Unnecessary Driving



**DIVERSITY — Mix of uses**  
Mix it Up with commercial and creative uses



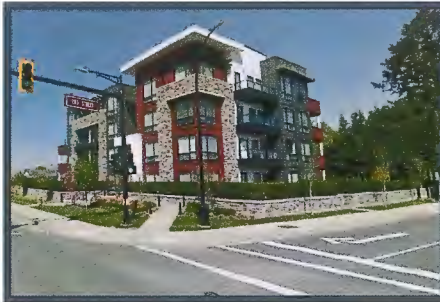
## THE LOUGHEED CORRIDOR STUDY CAN BENEFIT FROM YOUR INPUT!

There are many topics where your input can influence the plan. The following outlines where input from the workshop can help shape the concepts for the nodes at Loughheed and 203 street and Loughheed and Lairy streets, as well as the entire length of the corridor:

- Character, land use, and public spaces;
- Ideas for new street connections and pedestrian or cycling routes;
- The public spaces and treatments adjacent to Loughheed Highway;
- The types and forms of development;
- Ideas for potential new opportunities for parking;
- Locations and types of open spaces and public gathering spaces throughout the neighbourhood; and,
- Making the most of local streets.



# Interactive Design Workshop



## Glenwood Elementary School Saturday, May 11, 2019 9:00 am

**THE PURPOSE OF THIS SESSION IS FOR YOU TO:**

- Share your vision for the study area and hear the ideas of others
- Learn more about transit-oriented development and land use planning
- Participate in the creation of draft land use plans with the assistance of graphic facilitators

**WE WANT  
TO HEAR  
FROM YOU!**



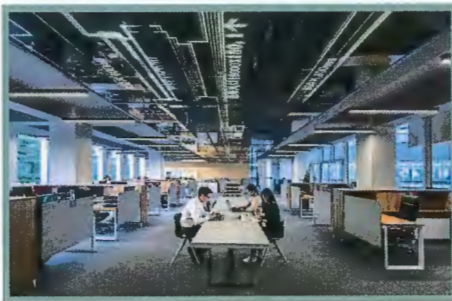
# COMMERCIAL & RESIDENTIAL DEMAND

## 2028 COMMERCIAL DEMAND

- As of 2014, the Lougheed Transit Corridor contained approximately 735,000 ft<sup>2</sup> of commercial floor space.
- In the Lougheed Transit Corridor study area, we can expect additional commercial demand of approximately 200,000–225,000 ft<sup>2</sup> by 2028.
- Recent analysis indicates a small increase in demand from the 2028 projection will be generated by the upcoming B-Line rapid bus service.

Potential New Floor Area Demand by Category 2018-2028 In Study Area (Urban Systems 2019)

B-Line Bus Stop Catchment	Grocery & Convenience	Restaurant	Pharmacy & Personal Health	Liquor Stores	Service Commercial & Office	Total
203 Street	1,965 ft <sup>2</sup>	1,360 ft <sup>2</sup>	1,190 ft <sup>2</sup>	400 ft <sup>2</sup>	4,000 ft <sup>2</sup>	8,915 ft <sup>2</sup>



## 2028 RESIDENTIAL DEMAND

- The start of the new B-Line rapid bus service is anticipated to generate additional residential demand along the route.
- Approximately 500-600 units will be accommodated within the 203rd Precinct of the Lougheed Transit Corridor.

2018-2028 Projected New Maple Ridge Study Area Multi-Family Dwellings

	Status Quo Scenario	B-Line Scenario
Number of Dwelling Units	1,800	2,100



# PUBLIC ENGAGEMENT TO DATE



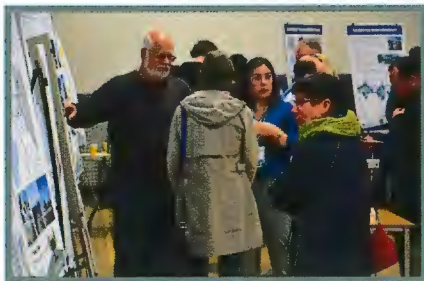
## MARCH & APRIL—POP-UP EVENTS

- 5 Pop-Up Events were held around Maple Ridge to help spread the word about the study and upcoming events.



## MARCH 14—COFFEE TALK

- Staff met with residents on Patterson Avenue and Ashley Crescent who expressed concern about a recent multi-family development proposal on 203 Street.
- Residents expressed ideas for future engagement and interest in providing input into how development along the Lougheed Transit Corridor will transition to the residential areas.



## APRIL 10—OPEN HOUSE

- Approximately 100 people attended and 70 surveys were completed. Feedback from this event included:
  - A desire for urban gathering spaces, animated public places, pedestrian walkways, and green spaces
  - Locate mixed-use buildings and taller buildings at intersections, with townhouse and courtyard forms of housing further away from primary intersections.
  - Increase in affordable housing options.
  - Integrate new and improved greenspaces and walkways.
  - Encourage more shopping options.



## MAY 2—SOUTHWEST LOUGHEED WORKSHOP

- 24 participants explored building transition in the Southwest Lougheed sub-area around the 203rd Street bus stop and provided feedback on the location and types of new residential and commercial development.
- Participants shared their thoughts on areas of concern.
- Feedback included support for:
  - Mixed-use multi-storey buildings between Dewdney Trunk Road and Lougheed Highway.
  - Townhouses use adjacent to existing single family.



## NEXT STEPS

- All input received will be presented at a June Council Workshop meeting. Please visit the [lougheedstudy.mapleridge.ca](http://lougheedstudy.mapleridge.ca) for further information and updates .



# WELCOME!

## to the Lougheed Transit Corridor Study Interactive Visual Design Workshop *SNEAK PEEK*



The City of Maple Ridge is undertaking the Lougheed Transit Corridor planning process in response to the Commercial and Industrial Strategy, and the new B-Line which will be routed down Lougheed Highway. As a part of this process we are seeking public input to shape the vision for the Lougheed Transit Corridor Study Area in the future.

### We Want to Hear from You!

This *Sneak Peek* is your opportunity to preview and comment on the rough concepts that were generated by participants at the workshop earlier today. Your feedback on the concepts will help inform the development of a Draft Concept Plan. The Draft Concept Plan will then be presented for comment during fall engagement events.

*Stay Involved!*



# WE WANT YOUR INPUT!



## What's Happening?

The Interactive Design Workshop, held earlier today, involved an intensive public engagement design session. Participants illustrated their ideas for the future of the corridor.

First we explored the corridor as a whole, and then we considered the nodes around the B-Line stops at 203 Street and Laity Street.

**The Sneak Peek is your opportunity to preview and comment on the rough concepts.** By gathering your input early in the process, it can be incorporated into a draft Concept Plan.

## Have your say!

The following outlines where input from the workshop and Sneak Peek can influence the outcomes of the plan:

- Character, land use, and public spaces;
- Ideas for desirable locations for new street connections and pedestrian or cycling routes;
- The public spaces adjacent to Lougheed Highway will be influenced by your input;
- The types and forms of development. This includes considerations such as building uses and scale;
- Ideas for how parking can be well integrated into buildings, as well as potential new opportunities for parking;
- Location and type of open space and public gathering spaces that would contribute to the character the corridor; and,
- Making the most of local streets.





# WHAT ARE YOUR IDEAS?

The following questions were explored as a part of the workshop. Participants discussed and documented their ideas on maps which are presented as a part of the Sneak Peek.

What areas have a cherished character that should be conserved?  
What areas could evolve to achieve a future vision?

What cycling and pedestrian improvements would you like to see?

Think of an outdoor public place anywhere in the world where you love to be. What do you love about it?

How can Maple Ridge support complete communities in the study area, with places for people to live, work and shop all within walking distance to transit?



# CONCEPT

*Big Ideas:*



# **EXPLORE THE CORRIDOR**

Participants of the workshop worked in small groups with graphic facilitators to explore ideas about the future of the corridor as a whole. Participants explored issues related to land use, growth management, character, networks and connectivity. The drawings are presented for your review and comment.

After the working session, each group reported back to the group as a whole. The following common themes among the different concepts were identified:

# ONE-WORD VISION

Participants of the workshop shared one word that captures their vision for the future of Lougheed Transit Corridor.  
This is what they shared:



# **EXPLORE THE CORRIDOR**

**WHAT IDEAS PRESENTED IN THE CONCEPTS RESONATE WITH YOU?**

YOUR  
IDEA  
HERE



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BRITISH COLUMBIA**

# FOCUS ON THE NODES



Participants of the workshop worked in small groups with graphic facilitators to explore two of the nodes around the new B-Line bus stops. Each participant selected one node to explore (either the 203rd Street Precinct, or the Laity Street Precinct); and, considered ideas around growth management, character, environmental networks and connectivity in more detail. The drawings are presented for your review and comment.

After the working session each group reported back to the group as a whole. The following common themes among the different concepts were identified.

## THEMES FOR LOUGHEED HWY AT 203 STREET

## THEMES FOR LOUGHEED HWY AT LAITY STREET



# FOCUS ON THE NODES



WHAT CONCEPT IDEAS FOR THE LOUGHEED HWY AT 203 STREET AREA RESONATE WITH YOU?

YOUR  
IDEA  
HERE



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LOUGHEEDSTUDY.MAPLERIDGE.CA

# FOCUS ON THE NODES



WHAT CONCEPTS IDEAS FOR THE LOUGHEED HWY AT LAITY STREET AREA RESONATE WITH YOU?

YOUR  
IDEA  
HERE





# CONCEPT

*Big Ideas:*



# OTHER COMMENTS?

YOUR  
IDEA  
HERE

# Thank You!

For taking the time to participate and provide your input to the Lougheed Transit Corridor Study.

## STAY TUNED

We'll be back out in the community in Fall 2019 to receive feedback on a draft concept plan



## PARTICIPATE IN A PIZZA AND A PLANNER EVENT THIS FALL

- Gather a group of 10 people or more.
- Sign up at this event or online to host a Pizza and a Planner event.
- City staff will come to your location with dinner and the draft concept plan.
- Provide your thoughts as we move forward with creating a final plan for the area.



## STAY IN TOUCH

THERE'S MORE TO COME!

**#movingMRforward**

[Lougheedstudy.mapleridge.ca](http://Lougheedstudy.mapleridge.ca)

[lougheedstudy@mapleridge.ca](mailto:lougheedstudy@mapleridge.ca)

[facebook.com/yourmapleridge](https://www.facebook.com/yourmapleridge)

@yourmapleridge

604-467-7493



Appendix K

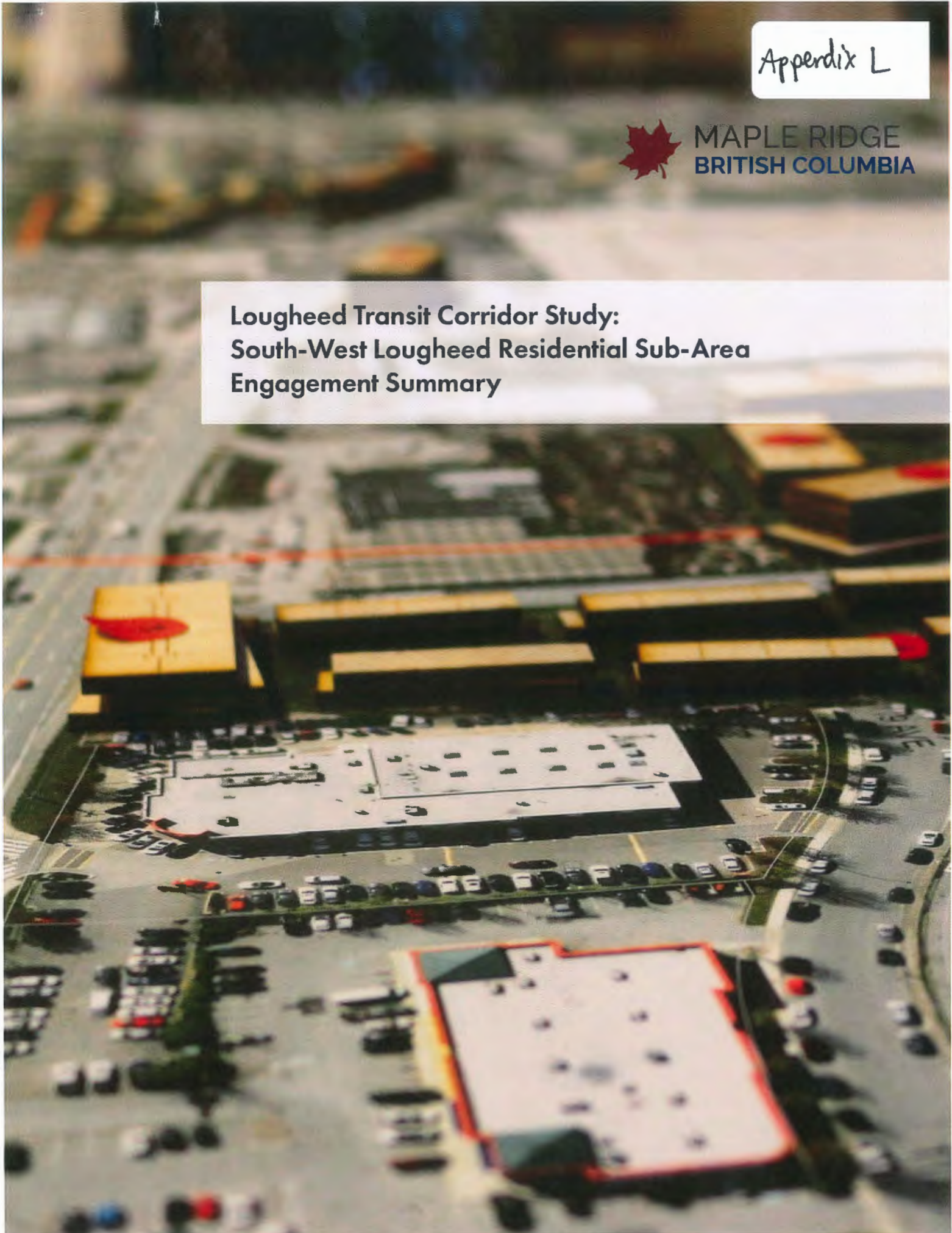


WordItOut





**Lougheed Transit Corridor Study:  
South-West Lougheed Residential Sub-Area  
Engagement Summary**





**DIALOG<sup>®</sup>**

Prepared by DIALOG for  
The City of Maple Ridge

June 2019

## Contents

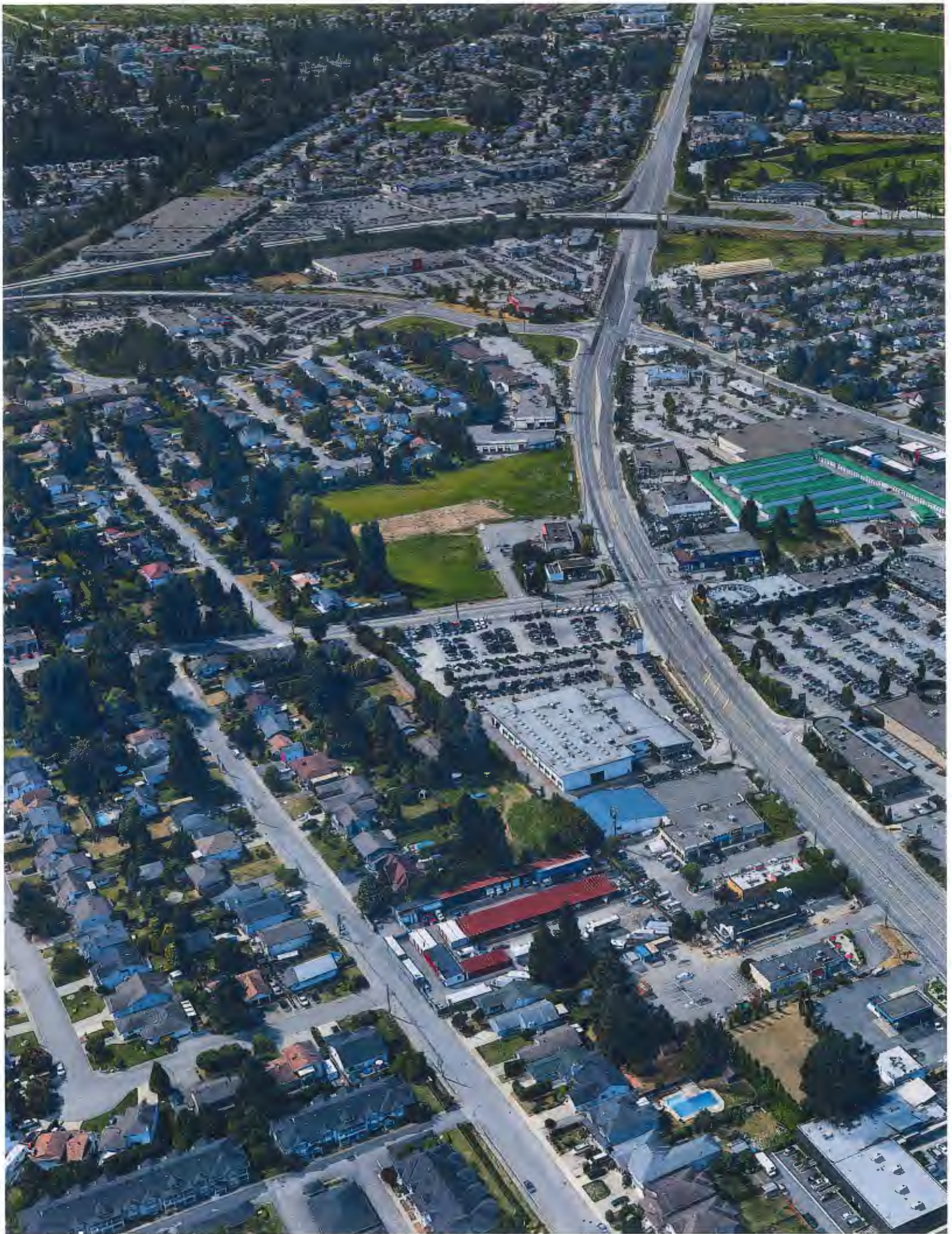
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Coffee Session	3
Open House	7
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## Introduction

The City of Maple Ridge is undertaking the Lougheed Transit Corridor Study (LTCS) which will inform the development of an area plan for Lougheed Corridor. The South-West Residential Sub-Area was identified as an area where focused outreach was needed since this area falls within both the Hammond Area Plan and the LTCS area.

Two activities were delivered as a part of this project, including: a small group Coffee Session to tap the knowledge of members of the North Hammond Development Committee; and, an Open House by invitation. This document summarizes the activities and outcomes of this effort.



# Coffee Session

## Overview

The Coffee Session was an informal conversation held from 7-8:30pm on March 14th, 2019 to engage residents of the North Hammond Development Committee. The meeting was held in response to the concerns being conveyed by residents to city staff and Council regarding recent and past planning initiatives and a recent rezoning application.

The meeting took place at Hammond Elementary Library over coffee and provided residents the opportunity to:

- Share hopes and concerns about past and future planning projects;
- Learn about planning and development processes; and,
- Identify opportunities for developing a shared path forward.

Eight residents of Patterson Street and Ashley Crescent attended the meeting, as well as three city staff. The conversation was facilitated by two engagement practitioners from DIALOG.

## Coffee Session Activities and Outcomes

### INTRODUCTIONS

Residents introduced themselves and shared their connection to the neighbourhood. During the introductions many participants shared details on their longstanding relationship to the neighbourhood and community. Some of the themes that were emphasized were identity and character of Patterson Street; sense of community and the rich social and multi-generational connections; and, appreciation for the natural/rural setting. City staff introduced themselves and their role in planning.

### HOPES AND CONCERNS

Residents shared their HOPES about the future of their neighbourhood, including the following:

- The OCP guiding principles and objectives be better reflected in the land use plan;
- The City educate residents about planning, and notify landowners of their current OCP designation and any changes;
- That the school and parent advisory group are involved in planning processes;
- That a cohesive long-term plan and vision guides development rather than piecemeal development;
- That there is commitment to stick to a long term plan;
- That Maple Ridge maintains its roots as a neighbourhood that benefits families;
- That new development transition down towards existing single-detached neighbourhoods to create appropriate adjacencies;
- That Maple Ridge maintains integrity;
- That heritage is protected;
- That a Maple Meadows B-Line stop be considered;

- That the level train crossing is replaced with an overpass or underpass;
- That the City ensures proper infrastructure to support plans; and,
- That the City be proactive and not reactive.

Residents also shared their CONCERNS about the permitted land uses in the OCP, about perceived impacts of multifamily development and about the new B-Line, including:

- Safety concerns which could result if there is an increase in traffic. The concern is that traffic could:
  - Compromise fire access;
  - Add to the number of accidents at the intersection of 203 Street and Lougheed Highway; and,
  - Reduce pedestrian safety, particularly considering the current lack of pedestrian crossing.
- Concerns about parking, including:
  - The removal of on-street parking to accommodate the B-Line; and,
  - Insufficient underground parking in apartment buildings.
- That there will be additional traffic from park-and-ride facilities for transit riders;
- The exacerbation of existing traffic issues such as short-cutting through the neighbourhood to access the bridge and congestion due to the level train crossing;
- That home values will decrease from the proposed apartments;
- That covenants were removed from land titles; and,
- That there is a greater need for public input into the OCP; and,
- That there are incongruities between the OCP land uses, guiding principles and objectives.

## PLANNING 101

The City provided 'planning 101' to share with residents how the OCP was developed, the difference between OCP Land Uses and zoning, and to answer questions about planning process.

## VALUES

Residents shared their VALUES. The following neighbourhood qualities are strongly valued by residents:

- Nature and space
- Places for walking
- Safety
- Community: "Everyone knows everyone"
- Street identity, reputation and heritage (including ties back to the original orchard)
- Aging in place
- The rural/country setting
- Family: "A place for kids"
- Character/optics/aesthetics

## ENGAGEMENT GOING FORWARD

Residents identified three strategies to improve the City's engagement process going forward:

1. Improved methods of communication to announce planning processes and engagement opportunities, such as:
  - Direct mail announcements;
  - Announcements in property tax mail-out; and,
  - Large signs or billboards.
2. Broad outreach to ensure that properties that abut the boundary of planning areas are informed about planning processes and have an opportunity to weigh in. More specifically, residents of Ashleigh Crescent would like to be notified of planning processes which impact Patterson Street.
3. Hosting of a neighbourhood meeting to include all residents in Hammond (not just the North Hammond Development Committee).

## NEXT STEPS

Residents were thanked for their time and input. The City agreed to send invitations with details on the April 10th Open House on the Lougheed Transit Corridor Plan and encouraged them to share the word about the Open House among friends and neighbours.

Following the Coffee Session the City of Maple Ridge worked with DIALOG to design an engagement strategy to gather additional feedback to inform the development of the Lougheed Corridor Area Plan. The Open House which was delivered in response is summarized on the following pages.



New Peter Village

### BUILD THE CITY: BLOCK BY BLOCK Worksheet

Commercial / Office

Number of Units

Single Residential

Multi-Family

\* New Peter Village

# Open House

## Overview

The Open House was a response to residents' request for more opportunities for residents of the Hammond Neighbourhood to provide input into the City's planning processes and specifically to providing input on the idea of transition from Lougheed Transit Corridor to the Hammond Neighbourhood. This Open House responded to these hopes. It was designed to gather feedback from all of the residents and property owners within the Hammond Area and LTCS overlap area.

The Open House was held on Thursday May 2, 2019 from 7:00 - 9:00 pm at the Hammond Community Centre. There were \_\_\_\_ participants. Participants were invited by a mail-out letter, which was distributed to 220 residential properties.

This event had several objectives:

- To further understand and consider public concerns and aspirations;
- To continue to build trust and strengthen the relationship with residents of the South-West Lougheed Residential Sub-Area;
- To ensure residents understand the context of engagement and the planning process;
- To obtain feedback on the transition between the Lougheed Transit Corridor and the Hammond Neighbourhood;
- To obtain feedback on the pedestrian experience in the study area; and,
- To obtain feedback on the Lougheed Area Plan and Hammond Area Plan boundaries.



## Open House Activities and Outcomes

An Event Guide oriented participants to the evenings' activities, which included Open House Panels as well as three timed Activity Sessions.

The Open House Panels provided participants with an opportunity to review the context of the activities; and, City staff were available to answer questions about the planning process.

The timed Activity Sessions included: Build the City, Block by Block; Transition Exercise; and, Boundary Exercise and Pedestrian Audit.

## Build the City, Block by Block

Build the City, Block by Block was a small group facilitated exercise where participants used wooden blocks representing different types of development to show what types of density were appropriate and where.

Participants were asked to locate approximately 550 new residential units and ten large format stores or offices, or 80 small stores. The targets were based on the City's Commercial and Industrial Strategy and the Market Analysis that was completed as a part of the LTCS.



GROUP A



- 5 Storey mixed use, including large commercial ground floor and apartments above.
- 5 Storey mixed use, including large commercial ground floor and apartments above.
- 3 Storey apartments.
- 5 Storey mixed use, including large commercial ground floor and apartments above.



- 3 Storey apartments.
- 5 Storey mixed use, including large commercial ground floor and apartments above.

Group A located 300 residential units and 7 large format commercial units in three storey apartments and five storey mixed use buildings between Lougheed Highway and Dewdney Trunk Road.

GROUP B



- Townhouses
- Range of 3 to 5 storey mixed use and residential buildings
- Townhouses book-ended by 3 storey apartments



- 5 Storey Mixed Use
- Townhouses
- 5 Storey Mixed Use

Group B located 480 residential units, including 300 apartment units and 80 townhouse units. This group also located 8 large format and 6 small format stores.

GROUP C



4-5 Storey mixed use, including small scale commercial, apartments and townhouses.



- 4 Storey mixed use
- 2 Storey mixed use
- Park
- 5 Storey mixed use
- Townhouses

This group located 400 residential units, including 360 apartments and 40 townhouse units. This group also located 3 large format and 45 small format stores, and identified a location for a new park.

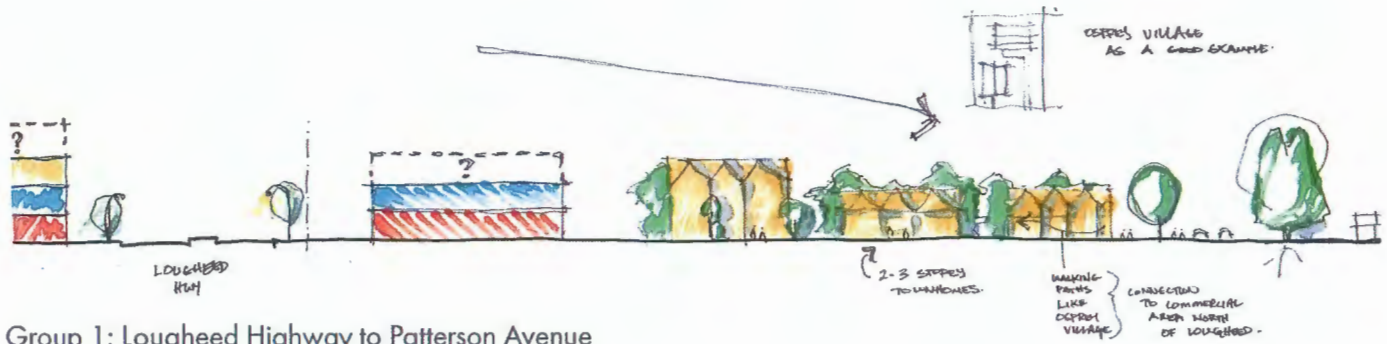


## Transition Exercise

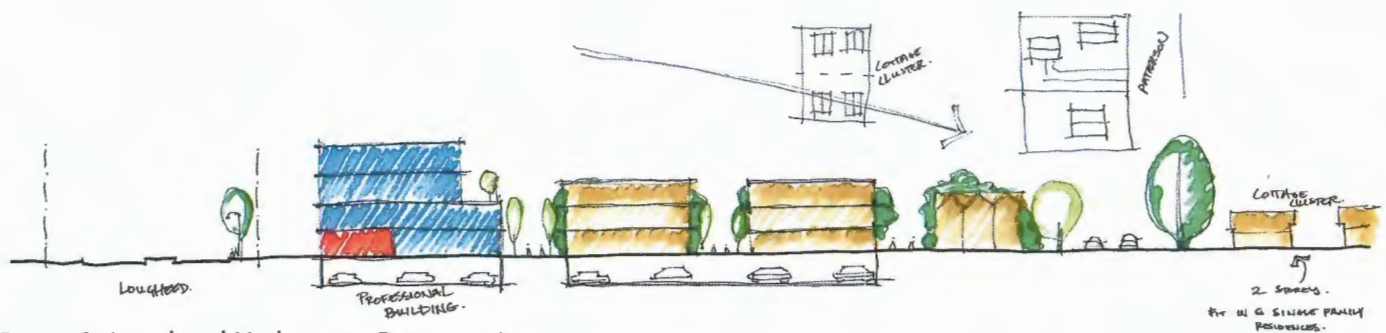
The Transition Exercise was a small group graphic facilitated activity.

Each group worked in section to explore the idea of transition between Lougheed Highway and neighbourhoods to the south.

Three groups explored the transition between Lougheed Highway and Patterson Avenue; and, one group explored the transition between Lougheed Highway and 119 Avenue.



Group 1: Loughheed Highway to Patterson Avenue



Group 2: Loughheed Highway to Patterson Avenue

### GROUP 1

While this group would prefer to see no development in the neighbourhood, they did specify conditions under which it could be more palatable:

- A transition from mixed-use north of Loughheed Highway, to two storey commercial south of Loughheed Highway, to townhouses adjacent to the properties on Patterson Avenue.
- A pedestrian friendly, Osprey Village like connection from Patterson Avenue to Loughheed Highway.

Some people felt that three storey mixed use buildings would be appropriate north of Loughheed Highway, while others felt that four storeys would be appropriate.

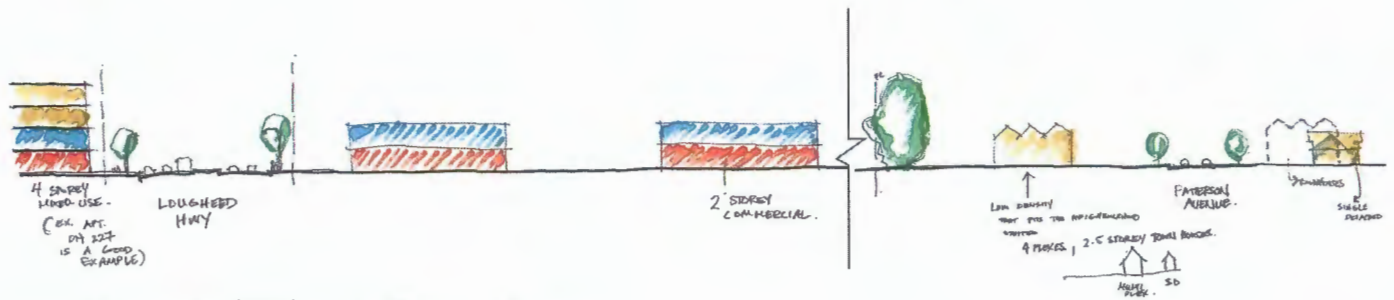
South of Loughheed Highway some felt that directly adjacent to the highway two storeys should remain, while others welcomed three storeys.

### GROUP 2

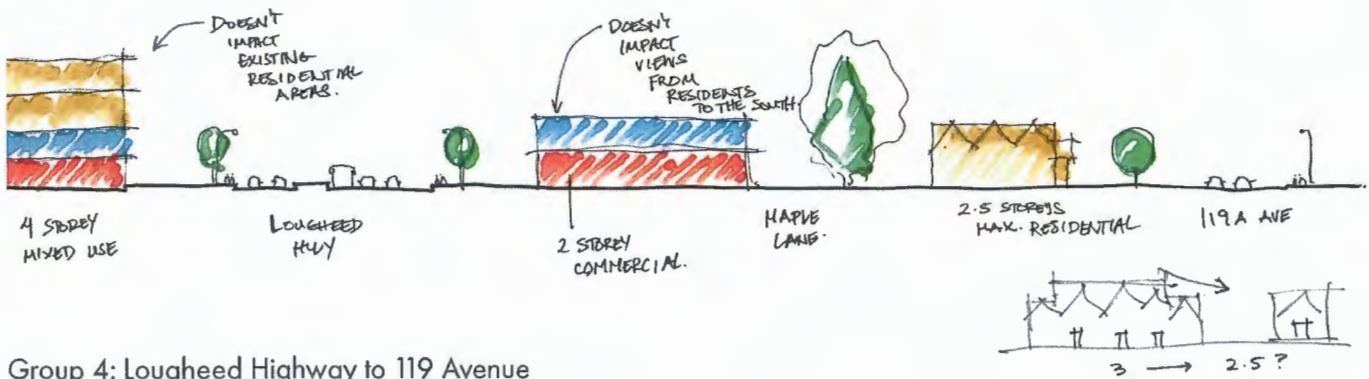
This group saw potential for office and commercial uses along Loughheed Highway up to four storeys, with a transition to three storey apartments, and townhouses to the south edge of the property.

Underground parking and a high quality pedestrian realm were also important.

On Patterson Street, single detached forms of development were preferred, however cottage cluster type forms of development were also seen to be appropriate.



Group 3: Loughheed Highway to Patterson Avenue



Group 4: Loughheed Highway to 119 Avenue

### GROUP 3

This group explored a section from north of Loughheed Highway through to south of Patterson Street.

North of Loughheed Highway four storey mixed use developments were envisioned. South of Loughheed Highway there was a desire to see the existing zoning which permits up to two storey commercial remain.

On Patterson Avenue, some felt that Low Density Multifamily zoning allowing townhouses up to 2.5 storeys was appropriate, while others only wanted to see single detached houses.

### GROUP 4

One Group explored the transition from Loughheed Highway south to 119 Avenue.

North of Loughheed Highway was identified as a good location for four storey mixed-use developments since this area does not impact views of existing residential areas.

South of Loughheed Highway, participants wished to see the existing zoning for two storey commercial remain.

On 119 Avenue, townhouses up to 2.5 storeys were seen to be appropriate.



## **Pedestrian Audit and Boundary Exercise**

At this Activity Station, participants could share their idea about neighbourhood boundaries and about their pedestrian experience.

### **PEDESTRIAN AUDIT**

Participants identified the following OPPORTUNITIES for interventions:

- A multi-use path along Lougheed Highway;
- A sidewalk on 118 Avenue;
- Bollards at 203 Street and Lougheed Highway merge point;
- Extend the 203 Street median south;
- Timed parking at 203 Street and Hammond RRFBs at crosswalk; and,
- A boulevard between the parking lane and sidewalk on 203 Street.

Participants identified the following areas of CONCERN:

- Maple Ridge Chrysler staff parking on residential streets;
- Unsafe bike turning left onto West Street because the intersection geometry and parking blocks sight-lines;
- Parking right up to Patterson Avenue intersection impacts sight lines;
- Need 203 Street crossing at Patterson Avenue;
- Parked cars block sight lines on 203 Street;
- Short cutting is occurring on 118 Avenue;
- Evening queuing past 118 Avenue; and,
- Pedestrian crossing not safe at 203 Street and DTR.

### **BOUNDARY EXERCISE**

Four surveys were completed as a part of the Boundary Exercise. Three participants wished to see the overlap area be included in the Lougheed Transit Area Plan, while one participant wanted to see it remain in the Hammond Area Plan.





# Appendix

LETTER INVITATION  
DISTRIBUTION AREA

## Open House Letter Invitation

Dear Resident,

A new B-Line rapid bus service is coming to Lougheed Highway, and will connect our downtown to the skytrain network in Coquitlam with stops at Laity Street and 203 Street. As we look around the region, these high capacity transit corridors are places where people want to live and they tend to attract new businesses and development opportunities.

The City of Maple Ridge is currently undertaking a review of existing policies in the Lougheed Corridor. There are a number of opportunities for public engagement for residents to help shape the future of our community and share their thoughts on how this important east-west route should evolve to meet the new opportunities that come with increased transit investment, including public meetings, workshops and a feedback survey.

As part of this community planning initiative, and at Council's direction, a study area has been defined. Given it's proximity to the future 203 Street and Lougheed Highway B-Line rapid bus stop, your neighbourhood has been identified as a key sub-area. For this reason, I would like to extend to you an invitation to attend an upcoming Open House specific to your neighbourhood and surrounding sub-area.

**Where: Hammond Community Centre, 20601 Westfield Avenue, Maple Ridge, BC V2X 1L7**

**When: Thursday, May 2, at 7:00 pm**

At this meeting, we will be facilitating small group discussions and a land use exercise to better understand how you envision your property and greater neighbourhood, as well as what an appropriate building transition from the Lougheed Highway might look like. Attending the meeting will be representatives from the City of Maple Ridge Planning Department and our consultants DIALOG Planning and Urban Design.

The meeting will be an opportunity to provide your feedback on the preparation of this important Lougheed Transit Corridor Area Plan, learn more about the study and answer questions that you or staff may have.

If you are able to attend, please RSVP to Amelia Bowden at [abowden@mapleridge.ca](mailto:abowden@mapleridge.ca) or at 604-467-7493.

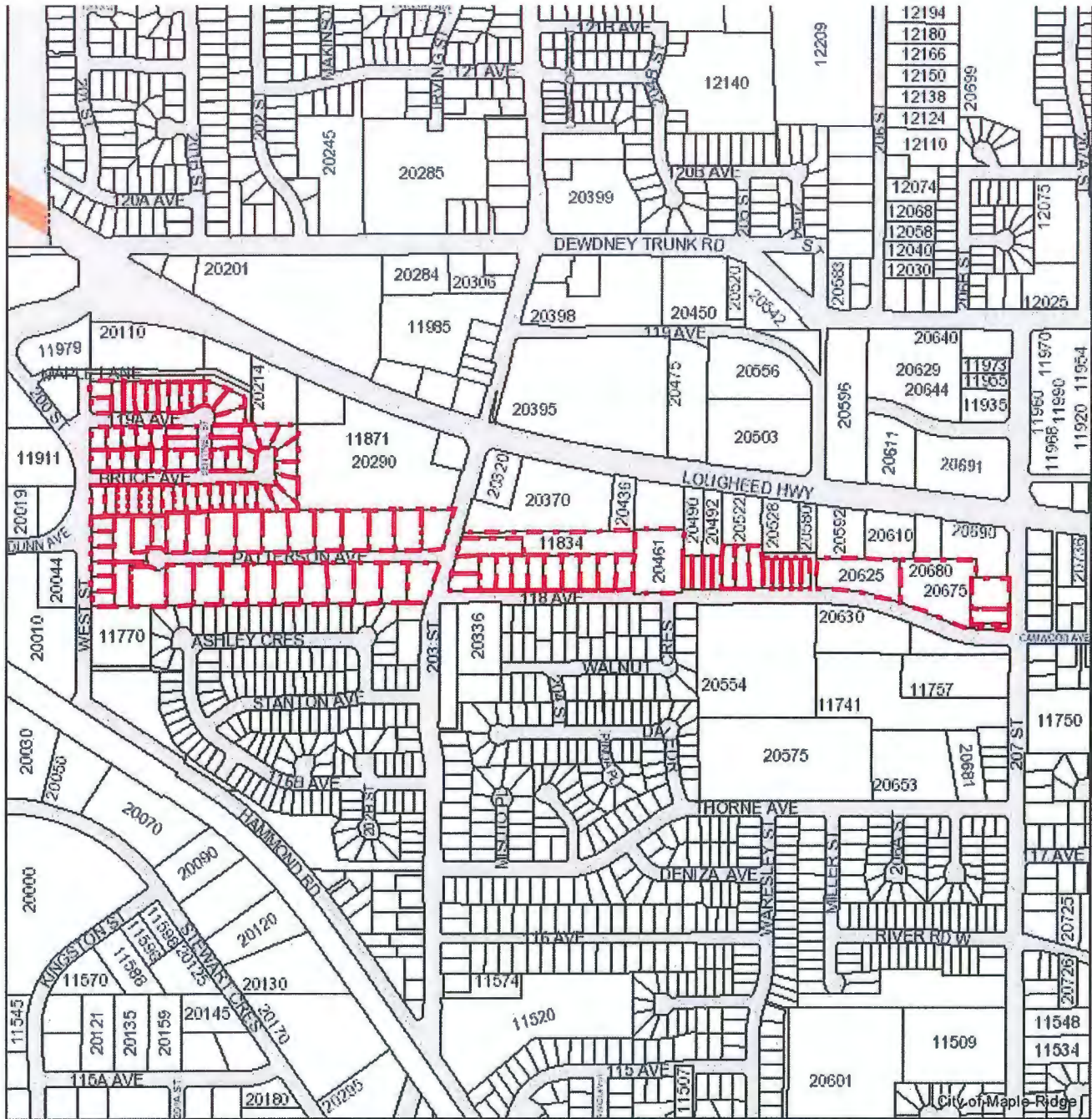
I look forward to our upcoming discussion.








Sincerely,

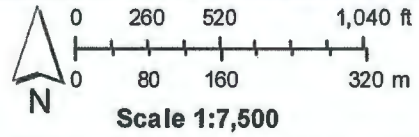


Amelia Bowden, M.Urb MCIP RPP  
Planner

# Letter Distribution Area



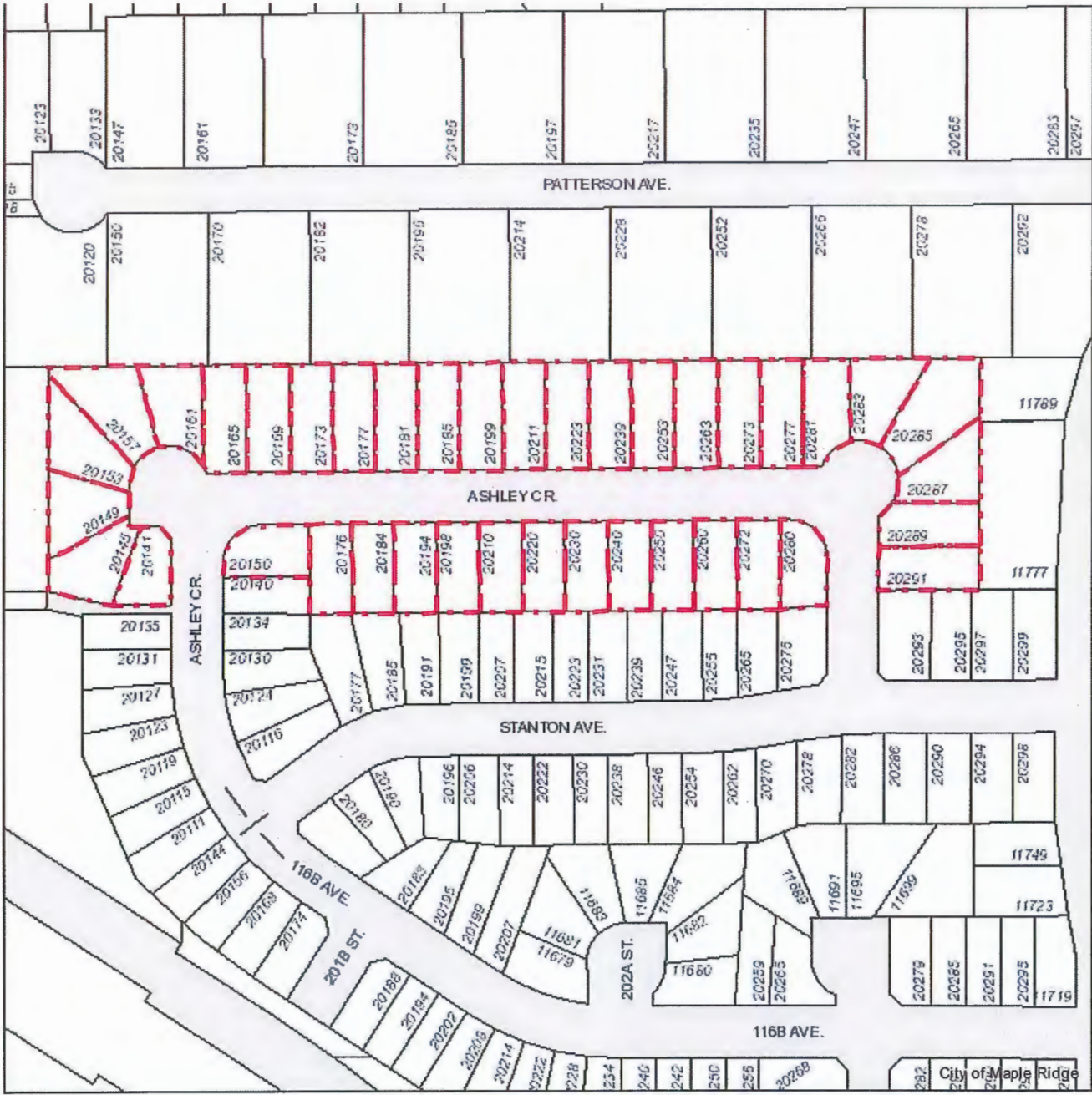
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	Street Centrelines		PropertyParcels
	Parcel		Municipal Boundary
	Municipal Boundary		Railway (Generalized)



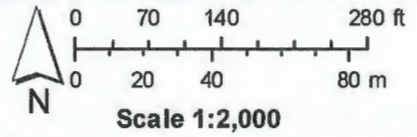
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City of Maple Ridge  
 Legal Notification 2.0  
 Printed: March 25, 2019

# Letter Distribution Area



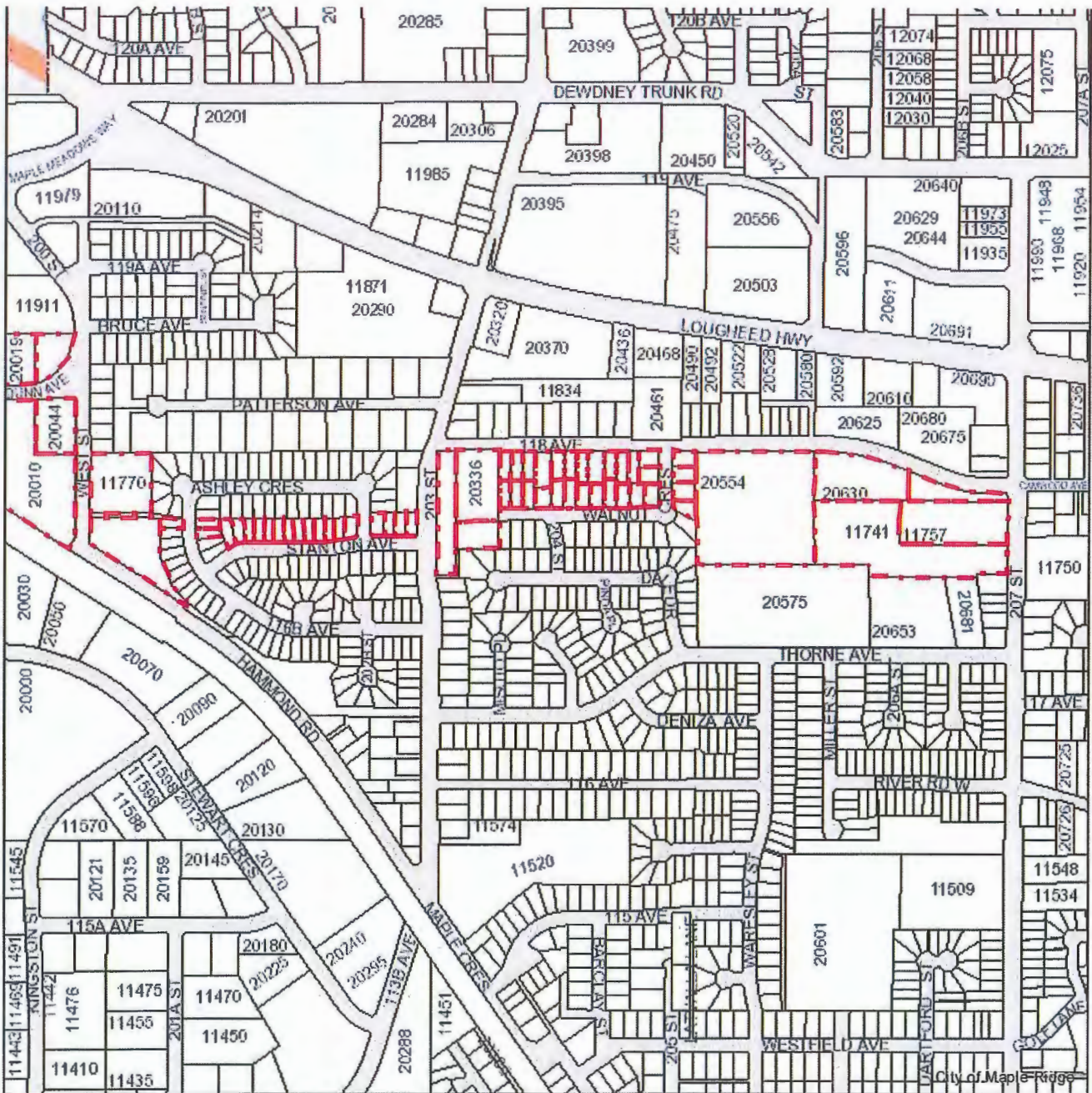
	graphicsLayer0		Railway (Generalized)
	Address Leader		Municipal Boundary
	Street Name Leader		
	PropertyParcels		
	Parcel		
	Municipal Boundary		



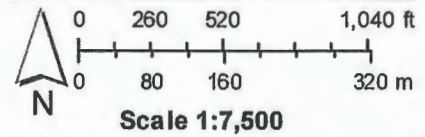
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City of Maple Ridge  
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Printed: April 8, 2019

# Letter Distribution Area



	graphicsLayer0		Municipal Boundary
	Street Centrelines		
	PropertyParcels		
	Parcel		
	Municipal Boundary		
	Railway (Generalized)		



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City of Maple Ridge  
 Legal Notification 2.0  
 Printed: April 11, 2019

massing /  
sepping

landowners  
notified  
of OCP  
designation  
changed

TO HAVE  
LONG TERM  
CERTAINTY

School  
to give  
feedback.

PROACTIVE  
Not  
REACTIVE

maintain  
integrity

ensure  
proper  
infrastructure

COHESIVE  
VISION -  
MORE HUBS

Hope  
MAPLE RIDGE  
SET'S A LONG  
TERM PLAN  
FOR DEVELOPMENT

vision . Workable  
hub

transition

COMMITMENT  
to stick  
to LONG  
TERM PLAN

TO PROTECT  
HERITAGE

USE  
MAPLE  
MEADOWS  
BUS STOP  
FOR B-LINE

B-LINE  
STOP  
AT MAPLE  
MEADOWS

# HOPE'S

better  
informed  
about  
OCP

MAKE ALL THE  
RESIDENTS  
AWARE OF  
THEIR OCP  
designations

to Maple Ridge  
would mean  
town it's roots  
as a neighborhood  
that's profitable  
to the city &  
FAMILIES

PARENT  
ADVISORY  
GROUP  
INVOLVEMENT

PARKING  
SIGN  
ON PATTERSON  
CORNER

HOPE FOR  
AN OVERPASS  
FOR TRAIN

more  
education /  
about  
OCP

OCP  
GUIDING  
PRINCIPLES  
+ OBJECTIVES  
AGREE (✓)

# CONCERNS

COVENANT

BRIDGE +  
TRAFFIC

PARKING

SAFETY

PROVISION FOR  
CONTROLLED  
PEDESTRIAN  
CROSSINGS

ACCESS  
BT. 203  
+ ASHLEY  
+ PATTERSON -  
CANT TURN

B-LINE  
TAKING UP  
PARKING

SAFETY  
CHILDREN  
WALKING  
TO SCHOOL

PROXIMITY  
TO  
LOUGHED

NEED MORE  
PARKING -  
UNDERGROUND  
FOR APART.  
BUILDINGS

SOCIAL  
MEDIA  
AS A TOOL  
FOR NOTIFYING  
RESIDENTS OF  
PLAN PROCESS

PARK +  
RIDE  
FACILITIES

FIRE  
SAFETY  
ACCESS

PUBLIC  
INPUT  
INTO  
OCP

VALUE OF  
PROPERTY  
DECREASING

PARKING  
FOR TRANSIT  
RIDERS

203 +  
LOUGHED  
↳ ACCIDENT  
FREQUENCY

INTERSECTION  
AT 203  
ESPECIALLY  
DANGEROUS  
@ LOUGHED

level-  
train  
crossing

# VALUES

WALKING

COMMUNITY

"everyone knows everyone"

FAMILY  
"A PLACE FOR EVERYONE"

RURAL/COUNTRY SETTING

NATURE + SPACE

SAFETY

STREET IDENTITY + REPUTATION + HERITAGE

AGING IN PLACE

# ENGAGEMENT GOING FORWARD

billboards ✓

direct mail  
property tax mail out ✓

Methods of communication to improve

INCLUDE ASHLEIGH CRESCENT

character  
optics / aesthetics

neighbourhood mtg for <sup>Household</sup> + <sup>Landscaped</sup>  
(not just committee)

# Lougheed Transit Corridor Study Survey

**70**  
Responses

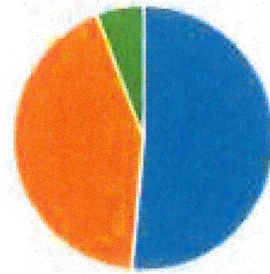
**14:17**  
Average time to complete

**Closed**  
Status

  
Ideas

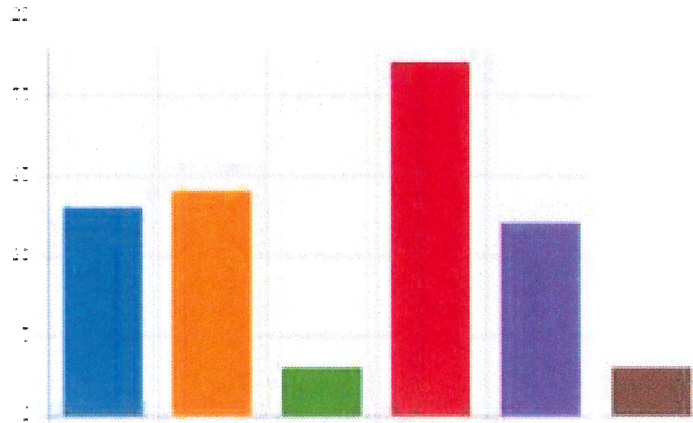
## 1. Do you live in the Lougheed Corridor Study Area?

<span style="color: blue;">●</span> Yes	35
<span style="color: orange;">●</span> No	29
<span style="color: green;">●</span> Prefer not to answer	4



## 2. Where do you work or attend school?

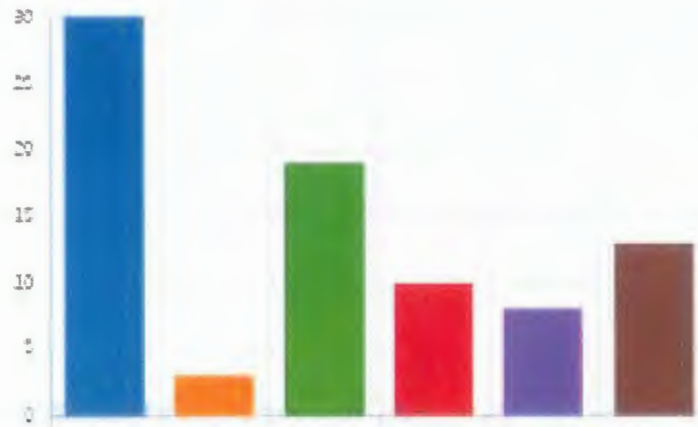
<span style="color: blue;">●</span> In Maple Ridge, within the Lo...	13
<span style="color: orange;">●</span> In Maple Ridge, outside of the...	14
<span style="color: green;">●</span> Outside of Maple Ridge, along...	3
<span style="color: red;">●</span> Outside of Maple Ridge	22
<span style="color: purple;">●</span> No fixed workplace	12
<span style="color: brown;">●</span> Prefer not to answer	3





3. How do you typically commute to work or school?

<span style="color: blue;">●</span> Private Vehicle	30
<span style="color: orange;">●</span> Carpool	3
<span style="color: green;">●</span> Public Transit (i.e. WCE, Bus, S...	19
<span style="color: red;">●</span> Cycle	10
<span style="color: purple;">●</span> Walk	8
<span style="color: brown;">●</span> I do not work or attend school...	13



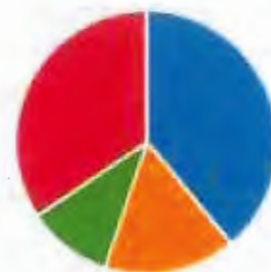
4. How often do you or someone in your household use public transit?

<span style="color: blue;">●</span> Five or more times per week	17
<span style="color: orange;">●</span> Three to four times per week	9
<span style="color: green;">●</span> Once to twice a week	4
<span style="color: red;">●</span> Once every two to three weeks	8
<span style="color: purple;">●</span> Once a month	11
<span style="color: brown;">●</span> Not applicable	18



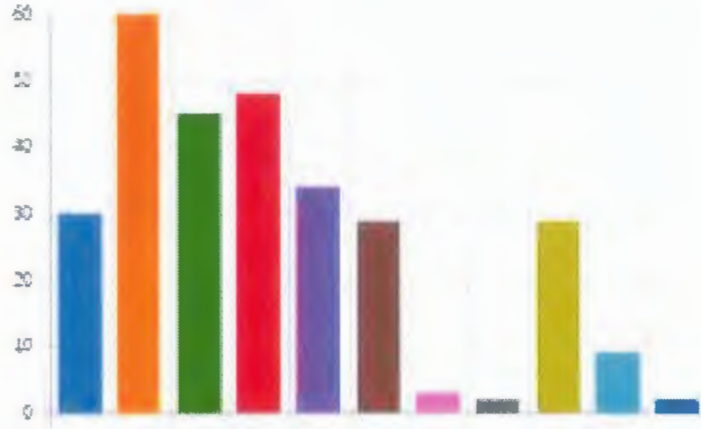
5. How likely is it that you or someone in your household will use the B-Line Bus Service?

<span style="color: blue;">●</span> Definitely	26
<span style="color: orange;">●</span> Very likely	11
<span style="color: green;">●</span> Likely	7
<span style="color: red;">●</span> Not Likely	23



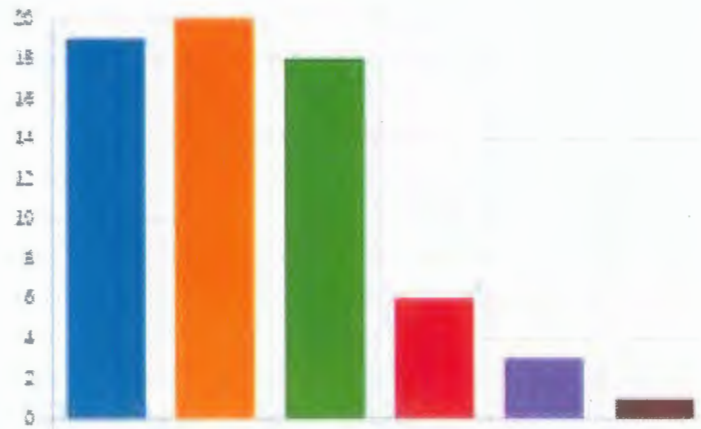
### 6. Which of the following do you visit within the Lougheed Transit Corridor Study Area?

● Friends and/or family	30
● Shopping (i.e. Westgate Shop...	60
● Services (i.e. business, financial)	45
● Restaurants / Coffee Shops / P...	48
● Ridge Meadows Hospital	34
● Medical / Doctor / Health Car...	29
● Childcare / Education Instituti...	3
● Faith-based Institutions	2
● Parks / Recreational opportuni...	29
● Maple Ridge Cemetery	9
● Other	2



### 7. Combined, approximately how often do you visit one or more of these destinations within the Lougheed Transit Corridor Study Area?

● Five or more times per week	19
● Three to four times per week	20
● Once to twice a week	18
● Once every two to three weeks	6
● Once a month	3
● Not applicable	1



### 8. Please tell us what you see as some of the key features of the Lougheed Transit Corridor Study Area?

45 Responses

Latest Responses

"Walkable shops and services with a neighbourhood feel (similar to pl...

### 9. Please share your thoughts on what you feel needs improvement in the Lougheed Transit Corridor Study Area?

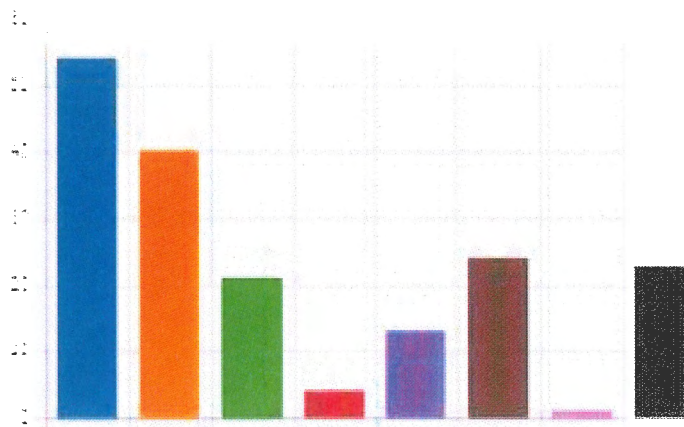
51  
Responses

Latest Responses

"it would enhance the area to have more green and social spaces i.e. - ..."  
"Bike paths (currently cycling is simply not encouraged or possible)"

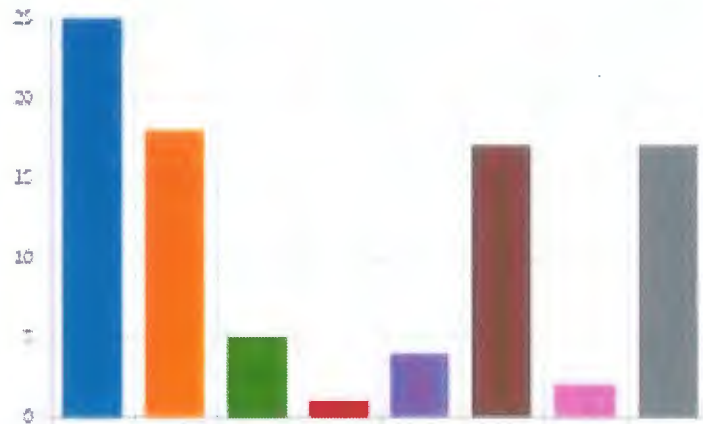
### 10. We want to know what types of uses and services you would like to see more of along the Lougheed Transit Corridor. The area is broken down into three Precincts: 203rd Street: The City's second largest shopping & services area stretching from 200th to 207th. Laity Street: The Cemetery, Ridge Meadows Hospital and supporting health care services are located, as well as housing and a small retail area. 222nd Street: Adjacent to the Town Centre, this Precinct can be considered as the "The Gateway" into the Town Centre. What do you do in these areas? Tell us what sorts of available uses and services you visit in the 203rd Street Precinct today?

Shopping	54
Restaurants & Coffee Shops	40
Personal Services (i.e. hair & b...	21
Childminding & Daycare	4
Health & Fitness Services	13
Medical & Pharmacy Services	24
Faith-based Institutions	1
Recreational Opportunities (i.e...	23



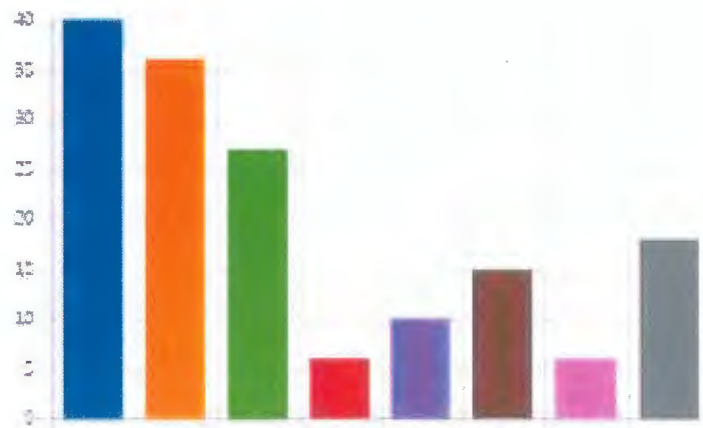
11. What do you do in these areas? Tell us what sorts of available uses and services you visit in the Laity Street Precinct today?

● Shopping	25
● Restaurants & Coffee Shops	18
● Personal Services (i.e. hair & b...	5
● Childminding & Daycare	1
● Health & Fitness Services	4
● Medical & Pharmacy Services	17
● Faith-based Institutions	2
● Recreational Opportunities (i.e...	17



12. What do you do in these areas? Tell us what sorts of available uses and services you visit in the 222nd Street Precinct today?

● Shopping	40
● Restaurants & Coffee Shops	36
● Personal Services (i.e. hair & b...	27
● Childminding & Daycare	6
● Health & Fitness Services	10
● Medical & Pharmacy Services	15
● Faith-based Institutions	6
● Recreational Opportunities (i.e...	18



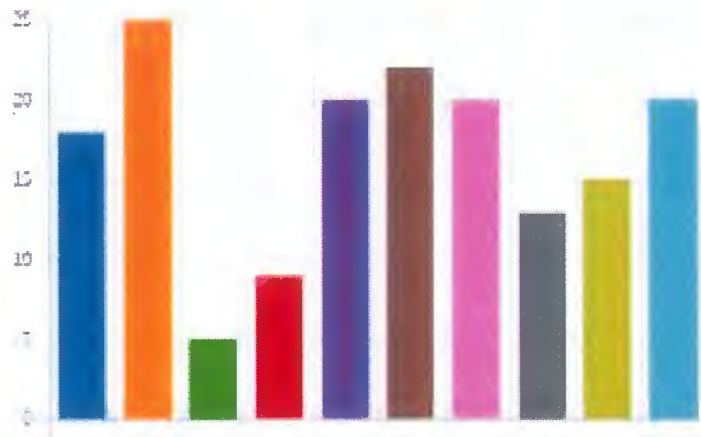
13. Are there other uses and services you enjoy visiting in these Precincts today?

20  
Responses

Latest Responses  
"Public Library and Rec Centre, as well as the ACT and shopping on 22..."

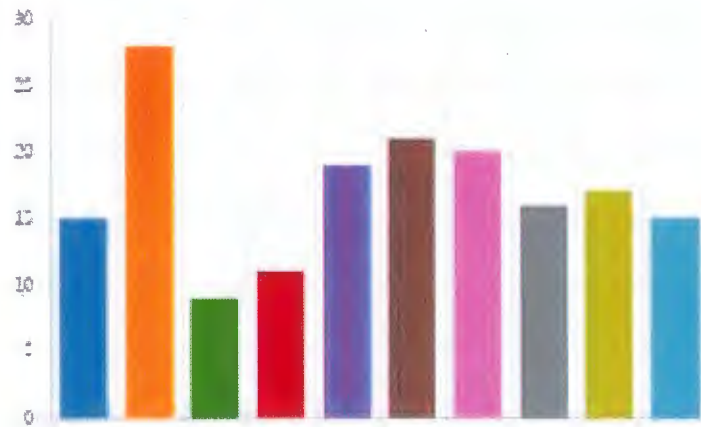
### 14. What would you like to see more of in the 203rd Street Precinct?

More market housing	18
More rental and affordable ho...	25
More childcare services	5
More educational opportunities	9
More employment opportunit...	20
More shopping & personal se...	22
More restaurants, pubs, and c...	20
More medical services	13
More opportunities for arts & ...	15
More public gathering spaces,...	20



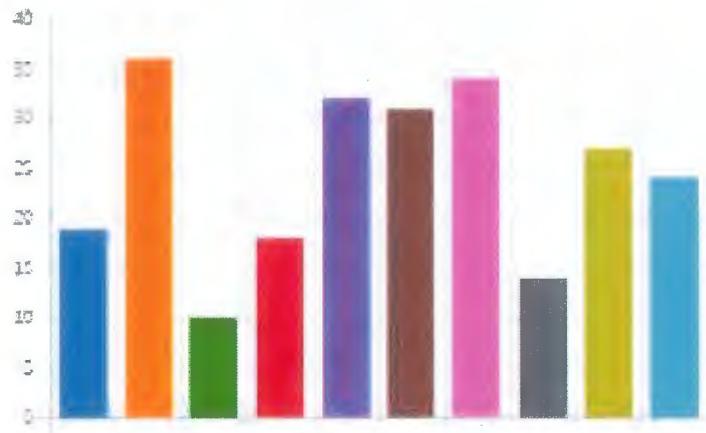
### 15. What would you like to see more of in the Laity Street Precinct?

More market housing	15
More rental and affordable ho...	28
More childcare services	9
More educational opportunities	11
More employment opportunit...	19
More shopping & personal se...	21
More restaurants, pubs, and c...	20
More medical services	16
More opportunities for arts & ...	17
More public gathering spaces,...	15



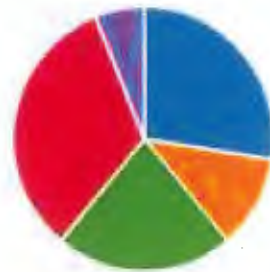
16. What would you like to see more of in the 222nd Street Precinct?

More market housing	19
More rental and affordable ho...	36
More childcare services	10
More educational opportunities	18
More employment opportunit...	32
More shopping & personal se...	31
More restaurants, pubs, and c...	34
More medical services	14
More opportunities for arts & ...	27
More public gathering spaces,...	24



17. What other community amenities would you like to see more of in these Precincts?

Parks	36
Playgrounds	15
Open spaces	29
Pedestrian and bike-friendly p...	43
Other	8



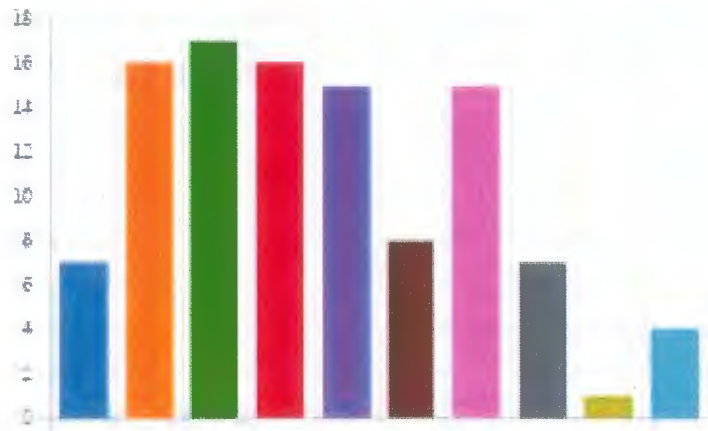
18. Are there any other community uses, services or amenities you would like to see more of in these Precincts?

24  
Responses

Latest Responses  
"connecting bike paths"

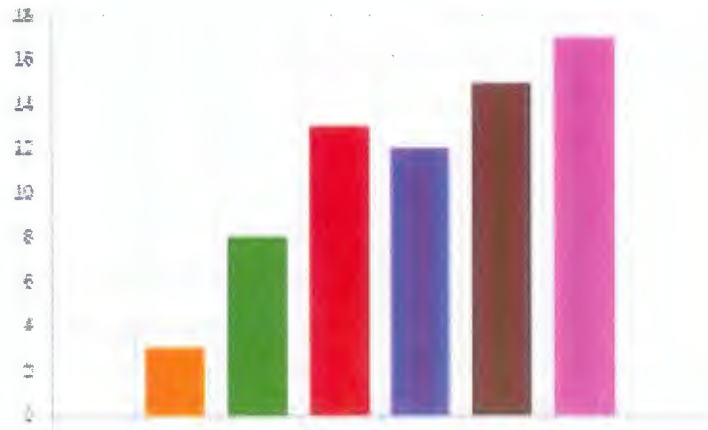
19. How did you hear about the Lougheed Transit Corridor Study and/or the Open House?

● Pop-Up with a Planner Event	7
● Email from an organization	16
● Newspaper	17
● Mailed post card	16
● City of Maple Ridge website	15
● Translink website	8
● Social media	15
● Word of mouth	7
● None of the above	1
● Other	4



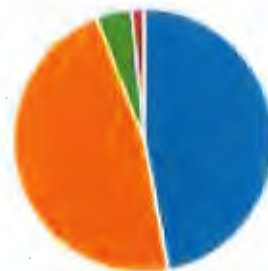
20. What is your age?

● 19 or younger	0
● 20 - 24	3
● 25 - 34	8
● 35 - 44	13
● 45 - 54	12
● 55 - 64	15
● 65 or older	17
● Prefer not to answer	0



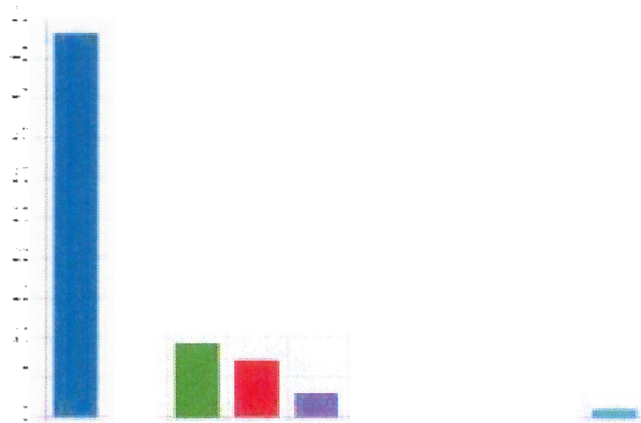
21. What gender do you identify as?

● Female	32
● Male	32
● Prefer not to say	3
● Other	1



### 22. What type of housing do you currently live in?

Single Family House	48
Duplex, Triplex, or Fourplex	0
Townhouse / Row House	9
Apartment	7
Secondary Suite / Temporary ...	3
Detached Garden Suite	0
Manufactured Home Park	0
Assisted Living	0
No fixed address	0
Prefer not to answer	1
Other	0



### 23. Please provide any other comments or information you would like us to have. Thank you.

30  
Responses

Latest Responses

"Green is the answer to so many issues. Green up the entire area as m...



## Long Answer Survey Responses

### Please tell us what you see as some of the key features of the Lougheed Transit Corridor Study Area?

- Currently adequate level of retail and service commercial, lacking in housing density.
- Variety in services and amenities are offered, limited pedestrian and cycle facility (i.e. benches/bike locking facilities) and little green space along lougheed (i.e. along sidewalks).
- Older neighbourhoods and commercial along the corridor.
- North of Dewdney Trunk is residential.
- accessibility & safety (lighting) & bus shelters
- It will make it faster for us to get to the Coquitlam skytrain station and that is great. I think you have a bus stop for this B line at the Haney Place Mall, which we definitely would love !
- Potential for growth (shops), great restaurants, links up with Community Shuttle stops
- Quicker to get to and from home / work if I don't have to travel through Pitt Meadows and fight the trains!
- "I am questioning the reason that the B-line bus will not hook up with existing bus loop at Haney Place mall?"
- This way there would be quick access to all bus routes in the area, reduce travel times and congestion due to persons waiting for other buses to make a connection."
- Please consider 222st and dewdney trunk as a stop. Thank you!
- Apartment Development
- increase density & more population
- It seems this transit corridor focuses on people getting through the corridor principally by car or by walking. Infrastructure should be built that promotes active transportation, such as cycling, alongside the B-line bus so that people can use multi modes of transportation. The ability to have people use multiple modes of travel will have a positive effect on the environment and health of our community.
- To transit skytrain easily.
- By having transit corridor more people will get out of there cars because it faster to sky train in Coq. It took too long using 701 to and from Coq.
- Convenience, environmentally-friendly.
- Needs a park and ride stop
- Commercial uses
- Faster to Coquitlam
- Better parking areas for patrons using 'B' Line
- Make this area ACCESSIBLE for seniors and families, strollers/wheelchair access. Make is safe for our kids to walk on real sidewalks. There is a lot of potential for walkability and businesses or mixed development.
- Sidewalk

- B Line desperately needed for people going to Coquitlam Skytrain
- Empty lot on 203 & Lougheed southwest. Condos with shops and B line stop.
- - Traffic congestion. It is getting worse and worse with more people moving this way.
  - Lack of commuting alternatives. Major roadways have not changed for at least the past 20 years.
  - No parking alternatives to park and ride”
- More focus should be on transit. We really need to get more people out of their cars asap. I don't think shops along Lougheed Highway can be terribly successful. The car traffic is just so unpleasant. Lougheed through the town core should be more for people, less for speeding cars. Why do we even have the Haney Bypass?? Isn't it supposed to reduce car traffic through the town core?
- The existing commercial areas and the hospital.
- Grocery shopping, automotive fuel and foodservice opportunities.
- Traffic
- reduce cars on Lougheed - parking lot @ peak times now
- Less stops - Fast service - No Driving - Save on Gas"
- Nothing
- Continued development of new business, both for residents to shop at and for local employment. We need a lot more "Meridian Meats" and "Gratia Cafe" type businesses, and less low-end junk shops, pawn shops etc.
- increased services
- convenient to the public bus
- BLine
- Very busy traffic. not enough public transport
- Its connection to Highway7 and the direct route it takes to Pitt Meadows. This area is a corridor between West and East Maple Ridge. From Maple Ridge to the rest of metro Vancouver, where we work and where friends and family live. this neighborhood is business friendly and safe. Features a great business diversity and has plenty of parks and schools.
- restaurants, shops, gov 't services,
- The separated bike lane on lougheed hwy (BTW Laity and 216th) is great and used regularly. However, it needs to be extended throughout Maple Ridge to make it safer to move east and west through our community.
- identifying problem areas surrounding the corridor area
- Traffic patterns — managing local everyday activity along with commuting traffic. Even with Bus service there will be traffic congestion, especially feeding along 207 and 203 and Dewdney. Increasing home density and business development will only increase traffic along the corridor and surrounding areas.
- Walkable shops and services with a neighbourhood feel (similar to places like Osprey Village, Kitsilano, Mount Pleasant, etc)

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## Please share your thoughts on what you feel needs improvement in the Lougheed Transit Corridor Study Area?

- Increased housing density close to the corridor. Increase retail/service commercial for area residents. Increased workplace and employment along corridor.
- more mixed use buildings (i.e. commercial on bottom, residential on top); more multi use off road pathways both N/S connecting Dewdney to Lougheed as well as and E/W in parallel to and north/south of Dewdney and Lougheed; need more green initiatives (i.e. trees as buffer between the road and sidewalk);
- New commercial developments, lack of greenspace and parks within walking distance. Lougheed is not pedestrian friendly.
- "The B-Line should go down Dewdney Trunk rather than Lougheed Hwy. Most of the residents of Maple Ridge live north of Dewdney Trunk. Proximity to the B-Line has a major impact on its usefulness. Having to walk further is a deterrent for many people.
- The B-Line is already a stop-gap measure that will not address traffic congestion in Maple Ridge. The current infrastructure is overwhelmed managing our current situation. The mess in the Albion/Thornhill and Silver Valley areas will not be serviced by the B-Line in a direct enough manner to get these people out of their cars. The new developments in the town core will also bring in a significant number of new residents. A case already exists for all-day-long, 7 days a week, rapid transit (that does not stop at every stop light) from Thornhill directly to Coquitlam Central Sky Train Station (light rail). We do not need more roads we need RAPID transit.
- Let's not forget that Mission is burgeoning as well and all their commuters will be passing through Maple Ridge.
- There should be continuous bike lanes within the corridor. A cyclist should not have to divert to the north and the south to move through the community.
- look at traffic light cycles. some improvements on cycle time could be done for efficiency. this could improve traffic flow
- We need a bus stop for the B line at the Haney Place Mall. I can't tell from this map if that stop is contemplated but Thank you in advance for that !!
- Add capacity along Lougheed (6 lanes) bus, uc jumpers, bike lanes (separated) wide sidewalks, more pedestrian controlled lights, setbacks for new developments to allow future widening, high/med density commercial residential, less driveways from Lougheed, access through front use streets.
- Sky train needs to be built along it to the east edge of maple ridge. It would help with traffic congestion.
- Better sidewalks & more separated BIKE LANES would be amazing!!!
- Want to see more businesses being open along Lougheed Hwy and want to see more high-density residential apartment building (8-15 storey) along Lougheed Hwy.

- A direct route down Lougheed is needed badly without stops every 2 blocks
- More affordable condos. increase a lane or two on Lougheed Hwy need a B-line Bus stop @ Lougheed @ 222 ST. express bus service to skytrain or railway service.
- Need more population so more people will use the Transit to make it popular & more useful.
- All types of active transportation should be considered as the corridor is further developed as a major transit route. It is great to have a B-Line bus between Maple Ridge and the Coquitlam skytrain, but there is a need to provide adequate bicycle routes for those who would like to cycle to board the bus at either 203rd or Laity. Currently, 203rd lacks an adequate and safe bicycle route between Dewdney and the Lougheed. As well, Laity St. between Lougheed and Dewdney also lacks a safe bicycle route so those on bicycles who approach those two stops from the north do not have a safe route to do this.
- We hope you can have more stops between 210th and 216th which Maple Ridge Secondary School students can reach easily as well as at 207th nearby Riverside Center.
- Have it straight down Lougheed Hwy.
- More frequent service south of Dewdney Trunk.
- The stop at 22nd St. is necessary from my point of view.
- More Buses
- Mixed use buildings (commercial first floor/residential second); transit hubs; green space
- Better parking time limits for out of area folks.
- More sidewalks. More green space and community gathering areas. Honestly, this part of Maple Ridge is ugly. I don't like how I have to walk 20 mins to a wheelchair/stroller approved stop or drive to green spaces/walkable neighbourhoods.
- I don't want it to look ??
- We need more job for people to work & life here."
- Walking access to Meadowtown, Harris Road on Lougheed Highway.
- Better B-line stop at 203 & Lougheed
- Major roadways like Lougheed Hwy or Dewdney Trunk need major improvements to allow for more vehicles onto the streets, including now transit. They should be at least a 6-lane roads. Lougheed should be 8-lane road - West Coast stations have only one park and ride, Haney station does not have one - Haney bypass needs major improvements, to at least a four to six lane road, to allow traffic to move better around Maple Ridge - sidewalks are not properly defined in a big section of Lougheed highways. needs improvement - pedestrian aerial crossings, to allow for pedestrians for safe crossing and better traffic flowing instead of more traffic lights and at level pedestrian crossings - In general, planning seems to take forever....Government needs to speed up or fast track improvements. I've been in MR for the past 12 years, and very few improvements were done to this corridor if any, and MR has grown at almost double its population at that time. We would have needed more efficient ways of commuting at this time (like Sky train), not just a B-Line to encourage people of using transit..."

- Walking and cycling connections to transit and other destinations need to be improved. Why just making driving the easiest and most direct way to get around, when cycling and walking routes are so disconnected, inconvenient and indirect? Cycling routes have lots of stop signs. Cars can mostly just keep motoring along. Is it surprising that people choose to continue to drive?
- Allowing for, and encouraging, increased density in the transit study area, and especially in areas close to the B-Line stops is crucial. Some of the neighbourhoods near the new stops are only single family neighbourhoods, but the low density uses will need to be reconsidered as this service arrives. Otherwise, there is no point in providing the B-Line service. Better transit service should be accompanied by higher density. This will help relieve development pressure on the north and eastern areas of town, further away from transit routes.
- Could use more Medical and Dental services... the current facilities are at capacity and most are not taking patients.
- Bus, pull outs so does not impede traffic- safety for users - lighting, safe zones
- green space – buffering – parking - safety
- Skytrain would be nice one day? – Complains - Realyable
- Spend the money on improving local transit and community shuttles and a parking facility at the bus loop
- Improved traffic flow during commuter hours. Limited access turns/driveways? As above more forward - thinking business developments. Purpose built/zoned rental buildings.
- Better bus shelters.
- Use Dewdney vice Lougheed. Lougheed has too many problems at 203.
- Need Better Transit System
- Cycling infastructure
- More facilities on bus and other kinds of public transportations.
- Would just like to see more transit options, more frequent runs between areas in the corridor using smaller buses to complement the B-Line.
- As a corridor, it should help facilitate the movement of people. Examples of that could be:
  - 1) Multi use pathways along the corridor at least connecting to the B-line stops
  - 2) Green-wave traffic lighting to avoid congestion slowing down b-line traffic
  - 3) Dedicated bus lanes at rush hour times of day to help move people.
  - 4) Utilizing rental-only zoning as done in the City of Vancouver for the UBC skytain route to avoid real estate speculation
  - 5) Greening up transportation infastructure with urban vegetation to help alleviate stress and add value to our streets
  - 6) working with the province to improve the Dewdney/Lougheed intersection at 200th ave to avoid congestion

- traffic is a disincentive.
- There needs to be more separated bike routes connecting cyclists moving east and west. There also needs to be safe cycling infrastructure moving people North and South in order to connect them to the B-Line bus stops. The last km connecting people to rapid transit is key in having people use this service.
- High or medium density too close to existing single family homes. Is other land available . Traffic on Lougheed by 203 st is already very bad. Second most accidents in Maple Ridge.
- better detail to parking and congestion
- Proper bus pullouts, restricted parking on 203 Ave south of Lougheed. Better crosswalk signage at current crosswalks.
- A lot of emphasis is being made re business development and increased housing density along the corridor. No one seems to want to discuss traffic congestion along arterial routes, as well as the corridor itself. Not everyone will take the bus or WC Express. If 203 and 207 will be (and are) major north/south arteries, as I was told at the open house, planners should be offering a concrete vision(s) regarding how these roads will be widened and how traffic will flow. Despite our hopes, cyclists and pedestrians will NOT be the main users of these roads. Encouraging people to get out of their cars is great, but realistically — this is not downtown Vancouver. Mayor Morden commented that the above discussion does not fall under “land use”, but residents of the 203 area are extremely concerned about how land is designated and “used”, both along the “corridor” and adjacent routes.
- Bike paths (currently cycling is simply not encouraged or possible)
- it would enhance the area to have more green and social spaces i.e. - sitting, walking - both connecting businesses on a pathway more suitable than Lougheed and Dewdney, and walking surrounded by natural planting,, coffee houses,
- As many trees as possible & bird habitats, "

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### **Are there other uses and services you enjoy visiting in these Precincts today?**

- 222 street access to waterfront
- No
- Riverside Center for adult education.
- No
- There are no recreational opportunities. Childminding and daycare are "not applicable".
- 203rd Street - Cobbs, Langley Market
- 203rd Street area – walk - Quiet neighbourhoods/no crime/single-family houses
- No
- Excuse me, but why are pedestrian and bike-friendly paths considered "recreational opportunities" along the Lougheed Transit Corridor? Seriously, the only reason people walk or bike in this area is for transportation purposes, just like people use transit or drive. I think

TransLink as well as municipalities need to start taking cycling more seriously as a mode of transportation!

- 203rd Street - walking cycling; no apartments along 203rd Street - 222nd Street - higher density residence with a mix of commercial"
- We walk to shopping, restaurants/coffee shops, personal services, medical/pharmacy services. 203rd Street - Bike lanes - Laity Street - Hospital
- 203rd Street - walk to coffee shops
- 203rd Street - Starbucks, Great Cut, Save On Food, BCAA - 222nd Street - Trevor Linden Gym, No Frills, Haney Mall, Walmart
- 203rd Street - Nothing all there now. Laity Street - Full time service needed to hospital. 222nd Street - Nothing
- 203 St - Mostly just shopping in this area. Laity St - Home! Also enjoy Westview Park dog area. 222 St - Love all the new businesses, we do "downtown" more than in the past to enjoy shopping, restaurants, breweries etc."
- 203 St - my routes to cycle out of M.R. Laity St - Cycling 216-222 is daunting. 222 St - Gaps in AAA cycling"
- friends and family
- Public Library and Rec Centre, as well as the ACT and shopping on 224

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## **Are there any other community uses, services or amenities you would like to see more of in these Precincts?**

- Continuous bike paths that do not require diverting north and south of the corridor. Sidewalks on all streets in the corridor to make walking a better option. There are many places without sidewalks and while walking you have to be constantly monitoring for cars as you walk on the edge of the road.
- More trees.
- Bikeway down Lougheed
- Bike paths that actually lead to somewhere and don't ADD to the commute. And not like the separated bike path on 203rd. This path is actually more dangerous as you have to cross 203rd at the south end to enter it. It isn't swept like the streets so it's full of loose gravel and garbage. The north end leads to nowhere. Cars park in it. It is completely useless
- Gym
- Mobility accessible buses that are more user friendly. If I go by bus I often have to interrupt the whole area so as I can set my mobility scooter in place properly. If there are two already on the bus I am forced to wait until a bus which has space available

- I would like to see a focus on developing safe cycling round every school in this precinct so that parents feel comfortable letting their kids ride their bikes to and from school.
- sports fields for badminton, basketball, etc.
- No
- Laity Street - Bike Path. 222nd Street - Bike Path
- More controlled parking for residents
- 203rd St - Multi-use buildings - shops below and apartments above, w/underground parking. Laity Street - There is practically nothing here, what a missed development opportunity! 222nd Street - More green spaces and commercial spaces - not just liquor stores and 7/11
- 203 St - no apartment building - low density single family homes; better crosswalk signals on 203. Laity St - bike lane. 222 St - condos shops below
- Hospital is completely overwhelmed, and the acute area has not been upgraded for 30 years at least. Needs huge improvements. Services for the amount of people leaving in all of Maple Ridge are completely overwhelmed and even in an emergency your waiting time could take up to 12 hours to see a doctor. Medical clinics are closing, not opening in Maple Ridge....We NEED MORE DOCTORS please. if you need to see a doctor, most existing clinics close at mid-day since they don't have available doctors to see. More swimming pools or community centres are needed to serve the increase population. A convention centre or some sort of public arena, which allow for more visitors, and therefore income for the city.
- Bike parking.
- Post Secondary Education or Adult training schools combined with Medical Services space.
- 203 St - So much wasted land at the Value Village "mall". Mixed use commercial on ground floor, residential above would be great. Laity St - Continued redevelopment of run-down homes, or renovations, is good. Small neighborhood cafes/pubs would be nice. 222 St - Kepp up the good work with new business development! Despite all the criticism online, I think downtown is headed in a positive direction. Change here is good! Love all the new, young, forward thinking businesses.
- 203 St - E-W cycling route. Laity St - E-W cycling route. 222 St - E-W cycling route
- park and ride facilities
- more pedestrian connectivity, transit shelters, street trees, planters, more pedestrian friendly space too car oriented
- Safe, walkable green spaces for gathering and for all ages
- connecting bike paths



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**Please provide any other comments or information you would like us to have. Thank you.**

- For the B-Line service, Lougheed Highway makes more sense than Dewdney Trunk. Dewdney would become far too crowded with the 701/791 and the B-Line buses, as well as local traffic.
- There is a townhouse development proposal for the corner of Dewdney Trunk and 220th Street. Townhouses make sense at this location, but the current proposal will extend three "lots" down the west side of 220th Street. The apartment building on the east side of the street extends only 2 "lots" down 220th Street. It would be more appealing to have these developments match (the proposal on the west side of 229th should also only extend 2 "lots" down 220th).
- Thank you very much for making the B line. It will help my two children get from Maple Ridge to Simon Fraser University in Burnaby and help me get to Vancouver for work. We appreciate it.
- Great Staff at Open House. Warm welcoming and knowledgeable
- I strongly support high density residential apartment buildings (10-15 storey) along Lougheed Highway between 216 street and 222 street.
- Having to travel all through Pitt Meadows and deal with trains is an extra 20-30 minutes each way to and from home/work. A direct route would be so much faster.
- If you can provide a service to help Maple Ridge Homeless issue, that will be appreciated, like providing homeless welfare free bus driving them to find another place surviving.
- I believe if you have a fast way by transit people will get out of there cars.
- This is the space I've been looking for. What I would like to see is more bus service between Maple Ridge and Mission. Four buses a day is not enough. I have friends I would like to visit but the current times are rather awkward if I would like to return to Maple Ridge later than 3pm but before 9. Even a bus that connected from 280th to Mission would be a help.
- I am blind and need a reliable bus service. Please make sure all bus stops are marked in such a way that I can identify them.
- Please make informed decisions on existing neighbourhoods
- With a new baby, I am finding Maple Ridge to not be accessible or well planned for us. We live off Lougheed @ 218th. Please consider this family demographic in your future plans. We would also love to see one or more off-leash dog TRAILS, not park.
- Need more 701 bus service to Skytrain
- OCP showing medium density multi-family zoning along 203rd corridor south of Lougheed need to be reduced to multi-family.
- A Skytrain - Other pool around 240
- Spend the money to improve service - scheduling in the areas of Maple Ridge cannot reach.
- I look forward to another 20 years in Maple Ridge. I hope that we develop to meet the needs of upcoming growth, but really hope we protect the people who are already here. We must strive to avoid "renovictions" and "demovictions" that always seem to hurt our most vulnerable citizens. Thanks for hosting this event! Regards, D.

- With the elimination of tolls on Golden Ears, Traffic has become a problem on 203 + Maple Meadows Way. This traffic impact Loughheed significantly at 203
- Would you cycle around M.R. with young children? If not, why is it not better here?
- more affordable apartment
- I'd love to see areas within these precincts set aside for car free travel, little corridors that could be used by walkers, scooters and cyclists to access shops, services and restaurants.
- B-Lines are only effective transit solutions if the traffic moves. Planning should focus on alleviating gridlock
- glad to see planning work done on transit
- 203 street and Loughheed is already too busy . Traffic and parking on 203 st . Will people drive to the B Line and park on existing streets.
- some consideration to parking in these areas as not every one will walk to the bus lots will drive from home park then catch transit.
- Do not want an apartment building on Patterson at 203 Ave
- Confirmation that plans are not already "written in stone" and public input does make a difference.
- Green is the answer to so many issues. Green up the entire area as much as possible. Connect natural (even if they have previously been hidden and covered in) corridors.
- With the additional people that will come to the area, it is essential for mental and physical wellbeing of everyone that there is much more attention paid to green than is normally the case.



# ONE-WORD VISION

Participants of the workshop shared one word that captures their vision for the future of Lougheed Transit Corridor. This is what they shared:

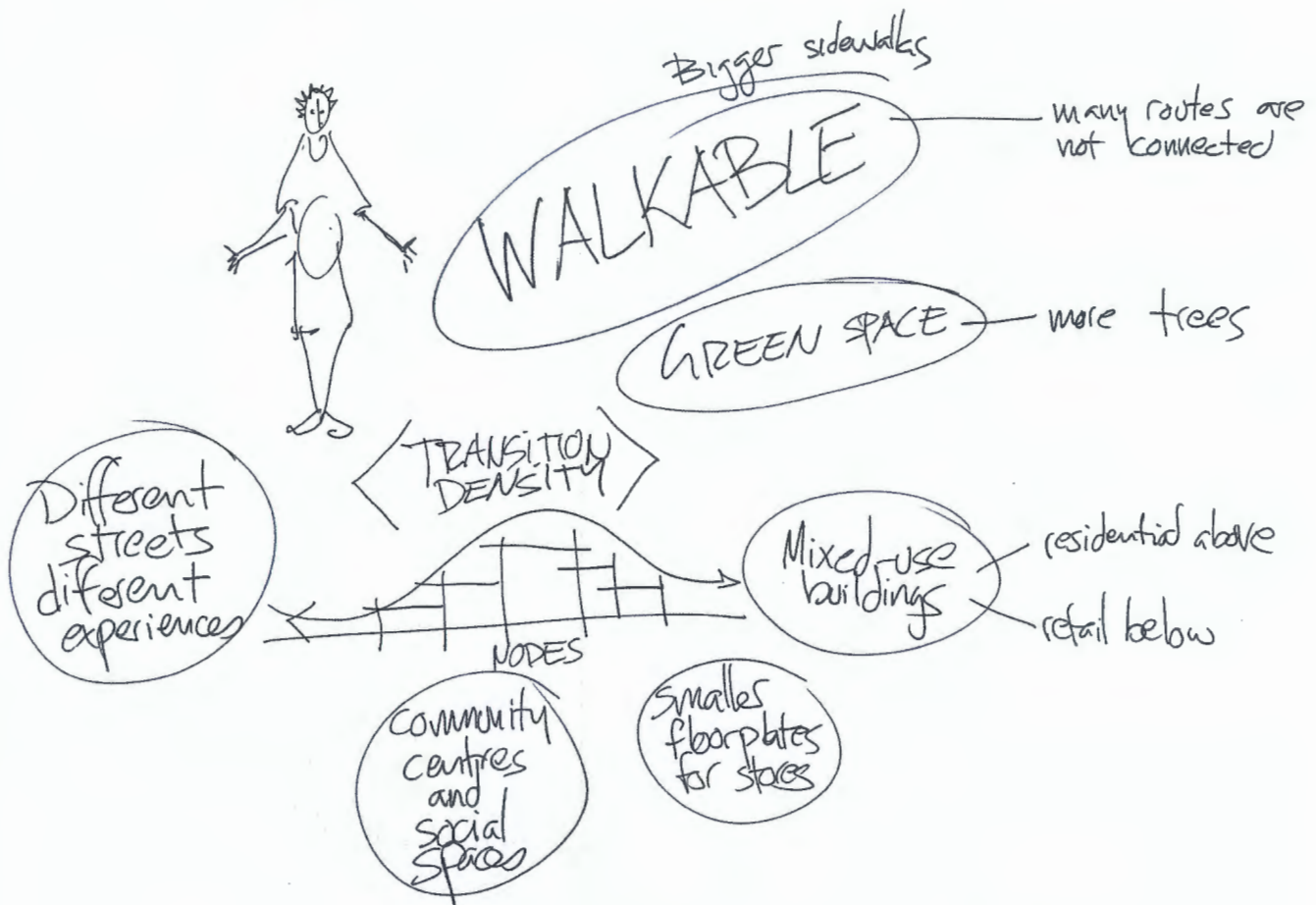
The sticky notes contain the following words and phrases:

- PARKS-
- dynamic
- FUN
- TREES (with a tree drawing)
- Green
- mixed-use
- SAFE
- THOUGHTFUL
- Vibrant
- bikable
- SAFE
- FLUID
- sustainability
- GREEN
- Innovative
- LIGHT
- SAFE
- Diverse
- Lively
- Continuity
- COMPACT
- OPENNESS
- Sidewalks  
Cores
- Green
- CONNECTED
- WALKABLE
- ART
- Beachy
- COMFORT
- Walkable
- FAMILY
- CHAT
- Social
- Well Connected
- Convenient
- EXPRESS

# EXPLORE THE CORRIDOR

Participants of the workshop worked in small groups with graphic facilitators to explore ideas about the future of the corridor as a whole. Participants explored issues related to land use, growth management, character, networks and connectivity. The drawings are presented for your review and comment.

After the working session, each group reported back to the group as a whole. The following common themes among the different concepts were identified:



# FOCUS ON THE NODES



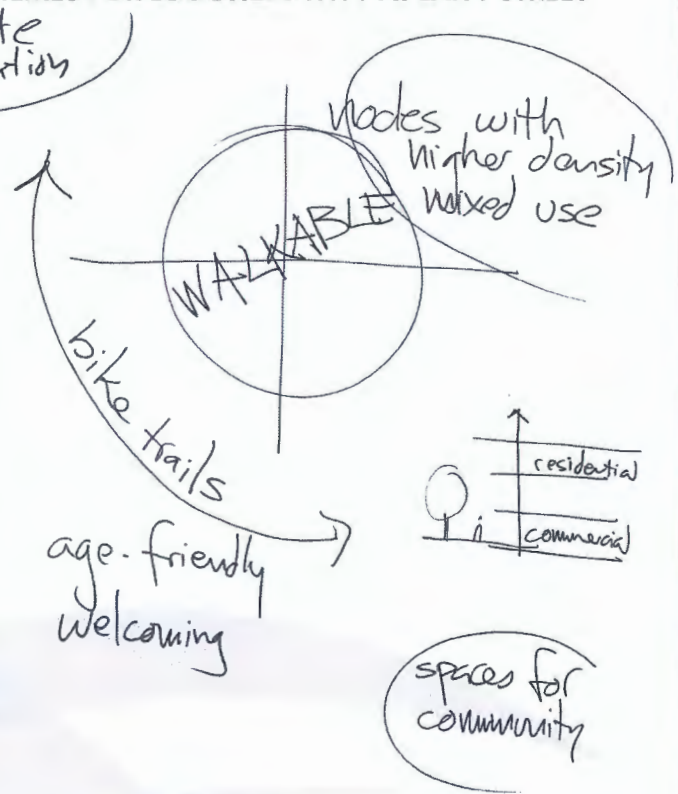
Participants of the workshop worked in small groups with graphic facilitators to explore two of the nodes around the new B-Line bus stops. Each participant selected one node to explore (either the 203rd Street Precinct, or the Laity Street Precinct); and, considered ideas around growth management, character, environmental networks and connectivity in more detail. The drawings are presented for your review and comment.

After the working session each group reported back to the group as a whole. The following common themes among the different concepts were identified.

## THEMES FOR LOUGHEED HWY AT 203 STREET



## THEMES FOR LOUGHEED HWY AT LAITY STREET



# CONCEPT "A"

## Big Ideas:

- PROTECTION OF PEDESTRIANS ALONG ROUTES
  - SHELTERS · LIGHTS · OPENNESS · PULL OUTS
- DENSIFICATION AT HUBS & BTWN LH & DTR
  - 203 - HIGHER DENSITY (4-12)
  - LAITY - MID RANGE (6-8)
  - 222 - MIX (3-12)
- STEP DOWN TO OPPOSITE EDGES ACROSS DTR/LH
  - + 3 STOREYS
- COMMERCIAL RESIDENTIAL MULTI LEVELS
- OPEN SPACES WITH INTEGRAL PATHS / CORRIDOR THROUGHOUT
- STRONG CROSS ACCESS POINTS - PEDESTRIAN RAISED WALKS
- INCLUDE CIVIC FUNCTION @ 203 W/LAROS
- INCLUDE DIVERSITY OF HOUSING TO INCLUDE SENIORS

∴ Newport Village  
 density of character  
 multiple  
 use parking.  
Not compete w/ DT

INCORPORATE  
 MORE OF  
 MAPLE RIDGE  
 HISTORY

Scale:->  
 balancing right  
 scale to support  
 Commercial.



# Big Ideas:

MAKING NODE  
 DISTINCT FROM  
 DT.  
 -> WHAT THE  
 DRAW.

Impact existing  
 neighbourhood.  
 Changing character  
 of neighbours.  
Transition Area

maintain landscape  
 on a highway.  
 Density.  
 Centre develop  
 between new/low

Need to explain  
 how to frame  
 study area.

look at existing  
 nodes - ARE  
 No schools in  
 study area  
 Possible conflict  
 WITH existing  
 neighbourhoods.

Green space  
 to be  
 contiguous.  
 - permeable  
 paths



Loughheed  
 a green up  
 street trees  
 • bike lane  
 • green Boulevard

• along Loughheed  
 • take more land  
 parallel to Hwy  
 as green space  
 • green pockets.

Public Access  
 through green  
 spaces.  
 - Alternate route  
 to Loughheed  
 -> contained areas  
 -> challenge (sprawl)  
 -> create communities  
 or to themselves  
 -> Nodes - daily  
 needs



103

Offices/Job

Close to

TRANSIT STOP

GREEN LANE

CONNECTION

EAST/WEST

⇒ 203 NODE

• Look at EAST/WEST CONNECTION

• HAVE SETBACK OF RESIDENCE FROM HWY

• MAYBE SIDE STREETS EAST/WEST CONNECTION

SOFTER INFILL

→ low rise MF

- MF 4plex  
Patio Hill.

look at Redo

of Langheed

(i.e. bike lane)

Need to make

bike lanes

consistent.

Transition of

Density .BES

SENSITIVE

REDEVELOP

by underground.

UNITY NODE:

• Smaller Neighbourhood Commercial Node.

Parking:

Density:

MF - higher density

Dev/ existing mt. transition Area



# CONCEPT

More gathering places  
"C"-accessible and convenient

## Big Ideas:

Increase green space, sidewalks,  
lighting, accessibility, safety @ intersection


Underground or consolidated parking

More walking paths and amenities  
around laity st.

More efficient use of land

Safe, vibrant places to connect and  
hang out - (i.e. park by Burger King)

End of destination bike storage



Concept D  
Stepping  
Building  
Height



Southeast  
Marine  
Drive

## CONCEPT D.

Need <sup>Concept D</sup> more <sup>8ft</sup> Shopping

### Big Ideas:

- Community Centres (Lack of)
- Walkability <sup>↳ So create new ones</sup>
- Better pedestrian connectivity are shortening the walk through mid block paths.

Stepping building height to create space, light

- B-line stop at 222



# CONCEPT E

## Big Ideas:

- Walkable
  - Smaller Blocks
  - Trees/shade
  - Useable green spaces
  - activating the street
  - human scale
  - storefronts at street/sidewalk
  - rest areas - benches
  - public art
  - safe spaces/access
    - safe movement
  - local shops
  - bus shelters
  - smaller shops in smaller areas
  - single storey is opportunity wasted
  - character
  - retain uniqueness of Maple Ridge
  - Create a destination
- animation: More character to small shop  
pubs/outdoor seating parties.*

# CONCEPT

A

CAR. CO-OP  
SHAPE

## Big Ideas:

### LAITY:

- FRAME CORNER
- → smaller commercial to service neighbourhood  
ie. medical office.  
support hospital

- Part of ride → for sitting area.  
WAITLIST AREA
- ~~provide~~ opportunity for Community Centre.

- Provide for a skytrain station
- connect to community center & office building.

Senior Housing across from Hospital.

- Try to keep area green.
- USE cemetery as greenspace  
(→ quite place) hospital

- USE existing greenspace more accessible.

- Commercial Area to be open-air

### Types of Housing

1. SUPPORTIVE Senior Housing
2. Assisted Housing
3. Low-income Seniors.

Green buffer separates area to the east to DT.

Concentrate density between Langwood & Dewdney.

Provide view corridors to green spaces (ie cemetery)

Higher density along Dewdney  
- lower intensity off Laity & Dewdney.

# CONCEPT B

## Big Ideas:

- BIKE / PEDESTRIAN LINKAGE
- INNOVATIVE HOUSING / MIXED USE
- HOUSING OPTIONS
- GREEN BUFFER
- OSPREY / OSPREY LIGHT.

## Open Space Amenities

- community gardens
- adopt a corner / block
- public art

# CONCEPT C

## Big Ideas:

Design approach -

Heritage style

- brick
- flowers

Green space - buffer between higher density & single family

Podium-style buildings

4 - 6 - 12 storeys

Goal - views to North

B-Line Amenities -

Bike Parking

shelter

Green Infrastructure -

rain gardens

- tree canopy

- green roofs

step-down  
in density

# CONCEPT D

## Big Ideas:

- Diversity of outdoor gathering spaces
- Pedestrian scramble intersections
- drinking fountains
- Pedestrian priority
- iconic entrance to MR
- use paving stones etc. to help visually create pedestrian routes
- plan activities for seniors youth + children
- incorporate sustainable materials
- green connections
- housing transition
- accommodate bikes
  - bicycle storage
  - bike share near transit
- programmed spaces
  - ie music festival
- pedestrian overpasses
- street trees - use different species
- commercial
  - cool bars + pubs - spill out onto street
- nightlife



# CONCEPT E

## Big Ideas:

IN 30 YEARS REDEVELOPMENT WILL OCCUR.  
HIGHER DENSITY REPLACING OLDER PROPERTIES  
203 - DOWNEY WAY/LEED WAY

PARKS + GREEN SPACES BUILT IN TO NEW DEVELOPMENTS

### BUILDING SPACE ALLOCATION

RS	RESIDENTIAL/RENTAL	4 to 6 FLOORS
ROS	R MIXED USE/RENTAL	
RSC	OFFICE	
OFFICES	COMMERCIAL	
COMMERCIAL		

ALLOW CHANGES TO BE MIXED USE.  
HIGHER USES.

## BIG PARK

## LINEAR GREENWAY

Residential  
Density North  
Concepts  
and south  
of Loughheed  
Dewdney Trunk  
Road

Maint 2nd  
Athlete's  
Village  
Concept E



**Lougheed Transit Corridor Study:  
Interactive Design Workshop  
Summary Report**





**DIALOG<sup>®</sup>**

Prepared by DIALOG for  
The City of Maple Ridge

June 2019

# Contents

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## Introduction

The City of Maple Ridge is undertaking the Lougheed Transit Corridor Study (LTCS) which will inform the development of an area plan for Lougheed Corridor. The Interactive Design Workshop and Sneak Peek was a key engagement event in of the LTCS process. This document summarizes the activities and outcomes of the event.

## Event Purpose and Overview

The purpose of the workshop and Sneak Peek was to provide an engaging and fun way for residents to share their ideas and vision for the future of the Lougheed Corridor.

The workshop was held on May 11, 2019 at Glenwood Elementary School in Maple Ridge. From 9am to 2:30pm approximately 100 residents worked in small groups alongside urban designers and graphic facilitators to share and document their ideas. Attendees had signed up in advance either online or in person during the April 10th Open House and during the May 2nd South-West Lougheed Residential Sub-Area session.

Following the workshop a 'Sneak Peek' was held. Residents were invited to drop in and see the ideas that were generated. By sharing the rough ideas, residents were able to provide input on the concepts early on in the process.



## Activities and Outcomes



### One Word Vision

As an icebreaker, each participant shared one word which captured their vision for the future of the corridor. The Word Cloud above represents the words that were shared. The size of the word reflects the number of times the word was shared.

### Presentations

The day started with a presentation by Amelia Bowden, City of Maple Ridge planner and project manager for the LTCs. Amelia shared an overview of the LTCs process and the outcomes of engagement to date.

Antonio Gomez-Palacio, urban planner from DIALOG, then delivered a presentation on Transit Oriented Development and the opportunities which the new B-Line brings to Maple Ridge. The presentation set an inspiring and fun tone for the day.

## Explore the Corridor

During the first facilitated activity, participants broke out into five small groups to explore Loughheed Corridor as a whole. City staff were present for the duration of the workshop as subject matter experts to answer questions.

Participants explored a range of ideas and were encouraged to share their thoughts on:

- Areas to conserve the character;
- Areas to evolve the character;
- Cycling and pedestrian connections; and,
- The types and forms of development and where.

The following pages present each of the five concepts that were produced, as well as the Big Ideas summary which each team provided.





## Concept A

Seven Big Ideas were shared in Concept A:

1. Protect pedestrians along routes by having more shelters, lighting, and openness;
2. Add density to the space between Loughheed Highway and Dewdney Trunk Road with higher density at the 203 Street node (4 to 12-stores), medium density at Laity Street (6 to 8-stores) and varying density at 222 Street (3 to 12-stores);
3. Create a diversity of types of housing types including mixed use and seniors housing;
4. Connect open spaces;
5. Integrate green space in new developments;
6. Include a civic function at 203 Street; and,
7. Provide more services around Ridge Meadows Hospital such as food, hotels, parks and apartments.

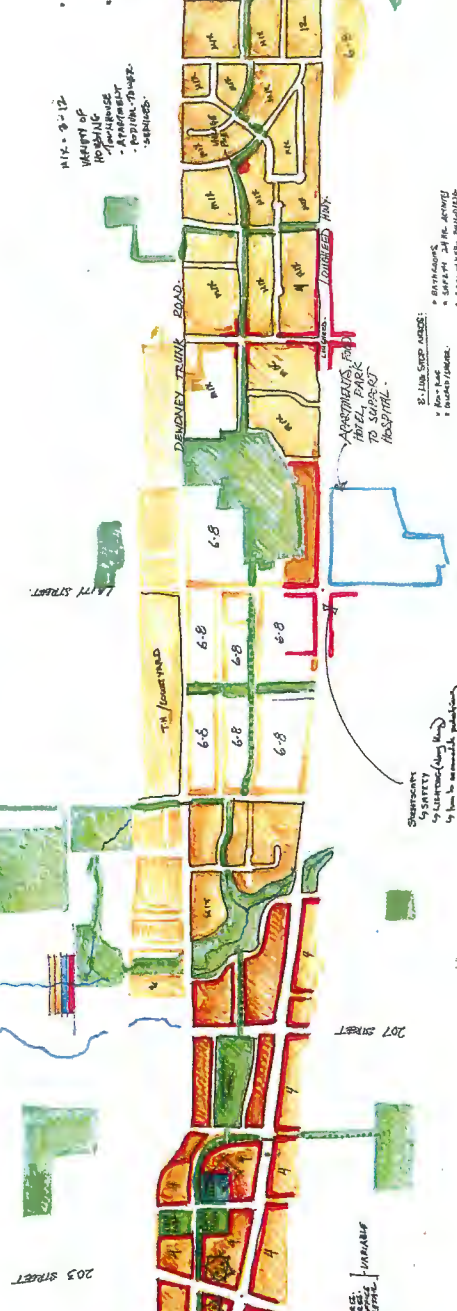
## Concept B

Nine Big Ideas were shared in Concept B:

1. Green Loughheed Corridor by making parks more accessible by incorporating green pocket parks, green roofs, planted medians and road side gardens;
2. Create more walkable streets with wider sidewalks and use a diversity of paving;
3. Add density to the space between Loughheed Highway and Dewdney Trunk Road;
4. Transition to lower density near single family neighborhoods;
5. Including bike lanes in the re-design of Loughheed Highway;
6. Create character nodes that are distinct from one another;
7. Incorporate Maple Ridge history through design;
8. Focus movement on Loughheed Highway and make Dewdney Trunk Road a local road; and,
9. Future development should have underground parking.

# Concept A

- MIX - 9-12
- HEIGHT OF HOUSING
- APPROXIMATE
- CRASHES

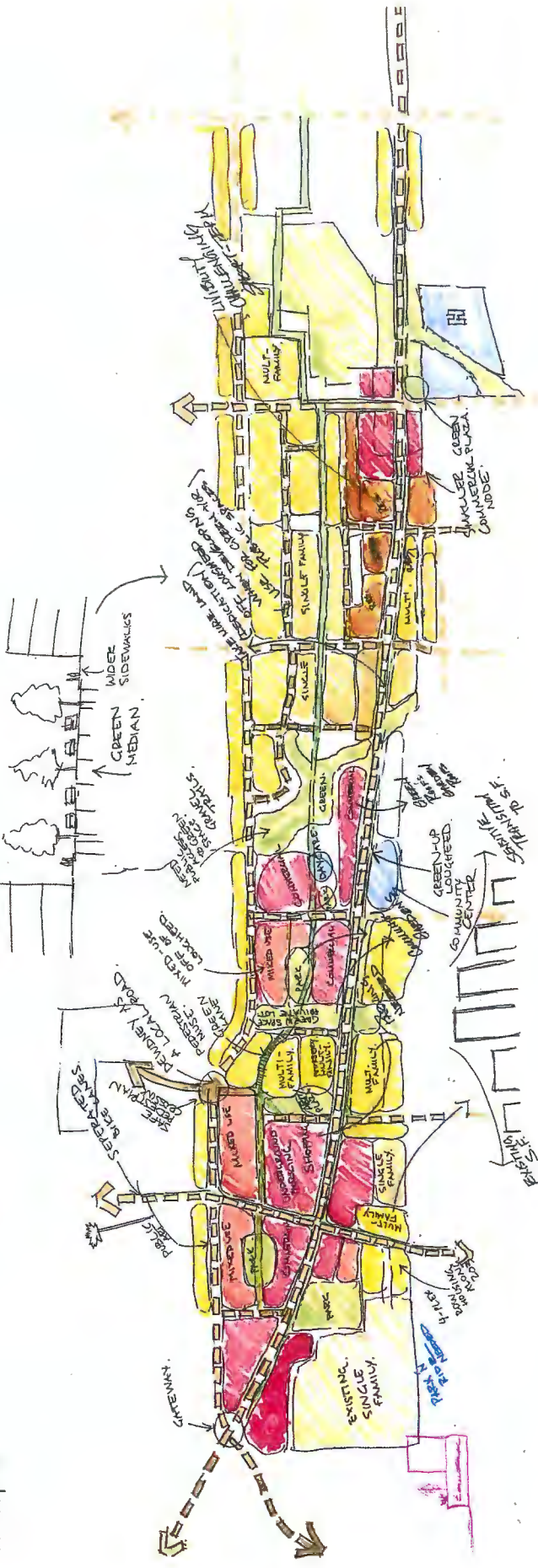


- GREENSPACE INTERIORITY
- 5 EARLY DEVELOPMENT
- LANDSCAPE TOUCHPOINTS AS A GUIDE FOR DEVELOPMENT
- (TRIMMING PLANNING DISTRICTS)

- 2-3 LINE STREET
- 3-4 LINE STREET
- 4-5 LINE STREET
- 5-6 LINE STREET
- 6-7 LINE STREET
- 7-8 LINE STREET
- 8-9 LINE STREET
- 9-10 LINE STREET
- 10-11 LINE STREET
- 11-12 LINE STREET
- 12-13 LINE STREET

STREETS TO BE WIDENED (see list) by how to accommodate pedestrian

# Concept B



- WIDER SIDEWALKS
- GREEN MEDIAN
- SEPARATED BIKEWAY
- DEMOONEY QUIRK BOARD
- EASTING TRANSFORMER ST.

STREETS TO BE WIDENED (see list) by how to accommodate pedestrian

## Concept C

Five Big Ideas were shared in Concept C:

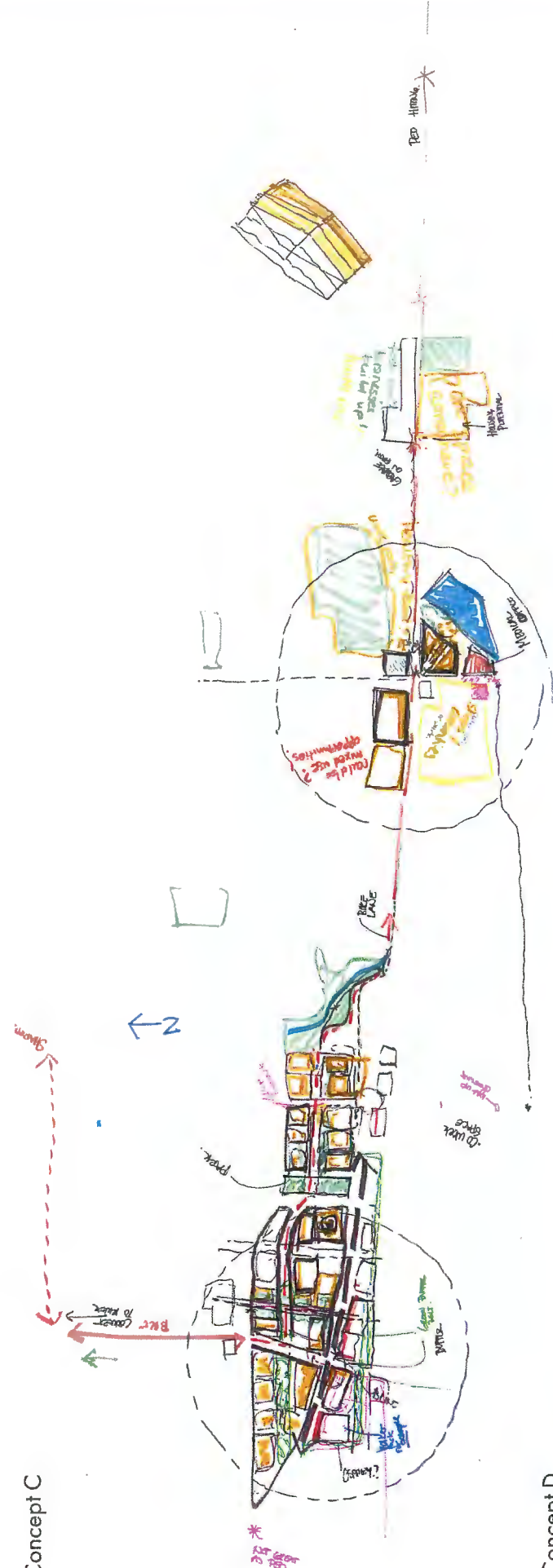
1. Green Loughheed Highway by incorporating spaces that are safe and vibrant with a focus on social interactions;
2. Increase walkability by improving safety at intersections, lighting and by widening sidewalks;
3. Provide paths and other pedestrian oriented amenities around Laity Street;
4. Use land more efficiently and include underground parking in new developments; and,
5. Include end of trip facilities for bikes.

## Concept D

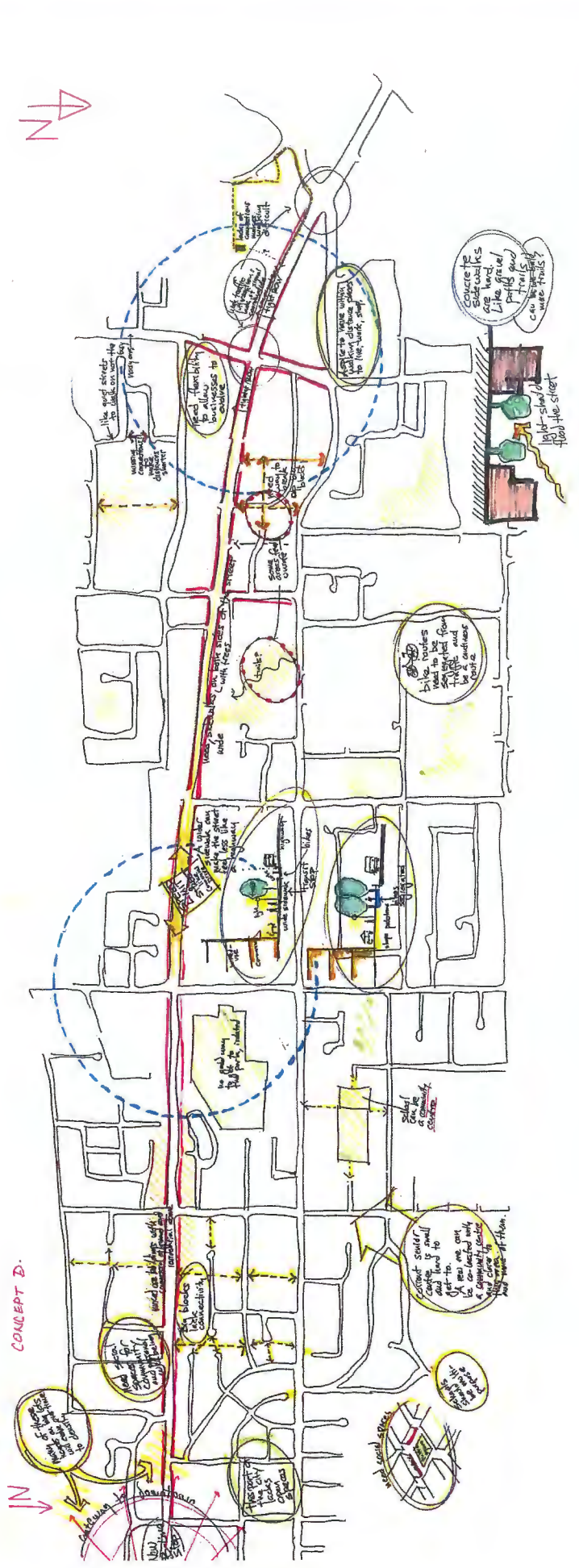
Five Big Ideas were shared in Concept D:

1. Create more social hubs, like community centers and open spaces;
2. Enhance walkability by creating better pedestrian connections and shortening block-to-block walks with mid-block paths;
3. Integrate parks into a pedestrian path network with a variety of paving types;
4. Step building heights to create space and light; and,
5. Redesign Loughheed Highway with separate bike lanes, green spaces, lower speed limits and wider sidewalks.

Concept C



Concept D

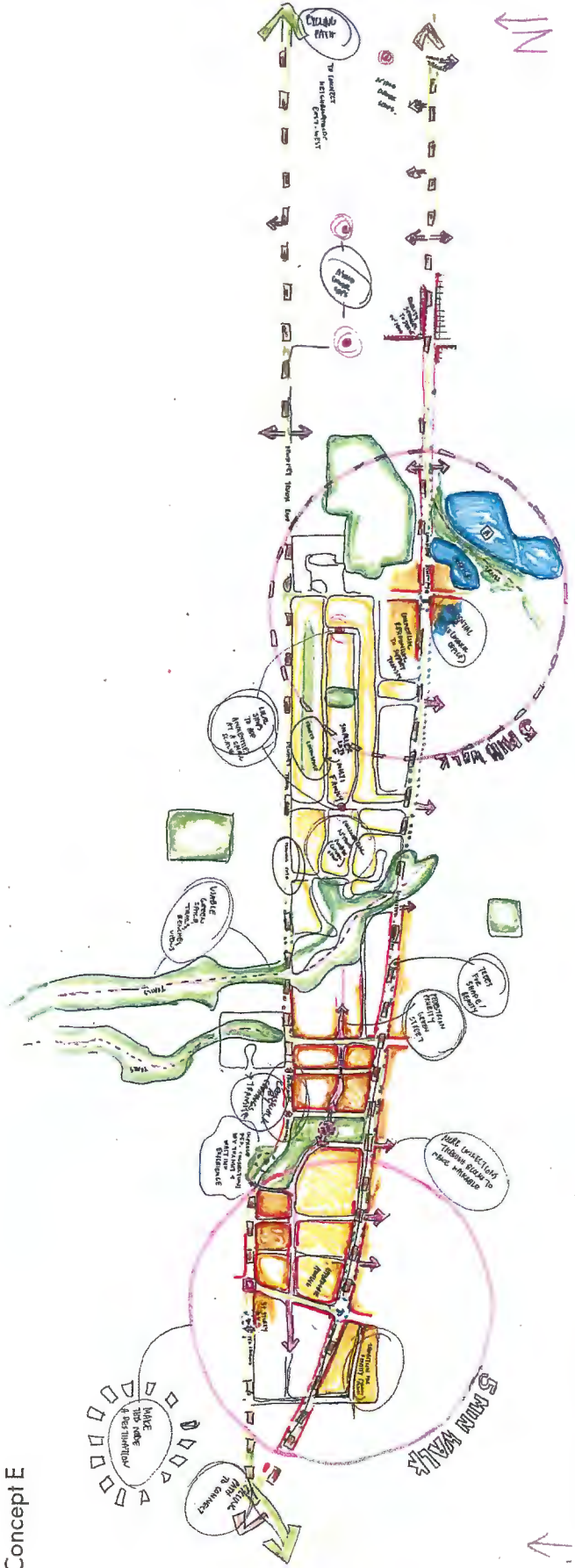


## Concept E

Seven Big Ideas were shared in Concept E:

1. Create green spaces, trails and benches with views;
2. Create pedestrian priority green streets with more shade;
3. Increase walkability by activating the street with local shops, public art, outdoor seating such as patios, and more in-between block connections;
4. Include cycling paths along the Loughheed Corridor;
5. Add character while retaining the uniqueness of Maple Ridge;
6. Add density when possible as single storey buildings are opportunities wasted; and,
7. Provide more local shops and amenities around Ridge Meadows Hospital.

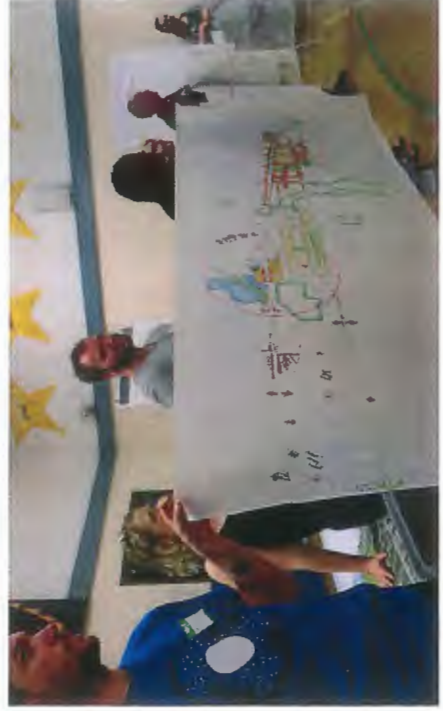
## Concept E



## Common Themes

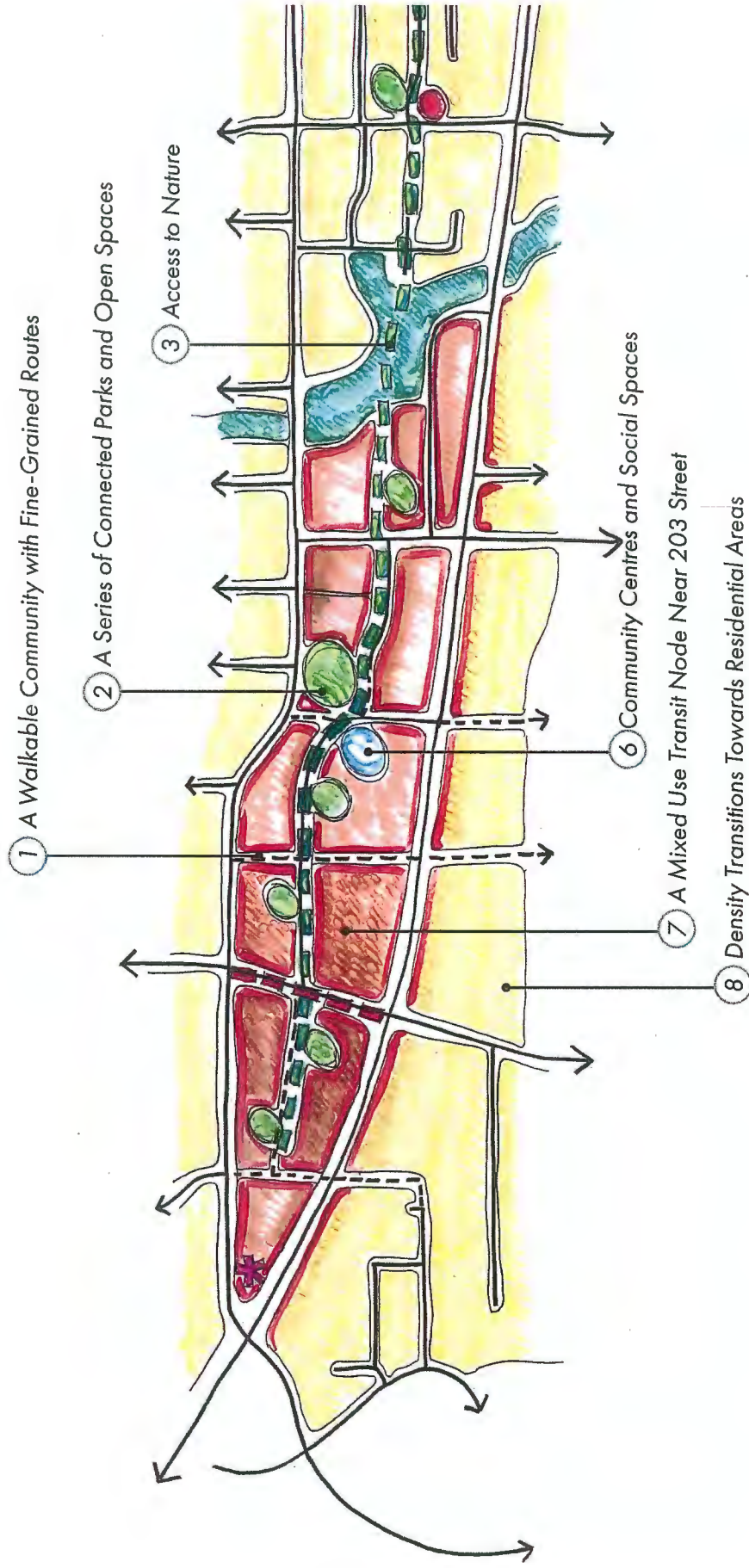
Each group reported back to the larger group, some of the themes that were common to all concepts included:

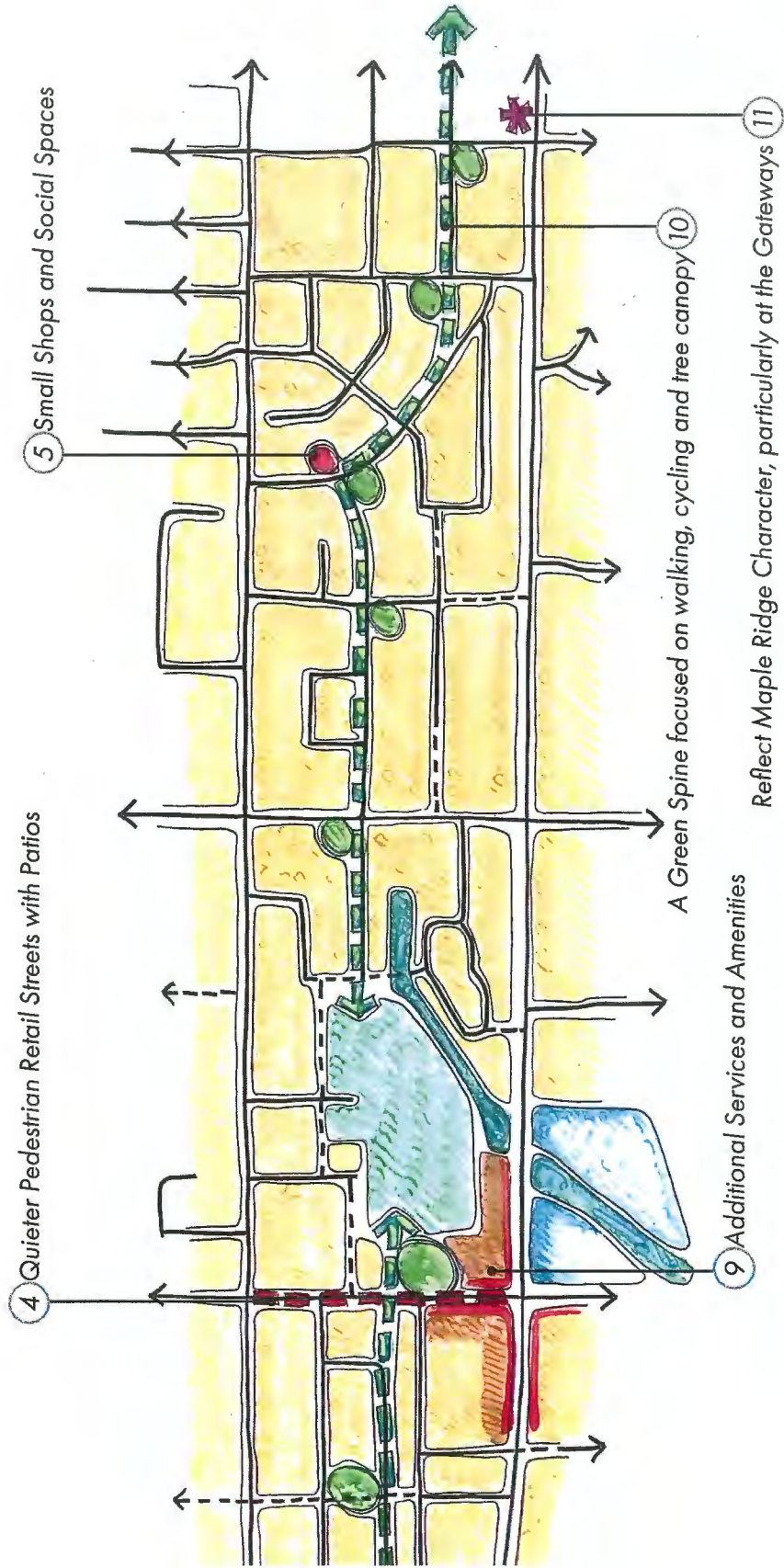
- Creation of a walkable community, with bigger sidewalks and well connected and fine-grained routes;
- The incorporation of green spaces, more trees and access to nature and open space;
- The creation of different street types and different experiences;
- The incorporation of community centres and social spaces;
- Focusing of density between Loughheed Highway and Dewdney Trunk Road;
- The transition of density towards residential areas;
- The incorporation of mixed use buildings, with residential above and commercial/office below;
- The addition of services in and around Ridge Meadows Hospital; and,
- The incorporation of small shops.



## Big Ideas Diagram

Following the diagram summarizes the common Big Ideas that emerged during the Explore the Corridor activity.







## Policy to Support common Big Ideas

The following policy have been identified to support the Big Ideas.

### OPEN SPACE

- Small open spaces delivered through development including courtyards, parklets, plazas, rooftops;
- One medium size open space located close to 203 Street;
- Streets are a primary element in the open space network, with one green spine being prominent;
- All open spaces should be connected through walkable sidewalks and trails from all directions; and,
- Where possible, opportunities should be capitalized to increase street connectivity and access to public open spaces within the neighbourhoods.

### GROWTH MANAGEMENT

- The node at 203 Street and Loughheed Highway will be a second order (to downtown) urban centre that can absorb a certain amount of density in a complete community pattern of mixed-use development;
- All big box areas are potential for redevelopment;
- Established neighbourhoods will continue to evolve as they have in the past, growing organically and absorbing limited amount of new density; and,
- Some neighbourhoods will be able to absorb secondary suites and sensitive new residential units.

## Focus on the B-Line Bus Stop Nodes

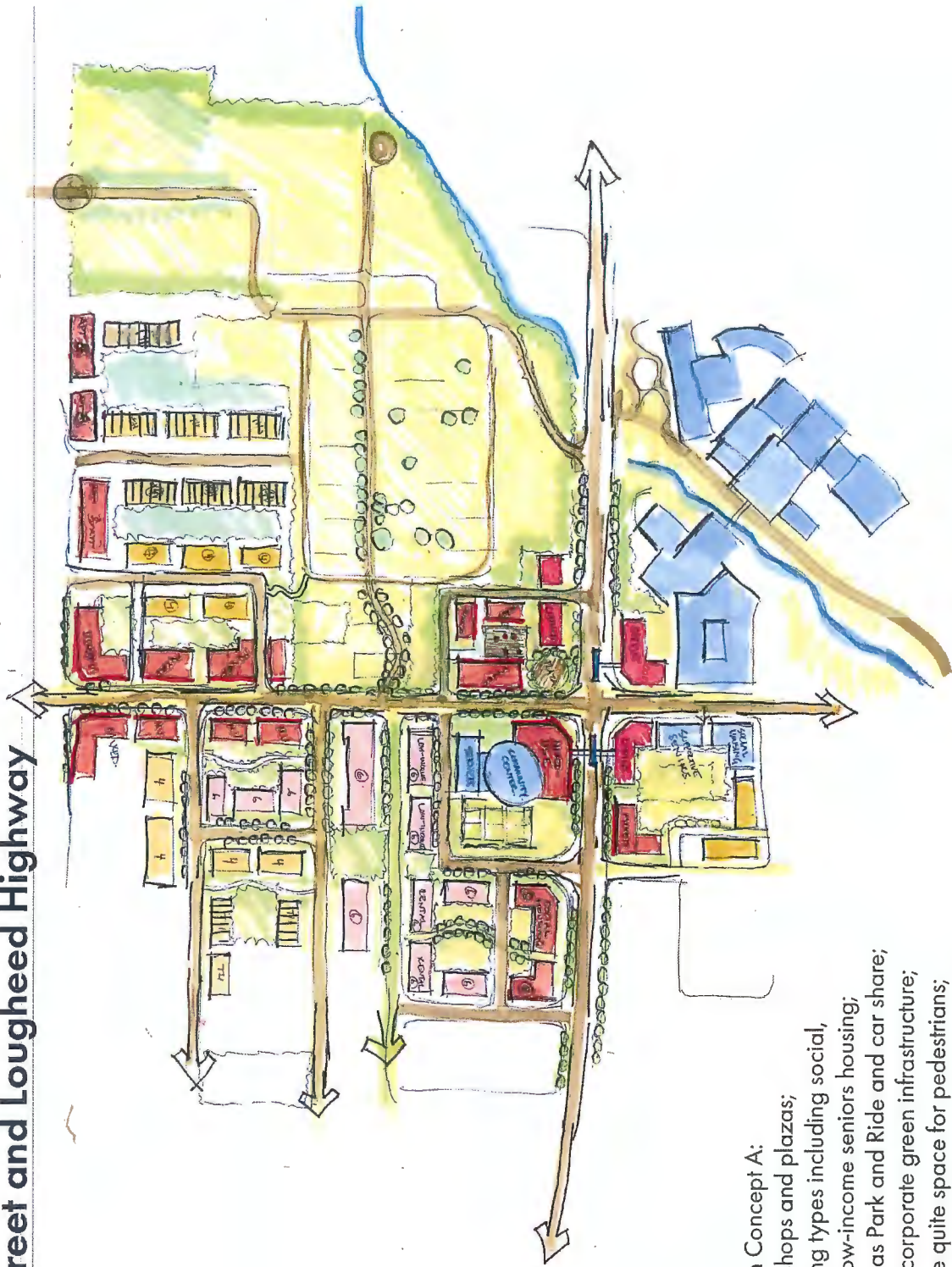
In the afternoon breakout session participants focused on the two nodes around the new B-Line Stops:

1. 203 Street and Loughheed Highway; and,
2. Laitiy Street and Loughheed Highway.

Participants chose one of the two nodes to explore. Three groups explored the node at 203 Street and Loughheed Highway, and two groups explored the node at Laitiy and Loughheed Highway.



## Node at Laity Street and Loughheed Highway



### Concept A

Eight Big Ideas were shared in Concept A:

1. Frame corners with small shops and plazas;
2. Provide a variety of housing types including social, supporting, assisted and low-income seniors housing;
3. Incorporate facilities such as Park and Ride and car share;
4. Green the corridor and incorporate green infrastructure;
5. Use the cemetery to create quite space for pedestrians;
6. Concentrate density between Loughheed Highway and Dewdney Trunk Road;
7. Evaluate the potential to extend skytrain to the area; and,
8. Make current green spaces more accessible.



### Concept B

Eight Big Ideas were shared in Concept B:

1. Expand and connect bike routes and pedestrian routes;
2. Incorporate mixed-use development with innovative housing options;
3. Incorporate green buffers;
4. Draw inspiration from Osprey Village in Pitt Meadows;
5. Add green Infrastructure in courtyards, roofs, etc.;
6. Add other health services;
7. Provide spaces for urban agriculture; and,
8. Create a commercial node.

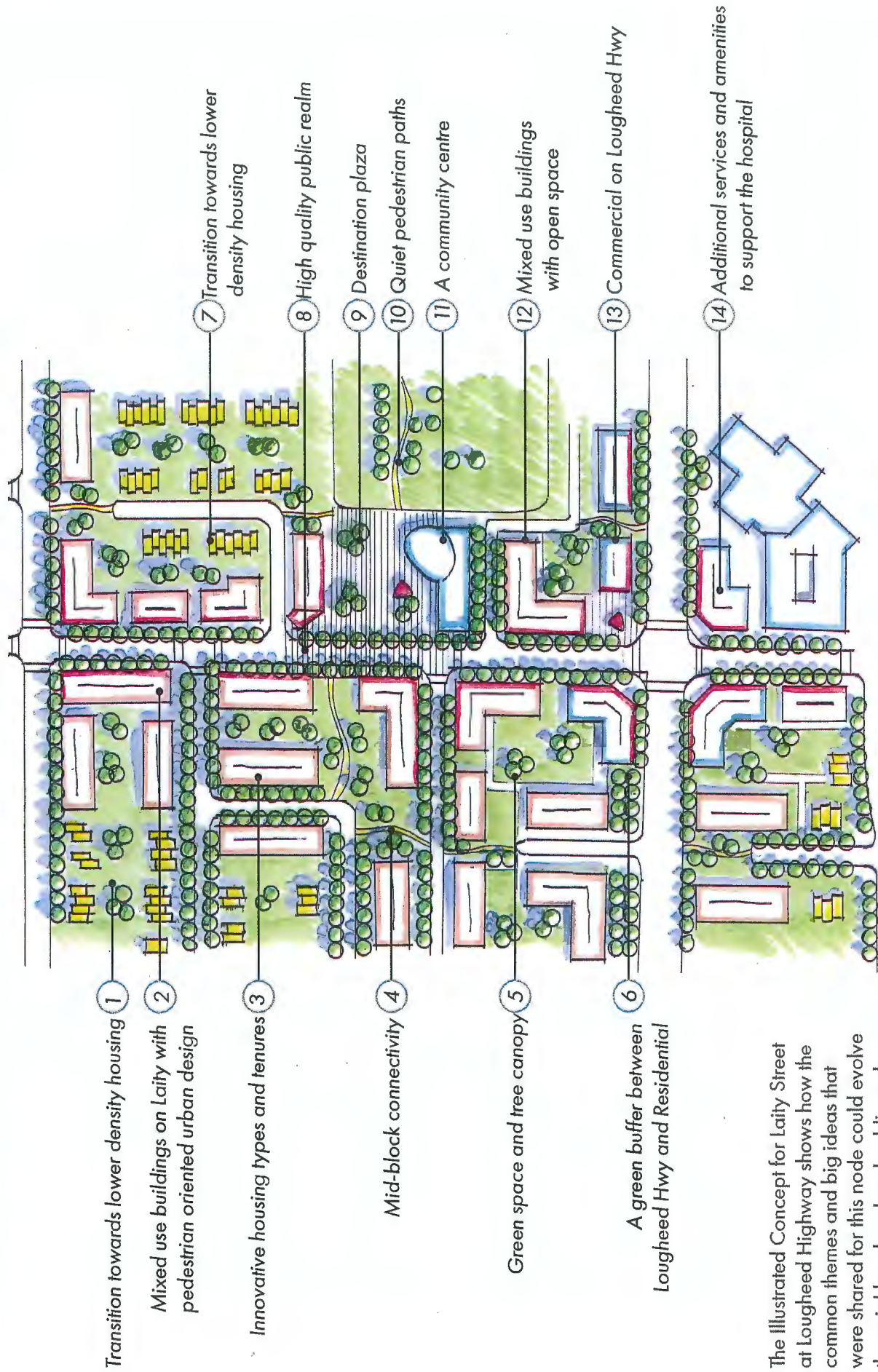
## Common Themes

Each group reported back to the larger group, some of the themes that were common to both concepts for Laitly Street at Loughheed Highway include:

- Improved walkability within a 5 minute walking radius of the B-Line stop;
- More cycling and pedestrian connections;
- More community spaces;
- Additional green spaces and green infrastructure;
- A variety of housing options;
- Age-friendly and welcoming;
- Higher density mixed-use buildings; and,
- Wide pedestrian friendly spaces lined with trees.



## Illustrated Concept: Laity Street at Loughheed Highway



1 Transition towards lower density housing

2 Mixed use buildings on Laity with pedestrian oriented urban design

3 Innovative housing types and tenures

4 Mid-block connectivity

5 Green space and tree canopy

6 A green buffer between Loughheed Hwy and Residential

7 Transition towards lower density housing

8 High quality public realm

9 Destination plaza

10 Quiet pedestrian paths

11 A community centre

12 Mixed use buildings with open space

13 Commercial on Loughheed Hwy

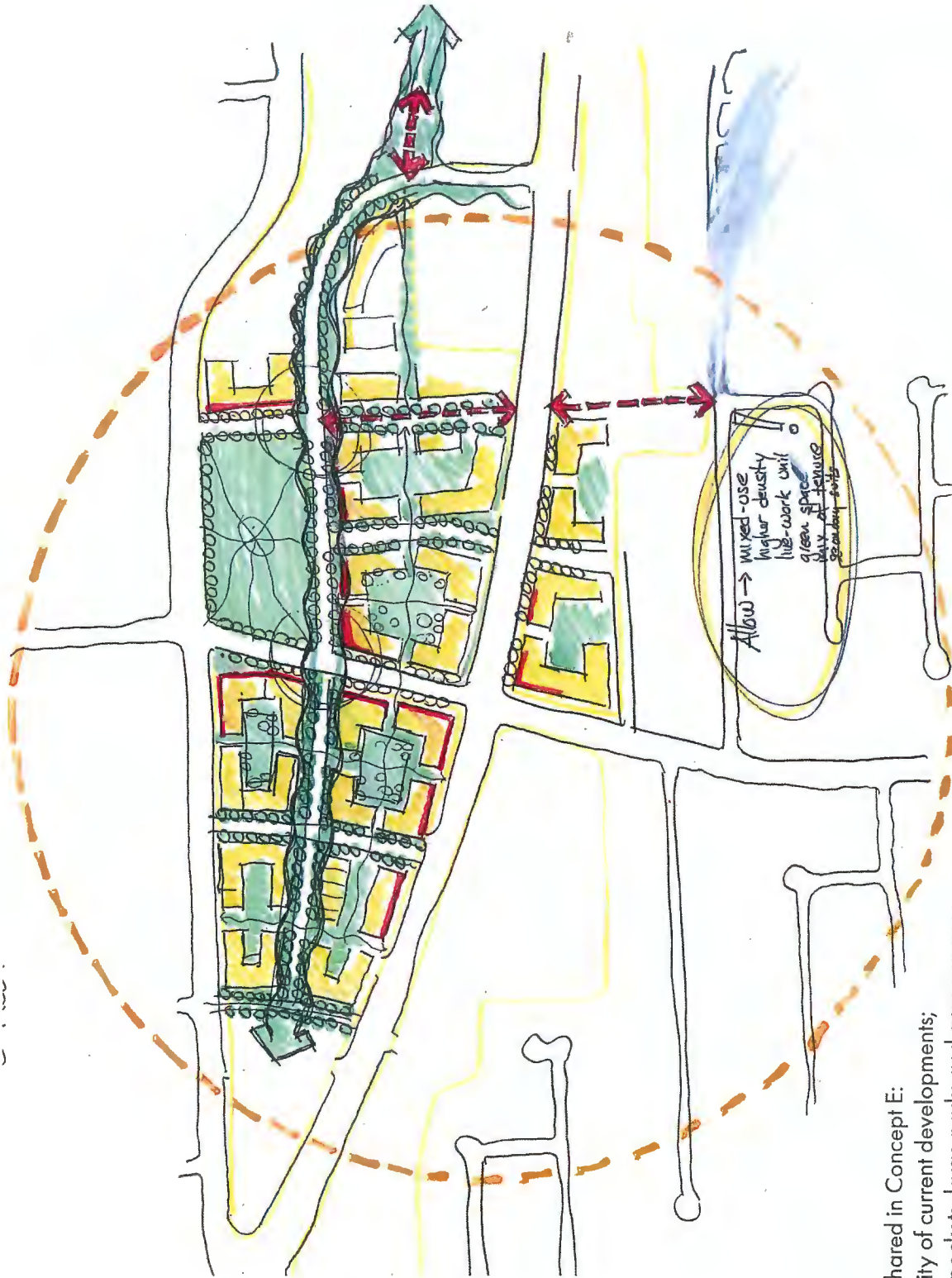
14 Additional services and amenities to support the hospital

The Illustrated Concept for Laity Street at Loughheed Highway shows how the common themes and big ideas that were shared for this node could evolve the neighbourhood and public realm.









### Concept E

Four Big Ideas were shared in Concept E:

1. Enhance the density of current developments;
2. Incorporate park pockets, large parks and green spaces in new developments;
3. Allow for mixed-use developments with higher density, live-work units, green space, and a mix of tenures; and,
4. Create a linear green way.

## Common Themes

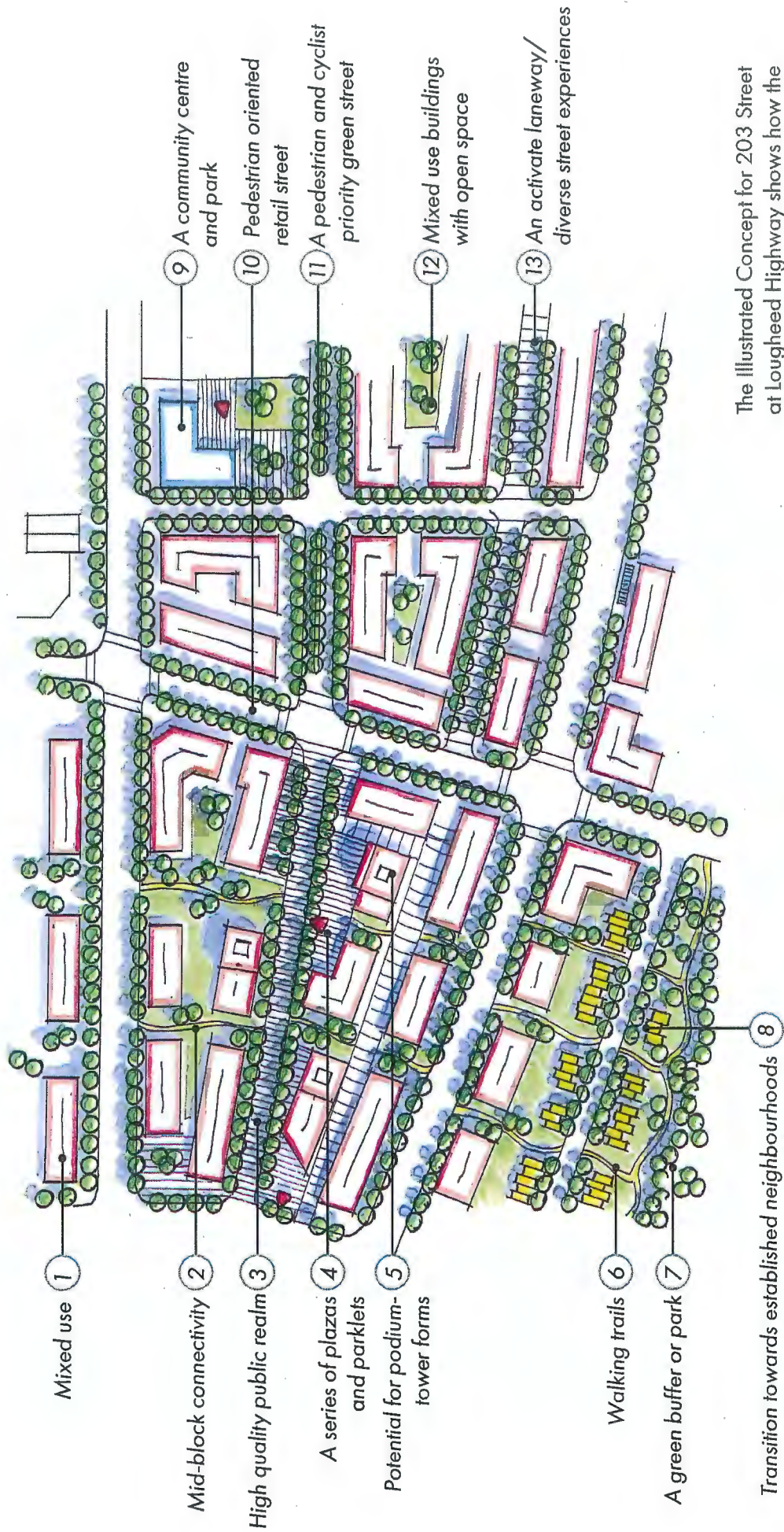
Each group reported back to the larger group, some of the themes that were common to all three concepts for 203 Street at Loughheed Highway include:

- Connected fine grain streets and blocks that are pedestrian-oriented;
- Heritage character and materials;
- Large and small park spaces;
- Diverse open spaces, including rain gardens, community gardens and green roofs; and,
- Public Art in public spaces.



**PLACEHOLDER: LOUGHEED AT 203  
BIG IDEAS ILLUSTRATED PLAN**

## Illustrated Concept: 203 Street at Loughheed Highway



The Illustrated Concept for 203 Street at Loughheed Highway shows how the common themes and big ideas that were shared for this node could evolve the neighbourhood and public realm.

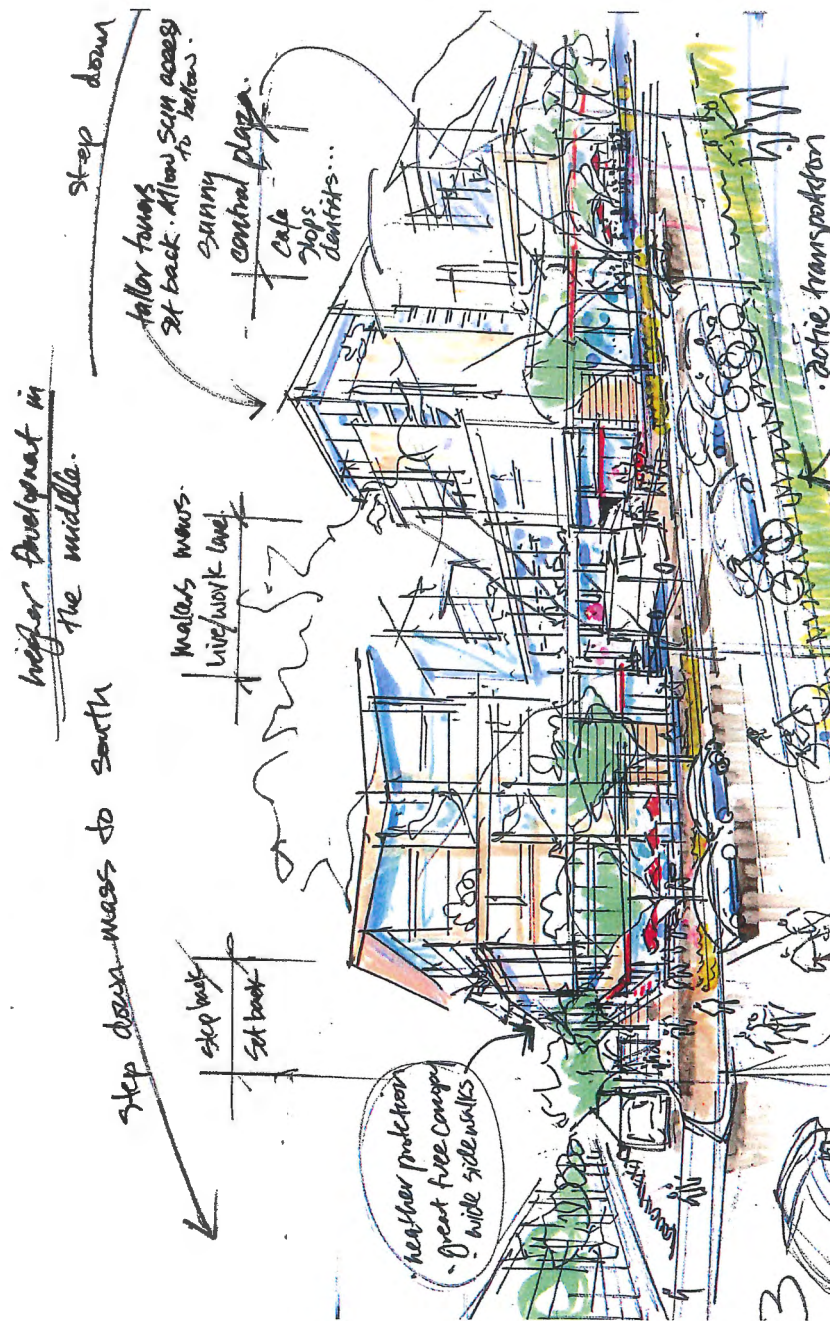
Transition towards established neighbourhoods with density focused between Loughheed Highway and Dewdney Trunk Road



## Illustrations

Throughout the day landscape architect and illustrator Matthew Thomson developed illustrations to capture the character and feel of the ideas that were being shared.

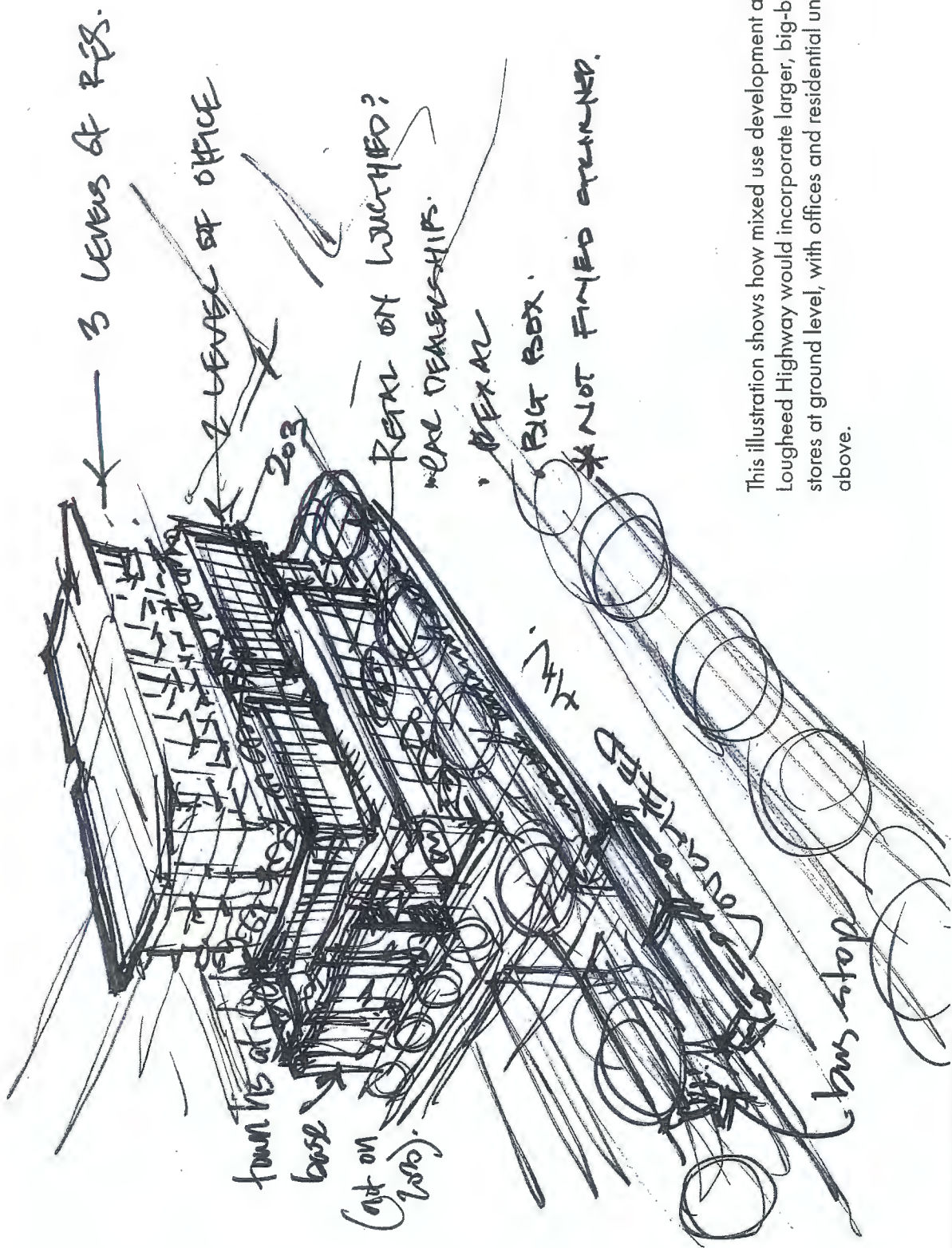
### NODE AT 203 STREET AND LOUGHEED HIGHWAY



This illustration shows how development is higher between Lougheed Highway and Dewdney Trunk Road, and transitions down towards the residential areas to the north and south.

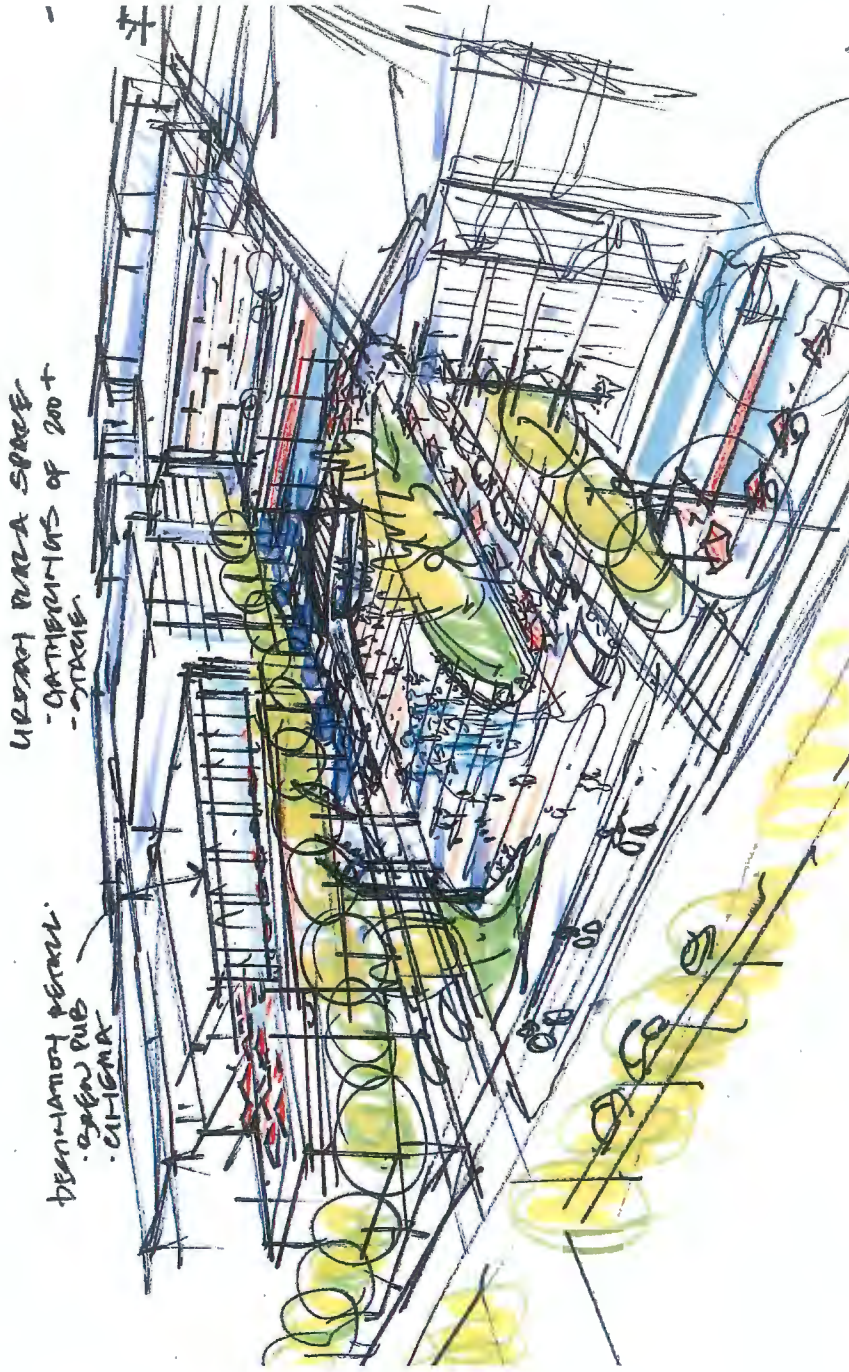
Weather protection, tree canopy and small shops off of Lougheed contribute to the pedestrian experience; and, building step-back and setbacks create an intimate, human scale.

NODE AT 203 STREET AND LOUGHEED HIGHWAY



This illustration shows how mixed use development along Lougheed Highway would incorporate larger, big-box stores at ground level, with offices and residential units above.

NODE AT LAITY STREET AND LOUGHEED HIGHWAY



This illustrates a concept for an urban plaza and destination entertainment space. The plaza would support community gatherings and festivals with performances. A splash area would act as a summer destination for families and children and could have skating in winter.



## Sneak Peek



Following the workshop, a mini open house was hosted to provide a 'sneak peek' of the project. The room was tidied up and the general public was invited to drop in to see and comment on the rough drawings and ideas that workshop participants had generated earlier in the day. The Sneak Peek was held from 3:30 - 5:00. Some workshop participants returned, and City of Maple Ridge staff provided a tour of the drawings and answered questions.

# Appendix

Design Brief  
Transit Oriented Development Presentation

# Design Brief:

Participants received the Design Brief the week prior to the workshop.



**LOUGHEED TRANSIT CORRIDOR STUDY**

VIA the introduction of the Lougheed Transit Corridor (LTC) in the area around the Lougheed Transit Corridor (LTC), it is anticipated that there will be an increase in the number of people living in the area, as well as an increase in the number of people working in the area. This will lead to an increase in the number of people using the LTC and a need for more transit services along the corridor.

The Lougheed Transit Corridor is a key transportation route in the Lougheed Transit Corridor study area. It is currently used by a mix of transit services, including bus, transit bus, and light rail. The LTC is a key transportation route in the Lougheed Transit Corridor study area. It is currently used by a mix of transit services, including bus, transit bus, and light rail.

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**MAPLE RIDGE  
BRITISH COLUMBIA**

**DIALOG**

Prepared by DIALOG for  
The City of Maple Ridge  
May 2019

### THE INTERACTIVE DESIGN WORKSHOP

The Lougheed Transit Corridor Study (LTC) is a key transportation route in the Lougheed Transit Corridor study area. It is currently used by a mix of transit services, including bus, transit bus, and light rail. The LTC is a key transportation route in the Lougheed Transit Corridor study area. It is currently used by a mix of transit services, including bus, transit bus, and light rail.

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### WHAT TO EXPECT

Respecting Differences: Issues to be discussed often involve different perspectives and ideas, and it is important to respect and engage with all perspectives. Respect for different perspectives and ideas is a key component of the workshop.

Many Great Ideas: The workshop will result in many different concepts. These concepts are on an exploratory basis and are not intended to be implemented as-is. The City will need to do further work to determine the feasibility of these concepts. Many great ideas will be discussed and explored during the workshop.

Form: The workshop is an opportunity to explore different perspectives and ideas, and to engage with all perspectives. The workshop is an opportunity to explore different perspectives and ideas, and to engage with all perspectives.

How: The workshop is an opportunity to explore different perspectives and ideas, and to engage with all perspectives. The workshop is an opportunity to explore different perspectives and ideas, and to engage with all perspectives.

### WHAT IS A TRANSFORMED COMMUNITY?

A transformed community is one that has been able to take full advantage of the opportunities that a transit corridor can provide. This means creating a mix of commercial, housing and service opportunities, and providing transit services that are convenient and accessible. A transformed community is one that has been able to take full advantage of the opportunities that a transit corridor can provide.

ESSENTIAL ELEMENTS OF A TRANSFORMED COMMUNITY:

- High-density residential and commercial development
- Mixed-use development
- Transit-oriented development
- Pedestrian and cyclist friendly infrastructure
- Transit services that are convenient and accessible

### THE LOUGHEED CORRIDOR STUDY CAN BENEFIT FROM YOUR INPUT

There are many ways that your input can influence the Lougheed Transit Corridor Study. Your input can help us understand the needs and desires of the community, and help us create a transit corridor that is convenient and accessible. Your input can help us understand the needs and desires of the community, and help us create a transit corridor that is convenient and accessible.

- Character, land use, and public space
- Transit services and transit stations
- Pedestrian and cyclist friendly infrastructure
- Transit-oriented development
- Mixed-use development
- Location and type of open spaces and parks
- Transit services that are convenient and accessible
- Pedestrian and cyclist friendly infrastructure

### QUESTIONS TO INSPIRE THINKING IN ADVANCE OF THE WORKSHOP

In order to make the most of the workshop, we encourage you to think about the following questions in advance of the workshop:

- What form should the Lougheed Transit Corridor take?
- How should the Lougheed Transit Corridor be integrated into the surrounding community?
- What transit services should be provided along the Lougheed Transit Corridor?
- How should the Lougheed Transit Corridor be financed?
- What are the benefits of the Lougheed Transit Corridor?
- What are the challenges of the Lougheed Transit Corridor?

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- What are the challenges of the Lougheed Transit Corridor?

# Design Brief (continued)



9

**YOUR NETWORK**  
 "My picture says a thousand words."

Photographs are a valuable tool for helping to describe and share ideas. They can be used to document existing conditions, to help share vision and ideas about the future.

This is a photograph that captures a place that you love. Your photograph can be an example of a building, a landscape, an activity, people, animals, or objects that you love. Find a place that brings you joy and share it!

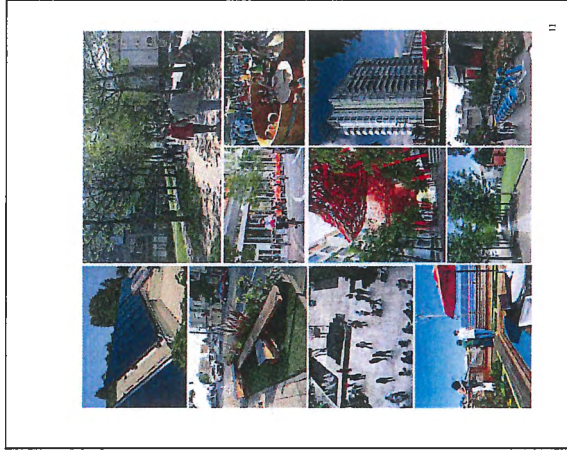
Once you have found your favorite, collect:

- One photo of the building or landscape
- One photo of the people or animals
- One photo of the activity or objects

You will be holding your photograph and the other two photos with other participants during the workshop.

If you don't have time to look for or capture your favorite, you will be able to have other people's photos and help participate in the remainder of the workshop.

10



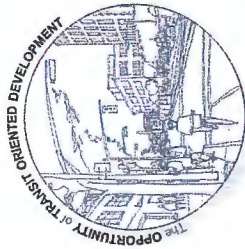
11

**NOTES:**

For further information about this workshop or the Doughland Transit Center Study visit <http://doughlandtransitcenter.org>

Or contact:  
 Douglass M. Plummer  
 City of Northridge  
 10000 North Hollywood Blvd.  
 Los Angeles, CA 91324

# Transit Oriented Development Presentation



MAPLE RIDGE  
WORKSHOP  
May 13 | 2019  
DIALOG



1947

Maple Ridge Museum & Archives: P03804, c. 1947. Fire at the Kesterson block on Lougheed Highway



Yesterday  
The opportunity  
In closing



1895

Maple Ridge Museum & Archives: P03325, 1895. Ben Buchter with horse and wagon arrives.



c. 1899

Maple Ridge Museum & Archives: P01237, c. 1899. View over the Sinclair store and River Road



c. 1950

Maple Ridge Museum & Archives: P03490, c. 1950. Street view of the Lougheed Highway



1895

Maple Ridge Museum & Archives: P03325, 1895. Ben Buchter with horse and wagon arrives.



c. 1950

Maple Ridge Museum & Archives: P01963, Looking east along the Lougheed in the early 1950's



c. 1964

Maple Ridge Museum & Archives: P03116, c. 1964. Underhill resident.

# Transit Oriented Development Presentation (continued)



Yesterday  
The opportunity  
In close



Source: John Mercurio, Successional Tranzset



Source: John Mercurio, Successional Tranzset



Source: John Mercurio, Successional Tranzset



Source: John Mercurio, Successional Tranzset



Source: John Mercurio, Successional Tranzset

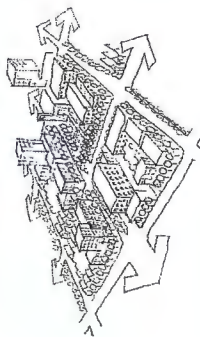


Source: John Mercurio, Successional Tranzset

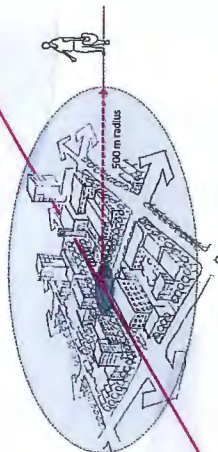


Source: John Mercurio, Successional Tranzset

**TOD** a mixed-use residential or commercial area designed to make good use of transit



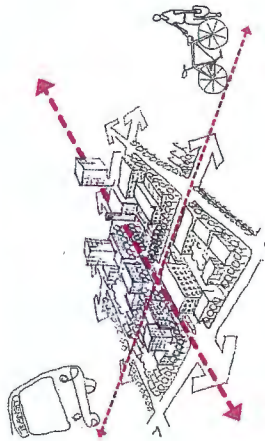
**TOD** generally located within a 500 m radius from a transit stop



**streets** – are the primary open space of the city



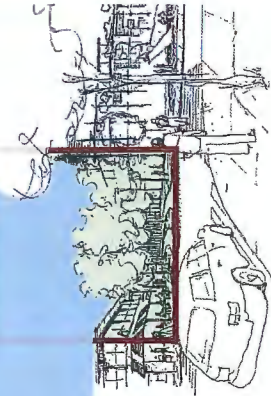
**TOD** a mixed-use residential or commercial area designed to make good use of transit



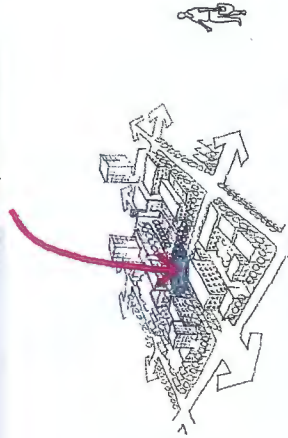
**TOD** surrounded by relatively higher-density with progressively lower-density spreading outwards



**buildings** – bring people together, they enclose and animate open spaces



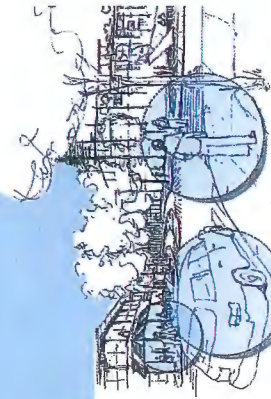
**TOD** typically has a center with a train, bus, subway or streetcar station



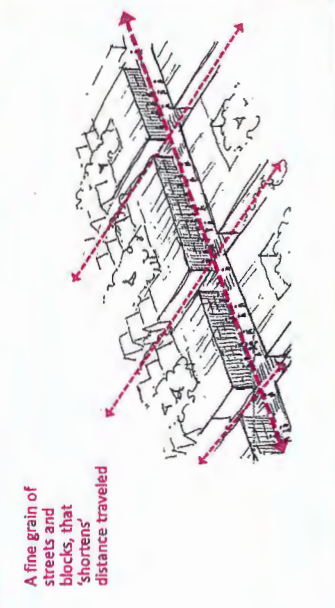
**cities** – are the manifestation of how we choose to relate to each other



**movement** – is about having options, and supporting livability



# Transit Oriented Development Presentation (continued)



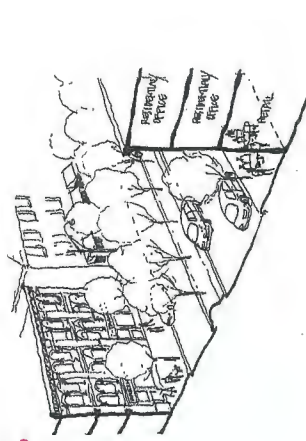
A fine grain of streets and blocks, that 'shortens' distance traveled



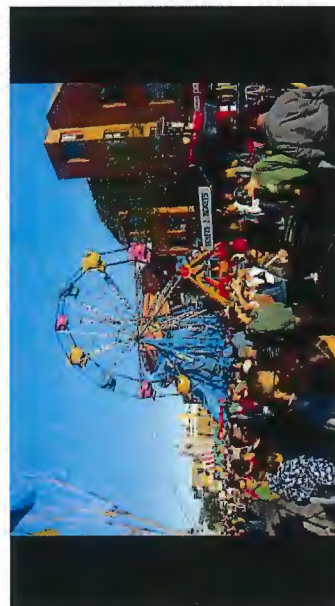
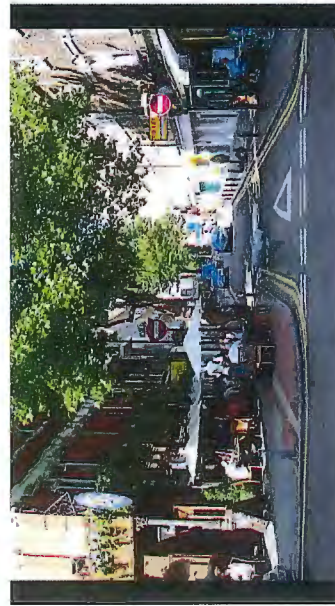
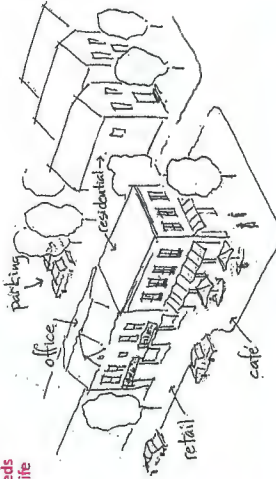




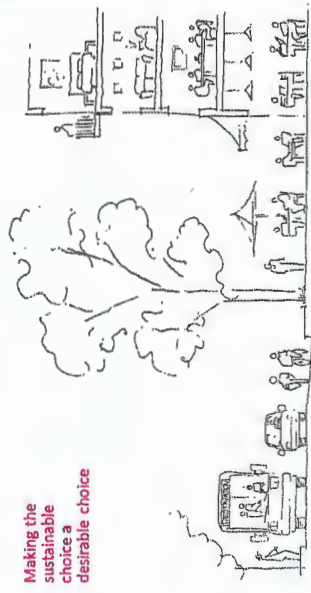
A critical mass of uses and users to realize a vision



Mix of uses to meet the needs of everyday life



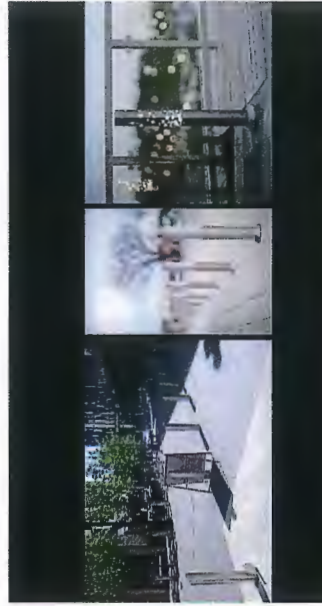
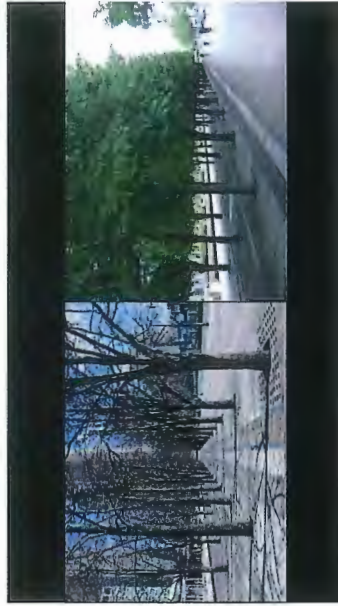
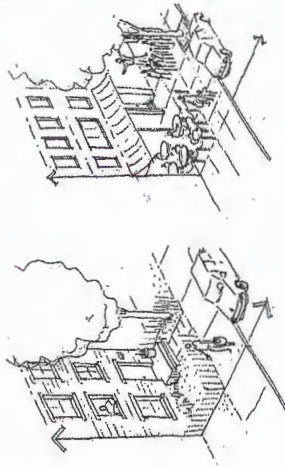
# Transit Oriented Development Presentation (continued)



Making the sustainable choice a desirable choice



Attention to detail, making the quality and experience be delightful, and thus effective





Yesterday  
the opportunity  
in closing

**Amelia Bowden**

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**From:** [REDACTED]  
**Sent:** Sunday, May 26, 2019 8:25 PM  
**To:** Amelia Bowden; lougheedstudy@malperidge.ca  
**Cc:** [REDACTED]  
**Subject:** B-line to Maple Ridge

It is positive to hear that the transit service between Maple Ridge and the Tri-Cities (and Vancouver, YVR, Surrey, etc.) is being improved.

I truly hope this development will be the incentive and inspiration for the CMR to rethink the urban model contemplated in the sadly outdated Official Community Plan, and further cause the CMR Planning Department and Council to lead the future development of our city rather than follow the development industry.

Bringing enhanced transit could lead to a Sky Train extension but only if the CMR does future development based on a mass transit model and not perpetuating the single occupancy vehicle model that has dominated North American thinking for almost a century.

First the CMR needs to focus on creating density within easy walking distance of the main Maple Ridge transit hub and the transit stops between the CMR and Pitt Meadows. This will also require the CMR to identify the route for a future Sky Train extension and protect it so when it comes properly owners and people are not being displaced.

Closely associated is the City has to make the core around the main transit station in the Downright core and other transit stops welcoming and safe places. Somewhere people want to live and enjoy.

The downtown core is not welcoming, and certainly not a place that I want to spend time. I live a ten minute walk from City Hall. It's the last place I think of going to. Most people I speak with feel the same way. The answer is to make the City Centre a welcoming place for all ages and interests. But not just those living in the Downtown Core. Which is where an effective feeder transit system comes into effect.

The CMR needs to do better at planning and implementing 'Communities within a Community'. Current subdivisions are largely a collection of houses without gathering places. These create sterile communities. Plus there is no easy way to get from the subdivision to the Downtown Core (if you want to) unless you have an automobile.

The CMR needs to rethink the design of the City by making public transit rather than the automobile the centre piece of the design. Another benefit is the ability to have healthier neighbourhoods, by having more green space, more places for people of all ages to gather and interact.

In conclusion use the arrival of high volume transit to create a new, vibrant, interconnected, by public transportation, Maple Ridge.

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John [REDACTED]

Every day is a great day. Some days the sun shines.  
Follow your passion. Do it well.

## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Saturday, May 25, 2019 8:25 PM  
**To:** Amelia Bowden  
**Subject:** Lougheed transport corridor study

**Categories:** Need to Respond

It's good to see that there is a plan to finally connect Maple Ridge with the rest of the Lower Mainland, which in my opinion is a good start.

Given the spread out nature of our retail corridors and the car oriented nature of them, I feel this should be the beginning of a whole new way of looking at our retail/downtown environment.

We need more walkable, connected, usable and comfortable places where we can relax, have a coffee on a patio beside a park, and that attract the whole community to take their time and enjoy what we have. More sidewalk cafes, more flexibility in terms of design and innovation, would all also help. I think having 224th Street designated as a restaurant/entertainment/cafe district would encourage a much livelier core and it would probably help if more was made pedestrian friendly. In short less for cars and more for people.

We need more green spaces (with easy access to public transit) and paths and bikeways that are separated from traffic. We also need to be much more focussed on aesthetics. So much of our infrastructure is downright ugly. Where are the flower gardens?, the roses?, the quiet grassy spots where there are some benches? chess tables and ponds?. We have no creative lighting, even in the Peace Park, and despite the fact that we have a wonderful waterfront on the Fraser, we are barely using it. It's certainly not well connected to the rest of the town. We need to turn vacant spaces into micro parks and we need to do simple things like making sure there are garbage containers at every bus stop. We need to consider 'walking streets'. All these things have been done all over the world, they are easy and they work, and they should be here.

Also given our weather we need covered places for people to sit and wait for the bus. Some electronic signs like you see in Europe, that show how long until the next bus should definitely be installed at the major stops as well.

We have such huge potential, but we appear not to recognize it. Most of all we need to start to behave like the city that we are, not the small town that we once were. It's time we grew up.

The transit corridor is a good start, but it needs to be a catalyst something much bigger and better, rather than an end in itself.

Gavin [REDACTED]  
Maple Ridge

## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 11:27 AM  
**To:** Lougheed Study; Amelia Bowden  
**Subject:** Lougheed Transit Corridor Study

Hi Amelia Bowden,

I am e-mailing you in regards to the Lougheed Transit Corridor Study (the plan to connect downtown Maple Ridge with the Skytrain network in Coquitlam).

I was born and raised here in Maple Ridge, I am now 27. Just recently, I moved to Vancouver to experience a more "social" lifestyle, however, I still work in Maple Ridge at the UBC Research Forest (Malcolm Knapp Research Forest). I am grateful that I get a balance of nature at work and the social life of Vancouver. That being said, I wish Maple Ridge would put more value in protecting our natural environment, promoting more green spaces, and allowing more opportunities to create outdoor dining areas.

Therefore, this project is a great opportunity to promote the following items:

- Better bicycle and pedestrian paths – allow people to get outside and be active, while being safe!
- Community gardens – not everyone has a big enough back yard. Allow the opportunity for people to be connected with the environment, eat healthier foods, and gain appreciation of how much effort goes into growing and producing food.
- More parks and green spaces – people's access to nature is limited, therefore, create parks in high density areas for people to go and unwind, unplug, and connect.
- Better business centers, connected with outdoor dining. Maple Ridge has so much potential, however, I feel like every other community is doing a better job at supporting local businesses.
- Protection of natural water features – for example, don't build in flood plains, restore waterways and sloughs, promote education and recreation nearby.

I love Maple Ridge and wish to move back here one day. However, I feel that Maple Ridge has the potential to move forward in their green initiatives, access to nature, and opportunities for community members to get out (shopping/dining/entertainment). I truly believe, that if we can move forward in these areas, we will increase people's quality of life (physical/mental health), increase people's understanding and connection with the environment (climate change is real), and create a better sense of community.

I'm really excited about this project and I hope positive changes are made in the upcoming years!

Kind regards,  
Victoria



## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 3:08 PM  
**To:** Lougheed Study  
**Subject:** Lougheed Transit Study

Here are my thoughts on the new bus route planned into the downtown area and surrounding developments:

When we build new buildings and developments, we can build green spaces on the roofs. What is even better is to stop cutting the big trees that are already grown and save these big trees that are already working for the environment. The developers need to be encouraged by the City to respect the environment and build around the trees to make the sights more beautiful and valuable for the buyers today and the years to come, rather than just for the developer's own gain. I think the planning in this project is a good opportunity and the developers in all areas need to work to save more trees on their lots to compensate for the times when trees may be inevitably lost in other projects.

Everything has to work in balance with the environment and not just for individual benefits. It is so sad to hear of all the animals losing their homes as people are not respectful of their environment. We need to incorporate wildlife corridors and connections in their habitat as part of this transit corridor. Maple Ridge has the opportunity to lead other communities in environmental planning and I think this study is a big part of it.

Yours Truly,  
Bernie

## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 3:44 PM  
**To:** Lougheed Study  
**Cc:** Amelia Bowden  
**Subject:** Lougheed Transit Corridor Study

To: the City of Maple Ridge Lougheed Transit Corridor Study,

On having seen what the people helped plan with their ideas for the transit corridor, it is important to develop a plan for the whole city. We have an opportunity to take control of how Maple Ridge is developed and with all of its resources, rivers, forests and trees, make it a tourist capital of the world. We need to develop a big picture, a 50 to 100 year plan. For a start every development needs a park and more mature trees. We need green spaces for people to go out, walk through, sit and eat a lunch or dinner or play with their children in today's busy world.

As an example of developing a vision for the future, in 1938, San Antonio stated the process to develop the San Antonio River area within its city and it has led to San Antonio becoming one of the most pleasant cities to live in or visit. Every City planner and city developer should spend a few days there to be inspired for visions for our city and for every project developed within the City. The City has so many greenways, walkways, bikeways all connected to the Riverwalk, which is a city park and network of walkways along the banks of the San Antonio River. It is a pedestrian corridor lined by shops, restaurants, nature, public artwork, and history connections. The River Walk is an important part of the city's urban fabric and a tourist attraction as well.

Maple Ridge can plan for a similar theme in having pedestrian/bicycle walkways connecting the downtown to shopping, restaurants, art, and nature. Parks allow for relaxation, play, and a connection with our environment. Lets preserve our city's natural beauty so we can all breath fresh air and not car fumes or pollution. Burnaby Mountain is one of the best places to live, because of the trees and lack of car fumes. Lets make Maple Ridge the healthiest place to live. This is done by retaining many of the large beautiful trees. Studies have shown that the parks, natural features, and tree-lined walkways dramatically improve the physical and mental health of the citizens. This leads to a happier, healthier, safer community and the costs for health care go down dramatically. Less hospital visits, more laughs, less stress. Neighbourhoods become more livable and eco-friendly.

Similar to San Antonio, Maple Ridge has a great opportunity at promoting eco-tourism. Many people say they visit here for the natural beauty Maple Ridge has to offer, lets preserve it for the future. Many would enjoy more trails, hiking, biking, horseback riding, etc.

Thank you,  
Allen [REDACTED]



## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 4:00 PM  
**To:** Lougheed Study  
**Cc:** Amelia Bowden  
**Subject:** Lougheed Transit Corridor Study in Maple Ridge

Hi Amelia,

I am just sending you my thoughts/ideas on the Lougheed Transit Corridor Study. I understand there is lots of public consultation on this project and look forward to the outcomes.

Lots of Green infrastructure, tree retention, street trees, shaded pedestrian/bicycle paths, green roofs, community gardens, green spaces, parks of varying sizes, community plazas, outdoor dining/meeting areas, and natural water features are all ideas I would like to see incorporated into the design.

Many other communities around the world have incorporated these ideas into their designs and cities in Canada and the U.S. are following their examples. Maple Ridge could greatly benefit from the long term cost savings through socio/economic benefits such as drainage management, drought and flood resilience, city beautification that improves health/safety and physical/mental welfare of citizens, energy conservation, and exciting local business and neighbourhood opportunities. Preserving trees provides natural water retention in the soil, which saves costs on drainage and flood management. The larger the tree, the more ecological services it can provide.

Having large trees in the downtown and residential districts provides clean air and shade, which reduces the urban heat island effect. Large amounts of grey infrastructure (such as sidewalks, buildings, and other cement structures) cause huge amounts of absorption of solar rays, leading to the City heating up. If we have more trees, parks, and natural green areas, we can reduce this effect and still have lots of buildings, sidewalks, and business opportunities, just in a more livable form with shade and reduced air conditioning costs. People have found in other cities that more green spaces and green infrastructure incorporated into cities leads to healthier, happier citizens, and therefore more and better economic opportunities as the city grows.

If we aim to preserve the environment now in a manner that all can benefit from its ecological services, as a City we won't have to put as much money into building or repairing grey infrastructure to try and compensate for the loss in economic benefits due to not protecting and managing our natural resources now! It is much easier to build around and preserve natural water features, large mature trees, and green areas than to clear everything and try to build green infrastructure later on. Now is our chance to preserve what we have and be an example to others!

Thanks,  
Jessie

## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 4:01 PM  
**To:** Lougheed Study  
**Cc:** Amelia Bowden  
**Subject:** Lougheed Transit Corridor

Maple Ridge Lougheed Transit Study:

Thank you for this opportunity for me to share my ideas on the transit. I would like to see more development including the transit preserving the natural beauty that Maple Ridge has. This would include the beautiful large trees that are already established that took many years to grow. I would like to see more development like the one near the Black Sheep Pub off of 232 Street. It is a high end Development that has retained many of the mature trees and has walkways built for people to use.

When I am in Whistler I always notice that the community is built around its' natural beauty. It's trees, mountain slopes and trees and this is what makes it so beautiful. There is no clear cutting in their development. In the 240th area, the homes are built right up to the road with all of the beautiful trees having been cut, even though the selling features or names of the developments are Willow, Oak, Maple, etc. We should take some ideas from Whistler. Green spaces, trees birds, squirrels and wildlife are being destroyed. We have moved into their territory and are upsetting the balance of nature terribly. Lets have a vision for the future.

Thank you,

M. [REDACTED]

## Amelia Bowden

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**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 4:56 PM  
**To:** Amelia Bowden; Lougheed Study  
**Subject:** Lougheed Corridor Transit Study

I would like to offer the following thoughts regarding the above study.

I believe that this is an incredible opportunity for Maple Ridge to enhance the city and the lives of its citizens by considering, emphasizing and investing in every possible 'green' aspect.

Green infrastructure -tree retention, street trees, shaded pedestrian/bicycle paths, green roofs, community gardens, green spaces, parks of varying sizes depending on each neighbourhood, community plazas, outdoor dining/meeting areas, natural water features, and connections between green spaces/corridors and retail, businesses centres, etc. will show that Maple Ridge is aware of and believes in the commitment that so many other communities around the world have shown by incorporating these ideas into their designs. Maple Ridge will greatly benefit from the long term cost savings that are part of drainage management, drought and flood resilience, city beautification that improves health/safety and physical/mental welfare of citizens, energy conservation, and exciting local business and neighbourhood opportunities. If we aim to preserve the environment now in a manner that all can benefit from its ecological services, as a City we won't have to put as much money into building or repairing grey infrastructure to try and compensate for the loss in economic benefits due to not protecting and managing our natural resources now.

All this is doable - and as the cost savings and benefits so far outweigh any (inconceivable) negatives, I hope we move forward with this with 'green' as our prevailing concern.

Thank you,

Ruth [REDACTED]



**mapleridge.ca**

## City of Maple Ridge

**TO:** His Worship Michael Morden  
and Members of Council  
**FROM:** Chief Administrative Officer  
**MEETING DATE:** June 25, 2019  
**FILE NO:** 2018-339-RZ  
**MEETING:** Workshop  
**SUBJECT:** Secondary Suites (SS) Regulatory Review – Options Report

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### EXECUTIVE SUMMARY:

At the January 14, 2019 Workshop, Council directed staff to report back with information on options presented for Secondary Suites (SS) and Detached Garden Suites (DGS) at the February 6, 2018 Workshop. During the January Workshop Council expressed a desire to continue working on a regulatory review of SS, while a DGS Pilot advances towards public tours of DGS units anticipated for Fall 2019.

At the May 7, 2019 Workshop, Council passed the following resolution:

**That staff bring back the consideration of removing the requirement for owner occupancy in homes with secondary suites, along with appropriate accountability mechanisms, on June 25 and further**

**That the current bylaw enforcement issue related to this item be held in abeyance until after the matter is considered on June 25, 2019.**

This report presents an analysis of six options for Council to consider including in the current SS regulations, along with a discussion on adding parking stall dimensions for the onsite parking provision, as well as providing an update on the “hand holder” online program aimed at helping property owners navigate through the building permit process.

### RECOMMENDATION:

1. That staff bring forward a report outlining draft Zoning Bylaw amendments to explore the following regulations for secondary suite units, for review and discussion at a future Council Workshop meeting:
  1. Remove owner-occupancy requirement;
  2. Expand allowance of a secondary suite in all single-family residential zones (in Town Centre only);
  3. Allow a secondary suite in a duplex unit (RT-1 zone);
  4. Reduce permitted minimum secondary suite unit size to 20.3m<sup>2</sup> (219 ft<sup>2</sup>);
  5. Allow a lock-off suite in a townhouse development; and
  6. Allow a lock-off suite in an apartment development.
2. And That bylaw enforcement on the owner-occupancy requirement continue to be held in abeyance until after bylaw amendments are brought forward to Council for 1<sup>st</sup> and 2<sup>nd</sup> Reading.

## 1.0 BACKGROUND

The review of current accessory dwelling unit programs (SS & DGS) has been underway since Fall 2017 and has included a public consultation process focused on the SS and the DGS regulations. The outcomes of the public consultation process were presented at Council Workshop on February 6, 2018. At that meeting, Council directed staff to:

- 1. Provide information on pilot projects to:**
  - a. Allow a Secondary Suite and DGS on the same lot;
  - b. Allow a DGS size to be a minimum of 20.3 m<sup>2</sup> (219 ft<sup>2</sup>); and
  - c. Allow a DGS size to be up to 140m<sup>2</sup> (1500 ft<sup>2</sup>) or 15% of the lot area, whichever is less.
  
- 2. Undertake further research and report back to Council on:**
  - a. Allowing a Secondary Suite in all single-family residential zones;
  - b. Allow a Secondary Suite within a Duplex unit (RT-1 zone);
  - c. Allowing a DGS in all single-family residential zones;
  - d. Allowing flexibility in siting a DGS on a lot;
  - e. Allowing 2-storey units and units above a garage in all DGS zones;
  - f. Allowing Tiny Homes as a permanent DGS structure;
  - g. Allowing Tiny Homes as a temporary DGS structure; and
  - h. Removing owner-occupancy requirement for Secondary Suites and DGS.
  
- 3. Undertake interdepartmental/stakeholder processes to:**
  - a. Review the building permit application process; and
  - b. Develop an approach for creating pre-approved DGS building permit plans.

As a reminder to Council, a DGS Pilot Project commenced in May 2018 and two proposed DGS units completed the regulatory and bylaw approval process. Both of these units are currently under construction. It is anticipated the two DGS units will receive preliminary occupancy by Fall 2019 and public tours of the units will commence shortly thereafter for a period of two months. A short survey will be prepared for all who tour the units to provide their feedback. Once the tours are complete an outcomes report will be prepared for Council and will include any recommended changes to the DGS regulations at that time.

## 2.0 OPTIONS FOR SS REGULATORY EXPANSION

At the January 14, 2019 Workshop, Council chose to continue exploring possible options for SS regulatory expansion and not proceed with a second phase of the DGS Pilot Project. After reviewing the SS options from the Fall 2017 public consultation process, six options that may be considered as possibilities to increase SS units within the community are listed below:

1. Remove owner-occupancy requirement;
2. Expand allowance of a secondary suite in all single-family residential zones (in Town Centre only);
3. Allow a secondary suite in a duplex unit (RT-1 zone);
4. Reduce permitted minimum secondary suite unit size to 20.3m<sup>2</sup> (219 ft<sup>2</sup>);
5. Allow a lock-off suite in a townhouse development; and
6. Allow a lock-off suite in an apartment development.

These options are included in an Alternative Decision Matrix for Council’s consideration in Appendix A.

Community support for options 2 through 4 was indicated (i.e. <50%) through the survey results from the review process. While community support was not indicated from the survey results for option 1, 5, or 6 above, they are included for discussion and consideration, as these three options are growing in acceptance throughout the Metro Vancouver Region. Additionally, Council passed a resolution to consider option 1 (removal of the owner-occupancy requirement) at the May 7, 2019 Workshop if property accountability mechanisms are put in place.

**2.1 Remove Owner-Occupancy Requirement**

Currently, the SS regulations require that the property owner must reside onsite within either the principal unit or the accessory unit. Out of the six options presented in this report, removal of the owner-occupancy requirement will likely have the greatest effect on the registration of legal suites and on the creation of new ones.

As of May 2019, approximately 535 SS units are registered in Maple Ridge and relatively speaking, a small percentage of complaints regarding SS are received by the City each year. Through the 2017 public consultation process, respondents to the community survey showed a lack of support for removing the owner-occupancy requirement (36% support; 64% opposed). The comments received on this suggest a concern that if the property owner is not residing on the site, more problems may occur.

The owner-occupancy requirement for accessory dwelling units was discussed in a Council report presented at the September 19, 2017 Workshop. The Licences & Bylaws Department helped provide information on the number of complaints received by the City from 2013 through 2017. This data has been updated with more current numbers and are as follows:

- 2013 - 62
- 2014 - 67
- 2015 - 35
- 2016 - 32
- 2017 - 37
- 2018 - 27
- 2019 - 16 to date

It was noted at the time of the September 2017 report that the high number of complaints in 2013 and 2014 may have been in part due to the last secondary suite regulatory update in 2012/13. However, the numbers do show a steady decline in complaints since 2013 and generally the trend has continued.

In looking at the past three years at how many complaints received were related to an absentee landlord, the numbers are as follows:

- 2017 - 12
- 2018 - 12
- 2019 - 11 to date

It should be noted that while a complaint may be received on a SS, an absentee landlord issue may not be known until an investigation is undertaken by a bylaw enforcement officer and it is unlikely that the numbers above reflect any of these instances.

In reviewing the regulations of 16 other Metro Vancouver municipalities (see Appendix B), 10 do not require property owners to reside on the site. However, the City of Burnaby requires a business licence for absentee landowners and the District of West Vancouver requires absentee landowners to hire a property manager to oversee the rental units. Currently in Maple Ridge, property owners with a SS are required to reside on the site. However, this requirement is not proving to be an effective control for the secondary suites program, as it contributes to:

- a reduction in the number of registered suites, as property investors are less likely to purchase rental properties in Maple Ridge, and
- an increase in the number of illegal suites, as some property investors will not be deterred from purchasing and renting out a house with two unregistered rental units.

Respondents to the SS and DGS survey were not supportive of removing the owner-occupancy requirement, but adding to the community's rental stock and removing this deterrent to registering units may be a sound approach to creating housing affordability, choice, and oversight.

Under the current Business Licence Bylaw, landlords that rent out two or more dwelling units (i.e. either house, townhouse, and/or apartment) are required to obtain a Business Licence. Property owner contact information is required, including property manager contact if applicable. Additionally, a business licence must be updated annually and the City's Bylaws Department follows up with any that fail to do so. One update to the Business Licence Bylaw that may be worth considering, if the owner-occupancy requirement is removed, would be to require that absentee landlords, residing outside of the Metro Vancouver and Fraser Valley Regional District boundaries, hire a property manager to oversee the rental units and respond to complaints. The intent would be to ensure that if there are any complaints related to a rental unit, a person who is located within a reasonable driving distance may be contacted to respond in a timely manner.

## **2.2 Expand SS to all SF Residential Zones**

When it comes to determining appropriate residential zones for permitting SS, some feel the primary limiting factor is sufficient space to accommodate the required one parking stall onsite. Currently, 371m<sup>2</sup> (3,993 ft<sup>2</sup>) is the smallest lot size wherein a SS may be accommodated within the principal residence, corresponding with the R-1 (Residential District) and CD-1-93 (Amenity Residential District) zones. Two single-family zones where a SS is not permitted are the R-2 (Urban Residential District) zone, with a minimum lot size of 315m<sup>2</sup> (3,390 ft<sup>2</sup>) and R-3 (Special Amenity Residential District) zone, with a minimum lot size of 213m<sup>2</sup> (2,293 ft<sup>2</sup>). Additionally, these two zones also permit the narrowest lot widths amongst single-family zones.

While a smaller lot size does present some challenges in adding a SS to a principal dwelling unit, a narrow lot width and smaller front yard setbacks make it less feasible to accommodate an additional parking space onsite in a tandem arrangement. The most common complaint received from residents regarding SS's have been from neighbouring property owners who are unhappy that onsite parking is not being utilized as much as on-street parking. For a small lot subdivision, this issue becomes more problematic due to having more driveways along a typical street front and less plentiful on-street parking at the outset.

One feasible option may be to allow suites in all single-family zones within the Town Centre Area and remove the onsite parking stall requirement for lots smaller than 371m<sup>2</sup> (3,993 ft<sup>2</sup>). All single-family designated areas within the Town Centre are within a 10 minute walking distance to either the Edge Street transit hub or the West Coast Express Station in Port Haney. In addition to quick access to public transit, the Town Centre offers a wide range of shopping and services making car ownership less of a

necessity and a suite in this area very attractive to renters without an automobile. There is an assumption within this option that car ownership is less likely for single individuals with a modest income. It may be worth considering restricting the configuration of the R-2 and R-3 Town Centre units to a bachelor suite or one-bedroom design.

It is important to note that the community survey results supported retaining the one onsite parking stall requirement. There are many areas within Maple Ridge that are not located within walking distances to local shops and services. In such, it is difficult to rely solely on public transit, retaining an onsite parking stall requirement outside of the Town Centre is prudent.

### **2.3 Allow SS in a Duplex Unit**

Until recently, the minimum lot size for a duplex, within most areas of Maple Ridge, was 891m<sup>2</sup> (9,591 ft<sup>2</sup>) with a minimum lot width of 22m (72 ft.). Most of the existing duplexes within the City would fit within these lot size parameters and easily be able to accommodate two additional parking stalls onsite (one for each potential accessory unit). In order to encourage more opportunities for duplex development, which provides a more affordable market housing option within a single-family neighbourhood, the minimum lot size was reduced to 750m<sup>2</sup> (8,073 ft<sup>2</sup>) and the lot width reduced to 20m (65 ft.). It is worth noting that even with the size reduction for the duplex lot, including a narrower lot width requirement, the minimum area is still more than double the smallest single-family zone size where suites are permitted (i.e. R-1 and CD-1-93) with greater front, rear, interior and exterior side yard setbacks. Given the total larger lot area and 40% lot coverage requirement, the provision of an onsite parking stall, per duplex unit, should be feasible in most instances.

The Town Centre Area Plan permits a smaller duplex lot size at 557m<sup>2</sup> (5,996 ft<sup>2</sup>) on a corner lot or a lot with lane access, which is less than half the size of the R-1 and CD-1-98 zoned lots. Even with greater exterior and interior side setbacks than the R-1 and CD-1-98 zones, the provision of an additional parking stall on these smaller lots will be challenging in many instances. However, a similar approach as described in Section 2.1 above, may also be considered, wherein Town Centre duplex units, on lots smaller than 750m<sup>2</sup> (8,073 ft<sup>2</sup>) would not require an onsite parking stall, if the unit is designed as a bachelor suite or with one bedroom only.

#### **2.3.1 Challenge with Constructing an SS within a Duplex Unit**

The BC Building Code is intended for new construction and meeting modern Code requirements can create a challenge for projects within existing buildings. While costs for an existing single-family resident (particularly an older home) may result in project costs that make it financially challenging for property owners to undertake a rental suite project, the challenge is greater for an existing duplex building.

A duplex with two SS's is considered a four-plex within the Building Code and triggers an upgrade to not only the construction and fire separations of the building but also the buildings mechanical systems. This would essentially create two separate buildings under the Building Code, allowing for the accommodation of a SS per each individual building. The cost related to retrofitting this within an existing duplex, particularly an older building, is not feasible. However, it is feasible to meet Building Code requirements in new duplex construction and worth considering as an option for these projects.



The Building Department has been working with the Regional Permits & Licences Committee, since 2014, on providing the BC Ministry of Municipal Affairs & Housing with technical information that supports allowing alternatives to the BC Building Code for existing buildings. Changing the Code to allow these alternate solutions would continue to ensure a high safety standard while easing requirements to help reduce construction costs for secondary suites in a principal dwelling unit and help reduce construction costs for both single-family and duplex units. While the technical information was provided to the Ministry in February 2019, no response has yet been received.

#### **2.4 Reduce Permitted Minimum SS Unit Size**

Through the SS and DGS review process, one option that was looked at is reducing the minimum allowable unit size to 20.3m<sup>2</sup> (219 ft<sup>2</sup>) for DGS units. This is the minimum dwelling unit size permitted under the BC Building Code. Additionally, permanent and temporary tiny home structures were also supported by survey respondents as potential housing options within Maple Ridge. While smaller unit size was not included as an option for the SS regulations, allowing smaller units is clearly resonating within the community and would enable greater affordability for single adults who choose to live small or are modest income earners.

Currently, the minimum unit size permitted for a SS is 37m<sup>2</sup> (398 ft<sup>2</sup>) and reducing this to 20.3m<sup>2</sup> (219 ft<sup>2</sup>) would help expand unit size options for property owners and ideally provide more affordable rental accommodations for those who have minimal space needs.

#### **2.5 Allow SS in a Townhouse Development**

Allowing a SS in a townhouse development is becoming more common within Metro Vancouver and currently permitted in Burnaby, Richmond, Surrey, Vancouver, and City of North Vancouver. It is also under study in New Westminster. Accessory dwelling units within townhomes and apartments are referred to as “lock-off” suites. As discussed in Section 2.3 above, affordability is becoming more challenging in both the market and rental housing sectors and each are stimulating a gradual decline in single-family housing development and increased growth in the multi-family housing sector. As the community’s housing stock evolves towards more compact forms, creative options have surfaced to maximize the space and benefit of multi-family housing.

Rental lock-off suites within a townhouse unit are designed so that the unit will have its own private entrance, but within the ownership of and subordinate to the larger townhouse unit. To ensure feasibility of a incorporating a lock-off suite within a townhouse unit, a recommended approach is to only permit within new development so that the complex may be designed with appropriate unit design and sufficient parking for each lock-off unit onsite. It is not anticipated that each townhouse unit within a complex would be designed with a lock-off suite, but a small percentage of units may be permitted.

**Figure 1: Lock-Off Suite in Townhouse Unit**



At this time there is some uncertainty as to whether a lock-suite is feasible under the BC Building Code. However, because examples exist within other Metro Vancouver municipalities, the issue will be studied further if Council chooses to proceed with this option.

## 2.6 Allow SS in an Apartment Development

Similar to a lock-off suite in townhouse units, the same may be incorporated into select suites within an apartment building. Consideration for this would be similar to lock-off suites within a townhouse complex, in that the number of rental units and required parking onsite would be designed into a proposed development project. Apartment lock-off suites are permitted in UniverCity in Burnaby, as well as the same municipalities listed above for townhouse units.

**Figure 2: Lock-Off Suite in an Apartment Unit**



### **3.0 ADDING REQUIREMENT FOR ONSITE PARKING STALL DIMENSIONS**

One additional control that may help reduce complaints from single-family residents living near rental units is to ensure that there is a requirement for parking stall dimensions for an accessory dwelling unit and that the stall is not permitted within the existing driveway, but on a separate and clearly defined parking pad located onsite. This would be applied to new SS and DGS applications only and building permit applications would need to show an onsite parking pad measuring 2.5m x 5.5m (which aligns with the Parking Bylaw) and the utilization of permeable materials.

Incorporating this parking refinement into the SS and DGS regulations will help to clearly define and confirm an onsite parking stall for renters and assist the Licences & Bylaws Department when responding to complaints that onsite parking is not being utilized.

### **4.0 UPDATE ON “HAND HOLDER” PROGRAM**

The February 6, 2018 report to Council identified that property owners who have undertaken an accessory dwelling unit construction project found the building permit process difficult to navigate. Subsequently, the Planning, Building, and Information Technology Departments have been working together on creating a “hand holder” online program that will help property owners gather key information for their property and generate a list of requirements, specific to their intended construction project. The “hand holder” program will initially be launched for property owners planning to construct a SS or DGS unit and eventually expanded for various projects, including accessory garage, workshop, finished basement, single-family dwelling and ultimately larger multi-family and commercial development projects. Regular updates to Council on progress with this project will be provided by the Planning, Building and Information Technology Departments.

### **5.0 NEXT STEPS**

Council may choose to proceed with any and all of the six options discussed in this report. The Alternative Decision Matrix, attached as Appendix A, may be utilized to select specific options and prioritize each for moving forward. Council may also choose to prioritize one or two options that could be brought back quickly with bylaw amendments. One example is to remove the owner-occupancy requirement, which will need the least amount of additional research and could be back in front of Council before summer break.

For the options selected and prioritized by Council, the next steps will involve preparation of a draft amendments to the Zoning Bylaw and if required, other related Bylaws. Preparation of bylaw amendments will also include input from the Building and Licences & Bylaws Departments. The draft bylaw will be presented to Council for further discussion and input received will be incorporated into a final draft for consideration of 1<sup>st</sup> and 2<sup>nd</sup> Readings.

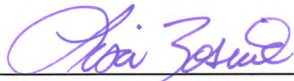
A contact list for those interested in following this review process was established during the public consultation process and has been updated over the course of this project. Email updates will be provided to those on the contact list as the Zoning Bylaw amendments proceed through the bylaw approval stage, including Public Hearing. Additionally, updates will be made to the project webpage and City Facebook page.

**CONCLUSION:**

As the Maple Ridge community continues to grow, many steps will need to be taken to address the issues of housing affordability and tenure while aiming to ensure a wide range in choice of housing form. Expanding SS regulations will help in the effort to make a housing purchase more affordable as well as providing more rental stock within the community. While all of the options presented will help create more opportunities for SS within Maple Ridge, it is likely the removal of the owner-occupancy requirement that will provide the greatest effect both in terms of an incentive to register existing suites and create new ones.

Preparing a draft Zoning Bylaw amendment for Council's review and input is proposed as the next step in the review of the SS regulations.

A second look at existing DGS regulations will be undertaken upon completion of the DGS Pilot Project tours, which will be followed by an outcomes report to Council.



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Planner



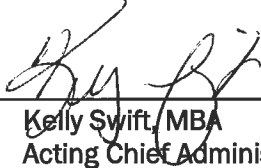
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Reviewed by: **Charles R. Goddard, BA, MA**  
Director of Planning



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Approved by: **Christine Carter, M.PL, MCIP, RPP**  
GM: Public Works & Development Services



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Concurrence: **Kelly Swift, MBA**  
Acting Chief Administrative Officer

The following appendices are attached hereto:

Appendix A: Alternative Decision Matrix

Appendix B: Table Showing SS Regulations in other Metro Vancouver Municipalities

Secondary Suites Regulatory Review – Options Report

Decision Matrix

No.	Option Proposed for Drafting Zoning Bylaw Amendment	Particulars of Proposed Amendment	Yes	No	Priority
1	Allow SS in all SF residential zones	Permit in R-2 zone 315m <sup>2</sup> (3,390 ft <sup>2</sup> ) and R-3 zone 213m <sup>2</sup> (2,293 ft <sup>2</sup> ) within the Town Centre Area only. Restrict unit design to bachelor suite or 1 bedroom unit. No parking stall requirement for these 2 zones in Town Centre Area.			
2	Allow SS in a duplex unit (RT-1 zone)	Permit in RT-1 zone, which will likely only be feasible in new development due to BC Building Code requirements. For units in Town Centre that are less than 750m <sup>2</sup> (8,073 ft <sup>2</sup> ), unit design will be restricted to bachelor suite or 1 bedroom and no parking stall required.			
3	Reduce permitted minimum SS unit size to 20.3m <sup>2</sup> (219 ft <sup>2</sup> )	Add wording to SS regulations.			
4	Allow a lock-off suite in a townhouse development	Only permitted in new development and in a small number of units. Require 1 onsite parking stall for units with lock-off suite.			
5	Allow a lock-off suite in an apartment development	Only permitted in new development an in a small number of units. Require 1 onsite parking stall for units with lock-off suite.			
6	Remove owner-occupancy requirement	Follow current Business Licence Bylaw, wherein a business licence is required for property owners with 2 or more rental units. Require that absentee landlords who reside outside of Metro Vancouver and Fraser Valley Regions must hire a property manager to oversee the rental units and include contact information on business licence information. Note: business licence and contact information are currently updated annually.			

# Appendix B

## Scan of Secondary Suite Regulations in Other Municipalities

Municipality	Allow a SS & DGS on the same lot	Allow more than one SS on the same lot	Allow SS in all Single-Family residential zones	Allow a SS within a Duplex unit	Minimum Area	Maximum Area	Owner-Occupancy Requirement for SS & DGS	Allowing Lock-off Suites within a Townhouse or Apartment
City of Coquitlam	No	No	Permitted in most Single Family Zones	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	N/A	No
City of Pitt Meadows	No	No	Permitted in RR, RS or R-1 Zones	No	33 m <sup>2</sup>	90 m <sup>2</sup>	Yes - Property owner must reside in either the main house or the suite or retain a local property management company	No
City of Surrey	No	No	Permitted in A-1, A-2, RA, RA-G, RH, RH-G, RC, RF-O, RF, RF-SS, RF-G, RF-12, RF-12C, RF-9, RF-9C and RF-9S Zones	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	Yes - The owner must live on the property in either the main dwelling unit or the secondary suite.	Yes
City of Richmond	No	No	Permitted in Single Family, Two-Unit, Three-Unit and Townhouses	Yes, now permitted in two-unit housing, three-unit housing or town housing (2018)	33 m <sup>2</sup>	90 m <sup>2</sup>	N/A	Secondary Suite permitted in Town House
City of Delta	No	No	Permitted in RS1, RS2, RS3, RS4, RS4A, RS5, RS6, RS7, RD1 (only SFD), RD2 (only SFD), RD3 (only SFD), RA2D (only SFD)	No	33 m <sup>2</sup>	90 m <sup>2</sup>	Requires a Business License, unless the suite is unoccupied or is occupied by immediate family	No
City of Vancouver	Yes	No	Permitted in all RS zones	Permitted on lots larger than 511 m <sup>2</sup>	37 m <sup>2</sup>	Cannot exceed the size of the principle dwelling unit	N/A	Yes
City of Burnaby	DGS (laneway house) not currently permitted	No	Permitted in R1, R2, R3, R4, R5, R6, R9, R10, R11, R12, A1, A2, A3, and RM6	No	32 m <sup>2</sup>	Lesser of 40% or 90 m <sup>2</sup>	No, but requires a Business License if the not owner occupied	Yes, but only permitted in P11 at UVerCity
City of Port Moody	Yes	No	Yes, permitted in all Single detached residential zones except for Manufactured Home Parks	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	N/A	No
City of New Westminster	Yes	No	Permitted in RS-1, RS-2, RS-4, RS-5, NR-1, NR-2, NR-5, RS-CD-1	No	350 ft <sup>2</sup> (32.52 m <sup>2</sup> )	Lesser of 40% or 968 ft <sup>2</sup> (89.93 m <sup>2</sup> )	N/A	No, but research is underway
District of West Vancouver	No	No	Permitted in RS1, RS2, RS3, RS4, RS5, RS7, RS8, RS9, RS10, RD1, RD2	No	20 m <sup>2</sup>	Lesser of 40% or 90 m <sup>2</sup>	N/A	No
City of North Vancouver	Yes	No, unless it is a duplex (1 suite per unit)	Permitted in all SFD	Yes	37.16 m <sup>2</sup>	Lesser of 40% or 90 m <sup>2</sup>	Yes	Yes, accessory to a Townhouse or Apartment Use
District of North Vancouver	No	No	Permitted in all SFD	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	Yes	No
City of Langley	N/A	No	Permitted in RS1, RS2	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	Yes	No
Langley Township	No	No	Permitted in SFD (Zoning Bylaw does not define SS)	No	N/A	90 m <sup>2</sup>	Yes	No
City of Abbotsford	No	No	Permitted in RR, SR, RS1, RS3, RS4, RS5, A1, A2, A3, A5, N11 and RMF zones.	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	N/A	No
District of Mission	No	No	Permitted in RU80s, RU36s, RU16s, RR7s, S36s, R930s, R669s, R558s, R465s, RT46S, RB55B, CCR, SN1A	No	N/A	Lesser of 40% or 90 m <sup>2</sup>	No	No