Maple Ridge Town Centre

Development Permit Area Guidelines

September 2008

prepared by: the Design Centre for Sustainability
for the District of Maple Ridge

Table Of Contents

List of Figures

Purpose of Development Permit Area Guidelines

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

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

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

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

How to Use the Guidelines

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

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

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

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

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

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

Organization of the Town Centre DPA Guidelines

The guidelines document is divided into two main parts:

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

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

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

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

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

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

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

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

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

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

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

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

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

Part One

Town Centre Precincts

Figure 1: Aerial view of downtown Maple Ridge

Part One: Town Centre Precincts and Major Corridors

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

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

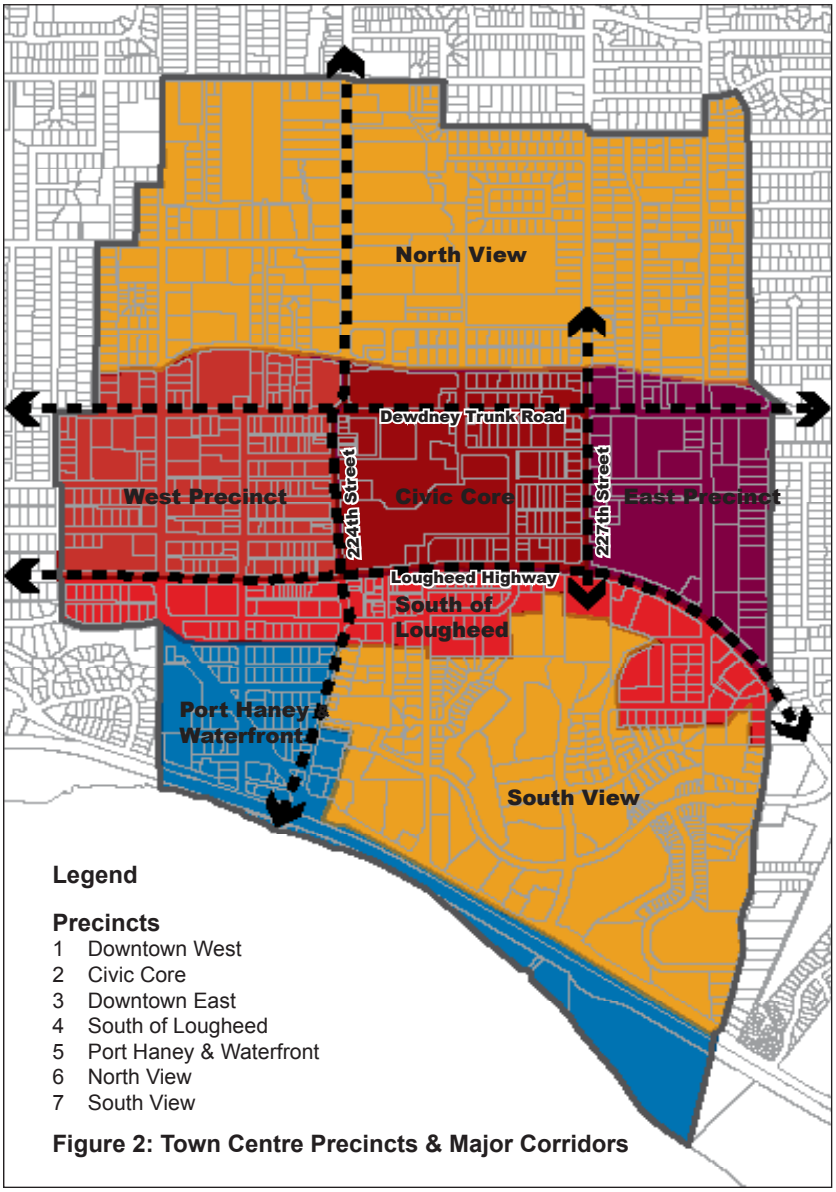
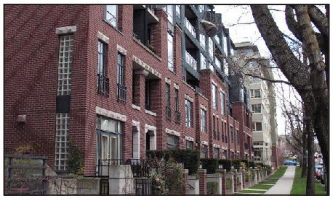


Figure 2: Town Centre Precincts & Major Corridors



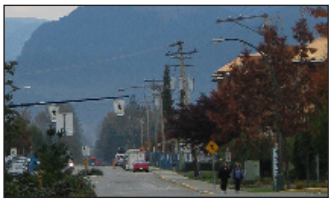
Downtown West Precinct

Civic Core Precinct

Downtown East Precinct

South of Lougheed Precinct

Port Haney & Waterfront



North View Precinct

South View Precinct

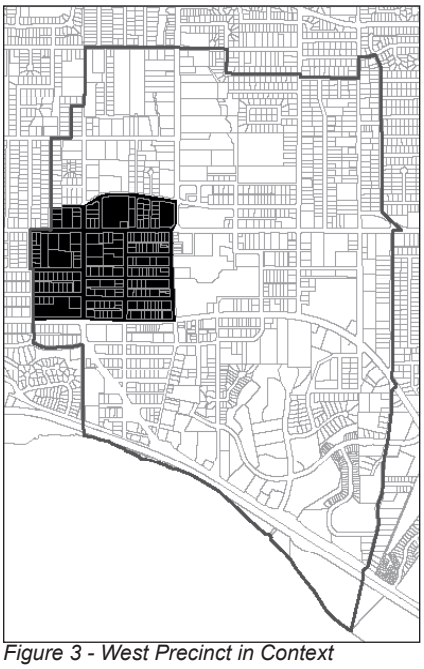


Figure 3 - West Precinct in Context

Downtown West Precinct - General Conditions and Character

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

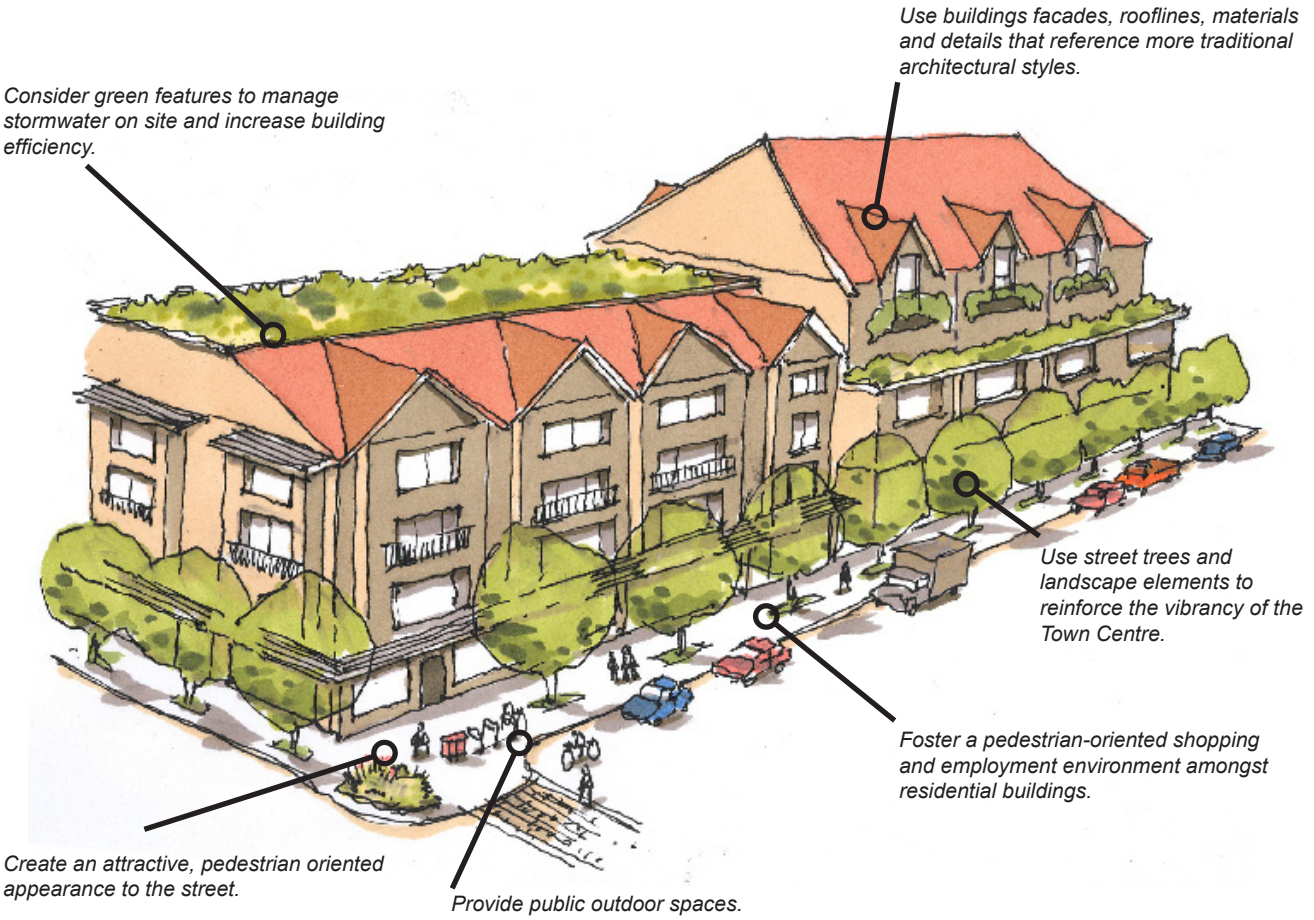


Figure 4 - West Precinct Character Sketch

Downtown West Precinct

Key guideline concepts:

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

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

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

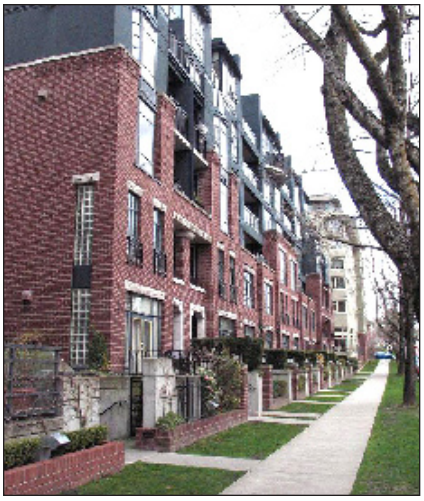
4 **Reference traditional architectural styles.** New development in the Downtown West Precinct should reference more traditional architectural styles, that include materials such as brick and wood. A cohesive building style should be maintained, ensuring new buildings have consistent architectural and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

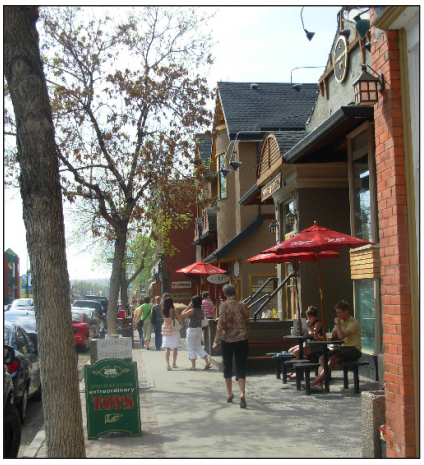
5 **Capitalize on important views.** New development should capitalize on important mountain and/or river views. Existing streets and buildings should maintain and enhance these views.

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

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

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

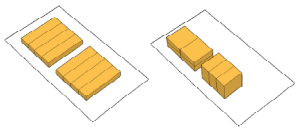




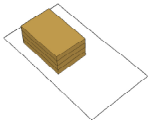
The desired quality and character of the Downtown West Precinct is a pedestrian-oriented, small-scale and diverse shopping and residential area.

Land Use Descriptions

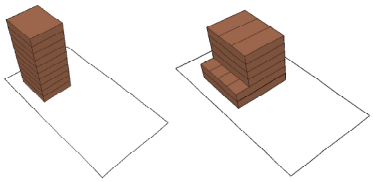
1. ***Ground-Oriented Multifamily*** *supports ground-oriented attached housing, such as row house, town house, or stacked townhouse form.*



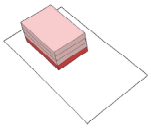
2. ***Low-Rise Apartment*** *supports development of apartment forms of dwelling that are 3 to 5 storeys with underground parking.*



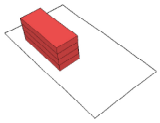
3. ***Medium & High-Rise Apartment*** *supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.*



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



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



Downtown West Precinct - Land Use and Building Form

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

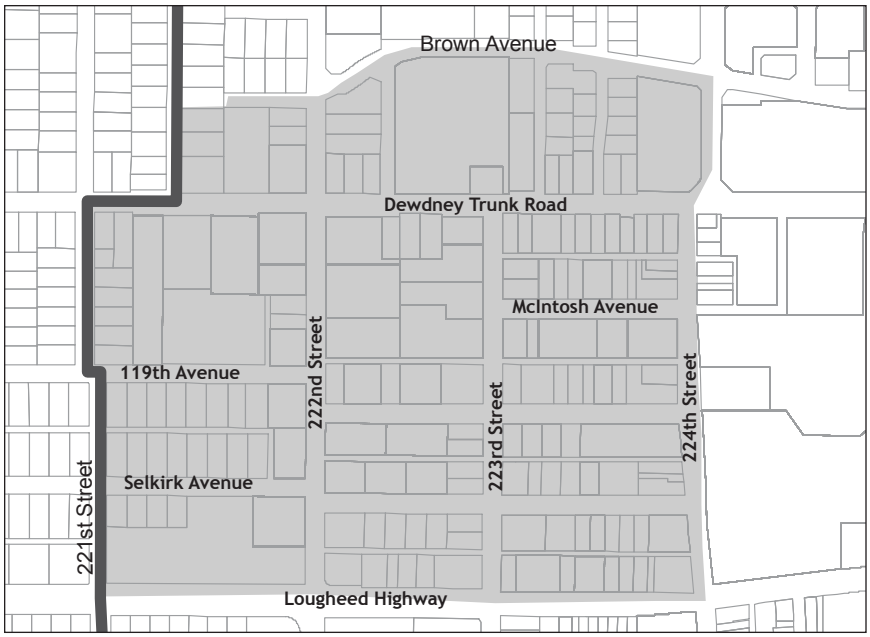


Figure 5 - West precinct

Downtown West Precinct - Transportation and Circulation

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

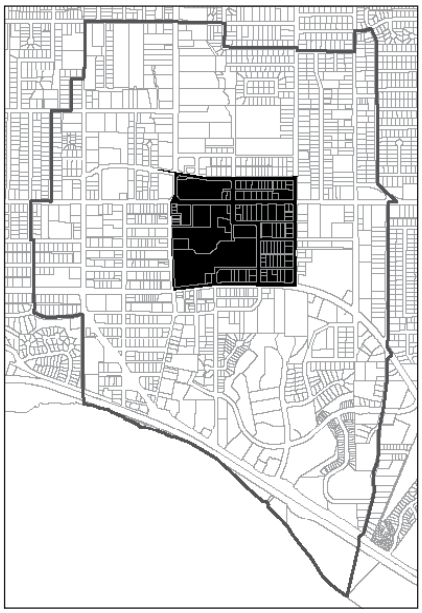


Figure 6 - Civic Core Precinct in Context

Civic Core - General Conditions and Character

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

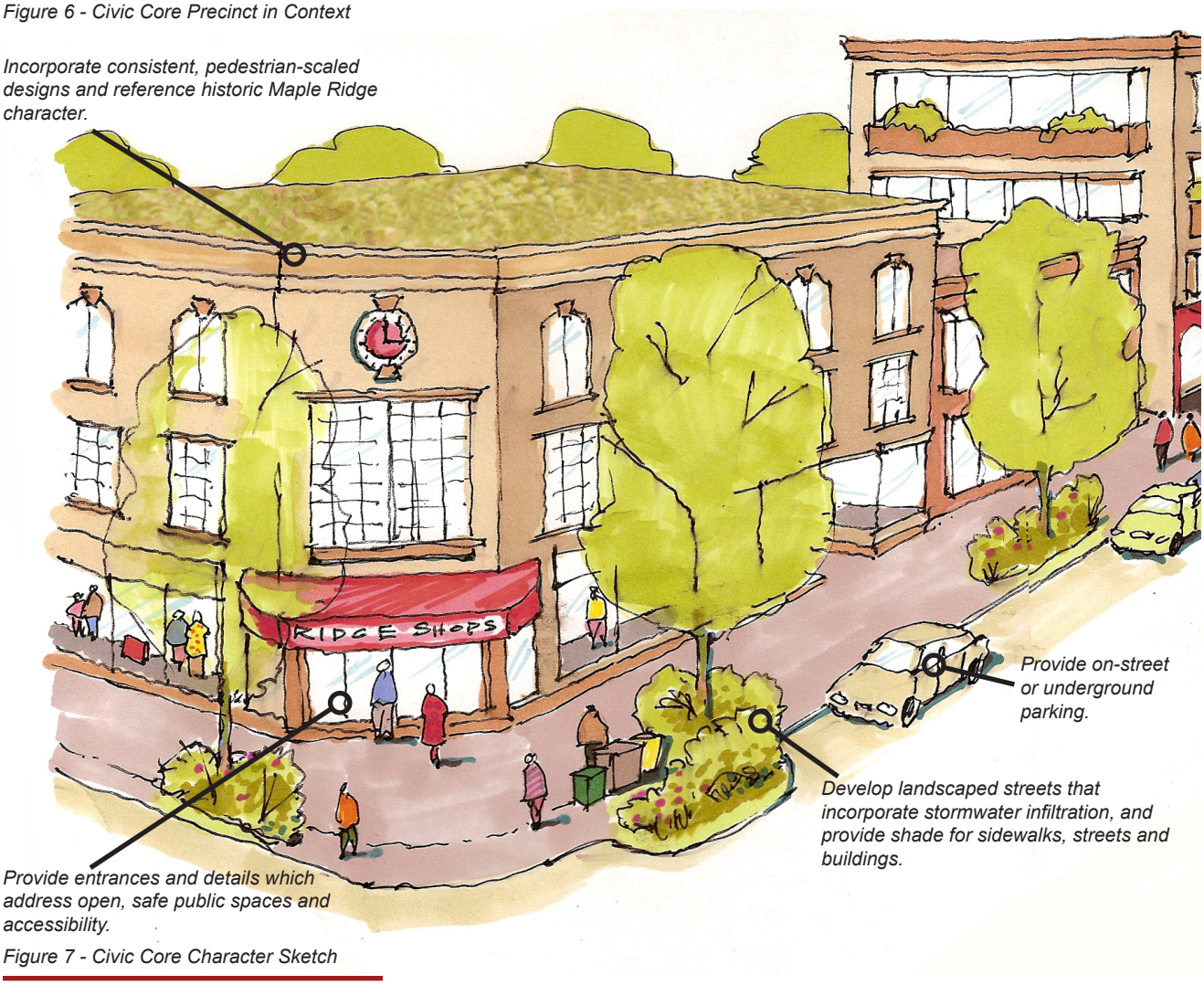


Figure 7 - Civic Core Character Sketch

Civic Core

Key guideline concepts:

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

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

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

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

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

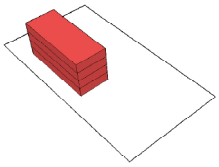
6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian friendly character of streets in the precinct, moderate the internal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

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

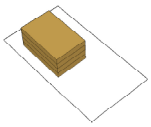
The Civic Core is the heart of Maple Ridge's civic and community activity with a high quality and vibrant pedestrian environment.

Land Use Descriptions

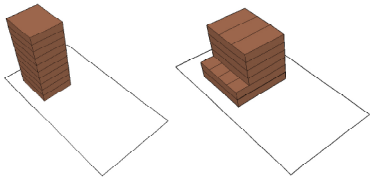
1. ***Town Centre Commercial***
   supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



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



3. ***Medium & High-Rise Apartment***
   supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.



Civic Core - Land Use and Building Form

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

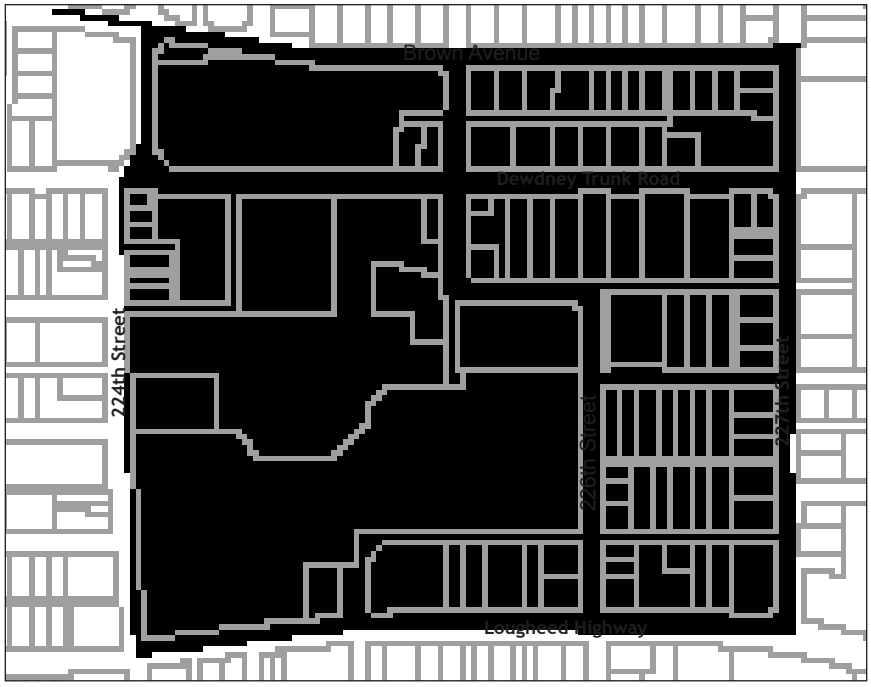


Figure 8 - Civic core

Civic Core - Transportation and Circulation

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

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

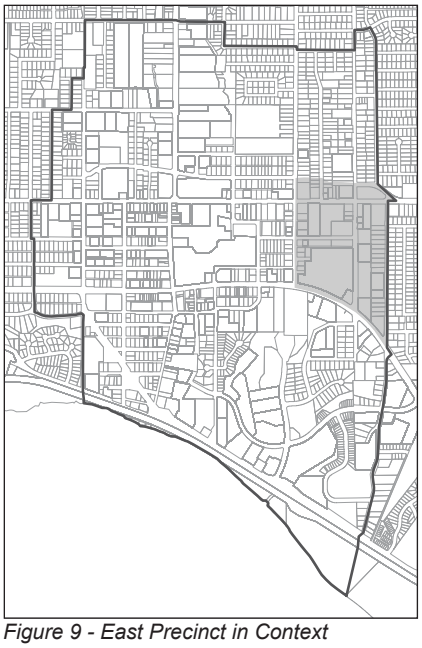


Figure 9 - East Precinct in Context

Downtown East Precinct- General Considerations and Character

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

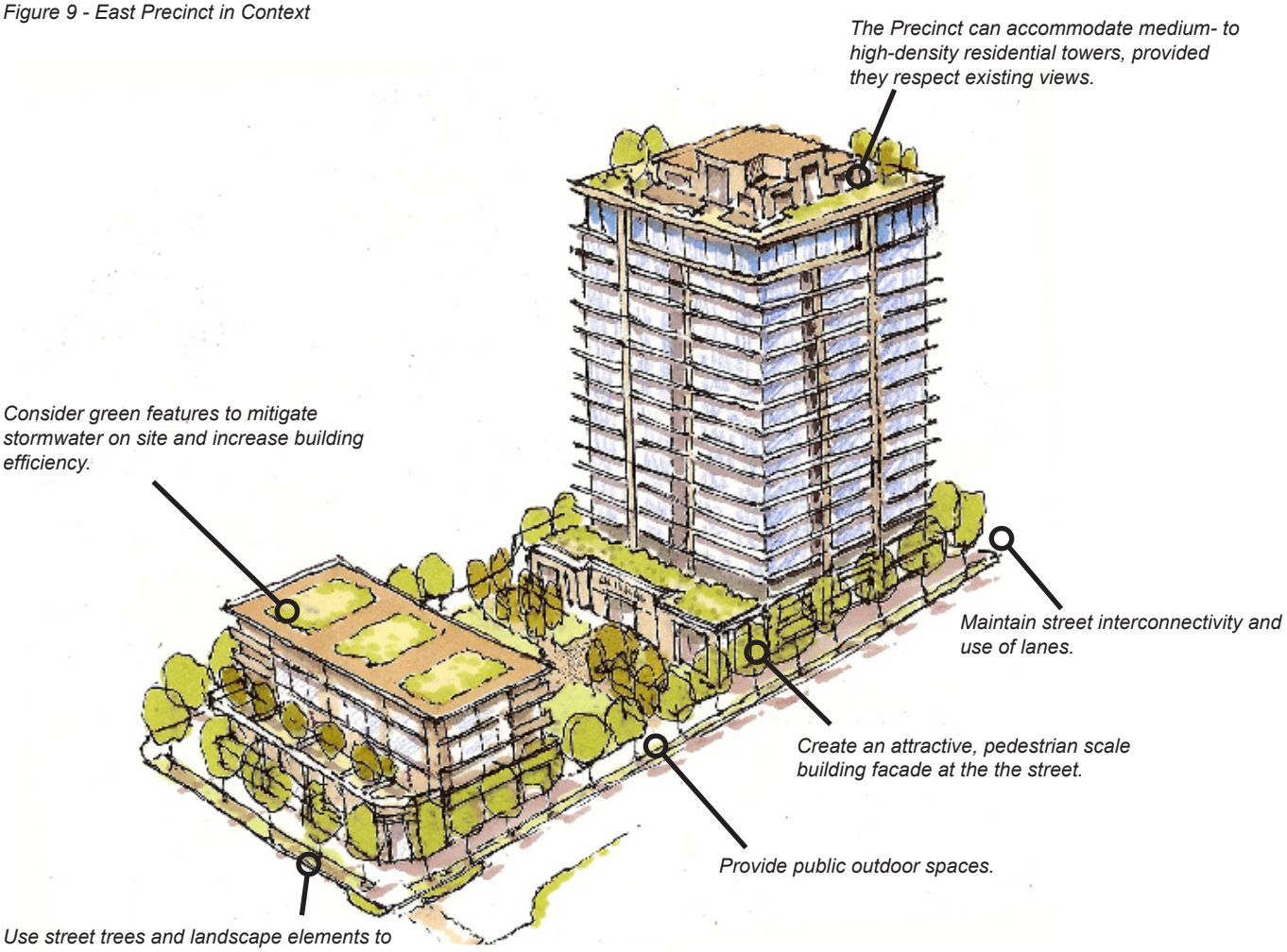


Figure 10 - East Precinct Character Sketch

Downtown East Precinct

Key guideline concepts:

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

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

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

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

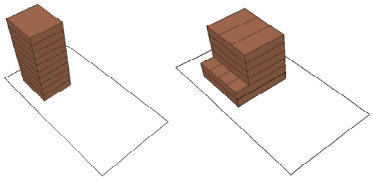
5 **Provide public outdoor space.** New developments should include attractive, functional public outdoor spaces, where appropriate and feasible. Outdoor spaces should be designed to accommodate a wide use of activities, incorporate universal access, reduce vandalism, and increase safety.

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

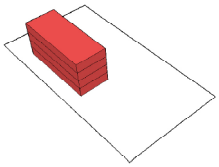
7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Where feasible, parking requirements should be accommodated underground.

Land Use Descriptions

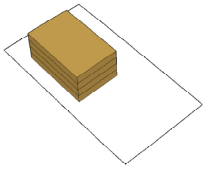
1. ***Medium & High-Rise Apartment***
   supports development of apartment forms of dwelling that are 6 to 20 storeys with underground parking.



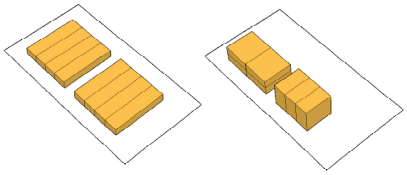
2. ***Town Centre Commercial***
   supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ stories in height.



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



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



Downtown East Precinct - Land Use and Building Form

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

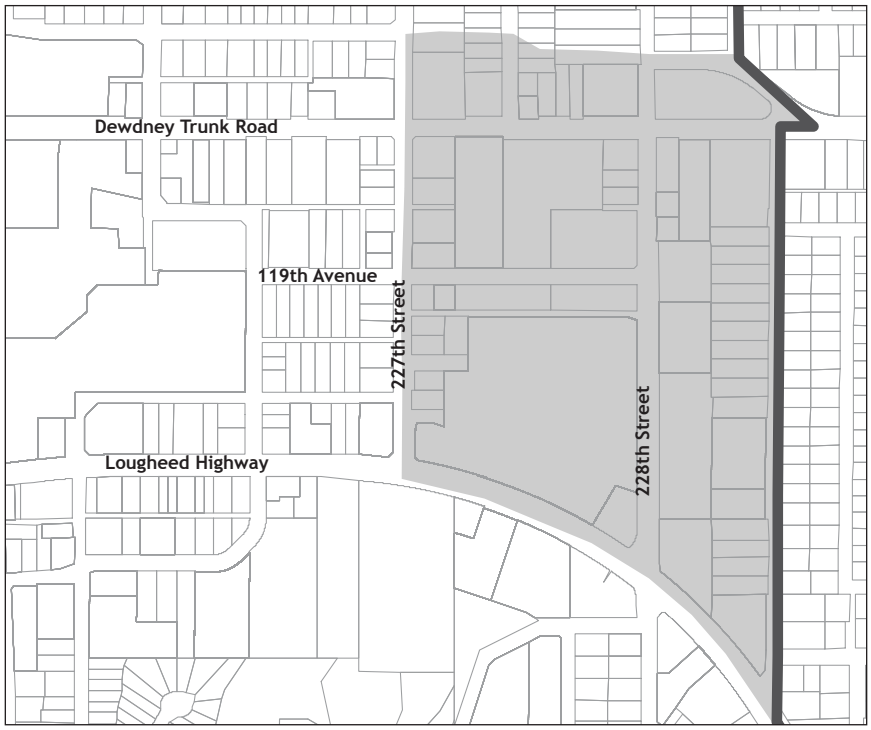


Figure 11 - East precinct

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

Downtown East Precinct - Transportation and Circulation

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

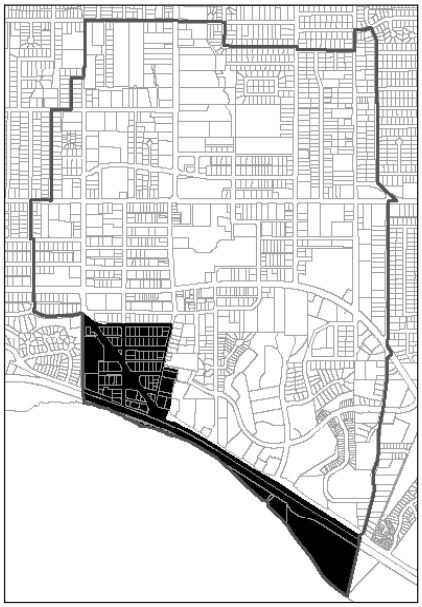


Figure 12 - Port Haney Precinct in Context

Port Haney and Waterfront - General Considerations and Character

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

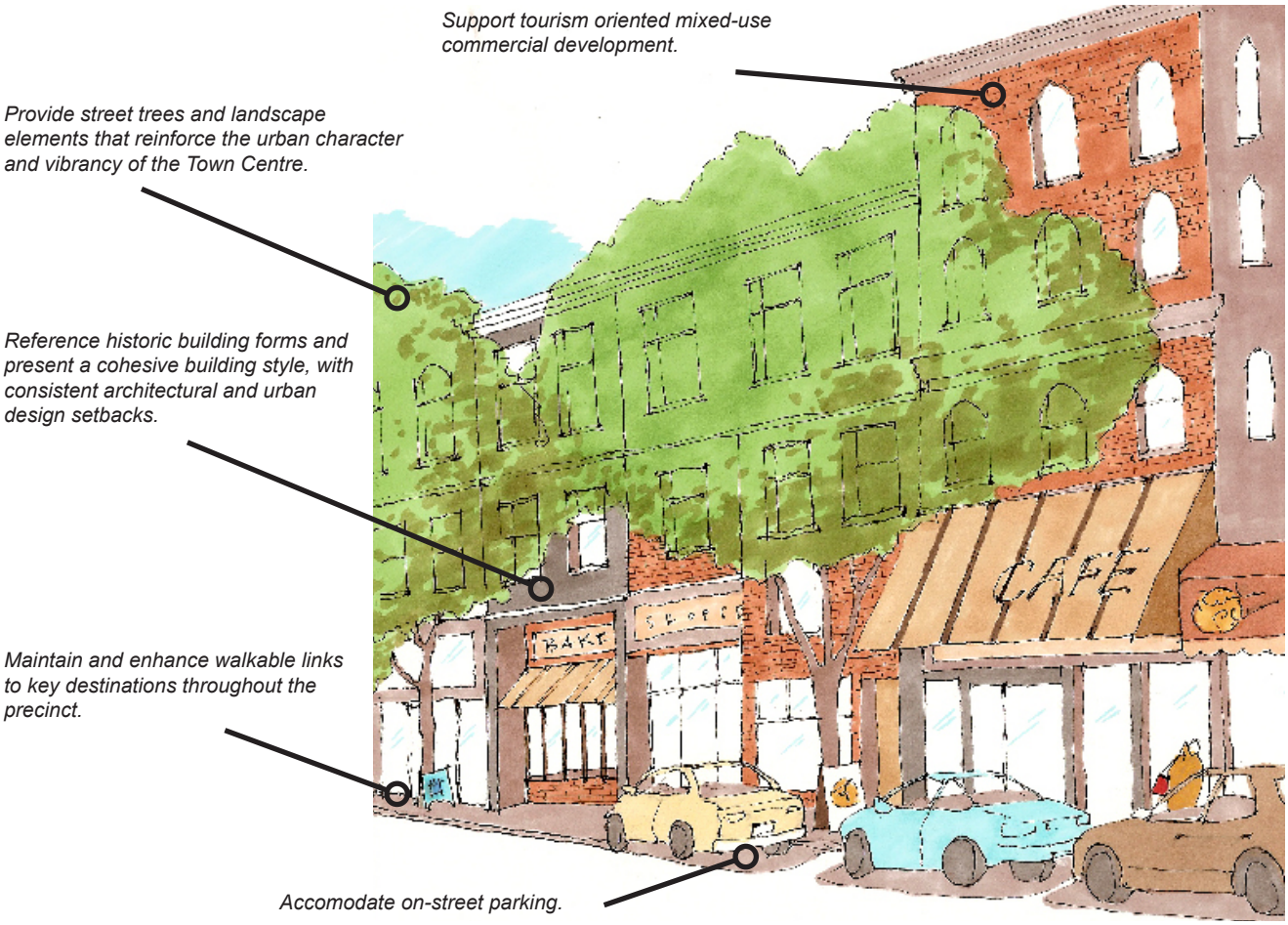


Figure 13 - Port Haney and Waterfront Character Sketch

Port Haney and Waterfront

Key guideline concepts:

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

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

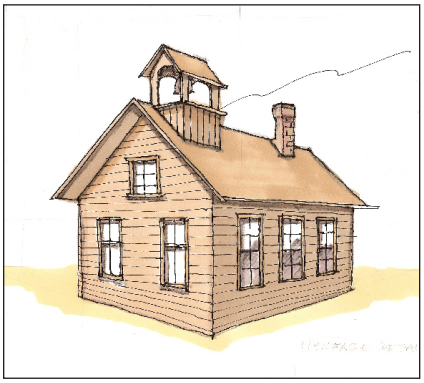
3 **Enhance the heritage quality, character and vibrancy of Port Haney and the Waterfront.** New development should promote the quality, character and vibrancy of the urban environment. Colours should be harmonious, and materials of sustainable quality. All new commercial, multi-family and mixed use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

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

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

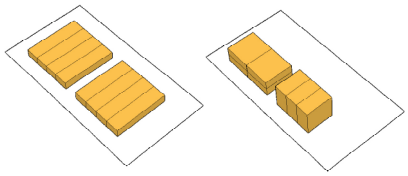
6 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character, history and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian friendly character of streets in the precinct, moderate the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

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

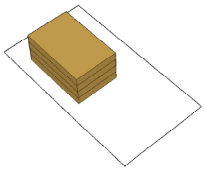


Land Use Descriptions

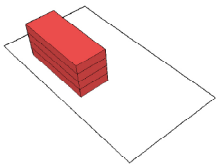
1. ***Ground-Oriented Multifamily***
   supports ground-oriented attached housing, such as row house, town house, or stacked townhouse.



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



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



Port Haney - Land Use and Building Form

Land in the Port Haney Precinct is designated Low-Rise Apartment, Port Haney Multi-Family, Commercial, & Fraser River Waterfront, and Port Haney Adaptive Use. The Low-Rise Apartment supports buildings at a maximum height of 5 storeys. The Port Haney Multi-Family, Commercial, & Fraser River Waterfront offers flexibility and supports Multi-Family (ground-oriented and maximum 4 storey apartment), Mixed-Use, and Commercial uses. Port Haney Heritage Adaptive Use recognizes the heritage value of properties in this area and encourages conservation by permitting adaptive uses, outlined in the corresponding zones. For properties close to the waterfront, tourism oriented mixed-use commercial development will be encouraged. Access to the Fraser River waterfront from Port Haney will be enhanced through a proposed new walkway and wharf.

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

Figure 14 - Port Haney and Waterfront

Port Haney - Transportation and Circulation

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

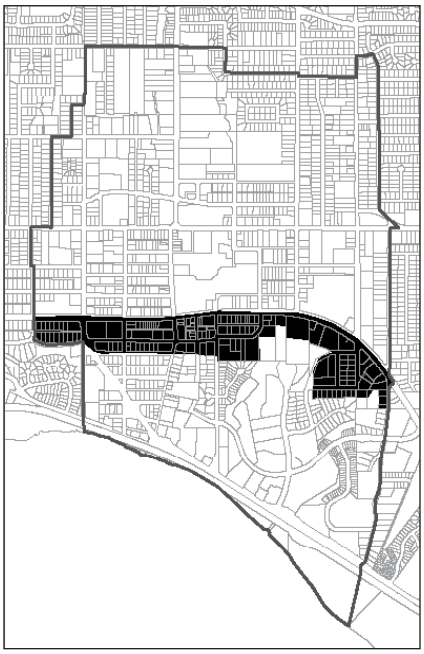


Figure 15 - SOLO Precinct in Context

South of Lougheed - General Considerations and Character

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

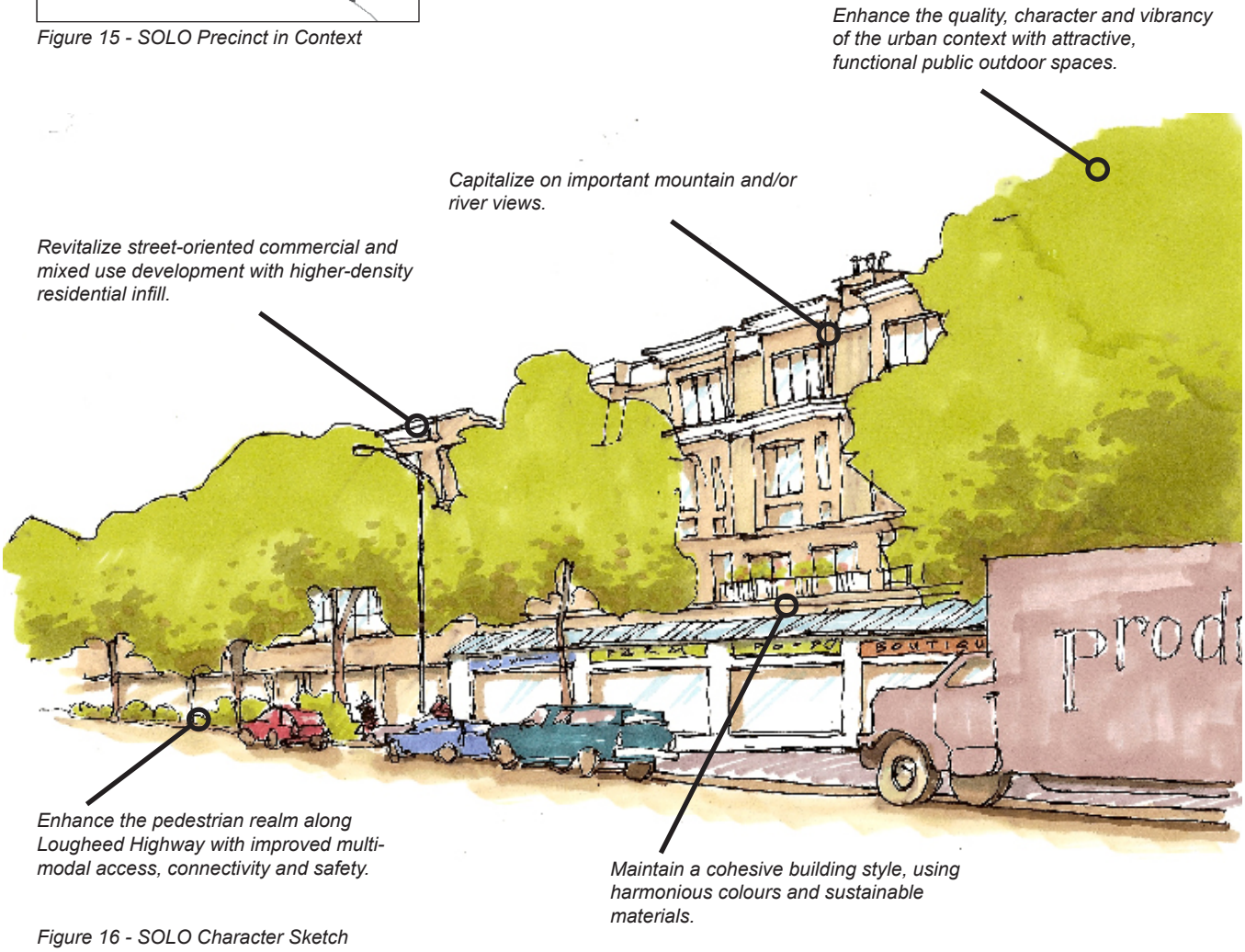


Figure 16 - SOLO Character Sketch

South of Lougheed (SOLO)

Key guideline concepts:

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

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

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

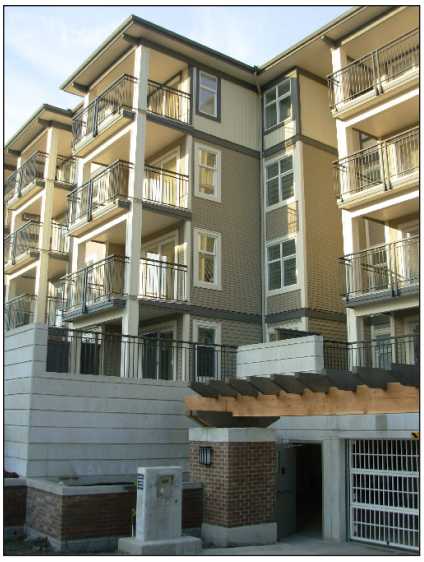
4 **Maintain cohesive building styles.** New development South of Lougheed should maintain a cohesive building style. New buildings should have consistent architectural and urban design setbacks, form, mass and height throughout the Precinct. That said, there is opportunity in South of Lougheed to explore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

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

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

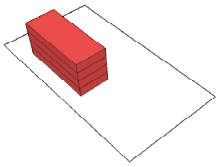
7 **Provide climate appropriate landscaping and green features.** New development should provide landscape elements that reinforce the urban character and vibrancy of the Town Centre. Landscape elements should enrich the pedestrian friendly character of streets in the precinct, moderate the internal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

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

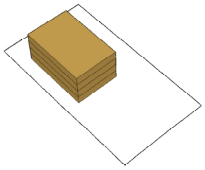


Land Use Descriptions

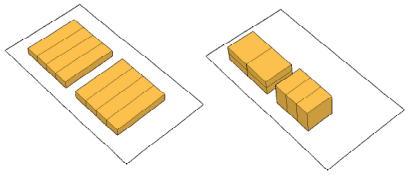
1. ***Town Centre Commercial***
   supports a range of commerical only, to mixed-use, to residential only in a variety of building forms from 3 storeys to 20+ storeys in height.



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



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



South of Lougheed - Land Use and Building Form

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

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

Figure 17 - Solo precinct

South of Lougheed - Transportation and Circulation

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

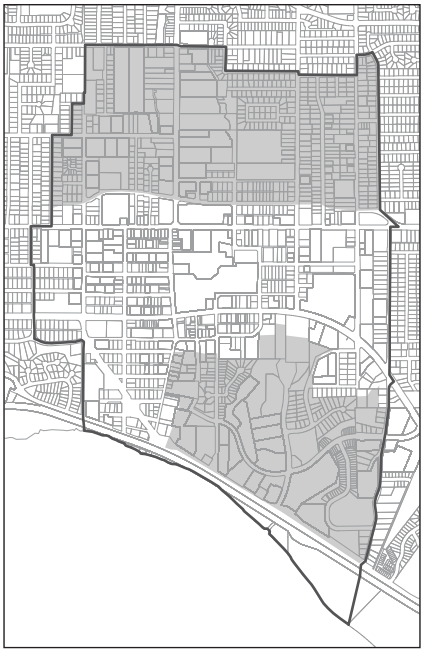


Figure 18 - Multifamily Precincts in Context

North View and South View - General Considerations and Character

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

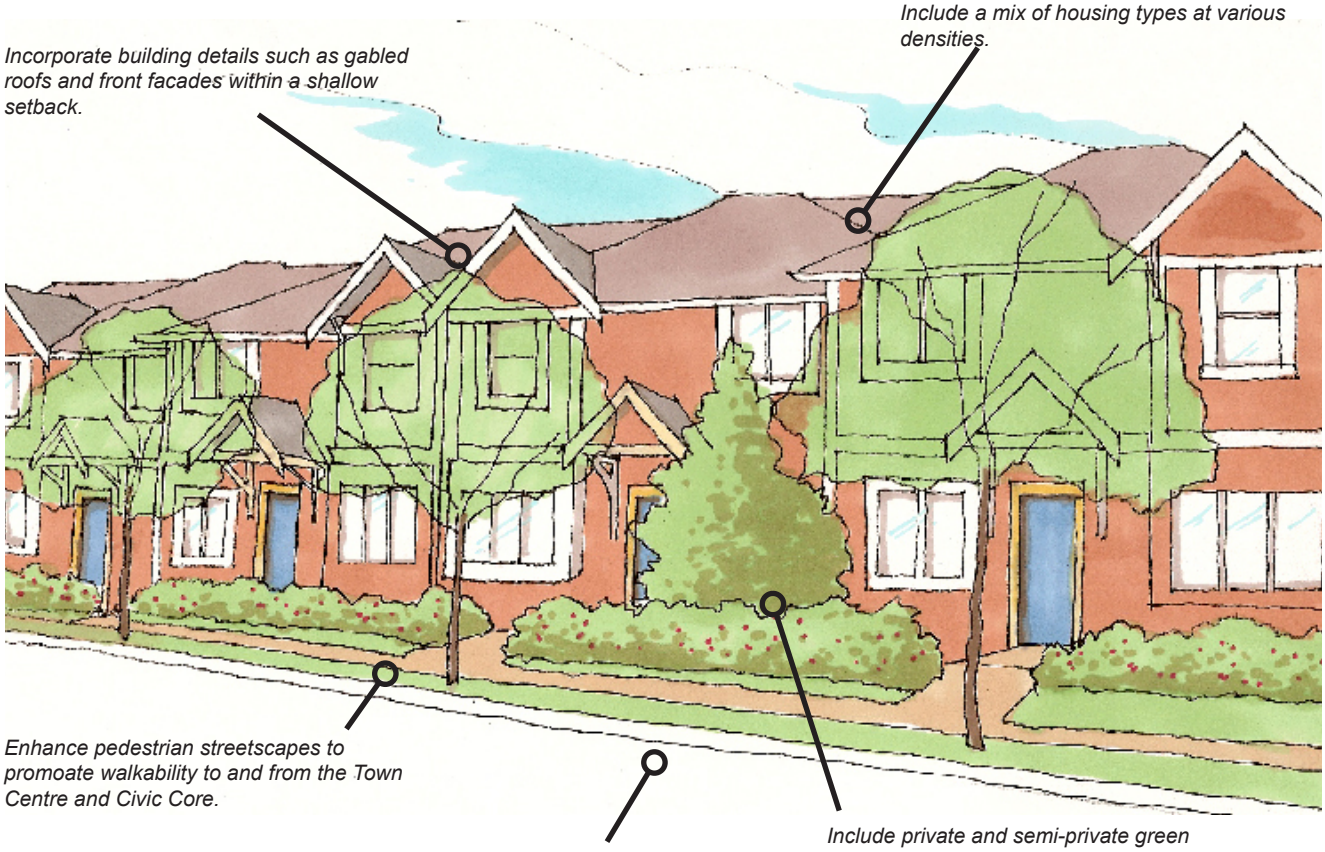


Figure 19 - North View and South View Character Sketch

North View and South View

Key guideline concepts:

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

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

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

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

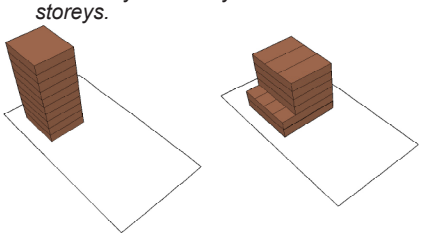
5 **Provide private and semi-private green space.** New development should include attractive, private and semi-private green spaces. Front and back courtyards in multifamily developments and outdoor spaces should be designed to incorporate universal accessibility, reduce vandalism, and increase safety.

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

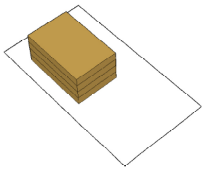
7 **Maintain street interconnectivity.** New development should maintain street interconnectivity and the traditional use of the lane as a service street and secondary vehicular and pedestrian throughway. Allocated parking areas should not intrude upon the urban, pedestrian-oriented quality of the Town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

Land Use Descriptions

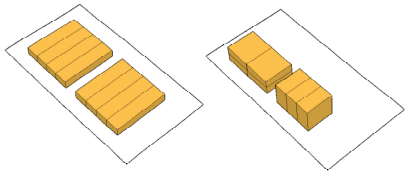
1. ***Medium and High-Rise Apartment*** *supports development of apartment forms of dwelling that are a minimum of 6 storeys and may reach over 20 storeys.*



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



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



North View and South View - Land Use and Building Form

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

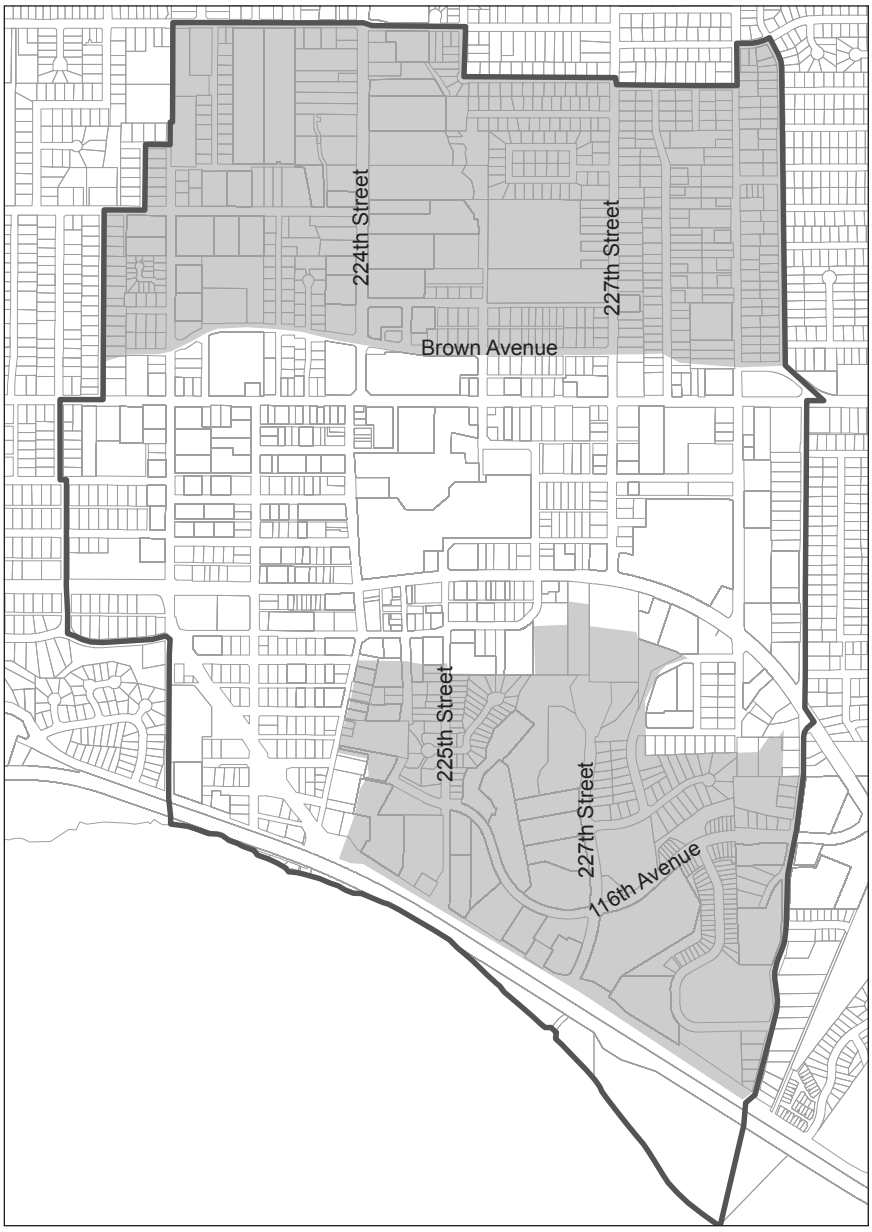


Figure 20 - North View and South View

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

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

Part Two

Town Centre Guidelines

Development Guidelines

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

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

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

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

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

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

A. Building Setbacks, Form, Mass and Height

Development Objectives

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

Discussion

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

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

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

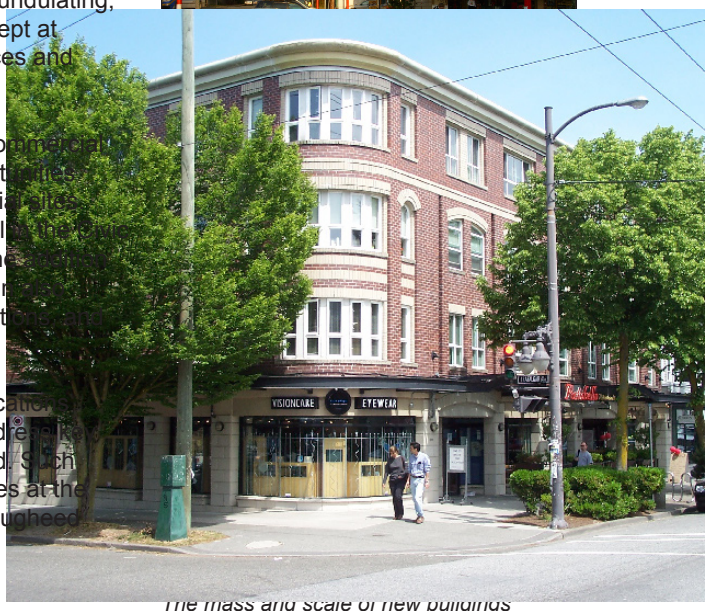
The pedestrian environment and architectural considerations to massing and scale must be included in new development, renovations and/or additions. Efforts should be made to maintain cohesiveness amongst buildings in the Town Centre and to maintain for each building the pedestrian scale and vibrancy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

A.1 Building Mass and Form Guidelines

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

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

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



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

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

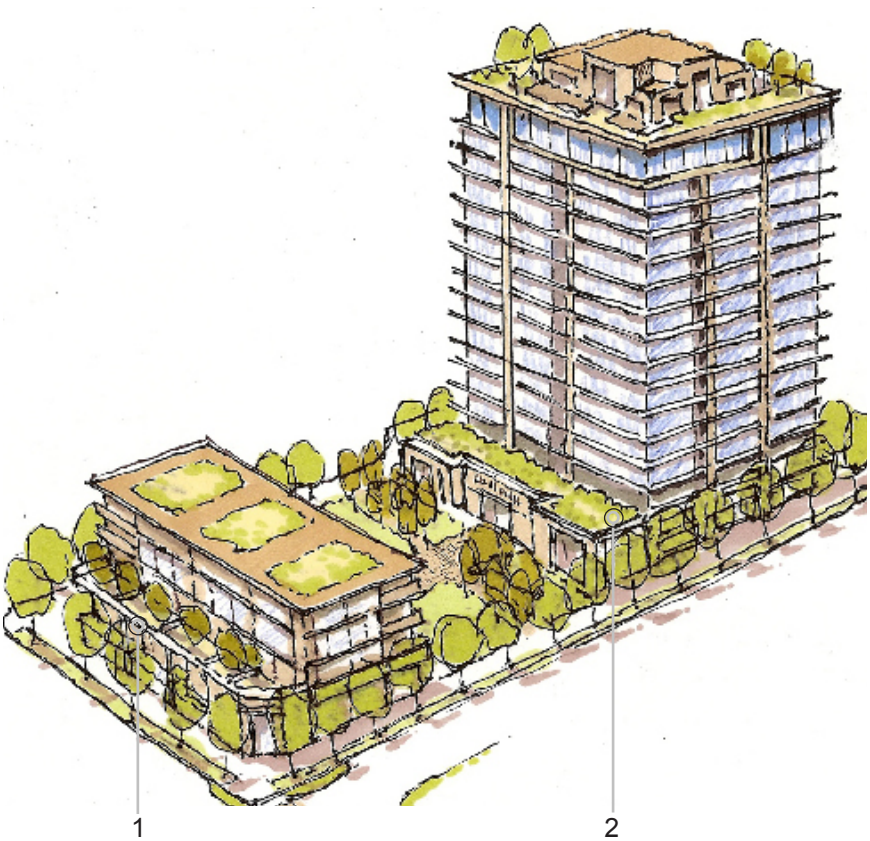


Figure 21. Building Setbacks, Form, Mass and Height.

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

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

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

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

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

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

Figure 22. Accommodate ground-oriented units

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

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

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

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

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

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

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

Figure 23. Roof pitch

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

A.2 Building Heights

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

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

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

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

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

Figure 24. Step taller buildings back

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

A2.6 TCC MU MFR

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

A2.7 TCC MU MFR

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

A2.8 TCC MU MFR

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

A2.9 TCC MU MFR

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

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

Figure 25. Use natural processes

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

A.3 Building Setbacks

A3.1 TCC MU MFR

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

A3.2 TCC MU MFR

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

A3.3 TCC MU MFR

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

A3.4 TCC MU MFR

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

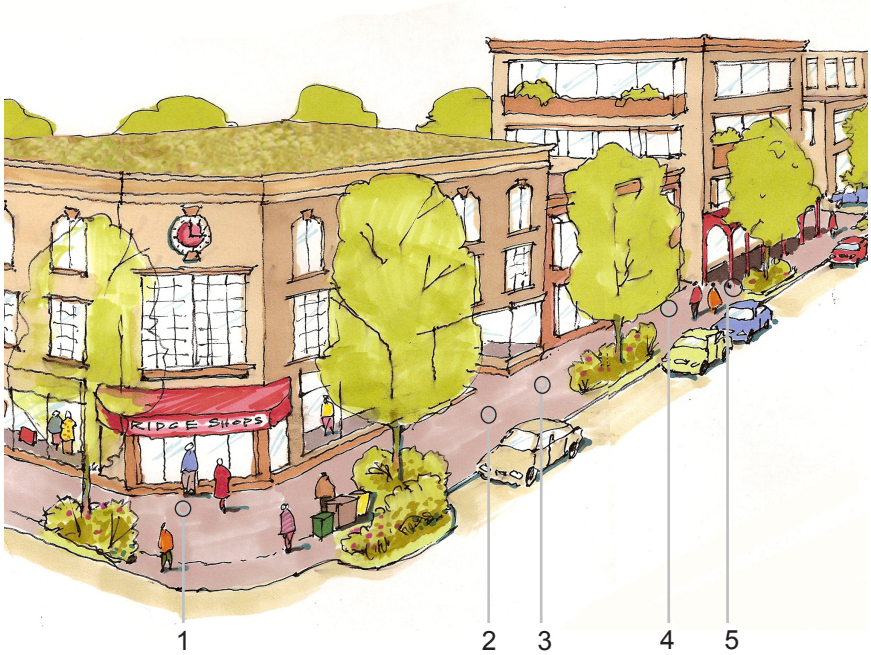


Figure 26. Building Placement and Setbacks

1 - Entries should be clearly expressed.

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

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

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

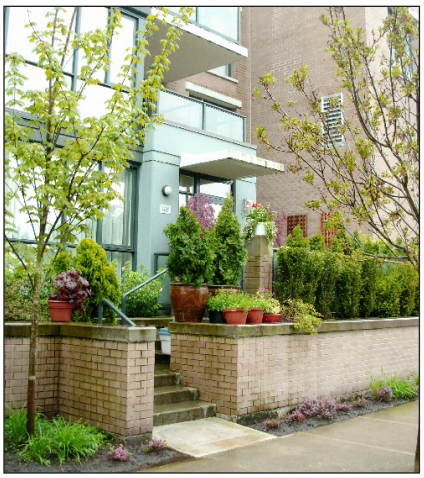
5 - Arcades should be constructed a minimum. 1.8 metres deep and their height should allow natural light.

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

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

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

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



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

Figure 27. Building Entrances

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

B. Building Façades, Materials and Colour

Design Objectives

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

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

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

Discussion

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

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

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

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

B. 1 Building Façade

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

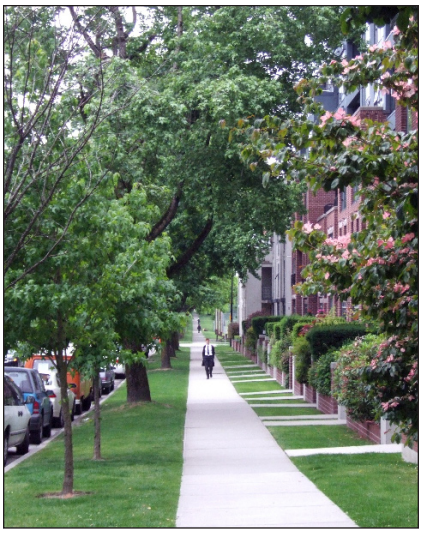
B1.2 TCC MU MFR
Orient main entrances to face the sidewalk. Primary entrances and building facades should face the street to ensure a pedestrian friendly street front.

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

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

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

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



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

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

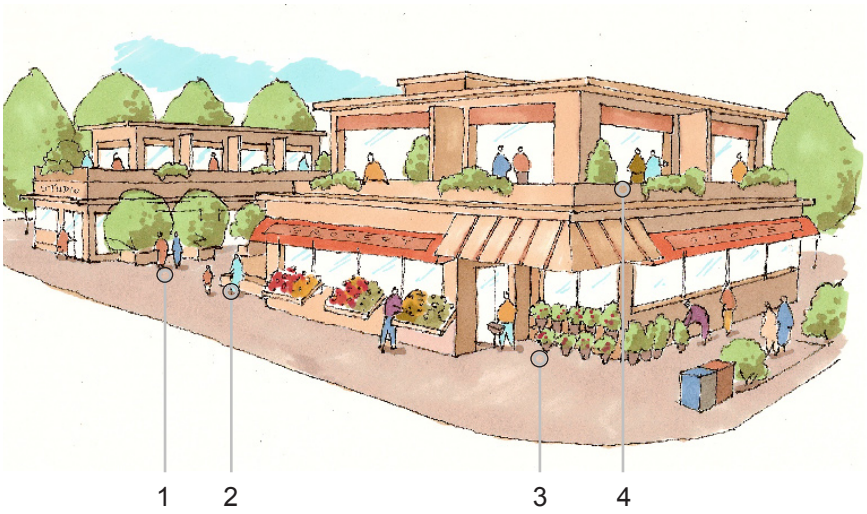


Figure 28. Corner commercial buildings.

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

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

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

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

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

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

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

Figure 29. Reflect original facade and scale

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

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

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

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

B. 2 Lighting

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

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

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

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

Figure 30. Continuous overhangs

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

B.3 Building Materials

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

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

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

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

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

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

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

Figure 31. Materials

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

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

B.4 Building Colours

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

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

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

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

B.5 Screening and Storage

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

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

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

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

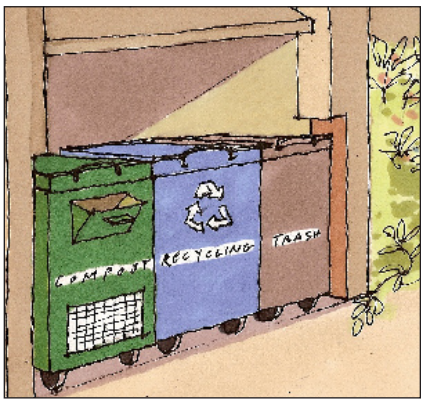


Figure 32. Screening

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

C. Building Site Considerations

Development Objectives

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

Discussion

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

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

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

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

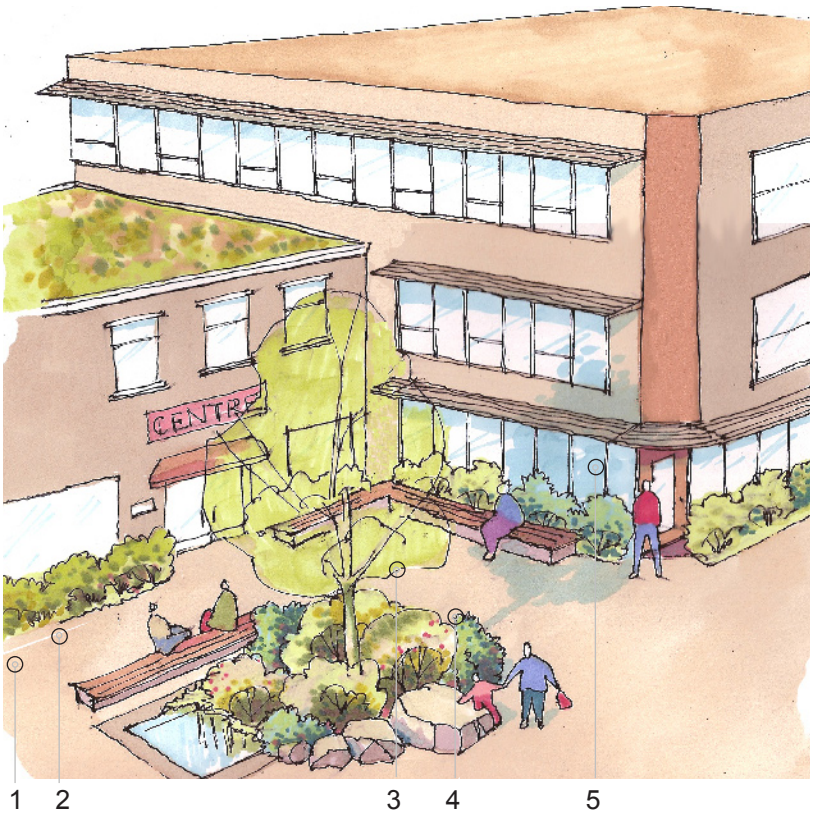
C.1 Public Outdoor Space and Hardscapes

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

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

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

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



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

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

Figure 33. Public Plazas

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

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

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

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

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

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

Figure 34. Hardscape Elements

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

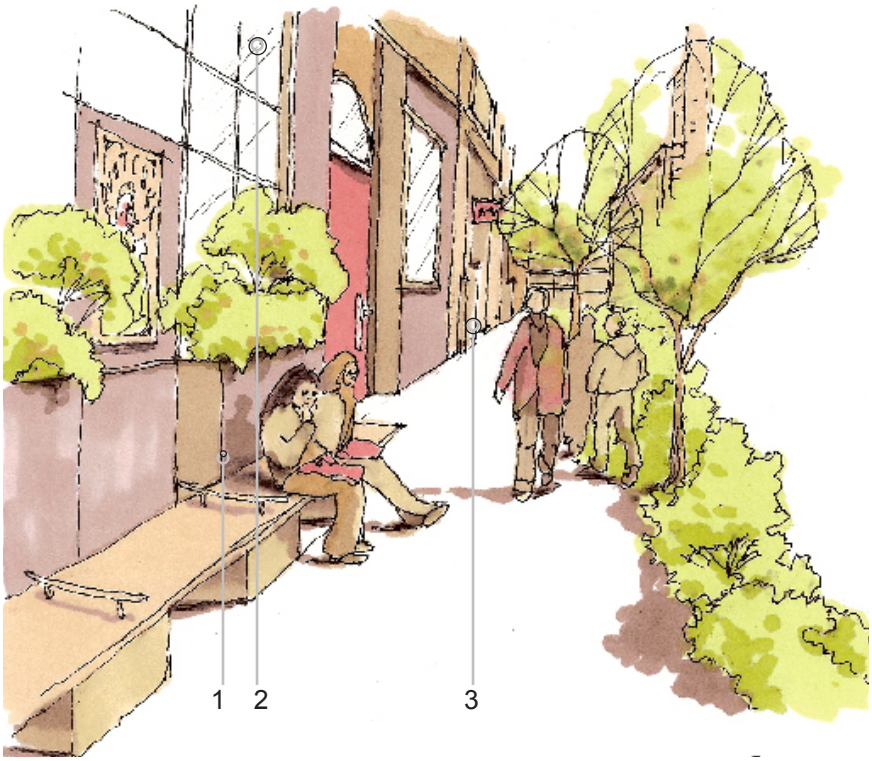
C1.10 TCC MU MFR **Ensure new elements complement existing.** Fit hardscape elements and materials (such as the pattern and texture of ground paving materials) into the existing context of the streetscape and surrounding area to contribute to the overall theme and quality of elements and materials in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

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

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

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

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



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

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

Figure 35. Public resting spaces

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

C.2 Parking and Parking Lots

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

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

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

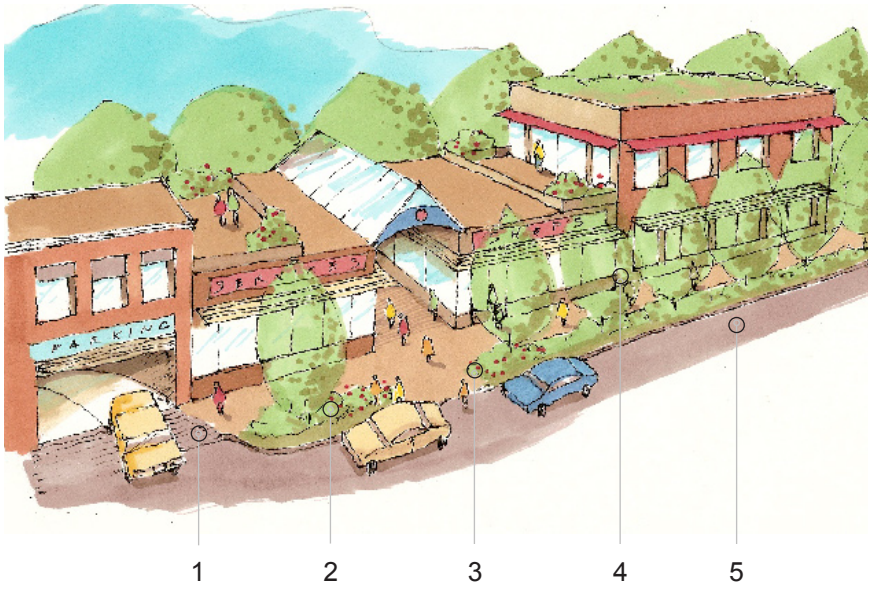


Figure 36. Parking

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

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

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

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

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

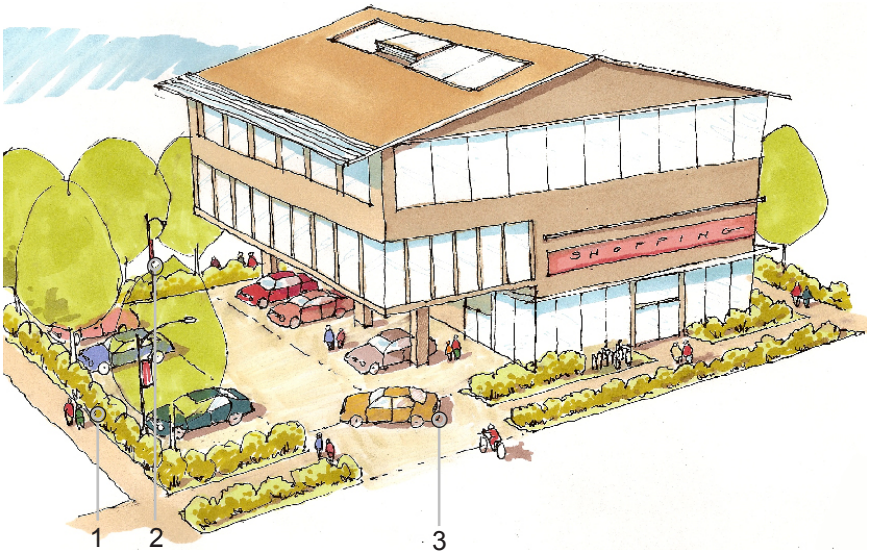
C2.4 TCC MU MFR
Provide visible signage. Signage that designates parking lots should be easily visible from the street. Entrances should be well-marked and designed so that traffic flows easily between the street and parking lot. Signs should maintain a balance between being highly visible and visually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

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

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

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

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



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

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

Figure 37. Rear parking

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

2 - Adequate lighting increases the feeling of safety.

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

C2.9 TCC MU MFR **Provide shade trees and landscaping.** Trees and landscaping should be included in all parking lots to visually break up large expanses of pavement, provide shade, reduce visual glare, and provide areas for stormwater infiltration. Shade trees should have a minimum mature height of 15 metres.

C2.10 TCC MU MFR **Provide secure and sheltered bicycle storage facilities for short-term uses.** Short-term cycling parking is intended for visitors, customers, and people who will be parking for less than 2 hours. These spaces should be placed within 50 feet of building entrances and should be protected from the elements with roof overhangs or other structures. These areas should be well lit and contain a securely fixed structure that a bicycle wheel and frame can be firmly attached to. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C2.11 TCC MU MFR **Provide long-term bicycle parking.** Secure long-term bicycle parking should be provided for building occupants as well as visitors. These areas should be designed with limited access, achieved either through a locked room or covered enclosure. Storage facilities should be well lit and placed in a location that gets a high amount of foot traffic. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required.*

C2.12 TCC MU MFR **Provide end of trip facilities.** To encourage employees to commute by cycling, it is highly encouraged to provide end of trip facilities such as showers and change rooms. *Refer to the Off-Street Parking & Loading Bylaw for specific information about the number and size of facilities required*

C.3 Lanes and Service and Loading Areas

C3.1 TCC MU MFR **Use lanes for service, parking access and loading.** Trash, recycling, and compost storage should be located in rear yards with lane access where appropriate to avoid cluttering the pedestrian street front. Even as service areas, lanes should remain safe, attractive and viable vehicular and pedestrian connections.

C3.2 TCC MU MFR **Utilize lanes as secondary vehicular and pedestrian throughways.** Increase inter connectivity and walkability throughout the Town Centre by maintaining and enhancing lanes as secondary vehicular and pedestrian routes.

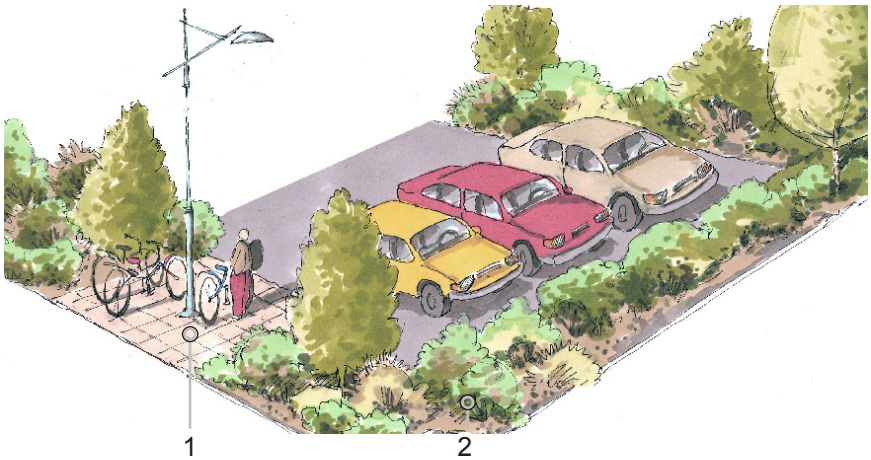


Figure 38. Rear parking

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

2 - Bioswales absorb and clean rainwater runoff.

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

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

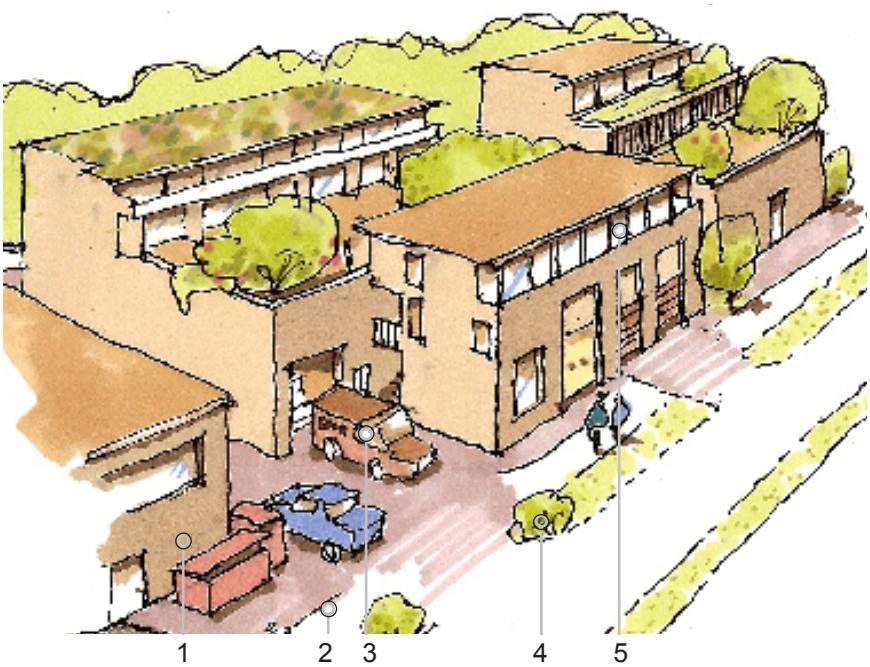
C3.5 TCC MU MFR
Consider lanes as a community amenity. Incorporating community gardens, benches, landscaping, stormwater management features, and rainwater collection features creates aesthetically pleasing, safe, usable public space.

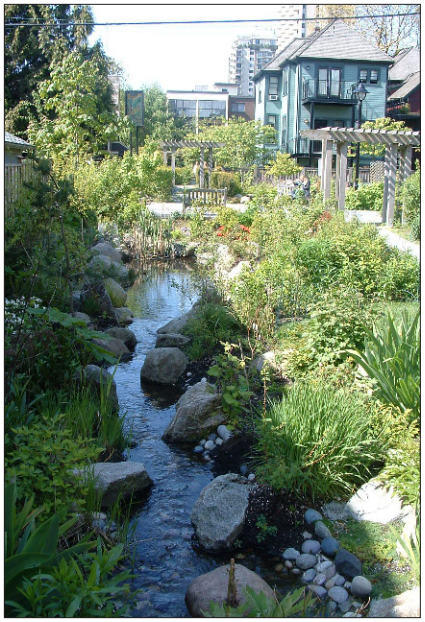
C3.6 TCC, MU MFR
Respect existing grades. Lanes should respect existing grades to ensure minimal disruption of slopes and vegetation.

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

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

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





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

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

Figure 39. Lanes
1 - Lanes can be used as service routes.
2 - Maintain lanes as pedestrian route.
3 - Provide service and loading access from the lane.
4 - Minimize impervious paving to increase infiltration of stormwater.
5 - Provide visual surveillance over the lane.

C.4 Street Trees and Landscape Guidelines

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

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

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

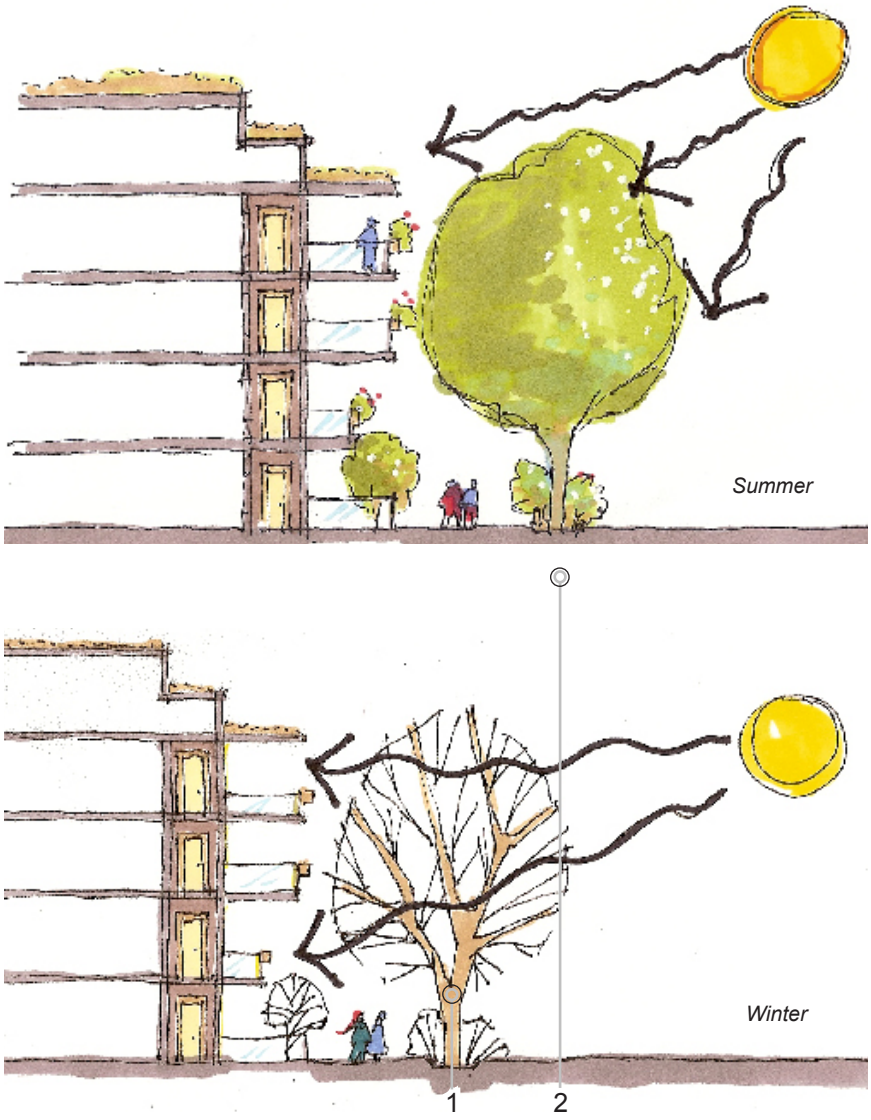


Figure 40. Solar Control

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

C4.4 TCC MU MFR

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

C4.5 MU MFR

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

C4.6 TCC MU MFR

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

C4.7 TCC MU MFR

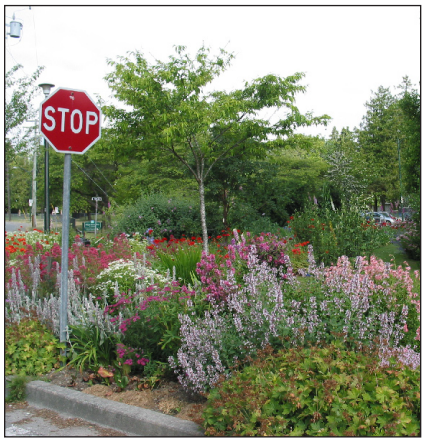
Minimize erosion potential. Ensure site development minimizes erosion potential by discouraging excessive changes to existing slopes, maintaining existing vegetation on slopes, and planting new and existing slopes with stabilizing vegetation.

C4.8 TCC MU MFR

Maintain sight lines. Planting in public areas should not block the field of vision between .5 and 2.5 metres in height. Corner plantings should be kept low to maintain field of vision for traffic. Pedestrian pathways should have clear sight lines for at least 15 metres.

C4.9 TCC MU MFR

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



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

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

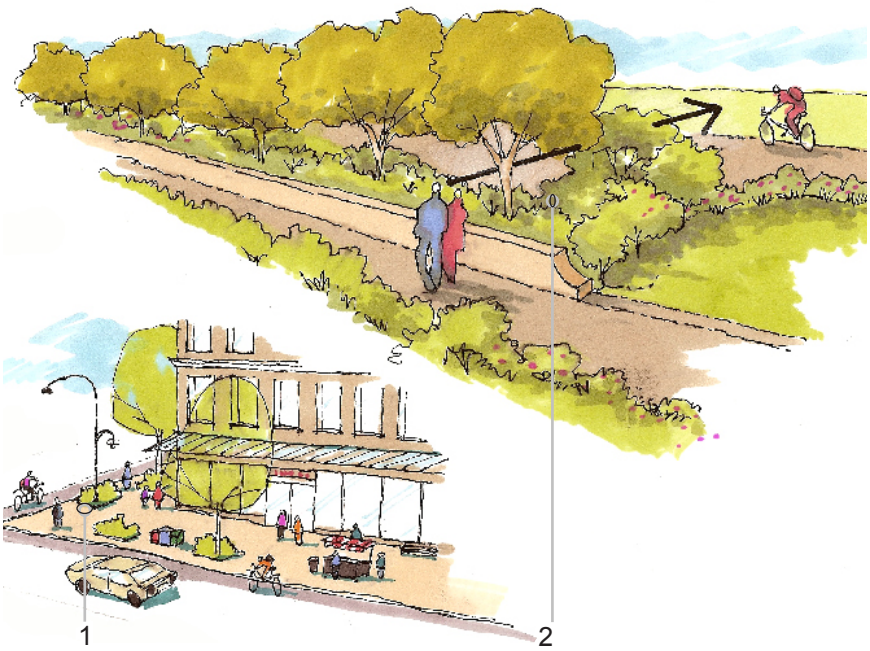


Figure 41. Maintain sight lines

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

C4.10 TCC MU MFR

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

C4.11 TCC MU MFR

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

C4.12 TCC MU MFR

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

C4.13 TCC MU MFR

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

C4.14 TCC MU MFR

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

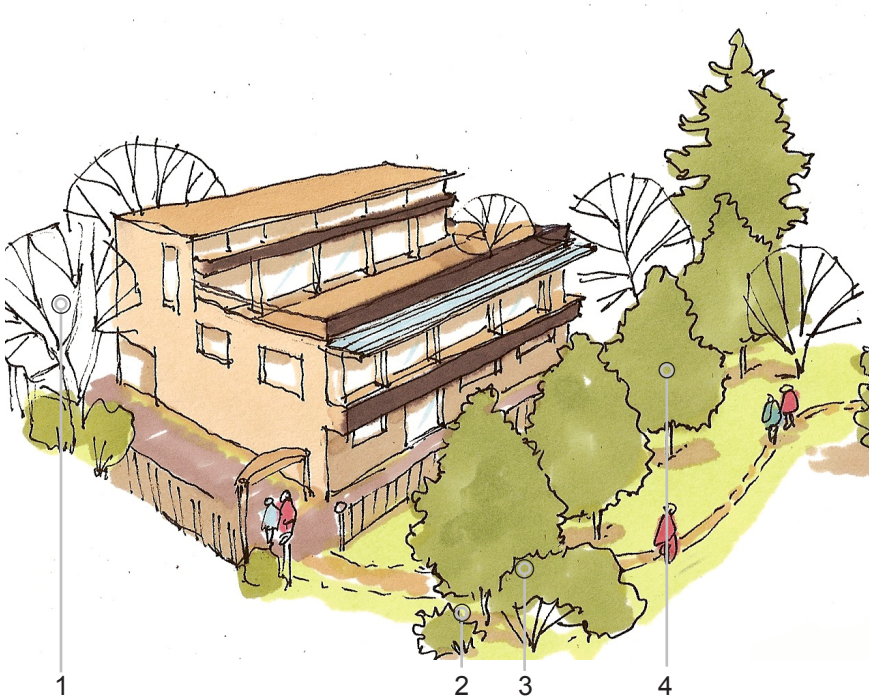


Figure 42. Trees

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

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