



Maillardville Village Centre Update

Design Charrette

Summary

On July 7, 2007, a one day design charrette was held to discuss, imagine and illustrate design ideas for the revitalization of Maillardville Village Centre. Participants included design consultants, the Mayor's Task Force on Maillardville, City of Coquitlam planning department staff, Councillor Richard Stewart, representation of the development community, and Maillardville community stakeholders.

At the end of the day each team presented their ideas to the group as a whole. A rich palette of ideas had been documented, evidence of lively and engaged discussions over the course of the day.

A remarkable level of consensus emerged among the four teams on a wide range of issues including the form of development, architectural expression, parking and public transit, green space and priorities for public amenities. Following the charrette, the consultant team reviewed the work produced and documented sixteen areas of consensus between the teams. These sixteen areas are illustrated in the following display boards.





Maillardville Village Centre Update

Design Charrette – Consensus 1 & 2

Acceptance of Increased Density & Residential Development

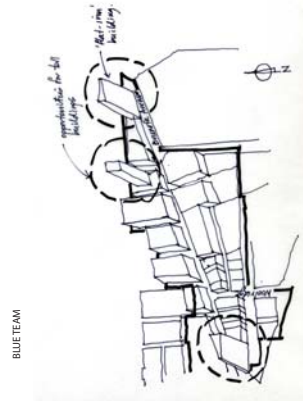
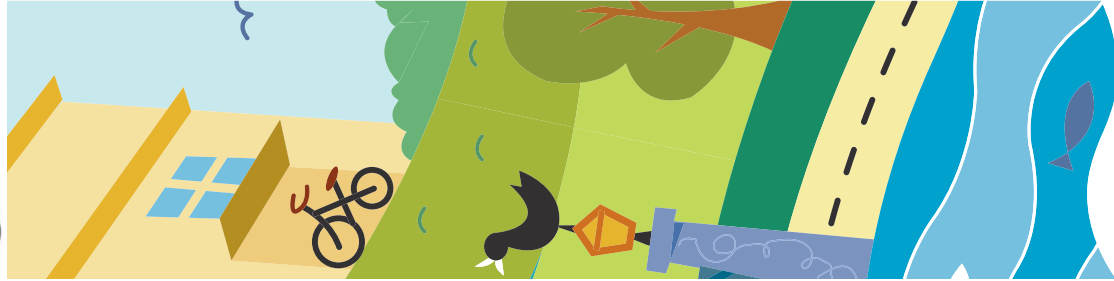
All four charrette teams supported the idea of increased density of development, including a number of tall residential towers.

The teams varied in the locations that were proposed for residential towers. Some teams clustered the towers to emphasize the central heart of the village while others sited them to enhance the gateways into Maillardville.

Redevelop the Clocktower Plaza

All four teams had ideas for the redevelopment of the clocktower plaza.

Some thought that this location should have a signature flat-iron building while others thought that the plaza should be enhanced as a public open space with the surface parking removed to make more area available for landscape amenities, improved pedestrian circulation, or a light rail transit station.



BLUE TEAM



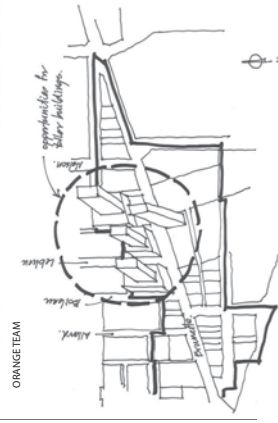
GREEN TEAM



YELLOW TEAM



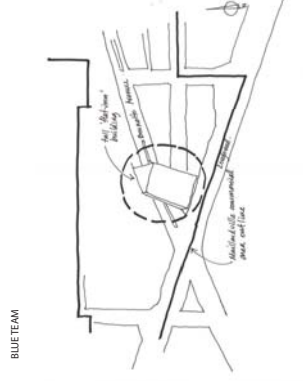
ORANGE TEAM



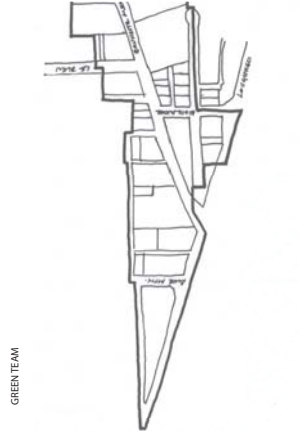
YELLOW TEAM



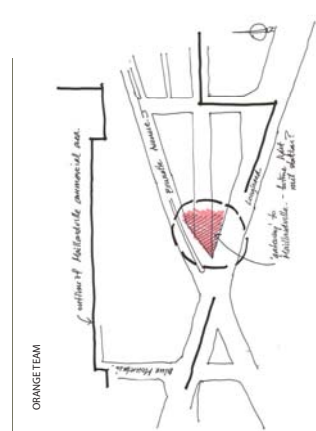
ORANGE TEAM



BLUE TEAM



GREEN TEAM



ORANGE TEAM

Design Charrette – Consensus 3 & 4



Acceptance of Residential at Grade

All charrette teams felt that it would be acceptable to have some of the buildings fronting key streetscapes in Maillardville entirely residential in use. Where residential uses are on the ground floor, the design of the building should provide interest for passing pedestrians with elements such as individual townhouses with front doors and stoops, or openings into internal courtyards or mews.

This consensus recognizes that not every block can have viable retail at grade, and retail uses should be directed to the streetscapes that are most important to the pedestrian movement network.



BLUE TEAM



GREEN TEAM



YELLOW TEAM

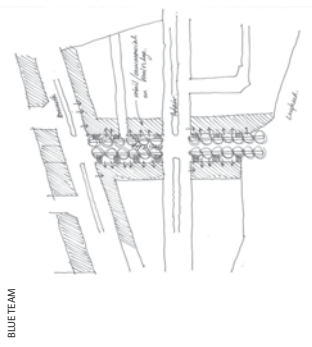


ORANGE TEAM

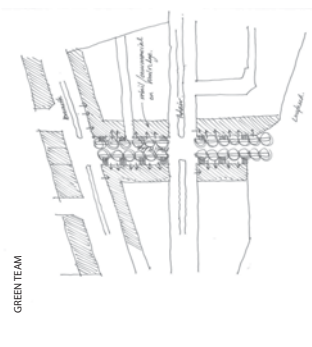
Woolridge Developed with Retail at Grade

The was a consensus among all charrette teams that Woolridge Avenue has significant potential to bring people into Maillardville by creating a strong and attractive link to Ikea and other regional shopping destinations along Loughheed.

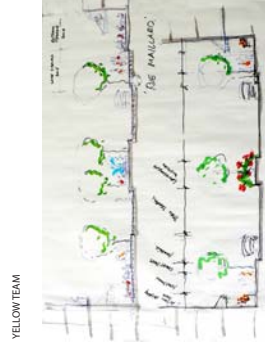
The details varied but all teams thought that Woolridge Avenue should have a high degree of pedestrian amenity including: street trees, landscaping, terraces for outdoor eating, fronting shops and restaurants, and perhaps a central median for additional landscaping. One team named Woolridge 'Rue Maillard'.



BLUE TEAM



GREEN TEAM



YELLOW TEAM



ORANGE TEAM

Design Charrette – Consensus 5 & 6

Mandatory Commercial at Ground Level

All teams recognized the importance of using updated zoning, OCP policy and design guidelines to control the location of retail uses at grade by requiring retail commercial buildings to front the streetscape for blockfaces intended to be intensively pedestrian-friendly.

Mandatory retail on key blockfaces (that are built to edge the sidewalks) ensures a high level of pedestrian interest and also contributes to the urban design legibility of the area. Other blockfaces should be either 'retail encouraged' or 'retail permitted' at grade so that the market can decide the suitable use of the ground floor and not overbuild retail beyond what can be successful.

Brunette Avenue Streetscape Development

All charrette participants made recommendations for the improvement of Brunette Avenue within the village core. Also discussed was the potential to consider traffic calming and even reduced capacity after planned new road connections south of Maillardville are complete.

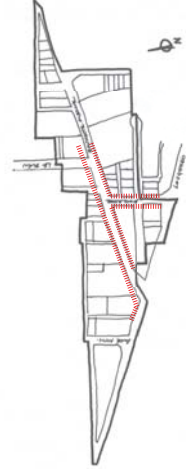
The design tools of interest include: a central planted median with trees, consistent street trees along both sides, banners, and improved furnishings in keeping with French inspirations. The potential to establish on-street parking as a permanent feature, even during peak periods, was considered highly desirable.



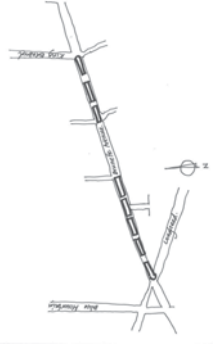
BLUE TEAM



GREEN TEAM



BLUE TEAM



GREEN TEAM



YELLOW TEAM



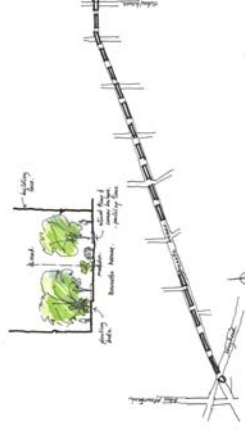
ORANGE TEAM



YELLOW TEAM



ORANGE TEAM



Design Charrette – Consensus 9 & 10

Development of Adair as a Greenway

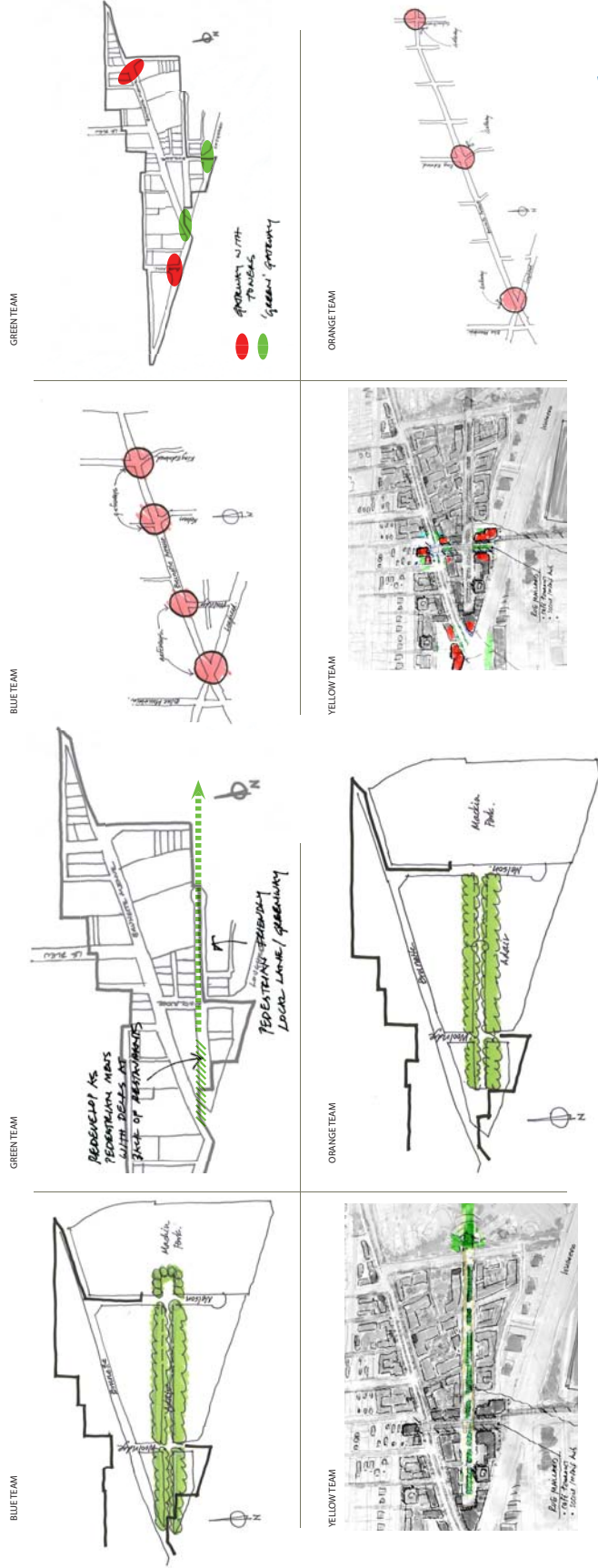
The untapped potential of Adair was recognized (in varying degrees) by all teams. Most teams envisioned Adair as a green, traffic-calmed link, with a strongly landscaped and pedestrian-friendly character.

Adair has been previously identified as having significant potential as an east-west link in past studies.

Gateways to Commercial Area

Every team recognized opportunities to announce and enhance gateways to signal arrival points into Maillardville from all directions. Pairs of tall or signature buildings, such as ‘flatiron’ buildings, were a tool used by all teams to create gateways that would be readily visible from long distances.

The teams identified different locations for the gateways, generally in keeping with where the team envisioned the commercial core to be concentrated and where towers should be sited.



Design Charrette – Consensus 11 & 12

North Edge of Mackin Park

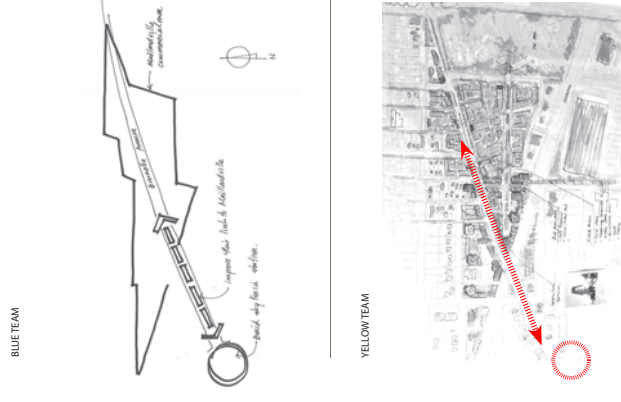
Each team generated ideas for the north edge of Mackin Park to make walking along the south side of Brunette a more interesting and engaging pedestrian experience. All teams recognized an important opportunity with the park's upcoming redevelopment planning process.

Ideas for how to animate this edge varied from relocating some heritage houses in relationship to the streetscape to adding new park and recreation features on a terrace that is elevated to relate more effectively to the sidewalk experience.

Development of Links to Braid Station

The proximity of Maillardville's Village Centre to the Braid SkyTrain station was noted by all teams as an opportunity, one that is not fully taken advantage of at present due to the unpleasant pedestrian experience of moving across the intervening highly vehicular streets.

Improvements to this connection is outside the study area, but should be flagged for consideration by the City over the next few years.



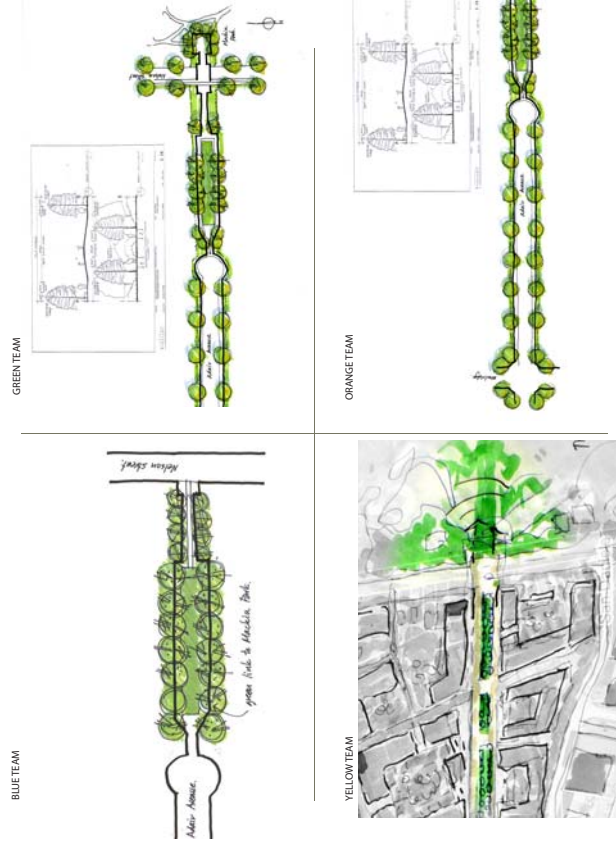
Design Charrette – Consensus 13 & 14

Development of Links to Fraser Mills

All charrette teams thought that a link to the planned development at Fraser Mills would be important to achieve and agreed that King Edward Avenue is the logical connection. This consensus flags the importance of including a pedestrian and cyclist link within the east edge of Mackin Park during the park master planning process.

Connection of Adair to Mackin Park

All the teams came to the same conclusion regarding the desirability of linking the eastern end of Adair to Mackin Park with a green pedestrian link, which is consistent with existing plans. Most teams also suggested that a special place be created in the park as a terminus to the Adair route.



Design Charrette – Consensus 15 & 16

Building Character Preferences

All charrette teams discussed their preferences for the character of the buildings in Maillardville. Generally, contemporary architecture using high quality, permanent building materials but without direct reference to historic French architecture styles (such as mansard roofs), was the agreed direction.

Precedent images of buildings with strong streetwalls, masonry, and glass were noted as suitable for Maillardville.



Preferences for Landscape Character

All teams responded to some of the images in the initial charrette presentation by including them in their design suggestions.

Some of the landscape and public realm elements that were well supported included: stairs, internal courtyards within blocks with portals to adjacent busy streets, traditional street furnishings in classic black, and pedestrian-scale lighting and signage.

Typical European public realm plantings were also considered appropriate to the character of Maillardville, including beds of lavender, clipped hedges, and seasonal flowers.





Maillardville Village Centre Update

Design Charrette – Draft Master Plan



- Legend
- 1 Tower
 - 2 Low or mid-rise Building
 - 3 Pedestrian Routes
 - 4 Courtyards
 - 5 Enhanced Streetscape
 - 6 Public Space