

AGENDA

COUNCIL WORKSHOP

Monday, December 5, 2016
5:30 p.m.
Committee Room, Municipal Hall
355 West Queens Road,
North Vancouver, BC

Council Members:

Mayor Richard Walton
Councillor Roger Bassam
Councillor Mathew Bond
Councillor Jim Hanson
Councillor Robin Hicks
Councillor Doug MacKay-Dunn
Councillor Lisa Muri



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COUNCIL WORKSHOP

5:30 p.m.
Monday, December 5, 2016
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. December 5, 2016 Council Workshop Agenda

Recommendation:

THAT the agenda for the December 5, 2016 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Update on Phase 2 of Maplewood Village Centre Implementation p. 7-81
Planning and Community Engagement
File No. 13.6480.30/000.003

Recommendation:

THAT staff be directed to proceed with Phase III of the Maplewood Village Centre Planning and Engagement Process.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the December 5, 2016 Council Workshop is adjourned.

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REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>DEC 5/2016</u>
<input type="checkbox"/> Other:	Date: _____

 Forz Dept. Manager	 GM Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

November 23, 2016
File: 13.6480.30/00.003

AUTHOR: Karen Rendek, Policy Planner

SUBJECT: Update on Phase 2 of Maplewood Village Centre Implementation Planning and Community Engagement

RECOMMENDATION:

THAT Council provide feedback to staff on the Maplewood Charrette design concept, and

THAT Staff be directed to proceed with Phase III of the Maplewood Village Centre Planning and Engagement process.

REASON FOR REPORT:

This report seeks to update Council on the results of the community stakeholder charrette completed for Phase II of the Maplewood Village Centre implementation planning process, to present a summary of community feedback received on the preliminary design ideas, and to outline next steps to complete Phase III of the process.

SUMMARY:

In April 2016, work commenced on a three-phase planning and engagement process to complete a Maplewood Centre Implementation Plan. Phase I included preliminary ideas generation and background research. Phase II involved an intensive two day Charrette to develop a draft concept for the Maplewood Village area. Key concepts derived from the Charrette and public feedback on these concepts are presented in this report. This feedback will be used to inform further analysis and the development of the draft implementation policies in Phase III of the Maplewood Village planning and engagement process.

BACKGROUND:

On July 6, 2015 Council directed staff to proceed with the Maplewood Village Centre implementation planning process. At that time, Council recognized the significant economic potential of the employment lands in Maplewood, and also emphasized the need to protect adjacent environmentally sensitive areas in the Maplewood area. At the Council Workshop on July 18, 2016 Council received an update on the results of the public and stakeholder engagement process completed for Phase I of the process, and the preliminary findings on the Maplewood Employment Lands Review and Maplewood Environmental and Hydrological Assessment.

On October 7, 2016 Council received an information report providing an overview of the scope and deliverables for the Maplewood Charrette held on October 18 and 19, 2016 as part of the Phase II works. Finalized background studies completed as part of Phase I were also provided. (The complete set of background materials is available at <http://www.dnv.org/property-and-development/maplewood-village-centre>).

This report focusses on the results of the public and stakeholder engagement process completed for Phase II, and outlines next steps to complete Phase III of the process.

EXISTING POLICY:

The 2011 Official Community Plan (OCP) identifies Maplewood Village Centre as an area for growth and revitalization to be guided by an implementation plan. Under the OCP “Network of Centres” concept Maplewood Village Centre is identified as one of four key growth centres in the District. Schedule A of the OCP includes a broad vision and high level policy directions on land use, economics, housing opportunities and mobility network concepts for this centre. The OCP also includes key objectives and policies to encourage the productive and efficient use of employment lands; promote infill development, redevelopment and intensification of underutilized sites with industrial and light industrial commercial uses; as well as to protect and improve the ecological health of our natural systems.

Communications

Throughout the Maplewood planning process various outreach methods have been used to contact local residents, businesses and other stakeholders. A postcard was mailed to residences and businesses within the study area to notify them of the launch of the process and upcoming engagement opportunities. Information and promotion of consultation events have been made available via the District’s web site (dnv.org/Maplewood), social media (Facebook and Twitter), email blasts, advertisements in the North Shore News and road signage. Open house display materials, background reports and summaries of public input received are all available on the District’s web site. Additional efforts have also been made to reach out to environmental groups and the business community, including focussed workshops and telephone interviews to gather targeted feedback from these stakeholders to inform the process. There are currently 192 people signed up to receive email updates for this process. Since the launch of this process in April 2016 there have been 3,751 visits to the Maplewood page of the District’s web site.

Maplewood Area Plan Charrette Event (Design Workshop)

The District hosted the Maplewood Area Plan Charrette on October 18 and 19, 2016 at the Holiday Inn & Suites North Shore. An open call for participation was made to anyone who expressed an interest in taking part in the charrette process including all those who attended the first Public Open House who signed-up to receive email updates. Individuals who responded to the call were then grouped according to their self-identified interests or group representation. Diverse stakeholder representation was sought to provide expertise in areas such as transportation, natural areas and parks, housing and jobs. All residents who expressed an interest were invited to attend.

Overall the charrette team included 60 participants who worked together to develop preliminary design ideas for the study area, including design and planning professionals, community stakeholders representing a variety of interests, external agencies and District resource staff.

Charrette team participants included representation from the following stakeholder groups:

- Tsleil-Waututh Nation
- Maplewood area residents
- Study area property owners (residential, rental, commercial, industrial)
- Local business representation
- Maplewood Community Association
- Transportation Consultation Committee (TCC) and HUB
- TransLink
- Metro Vancouver
- Urban designers/architects, planning professionals, landscape architects, market analysts, realtors
- Wild Bird Trust and Conservation of Maplewood Flats
- North Vancouver School District
- Family Services North Shore
- Economic Partnership North Vancouver (EPNV)
- BC Cycling Coalition

Modus prepared a design brief to guide the workshop discussion, facilitated the overall Charrette event, and coordinated design expertise for the event. Consultants hired by the District to complete the Employment Lands Review and Environmental and Hydrological Assessment also participated and presented their findings from each of their respective studies as part of the introductory presentation and table discussions.

A presentation of the charrette results was held on the evening of October 19, 2016 at the Holiday Inn & Suites North Shore. Over 160 people attended this event. This was followed by an online survey available from November 1 – 16, 2016 to receive additional feedback from those who could not attend. Overall, 130 responses were received. A summary and record of all responses received is provided in Attachment 1.

ANALYSIS:

Highlights from the draft Maplewood Community Design Concept developed at the charrette are provided below. **The preliminary ideas presented are based on the collaborative work completed by the charrette team and will be further refined based on feedback received and technical analyses as part of Phase III of the process.** The Maplewood Area Plan Phase 2 Charrette Report, prepared by Modus Planning & Design Inc.,

(Attachment 2) is available at <http://www.dnv.org/property-and-development/maplewood-village-centre> under policies, reports and public input.

Design Concept Highlights

- 1. Village Centre - mixed-use commercial/residential, mid-rise apartment and live work
- 2. Eco-cluster Housing
- 3. Multi-family townhomes and/or low-rise apartments
- 4. Light Industrial - Business - intensification of uses
- 5. Industrial Precinct - artisan/manufacturing
- 6. Innovative Light Industrial / Business - campus style with employee dedicated housing
- 7. Environment & Conservation Areas (within the planning area boundary)
- 8. Civic Precinct
- 9. Active Park Spaces



1. **Village Centre and Heart** – The Maplewood Charrette process identified the heart of the community as being located at Old Dollarton Road and Seymour River Place. This area includes buildings with commercial at the street level and residential above, live-work opportunities along the west side of Old Dollarton Road and continuing along Front Street and multi-family residential opportunities within the interior portions and along the Seymour River. Streets within this area are envisioned to be multi-modal and pedestrian-oriented with wide sidewalks, street trees and places to sit. The character of this area will be distinct and focus on the pedestrian experience in the heart of the village and may have the ability to block off portions of the street to act as temporary plaza space for community events and markets.

Highest density development within the Maplewood area is envisioned to be located within the compact village core. This may include opportunities to locate taller buildings (up to 18 storeys) at strategic locations.

2. **Eco-cluster Housing** – The Charrette identified opportunities to integrate innovative cottage or eco-clustered housing on the east of Riverside Drive and north of Old Dollarton Road, and in a manner that respects the natural context. This area could also provide opportunities for co-housing and affordable housing.

3. **Multi-family Townhomes and/or Low-Rise Apartments** - The Charrette design concept envisions low-rise apartments and town houses along Mount Seymour Parkway, the east and west sides of Riverside Drive, north of the Windridge escarpment, and surrounding the school site at Seymour River Place. These forms of housing were acknowledged as being important to expand the diversity of housing types available within the Village, and to address the needs of different household sizes including larger units to accommodate families.
4. **Light Industrial – Business – Intensification of Uses** – The Charrette design concept maintains the industrial lands south of Old Dollarton and adds new opportunities for employment by intensifying existing areas currently used for light industrial and business. This may include allowing additional, light industrial uses north of the Spicer Road alignment and dividing larger spaces into smaller units or redevelopment of existing buildings. The existing light industrial lands located west of Amherst Avenue were envisioned to have a slightly different character with less pedestrian foot traffic but also includes opportunities for intensification.
5. **Industrial Precinct – Artisan Manufacturing** – The Charrette design concept identifies an industrial precinct south of Old Dollarton Road and east of Riverside Drive to accommodate and generate new businesses that cater to artisan and small-scale creative works. This area was defined as being similar in character to the Railspur District on Granville Island, which focuses on creative manufacturing of goods and may allow for minor retail opportunities. This area was also identified as an opportunity for live-work.
6. **Innovative Light Industrial/Business Campus Style with Employee Dedicated Housing** – The undeveloped eastern portion of the study area is designated as light industrial/business, but also contains environmentally sensitive areas and steep slopes along the Windridge escarpment. The Charrette design concept recognizes the value of this area in creating new opportunities for industrial businesses and job creation in the District. As such, the concept maintains the employment focus, and introduces a business “campus style” area focussing on innovative technologies and attracting new and existing businesses with a creative edge. The sloping areas above the employment lands may support opportunities for mixed use industrial/business and employee housing and amenities to accommodate the needs and lifestyles of employees. Limited, local serving commercial space is also identified within the central portion of this area to accommodate worker needs, while ensuring that the key focus of commercial and retail activity is maintained and strengthened in the heart of the Village Centre.
7. **Environmentally Sensitive Areas**– The Charrette design concept integrates opportunities to enhance and protect key environmentally sensitive areas, and to maintain connections to significant natural areas outside the Village area including the Maplewood Conservation Area, Hogan’s Pools Park and Blueridge Creek. Key features include maintaining the Windridge escarpment and buffer area, protecting and enhancing identified wetlands, facilitating the rehabilitation and enhancement of

primary watercourses, improving water quality and augmenting watercourse baseflows, as well as landscaping and planting to enhance habitat connectivity.

8. **Civic Precinct and Community Services** – The Charrette concept identifies a potential location for a new civic precinct to include a fire hall, training centre and administrative services adjacent to the former International College site. This precinct would provide emergency services and possibly offer meeting space for use by outside organizations.

Locations for current and potential future community services within the Maplewood area were considered. Suggested services and possible locations included: a node of outdoor recreation services at Seymour River Heritage Park and Maplewood Farm directly adjacent to the village centre; a daycare, community meeting spaces, farmer's markets, etc. within the village centre; supported seniors and/or alternative non-market housing east of Riverside Drive at Old Dollarton Road; the public school site within the village; and a small node of community services in the Maplewood Northlands area.

9. **Active Park Spaces** – Two active park sites are identified in the Charrette design concept. One is located at the existing school site within the Village and the other is identified east of Riverside Drive adjacent to and integrated with the natural area. These parks are intended to provide active recreational spaces (play, sports, etc.) for existing and new residents. An enhanced trail network connects these spaces to and through the large nearby natural areas and to the urban village core. Natural areas offer trails, viewpoints and rest areas. An east-west multi-use trail for all ages and abilities is identified along the base of the escarpment connecting Canlan Ice Sports Centre and Ron Andrews Community Recreation Centre with the Seymour riverfront with view platform opportunities. A new north-south trail connection along a flood protection dike is proposed for Seymour River Heritage Park. Expansion of Maplewood Farm is also proposed along Seymour River Place across from the school site.

Key Feedback Received on Preliminary Ideas from Charrette Event

Members of the public who attended the Open House on the evening of the October 19, 2016 (day two of the Charrette) provided feedback at the event and also completed an online survey. This survey was made available to all interested members of the community. Overall, 130 responses were received. A record of all responses is provided in Attachment I.

Highlights of overall feedback is summarized below.

Housing: The mix of housing options included in the concept was supported by several respondents. An emphasis was placed on ensuring affordable housing options are available as well as affordable rental, seniors and co-housing. More specific details outlining affordable housing options and how this will be accommodated while the community is in transition was requested. Many respondents supported the concentration of density within the Village core. Some respondents felt 2 – 6 storeys is appropriate while others supported 14 – 18 storeys at

**SUBJECT: Update on Phase 2 of Maplewood Village Centre Implementation
Planning and Community Engagement**

November 23, 2016

Page 7

strategic locations. Several respondents supported the inclusion of worker housing on the Northlands site. The inclusion of multi-family housing options on the east side of Riverside Drive was mixed. Some respondents were in favour of adding townhouses and low-rise apartments to this area while others wanted it to remain single family. Some respondents wanted the west side of Riverside Drive to include low-rise apartment options as well.

Employment: Several respondents were interested in supporting diverse and complementary local businesses within the village core, and increasing opportunities for business, industry and job creation within the Village, south of Dollarton Highway and in the Maplewood Northlands area. More information was requested on the types of industrial intensification opportunities, community amenities and services needed to accommodate future needs and to attract new business. Several respondents expressed interest in more focus on business, clarity on how to attract businesses to the area, opportunities for specific strategies such as flexible zoning, and more detail on the Northlands, and potential location and integration of the fire training facility site.

Transportation Network: Many respondents expressed concern for additional traffic that may be generated in the area as a result of increased population. Some respondents felt the Berkley Extension would alleviate some congestion currently felt in the Village. More details were requested to clearly identify parking and traffic solutions, including transit frequency and access, seabus connection and detail on pedestrian elements, safety and connection improvements within the community and to nearby destinations. Several respondents supported the pedestrian mews as a central feature within the Village core as well as opportunities to temporarily block off portions of the street to accommodate community events. There was also support for adding specific car-free ideas and requirements to the plan and more details on biking infrastructure and separation of bike and pedestrian areas.

Environment, Parks and Natural Areas: Many respondents supported enhancing environmental and natural areas and its overall integration in the plan. Several comments were received indicating support for the east-west multi-purpose trail, connecting internal pathways, connecting to and opening up access to the Seymour River and park spaces, including interpretive elements. More detail was requested on protection of trees, forest areas, watercourses, wildlife corridors (in particular north south connections) and fish habitat. Some respondents requested more detail on what the parks would contain (such as dog areas), detail on trails, specifics on the viewing area along Seymour River and educational elements for Maplewood Creek. Several respondents indicated more work is needed on the potential expansion of Maplewood Farm and potential implications for current residents.

Overall, the preliminary design ideas were well received. Additional information to clarify many of the ideas presented during the Charrette process was requested. This additional detail will be explored in Phase III of the Maplewood planning process, combined with further opportunities for public and stakeholder feedback on the draft implementation plan directions.

Next Steps:

Staff and consultants are now starting work on Phase III: Policy and Plan Development which includes refining a preferred concept based on the preliminary ideas and feedback received

in Phase II, developing a detailed land use and servicing plan, and accompanying policies and design guidelines to implement the plan.

Key components will include:

- Developing a detailed land use and development concept including parks, trails and open space network.
- Updating the Maplewood Village Transportation Study that was completed in January 2014 by Urban Systems to integrate the revised mobility networks for all modes, including parking ratio recommendations within the study area. Traffic generation associated with proposed land uses for the North lands will also be studied and distributed through the existing and proposed network to determine impacts to the overall system.
- Developing detail illustrations for the ecological and environmental network concept including rainwater management strategies.
- Illustrating business intensification options (both east and west of Amherst Avenue) including “artisan”, live work and “campus-style” businesses opportunities.
- Illustrating details of the public realm and streetscapes including unifying character elements for Maplewood and key features of the ‘village heart’ and the character of the pedestrian mews.
- Illustrating gateways, view corridors and transitions between sub-areas and land uses.
- Completing utilities and servicing plan strategies, including a review of water, sanitary services, storm drain and flood management and the possible relocation of the existing overhead hydro transmission system on Old Dollarton.
- Identifying potential community amenities and considerations for implementation and timing.
- Drafting implementation plan policies and considering opportunities for phasing and construction management.

The above components will be included in a draft plan to be presented at a Public Open House in the early 2017.

Concurrence: This Maplewood Planning and Engagement process has been supported by a technical staff team from Policy Planning, Development Planning, Parks, Engineering, Transportation, Environment, Facilities; Corporate Communications, Emergency Services, Real Estate and Properties and Public Safety.

Social Implications: The design concept includes opportunities to advance affordable housing initiatives, to grow business opportunities and jobs, expand community amenities and services within the area.

Environmental Implications: The design concept proposes opportunities to enhance and restore environmental habitat and strengthen ecological habitat connections.

Financial Implications: The charrette design concept proposes servicing and infrastructure improvements and land use changes that may have financial implications for the District.

**SUBJECT: Update on Phase 2 of Maplewood Village Centre Implementation
Planning and Community Engagement**

November 23, 2016

Page 9

Staff will report back on these potential implications in Phase III of the implementation planning process.

Timing/Approval Process:

Phase I and Phase II of the Maplewood Planning process are now complete. Staff and consultants are now starting work on Phase III: Policy and Plan Development. A draft implementation plan with accompanying policies and design guidelines will be presented at a Public Open House in early 2017. The final implementation plan is anticipated to be completed for Council consideration of approval in Spring 2017.

Conclusion:

The Maplewood charrette design concept provides an overall framework that integrates ideas for housing innovation, business creation and expansion, ecological restoration, improvements to transportation, additional services and community amenities. The design concept has been developed through a collaborative, interdisciplinary approach and informed by stakeholder and public feedback. Overall, the preliminary ideas presented have been well received and staff and the consulting team are now proceeding to Phase III of this process. The anticipated target date for completion is Spring 2017.

Respectfully submitted,



Karen Rendek, MCIP, RPP
Policy Planner

Attachment 1: Maplewood Post Charrette Questionnaire Summary (Modus, November 2016)

Attachment 2: Maplewood Area Plan Phase 2 Charrette Report (Modus, November 2016)

REVIEWED WITH:					
<input type="checkbox"/> Sustainable Community Dev.	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Services	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Real Estate	_____		

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District of North Vancouver

Memo: Maplewood Post Charrette Questionnaire Summary

Updated: November 29, 2016

Overview

The Maplewood Village and Area charrette was held on October 18th and 19th, 2016 at the Holiday Inn, 700 Lillooet Rd. in North Vancouver. The charrette team included design and planning professionals, community stakeholders representing a variety of interests, external agencies and District resource staff.

The team worked together through a series of mapping exercises and facilitated discussions over two days to produce a draft (unrefined) concept design with supporting materials (in the form of hand drawn plans and illustrations, diagrams or sections that describe the future vision of the area). The drawings that were produced were presented at a public open house on the evening of the second day, and provided in a summary charrette report (available online).

Following the charrette, a short questionnaire was posted online to provide charrette participants, additional stakeholders, and the general public with an opportunity to further review, consider and provide their thoughts and ideas for further changes and exploration.

In total, 130 responses were received. This included both online and hard copy questionnaires directly sent to the District of North Vancouver. One email was received with input not in the questionnaire's format. The results of the questionnaire and input via email are provided here.

Questions and Summary of Input Provided

Q1 What do you like most about the draft Maplewood Community Plan design directions presented?

Answered: 120 Skipped: 10

The word "integrated" was commonly used to express what the community most liked about the design concept. With this, respondents clearly outlined a number of specific elements of which they liked about the plan. Common themes included the following, in order of most frequently mentioned:

- A focus on pedestrian amenities, access, and a clearly defined village “heart”, with this, respondents felt density here was good, however a range of opinions on height of buildings was expressed, with some in support of higher forms and others advocating for lower forms. In particular, the pedestrian mews was a popular feature of the village centre.
- Many respondents commented on their support for mixed housing options. However, with this, the need to make sure housing is affordable was clearly important, in particular, there was an interest in the eco-housing concept and support for looking at rental, co-housing, and seniors housing.
- Enhanced environmental and natural areas and its integration into the plan overall. In particular respondents liked the east west trail, connected internal pathways, connection and opening up Seymour River area and park spaces.
- A number of respondents expressed concern for additional traffic generated in the area due to increasing population but felt the Berkley Extension was a good idea to alleviate some pressure and congestion currently felt in the community.
- Respondents indicated support and curiosity for the proposed artisan industrial, in particular they liked the expansion of ideas for business, industry, jobs and economic opportunities, and creative thinking on that aspect.
- Several respondents provided positive support for the Northlands concept, and its innovation, including the direction to incorporate residential and a mix of uses.

5 responses indicated they did not like anything about the design concept and felt change was not in the best interests of the community.

Q2 What additional ideas would you like to see incorporated into the refined Maplewood Community Plan moving forward?

Answered: 119 Skipped: 12

Most comments received indicated a great more detail on each element is now desired. Common themes included the following, from most noted to least:

- A need for more detail and focus on community amenities and services, how these will be included and encouraged, ideas included: a community centre, library, pool, child/youth friendly focused programming, post office, creative retail, medical services, more focus on arts and cultural aspects, and other amenities such as daycare, places of worship, etc.
- Many respondents suggested there needs to be more follow up and specific details around how affordable housing options will be maintained, not just in the future

- build out of the area but also to secure the community while in transition of development.
- Many respondents indicated a strong need to clearly identify parking and traffic solutions for the village centre and community overall, including transit frequency and access, seabus connection, and detail on pedestrian elements, safety and connections outside the community or to nearby destinations (Maplewood Conservation Area), cycling needs
 - A number of comments indicated a need to provide more detail and focus on business, how to attract, specific strategies (flexible zoning), and design of the Northlands site
 - Several respondents noted that building design elements should be included in the plan.
 - Several respondents indicated more work on the expansion of Maplewood Farm is needed, including an explanation to residents adjacent to Maplewood where the design concept suggested additional land, that the City will not require them to move out or take their homes away.
 - One respondent provided an idea and outline for “Windridge wetlands”, a few respondents also indicated detail on fish habitat and watercourse compensation areas and enhancement was needed, along with more information of what parks will contain, (such as dog areas), detail on trails, an idea to include a viewing area and educational elements for Maplewood Creek (spawning chum) in addition to the attention on Seymour River.
 - A suggestion was made to explore district energy and/or renewable energy sources and green building requirements.
 - One respondent felt that there wasn’t adequate resident involvement in the process to date and would like to see more notification and opportunities for residents to comment and be directly involved in the process.

Q3 What areas or directions should be changed or improved and how? Please explain.

Answered: 105 Skipped: 26

This question received a variety of specific responses. These have been collected and grouped relative to each comment and provided below.

- Improve detail on parking and transportation measures and traffic safety, reduce congestion and improve flow of traffic.

- Focus and detail for affordable housing options, including policy in place that requires the same number of current affordable housing units with new development.
- Delete the multi-family corner adjacent to Windridge Escarpment.
- Add some single family homes to the plan.
- Daycare and community amenities.
- Add specific car-free ideas and requirements.
- Restrict higher density to the village core only and specifically state where higher forms will occur (some respondents feel 2-6 storeys is appropriate, others support 14-18 storeys). However one respondent suggested density or higher forms should be permitted at the outskirts of the community in strategic locations.
- Consider a larger theme for the area, for example, an outdoor recreational hub.
- Balance of all components.
- Detail biking infrastructure and separation of bike and pedestrian areas.
- Sidewalks on Dollarton Hwy.
- Active park space needs, including covered areas.
- More protection of trees, forest areas, watercourses, wildlife corridors (in particular north south connections) and fish habitat. Include Maplewood Creek. Include interpretive elements.
- Strong connection to Phibbs Exchange.
- Do not show the residential lots in front of Maplewood Farm as part of the area expansion.
- A number of respondents suggested further consideration is required as to the location of the Fire Training Facility.
- Retail and commercial opportunities within the Northlands site.
- A study to determine demand for retail.
- Protection for existing businesses with the additional ideas and influx of retail and business to the area with the plan ideas.
- Reconsider population increase with current industrial risks.
- Pedestrian crossing of Berkley Extension for east west connections.
- Outline a timeline for development.

Email Input: One email was received with general input not in response to specific questions posted. A summary of this input is provided here.

- An interest to ensure higher density housing is located directly adjacent (in particular north of) the designated village centre and within the area of the concept design that was outlined for 'eco-cluster housing. It was felt this would best meet the vision and a number of goals outlined for Maplewood, including:
 - walkability for residents (located a short distance from the village centre);

- affordable housing closer to employment
 - close to amenities
 - higher density results in additional lands for greenspace
- support for the idea of a recreational pathway on a flood control dike along Seymour River
- support for the idea of an east west walkway
- support for artisan industrial areas, intensification of industrial/business use south of Dollarton Hwy, with the intent to ensure smaller properties, greater opportunities for a range of business and lower rents
- support for access to the waterfront

In total 55 respondents indicated they'd like to be added to the information email list for this project.

Summary of Input

In summary, the top six themes and/or issues identified for further discussion, planning and plan refinement include:

1. Further design development for transportation and parking in the community, including design detail for multi-modal options and community safety.
2. Detail on specific measures, policy, strategies and appropriate locations for maintaining and new development of affordable housing.
3. Detail on specific measures, strategies and appropriate locations for community amenities, services and programming.
4. Detail on specific measures and strategies for attracting business and information on how this will not displace, but add to current business.
5. Further design development on parks, natural areas and watercourse enhancement and protection.
6. Clarity on building height and density of the village.

APPENDIX A – Questionnaire – Record of Response

Q1 What do you like most about the draft Maplewood Community Plan design directions presented?

Answered: 121 Skipped: 10

#	Responses	Date
1	Enhanced wetland and new steam east of Zone1 East West Trail	11/17/2016 1 08 PM
2	nnovative and interesting Design Use of River Parklands by opening up more access Creation of lake and recreation area in new park / industrial section	11/17/2016 12 55 PM
3	The density issue is very important the plans look like a city not a village The "affordable" housing built on the east side of Windridge has cards parked about 1/2 way down the street Cars are a way if life but high density will ruin Maplewood ATTN [name removed]	11/17/2016 12 51 PM
4	Not Bad	11/17/2016 12 33 PM
5	liked the idea of the new connector from Berkley to Dollarton and reducing the traffic on Riverside to local traffic Presently too much traffic is short cutting through Maplewood to get to the Seymour Parkway	11/17/2016 11 52 AM
6	A variety and mixture of hosing options Mixed ownership and rental Mixed Use community including jobs / modern types of industrial uses Pedestrian walkways / mews Access to river	11/17/2016 11 47 AM
7	The "heart" of the public space Open Space to meet and engage w/ community Real affordable housing	11/17/2016 11 39 AM
8	Good to have a defined heart for Maplewood Village it is in the best location Very pleased to see mixed use on the Northlands critical to delivering much needed employment and residential uses	11/17/2016 11 35 AM
9	That there is 3 more net new residential units and no SFD is a good thing	11/17/2016 11 30 AM
10	What do you NOT like about the draft Maplewood Community Plan design concept and direction Presented? The area is eco sensitive in a flood zone already congested adjacent to possible chlorine leaks and built on landfill f North Van can't accommodate the existing population there is no need to make matters worse and add to traffic and the displacement of entire communities People came to that meeting not even knowing that the DNC was planning on (illegible) them How shocking	11/17/2016 11 11 AM
11	The village concept with access to recreation The artisan inspired business community	11/16/2016 9 27 PM
12	Pedestrian only access on Old Dollarton	11/16/2016 7 02 PM
13	seems quite balanced so far	11/16/2016 6 55 PM
14	Pedestrian only access on Old Dollarton	11/16/2016 6 44 PM
15	Excellent drawing to portray visions like all of the ideas offered and right out of my door steps less need to use car to go to places to get essentials	11/16/2016 6 24 PM
16	The pedestrian only road for dollarton road and front street	11/16/2016 6 20 PM
17	The integration of Nature into all aspects of the plan	11/16/2016 6 15 PM
18	How it integrates into the existing natural setting and respects the context Very well designed	11/16/2016 3 35 PM
19	The Village feel of this community and the diversity of building types and uses Also how nature areas are preserved to enrich the experience of the village as a whole	11/16/2016 2 19 PM
20	ntegration of uses and progressive design	11/16/2016 2 15 PM
21	t identifies a centre a heart t has a diversified set of possibilities for development t encourages a range of circulation possibilities for cars people bikes etc t envisages a variety of heights of buildings t connects to the river t suggests a design approach that is specific to this area	11/16/2016 2 11 PM
22	like the inclusion of different ideas that create a community atmostphere	11/16/2016 2 05 PM
23	Like the design and scale of the meeting	11/16/2016 1 48 PM
24	really appreciate the consideration for the area's relationship to nature Thank you for leaving beautiful and well thought out greenspaces	11/16/2016 1 39 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

25	like the fact that the design shows a full community with housing business recreation and retail amenities also like the maintenance of the environmentally sensitive areas and having them incorporated into the design in keeping with the North Shore's unique setting	11/16/2016 12 46 PM
26	love the idea of pathways going east to west through nature that don't depend on cars	11/16/2016 12 39 PM
27	That it is trying to bring all edges of Maplewood together to form a cohesive neighbourhood The village centre with a mix of retail and different types of housing is great it could really be the new 'heart' of Maplewood which is somewhat lacking right now The Stong's development was a good start and would like to see the rest of the residential developed soon too too much more new retail might put pressure on our small local businesses already in the Maplewood area The business innovation hub is a fantastic idea let's keep North Shore businesses here and allow people who work here to afford to live here including residential in this area is key to attracting the best employees should be both rental and purchase opportunities for different types of people	11/16/2016 11 36 AM
28	Looks like a nice village Much improved from current situation Natural setting is nice and this plan makes it much better	11/16/2016 10 44 AM
29	Muti facted co ordinated planning is an excellent strat	11/16/2016 9 49 AM
30	Community centre feel	11/16/2016 4 25 AM
31	The additional of commercial and light retail to the area Also the additional infrastructure related to park space	11/15/2016 6 55 PM
32	Maintaining existing natural features into the plan while providing diverse development considerations for institutional/commercial/residential and recreation uses	11/15/2016 6 45 PM
33	Very diverse	11/15/2016 6 45 PM
34	t encompasses public services work and live atmosphere innovative design while still enhancing/protecting the sensitive environment	11/15/2016 2 04 PM
35	The two things like most about the direction of the Community Plan are 1) the proposal to include multiple levels of economic opportunity within the community (i e retail artist studio space services innovation district) This diversity will help make the community more economically complete reducing the need to rely on commuting across the second narrows bridge for work or to access certain types of business 2) the intention to protect existing habitat and enhance habitat where opportunities exist	11/15/2016 1 23 PM
36	Separated bike lanes along Dollarton Riverside and Berkeley	11/15/2016 12 58 PM
37	Like the plan hope we get a good mix of residential and some interesting retail Like the idea of farmers market and a pedestrian only street in the village core	11/15/2016 11 33 AM
38	The plan is very exciting Would like to see town homes and condos near the village centre so families can walk to retail and amenities	11/15/2016 11 29 AM
39	Traffic improvements are key ntroducing more people into our area will make our traffic congestion worse Are you addressing that enough?	11/15/2016 11 29 AM
40	Like the plan overall business camous and artisan industrial area are great way of keeping creative business on the north shore Must be enough residential to support the businesses and the local community	11/15/2016 11 22 AM
41	The plan looks really good like the parks and proposals for family amenities Good to see more residential will be in our area High rises ok but only in village centre	11/15/2016 11 16 AM
42	Good mix of uses great plan like the idea of residential in the business campus and creative businesses	11/15/2016 11 13 AM
43	Like lots of residential development near the new retail space Like to access to the river	11/15/2016 11 04 AM
44	Like the plan good to see town homes and condos proposed Village centre should have the high rises	11/15/2016 11 00 AM
45	Great to see more residential supply coming to the area Good plan with interesting mix of uses	11/15/2016 10 57 AM
46	Plan looks great like the village centre and the business campus as two places to focus density with links in between	11/15/2016 10 55 AM
47	Location of village centre is good should be more residential around this area High rises and 6 storey buildings	11/15/2016 10 52 AM
48	Like the plan Business Campus is great because it will provide housing for the people who work in the new offices	11/15/2016 10 48 AM
49	The plan looks very exciting like the bigger density in the village center and access to the river	11/15/2016 10 45 AM
50	Like the plan More residential development in the area	11/15/2016 10 33 AM
51	like the attention to natural areas particularly the restoring of them and really like the plan for a separated bike path	11/15/2016 9 04 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

52	That it is designed for walkability with paths for cycling to give it a true village feel and in particular the extension of the Spirit Trail	11/14/2016 10 30 PM
53	integration of active transportation and dedicated pedestrian / community spaces	11/14/2016 10 10 PM
54	The attention placed on the connection with the local environment the emphasis on active transportation	11/14/2016 10 01 PM
55	would like to see a height restriction for residential towers far less than 18 storeys 8 max	11/14/2016 9 29 PM
56	No no and no We love our quiet community and DON'T want more people and traffic am strongly opposed to this Go develop in Abbotsford or Langley Argh	11/14/2016 8 38 PM
57	None of it	11/14/2016 7 47 PM
58	Trails and gathering places pulling the community together Multi family residences closer to the Second Narrows Bridge and transit	11/14/2016 7 10 PM
59	Trails cleaning up of the area	11/14/2016 6 27 PM
60	all the diverse ideas from housing to artisan shops and the walkability of it the area really needs to be cleaned up and has started with so much future potential	11/14/2016 6 08 PM
61	Strong connections to green areas expanded park systems foreshore river	11/14/2016 5 30 PM
62	For the design it seems balanced However this much increase in further population density will decrease our current traffic flows and community feel in the area	11/14/2016 5 11 PM
63	variety of land uses increased density with a vibrant core enhanced environmental protection connectivity with surrounding areas and parks	11/14/2016 1 08 PM
64	Great variety of housing and good core	11/14/2016 11 30 AM
65	Turning this area into a real community hub	11/14/2016 11 09 AM
66	like that it strives to include all aspects of community housing commercial parks trails connectedness to the river	11/14/2016 11 08 AM
67	The Variety of housing being suggested to support the employment/business opportunities such that the Maplewood neighbourhood becomes a complete community Also the east / west trail connections The	11/14/2016 1 31 AM
68	The incorporation of a range of housing options Also the connections to the Seymour River with the grouping of community amenities	11/13/2016 10 55 PM
69	What like most in Maplewood community plan is that they are concern to the people living in this place When time comes Please Help us to find a temporary place that is close to me and my husband job and my [REDACTED] Thank you The affordable housing variety of income and the household size Actually if they are not building a new one will leave forever in [REDACTED] All is convenient and also my salary meet the rent monthly Were happy to live here	11/13/2016 10 46 PM
70	feel it is important to encourage innovative ways to address the region's housing challenges which in this case could take the form of a diversity of housing choices distributed across the Maplewood area and interspersed with commercial/light industrial development to ensure good integration and hopefully reduce car dependence	11/13/2016 1 01 PM
71	the multi modal connections the variety of land uses and densities	11/13/2016 12 33 PM
72	As a long time resident of the area its nice to see that they are turning it into a walk able neighbourhood and giving it a sense of being a neighbourhood	11/12/2016 1 58 AM
73	The Plan proposal has lots of potential and the types of uses seems right and even important given the shortage of space for some of the proposed uses in the DNV and elsewhere on the North Shore You don't spend much time in the promotional material to describe the number of homes and jobs created or the densities otherwise envisioned usually an important part of these considerations Your Village looks about the density emerging for Lynn Valley in the new plan and that seems appropriate and easier to implement in this Village than in that Town Centre	11/11/2016 5 15 PM
74	like the broad strokes of a complete vision for the entire Maplewood community Long overdue like the identification of a strong central heart for the community but fear that the selected intersection will be a real challenge to animate on all corners	11/11/2016 12 30 PM
75	Thoughtful integration of commercial (office retail and light industry) with residential and recreational / community uses in an area where much of these amenities are lacking	11/11/2016 11 16 AM
76	The trails and the protection of the natural environment	11/11/2016 10 20 AM
77	Multi housing and park like setting	11/10/2016 3 44 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

78	like the concept of a walkable 'village community' that is a gathering place for residents and visitors to enjoy the unique natural elements of the area (rivers trails) and also socialize and patronize local businesses and markets eg as a Blueridge resident it would become a destination to ride our bikes down to buy local produce meet friends for coffee/ glass of wine concerts in summer	11/9/2016 8 03 PM
79	The location of the village centre variety in housing emphasis on the trail networks and preservation of the environmentally sensitive areas	11/9/2016 4 01 PM
80	Increased density and high rise buildings located around the village core This will create a focus and support some ground floor commercial uses It will also help address residential supply issues Predominantly pedestrian use of Seymour River Place to create a centre of the village and an opportunity of community gatherings markets etc The business campus has the opportunity to keep an attract innovative employers this will only create a vibrant campus district if residential and other uses are included in the mix to ensure 24 hour activity and use of the area by all ages within the community	11/9/2016 11 30 AM
81	The vitality concept of the new design integration of various building types including high rises feel that at least 3 high rises or 5 even would be good for this neighbourhood It may seem too many at first but when you think that this design is painting the face of the neighbourhood for the next 50 years it is important to consider such details This neighbourhood is obviously intended to become a key destination neighbourhood on the North Shore highly hope you allow at least 2 high rises at Darwin's new development I am very glad to see that access to the river population density increase live/work ideas and environmentally responsible designs are included in the plan think designating the centre of Maplewood Village on Old Dollarton and Seymour River Road (at the four corners) is a FANTASTIC idea Thank you for that Also making the Seymour Street connection between Front Street and Old Dollarton is really wonderful to hear as is the fact that this street will act as a market place community gathering etc I am sure the Berkley connector will assist in directing traffic more efficiently It would be very special to have the Village created to the Granville Island concept in that artisan stores could find a home to thrive in North Vancouver Support for more community functions in this neighbourhood will be crucial in the designating Maplewood as a Village centre	11/8/2016 1 42 PM
82	Nicely presented and like the village concept with trail connections	11/8/2016 9 35 AM
83	What I like the most is the feeling of connectivity throughout the property	11/8/2016 9 33 AM
84	A variety of housing especially co op housing rentals live/work set ups Sidewalks connecting streets and trails connecting to other parts of north shore Better use of the river as part of the community	11/7/2016 8 49 PM
85	We lived in the Maplewood area in the late '60's and it pleased us to see that there will be thought and action given to seniors who may wish to live in this area	11/7/2016 6 46 PM
86	The focus on incorporating the river into the plan	11/7/2016 10 39 AM
87	Draft encompasses a great live/work/walk theme The walkway to the river is a great concept combined with the open spaces The density proposals allow for commerce to be successful in the area work/ live in the area and with the new development on Dollarton completed my vehicle use has dropped 80%	11/7/2016 9 19 AM
88	I like the consideration given to environmental protection particularly stormwater management The density is appropriate and the village centre concept is welcome The proposed building forms and overall aesthetic are appealing and the walking and biking opportunities are key I also like the 'boutique industrial' concept I commend the District on the Northwoods / Stongs plaza which is an example of what residents can look forwards to as the community continues to be built out	11/6/2016 6 12 PM
89	We live [REDACTED] so really like the idea of keeping the elementary school intact and enhancing the playing / athletic field located behind the school	11/6/2016 12 09 PM
90	Parks	11/5/2016 1 56 PM
91	Trails and parks and artisan focused businesses make interesting places to walk to once you sort out riverside Dr btw mt Seymour pkwy and dollarton Also interested in the Eco housing concept how can this be seen through to avoid ending up with the same old townhouses seen every else? What is the process of hiring developer/ architect to work with and create something interesting to honour this unique piece of land?	11/5/2016 1 44 PM
92	Well presented Not sure why it was put together in just two days The last public meeting was held several months ago Better time planning would be helpful in the future	11/5/2016 10 30 AM
93	The new access to the river	11/4/2016 8 29 PM
94	Great to see so the intent to incorporate so many townhouses	11/4/2016 4 05 PM
95	The focus on adding townhouses to the area	11/4/2016 3 43 PM
96	environmental focus	11/4/2016 1 56 PM
97	New trail infrastructure	11/4/2016 9 03 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

98	the connection to ecology and parks	11/4/2016 6 39 AM
99	'm glad they are seeking community input	11/3/2016 10 33 PM
100	Revitalization of the area Densification should be considered Larger tower style condos should not be incorporated in the "north shore" lifestyle	11/3/2016 8 11 PM
101	Integration of work live play Balance of jobs and housing Protection of industrial lands and buffer zones	11/3/2016 5 27 PM
102	think the plan is a great start Especially like the idea of creating a unique business campus to support more of a live work area less reliant on cars	11/3/2016 3 14 PM
103	like the future potential of the area but STRONGLY STRONGLY feel that as my house will be torn down to make this happen need to be compensated appropriately ~	11/3/2016 3 02 PM
104	nothing same old same old	11/3/2016 3 01 PM
105	like the idea of community walk ways and gathering spaces also upgrading the school area in to a more usable park	11/3/2016 2 56 PM
106	like the idea of more trails active areas green spaces and pedestrian friendly walkways	11/3/2016 2 34 PM
107	The eco housing concept and access to the river	11/3/2016 2 17 PM
108	The fact that all aspects of community life are being addressed while preserving the natural beauty of the area	11/3/2016 1 38 PM
109	That a community centre will be present to address the needs of increased densification (Ron Andrews would not be sufficient) also liked that that school will be maintained as part of the village but will it be used as a public school again? it is a private special needs school at the moment that serves a wealthy demographic it is great that there are plans for pedestrian walkways this is important Extensive trail systems are great we are already enjoying the trail that goes under Mt Seymour Parkway	11/3/2016 1 32 PM
110	More east west bike and walking connectivity (especially with options that are not along busy streets) and the maintenance of industrial lands on the north shore also love the camera market idea	11/3/2016 1 13 PM
111	The parks and trail ways	11/3/2016 1 04 PM
112	like that it seems focused on connecting what are now disjunct parts of the neighbourhood am especially excited about the emphasis on walking and cycling pathways to do so	11/3/2016 12 48 PM
113	Lots of business space > jobs	11/3/2016 11 25 AM
114	The connection to the river We have lived in the area for over 40 years and have never had a problem connecting to the river We have taken our children all their lives to the river and now engage our grandchildren there We have also enjoyed the trails over the years and dont feel the need to spend great expenses on this We have trails which connect us from Windridge through Ron Andrews the Ice Arena down to the Maplewood conservation area and have enjoyed these for many years	11/3/2016 11 22 AM
115	like this design direction focusing on increasing the village center density (up to 18 storeys) and environmentally preventing other areas from developing sparsely	11/2/2016 11 42 PM
116	Well done	11/2/2016 7 36 PM
117	Increasing the housing density and better use of land in order to create a vibrant sustainable live/work environment	11/2/2016 7 27 PM
118	Protection of the natural environment and community spaces including daycare	11/2/2016 5 19 PM
119	Reducing the presence of cars Open market/neighbourhood approach	11/2/2016 5 13 PM
120	Love the trail networks habitat protection good taste and community feel	11/2/2016 3 04 PM
121	test	11/1/2016 12 03 PM

Q2 What additional ideas would you like to see incorporated into the refined Maplewood Community Plan moving forward?

Answered: 119 Skipped: 12

#	Responses	Date
1	You could end your east west trail at a viewing platform overlooking chum spawning areas of Maplewood Cr Great opportunities for public education about salmon and streams Please contact North Shore Stream keepers for more information	11/17/2016 1 08 PM
2	1 A mixed use community centre pedestal with mid density tower could be added to the Riverside Drive Old dollarton junction to help affirm community activity in "The Heart" of Maplewood 2 Roundabout traffic control features should be considered for both Old Dollarron Rd and Riverside Dr ntersections 3 The Maplewood Community to the North East of Mt Seymour Parkway should be included in the study area and the walking / bike path recently installed under the Parkway bridge expanded to connect with local trail systems up to and beyond Hogans Pool Park 4 Great emphasis should be placed on enhancing and expanding Maplewood Farm facilities and parking possible with the renewal and or replacement of the Maplewood school facility and traffic plan (A favourite of the Mayor) 5 Begin to install the infrastructure needed for the District Energy Distribution System and insure right of ways for future installations (possible under waling multi modal corridors?)	11/17/2016 1 05 PM
3	See attached report entitled "Windridge Wetlands" by D L Cook Bsc P Eng (multipage document attached)	11/17/2016 12 58 PM
4	Parking for the new developments Bear Proof Garbage "Charm" brought into plan of shopping areas additional seating water features	11/17/2016 12 55 PM
5	More trails More Pathways	11/17/2016 12 51 PM
6	Diversity	11/17/2016 12 46 PM
7	Taking into account existing new development on mr Seymour parkway the new cases holding and now Maplewood where is the transportation (illegible) vision to serve all residents east of the Seymour all the way to Deep Cove? Note also the District consultation / planning with regard to parking in Deep Cove due to high recreational use from outside the north shore? Residents of Deep Cove are landlocked All developments and extra cars E of Seymour River affects everyone can only see more congestion and frustration	11/17/2016 12 44 PM
8	Please complete Final Plan (or design) based on following key points 1 Based on price competition (lower or economical) not quality completion 2 Please provide affordable housing space as much as possible even thru BC hosing plan etc 3 Providing low priced rental spaces for single seniors 4 Please consider lower income groups survival	11/17/2016 12 33 PM
9	Require Design excellence from potential developers Retain large trees widen sidewalks provide lots of pedestrian and gathering space make developers provide art space and resources	11/17/2016 11 57 AM
10	A better walking cycling connection to Lynn Town Centre that is away from heavy traffic	11/17/2016 11 52 AM
11	Ensure housing options for current tents to avoid demolitions that are occurring in Metrotown / burnaby Need BC and Federal funding on transportation infrastructure Need translink \$ into east of Seymour	11/17/2016 11 47 AM
12	Higher Density on Windridge Drive 6 Story Apartments could provide affordable housing and RO for developers	11/17/2016 11 41 AM
13	More arts & culture space for programs that provide programs for the community	11/17/2016 11 39 AM
14	More diversity around the village centre Opportunity to provide much needed housing and create a vibrant / busy Centre	11/17/2016 11 35 AM
15	am a millennial highly education and have moved to this area of DNV in the last 12 months Having a varied ot housing options in my case 50 year old 3 bedroom apartments that support all ages & income levels who can live and worker is important to evolve and sustain a future vibrant community strongly express that 3 bedroom apartments like my current housing situation RENTAL HOUS NG be a part of future residential land use have lived all over BC for my entire life and love my work and life on the north shore but if there is not space for me here and have to leave and will leave for Calgary or Toronto no elsewhere in BC My apartment supports families single prof students at Cap U seniors everyone Please keep this balance and versatility within one roof if you can THANK YOU	11/17/2016 11 30 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

16	Most of the Audience felt left out of the entire process (meaning the residents as this concept that is now being cemented and foot printed was put together solely by "stakeholders" You claim you engage the community however it was left out of the design process and how we just have to suck it up This is a community and decisions should be driven by the people who live here	11/17/2016 11 11 AM
17	innovative renewable energy sources Ensure transportation access is improved	11/16/2016 9 27 PM
18	Beach area by the river	11/16/2016 7 02 PM
19	low income and medium income housing as well so we retain some long term tenants A community square like library square in Lynn Valley This can be small but should be included with shops and amenities around it Are there any libraries? Better linking of greenways between parks	11/16/2016 6 55 PM
20	Local restaurants	11/16/2016 6 24 PM
21	Strategic placement of creative/aesthetically pleasing garbage and recycling cans (there are none currently except for at the stong's area)	11/16/2016 6 20 PM
22	did not see anything on improving the heavy traffic during rush "hours"	11/16/2016 6 15 PM
23	Could high performance building standards like Passive House be employed and the community be a model of energy and sustainability leadership?	11/16/2016 3 35 PM
24	A lot of ideas and considerations have already been incorporated into the overall scheme can not think of any other ideas to add to the Maplewood Community Plan	11/16/2016 2 19 PM
25	Public spaces and emphasis on walk ability	11/16/2016 2 15 PM
26	More design development of the heart of the area utilizing the talents and properties surrounding the hear	11/16/2016 2 11 PM
27	a library could be tied in with NVDPL but doesn't have to be big	11/16/2016 2 05 PM
28	More height providing more green space	11/16/2016 1 48 PM
29	would love to know more about transportation in that area As we all know the access points to that area are extremely congested in the afternoons and 'd like to know if these problems have been considered?	11/16/2016 1 39 PM
30	Transit access and parking will be very important issues to address in the refined plan as it relates to this area being attractive for residents and businesses alike would also like to see an encouragement of flexibility in terms of the uses that will be permitted in the commercially designated areas	11/16/2016 12 46 PM
31	Make sure that pedestrians are separated from cyclists on the Spirit Trail would also love to see small homes (or cottages) ones that my sons could afford to buy and start their independent lives on the North Shore	11/16/2016 12 39 PM
32	it would be great to see a stronger connection (pedestrian & or bike) to the Maplewood Conservation Area and specifically the waterfront There are trails through the bird sanctuary now but these could be improved as well as improved connection from the village and across Dollarton Highway to get there ie proper signage/wayfinding would help perhaps this could be an extension of the Spirit Trail connect all the way to the water?	11/16/2016 11 36 AM
33	Passenger Rail Station Brentwood Sky Train is ONLY 1.5 Km from Maplewood via the Thornton Tunnel it is a direct route Commuter rail and Amtrak passenger rail service could be expanded to Whistler Much traffic on Hwy 1 is from SEA (SeaTac) to Whistler This would make more efficient transport Thanks [REDACTED]	11/16/2016 10 44 AM
34	None See below	11/16/2016 9 49 AM
35	No more density unless road networks are improved access to the bridge up the cut heading both east and west along main	11/16/2016 4 25 AM
36	think a pedestrian mall is a great idea but in reality lacks the convenience required to thrive Think Park Royal village Edgemount etc Nice wide sidewalks for walking but you can still drive up park and grab a loaf of bread/coffee/etc	11/15/2016 6 55 PM
37	improve public access in the conservation area for low impact recreational land use and access to the waterfront	11/15/2016 6 45 PM
38	Movie theatre?mall?	11/15/2016 6 45 PM
39	More Trails (biking and walking) Also incorporating the design to encourage a better waterfront access	11/15/2016 2 04 PM
40	1) Strategies for improving freshwater fish habitat to support overwintering salmonids and contribute to support of fisheries 2) Measures for energy and water conservation incorporated into all new buildings not just Eco cluster housing 3) Malcolm Lowry statue near Maplewood flats	11/15/2016 1 23 PM
41	A much larger wildlife corridor connecting from the mountains through Maplewood to the flats The District has so much land that is already developed and can be densified for either commercial or residential purposes Maplewood has the last bit of significant forest near the ocean	11/15/2016 12 58 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

42	Trial and cycle lanes and open parks in between the new residential areas	11/15/2016 11 33 AM
43	High rise residential near the village centre Nore residential on the Business campus where it is steep	11/15/2016 11 29 AM
44	Less people moving into the area	11/15/2016 11 29 AM
45	Should be able to walk to community uses from the village centre	11/15/2016 11 22 AM
46	Would like to see a daycare	11/15/2016 11 16 AM
47	Restaurant in the retail space	11/15/2016 11 04 AM
48	Good public transport connection from the business campus to the village centre as well as trail connections	11/15/2016 11 00 AM
49	nclude rental residential	11/15/2016 10 57 AM
50	More high rises to provide more affordable housing	11/15/2016 10 48 AM
51	More rental residential	11/15/2016 10 33 AM
52	Dog walking area	11/15/2016 9 04 AM
53	Reduce the amount of vehicular traffic through the community where it acts as a short cut mprove the walkability to Phibbs Exchange so that people are encouraged to not use their car	11/14/2016 10 30 PM
54	bike lanes separated not just from vehicles but also from pedestrians	11/14/2016 10 10 PM
55	Windridge Drive should also have a separated bike lane More emphasis on a village centre which could possibly include a square or plaza and function as a natural gathering place	11/14/2016 10 01 PM
56	Another through road as the area traffic is already congested Adding this many more units and people without adding more infrastructure is insane The Seymour area is a gauntlet and needs another route for cars Not everyone can work in these communities nor ride a bike to work Highway one is already back logged 80% of the time Have a crossing through to Lynn Valley higher up the Parkway	11/14/2016 9 29 PM
57	Nothing	11/14/2016 8 38 PM
58	How are you going to deal with increased traffic in and out of the area?	11/14/2016 6 27 PM
59	make sure there are enough eateries/restaurants so that residents can walk to/from dinner and can be a place to come to for other residents of north van who want to go out for dinner similar to lower lonsdale	11/14/2016 6 08 PM
60	Better more direct connections to Blue Ridge Windsor Park and new employment area without relying on Dollarton and Mt Seymour Pkwy	11/14/2016 5 30 PM
61	Reduce density DNV has grown too fast and our way of life here is slowly being destroyed	11/14/2016 5 11 PM
62	even more variety of land uses especially in the light industrial (live/work residential commercial?) and the core (wide variety of housing sizes and types to support all types of residents)	11/14/2016 1 08 PM
63	Add dog park as everyone used the school for the dogs waterpark possibly close to Maplewood farm	11/14/2016 11 30 AM
64	As much as the intent of this plan is to make this area walk/bike etc friendly we have to remember that the NorthShore is a huge place and if we want to attract others from different areas it is essential to have a parking plan in place	11/14/2016 11 09 AM
65	think the plan has included everything	11/14/2016 11 08 AM
66	Flexibility in land use and/or zoning policies that encourage future entrepreneurs of new businesses unknown in 2016 to want to locate in Maplewood and see they can be accommodated	11/14/2016 1 31 AM
67	stronger connections to the bird sanctuary and definition of the spirit trail	11/13/2016 10 55 PM
68	My experienced at the laundry area leaves fear in me have to wash clothes and there was a guy keep knocking the door so think twice if will open it because know everyone have key to wash think better to have own washing machine and dryer Not to carry laundry all the way down specially when dark You dont have to go down and get wet under the rain too	11/13/2016 10 46 PM
69	Bike lanes separated from the roadways Pedestrianised areas where possible	11/13/2016 1 56 PM
70	The Maplewood area should include some pockets at the heart for taller denser building forms This will put less pressure on the lower scale buildings to provide all of the required density to make projects work and could facilitate the provision of additional amenities which the neighbourhood will surely need	11/13/2016 1 01 PM
71	see below	11/12/2016 1 58 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

72	<p>Not much consideration is given to the areas outside the Village circle but these are clearly lands that should be considered as being served by the shops and services in the Village. Access for these residents and employees may have to include vehicular modes. It makes sense to plan for the B line bus to extend as far as this Village at some point. Connectivity for all modes of travel is important and missing from much of the discussion and description so far. It takes more than 15 minutes walking from one end to the other it won't really work as a Village as described and think the Village should be conceived as serving and maybe eventually including the all the lands between Mount Seymour Parkway and the heavy industrial lands south of Dollarton. There is a closed public school in the Village and a Village is almost always a much better place if there are enough people in the Village to support a School. That should be a goal of the Plan in my mind. It also would be great to get other gathering places as well as the Farm churches a mosque indoor recreation performance spaces and galleries to enliven the Village.</p>	11/11/2016 5 15 PM
73	<p>think tying housing to employment in the Maplewood North uplands is laudable in principle but regulating such dependency by bylaw will be too restrictive to implement in practice.</p>	11/11/2016 12 30 PM
74	<p>Addition of some professional office uses and perhaps a consideration for health (medical / dental) and some fitness related uses in the commercial zones. Also incorporating a day care use in the commercial zone would be a great amenity for businesses. This will require thoughtful parking solutions to ensure a successful project.</p>	11/11/2016 11 16 AM
75	<p>No hi rise in this area ever better roads and trails</p>	11/11/2016 10 20 AM
76	<p>Community pool/dog park</p>	11/10/2016 3 44 PM
77	<p>would like North South connector road to be pedestrian only to create a quieter slower paced feel in this central area. feel that there should a 'village square' aspect where there is a mix of green space seating trees an area to sit and listen to music have coffee with friends.</p>	11/9/2016 8 03 PM
78	<p>Flexible zoning bylaws to promote a variety of businesses</p>	11/9/2016 4 01 PM
79	<p>More flexibility in the zoning bylaws to ensure business/industrial/commercial spaces are not left empty due to limiting use clauses. An unusual or quirky user may not fit the bylaw but would add depth to the fabric of the community and essentially use the space in the same way a "permitted" user would.</p>	11/9/2016 11 30 AM
80	<p>In addition to the Granville Island idea think consideration should be given to a certain extent to the Park Royal Village design and functionality of Deep Cove which could assist in the overall concept of maintaining character in the Village. The interesting part about Deep Cove is that it's at the far end of the road and yet such a tourist / visitor destination than any other North Vancouver neighbourhoods. What are they doing right that are drawing in so many people in a short road stretch. Whereas Granville Island is mostly driven by store functions it's the stores that give it the character. If you take out the stores Granville Island looks like an abandoned industrial old area. When you go to Granville Island for the first time you don't know what the big fuss is about as you can't tell from the outside until you see what's in the stores and their unique features. I hope that we are envisioning something more for Maplewood Village in that buildings streets and other amenities must add to the character and uniqueness of this new neighbourhood. I truly believe that Old Dollarton has the potential of becoming a "Boulevard" type road (in the European sense of the word) with beautiful stores and trees wide sidewalks well lit with planters and lively colors. I heard recently that a study done on retail stores does not support new stores in Maplewood Village. However the DNV reports to date indicate intentions to be otherwise and I really hope so. Here is a list of stores that I think would be useful in the new Village: Post Office Canada Post Right now there isn't even a postal box to mail letters in UPS postal service that offers business services such as photocopy fax mailbox etc government offices realtor offices V TAM N store naturopath's office gallery art shop jewelry artisanal art shop shop of local makers of clothing hat scarves locally made bike repair shop (there was one here before but they moved apparently not in the area so perhaps the area can afford to have another one given that Old Dollarton is a main bikers' corridor). I hope you consider the idea of a movie theatre in any community spaces intended for the public. This movie theatre screen could play movies of the history of North Vancouver and the neighbourhood. It could play a movie of how the Village came to life and display eco friendly features talk about the stores in the Village and attractions on the North Shore. An example of this concept would be the "Adventure Centre building" in Squamish. This theatre space could also have some art paintings displayed so locals and visitors in the village have an artsy area to visit. A similar idea is the art centre at the School District #44 building as well as the Lynn Valley Suspension Bridge research and exhibit building.</p>	11/8/2016 1 42 PM
81	<p>would like to see a direct link from the village centre to the river front</p>	11/8/2016 9 35 AM
82	<p>Perhaps including a restaurant/ bistro with seating near on the wooden walkway to the river</p>	11/8/2016 9 33 AM
83	<p>do not like the idea of an 18 storey tower would like to see density be achieved without adding towers to the neighbourhood. Townhomes/co ops/condos/duplex/fourplex homes think should be considered first and foremost.</p>	11/7/2016 8 49 PM
84	<p>It would be exciting to have public art throughout this ambitious plan. How about a sculptural piece honoring the neighbourhood curmudgeon named Hogan?</p>	11/7/2016 6 46 PM
85	<p>More community spaces</p>	11/7/2016 10 39 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

86	Old Dollarton Road and Front street need to become pedestrian friendly Traffic calming measures need to be implemented to divert vehicle traffic and allow for safer movement of the people that will live in the community	11/7/2016 9 19 AM
87	As many people have already noted traffic management will be critical to the success of the overall plan would like to see traffic calming options parking and separation between cyclists pedestrians and cars given more detailed consideration as the Maplewood plan continues to take shape To give a very detailed example as a cyclist it is currently very dangerous and often almost impossible to attempt to turn left (west) out of the Maplewood Mudflats / Pacific Environmental Science Centre onto Dollarton Highway during rush hour Attention to details such as crossing signage and lighting is critical for safety and hence for encouraging enhanced use of cycling for commuting appreciate that the plan is still at the conceptual stage but these type of details will need to be planned for early on to ensure they are not an afterthought later	11/6/2016 6 12 PM
88	We like many families in the area use the iHope family center and the 'Learn Together Through Play' program multiple times a week We really enjoy the location and having the resource so close and would really hope that a new space would be reserved in a future development for the LTTTP program if the current building is torn down	11/6/2016 12 09 PM
89	No medium density for Windridge	11/5/2016 1 56 PM
90	There is much talk about housing diversity in the proposal yet see little diversity in the plan ie no single family dwellings Being a resident on Windridge Dr with [REDACTED] am surprised to see your plan for our street with a conversion to townhouses and apartments We have moved to this street in particular so we could have a good sized yard for our dog and children to play in our neighbours also want to keep this street as is The town houses at the top of the hill have added density with the overflow of parking extending well down the side of the steep portion of our street? Not sure our little street can handle much more parking have you been here at different times of the day? There are also more town houses mere blocks away there are more apartments with towers planned for the village centre There is talk about a variety of housing proposed in the maple wood plan so it would be good to see that through keep Windridge with single family dwellings There are new houses being built on our street and many of the existing houses have been built within the last 30 yrs There is talk from the district of North Vancouver being eco friendly tearing down perfectly liveable houses is wasteful Build density in space already available to you and preserve diversity in housing in your maple wood plan	11/5/2016 1 44 PM
91	Would like a commitment that no building will be higher than 3 4 stories in the Village area Please discuss this important detail in depth in the next public session	11/5/2016 10 30 AM
92	s there a way to include a ferry or small seabus service from the mouth of the Seymour to Lonsdale Quay? A boardwalk down the river's side could connect the Village to the ferry landing	11/4/2016 8 29 PM
93	More townhouses	11/4/2016 4 05 PM
94	More townhouses	11/4/2016 3 43 PM
95	more mixed uses throughout northshore	11/4/2016 1 56 PM
96	Child friendly parks/playgrounds	11/4/2016 9 03 AM
97	less kicking people out of where they now live	11/4/2016 6 39 AM
98	think linking the Maplewood area Windsor Park and along Dollarton all the way to the cove is very important This is the best bike route and pedestrian route east/west	11/3/2016 10 33 PM
99	Further protection and expansion of environment including existing native trees Rather than cut tress down and plant non native species work and plan around the trees	11/3/2016 8 11 PM
100	Ensure that "artinsial" area is supported by real economics can those kinds of businesses exist in expected rents for those spaces even when they are successful Can we better understand how Granville island storefront economics work? Will there be any subsidies to support such light artinsial uses? What is the back up plan we don't want cheap retail in those spaces	11/3/2016 5 27 PM
101	A stronger commitment to building a new public elementary school as a condition to further housing development	11/3/2016 3 14 PM
102	My gut is that if you are going to put apartment buildings across from [REDACTED] that you should consider putting similar units across the street am concerned that any town house dwellings so close to the towers will feel dwarfed and that you won't sell them am SO SCARED that no developer will purchase my house at an appropriate price ([REDACTED]) and a developer building a townhouse complex wont get as much as building a few buildings so geesh sure hope we get treated fairly a) costs b) not the only ones surrounded by giant sky scrapers	11/3/2016 3 02 PM
103	less density more jobs	11/3/2016 3 01 PM
104	didn't see any info on parking	11/3/2016 2 56 PM
105	think it's covered but more sidewalks in particular on riverside drive between the parkway and old dollarton	11/3/2016 2 34 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

106	More biking infrastructure investment thinking of the challenge of linking this neighbourhood with areas West of it Other innovative transportation initiatives (intensification of transit car sharing) will be crucial to deal with the fact that this community is often cut off from the rest of North Vancouver because of highway gridlock	11/3/2016 2 17 PM
107	would like to see active park/ play areas that could be used when the weather is bad Covered or indoor areas so the children can remain active and healthy all years round	11/3/2016 1 38 PM
108	All roads should have sidewalks including Riverside Drive between Dollarton and Mt Seymour Parkway There should be some dedicated social/subsidized housing ("affordable" housing is rarely truly affordable) What about cooperative housing?	11/3/2016 1 32 PM
109	Ensuring that no existing wetlands are disturbed and adequate flood protection and climate change modeling are taking into account in the planning process given the proximity to the Seymour 'd also like thought to be given on how to protect fish habitat in the Seymour from dogs given the level of disturbance to gravel beds in Lynn creek from dogs	11/3/2016 1 13 PM
110	would like to see more condominium/townhome projects and fewer high rise style enterprises as am concerned about maintaining a neighbourhood feel that doesn't mimic the urbanity that Vancouver already has Please strive to keep North Vancouver's unique nature cantered identity intact going forward	11/3/2016 12 48 PM
111	strong transit connections to Phibbs	11/3/2016 11 25 AM
112	mpoved transportation to Phibbs and returning at rush hours	11/3/2016 11 22 AM
113	This concept of making a parking lot in front of Maplewood Farm is overally proper way to proceed but it makes house owners under tremendous stress so before settling down the final concept the city planning team should contact [REDACTED] and listen to what they are thinking about and what they are going to do with their properties The city is supposed to take care of every bit of concerns so that nobody has to sacrify severely because of the plan	11/2/2016 11 42 PM
114	more inner streets extending the existing streets	11/2/2016 7 36 PM
115	think creating some high density housing even high rises in a form of focal points at multiple points on the perimeter of Maplewood would provide more accommodation capacity and visual water access for the north side of the village (e g riverside near mount Seymour) far from the ocean yet avoid traffic congestion in the core if they are designed near the main arteries	11/2/2016 7 27 PM
116	Sidewalks along Dollarton Highway to improve the walkability from the town centre to the conservation area	11/2/2016 5 19 PM
117		11/2/2016 5 13 PM
118	That the fish are respected and protected to the best of our ability Using informative signs to develop interest in their life cycles etc would be helpful	11/2/2016 3 04 PM
119	test	11/1/2016 12 03 PM

Q3 What areas or directions should be changed or improved and how? Please explain.

Answered: 105 Skipped: 26

#	Responses	Date
1	Don't forget about Maplewood Creek	11/17/2016 1 08 PM
2	Delete the strip of multi family homes on the Escarpment land Riverside Drive near Windridge Drive The block of apartments should not be built there as it is now parkland and should continue as such as it is part of the escarpment area	11/17/2016 12 55 PM
3	Riverside drive sidewalks	11/17/2016 12 51 PM
4	** Diversity Please retain Single family homes on Windridge Dr in your plan to maintain diversity There is room for everyone	11/17/2016 12 46 PM
5	Not Bad	11/17/2016 12 33 PM
6	would like to see Maplewood developed to be less car dependant (have parking for car co ops bicycles) that are marketed to young people who are willing to forgo the car and travel by bike walk This should make things more affordable	11/17/2016 11 52 AM
7	Over the total North Short there are 13000 units proposed in OCP areas Need major transportation infrastructure improvements otherwise worsening gridlock will occur	11/17/2016 11 47 AM
8	[email address removed]	11/17/2016 11 41 AM
9	Consider issues with rush hour traffic patterns on Old Dollarton How Dollarton and Ridgeway particularly with accidents on the HWY and bridge	11/17/2016 11 39 AM
10	High Diversity development should be focussed immediately around the village heart Keep most people / pedestrians in the village centre and supporting the proposed retail	11/17/2016 11 35 AM
11	Mandate alternative business hours for industry commercial retail and office uses wherever possible so that more transportation moves away from peak transit periods/ rush hour	11/17/2016 11 30 AM
12	Parking traffic congestion non of these areas are addressed Needs at least 75% rental/affordable / senior housing Where are all the current inhabitants going to be housed during the process and where will they have after the process Meaning they do not and should not have to be displaced	11/17/2016 11 11 AM
13	f building up to 18 stories are being contemplated then there possible locations must be pointed out and discussed This type of density will totally change the face feel and makeup of mapewood The community must feel comfortable with this type of development and as it stands it presented as a possibility only however with the wording in the community plan we all know it will become a reality	11/16/2016 9 35 PM
14	Appreciate the attention to detail Please email me the notes from the last meeting when they are ready Thanks [name removed]	11/16/2016 9 27 PM
15	Traffic calming along all secondary roads like Old Dollarton Rd and Seymour River Place and pushing all traffic out onto Dollarton hwy We should try and set up a high tec centre or maybe an outdoor equipment and recreation hub Arc'teryx is already here as well as Giant Bicycles and perhaps we should try and make this a centre for outdoor equipment recreation and innovation	11/16/2016 6 55 PM
16	don't understand #6 campus style living with a business centre? Couldn't this area be used for something else or improved upon? What about an performing arts centre or theatre? etc	11/16/2016 6 20 PM
17	Businesses that expect customer traffic MUST have sufficient parking on their properties Residents should be provided with permits/passes for street parking	11/16/2016 6 15 PM
18	Some of the prime land seems oriented directly for profit (i e market housing) where it could be incredible commercial spaces to attract top tier businesses to this unique mixed use neighbourhood But otherwise it sure seems like a well considered plan to me	11/16/2016 3 35 PM
19	think the balance of the Plan between Residential Commercial Civic industrial and Nature is well thought out Again don't have any suggestions for changes or improvements	11/16/2016 2 19 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

20	better understanding on timing and approach with offering multiple types of dwellings to accommodate a wide range of home owners and or renters	11/16/2016 2 15 PM
21	The allocation of different mixes of commercial and residential should be more varied identify possible heights of the tallest buildings suggest up to 14 to 18 storeys	11/16/2016 2 11 PM
22	My concern is with all this new housing offered more people will be moving into the area As it stands right now the Maplewood area is already difficult to get to during "rush hour(s)" time and even during random times of the day it could take more time than anticipated would look into accessibility to the area While you are trying to build a community people won't also want to feel trapped in their community for traffic reasons	11/16/2016 2 05 PM
23	'd like to see more usable commercial space for grocery options Not everyone will want to shop at super store	11/16/2016 1 39 PM
24	believe that the plan is on the right track and do not have any specific changes to suggest at this time	11/16/2016 12 46 PM
25	Good public transportation into and around the area is essential Don't provide more than one parking spot for purchasers this will keep the cost down and force people to use transit	11/16/2016 12 39 PM
26	The location of the fire training centre does not seem very well thought out next to a sensitive wetland area & park & housing Also such a large facility seems to be disconnecting the village from the north lands site/innovation hub connecting these two ends of Maplewood was a very positive theme from this plan Fire facility should be placed in the traditional industrial areas to the south (or elsewhere in the district) with more appropriate neighbours to it than housing and parks Also if that school site next door remains a school fire training does not seem to be a good fit beside it Why not take the opportunity to provide enhanced wetlands more affordable housing or community uses there?	11/16/2016 11 36 AM
27	Please ensure that cycling paths/facilities are always separated from pedestrian facilities Shared use paths don't work for either pedestrians (terrifying and dangerous) nor cyclists (slow frustrating and dangerous) Cyclists (other than very occasional slow recreational cyclists) will continue to use roads in preference to shared use paths for the most part as they tend to be faster safer and more direct	11/16/2016 9 49 AM
28	Traffic congestion absolutely needs to be addressed The situation on the north shore is horrendous We keep adding density without thought to whether or transpiration infrastructure can handle it t can't	11/16/2016 4 25 AM
29	'd like to see less residential and more commercial The civic precinct seems a waste of space unless for disaster relief related to bridges over Seymour land locking the community in the event of a disaster 'd love to see the area surrounding the future Berkeley connector have some retail and commercial opportunities The community could really use this type of resource	11/15/2016 6 55 PM
30	'm satisfied with the plan	11/15/2016 6 45 PM
31	has daycare facilities been incorporated into the design	11/15/2016 2 04 PM
32	Overall direction is positive Can be improved by 1) developing detail on interpretive signage throughout community providing educational information on local ecological/heritage values 2) increasing park/conservation green space to improve overall wellness of residents especially considering likely densification in the future 3) providing details on plans for Goldenwood Hall boarding school near Dollarton Highway	11/15/2016 1 23 PM
33	Preserve more forest e.g. by reducing footprint of 'ecocluster' housing and building higher density elsewhere in centre Provide separated bike lanes along Old Dollarton Collector road not safe for bikes to share with cars Separate bikes and pedestrians on Spirit Trail through Maplewood Many Parkgate and Deep Cove residents will use Spirit Trail to commute and it will be unsafe and impractical to share space with people strolling walking dogs	11/15/2016 12 58 PM
34	We need to get a lot of residential to deal with no affordable homes in the area right now Have some rental apartments	11/15/2016 11 33 AM
35	Make sure the park next to the river is accessible and safe for families Connecting cycle lanes	11/15/2016 11 29 AM
36	Better traffic congestion management Less people	11/15/2016 11 29 AM
37	Too many wide pedestrian links/roads in the village centre	11/15/2016 11 22 AM
38	Need to work out public transport	11/15/2016 11 13 AM
39	Residential in the business campus should be for everyone not just workers	11/15/2016 11 04 AM
40	Industrial should stay to the south of Dollarton Highway	11/15/2016 10 55 AM
41	Is there demand for this much retail? Type of retail users should compliment what is already here	11/15/2016 10 52 AM
42	Make the fire hall smaller	11/15/2016 10 45 AM
43	Where bike paths are planned they should be protected from vehicular traffic so people feel safe	11/14/2016 10 30 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

44	Bike lanes separated from vehicles AND pedestrians	11/14/2016 10 10 PM
45	More emphasis should be placed on promoting the use of active transportation over automobiles	11/14/2016 10 01 PM
46	Traffic congestion Having everyone from east of highway one "meet and greet" at two interchanges for highway one or to go beyond is already maxed out as evidenced by the traffic nightmare that is constant Another east west connecting road is needed connecting the Seymour area to Lynn Valley	11/14/2016 9 29 PM
47	Building height decrease more lower income/affordable housing less density and congestion	11/14/2016 7 47 PM
48	NO high rise apartments (18 stories) mproved traffic movement improved transit	11/14/2016 6 27 PM
49	Alternative location for fire training centre Why is this in the middle of a park system in the middle of the new Maplewood area?	11/14/2016 5 30 PM
50	Reduce density plan dramatically	11/14/2016 5 11 PM
51	concerned about the integration of the civic/fire hall facilities The site has potential to divide the neighbourhood (which is otherwise well integrated) when it should be woven seamlessly into the neighbourhood Other fire hall facilities in the district tend to feel orphaned or back of house to the neighbourhood	11/14/2016 1 08 PM
52	Add more density on Windridge Drive to obtain the 1500 units for Maplewood	11/14/2016 11 30 AM
53	Directional signs where ever possible to direct people to existing/new business and trails/parks not unlike Whistler	11/14/2016 11 09 AM
54	No changes or improvements required	11/14/2016 11 08 AM
55	More attention to the densification suggested to the light industrial south of Dollarton Nothing really presented? How is this area connected to the Village centre?	11/14/2016 1 31 AM
56	The configuration of the fire training centre acts as a barrier to east west connections	11/13/2016 10 55 PM
57	All is good but 18 storey have height fear hope we will be in lower place (2nd storey) God bless to a new development	11/13/2016 10 46 PM
58	Open up flexibility for multiple high and mid rise building locations in the village centre/heart Focus less are building new roads for cars and more on providing circulation pathways for bikes and walking The light industrial/employment areas to the east should include additional housing options not just employee dedicated housing This area could generate more affordable housing choices than might be available at the village centre Also diverse housing options here will have a reciprocal supportive impact on the future of new employment spaces that are created which would ensure the economic sustainability of this portion of the Maplewood area	11/13/2016 1 01 PM
59	Berkley Road does not need to be an arterial road designed like Mt Seymour Parkway it could be designed as a 3 lane collector road with storm water/environmental features Let's think differently about how this this road is designed	11/13/2016 12 33 PM
60	Nevertheless am concerned about some of the proposed changes Too much emphasis is being placed on high density/ multifamily housing The area has some amazing pockets of single family housing such as Windridge Drive that has been the backbone of the area for years A number of the houses have been there for 50 plus years and give the area a sense of a classic neighborhood and balances off the new areas of higher density housing a good balance of old and new A few years ago when the development at the top of Windridgedrive and Browning was presented and forced upon the local home owners we were told that it was to introduce affordable housing From the moment the developer started selling it never was and still is not affordable housing At the time the local residences where promised some improvements These so called improvements where very poorly implemented and the issues raised back then continue to be an issue Such as increased traffic flow on Windridge drive parking and lack of traffic light at Windridge and Riverside drive With more high density housing which is not necessary affordable but market based pricing will be an increase in traffic The high rise development and road re alignment on Keith Road/Mountain Highway/Fern is just an example of a poor traffic flow and redevelopment The traffic flow there is terrible Not only must the increase traffic flow work well in the Maplewood area but it must integrate with the neighboring communities and with the north shore in general nroducing more people to the area without this will make the current appalling north shore traffic even worse n trying to build a sense of community it is also important to preserve what is already there This is why it is important to keep the Windridge drive area as it is There are a number of areas that can be redeveloped and it is important to keep an area of single family homes t will very nicely balance the new areas of multifamily homes and retain the areas classic neighborhood feel of single family homes while not being a burden to traffic Lastly it is important what ALL the home owners and residences want on Windridge Dr and not just the few that have no sense of community but only making a quick profit on those which have lived in the area for a long time and really do indeed care about the Neighborhood	11/12/2016 1 58 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

61	<p>think there is too much emphasis on environmental and park lands essentially empty all or most of the time for an area that is otherwise more or less surrounded by park and environmental lands how can something else be done here that embraces those areas rather than replicating them The central wetland as well as the administrative lands seem to split the Village needlessly into two parts A central east west spine a walking shopping street with vehicular access connecting the lands between the two east west parkways should be considered Neither Mount Seymour Parkway nor New Dollarton Highway is designed with community in mind they are thoroughfares which is fine To create a village where there is none think you need a street linking east to west The Fire training use seems far better sited where it is now at the end of a street rather than relocated here separating one part of a Village from the rest Many of the other thoughts in the Plan encourage a mixing and integration of uses and this type of monolithic use unless it is much different than the current facility will be a negative Discovering if there is a real need for two major east west roads in the new OCP makes sense if the Berkley connector is built can Dollarton east of Berkley be reduced to less than a major road and re envisioned as something more in keeping with the needs of our neighbouring 1st Nation community and District residents to the east of Maplewood along the low road</p>	11/11/2016 5 15 PM
62	<p>Please do not overdue the potential form retail/mixed use in the core also bemoan the loss of the earlier idea of connecting Old Dollarton through to the innovation district at the east end of the study area suggest that the north south mews would be a better location for an elongated mixed use "heart" than the proposed location</p>	11/11/2016 12 30 PM
63	<p>Consider the integration of some residential uses into the commercial zone including in light industrial / office / residential combinations a departure from the typical retail with residential form This is a new concept for Greater Vancouver that is being well received in many communities with the intent of keeping Live / Work in close proximity helping to minimize traffic and parking concerns and improving lifestyle options through creating a "complete" neighbourhood</p>	11/11/2016 11 16 AM
64	<p>The plan you present here is just too busy The first change should be buy allied shipbuilders and put the Granville island work and live idea there and restore the historic Old Dollarton road back to its original residential area that it once was so the people can enjoy and support the local community in which you plan to build</p>	11/11/2016 10 20 AM
65	<p>Please have low income housing Lots of town home options over high rise or apartments</p>	11/10/2016 3 44 PM
66	<p>Adding 18 story towers is completely at odds with the natural village like community oriented feel that you are trying to create with this plan Thank you for creating this forum for input</p>	11/9/2016 8 03 PM
67	<p>More than one high rise at the village core More focused pedestrian streets and walkways too many are shown on the plan now and will result in empty and unused spaces A good mix of high rise mid rise and town homes around the village centre More residential in the Business Campus</p>	11/9/2016 11 30 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

68	<p>would like to see some focus on making sure that there is some protection for the existing businesses For example [REDACTED] and am afraid that too many cafe / restaurant /coffee shops will be allowed with the idea that this is a new village As much as appreciate truly indeed the new Village design think it would be good to put some emphasis in helping us establish our businesses by limiting the zoning to stores that would complement each other (as opposed to a generic description which allows anything to go in) that way there isn't too much competition within the village To give you an example the first week that Stongs moved in [REDACTED] Before Stongs our income kept increasing every month since our opening Now we heard that Buddha Full another vegan cafe is moving into the Northwoods Village if we keep dropping at the current rate then have to fold shop and call it a huge loss of time of money set up my business in this neighbourhood (where could afford) to complement the quality stores available in our city am not finding the needed support from the District to be able to survive or at least give myself a chance until the new buildings come to life then hopefully we have some real clientele if the District can assist us with a sign at the main intersection corners of Dollarton Highway then maybe we have a chance at surviving Right now all Northwoods Village businesses get quite a bit of exposure with their large signs at the corners of Dollarton Hwy Old Dollarton and Riverside if the District wants to help us out then there should be a sign to give people information on stores that are already in existence at the Maplewood Village such as 1 Nut Tree Cafe 2 Maplewood Market 3 Maplewood Plaza (Sweet Tooth Cakery etc) 4 Amadeus Hairdresser 5 Maplewood Farms * / DNV (there are currently several small signs at intersections leading people to the farm) Most locals find us when randomly driving through Old Dollarton But everybody drives on Dollarton Highway As far as the proposed signage don't think this should become a case of Northwoods Village advertising their businesses within their property We are in the District and Maplewood Village and strongly feel that the District should help us on this Also when you drive eastbound on Dollarton Highway and you reach the Old Dollarton intersection only the Amherst sign is visible Old Dollarton is visible only when you reach the intersection People miss it all the time Delivery guys or customers coming here end up calling me to give them directions on how to get to Old Dollarton would also suggest that detailed plans for parking be considered don't have much parking in front of my store which most of the time is taken up by locals parking on the street for convenience even though they have dedicated building parking have been told of a 2 hour limited parking potentially for just the stretch in front of us but it's not enough My competitors have plenty of parking (Belmondo's Buddha Full Stongs) and we have almost none Making sure that any new buildings provide ample parking for their residents commercial spaces and their visitors is very important t would keep street parking available for the rest of us that don't have any other options Many of my customers have complained that they have a hard time finding parking think we should attract more people to come in the neighbourhood to visit the Seymour River in my opinion access to the river deserves a grand entry n order to attract people or even make it a visitor destination elements that bring in romantic and nostalgic memories could be incorporated such as Willow trees A well defined path to the river would make the walk safe have only been to the river once myself because don't feel safe to go there remember swale roads on one of the photographs presented by designers at a community meeting as an option to be included in the new Maplewood Village design Please do not use that type of road Simple clean beautifully lit and flowery adorned wide roads with wide sidewalks and nice benches to sit on will do better than swale roads would suggest considering European style designs when it comes to wide pedestrian oriented roads and sidewalks Tile patterned road stretches that define centres and high density pedestrian roads would be really nice to see i e the Village centre at the "four corners" They also give much character Power provisions for lighting to each tree should be included in design stages which would allow for tree adornment for holidays and other creative expressions know we have an issue of traffic being unsafe at the "four corners" intersection am not aware of the kinds of measures that are being considered to address this issue n my opinion if this is the designated Village Centre it may be best not to include roundabouts at the intersections of Old Dollarton & Seymour River Road and Front Street & Seymour River Road feel that leaving an open view will be important to the pedestrian friendly concept (a round about somehow indicates "driving friendly" Also on another note am an electrical engineer by profession would love to be part of any design teams for the Maplewood Village How can get in touch with any developers that plan to start work in the near future?</p>	11/8/2016 1 42 PM
69	Consider taller narrower buildings along the river front to open up view corridors The river is the greatest asset of the area and there should be a strong connection to it	11/8/2016 9 35 AM
70	More of a connection from the heart of the village centre to the river	11/8/2016 9 33 AM
71	Determine another exit out of Seymour river place onto riverside dr mprove community use buildings by creating community centre/library/community school so that those facilities can be used by a wide number of individuals in the community Walking trails or sidewalks connecting to the bird sanctuary and into deep cove Better parking and safety measures for those using the field behind the school Parking and pedestrian use of riverside dr is dangerous	11/7/2016 8 49 PM
72	Please ensure that the traffic moves smoothly	11/7/2016 6 46 PM
73	wish the plan incorporated more townhouses rather than just apartment buildings	11/7/2016 10 39 AM
74	The current proposal has a great blend of density and open space Old Dollarton and Front Street need to become similar to areas like Ladner Village Shops/ commerce pedestrian movement with slow moving traffic with ample parking	11/7/2016 9 19 AM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

75	<p>Although the plan gives a lot of consideration to maintaining environmental features one key issue that appears to have been overlooked is the north south function of both the Seymour River and the wetland complex in the middle to function as a wildlife corridor Notwithstanding the major limitations imposed by the east west traffic on Dollarton and Mt Seymour Parkway there remains a high level of connectivity for wildlife through these existing greenspaces question the emphasis on more east west walking trails that risk compromising the connectivity that remains Wildlife can and do transit from the Maplewood mudflats and Seymour River estuary north to Hogan's pools north along the greenspace east of Riverside Drive and into the Lower Seymour Conservation Reserve have had direct observations of bears racoons skunks coyotes and bobcats in these areas quite incredible given the existing level of density urge the District to seek the services of qualified wildlife biologists in recommending options to preserve these corridors and/or mitigate the impact of additional density in other ways Thanks for considering my input</p>	11/6/2016 6 12 PM
76	<p>really don't think any building over 6 stories should be allowed in the community plans An 18 story building or anything close to it would definitely not fit into the feel vision or natural surroundings of the area and truly believe a tower that tall would look grossly out of place</p>	11/6/2016 12 09 PM
77	Traffic	11/5/2016 1 56 PM
78	<p>understand the need to increase density but please do so with a light touch ie traffic concerns and to preserve the nature which is why we live here Also have a question for you on October 20 the day after the public open house we received a glossy brochure from London Pacific saying that Windridge Dr has been identified as an area for medium density are you working with them? Please reply to this question to [name and email address removed] Thank you</p>	11/5/2016 1 44 PM
79	<p>The presentation so far sounds fine There is attention to greenspaces paths etc But when it comes time to get started developers have a bad habit of asking for more space on the ground and higher buildings Council in their eagerness to get moving often lack the will or internal strength to say no to these extra demands put forth by developers Past example of this The design charrette of Lower Lonsdale looked similar to your current design space between buildings low rise only etc When it came time to actually sign contracts the developers took over PLEASE DO NOT ALLOW THIS TO HAPPEN IN MAPLEWOOD in order to assure Maplewood residents please promise to let the public see and vote on the final proposal on what is to be done Keep Council and Developers in check You only have one chance at this</p>	11/5/2016 10 30 AM
80	<p>hope a trail system will connect the Village to Windsor School</p>	11/4/2016 8 29 PM
81	Looks good	11/4/2016 4 05 PM
82	<p>Adding family orientated townhouses to Riverside Dr is great especially with the parks and school Would prefer to see less transit/cars going along Riverside but understand why it may be needed there</p>	11/4/2016 3 43 PM
83	The eastbound on ramp to Hwy 1 very short merge lane	11/4/2016 9 03 AM
84	the people who are living there they should not be held responsible for the cost of all this	11/4/2016 6 39 AM
85	<p>The community needs to be accessible from neighbourhoods to the East so that it is used by all of east of seymour The new Dollarton highway sidewalks and bike lanes need to go all the way east from the Maplewood Village so that all east of Seymour resident can access safely by bike and by foot Maplewood will be an isolated community if it is not linked eastward I The Wild Bird Trust and the flats and the McCartney Park greenspace that connects to Ron Andrews and the high school all should be safely linked by bike lane or at least sidewalk The existing Dollarton sidewalks near the Wild Bird Trust are extremely hazardous and prevent nearby neighbourhoods to access Maplewood safely</p>	11/3/2016 10 33 PM
86	<p>it is critical to remember the policy set in place some 30 years ago for the Maplewood area to keep the housing development small to avoid a large population in that area due to the proximity to the industrial area south of the railway tracks As long as there are industries that emit toxic emissions and are vulnerable to disastrous explosions a danger to human life housing development should NOT be increased in the Maplewood area Please look up the history of this decision if no one recalls the issue On paper the plans look good but you must avoid placing larger populations at risk in case of toxic emissions from the still present industries Just because there has been no problem for the past 30 years should not allow us to become complacent about the matter Would you really want to be in a position to explain to the public if ever any such incident occurred in the future why the old policy was not followed in perpetuity? If those industries with toxic potential south of the railway tracks ever leave the area then that would be the time to increase the population density in Maplewood</p>	11/3/2016 6 52 PM
87	<p>The Berkley extension looks like it could become a very busy road is that congruent with the work live play vibe that you are trying to establish it could become a major barrier in that area without appropriate planning Could we include a wide ambulating pedestrian / bike overpass over Berkley extension to facilitate a better east/west linkage</p>	11/3/2016 5 27 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

88	18 Storey buildings are too dense for a "Village" in my opinion med to low density makes sense for Maplewood Lynn Valley and Seylynn seem more appropriate Currently according to the OCP live in a RES 2 single family designated area within the OCP boundary After seeing the presentation it looks like the plan is to incorporate multifamily townhomes/low density apartments on my block which is fine The challenge for us is 'd rather see the OCP amended/updated to reflect the implementation plan so that we can plan for the future ie sell to a developer and move closeby Right now we feel like we are in limbo without knowing what the next 1 5 years looks like for us Developers are waiting too? Does this plan mean we should be packing or staying? What is the timeframe look like for us here?	11/3/2016 3 14 PM
89	have explained as much as can and pray someone listens Please call me anytime if you would like to chat [name and phone number removed]	11/3/2016 3 02 PM
90	make it different from everything else the district has done boring	11/3/2016 3 01 PM
91	don't want to see any high rises in this area four stories are less This is in keeping with the existing building heights Anything higher will interferes with the natural surroundings	11/3/2016 2 56 PM
92	think itcall looks great excited for the changes	11/3/2016 2 34 PM
93	Right now live in this immediate area and traffic has already become a problem in the morning in particular This will have to be addressed in the plan right from the start	11/3/2016 1 38 PM
94	The towers make me nervous in terms of increased density what will this mean for traffic? What will this mean for transit?	11/3/2016 1 32 PM
95	See above	11/3/2016 1 13 PM
96	No mid sized building Under 5 stories We have enough traffic in the area with the development of seylynn etc Would like to maintain the village feel which isn't large buildings Our infrastructure doesn't have the ability to handle much more traffic	11/3/2016 1 04 PM
97	My idea for improvement is quite specific but still important [REDACTED] the very busy intersection of Riverside Drive and Mt Seymour Parkway While living here we (and our neighbours) have witnessed and responded to a number of serious vehicle accidents at this intersection After surveying the area we've determined that a MAJOR contributor to these accidents is the poor placement of the yield sign south of the SW corner of the intersection t is dangerously placed as it provides southbound drivers turning onto Riverside Drive with inadequate warning to yield or stop to southbound traffic Drivers don't see it until they've already committed themselves to turning right onto Riverside and they haven't slowed down in preparation for cross traffic there Mind you there is also a pedestrian just around the corner Our neighbours and have been nearly struck countless times trying to simply pull out of our driveways t would prevent countless real and potential accidents if the Yield sign were moved westward onto the Parkway well before the Mt Seymour Parkway/Riverside Drive intersection so that drivers could see it in time to slow down and prepare to stop for cross traffic both vehicular and pedestrian realize it's not a central concern of the Maplewood Project as presented but it is a pressing matter of public safety Thank you for your time and consideration	11/3/2016 12 48 PM
98	We live on Windridge drive and many of our neighbours do not want to see this area become Multi family dwellings We have lived here over 40 years and have enjoyed the village type feeling we have already f the whole Maplewood Concept idea is to diversify housing then why do you propose multi family dwellings everywhere We have two new homes being built on Windridge right now so the idea of changing this area from Single Family Residential to Multi Family we absolutely disagree with Have you taken into consideration the people right now who live in these areas you suggest changing by a team of consultants who do not live in this area The idea of taller buildings 18 storeys in the Maplewood area is ridiculous seeing the amount of traffic we currently have on our roads during the day and night This increase in housing and intensifying industrial areas for this "village" is making it more like a "city" which will change the whole feeling of Maplewood	11/3/2016 11 22 AM
99	am a resident of [address removed] To make the Maplewood Farm parking lot three houses [REDACTED] have to be torn down but [REDACTED] instead to make some more parking space for the Farm suggest moving HOPE Family center and turning it and the community farm area to parking lot then it will give more room for parking Therefore please exclude my property from the plan and it will be very much appreciated Thank you for reading Do not hesitate to call at [REDACTED] if you want to talk to me [REDACTED]	11/2/2016 11 42 PM
100	same as above	11/2/2016 7 36 PM
101	Overall love the plan and thank you guys for that	11/2/2016 7 27 PM
102	Reduce the maximum height of the buildings from 18 storey to 15 storey	11/2/2016 5 19 PM

Maplewood Community Plan: Phase 2 - Preliminary Design Direction

103	<p>This project will displace many low income residents Whether it be through construction or long term There is virtually no where to go on the North Shore for these people The project should ensure that when complete there is at least a minimum of equal amount of residences as there is today Hopefully some additional affordable/low income residences will be added for the growth of the North Shore You have an oppurtunity to build a community incorporating all modes of transport (Transit/Car/Bike/Pedestrians) with safety and efficiency for all This needs to be a focus When the new market was recently built a section of Old Dollarton was narrowed creating a pinch point for cars and cyclists The entry to the parking lot from this east side is a mish mash at best in its design The sidewalk merges into the roadway of the vehicle traffic Cyclists no idea where they are suppose to ride Just painting some symbols around the lot is inexcusable in modern transportation planning</p>	11/2/2016 5 13 PM
104	<p>am happy with the increased multi family housing East of Riverside and would like to see it increased even more from townhomes to low rise apartments This would have symmetry with the West side of Riverside</p>	11/2/2016 3 04 PM
105	<p>test</p>	11/1/2016 12 03 PM

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MAPLEWOOD AREA PLAN

PHASE 2 CHARRETTE REPORT

November 16, 2016

ACKNOWLEDGEMENTS

The District of North Vancouver would like to acknowledge and thank all those who participated in the Maplewood Area Plan Charrette and provided technical support and professional expertise throughout the charrette process. The time, knowledge and contribution to the development of the concept made by each of the charrette participants is greatly appreciated.

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Regrets:

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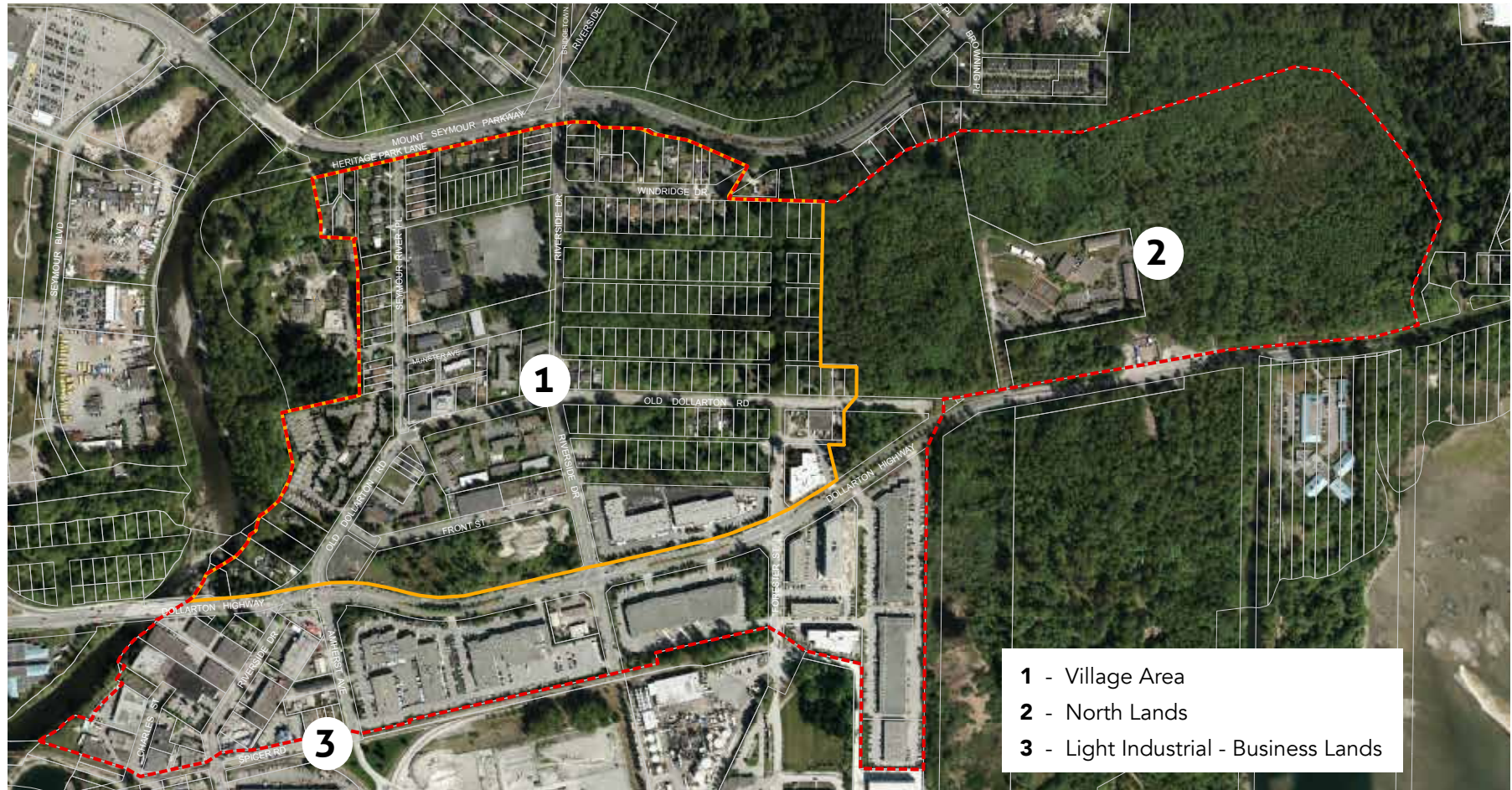
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MAPLEWOOD PLANNING AREA



The Maplewood planning area, outlined in red, is bounded by the Seymour River to the west, Mount Seymour Parkway and the Windridge escarpment to the north, Blue Ridge Creek to the east, and the industrial area, Spicer Road alignment and Dollarton Highway to the south. There are three main areas recognized:

- 1) The Village Centre (east and west)
- 2) District-Owned lands and Northlands (east of the village area)
- 3) Light industrial/business lands south of Dollarton Hwy

CONTENTS

PART 1: Introduction & Context

Maplewood Planning Area Map.....	4
Overview	6
Maplewood Area Planning Process	6
Charrette Format and Purpose.....	6
Charrette Considerations	7

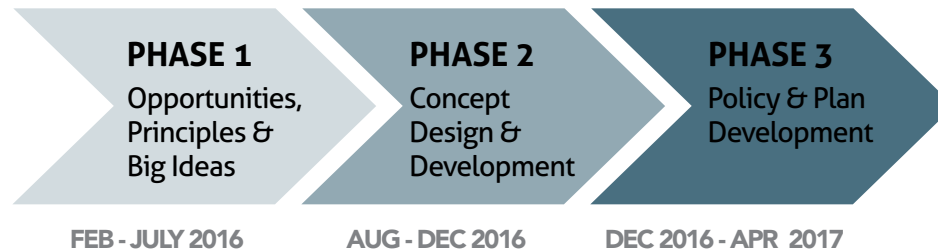
PART 2: Record of the 2-Day Charrette Process & Outcomes

Vision for Maplewood Village	3
Day 1: Exercise 1a - Ideas & Inspiration?	10
Day 1: Exercise 1b - Review of Draft Design Principles.....	11
Background: Inventory & Analysis.....	14
Day 1: Exercise 2: Big Ideas & Design Directions	16
Day 1: Exercise 2: Preliminary Ideas & Design Directions	23
Day 2: Draft Design Concept	26
Conclusion: Public Open House & Next Steps	39

OVERVIEW

Maplewood Area Planning Process

The District of North Vancouver is undertaking a collaborative, community and stakeholder based planning and design process to develop a conceptual plan and implementation program for Maplewood Village and Area. The process is to be completed in three phases, as outlined below.



Charrette Format and Purpose

The Maplewood Village and Area charrette (an intensive design workshop) was held on October 18th and 19th, 2016 at the Holiday Inn, 700 Lillooet Rd. in North Vancouver. The charrette team included design and planning professionals, community stakeholders representing a variety of interests, external agencies and District resource staff. Participants had expressed an interest to work with the team and had been involved in previous Maplewood planning events.



The intent of the charrette process was to identify:

- proposed land uses (including any that may be different from the OCP and options and uses for District owned lands);
- outline housing forms, including innovative options, and potential opportunities to establish rental and affordable housing within the community;
- a plan for community space to meet community and service needs;
- an access and circulation network outlining future changes and option for all modes (pedestrians, cyclists, transit, vehicular, goods movement);
- an interconnected network of greenspaces (parks, recreation, urban greens, plazas, trails), and;
- environmentally sensitive areas and how they will be integrated and protected with future development, restoration and enhancement opportunities and low impact development measures.

The team worked together through a series of mapping exercises and facilitated discussions over two days to produce a draft (unrefined) concept design with supporting materials (in the form of hand drawn plans and illustrations, diagrams or sections that describe the future vision of the area).

The drawings derived at the Charrette were presented at a public open house in the evening of the second day, and are included in this charrette report.

Materials produced at the charrette are not final plans or drawings. Charrette outcomes are the framework for further refinement and development of the Maplewood Area & Implementation Plan.

Charrette Considerations

WHO ARE STAKEHOLDERS?

Stakeholders included those who had expressed interest in the project and had attended or been involved in previous events. Invited stakeholders represented a variety of interests, including:

- Maplewood Community Service Groups
- Maplewood Area Residents
- Special Interest Groups within the North Shore (environmental, recreation, climate change, etc.)
- Maplewood Land Owners or Investors
- Maplewood business owners and operators
- Real Estate Brokers
- External Agencies and First Nations

WHAT INFORMATION WAS CONSIDERED DURING THE CHARRETTE?

Review of background information, analysis of the area and several input opportunities and events were held prior to the design charrette. This information helped to guide directions within the design charrette, design principles, and concept development overall.

1. Engagement activities in Phase 1 included:

- **Community workshop:** this workshop was the initial public launch for the project and was held primarily for residents, community groups and interested general public to obtain information about the project process and provide early input. This provided the District and team with information about what's important in the community, what residents like and dislike and future ideas for the area.
- **Online questionnaire:** this questionnaire was based on the community workshop content. It was posted for those interested but who could not attend the workshop, yet wanted to provide input.

- **Stakeholder group meeting:** representatives from active local community organizations or community based services were invited to attend a group meeting to learn more about the planning process and provide specific input on key issues and topics related to their organizations interests. This provided the team with more targeted understanding of interests and identified specific needs in the community.
- **Stakeholder phone interviews:** stakeholders with a specific interest or investment in the Maplewood area (e.g. Metro Vancouver, local developers, etc.) were contacted by phone and email to learn about the planning process and provide specific input on their interests or area of jurisdiction.

A summary of Maplewood Engagement from Phase 1 can be found on the project webpage: <http://www.dnv.org/property-and-development/maplewood-village-centre>.

- 2. Technical Studies:** In addition, a number of technical studies were completed to provide additional background and baseline information on environmentally sensitive areas, hydrogeological conditions, and employment land study as well as interviews with local business and industry.
- 3. Inventory and Analysis:** A review of the Maplewood Area today was undertaken, including: population, mix of housing, parks and greenspace, transportation, water access, floodplain, community designations, business and industry, undeveloped and recently developed property, and environment and landscape.

All information was summarized in the Maplewood Area Plan Charrette Brief, and available on the project webpage: <http://www.dnv.org/property-and-development/maplewood-village-centre>.

VISION FOR MAPLEWOOD VILLAGE

"A complete and balanced community with local jobs equaling the local labour force. In particular, jobs for local people and especially jobs for local young people should be encouraged and this will also have the merit of increasing the municipal tax base. New employment areas will reflect a high environmental standard and will also have high aesthetic standards, reflecting the community's outstanding natural environment. There will be a variety of housing for all ages and incomes and family circumstances centered on a newly invigorated, walkable Maplewood village centre. Old Dollarton Road will become a key focus of pedestrian activity, a street lined with new retail businesses with apartments and live/work units above. The Maplewood village centre will be convenient for transit and pedestrians and will be the nerve centre of an extensive system of trails, which wind through the community stretching from the Seymour River to Windridge and from Hogan's Pool to Burrard Inlet."

(Maplewood Local Plan, 2002 and OCP, 2011).



DAY 1: EXERCISE 1A - IDEAS & INSPIRATION

To kick off the charrette process, participants were asked to discuss and share general or specific interests or ideas for the Maplewood area and how these ideas might be realized through the design charrette process. These ideas were recorded on sticky notes and posted to the ideas board for the design teams reference when drafting the design concept directions.

KEY THEMES IDENTIFIED:

The following are common themes and ideas identified and used as information to guide concept development and key elements in the design:

- strong centre and gathering places in the village centre (a square, plaza, or park)
- density to support a great village centre, some higher building heights is ok in suitable locations
- a variety of housing options for a diversity of residents (incl. families, seniors, youth, affordable, rental, etc.)
- walkable, fine grain, interesting and creative public realm, focusing on the pedestrian and pedestrian scale for the village centre in particular
- strengthen access to the river
- an expansion of community services, in particular for youth, a community centre-school,
- flood protection
- ensuring industrial uses are maintained, even enhanced or expanded as a part of the design concept
- prioritizing walking, biking and transit over car and truck use
- enhance connectivity, shown clearly within the design concept



DAY 1: EXERCISE 1B -DRAFT DESIGN PRINCIPLES

The following draft design principles reflect the OCP vision and what we heard in consultation with stakeholders and the public during Phase 1 of the project. These principles were reviewed at the charrette and input provided is outlined here.

- **Compact Village Core:** the highest development density should be contained within the village centre area and directly adjacent to the core commercial area
- **Strong Commercial Centre and Clustered Community Services:** the village serves as the primary commercial and service area for the Maplewood Area and location for community services
- **Distinct Neighbourhoods:** foster distinct, yet connected neighbourhoods within the Maplewood Area with their own unique purpose, character and image
- **Walkable Community:** buildings present a friendly face to the street, with architectural details, and site design elements that are inviting and friendly to pedestrians; centre includes a pedestrian-friendly high street/mews
- **Connected and Diverse Public Realm and Greenspace:** As an organizing feature of the area, there exists an integrated park and trail system – with series of community and smaller active neighbourhood parks that interconnect, linking both the urban and natural park areas.
- **A “Green & Innovative” Sense of Place and Character:** foster an authentic character of place centered on integrating natural elements and places, green infrastructure, green building design, and options to support a sustainable lifestyle (transit density, walkable neighbourhoods, complete community, live-work-recreation, etc.)
- **Diverse Development and Housing Types:** allow for development at various scales, types and forms to offer a range of choices and tenures, options for business and housing choice.
- **Connect to the Water:** where opportunities exist, uncover public connections to the waterfront (River or Inlet), respect and acknowledge river and coastal floodplain in the design of new development.
- **Clear Hierarchy of Streets, Improved Access & Multi-Modal Options:** focus on improving transportation and flow of traffic and multi-modal options (cycling, pedestrians, transit, vehicle).

INPUT PROVIDED AT THE CHARRETTE TO REFINE DRAFT DESIGN PRINCIPLES:

Participants provide feedback by answering the question: "What's missing, needs to be added, or changed?"

The following input was provided:

General changes, comments or considerations, some of which may reflect the need for new principles or changes to existing:

- design principles should include a firm definition of "village" as context
- central plaza spaces (in the village centre) is missing and should be included
- reword "neighbourhood" to "district" or "community" that reflects areas of similar cultures (eg. Housing, commercial & innovation)
- downstream impacts of Northlands development to Maplewood conservation area and sensitive habitat (salt marsh & mud flats)
- opportunity for new hydro based work in DNV land with Park Street Marsh to facilitate drainage & enhance features in the marsh
- follow upon DNV commitment (1996/7) to capture, filter & redirect stormwater from area 3 (industrial) into Park Street Marsh area
- need to identify & acknowledge groundwater impact from deep foundations and model how foundations with the water table impacts
- opportunity to connect area with watermain under Burrard Inlet to the Seymour Greenway for public waterfront access
- plan should promote permanent ownership of MP conservation area (acquire sensitive lands for biodiversity)
- do not focus on a compact core; density and higher buildings should be permitted in all suitable locations, in particular along the northern area planning boundary
- draw on heritage to create distinct neighbourhoods border
- set environmental boundaries and allow development around this

Additions to Existing Principles:

- 'complete streets' model to principle on transportation
- transit connections and access to/from the community, including emergency routes and flood protection
- limits to density and height of buildings
- a connection of northlands to the centre village
- "...including models for car free development" to "diverse levels & housing types" or pilot projects
- housing types that reflect workforce needs (for residents that want to live near their employment)

New Principles to be Added:

- a new principle supporting shared utilities or integrating utilities as part of engineering design needs to be added
- a new principle specific to trails is required
- prioritize environment - enhance protection of sensitive areas and enhance wildlife corridors (eg. Over Dollarton Highway)
- new industry and what is targeted, recognizing different needs and standards for industry
- education of the environment and preserve, retain and enhance natural areas and wildlife corridor, daylighting of creeks

- focus on local business
- create a live/work/play community
- connect lands east to west in a walkable way (safe, lit, paved trails)

Several key themes emerged, these included a stronger principle or language for environmental protection and enhancement, specific principle(s) for direction on local business and industry, a need for new principle(s) that address risks, infrastructure and emergency, and adjustments to language or focus of the existing draft design principles.

This input provided will be used to refine the draft design principles and/or add new principles where needed within Phase 3 - Policy & Plan Development.

INVENTORY & ANALYSIS

In preparation for Exercise 2: Big Ideas and Design Directions, a presentation was provided to review key highlights on the Maplewood Area. Each group was also provided with a set of reference maps. These maps are available in the Maplewood Design Brief, and available on the project webpage: <http://www.dnv.org/property-and-development/maplewood-village-centre>.

- **Population:** approx. 1,000 people and 500 units
- **Housing:** a mix of newer strata low rise apartments; older, more affordable rental townhouses and low rise apartments; and a blend of old and new single family homes; a good affordable housing stock, primarily in older low rise and townhouse units, these are important to maintaining a diverse economic profile and options for housing in the community
- **Parks & Greenspace:** significant amount of greenspace surrounds the area, including: Maplewood Conservation Area, Windridge Park, Hogan's Pools Park, Maplewood Creek Park, Maplewood Farm and the Seymour River Heritage Park; these parks are largely natural areas, there is limited active recreational park space located directly in the community
- **Transportation:** access is via Dollarton Hwy or north along Riverside Dr. to Mount Seymour Parkway; pedestrian amenities exist in some areas and not others; bike routes have been designated; the area is served by transit and is close to Phibbs Exchange transit hub; both formal and informal walking trails exist in the area, it is not a complete and connected network
- **Water Access:** there is limited and informal pedestrian access to Burrard Inlet and access to the Seymour River at Seymour River Heritage Park
- **Floodplain:** Maplewood is within both the coastal and river floodplain; much of the area is within this zone
- **Community Destinations:** Maplewood Conservation Area, Maplewood Farm, the small commercial centre and nearby recreational facilities in the north east - Ron Andrews Community Recreation Centre, Seymour Youth Centre and Canlan Ice Sports North Shore
- **Business & Industry:** industrial uses located south of Dollarton Hwy and along Burrard Inlet
- **Undeveloped Property:** east of Riverside Dr. (Northlands), District owned and privately held
- **Environment & Landscape:** Windridge escarpment to the north, tree cover within undeveloped areas; much of the area has been historically modified by human interventions (i.e. gravel extraction) over the years; environmentally valuable and sensitive components recently assessed.



DAY 1 - EXERCISE 2: BIG IDEAS & DESIGN DIRECTIONS

During the first part of Day 1 stakeholders, DNV staff and the design team worked in groups to generate big ideas and map out general design directions for the Maplewood Area.

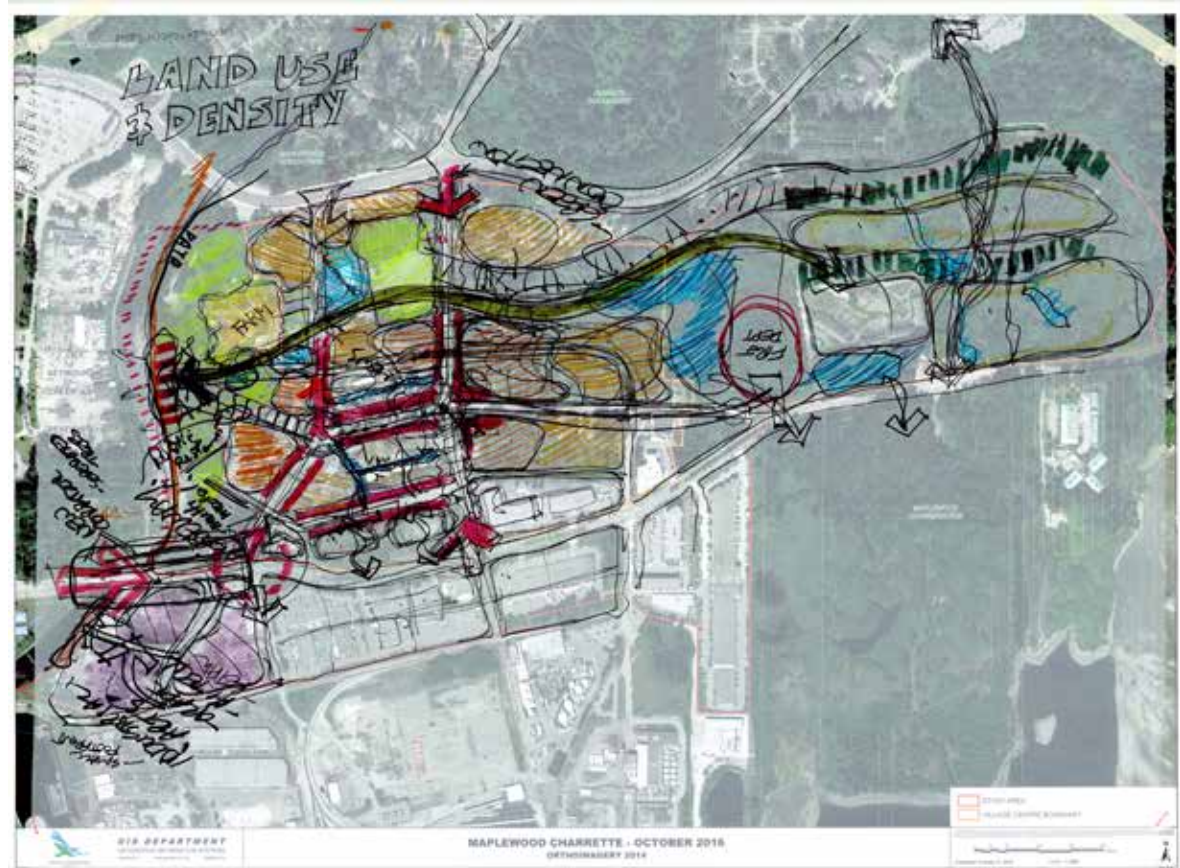
There were five groups with the following focus themes:

1. Community Amenity and Public Realm
2. Environment and Green Networks
3. Transportation
4. Land Use and Density
5. Business and Industry

Land Use and Density was the most popular theme; two drawings were produced at this table. Each is shown and summarized on the following pages.

Key Highlights for Land Use and Density - Group 1:

- Strong commercial - mixed use core and heart of the community
- Fine grain pedestrian-oriented village core (short blocks, high connectivity with lanes, pedestrian corridors and streets)
- Strong east - west corridor trail connection, Northlands to the river
- Community hub and farm expansion
- Industrial - arts district, expansion of industrial - 'maker' spaces and small scale artisan manufacturing
- Environmental conservation areas with wetlands and drainage to Maplewood Conservation Area



Key Highlights for Land Use and Density - Group 2:

- Strong commercial core as the heart of the community
- Community gathering spaces, pedestrian pathways and small scale retail spaces
- Dense residential component at the core, taller buildings ok
- Development intensity and height decreases away from the core
- East - west trail from Northlands to Riverside Dr.
- Environmental conservation areas and drainage connection to Maplewood Conservation Area
- Employment and residential uses within the Northlands area



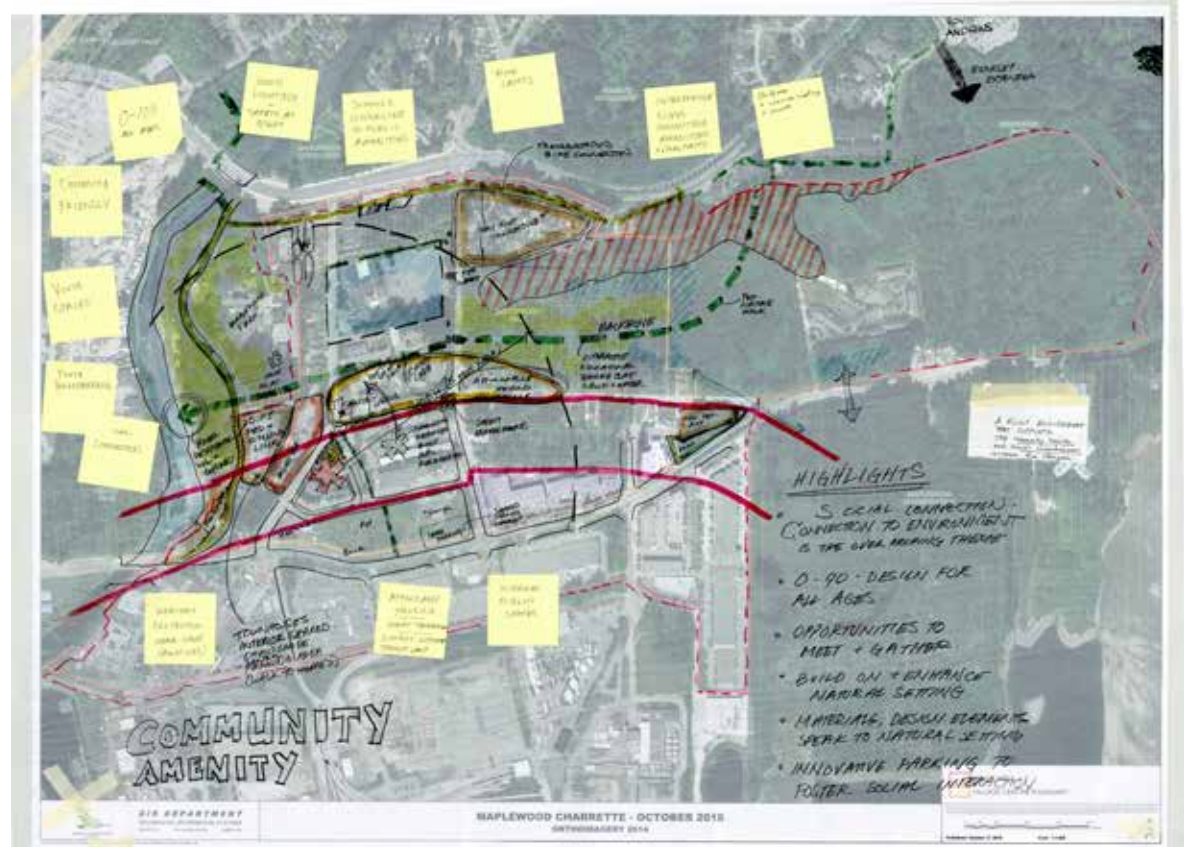
**Key Highlights for Transportation & Mobility
- Group 4:**

- Priority for modal share - walk, bike, transit, vehicles
- Frequent transit loop to the village core
- Separated commuter cycling routes and an “all ages and abilities” multi-use east-west trail
- Commuter cycling routes along Dollarton Hwy. and Riverside Dr., upgrades required on both streets for safety and completed section south of Northlands
- Strong green spine, east - west trail connection from Northlands to existing and proposed Spirit Trail routes as an all ages and abilities multi-use trail
- Trail responds to conditions and areas with viewpoints, character, materials, etc.
- North - south trail along the dyke at Seymour River Heritage Park, linking south of Dollarton Hwy to water access
- Strong commercial heart and core area with pedestrian routes to connect to frequent transit and nearby employment areas
- Enhanced pedestrian, cycling and transit connections to Phibbs Exchange along Dollarton Hwy



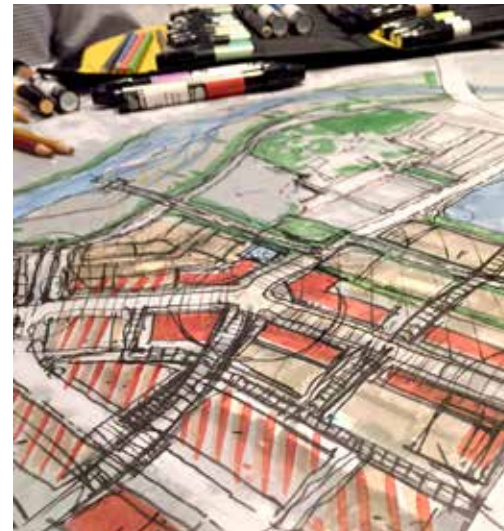
Key Highlights for Community Amenity - Group 6:

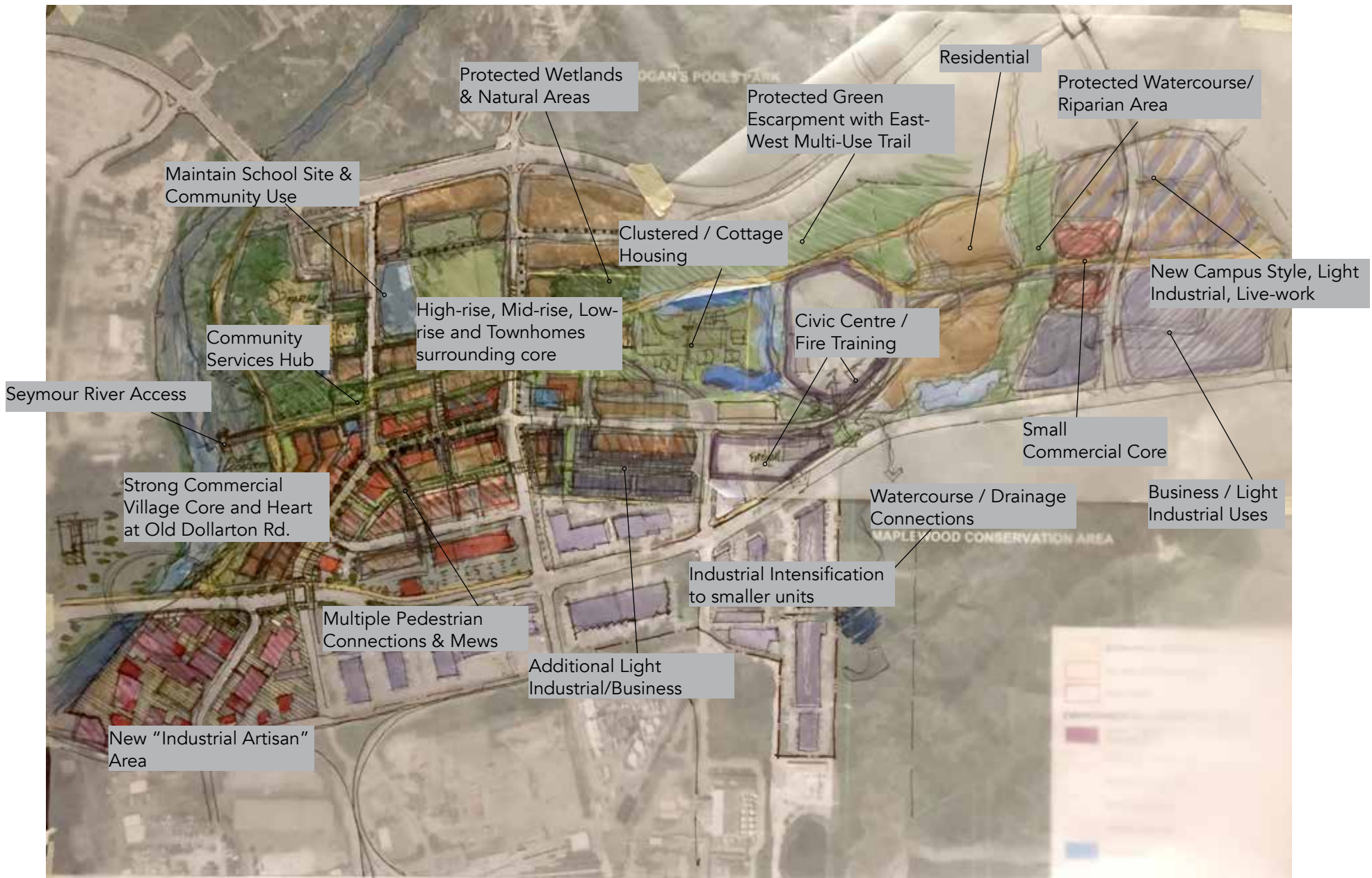
- Social connection (in all design of spaces) and connection to the environment as overarching themes
- 0-90 design for all ages
- Community services, gathering spaces and housing with the central core area and within a 5 min walking radius
- Opportunities throughout to meet and gather in the community - parks, Maplewood Farm, Seymour River, commercial village core, etc.)
- Build on and enhance the natural setting
- Materials and design speaks to the natural setting and green feel
- Innovative parking lot to encourage social interaction



DAY 1: EXERCISE 2 PRELIMINARY IDEAS & DESIGN DIRECTIONS INTEGRATED

During the second part of Day 1 the design team integrated the morning Exercise: Big Ideas and Design Directions by theme into one emerging design concept. Stakeholders and District staff returned in the morning of Day 2 to review, provide comments, and confirm the directions.





Emerging Directions - Charrette Team Feedback:

The following are the key comments and changes expressed by individual stakeholders at the check in on the morning of Day 2. These were used to guide the design team in development of the draft concept design:

- shift of the centre and core or heart of the community works well
- additional employment uses adjacent to the core is a good idea
- urban agriculture and farm presence is not pronounced in the concept and should be shown with changes
- the civic precinct and fire facility needs to be better integrated into the plan and network structure
- Artisan industrial area does not work south of Dollarton Hwy. This area provides good spaces at reasonable cost for light industrial and the introduction of pedestrian traffic is not conducive to use there
- Concern for retail amounts and whether there is enough to provide basic services for the community / perhaps too much live-work / study required
- Water/drainage strategy works well and transitions from industrial to residential
- Concern the amount of residential outlined in the Northlands area reduces lands for industrial, however the campus style mix of residential (employee housing) and light industrial/business is ok
- Strengthen connections between the Northlands and Maplewood Flats
- Transportation network doesn't seem clear, this needs to be outlined (cyclist, commuter, multi-use trails)
- Windridge Dr. area should be designated at a much higher density, there are good views and opportunities for higher forms of housing
- Maintain the park/tree canopy north of the school, should this be active park
- Should the fire training facility be located south of Dollarton Highway?
- De-emphasize cars in the village area, the concept should outline where cars park
- School access and safety will be important
- Show pedestrian crossing for Maplewood Flats entrance
- Concept must show public gathering spaces
- More emphasis needed to attract activity to Northlands, building on research facility in Maplewood Flats, this area has great potential to inspire and provide opportunities for new and innovative work on the North Shore, this should be an area that attracts business and cutting edge technology, research, etc.
- How can Maplewood Farm be better positioned and supported?
- Move 'Granville Island' type area to District lands
- Ensure no surface parking
- How important is an east-west vehicle connection, perhaps not needed, Blueridge to the north will be access point
- Urban wildlife corridors should be continuous, important to indicate and protect these routes

DAY 2: DRAFT DESIGN CONCEPT

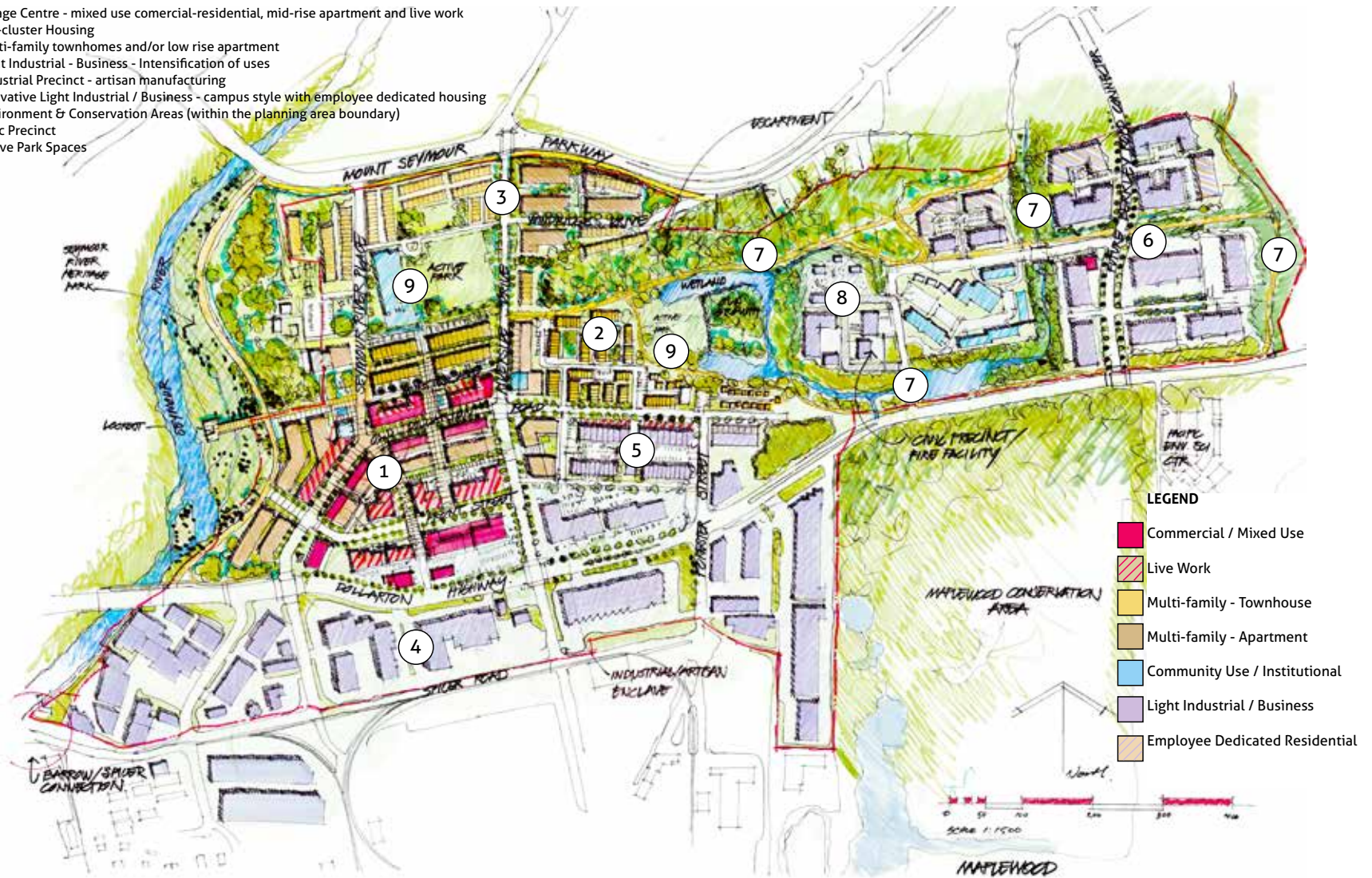
During the second part of Day 2 the design team worked to refine the integrated preliminary ideas based on the charrette team feedback provided in the morning to develop the draft illustrated design concept shown here (right). This following pages outline each key idea and area.

This concept was presented at the public open house for review and input.



Design Concept Highlights

1. Village Centre - mixed use commercial-residential, mid-rise apartment and live work
2. Eco-cluster Housing
3. Multi-family townhomes and/or low rise apartment
4. Light Industrial - Business - Intensification of uses
5. Industrial Precinct - artisan manufacturing
6. Innovative Light Industrial / Business - campus style with employee dedicated housing
7. Environment & Conservation Areas (within the planning area boundary)
8. Civic Precinct
9. Active Park Spaces



VILLAGE CENTRE

The design concept outlines the village centre and heart of the community at Old Dollarton Road and Seymour River Place. This area includes buildings with commercial at the street level and residential above, live-work to the south and multi-family residential to the north.

Streets are multi-modal and pedestrian oriented with wide sidewalks, street trees and places to sit. A shared street is imagined to connect north-south between Old Dollarton Rd. and Front street. This street would be pedestrian oriented and could be temporarily blocked off to act as a plaza, space for community events and markets.



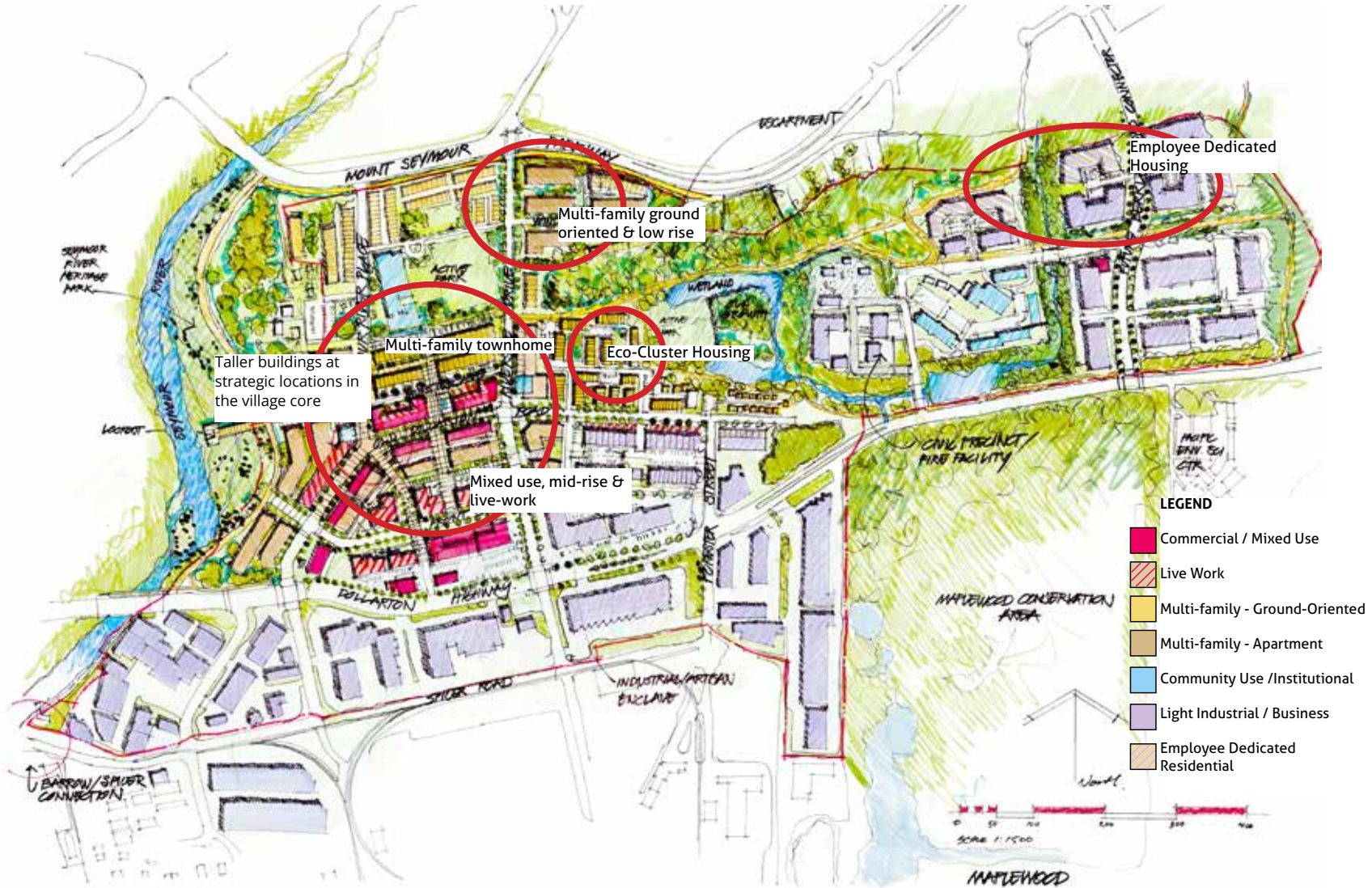
Pedestrian oriented, shared street or "mews".



Internal walkways and plazas, opportunities for gathering spaces.

LAND USE AND HOUSING

The following shows the location and variety of housing outlined in the design concept.



LAND USE AND HOUSING

The design concept proposes a diversity of housing types to suit the needs of different household sizes, life stages and economic conditions and seeks to create opportunities for new rental and affordable housing with redevelopment of the village centre.

A number of housing forms expressed in the design concept include mixed use, live-work, and mid-rise apartments within the village core. This central core area also may include opportunities to locate taller buildings (up to 18 storeys) at strategic locations.

The concept also includes low rise apartment buildings and townhouses. Other innovative ideas for housing include cottage or eco-clustered housing integrated within a natural setting, co-housing, live-work and campus-style dedicated employee housing towards the north eastern portion of the study area. Market housing, secondary suites in townhomes, dedicated seniors housing, affordable rental, non-profit housing and other specific needs housing could be options.

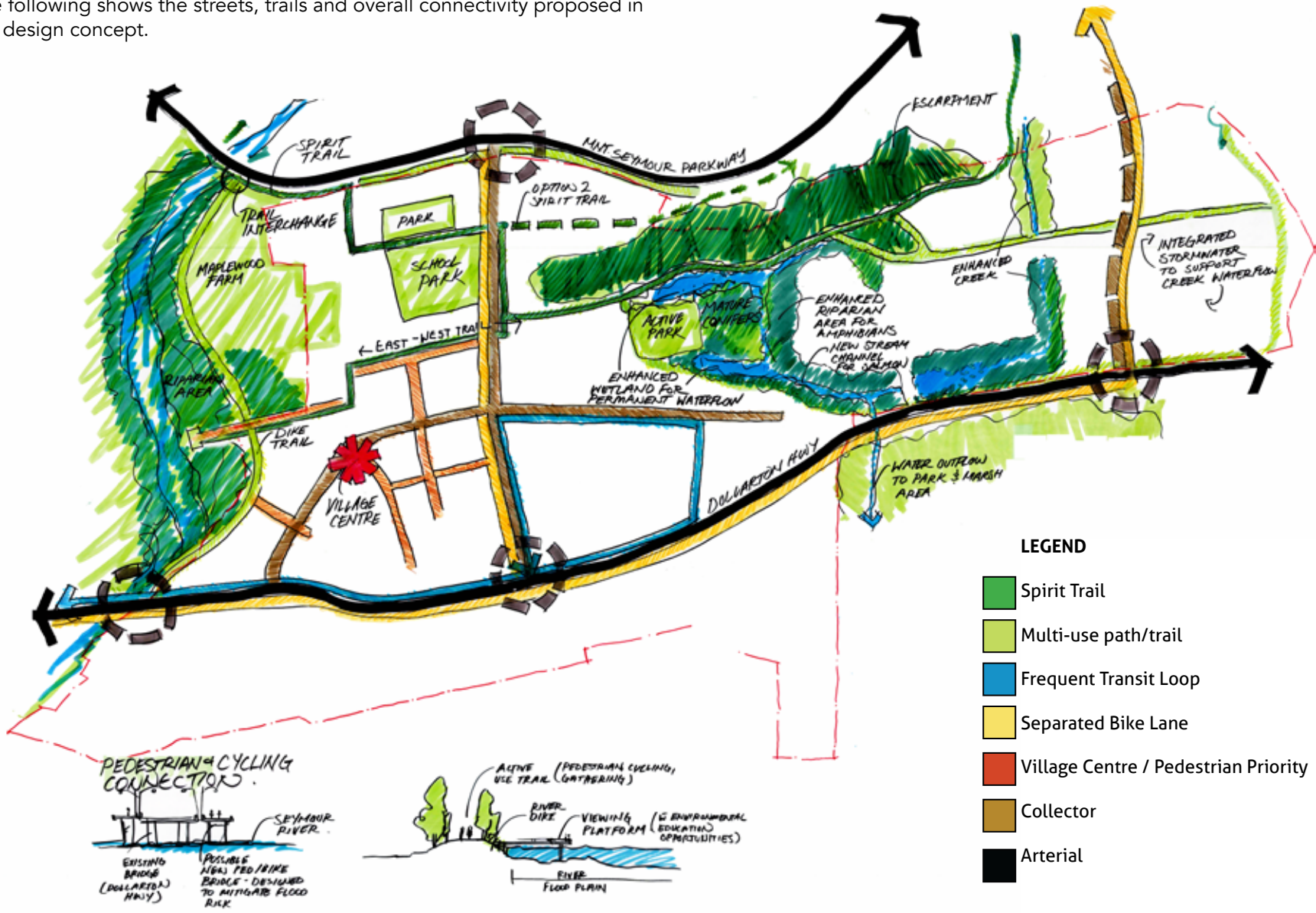


A variety of housing options to meet the needs of different household sizes, life stages and economic conditions.



NETWORK CONNECTIONS & GREENSPACE

The following shows the streets, trails and overall connectivity proposed in the design concept.



NETWORK CONNECTIONS & GREENSPACE

The design concept provides a framework for active transportation. It outlines an expanded trail system for all ages and abilities in addition to a commuter network for cyclists and pedestrian focused public realm within urban areas and streets.

A key feature of the network is a strong east - west multi-use trail for all ages and abilities. This trail would follow the escarpment connecting Canlan and Ron Andrews Community Recreation Centre to the Seymour River Heritage Park trail and riverfront. The trail would respond to the different environments it passes through (such as viewpoints, resting areas, and parklets), a boardwalk and viewing opportunities at the river, would allow water access, but protect the river edge from disturbance. The riverfront area, Maplewood Farm and community services suggested here could be expanded to collectively build on this strong node and key destination within the community.

A north-south trail connection along the Seymour River on the dyke is shown to extend south to a potential future water access at Seymour River and Burrard Inlet and intersect with the east-trail trail connections, providing a main trail network through the community.

Primary vehicle routes and access points remain with some identified improvements for enhanced pedestrian and bike connections to Phibbs exchange and potential future Frequent Transit to the village core.

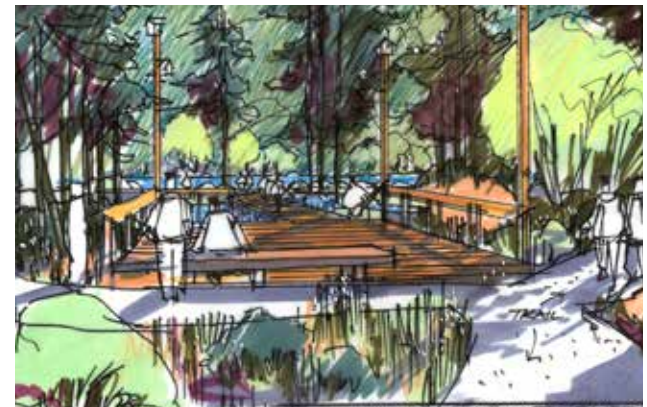
East-west trail connection terminus at Seymour River



Multi-use trails



Urban walkways, corridors, sidewalks, separated bike lanes



Viewpoints and character changes responding to locations

A STRONG CENTRE FOR EMPLOYMENT

Industrial 'artisan' area east of Riverside Dr.



The design concept maintains industrial lands south of Old Dollarton and adds new opportunities for employment by intensifying existing areas currently used for light industrial and business. Intensification in the design concept was defined as an allowance for additional, light industrial uses north of the Spicer Rd. alignment. This may mean dividing larger spaces into smaller units, or redevelopment of existing buildings.

In addition to intensification of existing light industrial / business areas, the design concept identifies a small industrial precinct to accommodate and generate new business that caters to artisan and small-scale creative works. Defined as a "Granville Island" style district, such businesses, although focused on the creative manufacturing of goods, may allow for



Live-work, small scale manufacturing



minor retail opportunities

The east area is currently designated as light industrial/business but also contains significant environmentally sensitive areas and more pronounced topography with steep sections. The design concept maintains this area with an employment focus but imagines it as a business "campus style" development focusing on innovative technologies and attracting new and possible relocation of existing business with a creative edge. Alongside employment generating uses, the area would also contain employee housing and amenities to support employees lifestyles and needs while working around environmentally sensitive areas and integrated with the landscape of the site.

Intensifying industrial areas to the south of Dollarton Hwy, potential for re-development and/or renovation for smaller units.



Northlands employment node, business campus style with dedicated employee housing and lifestyle amenities to support it.

Employee Dedicated Housing
Light Industrial / Business



ACTIVE LIVING & SOCIAL INTERACTION

The design concept proposes two new active park sites, one located at the existing school site within the Village and another east of Riverside Dr. directly adjacent and integrated with a natural area. The intent of these parks would be to provide active recreational spaces (play, sports, etc.) for existing and new residents.

An enhanced trail network connects park spaces to and through the large nearby natural areas and to the urban village core with plazas and urban gathering spaces.

Natural areas provide habitat, wildlife corridors and allow for watercourses and riparian areas. For recreation, these spaces offer trails, viewpoints and rest areas with a focus on environmental protection and education or interpretative elements.



Two primary active spaces connected to a network of smaller urban gathering places and larger natural areas.



Active parks to offer a variety of spaces to meet a diverse range of active recreational opportunities for existing and new residents.

CONSERVATION OF ENVIRONMENTAL AREAS

Conservation of key environmentally sensitive areas provided the foundation of the design concept for where new development could occur and where rehabilitation and improvement of other existing environmental features and systems could be established. The design concept outlines a framework to protect key areas, link them to each other and connect with existing large natural areas nearby, in particular, the Maplewood Conservation Area. Important features include:

- 1) maintaining the Windridge escarpment with buffer area;
- 2) protection and enhancement of identified wetlands;
- 3) facilitating the rehabilitation and enhancement of primary watercourses;
- 4) improved water quality and flow of drainage integrated with the system, and;
- 5) protection, rehabilitation and enhancement of habitat within natural park spaces.

Access to natural areas may be restricted where significant environmental sensitivity has been identified, however, most areas will be accessible via a connected trail network, including the east - west multi-use Spirit Trail. This network will respond to conditions and maximize viewpoints, include rest areas and interpretive or educational opportunities.



The design concept outlines a framework to protect key areas, link them to each other and connect with existing large natural areas nearby, in particular, the Maplewood Conservation Area

COMMUNITY SERVICE NEEDS

Locations and spaces for current and future community services within the Maplewood area were considered within the design concept. With this, several key sites were identified:

- a node of services at Seymour Heritage River Park and Maplewood Farm directly adjacent to the village centre;
- community services (daycare, community meeting spaces, farmer's market, etc.) within the village centre with redevelopment;
- supported seniors and/or alternative non-market housing east of Riverside Dr. at Old Dollarton Rd.;
- maintaining the public school site within the village, and;
- a small node of community amenities within the Northlands area.

Further analysis of the types of community spaces needed, and the potential locations for these spaces is the subject of a Maplewood Community Needs Assessment (currently in progress).



Clustered in the village core



Community services - expanded and located in the core village areas, accessible for existing and new residents.



A CIVIC PRECINCT / FIRE FACILITY

In addition to a centre for employment, the area is anticipated to host a new civic precinct that would include a fire hall, training centre and administrative services, and possibly other civic functions. This precinct would provide emergency services and possibly offer some meeting space for use by outside organizations.



Civic facility integrated and connected to the community village centre and Northlands area, buffered by larger natural areas.



PUBLIC OPEN HOUSE & NEXT STEPS

All working materials and design charrette drawings were presented at the public open house on the evening of Day 2. This event was an opportunity to invite charrette team participants back to see how their ideas formed the design concept and for residents and community members to review and provide input on the process and design concept outcome.

An online questionnaire was available for public input from November 1 - November 16, 2016. A summary of this input will be provided and used to further refine the draft Maplewood design concept developed at the charrette.



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