

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

February 23, 2021

11:00 a.m.

Virtual Online Meeting including Council Chambers

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

REMINDER: Council Meeting – February 23, 2021 at 7:00 p.m.

1. APPROVAL OF THE AGENDA

2. ADOPTION OF MINUTES

2.1 Minutes of the February 9, 2021 Council Workshop Meeting

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

4. UNFINISHED AND NEW BUSINESS

4.1 Stormwater Management Presentation

Presentation by Josh Mickleborough, Director of Engineering

4.2 Town Centre Visioning Public Engagement Outcomes

Staff report dated February 23, 2021 recommending that recommendations in the Growing Together Public Engagement Outcomes and for Maple Ridge's Town Centre Report be assessed to advance ideas for ways to foster an inclusive, vibrant and welcoming Town Centre.

Presentation by Emily Rennalls, Associate, Planning and Engagement & Kevin King, Associate, Planning and Urban Design, DIALOG

5. CORRESPONDENCE

The following correspondence has been received and requires a response. Staff is seeking direction from Council on each item. Options that Council may consider include:

- a) *Acknowledge receipt of correspondence and advise that no further action will be taken.*
- b) *Direct staff to prepare a report and recommendation regarding the subject matter.*
- c) *Forward the correspondence to a regular Council meeting for further discussion.*
- d) *Other*

Once direction is given the appropriate response will be sent.

5.1 Single-Use Item Reduction Advocacy for Consistent Regional Regulation

Correspondence dated February 5, 2021 from City of New Westminster Mayor Jonathan X. Cote regarding development of a region-wide single-use items reduction strategy including regulation.

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

7. MATTERS DEEMED EXPEDIENT

8. NOTICE OF CLOSED COUNCIL MEETING

The meeting will be closed to the public pursuant to Sections 90 (1) and 90 (2) of the *Community Charter* as the subject matter being considered relates to the following:

Section 90(1)(c) labour relations or employee negotiations; and

Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

Any other matter that may be brought before the Council that meets the requirements for a meeting closed to the public pursuant to Sections 90 (1) and 90 (2) of the *Community Charter* or *Freedom of Information and Protection of Privacy Act*.

9. ADJOURNMENT

APPROVED BY:

DATE:

PREPARED BY

DATE:



Feb. 18/21

E. M. M.

Feb 18/21

CHECKED BY:

DATE:



Feb. 18, 2021

City of Maple Ridge

COUNCIL WORKSHOP MINUTES

February 9, 2021

The Minutes of the City Council Meeting held on February 9, 2021 at 11:02 a.m. held virtually and hosted in the Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

PRESENT	Appointed Staff
Elected Officials	A. Horsman, Chief Administrative Officer
Mayor M. Morden	D. Boag, General Manager Parks, Recreation & Culture
Councillor J. Dueck	C. Carter, General Manager Planning & Development Services
Councillor K. Duncan	C. Crabtree, General Manager Corporate Services
Councillor C. Meadus	S. Nichols, Corporate Officer
Councillor G. Robson	D. Pollock, General Manager Engineering Services
Councillor R. Svendsen	T. Thompson, Chief Financial Officer
Councillor A. Yousef	
	Other Staff as Required
	M. Vogel, Computer Support Specialist
	A. Grochowich, Planner 2
	C. Cowles, Manager Community Social Safety Initiative
	D. Olivieri, Corporate Support Coordinator

These Minutes are posted on the City website at www.mapleridge.ca.

Note: Due to COVID, Councillor Duncan, Councillor Robson, and Councillor Yousef participated virtually. The Mayor chaired the meeting from Council Chambers.

1. APPROVAL OF THE AGENDA

R/2021-WS-011

It was moved and seconded

That the agenda of the February 9, 2021 Council Workshop Meeting be approved as circulated.

CARRIED

2. ADOPTION OF MINUTES

R/2021-WS-012

It was moved and seconded

That the Council Workshop minutes of January 26, 2021 be adopted as circulated.

CARRIED

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

4. **UNFINISHED AND NEW BUSINESS**

4.1 **BC Hydro Presentation – Alouette Tunnel Project between Alouette Lake Reservoir and Stave Lake Reservoir**

Presentation by BC Hydro pertaining to seismic upgrades to the tunnel between the Alouette Lake Reservoir and Stave Lake Reservoir to ensure the infrastructure can withstand and remain operable following a major (one in 10,000 year) earthquake.

The General Manager of Engineering and Operations introduced the item.

Debra Lamash, Brian Siefken and Katy Jay representing BC Hydro gave a presentation providing details on BC Hydro's Alouette Tunnel Upgrade Project, discussed reservoir management options during construction, and provided a fish passage update. BC Hydro representatives responded to questions and concerns of Council.

4.2 **Housing Needs Assessment: Final Report**

Staff report dated February 9, 2021 recommending that the City of Maple Ridge Housing Needs Report be endorsed.

A. Grochowich, Planner, introduced the item.

Julia Bahen and Jada Basi with CitySpaces Consulting gave a presentation on the key data findings of the Maple Ridge Housing Needs Assessment, spoke about housing needs and gaps in the community, and responded to questions from Council.

R/2021-WS-013

It was moved and seconded

That the City of Maple Ridge Housing Needs Report be received into the record.

CARRIED

Note: The Mayor called for a 30 minute recess at 1:33 p.m. The meeting reconvened at 2:10 p.m.

4.3 Community Social Safety Initiative Update

Staff report dated February 9, 2021 providing an update on the Community Social Safety Initiative (CSSI).

The Manager Community Social Safety Initiative and the Corporate Support Coordinator provided a presentation on the Community Social Safety Action Plan, a CSSI partners meeting that occurred in January 2021, corporate performance metrics and the Community Safety Officer service model. Staff responded to questions from Council.

R/2021-WS-014

Moved and seconded

That funding be provided for the addition of one Senior Community Safety Officer and two Community Safety Officers.

CARRIED

5. **CORRESPONDENCE** – Nil

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

7. **MATTERS DEEMED EXPEDIENT** – Nil

8. **NOTICE OF CLOSED COUNCIL MEETING** – Nil

9. **ADJOURNMENT** – 3:43 p.m.

M. Morden, Mayor

Certified Correct

S. Nichols, Corporate Officer

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: February 23, 2021
FILE NO:
ATTN: Workshop
SUBJECT: Town Centre Visioning: Public Engagement Outcomes

EXECUTIVE SUMMARY:

The Town Centre Area Plan (TCAP) was adopted in 2008 with a vision for creating more density, mixed-uses, and green space, while creating a pedestrian-oriented environment. With this Plan in place, the Town Centre of Maple Ridge has been experiencing a significant amount of redevelopment and change over the past five to ten years. Maple Ridge Council has recognized this growth and change and wants to ensure that the evolution of the Town Centre is positive and leads to greater vibrancy within this core part of the community.

At the March 31, 2020 Council Workshop Meeting, Council endorsed the Public Engagement Process for the Town Centre Visioning process, re-titled for the purposes of engagement as "Growing Together". This engagement process took place from August through to October 2020 and included a number of events to solicit input from a range of residents, as well as the local business community. The engagement events took place according to the recommendations of the Public Health Orders at that time.

Engaging the public through the Town Centre Visioning process involved a series of Pop-ups at Memorial Peace Park, a WalkShop and Open House, a Community Survey and a virtual Workshop with the local business community. Consultants from Dialog facilitated a number of the events with support from City Staff. Throughout these events, a number of "Big Themes" emerged, including Missing Links, Diverse Destinations, and Social Safety. The "Public Engagement Outcomes and Recommendations for Maple Ridge's Town Centre" Report, included as Appendix A, discusses these themes and findings in detail.

This report presents the outcomes of the Town Centre Visioning engagement process and reaffirms that the direction of the Town Centre Area Plan continues to resonate with Maple Ridge residents today.

RECOMMENDATION:

That staff assess the recommendations in the Growing Together Public Engagement Outcomes and Recommendations for Maple Ridge's Town Centre Report to advance ideas for ways to foster an inclusive, vibrant, and welcoming Town Centre.

1.0 BACKGROUND

1.1 Context

The Town Centre Area Plan (TCAP) was adopted in 2008 with a vision for creating more density, mixed-uses, and green space, while creating a pedestrian-oriented environment. The Area Plan policies are supported by Development Permit (DP) Guidelines that were also adopted into the OCP in 2008. These Guidelines provide guidance for the form and character of new development and also encourage green features to be incorporated wherever possible (such as rain gardens, green roofs, green walks, and greenway routes).

When the Area Plan (Appendix B) was being developed, the neighbourhood was home to over 8,000 people. Since 2005, almost 4,000 new residents have moved to the Town Centre. Over the past five years, over 67 development projects have been approved and over 78 are currently under application and anticipated for completion within the next two to three years. Approximately 12 are in the pre-application stage. Today, the population is getting close to 12,000 people with approximately 6,500 dwelling units.

The Town Centre Area Plan came together with the understanding that 'commercial follows rooftops' and as such, the attraction and development of residential buildings will be followed by commercial development and business growth. A fundamental element to a successful business area is the importance of relevant, vibrant, and safe destinations that appeal to visitors and residents during the day as well as into the night. Ultimately, the goals of the TCAP reinforce, support and encourage the development of these elements.

1.2 Recent Work To-Date

At the September 10, 2019 Council Workshop Meeting, Staff presented the key features of the Town Centre Area Plan (TCAP) to Council, along with examples of recent development that has proceeded under the Plan.

Through the discussion, there was acknowledgment that the Plan remains relevant in creating a vibrant place for all age groups and in supporting Council's aims for this area. However, Council indicated that a visioning process would be timely as a 2020 project. The Planning Department was tasked with undertaking a public process for Town Centre Visioning in the City's 2020 Business Plan. The 2020 Business Plan was adopted at the January 14, 2020 Council meeting. It was not anticipated that the visioning process would lead to significant changes to the Town Centre Area Plan, however, it was anticipated that the process may identify where minor changes might offer some benefit.

At the March 31, 2020 Council Workshop Meeting, a scope of work for the Town Centre Visioning process was presented to Council. At that meeting, the public engagement process was endorsed, noting that the public consultation process was initially anticipated to commence in early May and run through June 2020. However, due to the restrictions placed on public gatherings, the start date of the process was pushed to summer 2020.

During spring 2020, staff engaged the consulting firm Dialog to assist with the public engagement component of the process.

1.3 Public Engagement Process

To support the public engagement process, the Communications Department created a Town Centre Visioning brand and webpage for sharing information with the public. A kick-off video that was posted online was also developed. The engagement events took place according to the recommendations of the Public Health Orders at that time.

Figure 1 – Growing Together – Visioning Your Town Centre



As the intent behind the public engagement process was to ensure a broad public engagement opportunity, the following engagement events took place:

1. A Scoop for Your Scoop: This pop-up activity occurred in conjunction with select Summer Happenings events, run by the Parks, Recreation & Culture Department that took place in Memorial Peace Park. Planning Department staff were in attendance to offer pre-packaged ice cream to passersby in exchange for their thoughts on the vision for the Town Centre. The ice cream cart was helpfully supplied by the Youth Centre. Staff were able to engage with several dozen people through this event.

These Pop-Ups were scheduled for or took place from 4:00 to 6:00 pm on:

- Friday August 21, 2020 (cancelled due to inclement weather)
- Wednesday, August 26, 2020
- Wednesday, September 2, 2020
- Wednesday, September 9, 2020.

Copies of the engagement materials available at the Pop-Ups in Memorial Peace Park are available in Appendix C.

2. Community Questionnaire: An online questionnaire replicating the questions covered at the Pop-ups in Memorial Peace Park were made available for those who are not able to participate in the above “Scoop” event. The questionnaire was intended to reach as many members of the community as possible for input, and was available online from Friday, August 21, 2020 until Monday, October 5, 2020. Over 100 responses were received.

The survey was promoted through regular City communication channels as well as on the project website. A copy of the survey and the verbatim responses are available in Appendix C.

3. WalkShop and Open House: The City hosted a physically distant Walkshop (10:00 am – 1:00pm) and Open House (9:00 am – 2:00 pm) on Saturday, September 12th, 2020 at Memorial Peace Park. These events took place in conjunction with the Haney Farmer's Market as well as the City's Lougheed Transit Corridor Open House. Over 150 people came through the Open House.

These events offered opportunities for people to provide their thoughts and input on the Town Centre. Consultants from Dialog facilitated the WalkShop. Copies of the engagement materials in support of the Walk Shop are available in Appendix C.

4. Virtual Workshop with the Business Community: Because businesses have specific needs and concerns, a virtual business focused workshop took place on Thursday, October 1, 2020. Consultants from Dialog facilitated the Virtual Business Community Workshop. Seven individuals registered for the event and six were able to attend. A wide range of local businesses were represented including the Downtown Maple Ridge Business Improvement Association, Maple Ridge – Pitt Meadows Chamber of Commerce, local planning, architecture, and development firms as well as those interested in public art and green infrastructure.

An e-mail distribution list was also set up for those interested in keeping up-to-date on the Growing Together – Vision Your Town Centre process.

2.0 DISCUSSION:

Engaging the public through the Town Centre Visioning process involved a series of Pop-ups at Memorial Peace Park, a WalkShop and Open House, a Community Survey and a virtual Workshop with the local business community. Consultants from Dialog facilitated a number of the events with support from City Staff. Throughout these events, a number of “Big Themes” emerged. The “Public Engagement Outcomes and Recommendations for Maple Ridge’s Town Centre Report”, included as Appendix A, goes through these themes and findings in detail. Summaries are offered below.

2.1 Big Themes

The consultant team heard several key messages across multiple forms of engagement activities and have provided the following summary:

Missing Links to Magnets:

The Town Centre is largely automobile dominated. Dewdney Trunk Road, Lougheed Highway and Haney Bypass create high-speed car-only zones that degrade the pedestrian environment. The surface parking lot surrounding Haney Place Mall intersects otherwise intuitive east-west pedestrian connections.

There are several “magnets” within the Town Centre: Brickwood Park, Maple Ridge Museum, Haney House, and Port Haney Wharf, for example. However, wayfinding between these places is difficult for pedestrians and the absence of pedestrian-scale street lighting, sidewalks and signage can, at times, make it feel unsafe to travel between these destinations. Moreover, the lack of bike facilities creates conflicts between cyclists, drivers and pedestrians.

Maple Ridge’s proximity to the Fraser River is a defining geographic feature. The Haney Bypass unfortunately blocks the connection to the river and wharf. Many participants expressed a desire for an intentional connection to the Fraser River and Maple Ridge’s other ecological assets.

Diverse Destinations For Diverse Uses:

The Town Centre has fantastic parks. These parks should be supported by smaller, pocket parks and plazas that provide places for people of all-ages to linger. There is a perception that there is not much for young families to do in the Town Centre. Areas for children to play and families to congregate would bring vibrancy to the area. Festivals and events are a major draw to the Town Centre. Additional open spaces that are flexible and can be transformed to perform as venues for programmed events would help energize the area. Destinations don't stop at open spaces. The Town Centre should be brimming with stores, cafes, restaurants, cultural amenities and entertainment venues to increase the amount and variety of activities to do. Destinations should extend from what the TCAP calls the "Central Business District" to the Fraser River waterfront.

Social Safety:

Homelessness and addiction are challenges visibly afflicting residents and contributing to some of the challenges experienced in the Town Centre. Dignified affordable housing and social supports are needed to care for these residents. In doing so, the Town Centre would be perceived to feel more safe and welcoming. Many in-progress initiatives that work towards these objectives are found under the Community Social Safety Initiative.

2.3 Initiatives, Interventions and Big Ideas

The participants of the community engagement process provided input on a number of ways to continue to foster an inclusive, welcoming and vibrant Town Centre. The ideas have been grouped into recommendations (Appendix A) and organized in alignment with the urban design themes that were applied through this process:

Aesthetics

Many comments were positive – recognizing the efforts invested to date especially around Memorial Peace Park and 224th Street. Other comments identified room for improvement along the northern and southern boundaries of the TCAP.

Safety

Comments spanned a diverse array of opinions, ranging from drug use, the perception of crime and the avoidance of collisions between cyclists, pedestrians and vehicles. Overall, safety was not identified as a major concern with comments focusing on how to improve safety through targeted approaches.

Ecology

Comments identified a respect and appreciation for the role of green space and a healthy environment in Maple Ridge. It was noted that some areas of the TCAP are exceptional in terms of trees, landscape and the sense of nature. It was also noted that other areas suffered from gaps and missed opportunities.

Vibrancy

Many comments celebrated the programming and special events that happen in and around Memorial Peace Park. Sidewalk patios and outdoor seating were also acknowledged to have a positive impact on the space.

Heritage

Comments acknowledged that the Town Centre includes built heritage and interpretive elements, including streetscape mosaics, the Haney House and the Maple Ridge Museum.

Overall, the recommendations align with the vision, objectives and goals outlined in the Town Centre Area Plan. Namely that residents support complete communities with opportunities to live, work, and play that respectfully integrate with the natural environment. The feedback and outcomes identify that while several projects and programs that residents are looking for are already underway, providing additional resources for some of these would expand the vibrancy of the Town Centre through different days, weeks, and seasons. Some on-going and anticipated programs include:

Missing Links to Magnets:

- Completed Phase 2 of the LED Street Lighting Conversation Strategy. Improved lighting on select streets as identified under the CSSI Action Plan.
- Initiating a new Strategic Transportation Plan, anticipated before Council in 2022, that may address how the Town Centre connects to other parts of the City and Region.
- Undertaking a downtown parking strategy in response to recent and forecasted land-use changes, as the Town Centre builds out, supports the addition of further parking infrastructure that will be required over the next 5 to 10 years. This work is anticipated for 2022.

Diverse Destinations

- Hosted 'Summer Happenings' and transformed downtown Maple Ridge into a winter wonderland for GLOW.
- Continue to implement the Festival Grant Program into 2021.
- Advance the implementation of culture, sport and physical activity, youth and age-friendly strategic plans.
- Initiating a PRC Master Plan to address emerging trends and the future needs of citizens in addition to the inventory of recreational facilities, parks and open spaces.
- Development of a cohesive and coordinated Economic Development Strategy, with key milestones.
- Continue to implement 'Walking Together' the Maple Ridge Culture Plan.
- Attracting a hotel with banquet/meeting facilities to the Town Centre has been a long-standing economic development goal of the City. Since the completion of the Hotel Feasibility Study in 2017, the current public health pandemic has had a significant impact on the tourism and business travel markets and an update to the market demand and financial analysis in anticipation of 'return-to-normal' conditions for the leisure and business travel market over the short to medium term is expected in 2021.

Social Safety

- Many of the actions implemented and identified in the Community Social Safety Initiative Action Plan address issues social safety, such as LOCTED Program Funding, adopting the Safer Streets Bylaw, the on-going collaboration and coordination between the Community Safety Officers, Security, Outreach and RCMP.
- Anticipate undertaking a public consultation program on the Community Social Safety Initiative in 2021.
- Develop a volunteer ambassador program to support Community Social Safety initiatives.

In addition, it is important to note that many of the missing features of a vibrant downtown identified in the outcomes report will come through the redevelopment process. While redevelopment is occurring through many areas of the Town Centre, the recommendations serve as important reminders to incorporate all elements of the Town Centre Plan and to capitalize on opportunities when they arise. The outcomes further highlight that the TCAP and several items within the CSSI Action Plan are

synergistic and that it is helpful to recognize how these two plans support each other. These outcomes reaffirm that the direction of the Town Centre Area Plan continues to resonate with Maple Ridge residents.

2.4.2 Implementation and Next Steps

The input received from the public engagement process contributed to the recommendations for next steps presented in the Growing Together outcomes report. These recommendations include a range of initiatives that would involve a number of City Departments to continue the successful implementation of the Town Centre Area Plan. Many of these initiatives are already accounted for in current and upcoming work plans.

Figure 2 – Town Centre Visioning Process



As the Town Centre Visioning Outcomes and Recommendations Report reaffirms that the TCAP policies are sound and reflect resident direction for the Town Centre, staff propose bringing forward short, medium and long term actions and strategies to continue to further advance the City's on-going work as well as the recommendations identified in the report (Appendix A). Such a review will take place both inter-departmentally as well as with key stakeholders, and come before Council in a future staff report.

3.0 STRATEGIC ALIGNMENT

Implementing strategic plans related to local infrastructure and the economy is a Council priority, as established under its Growth pillar of the 2019-2022 City of Maple Ridge Strategic Plan. Additional outcomes of work in the Town Centre align with the Community Safety, Community Pride & Spirit, and Natural Environment (Green Infrastructure) pillars of Council's Strategic Plan.

4.0 POLICY IMPLICATIONS

The Official Community Plan and Town Center Area Plan establish goals, objectives and policies in support of the development of a complete community that is vibrant, healthy and safe. No policy changes are suggested at this time.

5.0 INTERDEPARTMENTAL IMPLICATIONS

Renewing the Vision for the Town Centre involved several City departments in supporting and participating in the public engagement process, including Economic Development, Engineering, Development and Environmental Planning, Culture & Recreation, Bylaws, Parks, and Communications.

Additionally, continuing to implement the Town Centre Area Plan, along with the recommendations outlined through the Town Centre Visioning process, is anticipated to create synergies with the work that is underway on the Community Social Safety Initiative (particularly with implementation of the Action Plan, involving several City departments and the RCMP).

6.0 FINANCIAL IMPLICATIONS

The Town Centre Visioning process was included in the City's 2020 Financial Plan and the implementation of the outcomes of the Town Centre Visioning process is included in City's 2021 Business Plan.

CONCLUSION:

The Town Centre Area Plan (TCAP) was adopted in 2008 with a vision for creating more density, mixed-uses, and green space, while creating a pedestrian-oriented environment. The Growing Together public engagement process, which took place from August to October 2020, solicited community feedback to ensure that the evolution of the Town Centre is positive and leads to greater vibrancy within this core part of the community.

Engaging the public through the Town Centre Visioning process involved a series of Pop-Ups at Memorial Peace Park, a WalkShop and Open House, a Community Survey and a virtual Workshop with the local business community. Consultants from Dialog facilitated a number of the events with support from City Staff. Throughout these events, a number of "Big Themes" emerged, including Missing Links, Diverse Destinations, and Social Safety. The "Public Engagement Outcomes and Recommendations for Maple Ridge's Town Centre" Report, included as Appendix A, goes through these themes and findings in detail.

Overall, the recommendations align with the vision, objectives and goals outlined in the Town Centre Area Plan and these outcomes reaffirm that the direction of the Town Centre Area Plan continues to resonate with Maple Ridge residents. This report presents the outcomes of the Town Centre Visioning engagement process and offers possible next steps for Council consideration.

"Original signed by Amanda Grochowich"

Prepared by: Amanda Grochowich, MCIP, RPP
Planner 2

"Original signed by Chuck Goddard"

Approved by: Chuck Goddard, BA, MA
Director of Planning

"Original signed by Christine Carter"

Approved by: Christine Carter, M.PL, MCIP, RPP
GM: Public Works & Development Services

"Original signed by Al Horsman"

Concurrence: Al Horsman
Chief Administrative Officer

The following appendices are attached hereto: .

- Appendix A: Maple Ridge Town Centre Growing Together Consultant Report
- Appendix B: Town Centre Area Plan – Schedule 1
- Appendix C: Growing Together – Vision Your Town Centre Engagement Material

Growing Together

Public Engagement Outcomes and
Recommendations For Maple Ridge's Town Centre



MAPLE RIDGE

British Columbia



Visioning your Town Centre

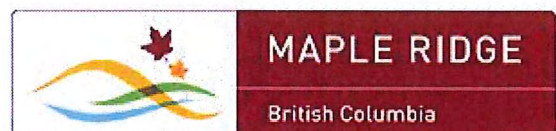


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Port Haney Street Scene Year. Image No. P01943, courtesy of Maple Ridge Museum

Introduction

Project Purpose

History of the Town Centre

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

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

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

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

Why Growing Together

Maple Ridge is in a moment of growth. Over the last five years, Maple Ridge has watched the Town Centre evolve. New amenities, destinations, and events are bringing a renewed sense of vibrancy into the City’s core. The Town Centre Area Plan (TCAP) was adopted in 2008, and its vision

and policies continue to be relevant and resonant. However, there are new opportunities requiring exploration in order to further implement the Plan and bring it to life.

As the Town Centre continues to evolve, new residential and commercial development and municipal initiatives are aligning the Town Centre area with the vision proposed in the TCAP. While these successes are visible, particularly in providing diverse housing choices, greener infrastructure and improved transit connections, we know that the Town Centre has not yet realized every objective within the TCAP.

Moreover COVID-19 has sparked a new engagement with the Town Centre. With the adoption of work-from-home policies, fewer Maple Ridge residents are commuting to other municipalities. Rather than driving by the Town Centre to a destination outside of Maple Ridge, some residents are engaging with local businesses, urban parks and patio dining for the first time. This gives an indication of the vibrancy the Town Centre could foster if residents had the ability to work closer to home.

The Town Centre in the Context of Today

The purpose of this exercise was to understand how the Town Centre is perceived by residents of Maple Ridge with the hope of revealing new opportunities for the ongoing implementation of the TCAP and the ongoing realization of its vision. This project explored the following questions with the community through the urban design lenses of aesthetics, vibrancy, ecology, safety and heritage:

- How can the Town Centre become a destination for diverse residents and visitors, including families, couples, singles, youth, elderly people, and others?
- How can the Town Centre better support businesses?
- How can the Town Centre be an inclusive environment for all walks of life?

The outcomes of our engagement process have led to recommendations for continuing the trajectory of increased vibrancy in the Town Centre

Town Centre Area Plan Overview

How is the Town Centre Area Plan Used?

An Area Plan is a Council adopted Bylaw that provides a greater level of detail regarding land use, density, form, character, and phasing for a specific area, than is typically found in an Official Community Plan. An Area Plan can apply to a group of neighbourhoods or single neighbourhood. An objective of area plans is to guide redevelopment and utilize a consultative approach that involves a diverse stakeholder and public group.

In 2003, the City of Maple Ridge became the first Smart Growth on the Ground Partner Community. In doing so, the City began exploring smart growth and sustainability through the development of the Town Centre Area Plan (TCAP). The TCAP reflects the community values of the time and is the preeminent long range planning and development document for the downtown. Development applications are evaluated against the policies and development permit guidelines within.

TCAP Principles and Assumptions

The plan includes eight guiding sustainability principles with associated goals and objectives. The principles are as follows:

- **Each neighbourhood is complete:** Smart Growth on the Ground communities allow residents to have the option to live, work, shop and play in the same local area
- **Options to our cars exist:** Smart Growth on the Ground communities reduce the emphasis on automobiles, and provide for other transportation choices
- **Work in harmony with natural systems:** Smart Growth on the Ground communities respect, maintain, and restore the natural functioning of the landscape
- **Buildings and infrastructure are greener and smarter:** Smart Growth on the Ground communities optimize the economic, social and ecological impact of buildings and infrastructure
- **Housing serves many needs:** Smart Growth on the Ground communities incorporate a variety of housing in the same neighbourhood and even on the same street
- **Jobs are close to home:** Smart Growth on the Ground communities foster sustainable economic growth

- **The centre is attractive, distinctive and vibrant:** Smart Growth on the Ground communities are animated, diverse, and have a strong identity
- **Everyone has a voice:** Smart Growth on the Ground communities belong to those who live, work and play there. Meaningful participation includes an early and on-going role for community members by engaging them in planning, design and development processes

The plan implements these principles through objectives and policies within the domains of green infrastructure, land use, park and conservation and multi-modal transportation.

The Plan assumes that by 2021:

- The population of the Town Centre will increase to 21,750 people
- The amount of housing will increase to 11,065 units
- There will be a significant demand for jobs (with a goal of 0.25 to 0.75 jobs for every dwelling unit in the Town Centre)
- At full build-out the resulting density will be in the range of 70 to 100 persons per hectare.

The TCAP was ambitious in its growth projections. As of 2016, [the Town Centre has a population of 10,680 total residents](#).

Town Centre Development Permit Area Guidelines

More fine-grain design details, including town centre precincts and major corridors, are identified within the 8.11 Town Centre Development Permit Area Guidelines (pg. 51) - https://www.mapleridge.ca/DocumentCenter/View/2420/08_OCP-Chapter-8?bidId=.

Development Permit Area Guidelines provide design guidance for:

- Building Setbacks, Form, Mass and Height
- Building Façades, Materials and Colour
- Building Site Considerations
- Parking and Parking Lots
- Lanes, Service, and Loading Areas
- Street Trees and Landscape



Summary of Plan Directions

Land Use

Through land use decisions, the plan intends that the Town Centre will become a denser and more complete community, where residents can work, live and play. More density in the Town Centre will result in the revitalization of the downtown area, the provision of new and varied housing options, a population base of sufficient size to support more local businesses, and improved public transit. The lands within the Maple Ridge Town Centre are subject to the designated Land Uses identified on the Town Centre Area Land Use Designation Map, Schedule 1, which are based on goals identified by the community.

Policies include:

- Encourage an increase in residential and commercial density, particularly in the Central Business District, and a mix of housing types
- Encourage office uses, particularly over ground level units in a mixed use development
- Encourage commercial services (restaurants, medical care, design, education training etc.) near the Central Business District and commercial designated area in Port Haney
- Encourage hospitality, culture, recreation and entertainment uses as an attraction and amenity to both tourists and residents, as well as community uses such as government offices, libraries, museums, cultural centres, etc.
- To not allow land use changes along main streets in the CBD that would reduce employment opportunities or housing density
- Explore opportunities to work with housing agencies to accommodate a wide range of housing needs
- Encourage the adaptive re-use of heritage buildings and the flexible design of spaces that could evolve over time (ie. Office space that could become residential)
- Encourage underground or concealed parking structures
- Consider CPTED Principles
- Encourage public outdoor meeting spaces (urban squares, plazas, courtyards, or passageways) in the Central Business District, and encourage public art in these spaces
- Studies to maintain views may be required for over three storey developments to preserve views to the mountains and river

Note that there are additional design-related policies that regulate the built form for the various land use designations (ie. possibility for detached garden suite, max/min building height in town centre, ground level units with private exterior entrances, etc.)

Green Infrastructure

While green infrastructure supports local ecology and overall sustainability, it also enhances livability by providing opportunities for people to interact with nature, in a setting that is close to home. The TCAP identifies environmentally sensitive and conservation areas that can be enjoyed by residents and protected through the use of customized development permits.

Policies include:

- Encourage the development of Greenway trails to provide public access alongside natural/riparian areas, enabling trail users to experience and enjoy nature, through designated conservation areas and public spaces (schools and parks). Approximate locations are identified in the Multi-Modal Transportation Network section
- Encourage landscaping in public and private outdoor spaces (from plazas to parking lots) to create a more hospitable environment for people to enjoy and for wildlife refuge
- Encourage naturescaping and urban agriculture in outdoor amenity spaces for multi-family developments
- Encourage the use of climate resilient trees and plant species and habitat enhancements in Conservation Areas, which will improve the natural look and feel of these areas and improve the ecosystem
- Support and expand education and outreach programs and urban forestry initiatives that benefit community health and the environment (community recycling, pesticide-free gardening, composting, etc.). These initiatives can also help to foster a sense of community

Parks and Conservation

The TCAP identifies parks as an integral part of a livable community. They provide a range of benefits that contribute to health and wellness that include sports, recreation, nature viewing, biodiversity, culture, social interaction, community gatherings, festivals, and public events.

Policies include:

- Pursue an increase in green space and accessibility to park space by increasing the amount and distribution of public parks in the Town Centre to help meet daily activity needs.
- Pursue the creation of new park locations, as identified on the Town Centre Area Land Use Designation Map, Schedule 1
- Uses within new and existing park spaces will be considered to ensure they are serving the needs of all age demographics, particularly seniors and youth

- Work with Parks, Recreation and Culture on the delivery of recreation programs that meet the needs of all age groups, genders, income levels, and ability levels within the community.
- Work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed
- Consider providing space for a community garden on a publicly owned site in the Town Centre, in an area where there is sufficient neighbourhood demand for this use
- Incorporate pocket parks into the urban environment, particularly in the Central Business District
- Incorporate greenway Trails into conversation areas (where appropriate) for the enjoyment of experiencing these natural systems
- Consider commercial uses within lands designated as park
- Connective pedestrian network: enhance the pedestrian experience (sidewalks on both sides of the street, trees, etc.) is located outside the civic core, but connects to it
- Secondary ring road: provides connectivity between points of interest outside of the civic ring route area.
- Greenway trails: provide public access alongside natural/riparian areas, enabling trail users to experience and enjoy nature, will connect with designated routes in Town Centre

Policies include:

- Encourage universal accessibility in transportation planning and design to accommodate the needs of wheelchairs, the visually impaired, strollers, scooters, and other mobility devices used by pedestrians with disabilities, as well as by families, teenagers, and seniors
- Create a guide with universal accessibility design options as a reference tool for barrier free spaces
- Form a parking advisory committee to advise Council on parking supply management
- Encourage the retention of laneways and the creation of new laneways, where appropriate and feasible.
- Continue to consult and work in cooperation with Regional and Provincial agencies to improve public transit service within the Town Centre (community's goal of locating a transit stop within 400 metres of any residential building)
- Promote and encourage, wherever appropriate, the protection of transportation corridors and the inclusion of design features that consider future light-rail or similar rapid transit modes.
- Undertake a land use and access study of the lands along the Fraser River waterfront and the river itself for potential uses related to recreation, tourism, and multi-modal transportation
- Undertake a study to review the safety, effectiveness, and capacity of the existing pedestrian tunnel at the foot of 224th Street and provide recommendations for improving the tunnel access or considering alternative options (to improve access to the Fraser River from Port Haney)

Note that all park and conservation sites are subject to the City's Recreation & Culture Master Plan.

The TCAP policies work in conjunction with other City policies including working with the Public Art Steering Committee to enhance public spaces through public artwork that is site specific, integrated into the planning, design and execution of areas or neighbourhoods, and highlights stories and uniqueness of the area.

Multi-modal Transportation

One of the biggest challenges put forth as a community goal in the TCAP is to reduce the dependence on private automobile use in the Town Centre neighbourhood and create a neighbourhood environment that is enjoyable to explore by foot, bicycle, wheelchair, scooter, etc. Increasing density and the land use mix will help towards the reduction of car dependence in the Town Centre, but many people will not choose alternative transportation on a regular basis unless the routes to their destinations are safe, accessible, convenient, and provide a greater benefit than travel by car. The TCAP focuses on enhancing the experience for alternative transportation modes, providing safe and interconnected routes, as well as providing incentives that together will help cultivate an increase in alternative transportation choices within the Town Centre. It outlines general routes/connections to be preserved and developed for a multi-modal community in the Multi-modal transportation network map. These routes are defined as follows:

- Civic core ring route: supports a range of modalities for people who walk, bike and drive, with emphasis on wide sidewalks, street trees, wayfinding signs, etc and public space opportunities

Good urban design changes how people interpret a cityscape and decide whether or not it is a place they want to be.

Engagement Process

How We Engaged

A Method of Interpreting the City

Good urban design changes how people interpret a cityscape and decide whether or not it is a place they want to linger or depart. Often, engagement events ask for immediate reactions to a place. We wanted to take a different approach that asked participants to view the Town Centre through urban design themes that are underscored through the TCAP.

The TCAP principles craft a vision of the Town Centre that is energized, distinctive, and complete with places to live, work and play. They speak to the need of sustainability and ecological integrity. They describe a vision where residents can choose cycling, transit or walking over their personal vehicle. And they speak to a Town Centre that is safe and welcoming for all.

The many objectives and priorities presented in the TCAP were synthesized into these five core elements of great spaces:

- **Aesthetics:** the combined beauty of the sights, sounds, scents and activities
- **Safety:** the feeling of being comfortable, welcomed and without threat
- **Ecology:** green spaces, habitat and urban ecological networks
- **Vibrancy:** the liveliness of an area; the amount of things to do, people to see
- **Heritage:** the ability of surroundings to contribute to one's understanding of an area's historical context

Rather than ask for an instinctual reaction to a broad question, we asked participants to interpret the Town Centre through each of these urban design themes; where some areas were flourishing in various ways, they may be lacking in other aspects.

Engagement Events

As the intent behind the public engagement process was to ensure broad public engagement opportunities, there were five avenues for engagement:

- Pop-up Interactive Displays
- Online Survey
- Town Centre Open House
- Town Centre WalkShop
- Town Centre Virtual Business Community Workshop

The events were promoted across multiple print and digital channels, including:

- BIA Chambers Mailing List
- Newspaper advertisements
- The City of Maple Ridge's website: www.mapleridge.ca/2456
- The City's social media accounts

A description of each of the engagement activities is as provided in the following sub-sections.



What's the Scoop Engagement Event

What's the Scoop? Memorial Peace Park Pop-ups

This broad engagement pop-up activity took place in Memorial Peace Park in conjunction with select Summer Happenings. The Parks, Recreation & Culture Department Planning Department staff were in attendance to offer pre-packaged ice cream to passerby's in exchange for their thoughts on the vision for the Town Centre. The Ice Cream cart was helpfully supplied by the Youth Centre.

These Pop-Ups were scheduled for or took place from 4:00 6:00 pm on:

- Friday August 21, 2020 (canceled due to inclement weather)
- Wednesday, August 26, 2020
- Wednesday, September 2, 2020
- Wednesday, September 9, 2020

Community Questionnaire

An online questionnaire replicating the questions covered at the Pop-ups in Memorial Peace Park were made available for those who are not able to participate in the "Scoop" event. The questionnaire was intended to reach as many members of the community as possible for input, and was available online from Friday August 21, 2020 until Monday, October 5, 2020. Over 100 responses were received.

The survey was promoted through regular City communication channels as well as on the project website.



Town Centre Open House Display

WalkShop and Open House

The City hosted a physically distant WalkShop (10:00 am – 1:00 pm) and Open House (9:00 am – 2:00 pm) on Saturday, September 12th, 2020 at Memorial Peace Park. These events took place in conjunction with the Haney Farmer's Market, as well as the City's Lougheed Transit Corridor Open House. Over 150 people came through the Open House. To note, wildfire smoke and the COVID-19 pandemic limited the number of WalkShop participants.

A WalkShop is an engaging activity to immerse people in the physical environment of a city. We asked participants to document their perceptions as they moved through the Town Centre along a route designed in collaboration with City staff. To ensure physical distancing, participants received a "card-keychain" to lead them through a self-guided tour. It included prompts, worksheets and event information to keep participants engaged while providing meaningful feedback. The feedback cards were organized into the five urban design themes.

As participants moved through the tour, they arrived at workshop stations. The stations were staffed and offered refreshments. Here, facilitators engaged participants in a conversation about why they perceived the Town Centre as they did.

Neighbourhood residents also visited the workshop stations and provided spontaneous feedback based in their experiences living in the Town Centre.

Virtual Workshop with the Business Community

Because businesses have specific needs and concerns, a virtual business-focused workshop took place on Thursday, October 1, 2020. Seven individuals registered for the event and six were able to attend. A wide range of local businesses were represented, including the Downtown Maple Ridge Business Improvement Association, Maple Ridge – Pitt Meadows Chamber of Commerce, local planning, architecture, and development firms, as well as those interested in public art and green infrastructure.

An e-mail distribution list was also set up for those interested in keeping up-to-date on the Growing Together – Vision Your Town Centre process.



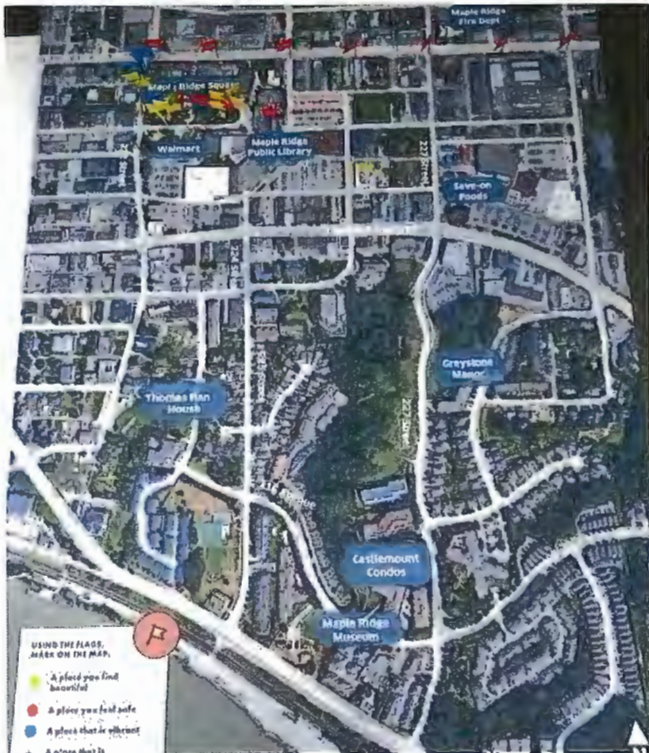
WalkShop "Card-Keychain" - Participants used the interactive Card Keychains to rate urban design characteristics of the Town Centre



WalkShop Workshop Station 1: Memorial Peace Park



WalkShop Workshop Station 2: Haney House



Map the Town Centre Activity - Participants used pins to mark areas of Town Centre that they find beautiful, safe, vibrant, and ecologically significant



WalkShop Workshop Station 3: Greystone Manor



WalkShop Workshop Station 4: St Patrick's School

What We Heard

Introduction

Over a hundred participants shared their feedback through the survey, the WalkShop event, and the Open House. We have translated “What We Heard” into three sections.

Big Themes

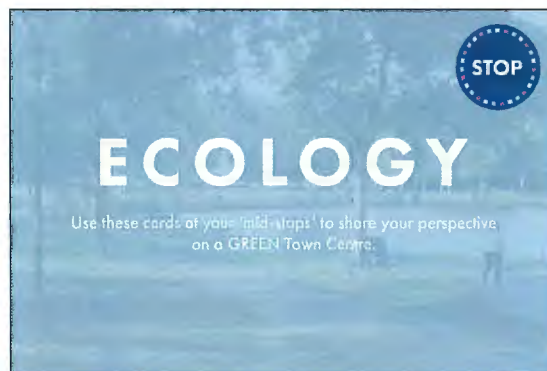
The overarching messages of what we’ve heard are shared as “**Big Themes**”. The Big Themes describe frequently repeated comments. The big themes identify the core investments that would improve the vibrancy of the Town Centre.

Location-based feedback

Location-based feedback highlights what aspects of the Town Centre are working well and where they may be behind. The location-based feedback identifies precedents of success and opportunities for improvement within the Town Centre.

Recommendations

All of the engagement activities asked for input and recommendations based on the five urban design themes: aesthetics, safety, ecology, vibrancy and heritage. The input received influenced recommendations to inform **Initiatives, Interventions, and Big Moves** for the Town Centre.



Do you feel that this place has ecological value to Maple Ridge?
(Consider that urban locations may incorporate ecology in different ways than less developed locations)

? What would improve the ecological value of this place?

? What detracts from the ecological value of this place?

ECOLOGY



RATE THIS PLACE →

Aesthetics 1 2 3 4 5 6 7 8 9 10

Ecology 1 2 3 4 5 6 7 8 9 10

Safety 1 2 3 4 5 6 7 8 9 10

Vibrancy 1 2 3 4 5 6 7 8 9 10

Heritage 1 2 3 4 5 6 7 8 9 10

Tell us why!

Card Keychain Sample Activity Cards

Big Themes

The Big Themes distill comments that were shared extensively across all engagement activities into three themes.

Representative Comments

Missing Links to Magnets

The Town Centre is largely automobile dominated. Dewdney Trunk Road, Lougheed Highway and the Haney Bypass create high-speed car-only zones that degrade the pedestrian environment. The surface parking lot surrounding Haney Place Mall intersects otherwise intuitive east-west pedestrian connections.

There are several “magnets” within the Town Centre: Brickwood Park, Maple Ridge Museum, Haney House, and Port Haney Wharf, for example. Wayfinding between these places is difficult for pedestrians and the absence of pedestrian-scale street lighting, sidewalks and signage can make it feel unsafe to travel between these destinations. Moreover, the lack of bike facilities creates conflicts between cyclists, drivers and pedestrians.

Maple Ridge’s proximity to the Fraser River is a defining geographic feature. The Haney Bypass unfortunately blocks the connection to the river and wharf. Many participants expressed a desire for an intentional connection to the Fraser River and Maple Ridge’s other ecological assets.

“Imagine retail shops in the core of Maple Ridge linked with pedestrian alleys and passage ways that encourage people to walk throughout the core. No vehicles allowed in these areas – only pedestrians. Multiple use buildings, live and work in the same building”

Diverse Destinations For Diverse Uses

The Town Centre has fantastic parks. These parks should be supported by smaller, pocket parks and plazas that provide places for people of all-ages to sit, rest, play and visit with friends. There is a perception that there is not much for young families to do in the Town Centre. Areas for children to play and families to congregate would help bring vibrancy to the area.

Festivals and special events are a major draw to the Town Centre. Flexible public spaces that can be transformed from playgrounds, plazas, pocket parks, etc., to venues for a variety of programmed special events would help energize the area.

Destinations don’t stop at open spaces. The Town Centre should be brimming with stores, cafes, restaurants, cultural amenities and entertainment venues to increase the amount and variety of activities to do. Destinations should extend from what the TCAP calls the “Central Business District” to the waterfront.

“The downtown feel + safety should continue into historic Port Haney, that has been ignored for years”

Social Safety

Homelessness and addiction are challenges visibly afflicting residents of the Town Centre. Safe affordable housing and social supports are needed to care for these residents. In doing so, the Town Centre would be perceived to feel more safe and welcoming.

“Connections to the river would change the whole area: create a destination”

Location-Based Feedback

Participants of the WalkShop rated four locations within the Town Centre based on how well it reflected the urban design themes of aesthetics, safety, ecology, vibrancy, and heritage. Twelve participants joined the scheduled walking tour and an additional two completed the WalkShop on their own time. Additional visitors from the neighbourhood popped by the workshop stations to share their feedback but did not complete the tour route.

WalkShop Stations Map



Location 1: Memorial Peace Park



Memorial Peace Park was chosen as the first location because it is viewed as the Town Centre's core. It is the area's best example of the TCAP's goal of establishing the Centre as a hub of activity.

Participants gave Memorial Peace Park and the surrounding area the highest ranking for aesthetics out of all surveyed areas. Participants noted the small businesses along 224 St., the streetscape features like planter boxes, patios, and street trees and the events taking place at Memorial Peace Park.

While the area was seen as the most beautiful in the Town Centre, other aspects such as building frontages in decline, the conflict between vehicles pedestrians and cyclists, surface parking lots and visible drug use detracted from the feeling of safety, ecology, vibrancy and heritage in the area.

Location 2: Haney House



Haney House was chosen as a stop for its exemplification of local heritage, views to the Fraser River, and green connections along the Great Trail (formerly called the Trans Canada Trail).

Participants gave this location the highest heritage rating because of the proximity to Haney House. Notably, this location had the lowest ratings for the other urban design themes. Participants remarked that this is an area in transition. With the addition of new housing, improved sidewalks and a parks network, many participants saw great potential for this neighbourhood.

Important to note, while safety was ranked low at this location, there is a distinguishing factor between perception and reality. Those who lived in the area regularly reported feeling safe, those who visited the area perceived the neighbourhood as unsafe.

Location 3: Greystone Manor



Greystone Manor was chosen as a location for its proximity to greenspace. Between location 2 and location 3, participants walked by Brickwood Park and the Maple Ridge Museum.

This location had the highest rating for safety and ecology and the second highest rating for aesthetics. Participants noted the street trees, wide sidewalks, separated bike lanes, and proximity to the green space to the west as defining features of this area. In addition, this area serves as a good example of the successful implementation of Green Infrastructure.

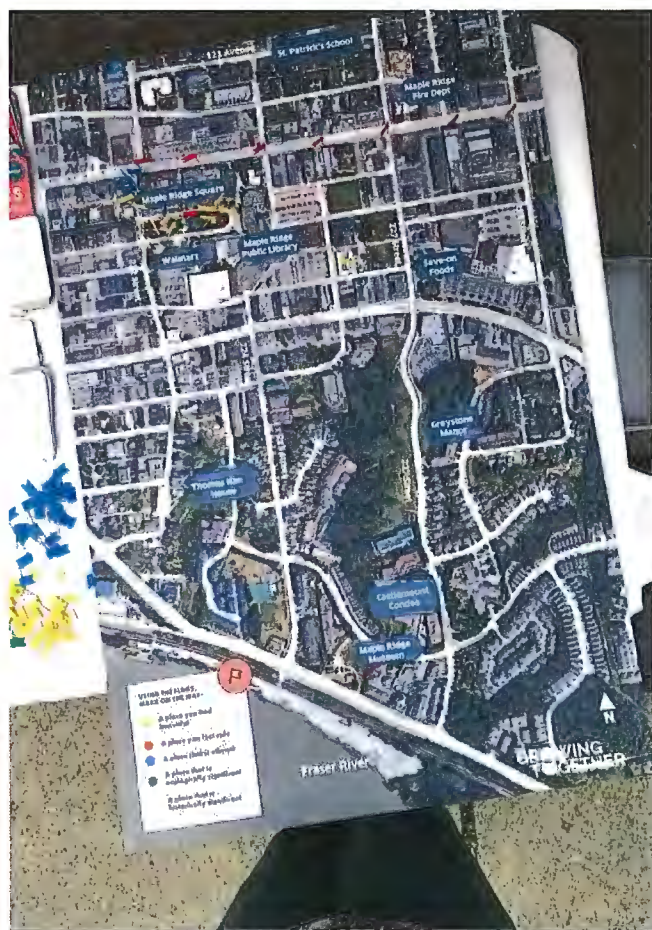
This location is within a residential neighbourhood with few attractions and historical structures hence its low rating in the vibrancy and heritage categories.

Location 4: St Patrick's School



St Patrick's School was chosen as a location to draw participants through newer residential and commercial developments in the Town Centre. For most, this station was at the end of the WalkShop. Participants remarked at the difference in green space, lack of sidewalks, street trees and destinations in this area.

Incomplete sidewalks, traffic noise, and large-commercial developments at 227 Street and Dewdney Trunk Road negatively impacted this area's score.



Map Town Centre Activity Outcomes

- A place you find beautiful
- A place you feel safe
- A place that is vibrant
- A place that is ecologically significant
- A place that is historically significant

Hot Spots

At the Town Centre Open House, visitors used coloured pins to mark areas that they find beautiful, feel safe, find vibrant, or that are ecologically or historically significant. The outcomes of this exercise have been used to create the map on the left.

Most identified 224 Street and Memorial Peace Park as the centre of vibrancy and beauty in the Town centre. The green belt between 225 Street and 227 Street was marked as ecologically significant and a place of beauty. The Haney House Museum and the Maple Ridge Museum were picked as historically significant. Many chose Memorial Peace Park as a place where they feel safe. One participant marked each pedestrian-controlled intersection along Dewdney Trunk Road as a place they feel safe.

This exercise paints a similar picture to the ranking activity: the Town Centre has a number of areas that exemplify some aspects of high quality urban design, but there is substantial opportunity for improvement.

Recommendations

Initiatives, interventions and big ideas for Town Centre

The community was brimming with ideas for ways to foster an inclusive, welcoming and vibrant Town Centre. Their ideas have been grouped into recommendations and coupled with actions that are underway to illustrate a renewed vision of downtown. The recommendations are organized to align with the urban design themes that engagement participants used to evaluate the Town Centre. These themes can be used for ongoing monitoring and evaluation of the TCAP in future engagement activities.

Considerations for recommendations...

What if streetscape, park, and built improvements throughout the entire Town Centre were of the same quality as some areas of the core?

What if the Town Centre was as celebrated for its natural assets and geography as it is for its civic importance to the community?

What if many small streetscape improvements created something greater than the sum of its parts?

Recommendations for Aesthetics

The combined beauty of the sights, sounds, scents and activities taking place in an environment.

What We Heard From the Community

The topic of aesthetics touched on many aspects and areas of the Town Centre. Many comments were positive - recognizing the efforts invested to date especially around Memorial Peace Park and 224 Street. Others identified room for improvement in certain areas, particularly in the northern and southern limits of the Town Centre area boundary. The following section provides a summary of themes that were shared about the aesthetics of Town Centre and includes a recommendation for each.



A Walkable Streets

What we heard: Areas of the Town Centre that are more auto-dominated presently are experienced as the least attractive.

Recommendation: Connect the neighbourhoods east and west of the Town Centre through a robust pedestrian network. Fulfilling this network should be a priority that can occur with new development.

B The River

What we heard: The Town Centre is visually disconnected from the River.

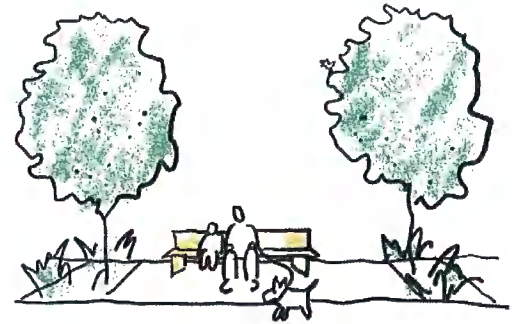
Recommendation: Celebrate views to the Fraser River to enhance the aesthetic quality of public open spaces.

C Street Trees, Street Trees, and More Street Trees

What we heard: While street trees are a recognized asset of many parts of the Town centre, some areas are completely lacking. The widespread introduction of these would not only contribute to the aesthetics of the Town Centre, but contribute to other topics - such as Ecology and Safety - as well. Street trees reduce the urban heat island effect, can provide habitat for birds and pollinators, and provide weather protection for pedestrians.

Recommendation: Focus on widespread planting of street trees, being certain to include ample growing medium. Consider large canopy trees on neighbourhood streets, columnar trees on major streets, and blossoming trees on key cycling or pedestrian routes.

Recommendation: Identify streets where a double-row of street trees could be accommodated. One side could be planted in the City ROW, and one side could include street trees planted as part of new development.



D Maintaining Streets and Storefronts

What we heard: Some cited that shortcomings in the overall maintenance of streets and storefronts in the Town Centre were a detractor.

Recommendation: Looking beyond increased municipal maintenance should be explored. Review grant matching programs to measure effectiveness. In collaboration with the business community, identify opportunities to improve storefronts, facades, or empty lots may incent land owners, residents, and businesses to take on a greater role of stewardship in the public realm.

E Harness the Potential of New Development Through Design

What we heard: As new development is built in the Town Centre, there is a significant opportunity to contribute or detract from the aesthetic quality. Careful consideration of the 'look and feel' of new buildings will be impactful. Comments indicated dislike for big box stores and surface parking lots in the core.

Recommendation: Maintain and enhance an emphasis on design quality and sustainability during the approvals process for new development.

Recommendation: Prioritize key criteria such as transparency and quality of materials at street level, continuation of the sidewalk network - including weather protection - and the provision of greenspace at street level and on upper floors, and on or off-site.

Recommendation: Prioritize development that is pedestrian-oriented; restricting large-scale retail and surface parking lots from the Town Centre.

Recommendation: New development should seek to reinforce a pedestrian-priority Centre and possible public art enhancements for aesthetics and storytelling.



Considerations for recommendations...

What if Maple Ridge's Town Centre was a comfortable and safe experience for all residents and visitors, day and night?

What could an emphasis on street design, cycling infrastructure, and the pedestrian network would contribute to an improved sense of safety?

Recommendations for Safety

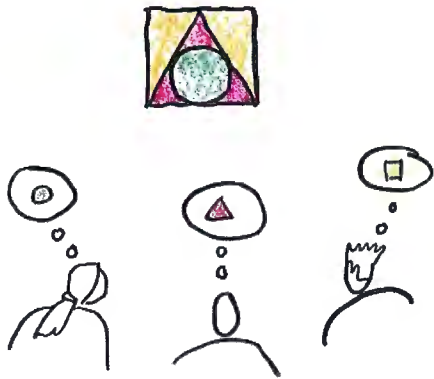
The feeling of being comfortable, welcomed and without threat.

What We Heard From the Community

A diversity of opinions on 'safety' were heard during the engagement events. Topics ranged from drug use, the perception of crime, and the avoidance of collisions between cyclists, pedestrians and vehicles. In general, participants did not highlight 'safety' as a major concern, but did offer commentary on how to improve safety in the Town Centre through increasing social services, offering social housing, enforcing bylaws more strictly, and creating distinct routes for different modes of travel.

Community Social Safety Initiative

The Community Social Safety Initiative (CSSI) is a multi-faceted program that seeks to ensure citizens feel safe and engaged; citizens are protected; and citizens' well-being is supported. The City of Maple Ridge is currently undertaking engagement as part of the CSSI. The outcomes of that engagement process should be evaluated alongside this report.



A

Perceptions Versus Reality

What we heard: Not everyone experiences the City in the same way and it is not uncommon to hear a range of opinions related to the feeling of safety. What stood out in our conversations was that residents who lived in an area were more likely to describe it as safe than visitors to the local area. This suggests that what safety means to each resident and visitor is different.

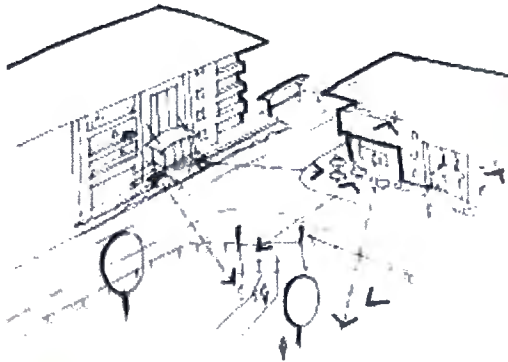
Recommendation: Initiatives or design changes that improve the physical appearance of a neighbourhood may enhance the perception of safety for many and entice more activities and public life. For example, consider collaborations between the BIA, Public Art Steering Committee and residents to create and showcase murals in vacant storefronts to give an appearance of activity and vibrancy, and experiment with pop-up special events in alleyways to bring pedestrian activity to “back-door” locations.

B

After-Dark

What we heard: An emphasis was placed on improving the sense of safety at night.

Recommendation: Pedestrian scale lighting - particularly on pedestrian links and streets with poor visibility - helps to enhance the sense of safety in the Town Centre. Incenting restaurants, pubs, and cultural attractions to locate in the Town Centre will increase the amount of people in Maple Ridge after-dark, creating a greater overall feeling of safety.



C

Sight-Lines

What we heard: Some elements of the pedestrian network pass through parks, across sloped terrain and through underpasses. These pathways sometimes do not have clear sight lines or high visibility from other public places.

Recommendation: Improve safety by emphasizing CPTED principles in the design of pathways and street levels of buildings. Encourage “eyes-on-the street” by aligning new pedestrian paths along buildings with active ground-floor uses. Consider roof overhangs and awning instead of recessed entries as they create ‘blind spots’ for pedestrians and should be avoided.



D

Street Safety

What we heard: Creating safe streets for all modalities is a priority for Maple Ridge and will also contribute positively to many topics within this study (ecology, vibrancy) by increasing non-vehicle movement in the Town Centre.

Recommendation: The delivery of high quality cycling infrastructure - including bike locks and charging stations - and a complete sidewalk network should be a priority. As some elements of the movement network may come in tandem with new development, interim elements may be needed to meet immediate needs.

Recommendation: Vehicular speeds should be controlled to improve non-vehicular safety. Initiatives may include controlled pedestrian crossings, speed bumps in the core of the Town Centre, and/or the lowering of permitted vehicle speeds.

Recommendation: Consider incenting the development of office space above the ground floor, thereby retaining ground floor for active uses (restaurants, shopping, etc.) that maintain “eyes on the street” day and night, seven days a week.

Recommendation: Provide public washrooms throughout the Town Centre that are accessible and available regularly.



Considerations for recommendations...

What if Maple Ridge's Town Centre was seen as part of a broad ecological network and not just an urban neighbourhood?

What initiatives, such as streetscape improvements, could also improve the ecological qualities of the Town Centre?

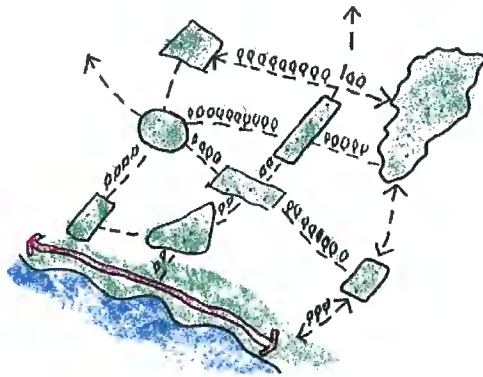
What if these ecological initiatives could also contribute to a sense of place, beauty, or even just comfort and amenity for residents?

Recommendations for Ecology and the Environment

Green spaces, habitat and urban ecological networks.

What We Heard From the Community

There is a respect and appreciation for the role of green space and a healthy environment in Maple Ridge. Respondents remarked on how some parts of the town centre are exceptional in terms of trees, landscape, and a sense of nature. They also advised that in certain areas - particularly in the north portions of the Town Centre - there were major gaps and opportunities missed,



A 'City-Scale' Green Network

What we heard: The Town Centre already includes areas that provide ecological benefit but they are disconnected.

Recommendation: Expand on these aspects by extending a 'green network' - in a visible way - throughout the Town Centre and beyond by introducing a trail network through ecological areas, a series of pocket parks, consistent street tree planting and off-street walking paths.

Recommendation: Protect the Town Centre's natural capital by creating covenants for significant tree protection.

Recommendation: Enhance the Town Centre's natural capital through development as the community densifies.

B Trees for Shade

What we heard: Many streets - particularly in residential areas in the southern portion of the Town Centre are planted with a generous canopy of street trees.

Recommendation: Extend street trees throughout the Town Centre and prioritize plantings on key pedestrian linkages to provide summer relief from heat and tree canopy protection from rain.

C Stormwater Pockets

What we heard: Boulevards can serve multiple purposes including stormwater infrastructure.

Recommendation: Continue to identify small-scale opportunities to expand the green infrastructure network, including through street "bulb-outs".



D A (Stronger) Connection to the River

What we heard: Maple Ridge's Town Centre is connected to the River primarily through a pedestrian link at the foot of 224 Street. This link is presently used, but we heard that some feel that it is unsafe. Notwithstanding the challenges of Highway 7 as a 'barrier' to the river, enhanced pedestrian connections may foster more activity at the riverside and a stronger community relationship with the primary natural feature of Maple Ridge - the Fraser River.

Recommendation: Improve the existing pedestrian link at 224 Street in terms of safety and comfort through clear wayfinding signage, public art, wide sidewalks, street tree plantings, pedestrian-scale lighting and street furniture such as benches and waste receptacle.

Recommendation: Explore additional and improved linkages to the river, potentially as part of a green network at 225 Street or at the Maple Ridge Museum and Community Archives. Advocate for a signalized intersection to maximize the accessibility and usability of the connection.

E Sustainable Transportation

What we heard: A holistic, well-connected cycling network and access to frequent public transit are necessary components to making cycling an attractive option in the Town Centre. Moreover, we know that reducing dependence on automobiles is one of the most significant impacts a City can have on greenhouse gas emissions and is an essential step towards becoming Net-Zero Carbon.

Recommendation: Though bicycle parking and other cycling infrastructure is essential, focus on creating safe cycling connections to and from the town centre in all directions.

Recommendation: Invite additional density into all neighbourhoods to make public transit a viable option.

Recommendation: Incent mixed-use development to provide more jobs in Maple Ridge closer to where residents live.



Considerations for recommendations...

What if Maple Ridge's Town Centre attracted residents and out-of-towners to jobs, shops, amenities and events?

What if businesses, residents, and others were encouraged to lead, organize, and host activities and events and even incentivized to do so?

What if the focus remained on the qualities of the 'core' in and around Memorial Peace Park while additional effort was made on creating connections and additional 'venues' for events or activity?

Recommendations for Vibrancy

The liveliness of an area; the amount of things to do and people to see.

What We Heard From the Community

Maple Ridge's Town Centre has a strong sense of vibrancy.... some of the time.

Respondents celebrated the programming and special events that happened in and around Memorial Peace Park. They also acknowledged the positive impact that sidewalk patios and outdoor seating has had on a sense of vibrancy.

Many noted that they love coming to the Town Centre but tend to come for 'just one thing.' At other times, they by-pass the town centre because they are already in a neighbouring City for work and do their shopping then.



A A Great Place

What we heard: Memorial Peace Park is already a 'great place' and the events and activities that occur there contribute to a strong sense of vibrancy and character to Maple Ridge's Town Centre. The multiple civic activities that surround it bring people in.

Recommendation: Explore landscape design options that create distinct programmatic zones within the park: space for children to play, areas for recreation, market areas, plaza areas with movable seating, knolls for quiet repose, etc.

Recommendation: Continue to welcome mixed-use residential development to the Town Centre to bring a larger day and night time population to the area.

B Focus on Connections

What we heard: There is a strong 'centre of gravity' in and around Memorial Peace Park, in terms of vibrancy.

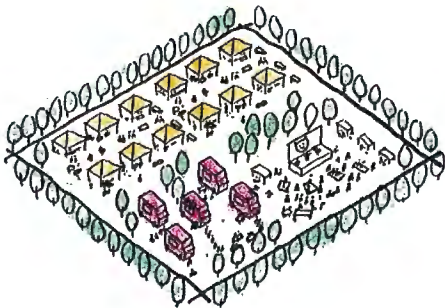
Recommendation: To build on this success, focus on connections and supporting existing public spaces rather than creating major new nodes. For instance, consider complimentary smaller scale public spaces and linkages between Haney House and Memorial Peace Park that are realized through development and/or City-owned land.

C 'Pop-Up' Vibrancy

What we heard: Special events and temporary patios are a major contributor to the sense of vibrancy in the Town Centre.

Recommendation: Embrace community stewardship and 'ownership' of place by encouraging and supporting temporary activities throughout the Town Centre through swift and easy permitting and possible matching grants.

Recommendation: Provide support for community-led or business-led initiatives. This may include additional infrastructure (electricity, lighting, WiFi, covered spaces etc.) to enable special events. Provide ease of permitting, supplies, and support for street closures / block parties / local events.



C A Mosaic of Open Spaces for a Multitude of Events

What we heard: Rather than a mono-culture of event spaces, consider a diversity of activities and activity types that will contribute to a sense of vibrancy.

Recommendation: Seek opportunities for 'signature' urban spaces as new development is proposed in the Town Centre. These can be big or small, ranging from an iconic piece of site furniture to a lookout over the River.

Recommendation: Enhance the waterfront and leverage the natural draw of the Fraser River to improve vibrancy.

Recommendation: Develop complimentary urban spaces such as pocket parks or retail plazas that create informal opportunities for the community to gather and interact. Connect these areas to a robust pedestrian network and locate these spaces adjacent to active uses (food, retail, etc.) to maintain their vibrancy.

Recommendation: Identify streetscapes within the Town Centre that can be viewed as linear plazas, with collapsible bollards and distinct paving that makes it clear that they are closed permanently or temporarily to automobiles.

D More Than "Just One Thing"

What we heard: Many people are visiting the Town Centre to do "Just one thing": go out for a meal, run an errand at Walmart, etc.

Recommendation: Identify opportunities to extend these visits into multiple tasks or activities. For residents, consider missing services or amenities that would make the Town Centre experience more complete.

Recommendation: Continue to focus on delivering a range of land-uses to the Town Centre. Significant amounts of residential buildings are in development. Complimentary uses such as commercial (office) or even light industry/production would create more opportunity for people to work in the Town Centre.

Recommendation: Attract business development by establishing a strong relationship with the local and regional business community, considering building on Maple Ridge's strengths to establish a clear "brand" for businesses to buy into, identifying barriers and inefficiencies within the permitting process, attracting young workers to live in the Town Centre, improving digital infrastructure, and/or working with other municipal agencies.

Considerations for recommendations...

What if Maple Ridge recognized and celebrated the contributions of Indigenous communities in our shared cultural heritage?

“What if Maple Ridge’s heritage reflected the multicultural settlement and history of the area?”

What if Maple Ridge’s heritage was a prominent component of the built environment, celebration, and public realm within the Town Centre?

Recommendations for Heritage

The ability of surroundings to contribute to one’s understanding of an area’s historical context

What We Heard From the Community

Maple Ridge’s Town Centre includes built heritage and interpretive elements that brings its recent history to life. Streetscape mosaics, the Haney House, and the Maple Ridge Museum are all prominent examples.

A Sense of Place

What we heard: The Town Centre's streetscapes and landscapes should create an enriching setting that gives the area a sense of place and identity.

Recommendation: Consider developing strategies to promote the adaptive reuse of existing heritage resources.

Recommendation: Consider improving wayfinding for heritage amenities.

Recommendation: Continue to support public art, signage, pop-up displays and commemorative site furniture that tells diverse stories of Maple Ridge's history within the Town Centre.

Recommendation: Consider pop-up displays within the core of the Town Centre to draw attention to Maple Ridge's heritage amenities.

Implement the strategic objectives identified in the Walking Together Culture Plan. Specifically: Objectives 2.2, 3.2, 3.3, and 5.3.



B Celebrate Heritage

What we heard: Events, festivals and gatherings are an opportunity to bring people together and enhance the community's understanding of its past.

Recommendation: Encourage special events that highlight diverse histories, stories and cultures that comprise Maple Ridge's history.

Recommendation: Consider a digital tool to promote and celebrate historical stories and places online.

Continue to support public art, signage and commemorative site furniture that tells diverse stories of Maple Ridge's history within the Town Centre.

Implement the strategic objectives identified in the Walking Together Culture Plan. Specifically: Objectives 2.2, 3.2, 3.3, and 5.3.

C A Place to Learn

What we heard: Exploring and learning personal and community stories increases an individual's connection between themselves and their community.

Recommendation: Encourage Library pop-ups that promote local histories and stories

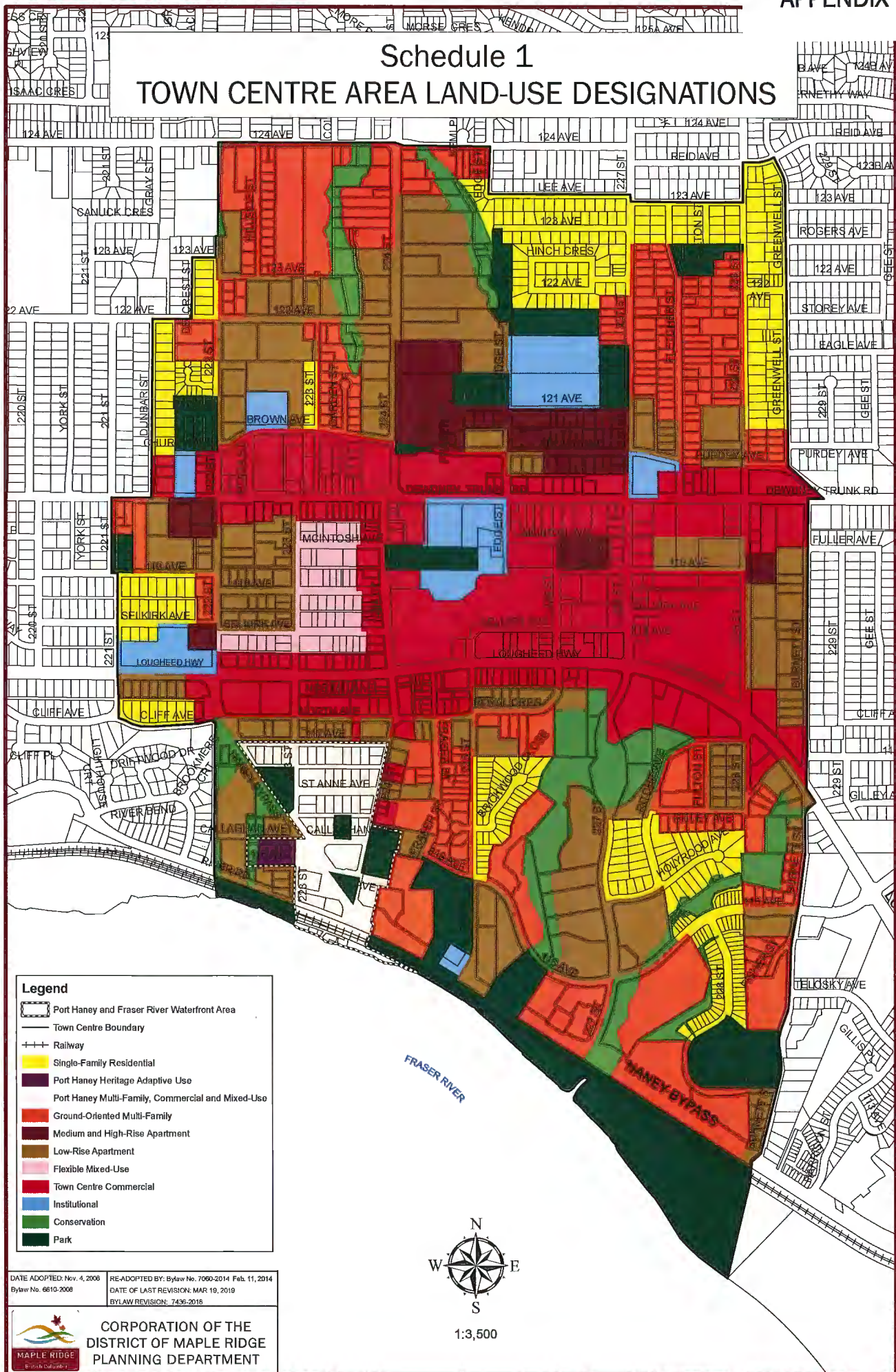
Recommendation: Continue active dialogue with the heritage community to stay current on space needs for historical documents

Recommendation: Encourage the digitization of historic City records



Schedule 1

TOWN CENTRE AREA LAND-USE DESIGNATIONS



GROWING TOGETHER

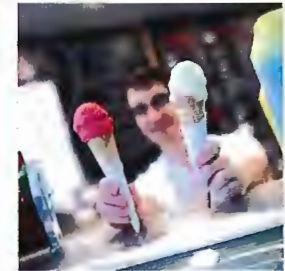
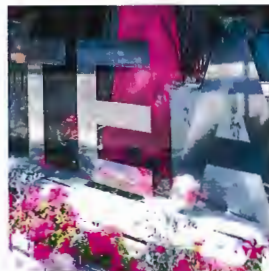
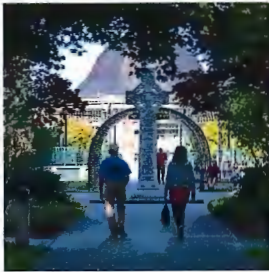
VISIONING YOUR TOWN CENTRE

Why are we doing this?

The Town Centre Area Plan was adopted in 2008 with a vision for creating more density, mixed-uses, and green spaces while creating a pedestrian-oriented environment.

With this Plan in place, the Town Centre of Maple Ridge has been experiencing a significant amount of redevelopment and change over the past five to ten years.

Maple Ridge Council has recognized this growth and wants to ensure that the evolution of the Town Centre is positive and leads to greater vibrancy within this core part of the community.



What do you like most about your Town Centre?

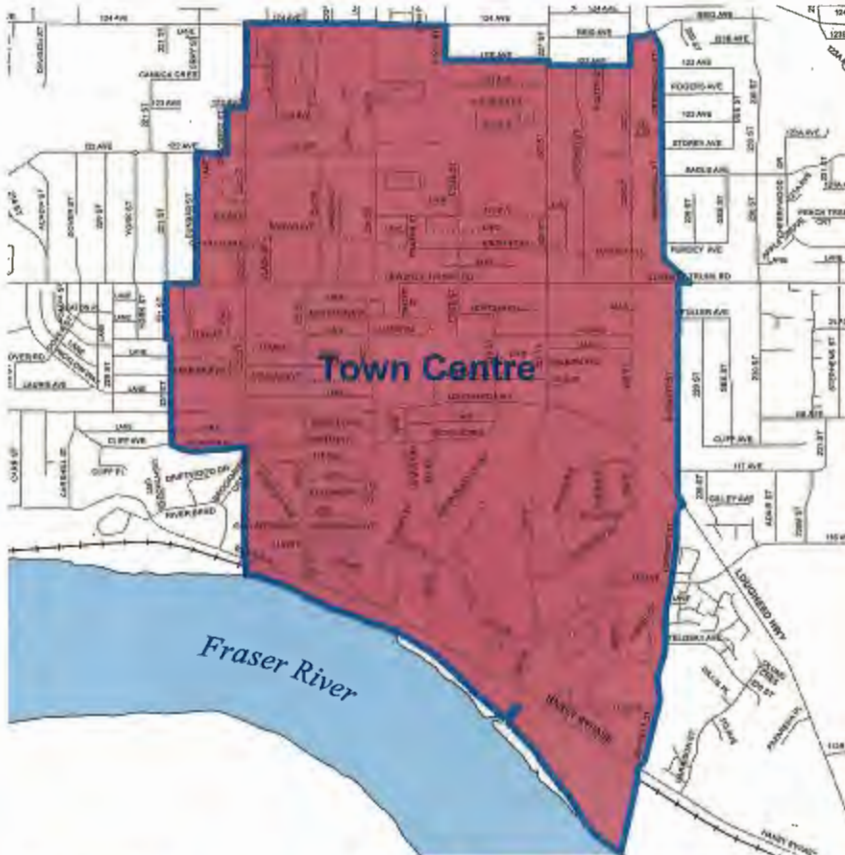
What are your top 3 challenges for the Town Centre?

LIVE

WORK

PLAY

GROWING TOGETHER



WHAT ATTRIBUTES OF A GREAT PLACE DO YOU THINK SHOULD BE ADDED TO OUR TOWN CENTRE?

Share your thoughts!
Put your ideas on a sticky note
and bring to school on the
Smart!



LIVE



WORK



PLAY

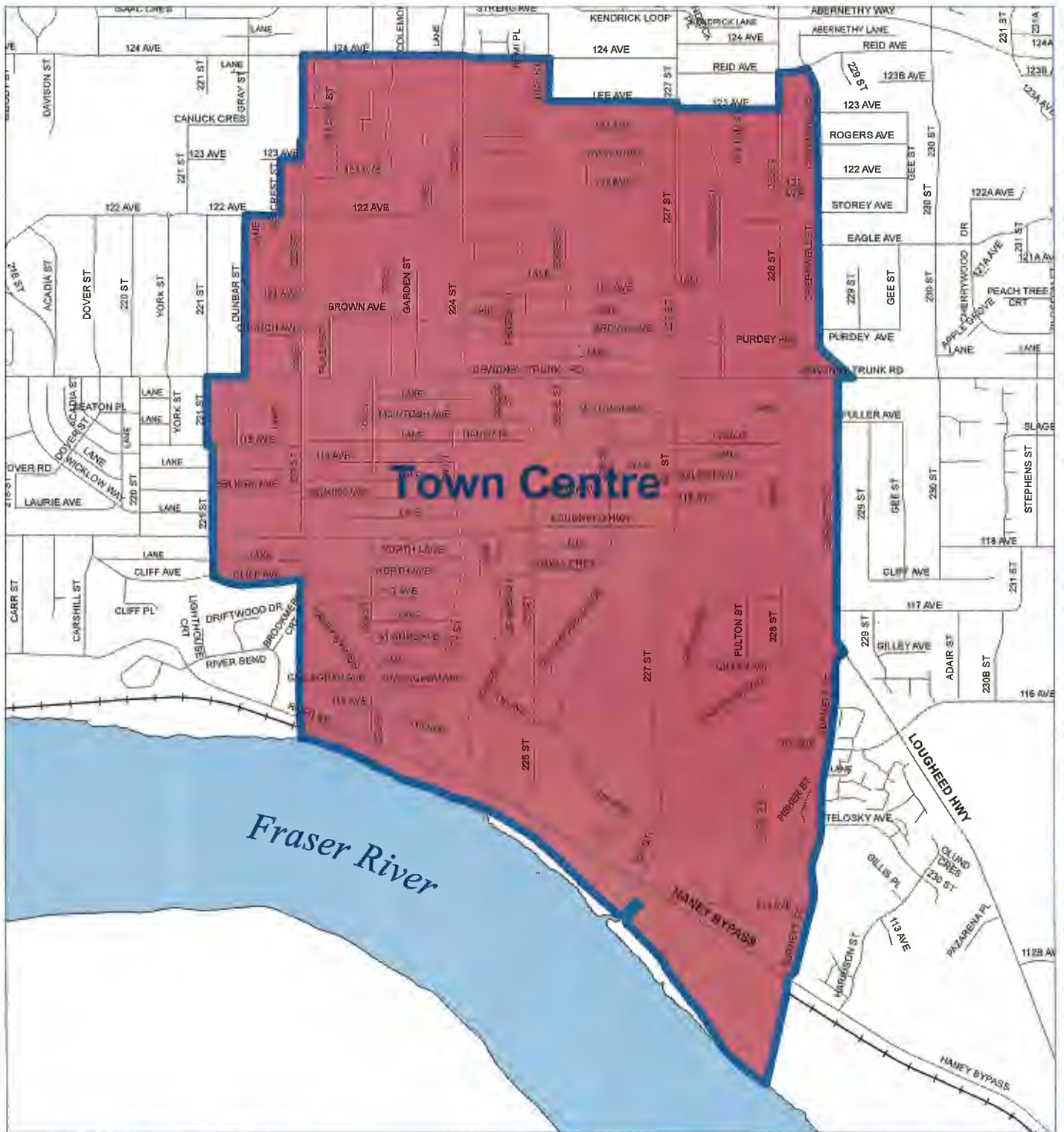


www.mapleridge.ca/2456

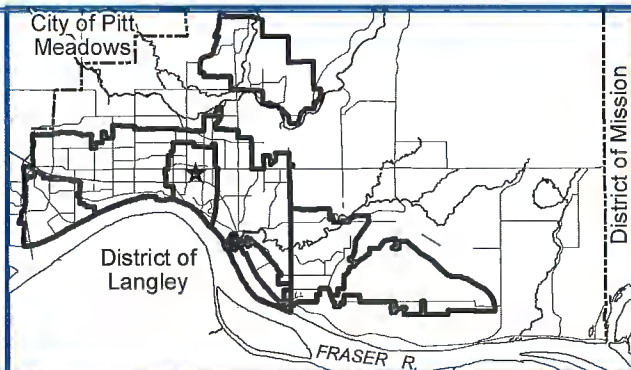


MAPLE RIDGE
British Columbia

@yourmapleridge



Scale: 1:13,500



Town Centre

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

FILE: TownCentreVisioningMap.mxd

DATE: Aug 17, 2020

BY: DT

GROWING TOGETHER

Visioning your Town Centre

We want to hear from you!

Our online survey is available at:
mapleridge.ca/2456



Growing Together – Vision Your Town Centre

Community Survey & Sticky Note Results (Compiled)

Question 1: What do you like most about your Town Centre

What do you like most about your Town Centre?
the vibrant mix of residential and business that creates a village-like atmosphere
The Bamdstand
Access to beautiful park(Memorial Peace Park).....although where are the picnic tables/benches this year?
Our Town Centre is very "walkable" and condensed....so easy to access required services, do some shopping and sit down for food/treat...all at the same time
Very friendly and accommodating merchants and nice variety of merchandise.....only very seldom have to leave town for shopping needs
Christmas Lights down 224th . Shinobi.
For the most part, its walkable to many stores and services (pool, gym, bank).
Lots of green areas for walking, convenience of business' being so close.
Maple Ridge Peace Park is Central would be a great place for a playground with a track around it for people to walk or an inner track kids could bike scooter roller blade. It's across from rec center could be a draw for people. They could grab lunch or ice cream then hang in the park.
Walkable small town feel
Having a central recreation centre.
Memorial Peace Park Events
Everything is walking distance from everything else
1) I can walk to Haney Place mall with the kids for groceries or to go to London Drugs. 2) There are cute local shops 3) The leisure centre has a great little gym and new pool.
Gives a cozy feel.
Nothing. Hasn't changes in 50 years.
I like the feeling of community, the ACT, Leisure Centre with underground parking, Memorial Peace Park for Music Events. Ability to stroll comfortably with a park-like feel, attracting all ages.
The existing events and activities.
Close to where I live.
Which town centre? The one around 224-228, or the one at 200-207. 224th street and vicinity is a good start to building out a nice town centre that people can walk to various establishments.
That it's one street and everything can be accessed in walking distance.
The new way of building store fronts with apartments above..and town square at leisure center
It's difficult nothing really draws me there. I do like the quaint feel
The open park setting which features farmers market and holiday themed celebrations incl the Christmas lights on the main streets which bring a magical holiday feel to the area. The close proximity of such a variety of stores.

Its easy to find parking and a larger sized open lot parking spot at that. This is also a good thing as to all the pickups out here. Going out to run errands is not a thought of an oncoming headache yet one of lets go.
Farmers' Market on Saturdays in the downtown, Memorial Park Mingling and getting to feel the spirit of the community
Small town feel. Public square and library. Able to cycle to the core.
Nothing
224th
The flower boxes and at Christmas the decorations
The quaint small town vibe and amazing little shops, small businesses and microbreweries. Access to free parking on side streets within a short walk of all the amenities.
Great little restaurants, breweries and shops, convenient being close to grocery stores
It still has the small town feel.
it isn't overcrowded yet and can still be navigated as a town
City has great visuals during special seasons, light up christmas bells and lights etc
The rec centre and the farmers markets.
Small town feel. Bike friendly
Memorial park when there isn't transients in it
Nothing. It's mismatched and has no happy medium of affordability. Either thrift store or small business. Walmart is the only thing that is semi-affordable, but is super sketchy being in there.
Nothing
Change is happenkng
224th Street should be closed for pedestrians on weekends. Not much anymore. Too many homeless and drug addicted people. I hate shopping in maple ridge now. I won't come into town.
Memorial Peace Park
Everything except the wandering homeless, especially the non residents.
I never go there - do not feel safe
I don't really like our town centre.
I like the road work we did on Lougheed Highway and the fact that we got the rapid bus. I love that our mayor is tough on crime and took down the homeless camp that was a huge eyesore and a hotspot for crime.
Not much if I'm being honest.
Interesting to see in Hallmark Christmas movies
That everything is walking distance. Very walkable
Memorial Peace Park, and the section of 224 Street between Dewdney and MacIntosh.
The Leisure Centre Some of the unique shops Thrifty's
trees , accessible sidewalks and stores , nice little areas to sit and chat , beautiful landscaping and garden beds.
I love the small and local businesses that exist in the town centre.

I like that it is becoming more pedestrian oriented.
Easy access to shops
There is a focus on local businesses.
The proximity of public services, entertainment, grocery shops, and restaurants.
Being able to walk around and see so many different interesting, diverse shops and also having some green spaces such as the area around city hall.
Not much
That it has the potential to be a nice area to spend time in.
I like the heritage of the Haney area around the river
The Beautiful park in the middle.
Stores
Memorial Peace Park, Farmers Market, 224 St (should be brought back to the name of Haney Boulevard)
The park in downtown is such a lovely place to be the center.
Driving by it
memorial peace park
Variety of shops and services, many independently owned rather than chains
Everything within walking/cycling distance
nothing
Distinct identity as a town core. Slow traffic on 224th (not so much other streets)
Ability to hold festivals and performances.
Local shops and food outlets.
The 224th business corridor between Lougheed and Dewdney, and also the Farmer's Market
walkability.
I don't. It's not at all pedestrian friendly. The park, literally, has a fountain that excludes children playing in it.
There are still good examples of the original buildings from the 1930's along 224th in the block south of Dewdney Trunk Road. They should be preserved as much as possible. There are also some good examples along Lougheed Highway between 223rd and 224th
It is walkable, good green space, I like the benches to sit and rest.
As a cyclist who often visits the CBD for errands and recreation, I feel safe. Cars are aware of me, they are polite and usually give me the right of way. I wear bright clothes, have safety devices on the bike and always ride defensivley. I wish more citizens would ride into the CBD; strength is always in numbers!
proximity of transport, business, social service agencies and housing.
Peace Park activities and entertainment plus the closeness of shops banks, city hall and malls.
224th Street is the best because of all the little shops. I also like the waterfront area by the West Coast Express.
Bright, open, interesting changing decorations, enough parking,
The greenery and trees along the streets.
Memorial Peace Park.
not much

The high density development
I like the small town community feel with the open park area downtown. I like the flowers they hang each year and Xmas lights.
the businesses
I like that we have a community center. I really hate that the City planners seem to see 224th as our "city" and ignore everything else.
Library, rec centre, events like the farmers market
Memorial Peace Park
Convenience. Most services are located within a short walk of my residence
when private security chases off undesirable elements
Small local businesses
It's lively, colourful, walkable, there are shops and services that I enjoy and value.
Nothing
It's modernizing the area which had become sadly run-down.
The closeness of everything.
Lots of shops and amenities within close quarters.
Access to West Coast Express train system.
The close proximity of clusters of Pokestops.
Memorial Peace Park
Variety of community resources (ACT, Library, Farmers' Market, pool, etc.) and 224th between Lougheed and Dewdney.
Many places are within walking distance; I can take the bus into town and just walk.
Lots of green spaces
Everything :)
The ACT+ festivals in Memorial Peace Park
Nice Area. Lots to do.
1. Destination (civic life, energy, transportation, events) 2. Greenspace / Gathering (Memorial Peace Park)
Functions in Memorial Peace Park
Host BBQs. Pumpkins
Love the Park (but not the live music - too loud with a hearing issue)
Keep and enhance natural features and create trails
Miss the pond from before
Concerts
Like local shopping

Functions & festivals at the ACT (afternoon activities)
Scary Wal-Mart parking lot - issues with people asking for money in it
Like / want (more) outside patio areas for eating
Like the trees, Farmers Market and 225th street is cozy
There is space to breath here at Memorial Peace Park
Mixed use development

Question 2: What Are Your Top 3 Challenges for the Town Centre?

What are your top 3 challenges for the Town Centre?
Lack of Commercial space Petty Crime and community safety Haney Place Mall
Parking Lack of shopping Nothing to draw me (or my family) there
Parking Safety - issues with homelessness, mental health, vandalism, etc City should have better control on the "retail mix" (through business licensing?).....too many cash stores, sushi restaurants, vape stores, barber shops, etc.....not enough clothing (men, and lady's), shoes, health food, art gallery & supplies, etc
Sketchy, criminal-minded individuals harassing ANYBODY who happens to walk past. Lack of relevant shopping destinations No connection to the riverfront
Traffic can be intense Its not safe to bike through. Crime - don't feel like I can leave my bike locked outside.
I wish Walmart was not a focal point of the area...
No draw to it. The stores are low quality products and clothing. Nothing more then a quick stop to grab something and go back home.
Safety, attractive shops/businesses to want/need to bring people in, parking
A dying mall with no prospect of change. Homelessness. Lack of gathering places.
Homelessness/Safety Concerns Safety (lack of walkable spaces/green spaces) Lack of diversity (closed off spaces, shops are non inviting in some areas due to dated spacing and appearance, your major transportation corridors clash with downtown core accessibility).
Parking. Traffic. Homelessness.
1) Getting around by cycling or walking is pretty difficult due to traffic and safe pedestrian areas. 2) Shopping is all spread out all over town. 3) Parking lots are too busy.

<p>1. Security and theft of items around core area. Patio items, bikes, etc.</p> <p>2. Very few business office space</p> <p>3. Skytrain connectivity</p>
<p>Driving thru narrow main streets "Lougheed Hyw" and not hitting curbs and bending rims and more on vehicles.</p> <p>Another waste of tax dollars wrongfully spent.</p> <p>Drug addicts wondering streets</p> <p>Lack of road and services in east Maple Ridge</p> <p>All the illegal building and renoes going on and not being stopped.</p>
<p>We need to attract more pedestrian, bicycle traffic with less car traffic on 224 St.</p> <p>We need more of a park-like feel to the downtown core, more green space, benches and water features for children, shallow wading pools and water spraying up like fountains from sidewalk surfaces, like in Victoria.</p> <p>We need higher density housing, built over-top of the commercial, ultimately making the businesses more viable.</p>
<p>The dead one-way corridors west off 224th. So much potential to expand into the street and create a more vibrant hub.</p> <p>Lack of larger, but appropriately sized entertainment performances.</p> <p>A need for more foot and bicycle traffic, less automotive.</p>
<p>Drug Addicts</p> <p>Pan Handlers</p> <p>Filthy</p>
<p>1. Drugs/Petty Crime/Bad and Addicted people flocking into Maple Ridge and having the supports for them in 'the downtown'.</p> <p>2. Need for more small/medium sized businesses to support a vibrant downtown</p> <p>3. The economy....no plan will succeed without investment by non government entities.</p>
<p>Dirty, homeless and drug addicts everywhere, horrible stores (hemp, Tim Hortons, pay day loan place, etc) - class it up with places like Lotus & Lemongrass, Once Upon a T, Cremino)</p>
<p>Homeless problem, parking and cleaning up the garbage created by the homeless</p>
<p>Drugs addicts and homeless</p> <p>Shopping - not the best</p> <p>Store fronts/buildings not kept up to date - it's 2020 not the 70s</p>
<p>Keeping your promise of senior housing where the tent city housing residents currently live. I feel sad for all.</p> <p>Neighbours would be out with their kids playing and enjoying our evening walks much more often as we once did. There are things children just should not be subjected to at such a young age.</p> <p>Cleaning up the parks and I do not mean a disposal site. I moved here from Vancouver. I couldn't believe it when I heard that the children in the neighbourhood had to be careful on their school playground of needles and it needs to be cleaned regularly. No wonder the realtor gave me a look when I said "Maple Ridge" as an option to relocate. I truly wish now that I chose Ladner but w housing costs going up there, it is no longer an option for me. So, I am grateful to be living on a street w friendly neighbours. The strangers showing up on the streets esp at night, things now going missing</p>

and more worry about break ins... keep your promise pls~ty. It is my opinion that the addicts be located near the hospital and some of the homeless given housing. Let downtown Maple Ridge be one of the "downtowns" which is an uptown in culture and atmosphere.
Learn from other cities and find out what they have been doing that is working . . . I like the show Life-sized Cities and the particular episode on Montreal, greening of the communities and getting people involved is key. I just watched the Montreal episode again today and it amazing how they have tackled major issues, like child poverty and the creation of a food co-op, volunteers donate 3 hours per week in exchange for food benefits
Greening of public places, more trees, more gardens, more benches, more meeting places taking back the land and getting each neighbourhood involved with the decision making best use of the land and providing what the people want to build a stronger community
We need to create more social connectivity , more events and more art and downtown attractions, similar to what Castlegar has done, where they have permanent displays of art sponsored by local businesses, collected from artists from all over the province. Commissioned artwork could be added over the next decade, based on specific themes and topics which might fit best for various locations, creating an artworks crawl and map throughout the city
1. The City must improve the pedestrian and cycling environment. 2. Too much traffic and speed especially on Dewdney. This creates a terrible place to walking and cycle. 3. Keeping the small town ambiance.
The homeless People begging for money People doing drugs right in the open
The amount of homeless people. As live in downtown. Doesn't help to have low berried shelters
Parking, personal safety and too many seedy stores
Not a large enough green space to accommodate large whole of community events.
Garbage and needles in the ground, crime, feeling unsafe walking alone at night not accessible by Skytrain
Concern that Council is will not look at other vibrant town centres like Ladner, Edgemont village, Osprey Village, Fort Langley, Whistler. Council will not look at getting significant value and income from commercial investors and will keep putting all eggs in one basket with overdeveloping residential areas. That town centre will be continue to develop to be impersonal and not unique and special like Fort Langley.
Parking (and not overpriced or non/free) availability, space or roads and infrastructure to accommodate human load, missing quality/known branding of in town shops and services, increased crime and drug issues
Consistent visual/non "trashy" looks to shops feel. Lack of enforcement on panhandling and petty crime/drug use in city, overcome ALR issues with land development and expansion. Increase in foot traffic will need more pedestrian lights etc, lack of ample street parking, LACK of parking at WEST COAST EXPRESS
Panhandlers and loitering. Traffic, and parking.
The mall is not utilized to its fullest potential. More bike lanes as it ends @ Downtown.

Home less Needles Discarded clothing
Parking No Shopping besides Groceries Not enough Restaurant selection More Family Friendly
Lack of stores & services Lack of safety!!! Lack of attractive open spaces
Homeless, crime, theft. Open drug use
No shopping No shopping Homelessness.
Homeless Presence Boarded up Buildings or Shabby Buildings No Identity
Bring Valley fair mall back to life... Moving Salvation Army to a new location. Its brutal that the gateway to the core is hilighted by this eyesore... Building storefront upgrades to buisness 's along Lougheed and Dewdney..m
Safety Parking No good shops to attend
There is absolutely nothing that draws me there. The stores are all low end I wouldn't feel safe once it was dark
1) Free parking. I'm upset you took away the free parking for the first hour and now it's all pay in the underground. 2) We need better stores/mall so I don't have to drive to Coquitlam or Langley to shop. 3)Bring more businesses to the city so they can partake in sharing the taxes, so our property taxes can go down. It seems like we pay more than a lot of cities in the Lower Mainland for property tax and we're not getting much more to show for it. 4) More recreation facilities.
Parking Lack of shopping options Homeless people
Parking, parking, parking... we need someplace where you can park and walk around. Moving the vehicle is annoying and encourages us to go to Coquitlam, Langley or Mission. The underground parking is sketchy with poor visibility and difficult to get in and out of. It's also not easily accessible to differently abled bodies.
Dealing with the homeless, dealing with the homeless drug addicts, stop housing drug addicts in our downtown core! This has ruined downtown Maple Ridge
Too much (and speeding!) traffic (and traffic noise!). Not enough greenspace. Not a pleasant shopping ambiance on Lougheed and Dewdney.
Too many cheque cashing services, small pharmacies and vape shops with blacked out windows that look, at the very least, illegal if not unsafe.

We need services for people with substance abuse issues so that they are not on the street panhandling, but given supportive housing and, if it keeps drugs and needles off the streets, medically managed drugs, without having to go to pharmacies and stand in line with people looking them knowing what they are there for. We need dignity and agency for the poor and disenfranchised. We need live-in support for those with mental illness and brain injury. That doesn't all need to be in the downtown core. If we are providing 360 degree care — homes, food, counselling, medication, recreation and socialization, it can be anywhere in Maple Ridge. The majority of people living here with these issues are originally from here. That's why they are still here.

We need to approve business licenses more quickly for desirable businesses like good restaurants and unique retail. Approvals take far too long for many. Somehow the vape shops and cheque cashing services go up in an instant.

The stretch from Lougheed to Dewdney, from 223 to 227th.....way too many cars! Find a good percentage for that area and make it car free. There is a parkade, smaller parking lots around town. With all those new condos being built it is going to be a mad house! Make the grocery shopping areas less congested, put in another below ground parkade,?

It is hard to access from where I live. In terms of being the cultural centre of our town, the local museum is missing from the town centre. The town centre is wasting a lot of vertical space in that most of the buildings there are only 1 or 2 storeys tall.

The town centre is still not particularly dense and is spread out over a large area. The museums are out of the way and hard to get to. There isn't a lot of green space.

Addicts, parking and places to shop!

Homeless/most vulnerable keeps me away from shopping locally. The Salvation Army and the riff raff that are always hanging around the corner of Lougheed and the bypass as well as the Haney Hotel is a TERRIBLE introduction to our city. We need more larger family restaurants. I.e. Cactus Club, Earls, Boston Pizza in this area.

Free Access, Parking, and Re-Charging for E-Bikes, More Outside-Restaurants & Cafes, More Pathways for Walking around.

Some buildings are getting run down looking, some lots are vacant. There is a problem with homeless and impoverished persons as well as drug use. We need to ensure more housing and services for these individuals. It is also very car oriented still. Often loud, with lots of traffic. In the future it would be great to see additional traffic calmed areas, more green spaces, and even perhaps some car-free streets. More public transit would also be beneficial.

No bicycle paths. No convenient safe places to park a bicycle. Not enough outdoor seating for restaurants

1) Drug addicts 2) no shops 3) side streets need facelift

Unattractive

Rough people everywhere

Seems dirty

Parking, lack of diverse shopping, needs more unique court yard patios and entertainment.

Biking safely

Parking a bike securely

Variety of stores and services

More local business, especially tech (not only shopping!)

A Town Centre college or other post-secondary institution

Bicycle lanes, safely separated from cars AND parked cars, with more camera's to detect red-light drivers.
Lack of good Restaurants to go to. Lack of patios to sit on. The side streets off 224th need to be spruced up.
Parking Lack of businesses to entice me to shop Construction that never seems to improve anything
parking, now that there is no longer 1 hour free parking underground and parking on the side roads is limited.
NOT cyclist friendly More trees and greenspaces Congestion on Lougheed corridor
Too many vehicles, not bike friendly
1. I don't feel safe cycling in our Town Centre because we're not allowed to ride on the sidewalks anymore! 2. The traffic will even more crowded, slower, and unsafer because there are going to be even more cars on the road. 3. It's dangerous biking in a bike lane between parked cars and moving cars.
East-west travel on Lougheed and DTR: I ride bicycles and tricycles and have relatives using mobility scooters. East-west travel is dangerous. The one-way streets cause confusion without solving any problems that are discernable.
1. Friendlier policies and attitudes towards development are needed to densify the Core and bring in more people and business. 2. Even more family-friendly spaces, like parks and pathways (by the way, the new Beckett Park is fantastic -- great work, Parks Department!) 3. Of course, safety concerns stemming from the homeless and drug populations. Our office is in the Core and every day there are people actively using drugs, fighting, yelling, cursing, openly going to the washroom, and generally behaving menacingly in the lane behind our office. Understandably, there are a whole host of larger issues related to this problem, many of which are not within the City's jurisdiction, but it is a challenge for the Town Centre nonetheless.
I have never felt challenged in the Town Centre.
Encourage walking by making 224 a walking street. Encourage Bicycles Encourage Businesses to open up patios and ALLOW them to serve alcohol without antiquated laws developed during the prohibition.
Increasing the density to reduce urban sprawl and at the same time making access to regional transit accessible more easily to more people. Also think about creating better parking facilities that take up less surface space - what a waste.
1. Stop 'undesirables' from terrorizing kids and older people on sidewalks and the streets. 2. More bike racks around the centre; hard to find. 3. Somehow, get bike theft to as close to zero as possible. I know this is hard!
1. Make all the centre streets safe for cycling. I do not think barriers are needed, just lots of awareness by drivers of cyclists in the core. 2. More bike racks that are safe, eg: outside stores with video cameras on ALL bike racks.

3. make the area safe for walkers and cyclists from Undesirables(drug addicts. criminals) who are too prevalent in the core area.
the PERCEPTION that it is dangerous. the cost of retails space walkability/cycleability
Homeless and or drug users, many closed shops now and noise (I live in a high rise across from Peace Park on 224th and some of the louder noises are amplified above the 3rd floor, especially the louder vehicles and motorcycles)
1. Dewdney Trunk Road has the greatest opportunity to become an inviting destination for shoppers but it is narrow, old and ugly. It is unsuitable for cycling, is not enjoyable to walk along, and seems overly congested with vehicle traffic. 2. The downtown is not bicycle friendly. 3. The pace of new development is excruciatingly slow. I believe Maple Ridge might have a great downtown in 20 years. So the challenge is to make that happen sooner.
Removing and avoiding more vagrancy related issues. Keeping the businesses viable Promoting the residential potential
Using the space wisely so people can get off the buses or park their cars and walk a short distance to get to their destinations. We do not have a collage branch here for students to get higher learning. We have a museum but it is very short of space to store artifacts and documents that are part of our heritage.
Traveling to and through it by bike.
parking lack of a variety of retail shops
Reduce taxes, geez this is not west Vancouver. The narrow part of 124th.....reduce the flower beds, it's way too narrow. Improve Abernathy way to four lanes right from 232 Westward.
Drug addicts hanging around. Parking.
Parking, Homeless beggars, safety
I bike and jog a lot in the maple ridge area. There are no safe pleasant routes near our downtown (community center/library). Also around Dewdney Trunk and Cottonwood through to 232 the route just ends. Along 232 to from Dewdney trunk to Maple Ridge Park is listed as a bike lane but I would not feel-good taking my kids there. If you go along the sidewalk there are poles right in the middle and the cars drive unsafely.
Not enough retail options Aging buildings, not being kept up Safety
1.Not enough shopping choices 2.our most central mall (Haney Place)is dying 3. Council doesn't seem to encourage new retailers
1. Crossing Lougheed Highway to go grocery shopping. I live south of Lougheed on 225th St and all grocery stores are on the north side of Lougheed Highway 2. Crossing Lougheed Highway. The crossing light takes too long to turn green for pedestrians to cross. Priority is given to car traffic not foot traffic.

<p>3. Crossing parking lots as a pedestrian. Accessing Valley Fair Mall is dangerous for pedestrians. I have nearly been hit at 5:00 pm on Friday afternoon crossing Selkirk on 225th St. and again at Royal Crescent and 225th.</p>
<p>put in more diverse businesses, not just pizza and pay day loan shops.</p>
<p>keep the town centre clean and safe</p>
<p>improve infrastructure south of Lougheed and 224 so that businesses are more willing to move in and expand the nice centre outward</p>
<p>Homelessness - finding shelters for them Lack of vibrant community Where you feel safe with your family NO MALL!! There are no grocery stores or a massive mall in Maple Ridge like any other city - we are really lacking in this area!</p>
<p>lack of quality shopping choices getting to the Town Centre by bike having to pay for parking at the library/pool/rec centre</p>
<p>Cycling connections are poor. I wish I could safely cycle to get there, and get around town centre with my kids in the bike trailer.</p>
<p>Why are there so few green spaces, or just greenery? The buildings are going sidewalk to sidewalk with no buffer zone at all. Not attractive at all.</p>
<p>Safe bicycling. Cycling along either of the main routes (Dewdney and Lougheed) to the downtown core are extremely dangerous with high traffic, large trucks and an unenforced speed limit. Between these two main routes, there is not one through route for either pedestrians or cyclists to access the downtown area. A series of bike pedestrian paths between these main routes would be very welcome. Slow traffic between 222 and 228 on both Dewdney and Lougheed to 30 km max. Establish separated bike lanes on Dewdney and Lougheed.</p>
<p>1. Safe biking infrastructure 2. Safe walking infrastructure 3. Unique playgrounds to kids</p>
<p>1) Too many drug dealers and addicts hanging around make it unattractive to businesses and customers. 2) Not enough variety of retail, causes people to have to leave town to get what they need. Smaller stores are nice, but we are lacking any large spaces for major retailers that are critical for bringing in customers to the smaller stores nearby. 3) Many streets do not have adequate lighting at night, making it scary to shop downtown in the dark and the rain. 223rd, Selkirk, Macintosh especially dark and dangerous at night, and creates a hangout for criminals. 4th, (i know this is only for three) There needs to be fiber optic internet services available in Maple Ridge. Businesses won't locate here if there is inadequate Internet service, and it is something we are lacking to attract businesses to the area that will create real jobs for our residents. (call centers, tech firms, research and development companies all need this in order to function, and are going elsewhere because of it)</p>
<p>The Endless Homelessness problem. Just put that 3 times.</p>
<p>1. More beauty (art or greenery) around businesses between Haney Place Mall and Valley Fair Mall and the bus loop and the fire hall. 2. The town center is walkable but not safe in some areas and not well lit at night. 3. Need More shaded and seating areas outdoors</p>

1.) Riding my bike (sometimes with my children) to, and through the town centre.
2.) Under-utilized/uninviting commercial space between 222 and 224.
The last time I was walking in town, I noticed bicyclists not having a safe place to ride. If/when I move into town, no longer needing to take the bus in, I won't be able to ride my bike unless cycling lanes are dedicated for that purpose.
<ul style="list-style-type: none"> - Public Housing - Free Education Programs - Basic Necessities - Free Food
CEED Centre - should be torn down and replaced with a spray park or tennis courts
More Parking - longer street parking options
Reduce the need for commuting - want more MR based businesses
Thomas Haney - clean the school - better janitors
Drug addicted arrested and put in treatment // reduce the assaults on residents
1. Cycling (safety and routes; continue and connectedness); 2. Increasing car number and speeds; 3. Shrinking bike network
More parking options - with flexibilitiy around walk-in clinics
More security in the Town Centre // Like the head of security
Parking for library (re: the loss of the 1 free hour)
Sidewalks need to catch up to density (access issues)
Security issues (theft) up from 222nd
Put security cameras in the Walk-mark parking lot (would help with feeling secure)
Clean up the mall
Parking!
Want more updated stores, increase revenues
Gut the mall - very boring.
Existing services are stretched and at capacity
Parking and crowded traffic patterns with more development coming in

Question 3: What attributes of a great place do you think should be added to our Town Centre?

What attributes of a great place do you think should be added to our Town Centre?
Urban trees, in the context of Maple Ridge, adding them to more streets outside of 224th street.
Pedestrian only areas and bicycle infrastructure. Reduce car conjestion if DT MR residents can complete all their errands by car or bicycle
Building standards across the DT core to avoid buildings that look like sore thumbs bringing down the character of the whole neighborhood. Creating incentives to keeping the neighborhood looking modern through paint/resurfacing

<p>A designated /planned walking Route/path (measures distance along the way). Takes walkers on a tour of side streets with some Fun facts about the area along the way and gives walkers a chance to stop in at local businesses.</p> <p>Family friendly activities</p>
<p>Creative "place making" concepts; some examples.....create creative public areas, where people possibly could sit with their kids to play some games (provide street safe/over-sized games), create a square with lights at night for buskers to make music(day and night), year-round white lights in the trees along 224th Street, place some "functional art" pieces, just creating some unique places in our Town Centre would add valuable and much appreciated attributes....</p>
<p>Better lighting and increased actual Security so people feel safe. Better variety of shops to attract locals. Combinations of work/live spaces. Green spaces and a trail network to keep pedestrians off the major arterial routes.</p>
<p>Added park space that is family friendly and more walking and biking infrastructure. More public art.</p>
<p>Local business owners, more mental health and medical preventive services.</p>
<p>Better quality clothing shops and restaurants, a great playground in the Peace Park to make it a walk around destination after shopping or events at the Act or in between Rec Center Activities. People could grab lunch at a restaurant and bring to park to eat.</p>
<p>I like the idea of mixed residential/commercial buildings. I think maple ridge has enough history and charm to try and compliment a Fort langley feel. Perhaps during construction have buildings be designed in a certain way to have the look of that 18/19 century architecture. Look how busy Fort langley is on a sunny day. 90% of the people just go there to walk around without any actual purpose other than maybe a coffee. The draw of the look is what brings people there. Next thing you know they are visiting the shops and buying things. We have an opportunity to get it right, when buildings all look different, it loses flow and is choppy.</p>
<p>More gathering spaces (parks, cafes). More open patio spaces for cafes and restaurants.</p>
<p>Shops that offer a variety of services, more patios and green spaces with parks for kids (you have an explosion of families and not nearly enough recreation), coffee shops, more unique (non-chain) restaurants and brew pubs (look at how inviting fort langley is to visit). You need to draw people in, make it vibrant (ice cream, book stores, concerts, patios, playgrounds, fun year round - open but covered outdoor spaces).</p>
<p>Pedestrian friendly streets. More diverse business and restaurants.</p>
<p>1) More convenient pedestrian friendly shopping. (Car free 224th, large mall, etc..) 2) A hotel that is able to hold more people and in town centre. My family had to stay in Abbotsford when my son was born due to no room at any closer hotels. 3) A multi-level parkade. Either up or underground.</p>
<p>River front park</p>
<p>Town core is dead,open up Albion flats and Thornhill</p>
<p>I would like to see a greater variety of small businesses, local entrepreneurs, originating from a business incubator. A business development centre, solely for Maple Ridge, where the emphasis is on the local economy and not where employees are thinking about commuting in the future. We need to create businesses that employ more people per square metre. I would like to spend more of my disposable income in Maple Ridge. Malls are going to become a thing of the past and for Maple</p>

Ridge, I think concentrating on Community and a unique diverse economy would be a smart approach.
Commercial diversity to create a better variety of services and destinations for residents versus an ever increasing number of like services in new retail space.
If the Town Center was cleaned up I'm sure my wife and I would frequent the area more often. I find dodging drug addicts and panhandlers somewhat overwhelming
A small revitalized downtown that one can park and then walk to multiple different establishments would be ideal. Focusing on the areas between the two malls 224 to 228 and down to the waterfront. The area south of Lougheed highway in this area....is a bit of a wasteland.
Maple Ridge continues to under utilize it's waterfront assets along the Fraser. Other than one restaurant/pub and one park at the mouth of Kanaka Creek in the Albion area, and the old Port Haney wharf area, the rest of teh entire area is a wasteland of small dubious businesses. A long term plan to improve at least a portion of the waterfront into a residential/entertainment area should be undertaken...east of the wharf (across from museum), or along river road.
Continue to emphasize Maple Ridge history through murals, or architecture, or ...well, anything that gives the downtown a nice welcoming feel.
SAFE, CLEAN, nice stores, coffee shops, and restaurants that class up the area and represent a respectable town, mom & pop style places instead of dirty chains like Subway, Tim Hortons, pay day places, hemp places, etc. I live 1 min from the town core and I refuse to walk through it. It's sad that I want to leave my city for the day for a cleaner, nicer one. Why can't we have what Fort Langley has? Force stores to keep up a clean storefront. Fresh paint, polished looks, new signage. Create a feel. Not a free for all.
Close access to 224..pedestrians only
<ol style="list-style-type: none"> 1) more foot traffic Zones and new residences / businesses In the core 2) demolish/update old apartments/shops for new ones (Offer incentives to do so) 3) New large shopping mall drawing in business (jobs!) and shopping instead of leaving the community 4) Safety for all citizens - do not permit/ accommodate criminal activity and homeless behaviours
It was mentioned not long ago that the reason we were letting go of the strip mall and other lower shopped stores was to bring in the small town feel such as that of Fort Langley. To have that quaint area draws people and shoppers alike. I was hoping it would be along Dewdney Trunk Rd while leaving the Lougheed corridor from perhaps 200 to 224 and to the south more modern as per the entry to the city; quay w stores, restaurants off the water and the sky train one day. Diving more into the country feel from Dewdney 224 east north (incl the farms) A town centre known for its unique shops and eateries with its charm of trees and white lights at night. Not cement city. Ty.
I like the idea of more water features, to be used by people of all ages as well as by local wildlife (ducks) more habitat for birds, bird houses and hummingbird feeds near gardens and flower beds. Need to show more sustainable land practices, composting, re-cycling of tree chips / branches (small scale display) Teaching points for students when they have a walking tour / field trip through the downtown core.
Reduced traffic and better conditions for walking, cycling and gathering. More residential opportunities.

Bike lanes on Dewdney. Wider sidewalks. More green space and landscaping.
A red zone where the homeless may not enter
The town center needs to be clean up 224 and Lougheed
walking security in full view, free parking
Unsure
Bike path along the Fraser and from town centre to golden ears, dog park, more green space, good produce store...we miss Kins! Expand the Walmart and make it better. Extend the Skytrain to maple ridge
Historic, indigenous, nature. And for a concrete addition, a movie theatre and with covid in mind it would be great to have a drive in/outdoor movie theatre.
Better traffic manipulation, get people home faster and happier. More patio and outdoor style shops and eatery. More known shops and services, less apartment addition, increase or maintain green space and recreation, PLAN FOR SKYTRAIN
Needs update on how buildings look visually, maintain a better value in town. Continue adding simple visuals/hanging flowers/lights around town. Increase parking at west coast express/create parking structure. Infrastructure plan for skytrain. City trash bins and dog poop stations etc. More public charging locations for Electric Vehicles
Night time lighting, for security. More restaurant and coffee shop with patios.
Clean up the rig raff and make our community safe again.
Variety of places to shop Accessible parking FREE No mismatched buildings. Fort Langley Feel or Old Abbotsford Feel. And when are we going to get a Costco??
This town lacks what tax paying citizens deserve. Maple Ridge is a town full of problems. It's time to create a strong urban area. You need a decent center with good amenities available—shops, restaurants, and cafes. And moreover, create a safe environment for families to enjoy their town!!!
Safetly,community, shopping variety
More shopping More farmers markets
Small Shops Walkable Streets Fort Langley Vibe
More quality restaurants, no more fast food eaterys
Walkability Sense of community Cleanliness Safety
Larger than 1 street A walking community

A new mall with stores people actually shop at. More higher end sit down dining options. More parking. Clean up the homeless/addict harassment.
Sky train, places for children, outdoor meeting places, walkable, culture, history. Right now there are a couple cute spots with no reason to stay. Go to Memorial Peace Park, park under ground and do what? Unless it's Saturday market or an event, there is nothing. Drive to the museum and view it for 30 mins, drive to... oh wait, that's it, that's all there is to do. After the park and the museum, you leave and go home or somewhere else. I live in Hammond, so my preferred comparable places are Osprey Village or Fort Langley which are just as easy, if not easier, to get to. I grew up here, I've lived here for 45 years, and my husband and I are planning to move when we retire because aside from my child's school and my work, nothing entices us to stay. I don't see my child staying in Maple Ridge once he's an adult. I'm the oldest of 8 kids and can't even convince my siblings to visit. This is truly a bedroom community.
No homeless shelters
We need more gathering places. It seems like the idea of improving vibrancy in our Town Centre is just adding more parking? Vibrancy is people, not cars! We need better, more convenient, connected and safer bike routes. Prioritize active transportation over cars. We need pay parking to encourage more efficient use of the available parking (and use the revenue to make improvements to the neighbourhood). More trees, shrubs and plants. More real art (the penguin at Walmart doesn't cut it!!). Normal (not blue!) fountains where people can put their feet in the water on a hot sunny day. Car-free streets with outdoor terraces. Street lights, especially along bike routes. Will improve everyone's feeling of safety. Reduced speed limits (30 km/h) everywhere in the Town Core to make the streets welcoming to everyone, not just cars.
Walkability Safety More good restaurants, including small chains like Cactus Club. Some bigger retail, i.e. mid-size mall type businesses, for example Saje, Banana Republic, Old Navy, Gap. And PLEASE, I would love to lure Whole Foods here! There is a larger number of folks with incomes that will support it now. I would be one of those!
Walkable, accessible for all people, small local businesses, outdoor season bistro seating, stop the beggars
I would love to see the local museum have a place in our town centre.
The museum should have a place near the other cultural institutions of our city so that a more cohesive cultural centre can be formed.
Something more for us to do! Arcade. Theater. Pubs.
A safer city where we aren't accosted every time we try to shop locally, more parking in the hub, walkable shopping and dining. For me, safety is the highest priority. I drive to Pitt Meadows, Port Coquitlam or Langley to shop and spend time with my children. Simply because I don't feel safe and do not want to expose my children to the druggies that are running rampant in our town.
Something that illustrates the beauty of the Fraser River, the Agricultural Land, and the Coastal Mountains around us.
More green space/parks, playground for kids. Food trucks. Underground parking instead of on the street. Mix of residential and retail/services. More artisan type shops. Perhaps murals, plaques, or other installations which educate residents and visitors about the history of the city. Some type of arts space for local bands and performances would be really great.

Walking streets. More patio seating for restaurants. Much wider sidewalks. Take a look at downtown cores for places like Copenhagen. Thousands of people walk the streets engaging with the art and even soaking their feet in the public fountains. There is absolutely nothing in our downtown core that is "inviting". That silly fountain at the park should be open and safe for children to play in when they walk by. Art should be interactive. Like like rocks with a chess board on it. Cafes with customers sitting outside watching children run around. This town needs a serious upgrade and it doesn't seem to be happening any time soon.

I think if # 2 was accomplished, that would bring the warmth, enjoyable and SAFE place that people would want to spend time. And be proud of.

Shopping
Clean streets
Safe of rough people

Unique places to eat and shop and be entertained like in Victoria.

Safe and secure bike paths

See above: post-secondary institution, with proper bicycling parking.

The presence of nice bars and restaurants to go to, making 224 between Dewdney and Lougheed walk, bike area only. Open patios all around the downtown with some covered and heated for the long winter months.

Green space
Nicer buildings

Better access for cyclists
More greenery and greenspaces

More restaurants/craft beer establishments with patios (no more sushi please!), more shopping, updates of run down buildings

1. There should be buffers to prevent people on bikes getting 'doored', and separation between moving cars and bikes.
2. Aggressive drivers should be punished heavily. Many times I was told that people were tailed by a car or cut off in front of them and slowed/paused on road just to annoy them.
3. There should be more surveillance cameras on road to stop aggressive drivers before they really kill others!

Safe biking intra-city and between neighbourhoods.
Slow streets in the core.
Walkability

Apartments. More businesses in the core, especially restaurants that are permitted to "spill" out onto the street and sidewalk. Parks. Wide boulevards with trees. Colour and murals. Public art.

The Town Centre has many of these things already, it just needs much much more, and I think this can come by allowing more of the empty or aging lots in the Core to be quickly redeveloped with commercial on the main floor and apartments above. The OCP already allows this and the Planning Department encourages it, but the transformation would occur more quickly if more development friendly policies for applications in the Core were adopted. New construction is severely throttled once it hits the building permit stage, with applications not uncommonly taking 12-18 months for approval. Applications in the town core should be prioritized over others.

Availability of post secondary education.

Inclusive, alive, FUN, cozy. Look at the walking streets in Montreal, London, Copenhagen, Paris. Alive with people and live music. Racks of clothing on the sidewalks, cafes where people have a coffee, martini or beer.
We have a good theatre and art gallery, library, City Hall and the RCMP. The biggest cultural emptiness is the lack of a modern museum that is representative of the second oldest registered community in the Lower Mainland after BC joined Canada. We should be ashamed of the pathetic beat up old house by the By-Pass. I want to see a modern facility that is a leader in interpretation from all perspectives.
More public spaces while reducing undesirables in the CBD.
1. A feeling of safeness while walking in the area. Perhaps walking police, security people, citizen volunteers?
walkways, cycle paths, park spaces to go with the housing
Close 224th btwn Dewdney and Lougheed down every Friday eve or one weekend day to have something like the Richmond market; foods, goods, pubs, entertainment. More parking.
1. More outdoor restaurant patios either out front along the sidewalk and road or on rooftops. 2. Much improved bike lanes. 3. Artist live/work buildings. I know that we were only asked for 3 suggestions, but the planning that you are doing now is the other priority. We need a vibrant vision for our downtown that finds ways to move beyond our current challenges.
More cultural facilities like museums, performance centres, gyms. No further "big box" outlets. Maintain number of vehicle arteries.
Our Town Centre needs to provide the citizens a space for a college branch that is easy to get to and a larger museum space with more room for archives documenting our heritage.
A car free street. Streets that are design at a human scale. Not to be driven through at 50 km/h. We need more pedestrian friendly areas. Providing a sidewalk is not enough. It needs to be made more pleasant to walk and bike to explore our downtown. Vibrancy has nothing to do with encouraging more car traffic and providing more parking. We're getting more density now, so how can we reward the people living in these higher density neighbourhoods? Provide more greenspace, more gathering spaces. Let's make the place more livable! Make sure that it's convenient, easy, safe and fun to walk and bike through our town. More so than driving.
We shouldn't have to leave the community to shop. There are virtually no retail shops for children, teens, women and men to shop for clothes, shoes, accessories. etc. We became homeowners and taxpayers in Maple Ridge in 1973 (47 years ago) and lack of this shopping has always been a huge issue here. There has always been promises from the council about putting in a great shopping centre in Albion Flats and nothing has ever taken place. It bothers us immensely to have to take our shopping dollars to other communities, (ie Langley, Coquitlam, Abbotsford, even Mission.) The leisure centre should have been moved to Albion and a Hotel should have been put in it's place. There is so much housing being put in East Maple Ridge that our few roads cannot handle the traffic. Poor planning in Maple Ridge is to blame. With over 91,000 people living here, we should be ashamed of our shopping facilities.
It's all pretty good.
Community open space, parks. Like the direction the Town Centre is going in.
Nice restaurants with good close parking

I think focusing less the one block of 224th and making other neighbourhoods more destinations would be preferable. If different 'centers' like the highschool's, fields, riversides and rinks were more linked with safe paths. If we could encourage the school kids to walk or ride bikes to school and activities it would increase the health and reduce the parent traffic on the roads.
Walking ways, public art, gardens, events
some type of rewards card that could be validated by local shops and enable people to shop with their rewards points; in order to encourage shopping local.
Also The City and business owners could lead by example by using local contractors and suppliers.
Restricted traffic flow and priority given to pedestrians and bicycles especially around shopping centers. There should be protected access to the malls through or around parking lots. In fact the malls with huge parking lots belong elsewhere not in the town core. I would like to see the malls torn down and replaced by storefronts that open onto traffic calmed streets based on the grid system where priority is given to pedestrians and cyclists. Get traffic out of the town core. That would be the best thing you could do.
Thanks.
power wash the sidewalks more often
Safe parks for families to enjoy Safe streets without homeless people and needles and garage on the grounds Great shops and actual malls that have life to them!- not what we call our 'Haney place mall' Which is atrocious!!
Magnet / higher end stores Bike lanes on Dewdney and Lougheed
Safe, connected, direct, intuitive cycling routes.
Better mall Crosswalks And some left turn signals added to 207th and laugheed hwy and left turn signals added to 216th and laugheed hwy. There iz much more left turn signals should be added.
More green spaces for socializing
See answer to number 2
Parks, breweries and prioritize pedestrian and cycling infrastructure. You do this and people will embrace the DT core. This receipe isn't a secret, coucil just needs the vision and gonads to do it!
Safety cameras to protect businesses and assist police in dealing with drug problems in the downtown. Improved street lighting on side streets. Larger format stores to attract shoppers to the area...current retail spaces are too small for most major stores. Less 'government and health' services, and more retail is what is needed as these services only attract the problem and do not create a healthy business environment in our downtown.
Security at the Walmart Parking Lot would be pretty rad.
More parklets. More city guided walking tours talking about history of Maple ridge. A bike sharing program to rent a bike on the street. More public art.
Walkable and bikable attractive and safe town centre with variety of shops and services.

SAFE BICYCLE LANES!!!
Encourage outdoor eatery
Continue street performances
Add seating areas
Everything is convenient and good just the way it is.
Density brings more options for the neighbourhood
Mobile / Traveling museum / Exhibit
More green spaces
More frisbee golf courses (socially distant activity)
Picnic tables and places to sit
Shopping so we don't need to go to Coquitlam
More activities for children - skateboard, movies, bowling is very busy, need more entertainment options
More public drinking fountains
More social services
Walk in my urban neighbourhood and do a bunch of stuff (want to be able to...)
Want more options - the R3 has been a great start
Like Maple Ridge - it's a nice little town
More density to attract more families to have more people downtown
Making places safer for everyone
Benches - other parts of town do not have enough benches
Safe injection sites / facilities
Nice stores to shop through - the young shop elsewhere not in town
More stores and places to eat in the mall
Shop local (I carry everything by foot to 216th)
More shops. More office spaces.
More mixed-use along transit routes
Bigger museum
Splash pad accessibility
Clear no smoking signs / less smoking in parks / clean up smoking butts
Trail maintenance and lighting
More community sports groups and pop up soccer courts
Theatre
1. Safe, complete convenient bike network (especially east / west) and not bi-directional
2. More parks - new residents need greenspace
3. A car-free street (permanent)
Post-secondary satellite office in Maple Ridge
More public transport - R3 is a good start
Hotel / places to stay
Accessibility for bikes and scooters

Open air for plazas and cafes
More employment type businesses - office (like Metro Town Towers0 and places to work
Little shops and family owned businesses
More patios (especially with COVID)
More street patios along 224th (with more shops and services similar to Fort Langley)
Close 224th on Saturdays with the Farmers Market for pedestrians
More green spaces
Picnic in the park
Wharf overlooking promenade with steps like in the Rheine Valley
1. Public Space - pocket parks
2. Patios
3. Small Shops

September 27, 2020

To:

Mayor and Council <mayorandcouncil@mapleridge.ca>

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Re: Town Center Visioning project

Dear Mayor and Council,

We appreciate the opportunity to give feedback on the Town Centre Area Plan.

This opportunity is very important to us. During the public consultation for the 2014 Strategic Transportation Plan, we asked if a thorough review could be done of the cycling network map for the Town Centre. There were many reasons for doing so. However, we were told that "much hard work had been done on that as part of the Smart Growth on the Ground process and the development of the Town Centre Area Plan a few years ago, so we are not going to open that up again".

A bit of history and context

At the time that the Multi-Modal Transportation Network map was originally being developed as part of the Town Centre Area Plan, about 15 years ago, Maple Ridge was still implementing the 1994 Bikeways Plan. This Plan was based on the "*vehicular cycling*" principle: cyclists were thought to be best off sharing the roads with cars. They were encouraged to assertively demand their rightful position on the road, and to behave like drivers of (slower moving) motor vehicles.

When it came to building a cycling network in those days, the requirements were quite minimal: at the most a white line to demarcate a shoulder or a bike lane, or just some painted bike symbols or sharrows, indicating to drivers that the road should be shared with cyclists. But mostly, all it took was just putting some lines on a map.

Below is a cut-out of the Town Centre of the cycling network map from the 1994 Bikeways Plan. This map was still used as recently as 2018 on the Maple Ridge website to "promote" cycling:



In 2011, TransLink published its regional cycling strategy, [Cycling for Everyone](#). It identified the following groups of people:

- not interested in cycling: 34%
- regular cyclists: 25% (take at least one trip per week; generally comfortable riding on the road, but most still prefer to ride away from traffic)
- **interested but concerned: 41%** (may want to cycle more; sometimes deterred by e.g. lack of time, lack of physical fitness, need to carry heavy items. Single greatest deterrent is concern about riding in motor vehicle traffic).

TransLink found that there was a significant untapped market for cycling, and determined that the interested but concerned segment was the low-hanging fruit and should be the target market.

What both regular and interested but concerned cyclists were looking for, according to TransLink, was *"attractive and well-maintained routes that are separated from motor vehicle traffic."*

So far, communities around North America, including Maple Ridge, had focussed on "accommodating" the small percentage of avid *"vehicular cyclists"*. Obviously, according to this important new TransLink strategy, the infrastructure needed to change in order to reduce conflict between people driving and people cycling and walking.

But, a much easier thing to do was to just change the lines on the map; delete the ones along higher speed and higher volume vehicle routes, and replace them with lines along quieter streets. Below is the cycling network map from Maple Ridge's 2014 Transportation Plan. It's quite different from the 1994 map, especially south of Dewdney Trunk Road:



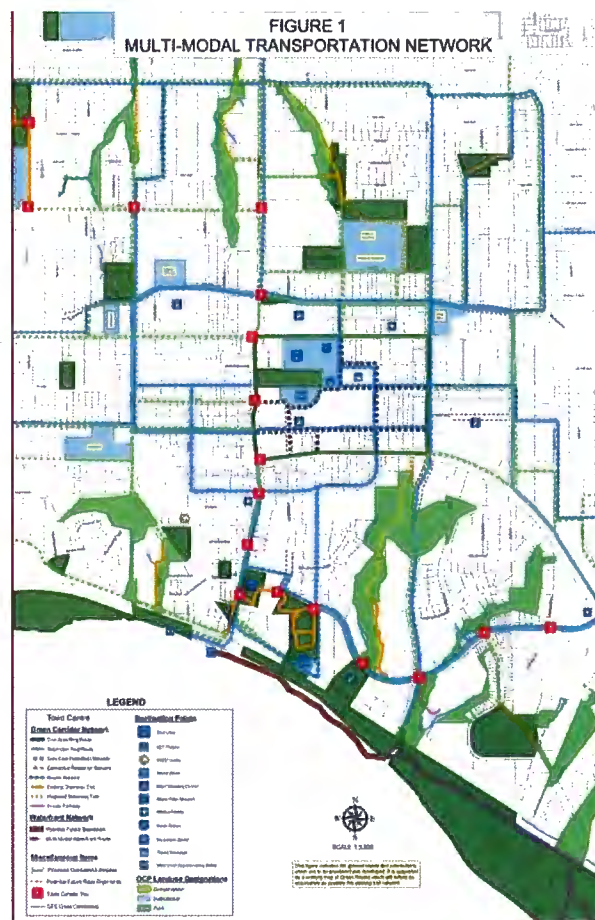
The cycling map for the Town Core shows mostly "neighbourhood bikeways" in yellow, which, according to the 2014 Transportation Plan, *"are located on local streets with lower traffic volumes and speeds, and where cyclists and motor vehicles can comfortably share the road"*. Signage and bike symbols painted on the road is all that is required.

The "existing" neighbourhood bikeways on the map have signage ("123 Bikeway" and "121 Bikeway"), and may have bike symbols painted on the road. The "proposed" ones do not.



Existing Neighbourhood Bikeway on Brown Ave., with signage

The Multi-modal Transportation Network Map was originally developed as part of the 2008 Town Centre Area Plan (see below; the blue lines are of the cycling network). For years, we assumed that we could safely rely on the cycling network map in the 2014 Transportation Plan (the previous Transportation Plan dating from 2004 was never made publicly available). We now realize we may very well have been wrong about that. Oddly, even though these maps show important differences in the cycling network, both the latest version of the Town Centre Area Plan and the Transportation Plan, including both maps, were adopted by Council in 2014.



As you can see upon careful comparison, some important lines, depicting direct, convenient routes on the cycling map in the 2014 Transportation Plan, are not on this 2014 Multi-modal Transportation Network map:

- The Haney Bypass
- Lougheed Highway east of 227 Street and west of 116 Ave.
- Lougheed Highway west of 222 Street
- 224 Street between Brown Ave. and North Ave

What's left on this Multi-modal Transportation Network map are the lines showing some circuitous routes, and routes with many crossings and stop signs. The direct routes with milder grades are not on the 2014 Multi-modal Transportation Network map in the Town Centre Area Plan, and people on bikes of all ages and abilities are left with zig-zag routes, and some longer, steeper, roller coaster- and winding routes, where the majority of adults likely need to get off their bikes and walk.

This 2014 Town Centre Multi-modal Transportation Network map likely explains why the city failed to stand up for the needs and safety of cyclists along the Haney Bypass during negotiations with the Ministry of

Transportation and Infrastructure when the Ministry was designing the intersection "improvements" along the Bypass. "The Haney Bypass is not considered a cycling route", our HUB Cycling committee was told by the Ministry. Incredulously, we pointed at the cycling map in the 2014 Transportation Plan: "yes, it is!".

We have now lost the opportunity to improve a very important, fast cycling route, which actually should be made better for all ages and all abilities by providing a high quality, protected facility. It's an absolutely critical cycling link, not only for longer-distance cyclist commuters, but also to facilitate multi-modal transportation for West Coast Express users. It's also the **only** easy and fast route for any person on a bike traveling to or from the south-east area of Maple Ridge, to bypass the town core for east-west travel, avoiding the very circuitous, roller-coaster and incomplete routes there. We were told that the Ministry may consider our feedback during phase 2 of the project, the widening of the Bypass. But the City will need to put the line back on the map first!

What's next?

So we wonder: what's next? Are we going to see more lines on the map quietly and unceremoniously removed? There aren't too many streets left to replace them with.

Obviously, the current methods used to "plan" a cycling network can not possibly be successful in achieving a larger cycling mode share.

TransLink's goal is to see 15% of trips less than 8 km being made by bicycle by 2040. Here in Maple Ridge, not surprisingly, we are not doing too well. The [State of Cycling report](#) released earlier this year - a joint project between TransLink and HUB Cycling - shows that Maple Ridge is one of only five municipalities out of 23 where cycling rates have dropped slightly between 2006 and 2016. Overall rates of commuters cycling to work throughout Metro Vancouver had increased from 1.7% in 2006 to 2.3% in 2016. Only about 0.5% **of all trips** in Maple Ridge are made by bicycle. This percentage likely includes many short trips and would be expected to be higher than the percentage of people commuting to work by bicycle. In addition, as per the report only 36% of cycling network in Maple Ridge is comfortable for most people.

So why should Maple Ridge Council care about increasing the cycling modal share in our community, and design and build a cycling network that will actually help convince more people to cycle, rather than just move lines around on a map and build multi-use paths on residential streets where regular sidewalks would do the job just fine, claiming to build these paths also for the benefit of people on bikes?

Maple Ridge Council should care for the following, most important reasons (we can think of more!):

- We urgently need to reduce our community Greenhouse Gas Emissions
- Cycling has [one of the best returns on investment](#)¹ of all modes of transport and yet it suffers the most myopic planning.
- We urgently need to get people out of their cars if we don't want to increasingly get stuck in congestion
- Our over-reliance on cars for most trips has serious consequences for our health due to more prevalent sedentary lifestyle. [Maple Ridge scores worse](#)² on average than other Metro Vancouver municipalities.

¹ [Department of Transportation](#), United Kingdom, March 2015 (PDF)

² BC Center for Disease Control, BC Community Health Data

- The provision (and prioritization) of ever more space for "resting" private automobiles - commonly called "parking" - uses up very valuable real estate that could be used for more productive purposes; let's use more public space for people rather than cars!
- Continuing to plan and build our city primarily for cars seriously impacts livability, especially in our Town Core
- Last but certainly not least, our Town Centre is growing rapidly. When the Town Center Area Plan was being developed about 15 years ago, the neighbourhood was home to about 8,000 people. When it reaches build-out it is expected to have approx. 22,000. It's important that these residents are offered safe and convenient transportation options, and that includes a well-designed, and well-connected cycling network. They'll need more than lines on a map. Where right now modest single-family homes line Brown Ave. (see photo above), high-rise and medium-rise apartment buildings will begin to entirely transform the character of the street and neighbourhood in the coming years. Fortunately the City seems to have recognized that bike route signage won't be sufficient there. Let's show that on the maps!

Action requested from Mayor and Council

We trust that we have convincingly made our case for a thorough public review of the cycling network in the Town Centre, leading to updated maps in both the Town Center Area Plan and the Transportation Plan, the latter of which we understand will be reviewed next year.

With kind regards,

Ivan Chow
co-chair
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/KG/MN/IC/NC/JL

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.



Jonathan X. Côté
Mayor

February 5, 20201

Sav Dhaliwal
Chair, Board of Directors
Greater Vancouver Sewerage and Drainage District
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Dhaliwal,

Re: Single-Use Item Reduction Advocacy for Consistent Regional Regulation

I am writing to advise that at the February 1, 2021 regular meeting, New Westminster City Council adopted the following resolution:

THAT Council authorize the Mayor and Corporate Officer to submit the letter (Attachment 1 in the February 1, 2021 Council Report) to the Board of Directors of the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver, along with all Lower Mainland Municipalities, to develop a region-wide single-use items reduction strategy including regulation.

On January 18th, 2021, City Council received a staff report on the current efforts Federal and Provincial governments are taking towards developing regulatory frameworks to reduce single-use items in the waste stream. Bylaws enacted by some local governments and their implementation were also outlined.

Council recognizes that Metro Vancouver has created a toolkit of strategies (including regulation) which the 21 member municipalities could utilize to reduce single-use item waste in their communities. However, the enactment of local bylaws by individual municipalities could lead to a mosaic of regulations across the region, which may lead to confusion and inconsistency for residents and businesses. Council believes that single-use items regulation should be developed regionally within the context of Federal and Provincial frameworks. Metro Vancouver should take the lead role in creating the regulatory framework through the Greater Vancouver Sewerage and Drainage District (GVS&DD) and the Zero Waste Committee.

Council understands that Metro Vancouver as a regional district does not currently have legislative authority to restrict the sale and use of single-use items. Notwithstanding, Council is urging Metro Vancouver to advocate for regional consistency in regulating the use of single-use items. The City is prepared to support Metro Vancouver in this advocacy work by submitting a resolution to the Lower Mainland Local Government Association (LMLGA) for consideration and possible subsequent submission to UBCM.

As provincial legislative change will take time and to ensure this important work moves forward in 2021, Council is requesting Metro Vancouver lead the development of an inter-municipal regulatory framework for the region so local governments can be more unified in achieving consistency for residents and businesses. In addition, Council strongly believes that the framework needs to be sensitive to the principle of equity, including aspects such as accessibility and cultural needs.

A good example is the harmonized ride-hailing regulation developed by TransLink. This was an area where only municipalities had jurisdiction, and where cities came together in a short time frame to create a single framework for the entire region. The resulting regulation allowed municipalities the ability to opt into the legislation and create better consistency for ride-hailing companies. Another example is the regional approach on regulating water use during the summer water shortage period.

Council appreciates the work that Metro Vancouver has undertaken thus far in terms of resources and support for local governments (and other organizations) to reduce single-use items. Council urges Metro Vancouver to take a more active role by both advocating for the legislative authority and bringing together an inter-municipal team to develop a region-wide regulatory framework.

If you have any questions about this or would like more information, please contact Environmental Coordinator Jennifer Lukianchuk at jlukianchuk@newwestcity.ca or 604-515-3780.

Sincerely,



Jonathan X Cote,
Mayor

Enclosures:

January 18, 2021 Council report "Single-Use Item Reduction Update"

February 1, 2021 Council Report "Single-Use Item Reduction Advocacy for Consistent Regional Regulation"

Cc: Metro Vancouver Zero Waste Committee
Metro Vancouver Local Governments
Chris Plagnol, Corporate Officer, chris.plagnol@metrovanancouver.org
Jennifer Lukianchuk, Environmental Coordinator, City of New Westminster



REPORT

Engineering Services

To: Mayor Côté and Members of Council **Date:** 1/18/2021

From: Jim Lowrie
Director of Engineering Services **File:** 09.1740.04
(Doc# 1727581v2)

Item #: 1/2021

Subject: Single-Use Item Reduction Update

RECOMMENDATION

THAT Council receive this report for information.

PURPOSE

The purpose of this report is to provide Council with an update on the status of single-use item reduction and pending senior government regulation.

BACKGROUND

On August 26, 2019, Council passed a resolution to explore the implementation of a ban on the use of plastic straws, single-use plastic bags and Styrofoam take-out packaging and report back to Council on a strategy with actionable steps harmonized to the provincial regulatory framework once released. Staff indicated that once the provincial framework is released, the City may proceed with a more efficient and harmonized approach to regulate these items.

At the time, the Province released a Policy Consultation Paper to seek feedback from the public on potential bans on single-use items and opportunities to improve existing programs in collaboration with all levels of government.

On June 10, 2019, before the provincial engagement commenced, the Prime Minister also announced a proposed federal ban of “harmful” single-use plastics, which could come into effect as early as 2021.

Some local governments (cities of Victoria and Richmond) introduced bylaw regulations on the use of single-use items in their communities. However, these local government bylaws are subject to ministerial approval.

EXISTING POLICY/PRACTICE

The City’s Environmental Strategy & Action Plan (ESAP) has an action (8.5a) for the City to work with regional partners to develop a strategy to minimize the use of single-use products.

The City’s Official Community Plan contains the following policy statement: 12.3. Decrease the amount of waste generated and divert the maximum amount of material possible from the waste stream.

ANALYSIS

Various jurisdictions have been working together and individually to come up with options that could be implemented at the national, provincial and local levels to protect the environment from plastic pollution. Some of the more recent key works are highlighted below.

Province of BC

On November 2019, the Province released its CleanBC Plastics Action Plan: *What We Heard Report*¹ that provides a summary of proposed changes to reduce the amount of plastic waste/pollution and the results of the policy paper consultation from July 25-September 30, 2019. One key finding in the Report indicates that when it comes to implementing bans, most retailers, producers, and businesses prefer regulatory requirements from the highest level of government possible in order to support consistency and competitiveness across jurisdictions.

On September 12, 2020, the Province stated that even under the current economic challenges associated with COVID-19, local governments and businesses indicate that they remain committed to prevent millions of single-use plastic products from damaging the environment, polluting B.C.’s waters and harming wildlife. The Province announced it will move to approve municipal bylaws (e.g. Richmond, Victoria) banning single-use plastic items and to draft a new regulation under the Community Charter to allow local governments to ban single-use plastics, such as shopping bags, plastic straws and polystyrene foam take-out containers, without requiring ministerial approval.

¹ <https://cleanbc.gov.bc.ca/app/uploads/sites/436/2020/09/CleanBC-Plastics-Action-Plan-What-We-Heard-Report-Mar-2020-FINAL.pdf>

The Province also stated that the number of single-use products to be recycled through industry-funded recycling programs would be expanded to include plastic cutlery, sandwich bags, stir sticks and other such items and it will explore adding materials such as mattresses, electric-vehicle batteries, propane canisters to the Extended Producer Responsibility (EPR) program. Engagement with the public on these items took place from September 12 to November 20, 2020. The feedback will inform the development of a multi-year strategy.

Federal Action

On October 7, 2020 the Minister of Environment and Climate Change announced the next steps in the federal government's comprehensive plan to achieve zero plastic waste by 2030 and initiated public consultation on its proposed integrated management approach². Regulations developed would be included under the provisions of the Canadian Environmental Protection Act, 1999.

A key part of the proposed plan is to ban or restrict (by the end of 2021) certain harmful single-use plastic items where there is evidence that they are found in the environment, are often not recycled, and have readily available alternatives. Based on this criteria, six items to be banned are: plastic checkout bags, straws, stir sticks, six-pack rings, cutlery and food ware made from hard-to-recycle plastics.

The federal government has been collaborating with provinces and territories through the Canadian Council of Ministers of the Environment (CCME) in the implementation of the Canada-wide Strategy on Zero Plastic Waste – a strategy that lays out a vision for a circular economy, as well as a two-phase action plan³. The Government of Canada and CCME are continuing to work to strengthen existing programs and increase Canada's capacity to reuse and recover more plastics. Through collaboration, the development of Pan-Canadian targets will ensure that rules are consistent and transparent across the country, and make producers and sellers of plastic products responsible for collecting them.

The federal government emphasized that throughout the COVID-19 pandemic, health and safety of Canadians is a high priority and recognized that some plastic products play a key role in saving lives and minimizing the spread of disease. In particular, personal protective equipment (PPE) plays an important role in keeping Canadians safe, particularly frontline health care workers. They indicated that a ban on harmful single-use plastics will not impact access to PPE. The Government of Canada with CCME and the private sector will work to keep PPE out of our environment.

As part of consultation with stakeholders⁴ on the integrated management approach, a series of five webinars took place from October 30 to November 27, 2020 to provide an overview of the proposed federal direction and to help launch the dialogue on the discussion paper,

² <https://www.canada.ca/content/dam/eccc/documents/pdf/cepa/proposed-approach-plastic-management-eng.pdf>

³ https://www.ccme.ca/files/Resources/waste/plastics/CCME%20Phase%202%20Action%20Plan_En%20-%20external-Secured.pdf

⁴ <https://www.canada.ca/en/environment-climate-change/services/managing-reducing-waste/consultations/plastics.html>

process and timelines. The public comment period ended on December 9, 2020 and a final webinar will be released in January 2021 (date to be determined).

Municipal Actions

A ban on foam cups and take-out containers came into effect on January 1, 2020 and plastic straws on April 22, 2020 in the City of Vancouver. Food vendors must provide flexible plastic straws for accessibility and single-use utensils can only be provided upon request. Despite the current economic challenges, the City of Vancouver felt it was important to follow through on its commitment to reduce waste from single-use items as part of their zero waste community initiative.

As a result of COVID-19 and the associated economic challenges for businesses and provincial health orders, City of Vancouver announced on December 10, 2020 that they will use discretion with enforcement of the current bans; however, businesses are expected to comply as soon as it is possible for them to do so. In addition, a start date for the shopping bag and single-use cup bylaws has been extended to January 1, 2022 (originally scheduled for January 1, 2021).

Vancouver's website states that it will launch a public-awareness campaign, bylaw guide, and business toolkit early in 2021 to encourage behavior change and to help businesses prepare for, comply with, and communicate the upcoming requirements to their staff and customers. The website also states that it will continue to advocate for federal regulations that meet the highest standards and align with the bylaws. Until then, Vancouver business license holders are required to comply with the City's single-use item bylaws.

The City of Richmond's Single-Use Plastic Bylaw No. 10000 has been approved by the Ministry, but has indicated that due to the pandemic, an enactment date has not been set. The City of Victoria's website indicates that their Checkout Bag Regulation Bylaw #20-205 was approved by the Ministry but would not be adopted until April 15, 2021 to allow more time for businesses to prepare. Recently, on December 21, 2020, City of Surrey Council approved a path to ban plastic checkout bags, foam cups and foam take-out containers and authorized staff to submit the proposed bylaw to the Province for approval.

NEXT STEPS

In consideration of the upcoming regulations by senior level governments, staff believe the preferred course of action is to establish and harmonize our approach to reduce single-use items once legislation is introduced by the Federal/Provincial governments. Adopting local bylaws at this time may result in inconsistencies with upcoming legislation and varying practices across the region. Resources would also be needed to implement and enforce the new bylaws. Current public awareness on the impacts of plastics on the environment and the forthcoming legislation are already influencing some businesses in New Westminster and other cities to take steps to transition away from the use of single-use plastic items.

In the meantime, the City can focus its resources on supporting the recovery from the current pandemic, monitor progress of federal and provincial regulatory changes and collaborate with Metro Vancouver and member jurisdictions in preparation for the new regulations. Beginning in 2021, staff are pursuing the reduction in the use of single-use plastic items in City corporate (food services) facilities.

FINANCIAL IMPLICATIONS

The introduction of a municipal bylaw to ban single-use plastic items would require additional resources to implement and enforce (i.e. stakeholder engagement, enforcement staffing, etc.). Potential actions associated with a city framework or plan to support federal and provincial regulations (when in place) and the resources needed can be presented to Council as part of a future report.

INTERDEPARTMENTAL LIAISON

The Engineering Department has consulted with staff from Parks & Recreation-Food Services in the preparation of this report.

OPTIONS

The following options are presented for Council's consideration:

1. THAT Council receive this report for information; or
2. THAT Council provide alternate direction to staff.

Staff recommends Option #1.

CONCLUSION

Federal and Provincial governments are currently taking significant actions (including public engagement) on preparing a regulatory framework to reduce single-use plastics, even during the current COVID-19 pandemic. Staff feel that the best course of action is to establish and harmonize our approach to reduce single-use items use once a regulatory framework is released by senior governments. In the interim, staff will continue to monitor this issue, collaborate with Metro Vancouver and member jurisdictions and pursue reducing the use of single-use plastic items in City corporate (food services) facilities.

This report has been prepared by:
Jennifer Lukianchuk, Senior Environmental Coordinator

This report was reviewed by:

Eugene Wat, P.Eng. PTOE, Manager, Infrastructure Planning

Approved for Presentation to Council



Jim Lowrie, Eng.L, MBA
Director of Engineering Services



Lisa Spitale
Chief Administrative Officer



REPORT

Engineering Services

To: Mayor Coté and Members of Council **Date:** 2/1/2021

From: Jim Lowrie **File:** 09.1740.04
 Director of Engineering Services (Doc#1740496v2)

Item #: 22/2021

Subject: Single-Use Item Reduction Advocacy for Consistent Regional Regulation

RECOMMENDATION

THAT Council authorize the Mayor and Clerk to submit the letter (Attachment 1 - in the February 1, 2021 Council Report) to the Board of Directors of the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver to develop a region-wide single-use items reduction strategy including regulation.

THAT Council direct staff to submit a resolution to the Lower Mainland Local Government Association (LMLGA) to advocate for consistent regional regulation of the use of single-use items.

PURPOSE

The purpose of this report is to provide Council with an advocacy letter for consideration to be sent to the Board of Directors of the Greater Vancouver Sewerage and Drainage District (GVS&DD) and Zero Waste Committee to develop a region-wide single-use items reduction strategy.

This report also provides Council with an option to assist with advocacy for a regional approach by submitting a resolution to the next Lower Mainland Local Government Association (LMLGA) meeting that could be endorsed and submitted to Union of BC Municipalities (UBCM) for consideration.

BACKGROUND

On January 19, 2021, Council directed staff to prepare a letter to the Board of Directors at the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver requesting the development of a region-wide single-use plastics reduction strategy incorporating the principles of Metro Vancouver's Single-Use Item Toolkit and integrating them into a regional regulatory regime. Council also discussed that an equity lens be applied to that regime.

ANALYSIS

A letter (Attachment 1) has been prepared for Council's consideration. The letter advocates Metro Vancouver to take a lead role in developing a regulatory framework for the region so that local governments can be more unified in their approach to implementing regulations that could help reduce single-use item waste. Council expressed at its meeting on January 18th, 2020, that the framework developed must also ensure that equity aspects, such as accessibility and cultural needs, are adequately addressed.

The two most relevant bodies of Metro Vancouver, which would have a mandate to consider regulations related to solid waste, would be the Greater Vancouver Sewerage and Drainage District (GVS&DD) and Zero Waste Committee. The GVS&DD operates under a Solid Waste Management Plan (approved by the Province) and is one of four separate corporate entities governed by a board of directors of elected officials appointed by their respective municipal council. The Zero Waste Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on policies, bylaws, plans, programs, budgets and issues related to solid waste management under the GVS&DD service.

The draft letter acknowledges that Metro Vancouver, as a regional district, does not currently have authority to restrict the sale and use of single-use items for the region. This authority was recently highlighted in the Regional District staff report¹ submitted to the North Okanagan Regional District Board of Directors. This report includes a letter from the Province (to the District) that states:

"While Sections 304 and 307 of the Local Government Act allow regional districts to make bylaws in relation to two of the four spheres (public health and prohibition of soil deposit or removal), subject to the Community Charter's concurrent authority rules, the concurrent

¹https://rdno.civicweb.net/document/149438/201118_RPT_BoD_SUP_regulation_update_full.pdf?handle=B192C17571974A95AAE17307252180DD

authority provisions of the Community Charter are not generally applicable to environmental protection bylaws enacted by regional districts". See Attachment 2.

The City could support Metro Vancouver in this advocacy effort by submitting a resolution to the Lower Mainland Local Government Association for consideration at the next meeting in March and if endorsed, it could then be submitted to the Union of BC Municipalities (UBCM) for consideration.

FINANCIAL IMPLICATIONS

There are no financial implications. However, staff time will be needed for research, administration and liaison with Metro Vancouver.

INTERDEPARTMENTAL LIAISON

The Engineering Department has consulted with the City solicitor and with staff from Legislative Services in the preparation of this report.

OPTIONS

The following options are presented for Council's consideration:

1. Authorize the Mayor and Clerk to submit the letter (Attachment 1 - in the February 1, 2021 Council Report) to the Board of Directors of the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver to develop a region-wide single-use items reduction strategy including regulation.
2. Direct staff to submit a resolution to the Lower Mainland Local Government Association (LMLGA) to advocate for consistent regional regulation of the use of single-use items.
3. Provide other directions to staff.

Staff recommends Options 1 and 2.

ATTACHMENTS

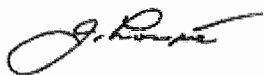
Attachment 1 - Draft Letter to GVS&DD and Zero Waste Committee: Single-Use Item Reduction Advocacy for Consistent Regional Regulation

Attachment 2 - Letter from Province to Regional District of North Okanagan, Dated October 1, 2020

This report has been prepared by:
Jennifer Lukianchuk, Senior Environmental Coordinator

This report was reviewed by:
Eugene Wat, P.Eng. PTOE, Manager, Infrastructure Planning

Approved for Presentation to Council



Jim Lowrie, Eng. L, MBA
Director of Engineering Services



Lisa Spitale
Chief Administrative Officer



Attachment 1

**Draft Letter to GVS&DD and Zero Waste Committee:
Single-Use Item Reduction Advocacy for
Consistent Regional Regulation**

February 2, 2021

Attention:

Chair, GVS&DD Board @metrovanancouver.org and Chair, Zero Waste Committee

Dear:

Re: Single-Use Item Reduction Advocacy for Consistent Regional Regulation

I am writing to advise that at the February 1, 2021 regular meeting, New Westminster City Council adopted the following resolution:

THAT Council authorize the Mayor and Clerk to submit the letter (Attachment 1 - in the February 1, 2021 Council Report) to the Board of Directors of the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver to develop a region-wide single-use items reduction strategy including regulation.

On January 18th, 2021, City Council received a staff report on the current efforts Federal and Provincial governments are taking towards developing regulatory frameworks to reduce single-use items in the waste stream. Bylaws enacted by some local governments and their implementation were also outlined.

Council recognizes that Metro Vancouver has created a toolkit of strategies (including regulation) which the 21 member municipalities could utilize to reduce single-use item waste in their communities. However, the enactment of local bylaws by individual municipalities could lead to a mosaic of regulations across the region, which may lead to confusion and inconsistency for residents and businesses. Council believes that single-use items regulation should be developed regionally within the context of Federal and Provincial frameworks. Metro Vancouver should take the lead role in creating the regulatory framework through the Greater Vancouver Sewerage and Drainage District (GVS&DD) and the Zero Waste Committee.

Council understands that Metro Vancouver as a regional district does not currently have legislative authority to restrict the sale and use of single-use items. Notwithstanding, Council is urging Metro Vancouver to advocate for regional consistency in regulating the use of single-use items. The City is prepared to support Metro Vancouver in this advocacy work by submitting a resolution to the Lower Mainland Local Government Association (LMLGA) for consideration and possible subsequent submission to UBCM.

As provincial legislative change will take time and to ensure this important work moves forward in 2021, Council is requesting Metro Vancouver lead the development of an inter-municipal regulatory framework for the region so local governments can be more unified in achieving consistency for residents and businesses. In addition, Council strongly believes that the framework needs to be sensitive to the principle of equity, including aspects such as accessibility and cultural needs.

A good example is the harmonized ride-hailing regulation developed by TransLink. This was an area where only municipalities had jurisdiction, and where cities came together in a short time frame to create a single framework for the entire region. The resulting regulation allowed municipalities the ability to opt into the legislation and create better consistency for ride-hailing companies. Another example is the regional approach on regulating water use during the summer water shortage period.

Council appreciates the work that Metro Vancouver has undertaken thus far in terms of resources and support for local governments (and other organizations) to reduce single-use items. Council urges Metro Vancouver to take a more active role by both advocating for the legislative authority and bringing together an inter-municipal team to develop a region-wide regulatory framework.

Sincerely,

Jonathan X Cote,
Mayor

Enclosure
Council Reports from January 18, 2021 and Feb 1, 2021.



Attachment 2

**Letter from Province to Regional District of
North Okanagan - October 1, 2020**



Reference: 350879

October 1, 2020

Kevin Acton, Chair
and Directors
Regional District of North Okanagan
9848 Aberdeen Road
Coldstream BC V1B 2K9
Email: info@rdno.ca

Dear Chair Acton and Directors:

I am writing in response to the July 24, 2019, submission of the Checkout Bag Regulation Bylaw No. 2826. As a provincial election has been called, I am responding on behalf of the Minister.

I want to commend the Regional District of North Okanagan's efforts to take leadership on this important issue. Due to the unforeseen delays of the COVID-19 pandemic, I thank you for your patience while the ministry reviewed and responded to your request.

Staff of the Ministry of Environment and Climate Change Strategy have reviewed the legislation respecting the authority of a regional district to make a checkout bag regulation bylaw. They have determined that a regional district bylaw to regulate checkout bags under the *Local Government Act* is not within the authority of the Minister of Environment and Climate Change Strategy to approve or reject. Therefore, I am writing to inform you that the ministry is unable to provide approval or rejection of the Regional District of North Okanagan's Checkout Bag Regulation Bylaw No. 2826.

Bylaws regulating checkout bags require provincial involvement from the Ministry of Environment and Climate Change Strategy in accordance with provisions of the *Community Charter*. The *Community Charter* recognizes that, in four spheres, municipalities and the provincial government have a shared interest in regulating activities. While Sections 304 and 307 of the *Local Government Act* allow regional districts to make bylaws in relation to two of the four spheres (public health and prohibition of soil deposit or removal), subject to the *Community Charter*'s concurrent authority rules, the concurrent authority provisions of the *Community Charter* are not generally applicable to environmental protection bylaws enacted by regional districts. Further information on local government and provincial government concurrent authority is available online at <https://www2.gov.bc.ca/gov/content/governments/local-governments/facts-framework/legislative-framework/authority>.

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If you have not already done so, you may wish to consult with your solicitor before adopting Bylaw No. 2826 to determine whether the Regional District of North Okanagan has the authority to adopt and implement the Checkout Bag Regulation Bylaw No.2826. Please be aware that regional district bylaws made under the authority of the *Local Government Act* cannot contradict or impose changes upon solid waste management plans that have been approved by the Ministry of Environment and Climate Change Strategy under the *Environmental Management Act*.

If you have any questions, please don't hesitate to contact Sonya Sundberg, Director of Clean Communities in the Ministry of Environment and Climate Change Strategy. Sonya Sundberg can be reached by email at Sonya.Sundberg@gov.bc.ca.

Thank you for your patience and for your efforts to protect our environment.

With best regards,



Kevin Jardine
Deputy Minister

cc: Paddy Juniper, Corporate Officer, Regional District of North Okanagan
Mike Fox General Manager, Community Services, Regional District of North Okanagan
Sonya Sundberg, Director, Clean Communities, Ministry of Environment and Climate Change Strategy