AGENDA

COUNCIL WORKSHOP

Monday, October 23, 2017 5:00 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

5:00 p.m. Monday, October 23, 2017 Committee Room, Municipal Hall, 355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. October 23, 2017 Council Workshop Agenda

Recommendation: THAT the agenda for the October 23, 2017 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. Draft Maplewood Village Centre and Innovation District Implementation p. 7-192 Plan & Design Guidelines and Phase 3 Community Engagement Results File No. 13.6480.30/000.003

Recommendation:

THAT the October 12, 2017 report of the Senior Planner entitled Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines be received for information;

AND THAT Council provide feedback to staff on the draft Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation: THAT the October 23, 2017 Council Workshop is adjourned.

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REPORTS

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AGENDA INFORMATION		
 Council Workshop Finance & Audit Advisory Oversight Other: 	Date: Date: Date: Date:	TL Dept. Manager Director

The District of North Vancouver REPORT TO COMMITTEE

October 12, 2017 File: 13.6480.30/00.003

AUTHOR: Karen Rendek, Senior Planner

SUBJECT: Draft Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines and Phase 3 Community Engagement Results

RECOMMENDATION:

THAT the October 12, 2017 report from the Senior Planner, entitled Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines be received for information.

AND THAT Council provide feedback to staff on the draft Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines.

REASON FOR REPORT:

This report is to inform Council on the results of the public engagement efforts as part of Phase 3 of the Maplewood Village Centre implementation planning process, outline key components of the draft plan, and illustrate how the draft plan has responded to the feedback generated through the public process for Council discussion and feedback.

SUMMARY:

A three phase planning and community/stakeholder engagement process to develop a plan and design guidelines for Maplewood launched in April 2016. The planning process has included interviews, community and stakeholder workshops, a design charrette, public open houses with over 590 participants and over 655 submitted surveys to inform the draft plan. Through this collaborative process, strong general consensus has emerged from stakeholders and the community for the proposed policies and guidelines that are aimed at:

- providing opportunities for businesses and workers;
- strengthening the Village Centre and heart;
- introducing a broader range of housing options;
- improving options for pedestrian, cyclists and vehicles; and,
- protecting and enhancing the natural assets in and surrounding Maplewood.

3.1

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This report outlines key components of the draft plan, outlines community/stakeholder feedback, and illustrates revisions made to the draft plan for Council discussion and feedback.

EXISTING POLICY:

The 2011 Official Community Plan, Bylaw 7900 (OCP) identifies Maplewood Village Centre as an area for growth and revitalization to be guided by an implementation plan. The OCP *Network of Centres* concept identifies Maplewood Village Centre 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 village 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 on employment lands (where appropriate); as well as to protect and improve the ecological health of our natural systems.

BACKGROUND:

At a Workshop on July 6, 2015, Council endorsed proceeding with the Maplewood Village Centre implementation planning process. Council also endorsed the expanded scope recommended by staff to undertake a review of the employment lands in the Maplewood area and to complete a detailed environmental assessment of the study area. Council recognized the significant economic potential of the employment lands in Maplewood, and also emphasized the need to protect adjacent environmentally sensitive areas (ESAs) in the Maplewood area. A consultant, Modus Planning Design & Engagement Inc. (MODUS), was retained to lead the planning and engagement processes.

The study area for this planning initiative includes lands within the Maplewood Village Centre, as defined in the OCP, the existing areas designated Light Industrial/Commercial along Dollarton Highway, and the largely undeveloped lands to the east of the Village which includes Maplewood North and the District-owned lands in between. The OCP designates these areas as Light Industrial/Commercial and Parks, Open Space and Natural Areas, respectively.



Figure 1: Study Area for the Maplewood Planning Process

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At the July 6, 2015 Workshop staff outlined the three phase planning process for this initiative. The community/stakeholder engagement process was launched on April 20, 2016, with a Community Workshop held at Kenneth Gordon Maplewood School. The graphic and summary below highlights the key steps in this process.



Phase 1: Opportunities, Principles, and Big Ideas

This phase invited the public and stakeholders to help identify guiding principles, opportunities, and issues for the future of Maplewood that were used to provide direction on design in Phase 2.

Phase 2: Concept design and development

Conceptual designs were developed based on direction that was set through Phase 1. Concept options included land use, mobility, and open space network ideas, proposed transportation networks and linkages, diagrams, sketches, and photos to illustrate ideas.

Phase 3: Policy and Plan Development

Preparation of a draft plan based on a review of feedback on concept options and refinement of a preferred option was prepared for public and stakeholder review prior to proceeding to Council for consideration of approval.

Phase 3 Public Engagement Efforts Included:

- Over 3,500 post cards were mailed to residences and businesses within the study area, as well as Riverside East, Seymour Heights, Blueridge, and McCartney Woods neighbourhoods to notify them of the upcoming engagement opportunities. Information and promotion of consultation events were posted on the District's web site (dnv.org/Maplewood), social media (Facebook and Twitter), email blasts, advertisements in the North Shore News, and road signage.
- A public open house was held in the evening of June 21, 2017, at Kenneth Gordon Maplewood School. Approximately 220 people attended this event. Participants reviewed display board materials on the emerging vision for Maplewood, the refined charrette concept, draft land use plan, key features of the plan including the village heart, housing mix, business, industry and innovation, parks and green space,

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community services and amenities, draft mobility plans for pedestrians, cyclists, transit and vehicles, and emerging Maplewood character elements.

- Community Planning staff attended Stongs' Market One Year Anniversary Event in Maplewood on June 25, 2017, to raise awareness and encourage feedback on the Maplewood planning process.
- An online survey was posted on the District's web site from June 26, 2017, to July 7, 2017. A total of 434 completed surveys have been received.
- A Community Needs Assessment survey was posted on the District's website from June 26, 2017, to July 7, 2017, to gather input from local residents and service providers to understand community and social/service facility needs of the Maplewood Village area now and in the future. A total of 171 completed surveys have been received.
- Staff presented on the Maplewood process at the 11th Osprey Festival at the Conservation Area at Maplewood Flats on July 22, 2017, and has presented the draft plan to various stakeholder groups throughout August, September, and October.
- Since the launch of the Maplewood planning process the District has received over 10,450 views of the Maplewood page.

PHASE 3 FEEDBACK

Overall Feedback on the Proposed Plan and Design Guidelines

Respondents were asked to indicate their level of support for proposed policy directions on topics including: land use, building heights, village heart, employment opportunities, parks and recreation, green space and environment, community amenities, mobility network, urban design and character, location of proposed fire facility, and overall level of support for the proposed plan and policy directions. 434 completed and verified surveys have been received.

Overall the proposed draft plan and key policy directions have received significant support from the community (see Attachment 1 for complete details). The highest levels of support were indicated for the village heart, green space and environment, and the mobility network.

Specific areas where there was a comparatively lower level of community consensus than the above-mentioned policies included proposed building heights within the village heart due to concerns over taller buildings (12 storeys in height) and the potential loss of affordable housing in the neighbourhood. Several concerns were also raised about the proposed community park north of Kenneth Gordon Maplewood School and proposed lane to connect to Riverside Drive due to the potential loss of trees. Some concerns were noted about the potential for release of noxious fumes from a potential fire training facility.

SUBJECT: Draft Maplewood Village Centre and Innovation District Implementation

Plan & Design Guidelines and Phase 3 Community Engagement Results

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ANALYSIS:

Based on feedback generated through the public process in Phase 3 staff have further revised the draft plan for Council feedback.

Key Strategies in the Plan

Highlights of the draft Maplewood Village Centre and Innovation District Plan & Design Guidelines (Attachment 2) include:

Land Use, Building Height, and Village Heart

Overall the plan maintains a low and mid-rise built form, character, and scale. Highest density development within the Maplewood area is to be located within the compact village core. Possible locations for taller buildings (up to 12 storeys) in height were included in the draft land use plan as well as draft policy statements to include provisions to negotiate density and height on a case-by-case basis in order to achieve housing objectives in the *Rental and Affordable Housing* policy.

Five potential locations for taller buildings were identified in the draft plan (within the village core). Several concerns were raised with the number of potential locations shown and the height of the buildings, primarily based on the potential impact taller buildings would have on the "village" character of the area. Based on feedback received the revised draft reduces the size of the area where taller buildings may be considered to include locations along Old Dollarton Road – The High Street and the draft plan includes criteria by which such a proposal may be considered (i.e. delivery of needed community amenities and non-market housing in Maplewood), as well as design guidelines to reduce potential impacts on the character of the area.

Housing Diversity

Maplewood Village Centre has a target of 1,500 net new residential units by 2030. Currently Maplewood has approximately 250 units of purpose-built market rental housing within the Village Centre. Concerns have been raised about the potential loss of housing stock in Maplewood, which is comparatively more affordable, and the potential loss of purpose-built market rental housing. Some residents commented that they can no longer afford to live in the area. In addition to the plan encouraging a diverse mix of housing types including townhouses, rowhouses, co-ops, lock-off suites, and mixed-use buildings with apartments and live-work opportunities, policies to address need for non-market housing have been included. Specifically, the plan includes policies that:

- encourage the use of District-owned lands to generate innovative, non-market housing opportunities,
- require a portion of non-market rental or price controlled/restricted ownership units, or non-market units as part of new market housing development projects,
- consider density bonusing in order to achieve housing objectives.

Recognizing the importance of locating good jobs in close proximity to housing options, capacity for 900 residential units is being included in the Maplewood North Innovation District to provide employee-oriented housing as a supportive use for the dramatic expansion of jobs contemplated through this plan.

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Innovative Industry Focussed on Local Needs

The plan anticipates expansion of light industrial and other supporting uses on vacant employment lands to capture a significant portion of the approximately 4,500 net new jobs in the District by 2030.

Four different areas within the plan boundaries have been identified for industrial uses. Each area has unique characteristics and options for land use. Two of the areas (west of Amherst and east of Amherst) will focus on options for industrial intensification. The other two areas include artisan industrial uses within the Village Centre and an Innovation District at Maplewood North.

The plan includes policies to ensure best practices are followed on lands located in close proximity to sources of potential nuisance issues related to industrial uses. The plan introduces three new land use designations to encourage employment-generating uses and opportunities.

Light Industrial Artisan encourages craftspeople and small-scale manufacturers to live and work in a gritty but vibrant, pedestrian-friendly environment. This area will include mixed use buildings with light industrial commercial uses at street level and on the second storey with residential uses above.

For Maplewood North two land use designations are proposed:

- Light Industrial Commercial Mixed-Use Innovation District encourages a mix of light industrial, warehouse, office, service, utility, business park type uses at street level with commercial uses, such as retail, service, and offices, typically expected in the floors above light industrial uses. The focus is on encouraging a job-dense mix of flexible, high tech office, business park 'campus' that could provide both educational and recreational opportunities next to businesses.
- Light Industrial Residential Mixed Use Innovation District is proposed for the northern (steeper) part of this area to allow residential uses above the ground floor to co-locate people with jobs and provide employee-oriented housing. This designation is proposed for the steeper areas only to discourage residential uses on the remaining employment generating industrial lands which are in scarce supply.

Ecology and Conservation

The plan protects and enhances environmentally sensitive features including steep escarpment slopes, watercourses, and remnant and mature forested areas by restricting and buffering development from ESAs. Ecological and recreational connections will be created and protected between key natural areas with recreational trails and wildlife connections with opportunities for interpretative trails and educational signage. Stream flows and health of wetlands will be improved by enhancing flows to areas needing more water, and managing stormwater through infiltration and surface management.

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Parks and Recreation

Maplewood is served by the existing Kenneth Gordon Maplewood School play fields, Seymour River Park, Maplewood Farm, Maplewood Conservation Area, the Canlan Ice Sports Arena, and Ron Andrews Community Recreation Centre. The plan includes two new parks in Maplewood – a community park (north of Kenneth Gordon Maplewood School) and a neighbourhood park (east of Riverside Drive). The plan also includes expanding park amenities and providing a park presence at the street for Maplewood farm.

Several concerns were raised about the proposed community park north of Kenneth Gordon Maplewood School and the proposed lane to connect to Riverside Drive due to the potential loss of trees and privacy. The proposed lane is intended to provide a drop-off spot for parents whose children attend the elementary school. The lane also forms part of the multi-use Spirit Trail link through Maplewood. To address these concerns, the plan has been revised to include policy statements to maintain a treed buffer, where feasible, from the residences to the playground as a policy to be considered as part of the master planning process for this community park.

Transportation Network

The plan includes transportation strategies to improve opportunities for walking and safe routes to school, cycling, transit, traffic management, circulation, and parking. Specifically, to:

- Develop a multi-use path from the Seymour River to Ron Andrews Community Centre to provide pedestrians and cyclists an active east-west transportation route through the entire Maplewood Community.
- Traffic-calm Riverside Drive, the central vehicular spine through the Village, by providing separated bicycle lanes, sidewalks, and a treed boulevard within the central portion.
- Connect Berkley Road from Mount Seymour Parkway to Dollarton Highway, which includes two lanes, treed boulevard, sidewalks, and separated cycling facilities. An environmental swale is also included to ensure that an adequate buffer is maintained to the adjacent ESAs.
- Recognize and enhance Old Dollarton Road as the High Street through the centre of Maplewood Village.
- Differentiate the character of Old Dollarton Road as the High Street: mixed use commercial residential through the village heart to mixed use industrial residential for the Light Industrial Artisan employment area.
- Create a new 'shared street' from Old Dollarton Road to Front Street as a central gathering place for the neighbourhood with plaza spaces provided at each end.

Staff continues work with TransLink and Metro Vancouver to determine how/when the Frequent Transit Network (FTN) will be extended to Maplewood Village. While B-line service from Dundarave to Phibbs Exchange is slated for delivery in Q3 2019, at this time, B-line service to Maplewood has been identified as part of the Mayors' Council *10-Year-Vision* 2017-2026 investment plan for the future of the transportation system. Interim discussions with senior TransLink staff indicate the extension of frequent transit to Maplewood is contingent on the timing, adoption, and implementation of the Maplewood Village Centre and Innovation

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District Implementation Plan & Design Guidelines and the density and land use mix (jobs, housing) achieved.

Community Amenities

The list of amenities identified for Maplewood based on the 2017 Maplewood Community Needs Assessment, existing policy, and community and stakeholder input includes:

- Land for, or provision of, non-market rental and/or special needs housing,
- Multi-purpose community hub facility of approximately 15,000 square feet in size (contributions include capital and facility operation) within Maplewood Village Centre,
- Two small scale public plazas at each end of the shared street,
- Public plaza in the Maplewood North Innovation District,
- Community park improvements north of Kenneth Gordon Maplewood School,
- Neighbourhood park improvements east of Riverside Drive,
- Provision of parkland at the entrance to Maplewood Farm,
- Multi-use pathway and public realm linkages from Seymour River to Ron Andrews,
- Daycare in Maplewood Village,
- Daycare in the Maplewood North Innovation District,
- Public Art,
- Village centre beautification.

The above parks would be created through use of several development tools including Community Amenity Contributions (CACs), Development Cost Charges (DCCs), and rezoning conditions.

Utilities and Infrastructure

A review of water, sanitary services, storm drain and flood management, fibre optic capabilities and the possible relocation of the existing overhead hydro transmission system on Old Dollarton Road have been completed by Development Engineering to support this plan. Water, sanitary, and storm drain modelling confirm that growth anticipated in the Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines can be accommodated. Policies for flood mitigation and resilience and the future fibre optic network have been included in the plan. Further work is required to develop the long term coastal sealevel rise component of the Flood Risk Management Strategy and ongoing partnership with other agencies and stakeholders such as Port of Vancouver, CN Rail, and local industries will further these efforts.

The plan includes the potential relocation of the overhead hydro transmission system on Old Dollarton Road to overhead on Dollarton Highway, which will require a strategy that include a levy, to implement. Should Council indicate a desire to proceed, further detail work including a levy bylaw would be developed in 2018.

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Timing/Approval Process:

Phases 1 - 3 of the Maplewood Planning process are now complete. This Council Workshop is intended to generate discussion and feedback on the draft plan prior to staff finalizing the plan for Council consideration at a regular meeting of Council. The final Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines is anticipated to be completed for Council consideration shortly following this Workshop.

Concurrence:

This Maplewood Planning and Engagement process has been supported by a technical staff team from Community Planning, Development Planning, Parks, Engineering, Transportation, Environment, Facilities, Corporate Communications, Emergency Services, Real Estate, Properties, Public Safety, and Financial Planning. The Solicitor has reviewed the draft plan and comments have been integrated.

Financial Impacts:

Overall, the realization of the Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines is anticipated to bring economic benefits to the community including through developer contributions of community amenities, an increase in the tax base, an increase in economic activity and jobs.

Some new amenities have been added to the District-wide list through this implementation planning process. Development revenue and cost estimates are being discussed with Council at a workshop in November, 2017. Improvements and amenities' costs will be contained within the development revenue potential from this Centre.

In order to move the overhead transmission lines from Old Dollarton Road to Dollarton Highway, a funding strategy that could include a levy will need to be developed. This would take into consideration a number of funding options and could be funded over the long term. For other services, staff are also updating the DCC bylaw with identified Maplewood improvements.

Social Policy Implications:

The plan identifies opportunities to increase housing diversity, provide non-market housing, enhance active transportation (walking, cycling), and improve opportunities for community interaction through public realm and open space additions and a multipurpose community hub, and childcare facilities, all of which support District social policy objectives.

Environmental Impact:

The plan identifies environmentally sensitive areas (ESAs) that will be protected and/or enhanced. Directing redevelopment to centres where transit and services are located is consistent with enabling alternatives to driving and reducing associated greenhouse gas (GHG) emissions.

Conclusion:

Overall the draft Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines has been well-received by the community and stakeholders. Refinements

included in this report are based on technical analyses and feedback received as part of Phase 3 of the community and stakeholder engagement process. The anticipated target date for Council consideration of the final draft plan is November 6, 2017.

Respectfully submitted,

Karen Rendek, MCIP, RPP Senior Planner

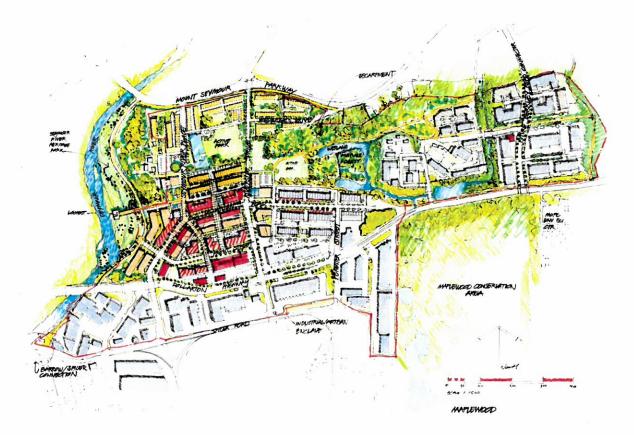
Attachment 1: Maplewood Implementation Plan: Summary of Engagement – Phase 3 prepared by Modus Planning, Design and Engagement, September 11, 2017.

Attachment 2: Draft Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines prepared by Modus Planning, Design and Engagement, October 12, 2017.

	REVIEWED WITH:	
Sustainable Community Dev.	Clerk's Office	External Agencies:
Development Services	Communications	Library Board
Utilities) INS Health
Engineering Operations	□ Fire Services	RCMP
Parks		NVRC
	Solicitor	Museum & Arch.
Facilities	GIS	Other:
Human Resources	Real Estate	

ATTACHMENT_





MAPLEWOOD IMPLEMENTATION PLAN: SUMMARY OF ENGAGEMENT – PHASE 3





Prepared by Modus Planning, Design & Engagement For The District of North Vancouver. September 11, 2017 Document: 3309133

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OVERVIEW & CONTEXT

In 2015, Council directed staff to begin a detailed planning process for the Maplewood area. The planning area is comprised of Maplewood Village Centre, the light industrial and business area south of Dollarton Highway, and Maplewood North (lands located east of the Village Centre, shown in Figure 2).

The planning process included three phases (shown in diagram below), with opportunities for public and stakeholder engagement input in each phase.



Figure 1 – Maplewood Planning Process

Phase 1: **Opportunities, Principles, and Big Ideas** – invited the public and stakeholders to help identify guiding principles, opportunities, and issues for the future of Maplewood. The feedback was then used to provide direction on the Phase 2 concept design.

Phase 2: **Concept Design Development** – conceptual designs were developed based on direction from Phase 1. Concept options included land use, mobility, and open space network ideas, proposed transportation networks and linkages, diagrams, sketches, and photos to illustrate the ideas.

A two-day charrette, followed by an interactive public open house was held. A twoweek online survey followed to receive public feedback on the Maplewood community design concept developed through the charrette event.

Phase 3: Policy and Plan Development – preparation of a draft plan was based on a review of feedback received on concept options and refinement of a preferred option, which was feasibility tested, i.e., detailed infrastructure, transportation modelling, community needs assessment etc. Key directions in the draft plan were presented at a public open house followed by a two-week online survey to receive public and stakeholder feedback.

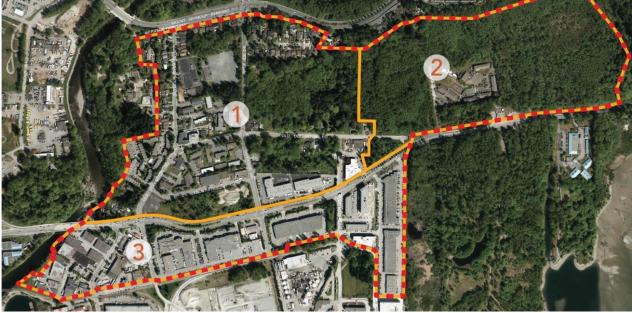


Figure 1 – Planning Area

LEGEND 1. Maplewood Village Centre 2. Maplewood North 3. Dollarton Highway Light Industrial/Commercial

OPEN HOUSE

An open house was hosted by the District on June 21, 2017 from 6:30pm – 8:30pm at Kenneth Gordon Maplewood School located at 420 Seymour River Place in the Maplewood community. Approximately 220 people attended.

Attendees were invited to review a series of display boards (Appendix A) that included detailed information about implementation:

- Purpose and rationale for the planning process
- Overview of the process and what we have heard so far
- Information about the existing Maplewood Community
- The proposed concept plan for Maplewood
- Illustrations and text describing the proposed policy directions for Maplewood, including transportation, environment, housing, development, form and character, etc.

Notification of the open house appeared on the District's website, in social media and in the North Shore News. Postcards were distributed to residences and businesses

within the study area and the surrounding neighbourhoods of Riverside East, Seymour Heights, Blueridge and McCartney Woods.

Open house attendees were encouraged to discuss the information presented with staff and the consultant team, they were directed to the on-line survey to provide their formal feedback on the materials.



Open House June 21, 2017

SURVEY

An on-line survey was the main method for gathering feedback during Phase 3. The survey was made available for residents and stakeholders to complete during a two-week period following the open house. It was available electronically on the District's project website: dnv.org/maplewood from June 26 to July 7, 2017. Hard copies were also made available at the open house event and at District Hall. As the survey was highly interactive with multiple mouse overs and pop-ups, it is difficult to provide an exact copy in a written report. However, a rough facsimile of the survey is included in Appendix B.

398 fully completed surveys were received, with a further 36 valid responses that did not complete all the questions, making a total of 434 responses.

SURVEY QUESTIONS

Participants were asked for their age (optional) and postal code (required to validate response). Responses were also tracked by IP address to alert the District to duplicate responses.

The survey presented a set of proposed policy directions and asked participants for their level of support. The proposed policy directions were organized under the following topic areas:

- Land use
- Building Height
- Village Heart
- Employment Opportunities
- Parks & Recreation
- Green Space and Environment
- Community Amenities
- Mobility Network
- Urban Design
- Location of Fire Facility; and
- Overall Level of Support for the proposed directions

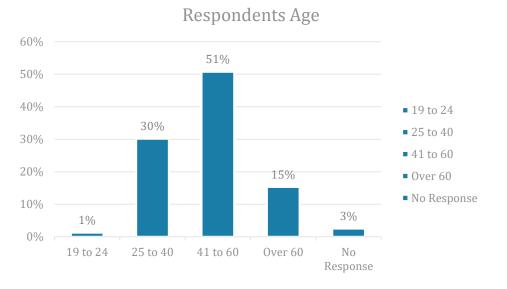
For each topic area, participants were shown a map and/or photos/graphics, as well as proposed text and asked to indicate how well the proposed directions "fit with the community vision" by choosing a number between 1 and 5, where 1="does not reflect the community vision" and 5="fully reflects the community vision".

In addition, the survey asked respondents for additional comments. A summary of these comments is shown below along with the charts indicating the level of support for the proposed policy directions for each topic.

SURVEY RESPONSES

Who Participated

423 (97%) respondents answered the question about their age (Figure 1). Most respondents (51%) were between the ages of 41 and 60. Eleven people chose not to answer this question.



Document: 3309133

Where They Were From

All survey respondents indicated their postal code. Figure 2 illustrates most of the postal code distribution reported. The highest number of respondents live in the Maplewood and Seymour areas of the District but there was representation from across the District.

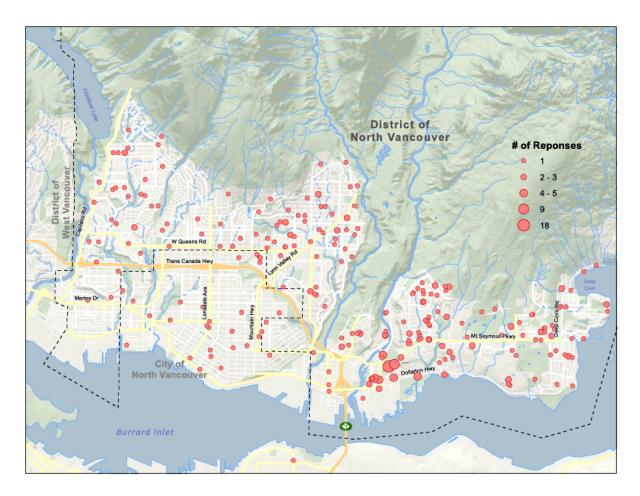


Figure 2: North Shore Postal Code Map Note: City of North Vancouver boundary is an approximation

WHAT WE HEARD

Overall there was strong support for the proposed policy directions with an average level of 4.0 out of 5 for the overall plan and a range of between 3.7 and 4.2 for other topic areas as illustrated in the charts below.

The highest levels of support were indicated for the topics of Village Heart, Green Space & Environment, and Mobility Network. Each of these topics received an average score of 4.2 out of 5.

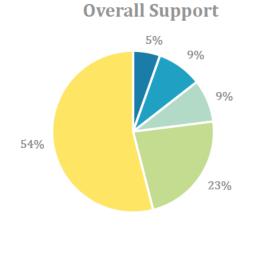
Lowest levels of support were indicated for proposed policy directions for Building Height (3.7 out of 5) and Housing (3.8 out of 5) due to concerns over taller buildings proposed in the Village Heart and the loss of lower end market housing in the neighbourhood.

The following charts and text provide a more detailed summary of feedback on each of the topics presented. In the charts, 1 indicates the lowest level of support (does not reflect the community vision) and 5 is the highest level of support (fully reflects the community vision).

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OVERALL SUPPORT

77% of respondents expressed support or strong support for the plan.

There were 67 positive comments about the proposed plan directions.

A representative sample of these comments is included below:

"I think these directions would substantially improve the area and make it a highly desirable area to live in, and to visit."

"Great plan that will enliven a very underutilized area."

"I think the plan is brilliant! I love the mixed use, live/work concept. I am fortunate to live in deep cove, my kids were raised there but now cannot afford to live here and transit is not great. So, they look off the shore. This gives them option for the shore! I support."

"Yes. Overall, truly, a wonderful, effective conceptual plan: we know that connecting people to really workable, reliable transit will be the key to making this area attractive, as will be the provision of the housing the District so sorely needs (both market and below)."

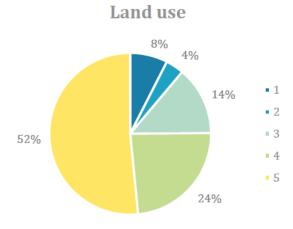
"The innovation district will be a big boon to the area, for a live/work/play/learn opportunity, for densification, for building a tax base. Overall, an excellent plan."

"This is an amazing plan for a much needed "community" in this area. The design and planning is outstanding. I hope the trail ways and bike ways are continued outside of this plan"

"It looks to me like an excellent plan, the challenge will be shaping development and business to see the plan come to fruition. The "Innovation Campus" is particularly interesting, but the DNV would likely have to provide incentives (either tax/financial or via enhanced services such as fibre connectivity) to ensure its success."

"I think the whole plan looks very exciting. I like the plans for the different areas, and that there will be a mix of green space, light industry, education, commercial and housing. I am hoping that the housing options are affordable and spacious enough for young families."

LAND USE



76% of respondents supported or strongly supported the proposed directions for Land Use.

This topic received 20 comments related to:

- Support for the proposed mix of land uses
- Strong support for a new or renovated school in the community
- Support for educational uses generally
- Suggestion for more offices, employment uses
- Suggestions for more residential uses

A representative sample of the comments related to this topic is included below:

"I think this looks fantastic! What an opportunity to build a multi-purpose/multifunction space that can allow for families to work, live, and play in the same area. I particularly support the proposal to include educational facilities within the design. This provides a truly innovative approach to teaching and learning that is integrated within a tech/industrial community providing students opportunities for hands-on learning."

"I understand some of the neighbours have been asking for open markets to be able to buy local produce. In my opinion opens markets appear to lower the class of a neighbourhood. The area will continuously smell and they will provide direct competition to local businesses that have rent and staff to pay all year round..."

"I would also encourage things like medical clinics and dental offices in the area."

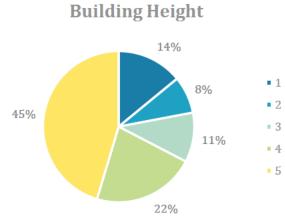
"In the business and industry section of this survey, the focus was mostly in small businesses with the live and work model. Would you please consider bringing in more offices too? People working in the neighbourhood will be our best customers. I hope you seriously consider it, otherwise, all small businesses will be relying on driving customers coming into Maplewood, which ties into the difficult traffic as it is. It is my opinion that we need a greater diversity of businesses than what it's shown."

"Not replacing the old school will hurt the viability of traffic reduction as people with young kids will be forced to travel to other areas. A new school should be a requirement of this overall plan."

"I would like to see pre-school, elementary and secondary schools, preferably Montessori-type and outdoor-focused schools. There is no Montessori secondary school in the Lower Mainland - Maplewood would be an ideal location. Maplewood Farm could become affiliated with the schools and the Maplewood community itself so that gardens and food sovereignty are a central focus toward a self-sufficient community."

"The innovation district is a great idea that is unique and will be a real draw to the area. I fully support this plan."

BUILDING HEIGHT



67% of respondents supported or strongly supported the proposed directions for Building Height.

This topic received 53 comments mainly opposing taller (8 to 12 storey) buildings and higher density generally.

While 67% support, or strongly support demonstrates a majority consensus on the proposed building heights, it is worth noting that many of the comments received indicated issues with the heights. Of those respondents choosing to

provide written comments, some indicated support for the heights indicated on the concept, while others illustrated issues including the number of taller buildings and others focused on the heights themselves.

A representative sample of these comments is included below:

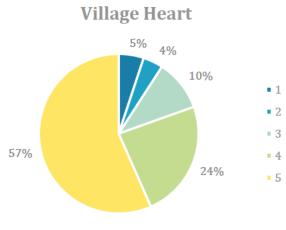
"I worry 12 story buildings might be a bit too tall for a village feel? How about allowing two of the proposed 12 level buildings to mark the "village gate", but reducing the others to max 8-10 levels and bumping the 2-level housing to 3? Would that maintain the overall apartment units?"

"I am totally opposed to having 12-storey buildings. The maximum should be four stories."

"Building heights of 12 stories are not necessary to create density and will diminish rather than increase civic and communal spaces between buildings. 4-6 story buildings suffice to create density. Please do not turn the centre of the development into what feels like walking between glass silos as much of Metrotown and Brentwood town centres look like."

"My feeling is that 8 storey buildings aren't appropriate for this area, especially if we want to keep it feeling like a "village". I love the layout and the walkability of the proposed area. I think it's of the utmost importance to have enough affordable rental properties in this area, but growing up in urban centres, I realize that multistory living for low income rentals can be somewhat ghettoizing. I'd like to see nonmarket rentals not be blocked off in towers."

VILLAGE HEART



81% of respondents supported or strongly supported the proposed directions for the Village Heart.

This topic received 7 comments offering different suggestions for the Village Heart.

A representative sample of these comments is included below:

"Residential density should be concentrated within the Village Heart to truly activate it and achieve the character and sense of community that the Plan envisions."

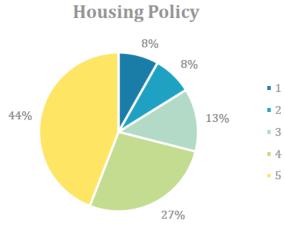
"Village Heart would be nicer as a pedestrian only street/block. "

"...I would also like the plans to deter east-west commuting traffic from 'shortcircuiting' the major arterial roads of Mt. Seymour Parkway and Dollarton Highway by limiting through-traffic through the village heart and surrounding residential areas."

"It is so lovely that Maplewood is not a busy stop for people to access businesses- it is calm residential area. If multi-use buildings must go in, business hour restrictions should be in place. Parking must be considered- and remain free- and the disruption of light and noise pollution should be carefully considered."

"The DNV should take a serious look at densifying the River Side Drive/Old Dollarton Road intersection. Do not understand why the village centre is shifted westward. The DNV has so much land holding on Old Dollarton Road, and it only makes sense to have higher density and greater building height and massing at this strategic intersection so that DNV can maximize the value of its land holding east of the River Side Drive/Old Dollarton Road intersection. This will only benefit the people in DNV in the long term with more land sales revenue going to DNV's coffer. Making this the Village Centre also makes good planning sense given River Side Rive and Old Dollaron Road are both main roads in this neighborhood."

HOUSING POLICY



71% of respondents supported or strongly supported the proposed directions for Housing.

This topic received 52 comments including:

- 7 comments encouraging more emphasis on seniors or supported housing;
- 22 comments expressing concern about loss of affordable housing; and
- 23 other housing comments

A representative sample of these comments is included below:

Affordable Housing

"It all looks very nice, but I know I will never be able to afford to live there."

"We need more townhouses and multi-family spaces in areas like this. I would encourage more family development and creative housing types to meet the needs of different community members and family types."

"Rental housing is certainly in short supply, particularly family-friendly 3-4 bedroom non-single-family housing forms. I hope the DNV would show some regulatory flexibility when it comes to approving typically non-standing building forms."

"Any type of low cost housing is a good idea."

"Even 6 story versus 4 story buildings should be considered only when set back from the street and when they include affordable housing contributions and/or units, and when the developer is otherwise contributing to the resources in the community."

Senior's Housing

"Care needs to be taken to identify and make a policy of affordable / seniors housing zones, the DNV must administrate these policies to ensure continuity and delivery."

"What about some form of co-op or affordable housing for seniors or families?"

"Seniors housing and recreational facilities are important so that we can be a vibrant part of an intergenerational community. We have a lot of hands-on skills to share with the younger generations, and deep concern for environmental issues that we can work on with pre-school and K-12 students."

"I did not see any mention of housing for seniors."

Other Housing Comments

"[*I* am] skeptical about campus style and employee designated housing by the Berkley Connector."

"A key gap in the proposed plan is the lack of student-dedicated housing or residences to support Capilano University. This is a significant missed opportunity, given the critical connection between post-secondary education (and the only postsecondary institution on the North Shore) and the hope for successful innovation."

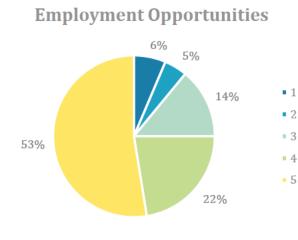
"My wife and I grew up in North Van (Blueridge & Deep Cove) and hope to move our young family back. More housing options will help to create that opportunity."

"I am hopeful that supported housing for people with disabilities might be worked into the plans. I see Maplewood as being a very supportive community, where such individuals would thrive."

"How many affordable housing units are planned? what is the relocation plan for the many renters who will be displaced by redevelopment and may struggle to stay in the community with close to 0% vacancy?"

"More density. More 3 bedroom rental units for students, low income families and professionals/trade workers. It may seem like a big number to add over 1,000 new units, but compared to the rest of MV this is not enough. The close proximity to 2nd Narrows Bridge and access from Dollarton to Main St. will make this a better high density area. Maybe a potential future Skytrain site? Don't send the message to Translink and the BC Provincial Government that DNV is still stuck in the past. There is enough land to add lots of density with fewer demolitions than Burnaby has had. I appreciate the hard work council and staff has put in to this. Thanks."

EMPLOYMENT OPPORTUNITIES



75% of respondents supported or strongly supported the proposed directions for Employment.

This topic received 8 comments including:

- Support for more industrial development/employment
- Comments expressing concern about more industrial development;
- Skepticism about the kind of the jobs that will be created;
 - Both support for and against the concept of live/work industrial development

A representative sample of these comments is included below:

"The jobs will all be McJobs, so give the fiction that the area will be live/work."

"You have sketched a pretty idyllic picture of Maplewood's future, however I don't see much that convinces me it will be achieved. What are the jobs that will pay enough for people to afford to live there? Is the new fire hall going to add new jobs? Or, is it a replacement facility? "Gritty" artisan workplaces are not familysupporting nor do they generate much employment. Is there evidence that the industries wanting to locate here offer more than low-paying service sector jobs? Is there any empirical evidence that the residents of the new housing projects already completed in Maplewood are using transit or are working in the neighbourhood? What gives you the confidence that new development won't put more pressure on our weak public transit system?"

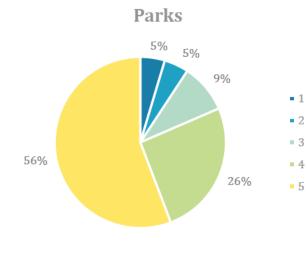
"... Slow down with the residential development. Start with the mixed-use, light industrial and recreational (which is useful, positive and much needed) and scale back the residential plans."

"The Old Dollarton Road is one of the flattest pieces of land with the best sun exposures all year long and is more of a residential area already. I feel a higher density residential complex is best, industrial always brings problems."

"Also, District and Council should ask developers to offer the Commercial Spaces for Sale not for Lease. This will encourage the locals to stablish their businesses here." "I don't like the light industrial with attached residential at east end of project. There is more than enough space taken up with industrial in Maplewood. This section should be small single family like south of mount Seymour west of Safeway."

"Lack of space for light industrial. There is far too much focus on housing instead of providing good jobs. Unfortunately, that is the case across the DNV. Jobs should get priority."

"The innovation district is a great idea that is unique and will be a real draw to the area. I fully support this plan."



PARKS & RECREATION

82% of respondents supported or strongly supported the proposed directions for Parks.

This topic received 20 comments related to:

- A general desire for more and improved park space
- A few concerns about more park space (as there is a lot already)
- Suggestions for specific park uses such as soccer fields, artificial turf, tennis courts, washrooms, outdoor play areas, bike park, skateboard park, dog park,
- Strong support for relocating the North Shore Winter Club to Maplewood

A representative sample of these comments is included below:

"... as much park and green space as possible, outdoor play areas for kids, outdoor sitting, community gathering spaces..."

"I have to admit that I'm not really happy about the increase in density. We need more parks, not more concrete and steel."

"We have so many parks around us, it does not make sense to put more active parks in the area, you should put in more apartments in the area to increase population...Big no to more parks."

"... would you be able to consider a Tennis Court please?...It would be really nice to have tennis courts in Maplewood too, as well as summer movie events and grounds for concert stage. These can be tied together location wise with the entry to the river. Public washrooms are very important, otherwise us small business owners have to pick up the tab for that (as we currently are) ..."

"If playing fields are being developed, look at artificial options to maximize usable periods for usage; grass fields need strong maintenance plans and ongoing attention to ensure that they remain playable; gravel fields are the least desirable option."

"... as a resident of **Constant of** I am not fully supportive of a play area that will see the trees behind our homes taken down. That being said, I do think a play area for children is also very important, so I hope that the District can find a way to include the playground and keep the trees."

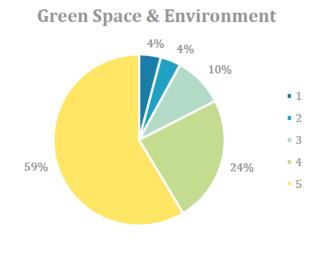
"I currently live on street or laneway between our units and the soccer field at Kenneth Gordon Park. It is only going to increase the car emissions, the noise and the safety for the children who use the soccer field and adjoining tennis courts. We were assured by the District when we bought at that the green space behind us would remain as is. Most of us made our buying decision on that assurance. The trees buffer the sound from soccer games and anyone playing on the soccer field. In the policy plan included in this survey, not only is the laneway still in the plan, which they would have to remove trees to accommodate, but it also shows a children's park right behind our building which would - require removing most of the trees as there is not a lot of space, add to the noise level as children are extremely noisy in parks, increase the incidence of vandalism and theft on our property and decrease the value of our units. Most of us bought

because we enjoy the wildness and quietness of the greenspace. The birds (eagles included who nest across the field), the wildlife - I saw a deer in the woods this morning, the cooling effect of the trees, etc. I am not happy about that part of the plan and we have repeatedly opposed it and will continue to do so. In talking to some of the homeowners along Seymour River Place, they too are opposed to the laneway and the removal of the wild greenspace in order to create any kind of "community park". There are other areas across Riverside Drive where putting in a playground would not affect residents. And really, it should be closer to the Village Centre so more families have access to it. ..." "I like how Darwin is willing to incorporate a facility like North Shore Winter Club in their plans to develop Maplewood area. It will give new families that live there and opportunity to extended their "backyard" with having a facility like that there."

"More recreational facilities. The gravel field looks terrible. Convert to track and all weather field. Or just improve the look for everyone kids should not have to play in a gravel field."

"You've thought of everything except for DOGS. A strong amount of people that are attracted to this area WILL have dogs. Will the housing be pet friendly? Will the parks be dog friendly? We will need safe, off-leash areas that we can take the dogs and also live with dogs. You should specify this in your plans. This is part of our housing issues in Metro Vancouver and especially in areas where people are outdoorsy and more likely to have pets, and it is not addressed at all here."

GREEN SPACE & ENVIRONMENT



83% of respondents supported or strongly supported the proposed directions for Green Space & Environment.

This topic received 23 comments related to:

- General concern about the loss
 of green space to development
- Concern over the impact of construction activity
- Concern specifically over impact on Seymour River riparian area and forests along and adjacent to the Windridge Escarpment.

A representative sample of these comments is included below:

"My main concern is too much invasion into natural green space..."

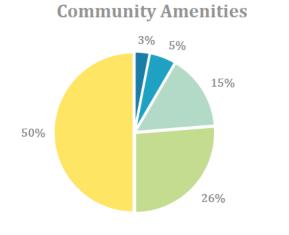
"Too much development, particularly residential, to the north of Maplewood Conservation Area, not enough space for wildlife to move between the conservation area, and the mountain. Light industrial would allow wildlife early mornings and late evenings to move through. There needs to be a wildlife corridor between the river and the mature woodland area - ie trails which are not pavement, and containing trees and bushes. I prefer walking on this terrain too, and like trees for shade. I don't mind the idea of an industrial type look with bright colours, but birds and glass do not mix."

"... At the end of it all I just hope that you do the right thing and don't turn this beautiful, happy neighbourhood into what Edgemont village is now. An overpriced, congested nightmare that doesn't reflect the beauty and nature of what the North Shore is. Please reconsider some of your proposal."

"I am deeply concerned about the loss of natural habitat. The industrial parks along Dollarton Highway now are a horrible blight. Why would we pave over more forest at a time when we know the earth's temperature is increasing? This is outdated, small-minded thinking that puts the economy ahead of life."

"My main concern is regarding the Windridge/Windsor Park forest and streams. This area is so special to the community as it provides some highly accessible forest to the people who live here."

COMMUNITY AMENITIES



76% of respondents supported or strongly supported the proposed directions for Community Amenities.

- This topic received 15 comments
 related to:
 - Strong support for keeping the iHope centre in the Maplewood community.
 - Request for additional facilities such as a library, daycare, senior's centre, community centre.

A representative sample of these comments is included below:

"I did not read of plans for community services such as a library, day care, seniors activity centre?"

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"Please keep the iHope centre. It's an incredibly valuable asset for the community. Please consider how many people will be forced to leave the community, maybe the only one they have ever known." "A combination of new school/community services center structure would be a wise plan to maximize the Maplewood school properties. Parking for the school and Maplewood farm could then be enhanced..."

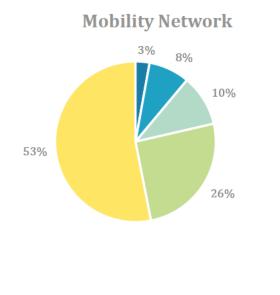
"Please provide local community sports facilities in the innovation district, including all weather turf 3G pitch, swimming pool and indoor rec centre for use by the Brockton School facility proposed to relocate to Maplewood as well as the wider community."

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MOBILITY NETWORK



79% of respondents supported or strongly supported the proposed directions for Mobility Network.

This topic received 15 comments related to:

- 15 comments suggesting better pedestrian and cycling infrastructure
 - 39 comments related to concern about traffic impacts
 - 12 comments related to desire for improved transit
 - 5 comments related to parking

A representative sample of these comments is included below:

Safer Cycling and Pedestrian Environment

"I have worked in this community for over 11 years now. I bike to work yearround. I would have liked to see more emphasis on safe-cycling infrastructure in the plan. I'd also like to see better, safer pedestrian and cyclist crossings of Dollarton Highway - which has a lot of vehicular traffic on it."

"Both sides of Dollarton Hwy are absurdly unsafe for cyclists and pedestrians. A proper plan to extend completely separate lanes all the way from Second Narrows bridge to Deep Cove needs to be implemented. It's only a matter of time before a truck kills someone on this unsafe road. I have had many close calls myself. With a huge increase in traffic that this plan will cause, not implementing safe cycling/walking commuting lanes along Dollarton is totally irresponsible planning."

"Cyclists will feel far safer and use the paths more if they are separated from vehicle traffic by a physical barrier. This includes connections to the rest of the city. Currently getting between Seymour and anywhere else is very unsafe."

"As much as possible, it would be great to limit car access to this area and focus on pedestrian and bike access."

"Make bike routes separate from roadways with long sight lines and fewer intersections with roads to encourage commuting cyclist to stay off the road. Don't make bike routes that are on the road sometimes, sometimes on the sidewalk and sometimes non-existent."

"The bike lanes on Dollarton Hwy are terrible. Cyclists dislike using them as they are dangerous as the interact with driveways etc. Proper bike lanes on the road would be more suitable.

"Remember that it rains most of the year here. The cycling proposals are positive, but seem piecemeal. How do you propose to include a cycling route on the Berkley connector which is very steep?"

"More trails and a more bike/people friendly Dollarton hwy near the old Crab Shack.

"Hopefully the fire facility will also include an ambulance station. You are wanting to build structures for 5,000 more people but are not planning to upgrade the Dollarton from Deep Cove. As to the extension of the bike path, I notice that it would end at the intersection of the Dollarton and the proposed Berkley extension. Any cyclists (or pedestrians) wanting to continue on towards the Cates Park/Deep Cove area would now have to brave what is arguably a very dangerous stretch of road east towards Ellis St. or turn and go uphill. Let's address this piece of road with at least a sidewalk BEFORE starting this new project."

"I would like to see the heart of the innovation center and some of the corridors be walking and biking only to not only control traffic but, also to create a calmer atmosphere. Parking could be pushed to the edges like at Major Universities. ..."

"The Berkely Connector makes good sense (another key)-but I think the plan for Old Dollarton needs to be pedestrian only-no vehicles at all-such as the Whistler Village walkways-which has the potential for a spectacular, vibrant centre. Having both (vehicle and pedestrian not a good idea, in my view."

"Village Heart would be nicer as a pedestrian only street/block. ..."

"Keep Riverside Dr. two lanes and walkable - move all heavy traffic to Berkely Connector. Need to reduce speeds on Riverside and preserve as a safe residential neighbourhood road for school children."

"Where is the sidewalk along Dollarton Highway? The meeting I attended had stacks of stickers on that item -- but I see no mention of it in the plan. Can't you improve the existing neighbourhoods with our property tax dollars while you also build a new neighbourhood? We should have a safe route to access this new community. And what about dedicated bike lanes? They are mentioned in the plan but they sure don't appear on the map."

"People in the Windsor Park/Tseil Wa-truth area are unlikely to walk to the "New Maplewood" if it means risking their lives so that would add to the traffic."

Traffic Concerns

"I am concerned about the potential flow of road traffic (trucks, buses, and automobiles) in and through Maplewood over Hwy 1 and the Seymour River. How will that be managed? Present movement is extremely difficult at times - this plan will only make it worse."

"An obvious concern will be the increased density affect on transportation. But the efforts being made now to improve this, the things like the Berkley extension and the live/work concept will mitigate. ..."

"The increased density of homes is expected to increase the traffic volume significantly of the area, even with the introduction of the Berkley Connector. I would like to see greater design considerations for improving east-west traffic congestion along Dollarton Highway and Mt Seymour parkway that prevents residents of Maplewood from entering/exiting the area. I would also like the plans to deter east-west commuting traffic from 'short-circuiting' the major arterial roads of Mt. Seymour Parkway and Dollarton Highway by limiting through-traffic through the village heart and surrounding residential areas."

"This high population density will put stress on our roads. We only have 2 bridges to exit North Van, what will we do if there is an emergency? I live in Lynn Valley and if I have to leave the city I have to leave at 7:00 at night or early mornings. Before you start building new communities, you should be building us another bridge or two!"

"Exciting to see the vision starting to unfold. I support the idea of concentrating density in town centres. My only concern is the increased stress on both east/west traffic and Ironworkers Memorial Bridge traffic. I have seen the plans for Highway 1 and new interchanges and am not confident they will be effective enough."

"Overall look feel and usage appear positive. My largest concern is the increased density and number of highrise towers that will be incorporated mostly relating to the impact on the current traffic infrastructure. The Berkley connecter appears positive, but the larger concerns are how this will impact the key intersections entering and leaving the east of Seymour area from the highway and main street areas."

Transit

"Also, if you're densifying like this, which I want to happen, what are you going to do to address transit issues? You will have a lot more people using transit and driving, not just biking. You've only addressed biking. More people using transit, means more frequent bus trips required and possibly route changes, as well as upgrading some of the short buses to full length buses. Are you in talks about this?"

"If Phibbs is to remain as a bus depot - it needs a major upgrade - better cover for people waiting for transport especially during the colder moths and possibly a small vendor for hot drinks too. ..."

"Also have to bear in mind there's rapid development in Raven Woods, and need for transit through that community to serve a similar sense residential neighbourhood. It has steeper hills and lack of transit up that hill is really bad for people with mobility issues!!"

"... We need public transit to have special corridors on the North Shore so that people can go faster by bus/tram than by car. That's the way to get people using public transport: make it reliable and fast."

"There is very little improvement to transit. We have pretty poor service currently buses are so infrequent they are not viable outside of rush hours. ..."

"What gives you the confidence that new development won't put more pressure on our weak public transit system? ..."

Parking

"Will there be underground parking in these buildings, or street parking only in some areas? ..."

"Village Heart- it is so lovely that Maplewood is not a busy stop for people to access businesses- it is calm residential area. If multi-use buildings must go in, business hour restrictions should be in place. Parking must be considered- and remain freeand the disruption of light and noise pollution should be carefully considered." "Consider reducing minimum parking requirement and setting a maximum parking limit to encourage use of transit, walking, cycling, and use of co-op cars."

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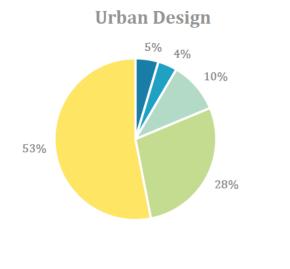
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"Not super interested in the high density/no plan for parking or better transportation options."

URBAN DESIGN



81% of respondents supported or strongly supported the proposed directions for Urban Design.

This topic received 12 comments related to:

- Some supporting and some not supporting the proposed eclectic industrial style
 - Suggestions to incorporate First Nations art and cultural elements
 - Suggestions for an aesthetic that draws upon natural elements

A representative sample of these comments is included below:

"Use the public art and bright colours to make Maplewood stand out compared to other village centres."

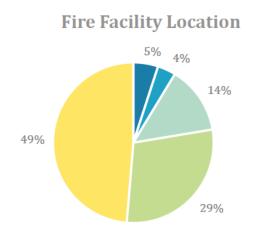
"Love the character and community & recreation elements to the plan!"

"Maplewood will include industrial uses, I understand that; but I see no need for the public art and non-industrial buildings to highlight this aspect of the community. Rather, I would suggest that public art highlight the natural elements of our community and introduce additional natural elements. Similarly, the large timber and glass aesthetic of buildings is great (similar to the Stong's we have now), but again the purposeful incorporation of industrial elements doesn't make sense to me and isn't inline with the community's vision."

"Artwork installations should be of local design and pay homage to first nations influence in Maplewood's history and future."

"Street character spot on (bold colours, industrial elements, material diversity, lots of greenery, mixed use). Pedestrian areas are great for creating livable feel."

FIRE FACILITY



78% of respondents supported or strongly supported the proposed directions for the Fire Facility Location.

- This topic received 5 comments
 related to:
- Concern about noxious
 - fumes, noise of sirens
- 4 • 5

A representative sample of

these comments is included below:

"My support for the fire training facility is contingent on the safety of the fumes that may come off of such a facility, and on whether or not having the facility there will mean that we have increased fire truck and ambulance noise. Mount Seymour Parkway is already quite loud with emergency vehicles, and so increasing this would be quite detrimental to our quality of life."

"Location of the fire facility is great but an alternate site for the training compound would be a wise choice, the space could then be re-purposed to serve the community such as daycare and community assembly space similar to Metrotowns fireman's centre."

"If the future fire facility is a training facility where they deliberately set objects on fire and practice extinguishing them then I am opposed to this location. These types of training facilities should be in remote places and not in a village with a proposed dense population. If it is just a regular fire hall then I'm okay with it."

PROCESS RELATED COMMENTS

In addition to comments on the proposed policy directions, a few comments were made about the process itself:

"Really frustrated by the DNV continual 'breaking into Districts' use of planning. Does not show how this will fit into the Seylynn development nor the changes happening because of the 4 new bridges crossing Lynn Creek and the expansion of Keith Road. How does one figure out how to get their kids to school (Lynnmour) without that info. Kinda critical."

"I would have liked to receive the notice about the meeting at Maplewood 4 or 5 days before the event. One day before is not enough time to change plans. You did want us to attend didn't you?"

"NVSD is better at involving community than DNV. For Plymouth School all were invited to hear 4 proposals. Attendees then gave picked top 2 choices and top choice was selected. BTW, head of Polygon talk was that he didn't think we should have involvement and that Administrators should put high density housing on site because more people is always better. He had no interest in taking questions and dismissed comments. Darwin CEO was very good and tried to work with community to design single home residential 20 homes on site. We dont need higher density unless traffic nightmare can be improved. And that seems to be impossible."

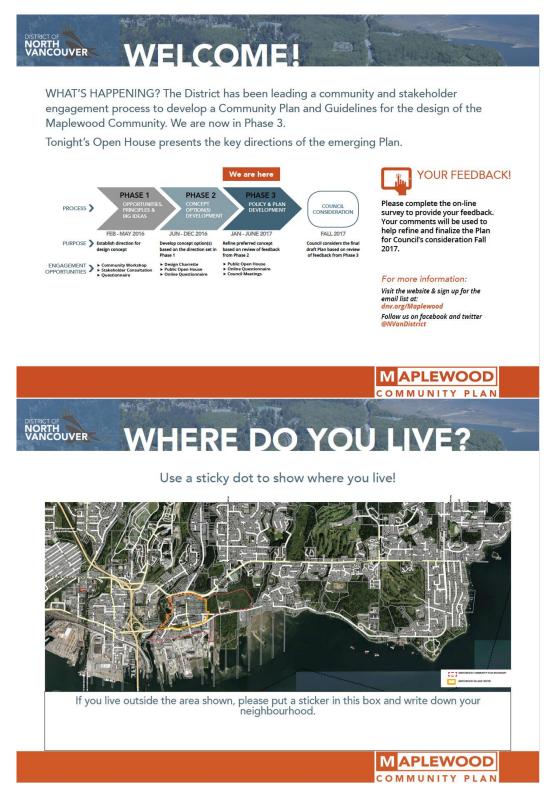
"Over last 30 years there has been steady development in Seymour with lots of medium and high density (including First Nations). Lets have a Seymour referendum or mail out vote before this goes ahead."

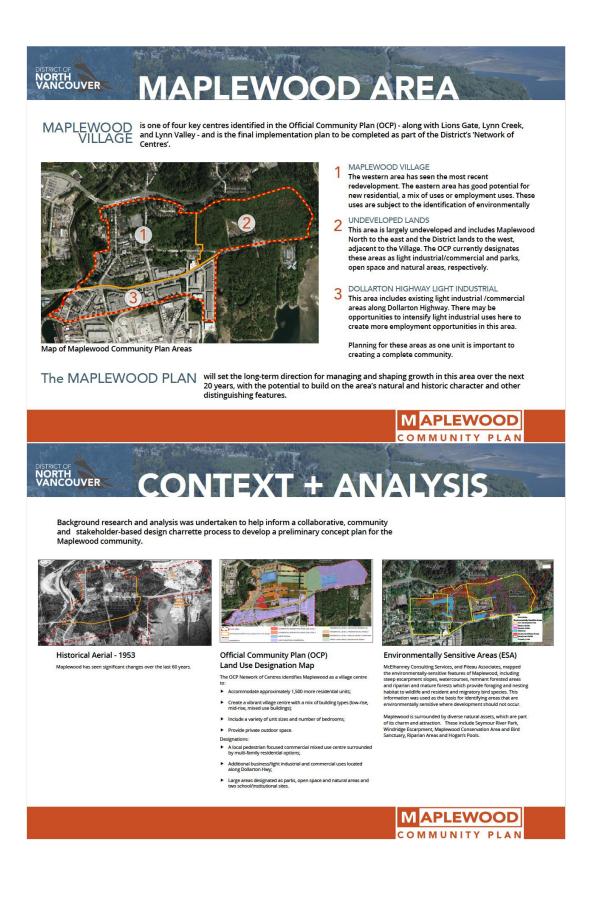
"I attended the presentation last week and found it to be very well run, informative and welcoming. Well done. ..."

"The 'plan' lacks credibility due to the omission of transportation considerations and other infrastructure improvements plus the impact of other developments currently underway along Dollarton towards Deep Cove."

"You have joined TWN in clear-cutting the north shore of the inlet! Good planning work."

APPENDIX A - DISPLAY BOARDS





DISTRICT OF NORTH VANCOUVER

NORTH VANCOUVER

CONTEXT + ANALYSIS

Background research and analysis was undertaken to help inform a collaborative, community and stakeholder-based design charrette process to develop a preliminary concept plan for the Maplewood community.



Flood Hazard Zone 2100 (October 2016) A flood risk management strategy along the Seymour River is being developed to help protect the area from flood risk.

A 30-metre setback from top-of-bank will be required for any new development along the Seymour River.



Hazard Risk

Reak on the base ben established for the Maplewood area due to the proximity of heardnoss substances potentially used in areas designated for heavy industrial. Each risk contour identifies the allowable land uses and densities recommended, based on the distance from the risk source. MMC2 (Mayi Industrial Accidents Council of Canada) best practices have been followed within the plan area



ANALYSIS + INVENTORY

Existing opportunities and constraints were mapped at the beginning of the process. An inventory map was created to help guide future planning in the area.



Community Destinations

- Maplewood is a hub for a number of significant destinations including.
- Maplewood Conservation Area
- Maplewood Farm
- A small commercial centre and nearby recreational facilities in the northeast - Ron Andrews Community Recreation Centre, Seymour Youth Centre and Canlan Ice Sports North Shore.

Water Access

There is limited and informal pedestrian access to Burrard Inlet and access to the Seymour River at Seymour River Heritage Park.

Transportation

Vehicles can access Maplewood by Mount Seymour Perkway or Dollarton Highway, Riverside Drive links these two roadways and travels through the heart of the Maplewood Villags. The Maplewood area is currently served by transit and is dose to Phibbs Exchange transit hui. Transitin Jpans to increase the frequency of transit to this area in the future. Although both formal and informal walking trails exist in the area, the sidewalk network is discontinuous and there is not a complete and connected walking network. There are some bicycle routes, including both Mount Seymour Parkway and Dollarton Highway, however, there are also gaps in the cycling network.

Floodplain

Much of the Maplewood area is within both the coastal and river

Undeveloped Property + Maplewood North

There is a significant area of undeveloped property east of Riverside Drive.



YSIS + INVENTORY 4

Maplewood Village is a unique place in the District. It is located in close proximity to the water, has a diverse community of businesses and industry and has many outstanding natural features and open spaces.

NORTH VANCOUVER





The Maplewood area is rich in parks and trails. Parks include natural parkland areas and regional parks and conservation areas. ion Area;

Maplew od Consen

Windridge Park;

Hogan's Pools Park;

Maplewood Creek Park; and,

Maplewood Spirit

Participants were asked to write words to describe the 'spirit' of Maplewood, and to keep in mind a question when considering all ideas and options; how does it fit with the 'place'?

Maplewood Farm and the Seymour River Heritage Park

These parks are largely natural areas, with limited active recreational park space located directly in the community.





ewood area has a number of exis es that provide important employ ities and economic benefits for th The Map its for the community and the region. Over 220 businesses currently operate in the area.

MAPLEWOOD



The engagement process for Maplewood has included a variety of events and tools to capture the ideas, aspirations and feedback from all interested residents, businesses and stakeholders in the area.

Community Workshop and Survey #1



In April 2016, during phase 1 of the process, the District held a public workshop to get the planning process started. Community members came together at Kenneth Gordon Maplewood School to share their ideas and help shape the future for Maplewood. An Online Survey was here the started of the started started by the started started by the started started by the started started by the started by start

What We Heard

DISTRICT OF NORTH VANCOUVER

The need to address traffic congestion & circulation within the community and in/out of the area;

- Support more active transportation and ensure pedestrian safety; Strong support for seeing Maplewood continue to have a 'green' character, with natural areas preserved and/or incorporated into public spaces;
- Sensitive development and protection/replacement of less expen-housing;
- A genuine desire to find great ideas and innovations suited to the character and spirit of Maplewood.

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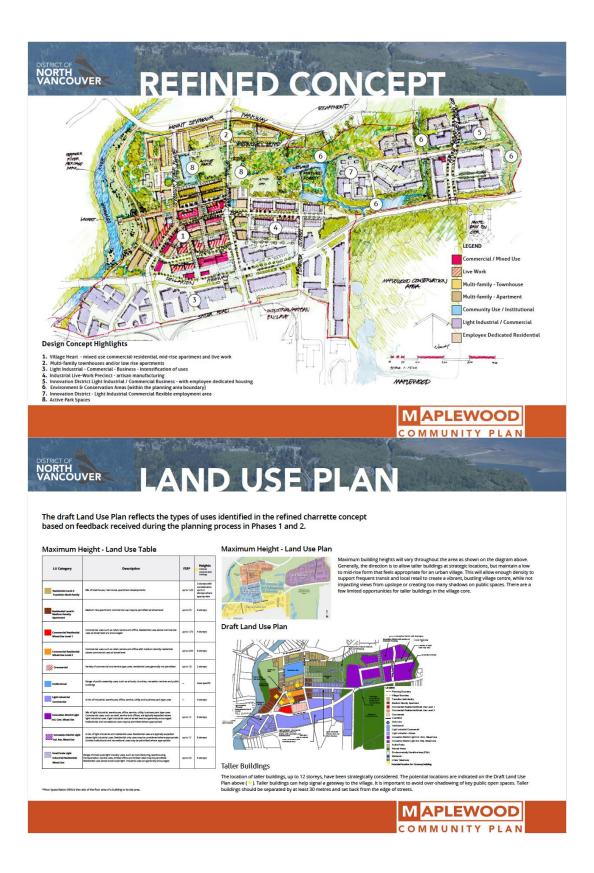
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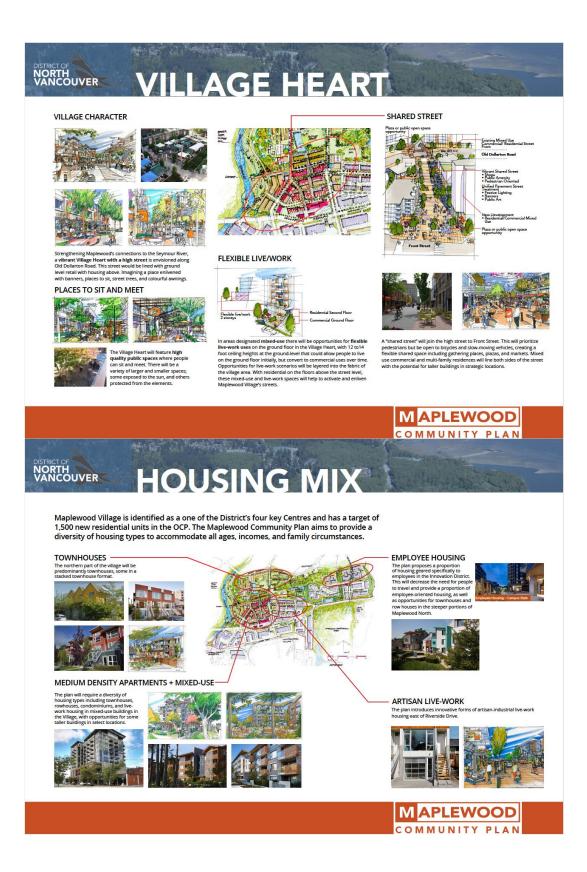
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MAPLEWOOD COMMUNITY PLAN

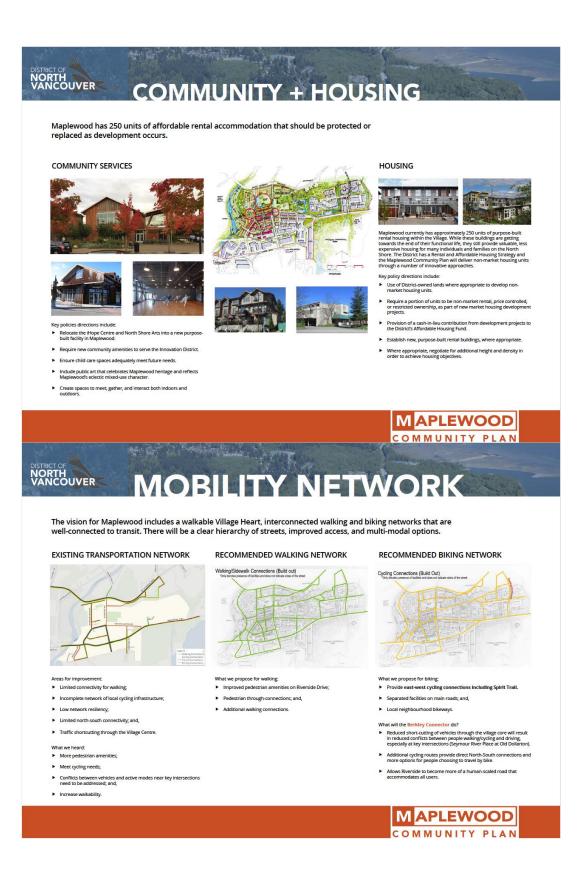
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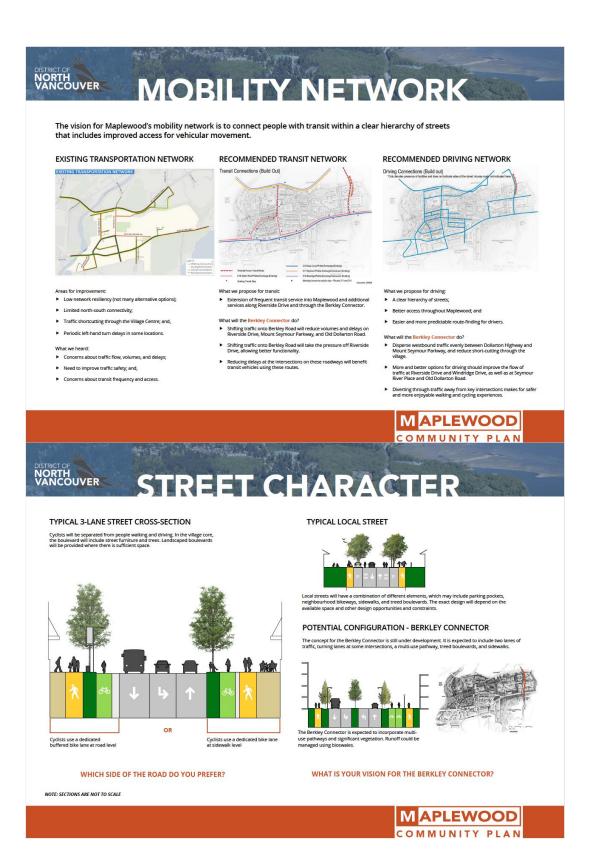












TRAILS + PATHWAYS

Maplewood's non-motorized connections will be enhanced and extended to create better access and connections between the Riverfront, Village Centre and the new Innovation District.

The new Community Plan seeks to:

NORTH

- Establish two types of cycling networks by design: (1) on street and (2) recreational off-street trail network for all ages and abilities.
- Extend the multi-use pathway as a 'green spine' outlined in the illustrated design concept (along Windridge at the base of the escarpment) connecting destinations east to west across the Maplewood area.
- Extend and Improve the trail connection north-south within Seymour River Heritage Park, with a focus on the Seymour Greenway Trail.
- Extend the separated cycling infrastructure along the north side of Dollarton Highway east to the Berkeley Connector.
- Two types of trails within Maplewood will be considered:
 Urban trails in the village core that connect through the Village Heart. They will be well it, minimum 3.5 m wide, multi-use asphil (or concrete) pathways with seating and landscaping. 4 m width should be provided for Spirit Trail sections.
- Urban trails outside of the village core through the environmentally sensitive area (EA4) -minimum 3.5 m wide with habita protection fending and bachdairk, as required, to protect EA4. These harural trails' would interink with the urban trail system and connect to other neighbourhoods, and utimately init up to the Magnewood Correstion Area. 4 m width should be provided for SymiT hall sections.





MULTI-USE PATHWAY





MAPLEWOOD

VANCOUVER MAPLEWOOD CHARACTER

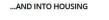
EMERGING CHARACTER: ECLECTIC MIXED-USE / INDUSTRIAL

Maplewood has an emerging character which that can be defined as "eclectic mixed-use-industrial". Maplewood's charm is in the diversity of uses and styles that co-exist within a green, natural setting close to the Burrard Inlet. Design guidelines will encourage and reinforce a diversity of of architecture and urban design to create this unique character.

INCORPORATING INDUSTRIAL ELEMENTS INTO THE PUBLIC



MARINE INDUSTRIAL ELEMENTS









HEAVY TIMBERS





MAPLEWOOD

NORTH VANCOUVER MAPLEWOOD CHARACTER

PUBLIC ART, NATURE AND PLACES FOR CELEBRATION

Public art and street furniture will reflect the working history of the area and the natural environment.

PUBLIC ART

Public art marks gateways, enhances pedestrian streetscapes, and animates public plazas and gathering spaces. Designed and implemented as part of the public realm, art reflects and gives expression to local stories while at the same time providing an opportunity to celebrate the character and identity of



Street furniture and lighting will reference the industrial, and marine-industrial heritage of the area, using wood, steel, and bold colours to support Maplewood's unique character and enhance the public realm.



PLACES FOR CELEBRATION

Local events and celebrations will animate Maplewood, promoting inclusion and participation while reinforcing the spirit and identity of the community. Events, musical evenings, artisan markets, and other gatherings will be accommodated in an outdoor plaza space that has been designed with those, and other uses in mind.



GREEN SPACE CHARACTER

New green spaces and features will respect, celebrate, and enhance the environment. This can include natural spaces such as Seymour River Park, neighbourhood parks with active recreation elements, and streetscapes and plazas that support the urban forest and include innovative approaches to runoff management.

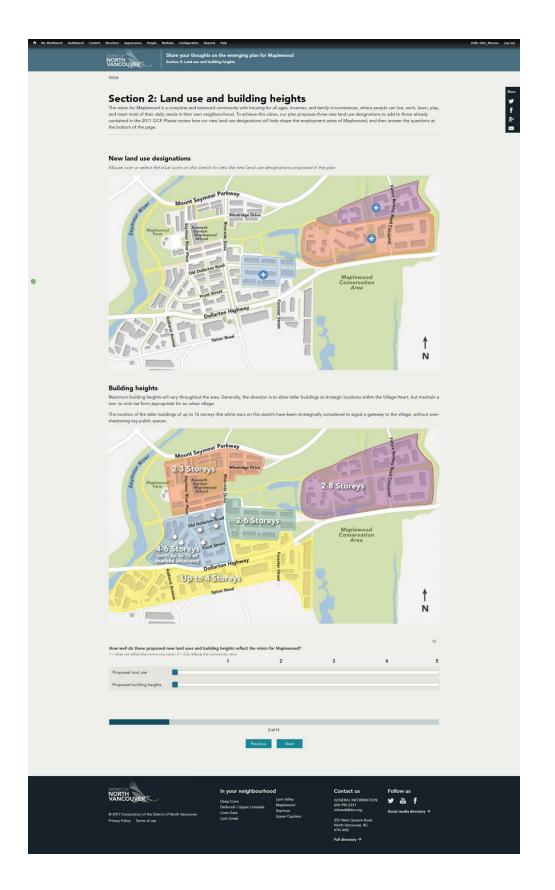


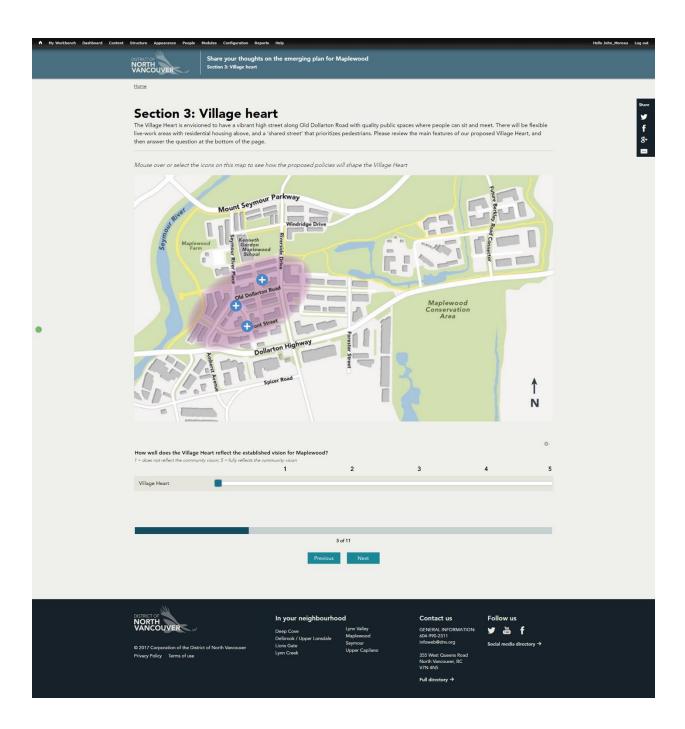


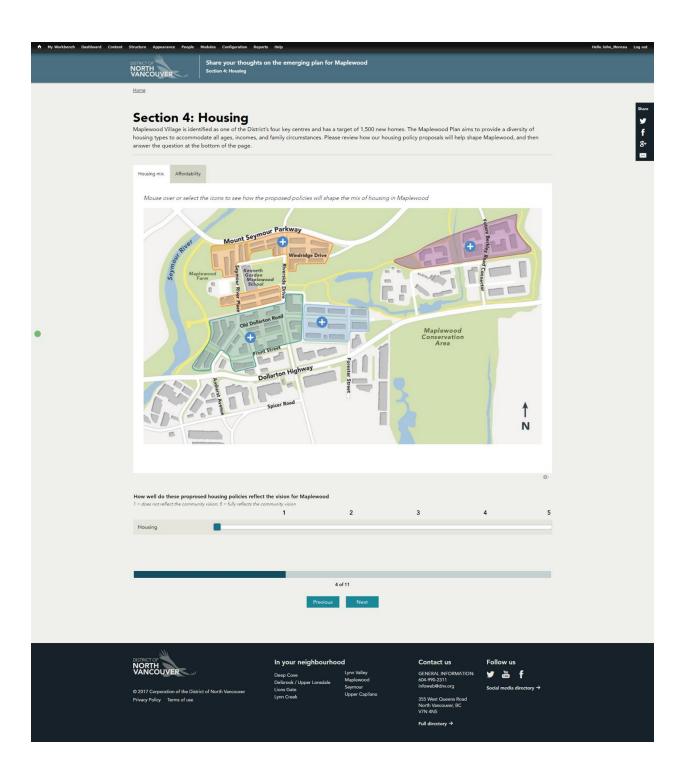


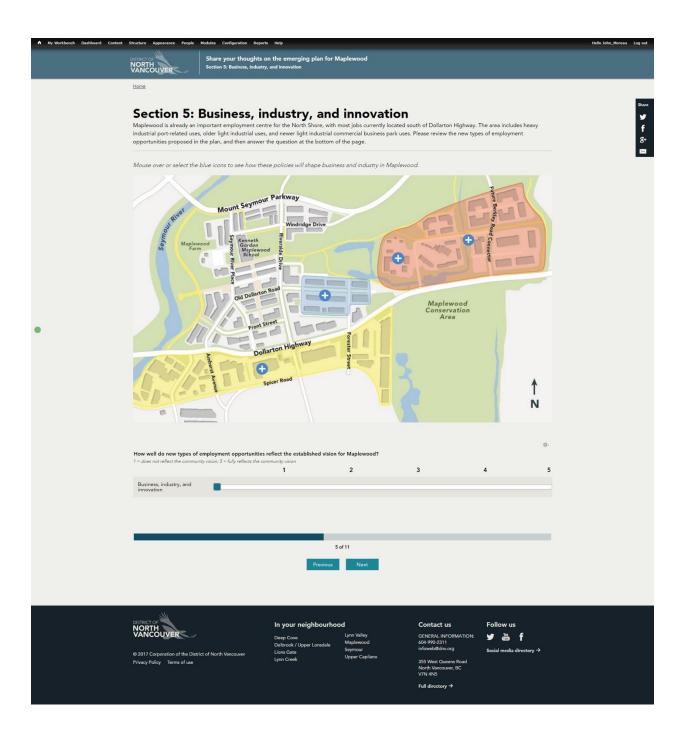
APPENDIX B – ONLINE SURVEY

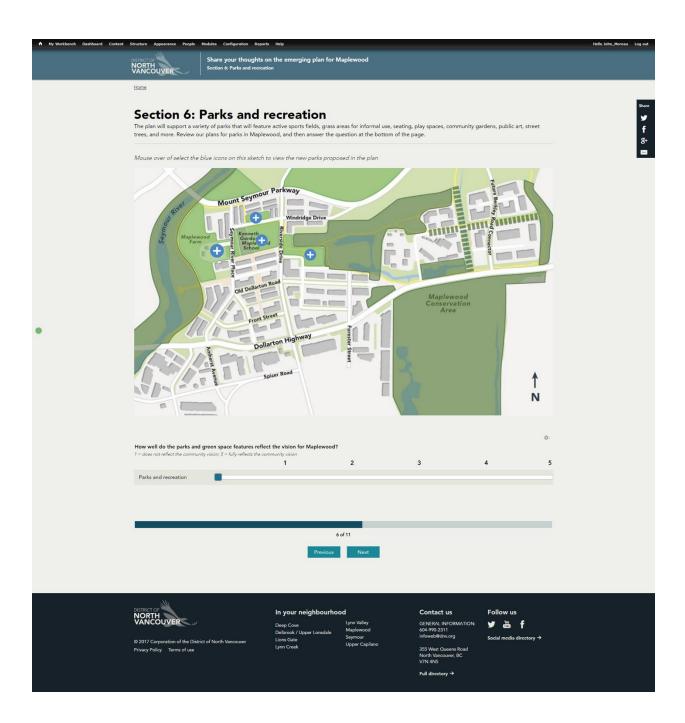
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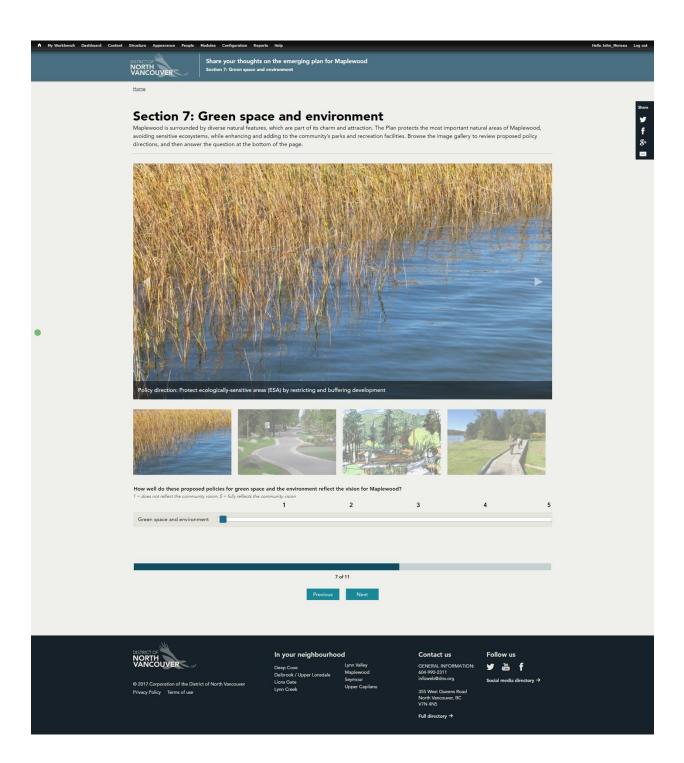


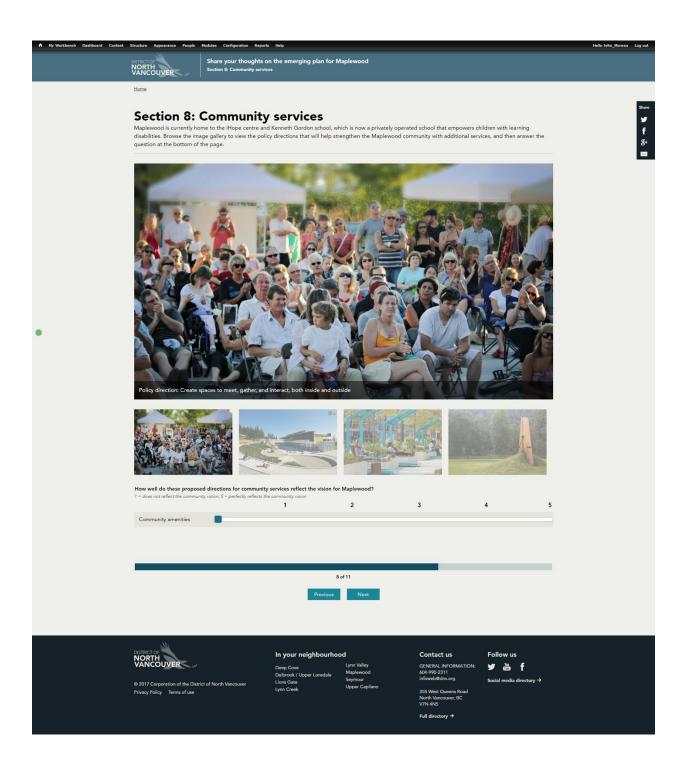




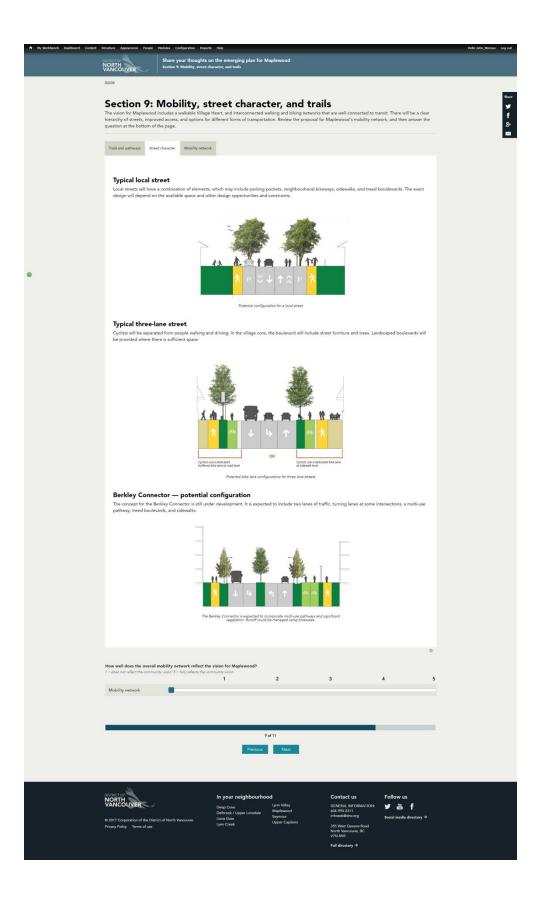


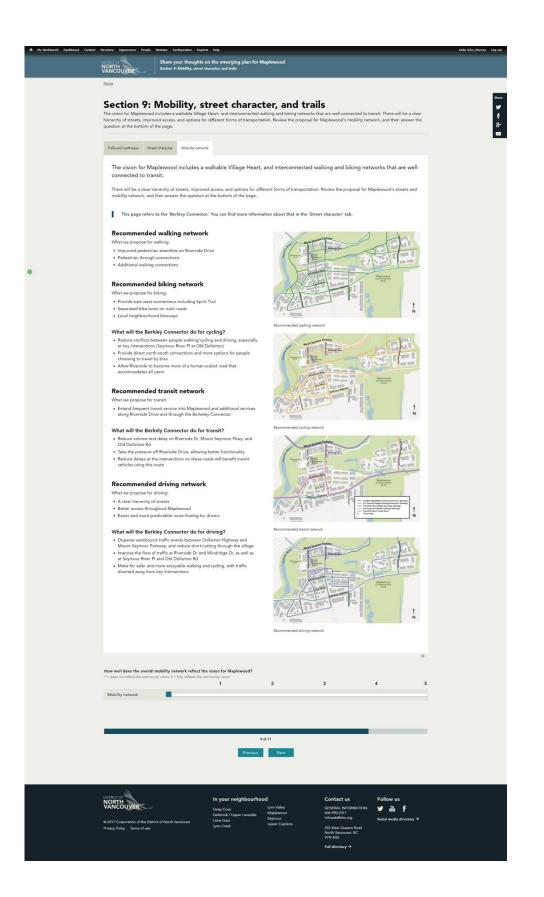


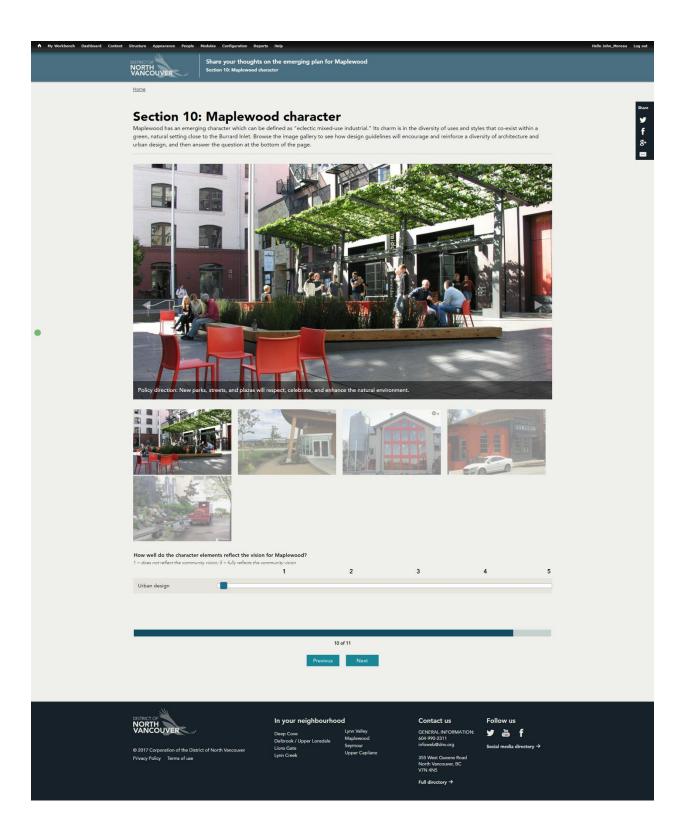




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	The vision for Maplewood (as stated in the OCP)						
	Complete and balanced community Local jobs, for those living in the community, especially jobs for local young people A high environmental standard and high aesthetic standards Reflect the community's outstanding natural environment Variety of housing for all ages and incomes and family circumstances Walkable Maplewood village centre, convenient for transit, extensive system of trails connecting community and nearby destinations						
	Considering all the parts of the plan, what is your overall level of support for the draft Maplewood Community Plan?						
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APPENDIX C – ALL OPEN-ENDED RESPONSES

This appendix includes all responses to the question: "Do you have other comments about the proposed policy directions for Maplewood?" Responses are grouped by topic. In some cases, the same comment appears more than once, as it relates to more than one topic.

General Positive Support

It all looks very nice, but I know I will never be able to afford to live there.

Very excited about the innovative employee dedicated housing - sounds interesting.

Street character spot on (bold colours, industrial elements, material diversity, lots of greenery, mixed use). Pedestrian areas are great for creating livable feel.

It allows for the incorporation of affordable and supported housing, in an inclusive manner. I am very much in favour of this aspect.

A great vision to revitalize the area.

Looks awesome, I'm excited to continue to live and work in this area. ...

I think this looks fantastic! What an opportunity to build a multi-purpose/multi-function space that can allow for families to work, live, and play in the same area. I particularly support the proposal to include educational facilities within the design. This provides a truly innovative approach to teaching and learning that is integrated within a tech/industrial community providing students opportunities for hands-on learning. As much as possible, it would be great to limit car access to this area and focus on pedestrian and bike access.

Love the character and community & recreation elements to the plan!

I think these directions would substantially improve the area and make it a highly desirable area to live in, and to visit.

Great vision for livable work/space

Great plan that will enliven a very underutilized area.

Good Plan. Well thought out.

I attended the presentation last week and found it to be very well run, informative and welcoming. Well done. Looks good so far.

Great plan and I fully support it.

I think the plan is brilliant! I love the mixed use, live/work concept. I am fortunate to live in deep cove, my kids were raised there but now cannot afford to live here and transit is not great. So they look off the shore. This gives them option for the shore! I support.

Looking forward to a new North Shore Winter Club there.

I think this plan has been very well thought out and I look forward to seeing it become a reality.

I am very supportive of the plan.

Yes. Overall, truly, a wonderful, effective conceptual plan: we know that connecting people to really workable, reliable transit will be the key to making this area attractive, as will be the provision of the housing the District so sorely needs (both market and below).

Whole plan looks fantastic!

The innovation district will be a big boon to the area, for a live/work/play/learn opportunity, for densification, for building a tax base. Overall, an excellent plan.

I think the DNV has done a terrific job on the concept and planning. More assisted living/housing for those with disabilities would be beneficial to the new community.

It seems to be a great plan if you can pull it off.

This is an amazing plan for a much needed "community" in this area. The design and planning is outstanding. I hope the trail ways and bike ways are continued outside of this plan.

It looks to me like an excellent plan, the challenge will be shaping development and business to see the plan come to fruition. The "Innovation Campus" is particularly interesting, but the DNV would likely have to provide incentives (either tax/financial or via enhanced services such as fibre connectivity) to ensure its success. ...

(Land Use plan) Our family of \blacksquare families bought in this area when no one would. To work and live as it was in OCP - 2004. We are expanding our family business we have owned for \blacksquare years.

Keeping the green space as it is was great and adding green space the way you have shown is great. You are not affecting any green space. Great job.

Overall Support: work and live 6 storey. Give opportunity to all young families. Great job.

Was hoping to see a confirmed spirit trail hook up, but otherwise very impressed...thank you

Overall, I think the plan has been well thought out, and I like the fact that it is a "community" plan that has a nice balance between green space and homes.

Many good ideas.

I am satisfied with the Maplewood project and hopefully it is approved sooner for a better community.

Really like the innovation district part. Especially incorporating education there. Needs that in the neighbourhood!

I like the idea of educational facilities in the plan.

Exciting to see the vision starting to unfold.

I think the whole plan looks very exciting. I like the plans for the different areas, and that there will be a mix of green space, light industry, education, commercial and housing. I am hoping that the housing options are affordable and spacious enough for young families.

Great plan...let's make it happen!

Planning is doing a great job. We need to enable industry and job growth and encourage young families to move back into our community. Densifying is one way to effect home ownership, holding land use in low density only makes housing more expensive.

We support the building of Brockton school in the area.

Design of Berkeley connector is great. Need to provide quick access in and out of new areas and Berkeley connector accomplishes that while alleviating traffic pressure on other arteries.

Green light to progress in this area it's long overdue.

I like how Darwin is willing to incorporate a facility like North Shore Winter Club in their plans to develop Maplewood area. It will give new families that live there and opportunity to extended their "backyard" with having a facility like that there.

This is a great plan! It will make a great improvement for the neighbourhood. I really wish this plan can move as fast as possible.

The designate of Maplewood plan is awesome! especially the green park area allow all people for enjoyable at any different activities. This would be a wonderful place to live in!

What is being proposed will be a significant upgrade to the existing space, use (lack of use).

This is an exciting vision for Maplewood and we will look forward to seeing it become a reality.

Looks awesome

Very exciting!

I am very excited about this very well thought out community enhancement / development. I was most impressed with the community engagement process, and suitability of the plan to the area of Maplewood.

I do hope, We who already resides in	will be relocated in near
place.	go to
school ten minutes away and one ride to Dorothy Lynas School	ol,
I hope we're relocated just around here specially t	school.
We're looking forward to the new development. Happy Canada	a Day.

The innovation district is a great idea that is unique and will be a real draw to the area. I fully support this plan.

Overall look feel and usage appear positive.

It will be wonderful to have Maplewood grow into a full community as per the policy directions noted here. The changes that have already taken place have started to transform the area in a positive way.

My feeling is that 8 story buildings aren't appropriate for this area, especially if we want to keep it feeling like a "village". I love the layout and the walkability of the proposed area. I think its of the utmost importance to have enough affordable rental properties in this area, but growing up in urban centres, I realize that multi-story living for low income rentals can be somewhat ghettoizing. I'd like to see non-market rentals not be blocked off in towers. I also think the architecture should be sensitive to the first nations history and band that is right next to us, but also to the more recent "harbour" history of the area. I'm all in favour of the revitalization, but hope that it doesn't remove possibilities for a balanced mix of incomes and cultures.

It looks amazing. I can't see anything that can be improved upon. As a resident of business owner with offices in Burnaby, I would love to move my company to Maplewood if space and cost are realistic.

There is a lot of good work here.

I think it's always good to have an area plan. It prevents slaughterhouses and pig farms from showing up on residential streets. I think they are often a little starry eyed - what about plans to prevent crime, graffiti, unkempt areas, unruly people from disrupting the law abiding and so on - but if everyone behaves perfectly, the plan should work.

As a family with an **second**, we are looking for a neighborhood to really "sink our teeth into" and call home. We are impressed and excited by what is envisioned for Maplewood! My husband and I are skilled professionals, looking for a more communitycentred, environmentally-aware lifestyle (that can also provide work-life balance). The plan for Maplewood has us very excited. If this plan is confirmed, we will be working with our mortgage broker to help us find the right opportunity to be a part of it! It's time to develop this area! Love the ideas here, it's like a better more green urban play work ground then Yaletown could ever imagine to be!

Very much in support of this mixed-use plan which appears to reflect the character and community goals (environmental and commercial) for development in North Vancouver.

So long as the green space is preserved as they have presented this project would be very good for North Vancouver as a whole.

I would like to see the possibility of education and child care spaces considered as part of the policy direction. As new residents of this neighborhood we are excited about a walkable living space for young families. Childcare and Schools would be a welcome addition considering the number of new homes being developed and marketed to families.

I believe this is a wonderful development for the future of the community.

It's hard to argue with the positive approach to community put forward. I support new residences and workspaces and an overall new community plan.

I appreciate the hard work council and staff has put in to this. Thanks.

This is an innovative and creative plan. It seems to hit all of the key points that are important to the North Van community; an integration with the natural environment and an ability to live, work and raise a family (recreation etc.) without crossing the bridge.

Would love to see school BROCKTON in this location, as they have been looking for a home and we are right there. We could really see a vibrant community with the addition of a new school. Very excited about this!

I would like to see the heart of the innovation center and some of the corridors be walking and biking only to not only control traffic but, also to create a calmer atmosphere. Parking could be pushed to the edges like at Major Universities. We are very excited about what you are creating.

Employment

Also District and Council should ask developers to offer the Commercial Spaces for Sale not for Lease. This will encourage the locals to stablish their businesses here. ...

The jobs will all be McJobs, so give the fiction that the area will be live/work.

The innovation district is a great idea that is unique and will be a real draw to the area. I fully support this plan.

Lack of space for light industrial. There is far too much focus on housing instead of providing good jobs. Unfortunately that is the case across the DNV. Jobs should get priority. ...

I don't like the light industrial with attached residential at east end of project. There is more than enough space taken up with industrial in Maplewood. This section should be small single family like south of mount seymour west of safeway.

Land Use

I would also encourage things like medical clinics and dental offices in the area. ...

I think this looks fantastic! What an opportunity to build a multi-purpose/multi-function space that can allow for families to work, live, and play in the same area. I particularly support the proposal to include educational facilities within the design. This provides a truly innovative approach to teaching and learning that is integrated within a tech/industrial community providing students opportunities for hands-on learning. ...

Also District and Council should ask developers to offer the Commercial Spaces for Sale not for Lease. This will encourage the locals to stablish their businesses here. ...

also, education... is this a plan to welcome families? and if so how is this proposal addressing the need for school spaces. Plumbing. is the infrastructure in place to manage the level of waste and water usage with the increase of resident and industry? ...

I think there is an opportunity to focus on encorporating a healing centre, and drawing people to the area who specialize in the healing arts (holistic practitioners, art therapy, music, First Nations traditional healing, study of environmental and animal stewardship etc). While the plan recognizes the natural environment, it would be nice to not only honour our First Nations heritage, but also encourage a community based on the health of mind, body and spirit.

There is no public school for all these families. ...

I would like to see pre-school, elementary and secondary schools, preferably Montessori-type and outdoor-focussed schools. There is no Montessori secondary school in the Lower Mainland - Maplewood would be an ideal location. Maplewood Farm could become affiliated with the schools and the Maplewood community itself so that gardens and food sovereignty are a central focus toward a self-sufficient community. ...

We would suggest increasing density in windridge drive. it is only fair to give all the areas similar designation or at least potential designation. Also, increasing density in that area would accommodate more people without increasing the congestion and core traffic. Also, provides similar water access opportunity by increasing the height and potential water view.

The two best neighbourhoods in Metro are Hamber Place and Garibaldi Drive. They are perfect for young families and for developing a community. I love the interconnecting trails running through these neighbourhoods. No more light industrial at the east end of the Maplewood project just these small single family homes. Stop listening to developers and realtors and make family areas not 8 floor high rises.

Only concern is where the children will go to school. Do we not need more classrooms if we are having more residences?

The innovation district is a great idea that is unique and will be a real draw to the area. I fully support this plan.

Not replacing the old school will hurt the viability of traffic reduction as people with young kids will be forced to travel to other areas. A new school should be a requirement of this overall plan. ...

I would prefer to keep the location of the Canadian International College. In your proposal, the College is no longer on the plans. I would prefer to keep it as an educational/sport facility.

Lack of space for light industrial. There is far too much focus on housing instead of providing good jobs. Unfortunately that is the case across the DNV. Jobs should get priority. ...

The old dollarton road is one of the flattest pieces of land with the best sun exposures all year long and is more of a residential area already, I feel a higher density residential complex is best , industrial always brings problems.

It woul be nice to have a nice restaurant and pub

Will there be a new elementary school? Where is the closest one?

I would like to see the possibility of education and child care spaces considered as part of the policy direction. As new residents of this neighborhood we are excited about a walkable living space for young families. Childcare and Schools would be a welcome addition considering the number of new homes being developed and marketed to families

It might be necessary to have a public elementary school in the area for all the family housing in the plan. A private one would not be an affordable option for the proposed population. I would also like to see the Nortshore Winterclub moving into the area.

I understand some of the neighbours have been asking for open markets to be able to buy local produce. In my opinion opens markets appear to lower the class of a neighbourhood. The area will continuously smell and they will provide direct competition to local businesses that have rent and staff to pay all year round. Successful high class neighbourhoods have no open markets. Please consider Park Royal Village, Deep Cove and Kerrisdale. Stong's is already providing a good selection of local foods, as is Parkgate Farm Market. I understand Stongs and Maplewood Market are also struggling at the moment to make it as new business in this neighbourhood. Let's not cut each others corners. Instead of a farmers market, also please consider artwork exhibits along Old Dollarton (paintings, etc), or car shows, similar to Ambleside. The same is done in other neighbourhoods and they are highly successful. Obviously the organizers of these events would have to be from the best in order to bring some prestige to the new Maplewood Village and establish its name for quality.

In the section of Land use for Parks and Recreation in this survey, would you be able to consider a Tennis Court please? There are tennis courts in Central Lonsdale area by Grandview Boulevard and East 14th St. There are also tennis courts in Ambleside. It would be really nice to have tennis courts in Maplewood too, as well as summer movie events and grounds for concert stage. These can be tied together location wise with the entry to the river. Public washrooms are very important, otherwise us small business owners have to pick up the tab for that (as we currently are).

In the Community Services section the focus seems to be in the gathering aspect, relaxing in nature, kids play areas and some modern art. I think some emphasis should be placed on transition pathways from these areas to the stores in the village as well. Trees that provide shade on the streets and sidewalks would be welcome as they can make these walks an experience of its own. Think of Blenheim Street in Vancouver (in Kerrisdale area). It's such a beautiful street. Seymour River Place has the potential of becoming such a street. The architecture of the neighbourhood should be such that it makes people want to get dressed nicer, as opposed to wearing comfortable clothes as if they are going in their backyards. I think we should raise the value of the neighbourhood. The photos included in the survey give the impression of 'comfy'. Would it be possible to add some elements of 'classy" and "special' please?

In the business and industry section of this survey, the focus was mostly in small businesses with the live and work model. Would you please consider bringing in more offices too? People working in the neighbourhood will be our best customers. I hope you seriously consider it, otherwise, all small businesses will be relying on driving customers coming into Maplewood, which ties into the difficult traffic as it is. It is my opinion that we need a greater diversity of businesses than what it's shown.

As far as the chemical plant on Port Authority land, I think we need to talk about this seriously. While the population density is increasing, so is the risk of people dying from a chemical accident. A DNV young temp employee came to our store a couple of years ago to tell us that the risk in our neighbourhood is high and that we need to be prepared in case there is a chemical spill. There was a mention of shutting windows and covering them with panels to stop outside air from coming in. She mentioned Arteryx as an example. I frankly don't understand how on earth we as small business already way overburdened are supposed to find these shutters, have them installed, find the money to pay and time and etc. Is this a Joke? We don't make money like Arteryx. Why doesn't the government (the District) speak on our behalf and ask the chemical plant owners to make these shutters for us. Let's see how much it costs them. Or, they can make shutters for their own plant to stop the chemicals from escaping their building. Better yet, make them move out of there. ...

More Emphasis on Cycling

I have worked in this community for over vears now. I bike to work year round. I would have liked to see more emphasis on safe-cycling infrastructure in the plan. I'd also like to see better, safer pedestrian and cyclist crossings of Dollarton Highway - which has a lot of vehicular traffic on it. ...

There isn't much park area and the bike lane is very short. Please maximize amenities for those who are travelling by foot.

Both sides of Dollarton Hwy are absurdly unsafe for cyclists and pedestrians. A proper plan to extend completely separate lanes all the way from Second Narrows bridge to Deep Cove needs to be implemented. It's only a matter of time before a truck kills someone on this unsafe road. I have had many close calls myself. With a huge increase in traffic that this plan will cause, not implementing safe cycling/walking commuting lanes along Dollarton is totally irresponsible planning.

Cyclists will feel far safer and use the paths more if they are separated from vehicle traffic by a physical barrier. This includes connections to the rest of the city. Currently getting between Seymour and anywhere else is very unsafe.

As much as possible, it would be great to limit car access to this area and focus on pedestrian and bike access. ...

Make bike routes separate from roadways with long sight lines and fewer intersections with roads to encourage commuting cyclist to stay off the road. Don't make bike routes that are on the road sometimes, sometimes on the sidewalk and sometimes non-existent.

Provide a cyclist/pedestrian crossing over/under Riverside between Windridge and old Dollarton that does not stop traffic. ...

3. Bike lanes are fine, however re shouldn't be replicating what Vancouver has done; i.e.wide, barrier separated lanes on both sides of the street. Take a look at any European town or city. Yes, they have bike lanes - and more cyclists by far than we do. However, the lanes are narrower, usually not physically separated unless they are on a completely different route from the cars and usually only on one side of the street not both. Superior use of space and a superior result. ...

Incorporate a long-term plan for skytrain station development. Motorcycle/bicycle parking.

I'm glad to see a plan for revitalizing this area. There are many individual elements that I really like (mixed use, affordable rental housing, improved pedestrian access). However, I have a number of concerns about other elements. These are some notes I took as I read through the plans:

Why funnel even more traffic through Dollarton via Berkeley? Riverside Dr is an existing road. It should be improved, not minimized. Destroying natural lands to build a new road doesn't make sense. Berkeley would be an appropriate route for bikes and pedestrians - not cars.

I would love to see a more innovative vision for this area. The mayor of Vancouver successfully turned a feeder route (Point Grey Road) into a route for bikes and pedestrians and transit -- not private cars. Why not try that for a section of Dollarton Highway - perhaps Riverside Dr to Cates Park. Mt Seymour Parkway is already a great fast route through Seymour. The parkway could be designated for car traffic while Dollarton highway becomes dedicated to bikes, pedestrians, and transit. I don't think new roads for cars is a sustainable move. We should have safe, viable options for people to get out of their cars. What a great community we could have if we reclaimed some life on our streets in this area.

Thank you for taking the time to read my comments.

The bike lanes on Dollarton Hwy are terrible. Cyclists dislike using them as they are dangerous as the interact with driveways etc. Proper bike lanes on the road would be more suitable

Remember that it rains most of the year here. Parks, plazas and pathways are great, but heated and covered areas would be even better. The cycling proposals are positive, but seem piecemeal. How do you propose to include a cycling route on the Berkley connector which is very steep? ...

More trails and a more bike/people friendly Dollarton hwy near the old Crab Shack.

Hopefully the fire facility will also include an ambulance station. You are wanting to build structures for 5,000 more people but are not planning to upgrade the Dollarton from Deep Cove. The choke point of traffic is the Dollarton, all day long, not on Riverside. Putting in a road at Berkley is not going to help get traffic moving faster along the Dollarton, it will exacerbate the problem. As to the extension of the bike path, I notice that it would end at the intersection of the Dollarton and the proposed Berkley extension. Any cyclists (or pedestrians) wanting to continue on towards the Cates Park/Deep Cove area would now have to brave what is arguably a very dangerous stretch of road east towards Ellis St. or turn and go uphill. Let's address this piece of road with at least a sidewalk BEFORE starting this new project. People in the Windsor Park/Tseil Wa-truth area are unlikely to walk to the "New Maplewood" if it means risking their lives so that would add to the traffic. Of course I know that the extensive studies taken by your consultants would have pointed this out. Just to be clear, in case council is similar to Dr. Sheldon Cooper of Big Bang Theory, this last comment was in fact sarcasm.

I would like to see the heart of the innovation center and some of the corridors be walking and biking only to not only control traffic but, also to create a calmer atmosphere. Parking could be pushed to the edges like at Major Universities. ...

More Emphasis on Safe Pedestrian Realm and Crossings

I'd also like to see better, safer pedestrian and cyclist crossings of Dollarton Highway - which has a lot of vehicular traffic on it. ...

Also, I work in the Arc'teryx building and it would be nice to have a path or walkway through the trees, near the train tracks at the back. Instead of walking through parking lots. I think it would encourage strolling outside a lot more. ...

As much as possible, it would be great to limit car access to this area and focus on pedestrian and bike access. ...

In the Community Services section the focus seems to be in the gathering aspect, relaxing in nature, kids play areas and some modern art. I think some emphasis should be placed on transition pathways from these areas to the stores in the village as well. Trees that provide shade on the streets and sidewalks would be welcome as they can make these walks an experience of its own. Think of Blenheim Street in Vancouver (in Kerrisdale area). It's such a beautiful street. Seymour River Place has the potential of becoming such a street. The architecture of the neighbourhood should be such that it makes people want to get dressed nicer, as opposed to wearing comfortable clothes as if they are going in their backyards. I think we should raise the value of the neighbourhood. The photos included in the survey give the impression of comfy. Would it be possible to add some elements of classy and special please? ...

Make bike routes separate from roadways with long sight lines and fewer intersections with roads to encourage commuting cyclist to stay off the road. Don't make bike routes that are on the road sometimes, sometimes on the sidewalk and sometimes non-existent.

provide a cyclist/pedestrian crossing over/under Riverside between Windridge and old Dollarton that does not stop traffic. ...

The Berkely Connector makes good sense (another key)-but I think the plan for Old Dollarton needs to be pedestrian only-no vehicles at all-such as the Whistler Village walkways-which has the potential for a spectacular, vibrant centre. Having both (vehicle and pedestrian not a good idea, in my view. ...

Village Heart would be nicer as a pedestrian only street/block. ...

1) Land Use: Must be walkable, want to retire here. Community Centre a must

2. traffic on Dollarton already terrible - trying to cross the road, or getting a car out of the Maplewood Flats area can be very dangerous at times - only to get worse with all the proposed growth. Can this be addressed at sometime? ...

Keep Riverside Dr. two lanes and walkable - move all heavy traffic to Berkely Connector. Need to reduce speeds on Riverside and preserve as a safe residential neighbourhood road for school children.

When making walking paths, remember people need places to sit too, and not too far apart. ...

Also as much park and green space as possible, outdoor play areas for kids, outdoor sitting, community gathering spaces, restaurant/coffee shops with patios, walk ways with no car access, water features, trail systems. ...

There are no sidewalks to connect with existing neighbors to the east!!!! ...

7. WHERE IS THE SIDEWALK ALONG DOLLARTON HIGHWAY? The meeting I attended had stacks of stickers on that item -- but I see no mention of it in the plan. Can't you improve the existing neighbourhoods with our property tax dollars while you also build a new neighbourhood? We should have a safe route to access this new community. And what about dedicated bike lanes? They are mentioned in the plan but they sure don't appear on the map. ...

More trails and a more bike/people friendly Dollarton hwy near the old Crab Shack. ...

People in the Windsor Park/Tseil Wa-truth area are unlikely to walk to the "New Maplewood" if it means risking their lives so that would add to the traffic.

I would like to see the heart of the innovation center and some of the corridors be walking and biking only to not only control traffic but, also to create a calmer atmosphere. Parking could be pushed to the edges like at Major Universities. We are every excited about what you are creating.

Concern about Natural Spaces and Wildlife

I'd also like to see more emphasis placed on preserving and expanding the natural places, such as along the Seymour River. There seems to be more and more residential development planned very close to this riparian area. Let's protect it, not endanger it. Geologically, the areas closest to the river valley tend to be less stable and most prone to erosion. Mitigate risk by not placing lots of residences, especially towers close to this area. Keep in mind: the Berkley-Riverside neighbourhood had had at least six landslides triggered by storms since 1972. ...

There isn't much park area and the bike lane is very short. Please maximize amenities for those who are travelling by foot.

Trails and green spaces of all kinds are absolute key, both the neat and maintained type like board walks/pavilions/paved trails, but also the wild type of nature/parks/trails (off-leash ideally) - I'd like to see more of that built in or hear about how the planned Maplewood trails connect to those wilder natural spaces. I think a small fenced dog park would be a popular addition to the village (lots of locals here have dogs, and there are lots of office dogs in the area who would love some lunch-time play). ...

nice protection of greenspace but please push for the max. ...

We want less density and more Green space. ...

Also they are not enough green space. In the first, second and third Public Meeting and the survey done after each meeting, everyone has the some concern but District is not listening to people. Nature and Traffic. ...

5. My main concern is too much invasion into natural green space

Overall, I think the plan has been well thought out, and I like the fact that it is a "community" plan that has a nice balance between green space and homes. However, as a resident of **Theorem** I am not fully supportive of a play area that will see the trees behind our homes taken down. That being said, I do think a play area for children is also very important, so I hope that the District can find a way to include the playground and keep the trees.

Absolutely. I currently live on and we have repeatedly stated that we do NOT want a street or laneway between our units and the soccer field at Kenneth Gordon Park. It is only going to increase the car emissions, the noise and the safety for the children who use the soccer field and adjoining tennis courts. We were assured by the District when we bought at **the second second** remain as is. Most of us made our buying decision on that assurance. The trees buffer the sound from soccer games and anyone playing on the soccer field. In the policy plan included in this survey, not only is the laneway still in the plan, which they would have to remove trees to accommodate, but it also shows a children's park right behind our building which would - require removing most of the trees as there is not a lot of space, add to the noise level as children are extremely noisy in parks, increase the incidence of vandalism and theft on our property and decrease the value of our units. Most of us because we enjoy the wildness and quietness of the bought greenspace. The birds (eagles included who nest across the field), the wildlife - I saw a deer in the woods this morning, the cooling effect of the trees, etc. I am not happy about that part of the plan and we have repeatedly opposed it and will continue to do so. In talking to some of the homeowners along Seymour River Place, they too are opposed to the laneway and the removal of the wild greenspace in order to create any kind of "community park". There are other areas across Riverside Drive where putting in a playground would not affect residents. And really, it should be closer to the Village Centre so more families have access to it. ...

Too much development, particularly residential, to the north of Maplewood Conservation Area, not enough space for wildlife to move between the conservation area, and the mountain. Light industrial would allow wildlife early mornings and late evenings to move thru.

There needs to be a wildlife corridor between the river and the mature woodland area - ie trails which are not pavement, and containing trees and bushes. I prefer walking on this terrain too, and like trees for shade.

I don't mind the idea of an industrial type look with bright colours, but birds and glass do not mix.

Also as much park and green space as possible, outdoor play areas for kids, outdoor sitting, community gathering spaces, restaurant/coffee shops with patios, walk ways with no car access, water features, trail systems. ...

Parks and recreation, and Natural Environment- these are the values of Maplewood. Improving and respecting these are great. ...

Concern about Seymour river and protecting the habitat...people are already disturbing the river bed... moving large amounts of rocks to create swimming areas next to the creek where fish spawn. ...

There is a tiny fraction of the existing forest being preserved. What happened to Windridge Park? If that park designation can disappear to easily, how can we protect any other park lands? There should be no (or please, at least less!) development of the wildlife corridor where the planned Berkeley extension is located. ...

After reading this proposal I feel that it is filled with a lot of contradictions into what the proposed plan for maple wood will be. You talk about the environment, the protected habitats and the diverse animal and plant life here yet you want to tear it all down. The proposed road to alleviate traffic through "the village" is in direct conflict with not disturbing nature. I have been a member of this community for years and the only people that complain about the traffic are the parents from Kenneth Gordon Maplewood school. They should be more concerned with the abysmal state of their children's school and not tearing down the environment so they can turn their cars around. I am very saddened that the district of North Vancouver would even consider chopping down trees to build unnecessary roads. This is completely unacceptable. You mention the road being built to alleviate traffic through the village but the new highway overpass and construction with potentially eliminate quite a bit of this.

At the end of it all I just hope that you do the right thing and don't turn this beautiful, happy neighbourhood in to what Edgemont Village is now. An overpriced, congested nightmare that doesn't reflect the beauty and nature of what The north shore is. Please reconsider some of your proposal. ...

Has the district taken into consideration what impact years of adjacent construction will have on the ecosystems, flora and fauna of th Maplewood Flats Conservation are across the street? Do we really need to tear down almost 45 acres of trees to satisfy this effort?

I am deeply concerned about the loss of natural habitat. The industrial parks along Dollarton Highway now are a horrible blight. Why would we pave over more forest at a time when we know the earth's temperature is increasing? This is outdated, smallminded thinking that puts the economy ahead of life.

The environment should be better protected. This is not done by adding so much density. Nature and the environment are of paramount importance. ...

We need to keep the natural beauty of the Maplewood area

I have to admit that I'm not really happy about the increase in density. I can't get anywhere anymore in a timely manner because of traffic. High rises do not belong in the rain forest! We need more parks, not more concrete and steel. Deal with the traffic issues we already have before you create more! If you can protect our natural beauty without driving up the cost of living here, then I'm all for it. Diminishes green space and trees for wildlife and birds by creating another concrete jungle. ...

What about protecting the green space/forest trails connecting up to Windsor? Sounds like you are cutting down a lot of trees. ...

My main concern is regarding the Windridge/Windsor Park forest and streams. This area is so special to the community as it provides some highly accessible forest to the people who love here. I was hoping **control** could use these woods to develop her love of largely undisturbed greenspace. I'm so disappointed that the OCP includes developing this space and bisecting it with a road (Berkeley connector) that will be highly used. Even though I live on **control** and know that this road would ease traffic along my street, I'd much much rather have the woods to explore. Please reconsider this part of the plan. It would be a huge step backwards in encouraging the children in the community to develop the awe and respect for the outdoors that is essential to sustainability and is the most special part of the neighbourhood. ...

Concern about Traffic

I have worked in this community for over 11 years now. I bike to work year round. I would have liked to see more emphasis on safe-cycling infrastructure in the plan. I'd also like to see better, safer pedestrian and cyclist crossings of Dollarton Highway - which has a lot of vehicular traffic on it. ...

Let's hope that this development doesn't turn the areas east of iron workers into the same ridiculous traffic screw-up that those west of the bridge are infamous for.

Both sides of Dollarton Hwy are absurdly unsafe for cyclists and pedestrians. A proper plan to extend completely separate lanes all the way from Second Narrows bridge to Deep Cove needs to be implemented. It's only a matter of time before a truck kills someone on this unsafe road. I have had many close calls myself. With a huge increase in traffic that this plan will cause, not implementing safe cycling/walking commuting lanes along Dollarton is totally irresponsible planning.

Cyclists will feel far safer and use the paths more if they are separated from vehicle traffic by a physical barrier. This includes connections to the rest of the city. Currently getting between Seymour and anywhere else is very unsafe. ...

I am concerned about the potential flow of road traffic (trucks, buses, and automobiles) in and through Maplewood over Hwy 1 and the Seymour River. How will that be managed? (Present movement is extremely difficult at times - this plan will only make it worse.)

I have concerns about the increase in traffic, increased demand for water that has not yet been addressed on the North Shore. Are there any plans to improve roadways on the east side of the 2nd Narrows? ...

More mid rise buildings to accommodate the 1500 unit requirement, concentrate the population close to services decreasing travel time and conserve green space. Make bike routes separate from roadways with long sight lines and fewer intersections with roads to encourage commuting cyclist to stay off the road. Don't make bike routes that are on the road sometimes, sometimes on the sidewalk and sometimes non-existent.

Provide a cyclist/pedestrian crossing over/under Riverside between Windridge and old Dollarton that does not stop traffic.

Design a traffic plan to be functional in 2040 not obsolete by 2025. Look at the areas growth in the last 20 years and expect more in the next 20.

In the first, second and third Public Meeting and the survey done after each meeting, everyone has the some concern but District is not listening to people. Nature and Traffic. ...

An obvious concern will be the increased density affect on transportation. But the efforts being made now to improve this, the things like the Berkley extension and the live/work concept will mitigate. ...

...We are very concerned about the traffic. Right now Second Narrow Bridge is a nightmare by adding more units and more cars will be a disaster. Councils shouldn't approve any new development until they find a solution to for traffic. The solution is not having more bike roots or taking good the bus. How many of Councillors bike to work? Do grocery shopping by bike? What about picking kids up from school and extra ciriculum?

The increased density of homes is expected to increase the traffic volume significantly of the area, even with the introduction of the Berkley Connector. I would like to see greater design considerations for improving east-west traffic congestion along Dollarton Highway and Mt Seymour parkway that prevents residents of Maplewood from entering/exiting the area. I would also like to plans to deter east-west commuting traffic from 'short-circuiting' the major arterial roads of Mt. Seymour Parkway and Dollarton Highway by limiting through-traffic through the village heart and surrounding residential areas. ...

Do not really want a change in the community. Plan seems to be promoting more buildings resulting more people in the community. The traffic around here is terrible at the moment. I suspect that it will get worse.

Wider roads for a better traffic flow

Not convinced we should be looking at 12 story buildings, in combination with constraining vehicle traffic along Old Dollarton. There is already a LOT of my Seymour pkwy traffic that comes through the area along riverside drive and dollarton, arguably that section of dollarton west of riverside dr east and all the way to points west of Mountain Hwy is already at capacity!! Adding that many more residents to Maplewood is unrealistic, given current traffic woes here. Scaling down the residential development to 8-10 stories, or dealing properly with the need for higher capacity in the road network needs attention.

Also have to beat in mind there's rapid development in Raven Woods, and need for transit through that community to serve a similar sense residential neighbourhood. It has steeper hills and lack of transit up that hill is really bad for people with mobility issues!! ...

This high population density will put stress on our roads. We only have 2 bridges to exit North Van, what will we do if there is a emergency? I live in Lynn Valley and if I have to leave the city I have to leave at 7:00 at night or early mornings. Before you start building new communities, you should be building us another bridge or two!

Ensure the neighbourhood amenities are open to all residents of the North Shore by increasing the driving network along minor and major roadways, and providing more than anticipated public parking. The North Shore has become a twisted knot of roadways that are poorly designed for traffic flow and parking. Virtually all new developments and community plans lack efficient thoroughfares allowing residents to reasonably transverse the region.

Exciting to see the vision starting to unfold. I support the idea of concentrating density in town centres. My only concern is the increased stress on both east/west traffic and Ironworkers Memorial Bridge traffic. I have seen the plans for Highway 1 and new interchanges and am not confident they will be effective enough.

Increased traffic if some of the buildings are 12 stories. I would support a maximum height of 6 stories.

Traffic heading west and east for the rest of East of Seymour will be significantly impacted during construction and ongoing with the additional residents plus industrial traffic. ...

Something has to be done about the traffic in Seymour before more development is done. It too often takes over an hour to get from Lonsdale to Seymour as it is. Main Street, Keith Road and the highway back up in mid afternoon. Any traffic problem backs up the entire grid. Buses are not the answer as the sit in the traffic with us. What happened to the idea of a Seabus running to and from Seymour in the morning and afternoon. Its the only answer. Once lovely Seymour has been ruined by DNV Council.

We don't need higher density unless traffic nightmare can be improved. And that seems to be impossible. ...

Hi - we have lived in Windsor Park since . It was about that time that development began to ramp up both on DNV and on First Nation lands. As you know, the result have been an ever increasing level of traffic so that for the past 5 years or so, we can't venture west past towards the bridge before 10a and after 2:30p. I am dismayed at the continued increase in development of the Maplewood area. In particular, we don't like the development at the east end of the Maplewood Plan. (from 2010 to 2015 I commuted by bicycle to work near Walmart as there was too much traffic to deal with. It's crazy to increase the development and traffic by the amount you are proposing.

The project does not address the real problems of traffic in this area.

The DNV has too many high rises; however, building them on the highway at Capilano Rd and near the Holiday Inn and highway makes sense as its easy to access highway. Means more traffic however. Definitely don't need another highrise in Maplewood to contribute to nightmare traffic problems with all the development along Dollarton over the past 10 years (mostly First Nations land). Why all the recent development in the DNV.

Overall look feel and usage appear positive. My largest concern is the increased density and number of high-rise towers that will be incorporated mostly relating to the impact on the current traffic infrastructure. The Berkley connecter appears positive, but the larger concerns are how this will impact the key intersections entering and leaving the east of Seymour area from the highway and main street areas.

The Maplewood community, AS IS, is a wonderful oasis in the big city. Low building heights allow the residents to look out on treed skylines, not someone else's balcony or a high rise overtaking any hope of glimpsing the horizon. It is incredibly convenient with great accessibility to all needs. Six 12-14 story buildings have no place in this community. Even one would be an obtrusive intrusion. This proposed plan will not only create an overwhelming and unwanted amount of light and noise pollution, not to mention add to an already increasing traffic problem, but will also put all current residents in the heart of a city atmosphere- many of whom chose this area for the very fact that Maplewood is NOT a city. I strongly encourage council to carefully reconsider this proposal. I know should it go ahead as planned, you will lose at least two residents who have called this community home for years.

Mobility, street character, trails: This may help with the already challenging traffic issues, but will not come close to being enough should 1,500 additional residential suites are added. ...

the area already has too much traffic going through

Traffic...already has too much passing through this area from other areas ...

3. Why funnel even more traffic through Dollarton via Berkeley? Riverside Dr is an existing road. It should be improved, not minimized. Destroying natural lands to build a new road doesn't make sense. Berkeley would be an appropriate route for bikes and pedestrians - not cars. ...

After reading this proposal I feel that it is filled with a lot of contradictions into what the proposed plan for maple wood will be. You talk about the environment, the protected habitats and the diverse animal and plant life here yet you want to tear it all down. The proposed road to alleviate traffic through "the village" is in direct conflict with not disturbing nature. I have been a member of this community for years and the only people that complain about the traffic are the parents from Kenneth Gordon Maplewood school. They should be more concerned with the abysmal state of their children's school and not tearing down the environment so they can turn their cars around. I am very saddened that the district of North Vancouver would even consider chopping down trees to build unnecessary roads. This is completely unacceptable. You mention the road being built to alleviate traffic through the village but the new highway overpass and construction with potentially eliminate quite a bit of this.

On the other hand I am happy to see the district support new rental properties for people. That is something north Vancouver needs more of.

At the end of it all I just hope that you do the right thing and don't turn this beautiful, happy neighbourhood in to what Edgmont village is now. An overpriced, congested nightmare that doesn't reflect the beauty and nature of what The north shore is. Please reconsider some of your proposal.

Regards

A concerned Maplewood citizen

traffic gridlock, go back to the drawing board!

I'm concerned about how densification will affect traffic in the area. I realize that is something that is being considered already but I believe the multiple 12 storey buildings will negatively impact traffic as there are limited options for people trying to leave the area. ...

Density will create MORE traffic issues, not eliminate these. There is no mobility solution to the added traffic that the proposed density will create. ...

I have to admit that I'm not really happy about the increase in density. I can't get anywhere anymore in a timely manner because of traffic. High rises do not belong in the rain forest! We need more parks, not more concrete and steel. Deal with the traffic issues we already have before you create more! If you can protect our natural beauty with out driving up the cost of living here, then I'm all for it.

Traffic is going to be a massive issue, which does not appear to be adequately addressed. The pair of lights and Spicer and Riverside, are already problematic and will only become more so. It is not apparent what is being done about that. Dollarton Highway, as currently configured appears unchanged. It is fantasy to think that including bike lanes in a new Maplewood Village will ease the traffic on Dollarton and Mount Seymour Parkway. ...

Does not realistically address traffic problems it will create on Dollarton Hwy and the bridge (very few people would live/work there as pedestrians). ...

Maplewood is already traffic congested during morning rush hours. We need to have a auto-friendly commute by-pass to work around this emerging community. Transportation infrastructure (ie better bus service, light rail/skytrain transit reasonably accessible from Phibbs/Seymour area HAS NOT KEPT UP WITH RESIDENTIAL DEVELOPMENT. This community plan will ring hollow with east of the Seymour residents unless there is a way to move people around it or train to move people quickly.

The choke point of traffic is the Dollarton, all day long, not on Riverside. Putting in a road at Berkley is not going to help get traffic moving faster along the Dollarton, it will exacerbate the problem. ...

Concern about Transit

Also, if you're densifying like this, which I want to happen, what are you going to do to address transit issues? You will have a lot more people using transit and driving, not just biking. You've only addressed biking. Will there be underground parking in these buildings, or street parking only in some areas? More people using transit, means more frequent bus trips required and possibly route changes, as well as upgrading some of the short buses to full length buses. Are you in talks about this? What about vehicle traffic getting on and off the bridge? It's already a nightmare...

If Phibbs is to remain as a bus depot - it needs a major upgrade - better cover for people waiting for transport especially during the colder moths and possibly a small vendor for hot drinks too. ...

Also have to bear in mind there's rapid development in Raven Woods, and need for transit through that community to serve a similar sense residential neighbourhood. It has steeper hills and lack of transit up that hill is really bad for people with mobility issues!! ...

I think it's time we built a sky train to the North Shore parallel to the Iron Workers Memorial Bridge. This will ease the traffic. Removing accidents from the bridge is great but not enough to ease the flow of people over the water. We need public transit to have special corridors on the North Shore so that people can go faster by bus/tram than by car. That's the way to get people using public transport: make it reliable and fast. Phibbs-Dundarave bus is too little too late. I was also hoping for more public talking access to the sea along Burrard Inlet. ...

Mass transit solutions. ...

Incorporate a long-term plan for skytrain station development. Motorcycle/bicycle parking.

Bus service lacking...sometimes having to walk to Phibbs ...

6. There is very little improvement to transit. We have pretty poor service currently - buses are so infrequent they are not viable outside of rush hours. ...

What gives you the confidence that new development won't put more pressure on our weak public transit system? ...

Maplewood is already traffic congested during morning rush hours. We need to have a auto-friendly commute by-pass to work around this emerging community. Transportation infrastructure (ie better bus service, light rail/skytrain transit reasonably accessible from Phibbs/Seymour area HAS NOT KEPT UP WITH RESIDENTIAL DEVELOPMENT. This community plan will ring hollow with east of the Seymour residents unless there is a way to move people around it or train to move people quickly.

Not super interested in the high density/no plan for parking or better transportation options. ...

More density. More 3 bedroom rental units for students, low income families and professionals/trade workers. It may seem like a big number to add over 1,000 new units, but compared to the rest of MV this is not enough. The close proximity to 2nd Narrows Bridge and access from Dollarton to Main St. will make this a better high density area. Maybe a potential future Skytrain site? Don't send the message to Translink and the BC Provincial Government that DNV is still stuck in the past. There is enough land to add lots of density with fewer demolitions than Burnaby has had. I appreciate the hard work council and staff has put in to this. Thanks.

Concern about Parking

Will there be underground parking in these buildings, or street parking only in some areas? ...

Vehicle parking & infrastructure.

Village Heart- it is so lovely that Maplewood is not a busy stop for people to access businesses- it is calm residential area. If multi-use buildings must go in, business hour restrictions should be in place. Parking must be considered- and remain free- and the disruption of light and noise pollution should be carefully considered. ...

8) Consider reducing minimum parking requirement and setting a maximum parking limit to encourage use of transit, walking, cycling, and use of co-op cars. ...

Not super interested in the high density/no plan for parking or better transportation options. ...

Concern about Affordable Housing

It all looks very nice, but I know I will never be able to afford to live there.

We need more townhouses and multi-family spaces in areas like this. I would encourage more family development and creative housing types to meet the needs of different community members and family types. ...

Rental housing is certainly in short supply, particularly family-friendly 3-4 bedroom nonsingle-family housing forms. I hope the DNV would show some regulatory flexibility when it comes to approving typically non-standing building forms. ...

3 MCP

In reference to Land Use Plan - any type of low cost housing is a good idea.

I would absolutely not support the building of a tower in Maplewood until the remainder of the plans have been undertaken. Otherwise we're likely to end up with just towers because they provide the largest profit to developers. I would ask that when considering development proposals, those making the decisions consider towers as an absolute last resort. Even 6 story versus 4 story buildings should be considered only when set back from the street and when they include affordable housing contributions and/or units, and when the developer is otherwise contributing to the resources in the community.

Care needs to taken to identify and make a policy of affordable / seniors housing zones, the DNV must administrate these policies to ensure continuity and delivery. ...

Locals First purchasing policy similar to what westbank did in horseshoe bay-Recent developments in district of north vancouver were advertised and pre-sold using VIP presales accessible only to the developer and select investors. As a condition of zoning for the developers, adopt a policy of market, allocate and sell to north shore residents first, then metro vancouver, and only after open up sales internationally. Otherwise you will end up zoning for and allowing for the building of investment properties which function as glass/concrete security boxes.(as has happened in metro town, brentwood, joyce-collingwood, marine gateway and recently west coquitlam) The district's recent development the brooklynn in lynn creek was first open to private advanced sales to clients of the developer and the marketing company. These people got priority access well ahead of public sales and were allocated homes first. If anything at all was left over, it was then sold at inflated prices to regular people. Unless there is a policy for locals first to have access to purchase in these maplewood developments, you will just recreate what is happening elsewhere in metro vancouver with pre-sale condos being used as investment properties.

What about some form of co-op or affordable housing for seniors or families? ...

The "proportion" of affordable rental and price controlled/restricted ownership details are unclear; there's no mention of student housing for Capilano University and how student housing will move to the new site from current arrangements at 2420 Dollarton; there's no mention of daycare facilities especially given the proposed housing and employment; missing opportunity for learning spaces beyond K-12

If you demolish houses, where people rent the apartments, where they could live??? Prices are not affordable for now!

I think the whole plan looks very exciting. I like the plans for the different areas, and that there will be a mix of green space, light industry, education, commercial and housing. I am hoping that the housing options are affordable and spacious enough for young families.

Planning is doing a great job. We need to enable industry and job growth and encourage young families to move back into our community. Densifying is one way to effect home ownership, holding land use in low density only makes housing more expensive.

More housing with more flexibility to create different types of housing. Would support additional height - Selynn Village is a good example My wife and I grew up in North Van (Blueridge & Deep Cove) and hope to move our young family back. More housing options will help to create that opportunity.

There is an issue about how many affordable apartment units will have in the plan? As the sky high housing prices, this will be a BIG program to considerate, like increase the FSR? ...

This online feedback forms can be skewed by realtors and developers using software to give the results they want. Donald Trump loved the online polls that showed him 20 pts ahead. Need more of the small housing like in other parts of seymour and less industrial warehouses.

I think its of the utmost importance to have enough affordable rental properties in this area, but growing up in urban centres, I realize that multi-story living for low income rentals can be somewhat ghettoizing. I'd like to see non-market rentals not be blocked off in towers. ...

Too dense with residential units, they will all be way to expensive.....and not enough units that will promote a varied level of price per sq ft we need jobs jobs live work means living in the community, not necessarily living above your business.....

I'm concerned about a lack of affordable housing in the area.

how many affordable housing units are planned? what is the relocation plan for the many renters who will be displaced by redevelopment and may struggle to stay in the community with close to 0% vacancy?

We need more housing and jobs in this area quickly. Housing is already unaffordable, and these permitting processes take took long.

Does not provide adequate affordable rental housing, or any social housing for people with disabilities, or any health care services. NO MORE CONDO TOWERS IN DNV PLEASE!!! ...

How can it be guaranteed that the affordable housing is offered to only residents and that they will not be swooped up by foreign investors and others who will flip?

I do hope, We who already resides in the	will be relocate in near
place.	go to
school ten minutes away and one ride to Dorothy lynas School,	,
.I hope we're relocate just around here specially to	school.
Were looking forward to the new development. Happy Canada	Day.

More low cost rental and subsidized family housing needed but density on the north shore is already at a critical level for infrastructure. Can't see this being a win for the displaced families in existing low cost rental housing that will undoubtedly occur as a result of these changes.

Other Housing Comments

The live/work areas seem fine. ...

Are you going to rent and sell to people with priority to those who also work here? How can you possibly enforce that? ...

Very excited about the innovative employee dedicated housing - sounds interesting. I worry 12 story buildings might be a bit too tall for a village feel? How about allowing two of the proposed 12 level buildings to mark the "village gate", but reducing the others to max 8-10 levels and bumping the 2 level housing to 3? Would that maintain the overall apartment units?

It allows for the incorporation of affordable and supported housing, in an inclusive manner. I am very much in favour of this aspect.

Given the close relationship between post-secondary education and innovation centres, there is a missed opportunity for student-focused residences in the Maplewood area. Student residences would also encourage movement to the North Shore (since over 65% of CapU students commute from outside the District).

I think the DNV has done a terrific job on the concept and planning. More assisted living/housing for those with disabilities would be beneficial to the new community.

Residential density should be concentrated within the Village Heart to truly activate it and achieve the character and sense of community that the Plan envisions.
Skeptical about campus style and employee designated housing by the Berkley Connector b

A key gap in the proposed plan is the lack of student-dedicated housing or residences to support Capilano University. This is a significant missed opportunity, given the critical connection between post-secondary education (and the only post-secondary institution on the North Shore) and the hope for successful innovation.

If you demolish houses, where people rent the apartments, where they could live??? Prices are not affordable for now!

I think that overall, priority has been given to business development over housing. I feel that planning doesn't go far enough in community development

More housing with more flexibility to create different types of housing. Would support additional height - Selynn Village is a good example My wife and I grew up in North Van (Blueridge & Deep Cove) and hope to move our young family back. More housing options will help to create that opportunity.

I am hopeful that supported housing for people with disabilities might be worked into the plans. I see Maplewood as being a very supportive community, where such individuals would thrive. Thank you! ...

The two best neighbourhoods in Metro are Hamber Place and Garibaldi Drive. They are perfect for young families and for developing a community. I love the interconnecting trails running through these neighbourhoods. No more light industrial at the east end of the Maplewood project just these small single family homes. Stop listening to developers and realtors and make family areas not 8 floor high rises.

I don't like the light industrial with attached residential at east end of project. There is more than enough space taken up with lt industrial in Maplewood. This section should be small single family like s od mt sey west of safeway.

I would like to see some family oriented housing similar to the Garibaldi subdivision in Seymour. That is, smaller homes where families can live and communities thrive. The last thing we need is an 8 floor building. That's what realtors and developers want and destroys communities. These smaller homes could replace the light industrial area at the eastside of project.

2) Consider long term leasehold properties on DNV land vs sales 4) Consider terraced strata units in Innovation area (Evelyn design) 5) More purpose built rental properties) apartment and townhouses for families and Seymour residents that wish to downsize (2 and 3 bedroom) 7) Consider potential for flexible strata and rental units that can be combined. (Studio or 1 bedroom unit with another unit. Example is Verdant project at SFU campus). ...

As well, I'm interested in hearing actual numbers with regards to how many town houses and row houses are proposed for development vs. How many condos. It would be nice if family needs were seriously considered when developing that number. ...

The old dollarton road is one of the flattest pieces of land with the best sun exposures all year long and is more of a residential area already, I feel a higher density residential complex is best , industrial always brings problems.

how many affordable housing units are planned? what is the relocation plan for the many renters who will be displaced by redevelopment and may struggle to stay in the community with close to 0% vacancy?

We have so many parks around us, it does not make sence to put more active parks in the area, you should put in more appartments in the area to increase population.... look at the morning traffic coming from east to west to work on the north shore... if we put in more apartments so local people can work in the area.

Big no to more parks.

We are using such small % of lands to live in bc, we have enouph trails and close by activities people can use.

Thanks

I didn't see much on co-op housing when the low income stuff was mentioned but I support that being part of the plan. ...

How can it be guaranteed that the affordable housing is offered to only residents and that they will not be swooped up by foreign investors and others who will flip? There are many concerns but mainly are how dense the area will be populated and the building heights ...

More density. More 3 bedroom rental units for students, low income families and professionals/trade workers. It may seem like a big number to add over 1,000 new units, but compared to the rest of MV this is not enough. The close proximity to 2nd Narrows Bridge and access from Dollarton to Main St. will make this a better high density area. Maybe a potential future Skytrain site? Don't send the message to Translink and the BC Provincial Government that DNV is still stuck in the past. There is enough land to add lots of density with fewer demolitions than Burnaby has had. I appreciate the hard work council and staff has put in to this. Thanks.

Very excited about the innovative employee dedicated housing - sounds interesting.

Concern about Building Height & Density

The Plan is FAR TOOBIG TOO FAST. Too many people too many cars. It will alter my quality of life too drastically. I will need to consider moving to Vancouver Island.... I can support something smaller in Maplewood.

I strongly feel that all the buildings in Maplewood Wood town Center should have the same heights. More town houses should be built compare to condos. Definitely no 12 stories building should be allowed to be built in Maplewood Wood. We want less density and more Green space.

I am totally oppose to have 12 stories building. The maximum should be four stories. Also District and Council should ask developers to offer the Commercial Spaces for Sale not for Lease. This will encourage the locals to stablish their businesses here.

Everybody living in the Maplewood area are opposed to building more than 3 or 4 stories. Also they are not enough green space. In the first, second and third Public Meeting and the survey done after each meeting, everyone has the some concern but District is not listening to people. Nature and Traffic.

Very misdirected very unnerved that some idiot has decided that my street I live on should be condoized. You should expect some intense pushback from myself and some of my neighbours plus and information campaign through newspapers and social media to all the folks to the east of us. They obviously have no idea what hijinks people you people are up to.

I am concerned that allowing 5 towers (up to 12 stories) is too much for the personality of Maplewood. Maybe only 8 stories max?

I am very supportive of the plan...but this questionnaire was super high level and so I was forced to answer lower than I wanted to for land use and height and town centre. I support all of it with the EXCEPTION of 12 stories. This is WAY TOO HIGH.

Re consider the building height and how it plays into the surrounding landscape.

I'm not sure about the 12 storey buildings, they were never in the plans that we saw at the community meetings, and to add them now seems a bit late. Especially since there is a development going up by Capilano University - a 20 minute walk from Maplewood - that had requested higher density and as far as I can tell, had been denied. A tall building up there would have far less impact on neighbours than right down in the Village Centre. Both from an aesthetic perspective and a "blocking out the sun" perspective. And with the bus service to the University being so frequent, would seem like a better alternative to adding more affordable and market housing. I realize it is not part of the Maplewood Plan, but it is part of the District and very close to Maplewood. Other than that, I generally like the plan. I like the shared road idea in the heart of the Village, and I like the housing ideas (other than the 12 storey buildings). I love the idea of areas in the heart of the Village where the community can get together and sit, have coffee or something to eat, and enjoy the Northshore. I have relatives who are long time residents near Edgemont Village and have always touted the atmosphere there. I see this as being similar. ...

We don't want to see more condominium built in Maplewood. We don't mind town houses. Town houses are usually bought by seniors or young family but condominium are usually bought by singles. We are very concerned about the traffic. Right now Second Narrow Bridge is a nightmare by adding more units and more cars will be a disaster. Councils shouldn't approve any new development until they find a solution to for traffic. The solution is not having more bike roots or taking good the bus. How many of Councillors bike to work? Do grocery shopping by bike? What about picking kids up from school and extra ciriculum?

Height of residential buildings in the Village Center is too tall. All other buildings in this area are 4 storey buildings. I DO NOT support the idea of 6-12 storey towers as it is inconsistent with the "natural" theme that has been expressed at all Phases of the consultation process. These types of buildings were not even presented in Phase I and II. ...

In this last stage of design, the proposal has changed from one which showed the possibility of ONE tower at the intersection of Old Dollarton and Riverside, to SIX or so potential locations for towers. This is completely unacceptable and in no way reflects the feedback you received from the community. he community has responded solidly against these towers at the consultations and so I don't see why they are being included. We have even had significant resistance to 6 story buildings rather than 4 as the max.

I would absolutely not support the building of a tower in Maplewood until the remainder of the plans have been undertaken. Otherwise we're likely to end up with just towers because they provide the largest profit to developers. I would ask that when considering development proposals, those making the decisions consider towers as an absolute last resort. Even 6 story versus 4 story buildings should be considered only when set back from the street and when they include affordable housing contributions and/or units, and when the developer is otherwise contributing to the resources in the community. ...

Building heights of 12 stories are not necessary to create density and will diminish rather than increase civic and communal spaces between buildings. 4-6 story buildings suffice to create density. Please do not turn the centre of the development into what feels like walking between glass silos as much of metrotown and brentwood town centres look like. ...

Not convinced we should be looking at 12 story buildings, in combination with constraining vehicle traffic along Old Dolkarton. There is already a LOT of my Seymour pkwy traffic that comes through the area along riverside drive and dolkarton, arguably that section of dollarton west of riverside dr east and all the way to points west of Mountain Hwy is already at capacity!! Adding that many more residents to Maplewood is unrealistic, given current traffic woes here. Scaling down the residential development to 8-10 stories, or dealing properly with the need for higher capacity in the road network needs attention. ...

I would like to see building heights not be higher than 6 storeys. ...

Very concerned about the 12 storey buildings, we believe anything more than 4 storeys is innappropriate. The lack of road infrascture combined with current traffic delays and bridge accidents daily; with increased traffic flow will be an absolute nightmare. ...

1. I am not convinced that a mix of 2 to 12 storey development is the optimal planning principle. E.g., Whistler operates on a (mostly) consistent mid-rise density program of +/- 6 stories. The more successful areas of UniverCity and the comparable UBC lands development have a different architectural style but still have a mid-rise character. Long regarded as successful master planning both Paris and Washington DC have districts that rely on a 5-7 storey consistent fabric. With an activated street front this provides the necessary pro-forma density at a suitable scale. My point is that the 2 storey proposals could be higher and the 12 storey segments lower.. It's not necessary to mimic what is being done at Lynn Valley Centre, or along Lonsdale or near the Port Moody City Hall. There are other quite successful solutions with a community friendly effect. ...

Something has to be done about the traffic in Seymour before more development is done. It too often takes over an hour to get from Lonsdale to Seymour as it is. Main Street, Keith Road and the highway back up in mid afternoon. Any traffic problem backs up the entire grid. Buses are not the answer as the sit in the traffic with us. What happened to the idea of a Seabus running to and from Seymour in the morning and afternoon. Its the only answer. Once lovely Seymour has been ruined by DNV Council. No 8 floor buildings.

I would like to see some family oriented housing similar to the Garibaldi subdivion in Seymour. That is, smaller homes where families can live and communities thrive. The last thing we need is an 8 floor building. Thats what realtors and developers want and destroys communities. These smaller homes could replace the light industrial area at the eastside of project.

And, why do you need an 8 storey highrise for housing? Seems inappropriate for area. West side of project by Riverside is fine but adding east side of project is too much development in an area that has a lot of development recently (light industrial). What happens when the housing bubble unwinds as it always does and no-one ever believes it will happen. ...

Plan for east end of project should not include buildings over 4 stories and definitely not 8 stories. We already have a lot of industrial buildings. The project does not address the real problems of traffic in this area. We currently feel trapped east of the Iron Workers for most of the day. We feel that development should start to slow down until this can be addressed. Why so much development in this area? We already have lots of light industrial in the Maplewood area. Developers want this but does anyone presently living in Seymour want this? This was why Lisa Muri was elected from our area to stop the over-development. ...

The DNV has too many high rises; however, building them on the highway at Capilano Rd and near the Holiday Inn and highway makes sense as its easy to access highway. Means more traffic however. Definitely don't need another highrise in Maplewood to contribute to nightmare traffic problems with all the development along Dollarton over the past 10 years (mostly First Nations land). Why all the recent development in the DNV.

Overall look feel and usage apear positive. My largest concern is the increased density and number of hirise towers that will be incorporated mostly relating to the impact on the current traffic infastructue. The Berkly connecter appears positive, but the larger concerns are how this will impact the key intersections entering and leaving the east of Seymour area from the highway and main street areas. The Maplewood community, AS IS, is a wonderful oasis in the big city. Low building heights allow the residents to look out on treed skylines, not someone else's balcony or a high rise overtaking any hope of glimpsing the horizon. It is incredibly convenient with great accessibility to all needs. Six 12-14 story buildings have no place in this community. Even one would be an obtrusive intrusion. This proposed plan will not only create an overwhelming and unwanted amount of light and noise pollution, not to mention add to an already increasing traffic problem, but will also put all current residents in the heart of a city atmosphere- many of whom chose this area for the very fact that Maplewood is NOT a city. I strongly encourage council to carefully reconsider this proposal. I know should it go ahead as planned, you will lose at least two residents who have called this community home for **m** years.

Land use and building heights- we do need residential buildings to be replaced by residential buildings. An increase of 850 units is ridiculous. Building heights would ideally stay as is- but increase to no more than 4 stories in order to preserve the integrity of Maplewood's unique features. ...

Building heights restricted to 8 stories max. would be better. ...

The area should limit building to six stories....i thought this was in the original community plan ...

Building heights should not be more than 6 stories. ...

1. It is misleading to show pictures of 3-5 storey buildings where you plan to build up to 12. That is way too high for this area. Building should not be higher than 8, max. ...

My feeling is that 8 story buildings aren't appropriate for this area, especially if we want to keep it feeling like a "village". I love the layout and the walkability of the proposed area. I think its of the utmost importance to have enough affordable rental properties in this area, but growing up in urban centres, I realize that multi-story living for low income rentals can be somewhat ghettoizing. I'd like to see non-market rentals not be blocked off in towers. ...

The concept is extremely well thought out and I would have rated much higher if 5-12 storey mid towers were not part of this plan. It's a Village! Would suggest adding density elsewhere to maintain the village character and preserve open space. ...

Highrises are not in character with the neighbourhood.

The density is far too high.

12 storeys is far too high - max 6 storeys please.

Lack of space for light industrial. There is far too much focus on housing instead of providing good jobs. Unfortunately that is the case across the DNV. Jobs should get priority. ...

I don't like the idea of buildings being higher the 5 levels. I'm against high rises in this neighbourhood We need to keep the natural beauty of the maplewood area 12 storey buildings are way too high for this area, match this along with densely populating a small community and removing existing green space. How can it be guaranteed that the affordable housing is offered to only residents and that they will not be swooped up by foreign investors and others who will flip? There are many concerns but mainly are how dense the area will be populated and the building heights.

More mid rise buildings to accommodate the 1500 unit requirement, concentrate the population close to services decreasing travel time and conserve green space. ...

We would request higher density for windridge drive as well as mixed used both commercial and residential Adding core density will create congestion and traffic and it is not fair. Increasing density on the boundaries will avoid that problem and flow of traffic would make more sense.

Residential density should be concentrated within the Village Heart to truly activate it and achieve the character and sense of community that the Plan envisions. ...

Too much density. Area is already unable to meet before & after school care needs of many families.

Too much development, particularly residential, to the north of Maplewood Conservation Area, not enough space for wildlife to move between the conservation area, and the mountain. Light industrial would allow wildlife early mornings and late evenings to move thru. ...

Not convinced we should be looking at 12 story buildings, in combination with constraining vehicle traffic along Old Dolkarton. There is already a LOT of my Seymour pkwy traffic that comes through the area along riverside drive and dolkarton, arguably that section of dollarton west of riverside dr east and all the way to points west of Mountain Hwy is already at capacity!! Adding that many more residents to Maplewood is unrealistic, given current traffic woes here. Scaling down the residential development to 8-10 stories, or dealing properly with the need for higher capacity in the road network needs attention. ...

This high population density will put stress on our roads. We only have 2 bridges to exit North Van, what will we do if there is a emergency? I live in Lynn Valley and if I have to leave the city I have to leave at 7:00 at night or early mornings. Before you start building new communities, you should be building us another bridge or two!

Increased traffic if some of the buildings are 12 stories. I would support a maximum height of 6 stories.

This is a great plan! It will make a great improvement for the neighbourhood. I really wish this plan can move as fast as possible. One suggestion, For create more work and business opportunity, and bring more affordable living place, I wish city can increase the land use density of dollarton rd, between riverside Dr and Forster St. Thanks! We would suggest increasing density in windridge drive. it is only fair to give all the areas similar designation or at least potential designation. Also, increasing density in that area would accommodate more people without increasing the congestion and core traffic. Also, provides similar water access opportunity by increasing the height and potential water view.

The two best neighbourhoods in Metro are Hamber Place and Garibaldi Drive. They are perfect for young families and for developing a community. I love the interconnecting trails running through these neighbourhoods. No more light industrial at the east end of the Maplewood project just these small single family homes. Stop listening to developers and realtors and make family areas not 8 floor high rises.

Why are the City and District of NV over developing? What is the role developers play in developing community plans? Is it just a coincidence Darwin moved there head office to Maplewood 1.5 years ago? Municipalities have to have checks and balances when tens of millions of dollars are involved.

The proposal is too dense overall and no consideration has been given to traffic and its inevitable jams. ...

Too dense with residential units, they will all be way to expensive.....and not enough units that will promote a varied level of price per sq ft we need jobs jobs jobs live work means living in the community, not necessarily living above your business..... traffic gridlock, go back to the drawing board!

I'm concerned about how densification will affect traffic in the area. I realize that is something that is being considered already but I believe the multiple 12 storey buildings will negatively impact traffic as there are limited options for people trying to leave the area. ...

I have to admit that I'm not really happy about the increase in density. I can't get anywhere anymore in a timely manner because of traffic. High rises do not belong in the rain forest! We need more parks, not more concrete and steel. Deal with the traffic issues we already have before you create more! If you can protect our natural beauty with out driving up the cost of living here, then I'm all for it. Traffic is going to be a massive issue, which does not appear to be adequately addressed. The pair of lights and Spicer and Riverside, are already problematic and will only become more so. It is not apparent what is being done about that. Dollarton Highway, as currently configured appears unchanged. It is fantasy to think that including bike lanes in a new Maplewood Village will ease the traffic on Dollarton and Mount Seymour Parkway. The rampant residential densification on both sides for the bridge at Lower Lynn and Maplewood seems unnecessary. In whose interest is it? Developers, who are looking to make good on their speculative land plays, district staff, looking to justify their existence or local politicians, vainglorious. Just because some developers bought some plan, doesn't mean that council has to do their bidding. Local residents are not responsible for ensuring developers have a positive ROI. Slow down with the residential development. Start with the mixed use , light industrial and recreational (which is useful, positive and much needed) and scale back the residential plans. Secondly, unless I am missing something, there doesn't appear to be any provision for a new school. If all goes according to plan, there will be hundreds of new children in the area with the nearest school being Seymour Heights (kilometers away) or Lynnmour (also kilometers away and subject to massive densification in its own right). This is probably a SD44 issue, but it is a glaring omission from the plan. Nothing should get built until this is sorted. Rather than spending amenity fees from developers on shitty public art or useless museum space, the developers should be required to contribute to the termination of the Kenneth Gordon lease and the rebuild of Maplewood School.

Not super interested in the high density/no plan for parking or better transportation options. ...

More density. More 3 bedroom rental units for students, low income families and professionals/trade workers. It may seem like a big number to add over 1,000 new units, but compared to the rest of MV this is not enough. The close proximity to 2nd Narrows Bridge and access from Dollarton to Main St. will make this a better high density area. Maybe a potential future Skytrain site? Don't send the message to Translink and the BC Provincial Government that DNV is still stuck in the past. There is enough land to add lots of density with fewer demolitions than Burnaby has had. I appreciate the hard work council and staff has put in to this. Thanks.

Village Heart

Residential density should be concentrated within the Village Heart to truly activate it and achieve the character and sense of community that the Plan envisions. ...

Village Heart would be nicer as a pedestrian only street/block. ...

...I would also like to plans to deter east-west commuting traffic from 'short-circuiting' the major arterial roads of Mt. Seymour Parkway and Dollarton Highway by limiting through-traffic through the village heart and surrounding residential areas. ...

it is so lovely that Maplewood is not a busy stop for people to access businesses- it is calm residential area. If multi-use buildings must go in, business hour restrictions should be in place. Parking must be considered- and remain free- and the disruption of light and noise pollution should be carefully considered. ...

I like the shared road idea in the heart of the Village, and I like the housing ideas (other than the 12 storey buildings). I love the idea of areas in the heart of the Village where the community can get together and sit, have coffee or something to eat, and enjoy the Northshore. I have relatives who are long time residents near Edgemont Village and have always touted the atmosphere there. I see this as being similar. ...

The DNV should take a serious look at densifying the River Side Drive/Old Dollarton Road intersection. Do not understand why the village centre is shifted westward. The DNV has so much land holding on Old Dollarton Road, and it only makes sense to have higher density and greater building height and massing at this strategic intersection so that DNV can maximize the value of its land holding east of the River Side Drive/Old Dollarton Road intersection. This will only benefit the people in DNV in the long term with more land sales revenue going to DNV's coffer. Making this the Village Centre also makes good planning sense given River Side Rive and Old Dollaron Road are both main roads in this neighborhood. ...

Desire for Seniors or Supported Housing

I did not read of plans for community services such as a library, day care, seniors activity centre? I do not see seniors housing or diversity of choices reflected in the plan. ...

i would like to see senior care prioritized. we have an aging population that needs to be included in this development. seniors do better when surrounded by youth and nature and it would be wonderful to see that population included in this development. ...

What facilities will there be for a senior population? Wouldn't something like Silver Harbour work in this proposed community?

Care needs to taken to identify and make a policy of affordable / seniors housing zones, the DNV must administrate these policies to ensure continuity and delivery. ...

What about some form of co-op or affordable housing for seniors or families?

Seniors housing and reacreational facilities are important so that we can be a vibrant part of an intergenerational community. We have a lot of hands-on skills to share with the younger generations, and deep concern for environmental issues that we can work on with pre-school and K-12 students. ...

I did not see any mention of housing for seniors. ...

Parks and Recreation

In the section of Land use for Parks and Recreation in this survey, would you be able to consider a Tennis Court please? There are tennis courts in Central Lonsdale area by Grandview Boulevard and East 14th St. There are also tennis courts in Ambleside. It would be really nice to have tennis courts in Maplewood too, as well as summer movie events and grounds for concert stage. These can be tied together location wise with the entry to the river. Public washrooms are very important, otherwise us small business owners have to pick up the tab for that (as we currently are). ...

Love the character and community & recreation elements to the plan!

If playing fields are being developed, look at artificial options to maximize usable periods for usage; grass fields need strong maintenance plans and ongoing attention to ensure that they remain playable; gravel fields are the least desirable option.

Overall, I think the plan has been well thought out, and I like the fact that it is a "community" plan that has a nice balance between green space and homes. However, as a resident of **second second** I am not fully supportive of a play area that will see the trees taken down. That being said, I do think a play area for children is also very important, so I hope that the District can find a way to include the playground and keep the trees.

Absolutely. I currently live on **and the second sec**

because we enjoy the wildness and quietness of the greenspace. The birds (eagles included who nest across the field), the wildlife - I saw a deer in the woods this morning, the cooling effect of the trees, etc. I am not happy about that part of the plan and we have repeatedly opposed it and will continue to do so. In talking to some of the homeowners along Seymour River Place, they too are opposed to the laneway and the removal of the wild greenspace in order to create any kind of "community park". There are other areas across Riverside Drive where putting in a playground would not affect residents. And really, it should be closer to the Village Centre so more families have access to it. ...

If the NSWC becomes part of this plan, then we plan to move to the area as we feel it would give us a better work/life balance.

Building the northshore winter club facility and a school in the area would also add tremendously to the area. Also as much park and green space as possible, outdoor play areas for kids, outdoor sitting, community gathering spaces, restaurant/coffee shops with patios, walk ways with no car access, water features, trail systems.

I like how Darwin is willing to incorporate a facility like North Shore Winter Club in their plans to develop Maplewood area. It will give new families that live there and opportunity to extended their "backyard" with having a facility like that there.

More recreational facilities. The gravel field looks terrible. Convert to track and all weather field. Or just improve the look for everyone kids should not have to play in a gravel field.

South facing patios would be wonderful. Possibility to put a skatepark and or bike facility that includes jumps and pump track?

I hope the NSWC is part of this plan!

I would also strongly support the relocation of the North Shore Winter Club to the land across the street from the Maplewood Conservation Area

Only concern is limited playing fields for sport and recreation - need at least two more to support residential demand. Otherwise looks very good.

Parks and recreation, and Natural Environment- these are the values of Maplewood. Improving and respecting these are great. ...

I would also like to see the Nortschore Winterclub moving into the area.

More trails and a more bike/people friendly Dollarton hwy near the old Crab Shack. I didn't see much on co-op housing when the low income stuff was mentioned but I support that being part of the plan. And where are we going to school the new families we bring in. The 2 schools close by are not public school.

Where would the NSWC be located within these proposals?

You've thought of everything except for DOGS. A strong amount of people that are attracted to this area WILL have dogs. Will the housing be pet friendly? Will the parks be dog friendly? We will need safe, off-leash areas that we can take the dogs and also live with dogs. You should specify this in your plans. This is part of our housing issues in Metro Vancouver and especially in areas where people are outdoorsy and more likely to have pets, and it is not addressed at all here. ...

Trails and green spaces of all kinds are absolute key, both the neat and maintained type like board walks/pavilions/paved trails, but also the wild type of nature/parks/trails (off-leash ideally) - I'd like to see more of that built in or hear about how the planned Maplewood trails connect to those wilder natural spaces. I think a small fenced dog park would be a popular addition to the village (lots of locals here have dogs, and there are lots of office dogs in the area who would love some lunch-time play). ...

looking forward to a new North Shore Winter Club there

including new facility for NSWC in the Maplewood plan would bring additional \$ to local businesses as members would shop/dine/walk around the area and generally bring people from other areas of NV towards Maplewood.

I would support the relocation of the North Shore Winter Club as proposed by the Club.

I'd like to see an off-leash dog park included within the village.

This area needs a secure off leash dog park...

I strongly favour the relocation of the North Shore Winter Club in this area. It is a family-oriented club and would fit in well with the plans you have for Maplewood.

Community Facilities

In the section of Land use for Parks and Recreation in this survey, would you be able to consider a Tennis Court please? There are tennis courts in Central Lonsdale area by Grandview Boulevard and East 14th St. There are also tennis courts in Ambleside. It would be really nice to have tennis courts in Maplewood too, as well as summer movie events and grounds for concert stage. These can be tied together location wise with the entry to the river. Public washrooms are very important, otherwise us small business owners have to pick up the tab for that (as we currently are). ...

If playing fields are being developed, look at artificial options to maximize usable periods for usage; grass fields need strong maintenance plans and ongoing attention to ensure that they remain playable; gravel fields are the least desirable option.

I did not read of plans for community services such as a library, day care, seniors activity centre? ...

I strongly favour the relocation of the North Shore Winter Club in this area. It is a family-oriented club and would fit in well with the plans you have for Maplewood.

Please keep the IHope centre. It's an incredibly valuable asset for the community. Please consider how many people will be forced to leave the community, maybe the only one they have ever known. It's tragic.

A combination of new school/Community services center structure would be a wise plan to maximize the Maplewood school properties, Parking for the school and Maplewood farm could then be enhanced ...

there's no mention of daycare facilities especially given the proposed housing and employment; missing opportunity for learning spaces beyond K-12 ...

Ensure the neighbourhood amenities are open to all residents of the North Shore by increasing the driving network along minor and major roadways, and providing more than anticipated public parking. ...

Please provide local community sports facilities in the innovation district, including all weather turf 3G pitch, swimming pool and indoor rec centre for use by the Brockton School facility proposed to relocate to Maplewood as well as the wider community.

Community center needed ...

It will be wonderful to have Maplewood grow into a full community as per the policy directions noted here. The changes that have already taken place have started to transform the area in a positive way. The iHope centre is such a valuable asset to the community. Please ensure this is maintained in the redevelopment. If it is not it will be a major loss to the community. Thank you!

Finally, ihope provides an important service not just to the maplewood community but to the entire north shore. I would like them to be accommodated as much as possible during this development process. ...

Please ensure existing community spaces such as iHope and Maplewood Farm remain; it would be a shame to lose them as they have been an important community resource and integral part of the district's family-friendly programs.

I didn't see any spaces for daycares, which you will need in a live-work situation for that many people.

Please keep the IHope centre. It's an incredibly valuable asset for the community. Please consider how many people will be forced to leave the community, maybe the only one they have ever known. It's tragic.

It will be wonderful to have Maplewood grow into a full community as per the policy directions noted here. The changes that have already taken place have started to transform the area in a positive way. The iHope centre is such a valuable asset to the community. Please ensure this is maintained in the redevelopment. If it is not it will be a major loss to the community. Thank you!

Finally, ihope provides an important service not just to the maplewood community but to the entire north shore. I would like them to be accommodated as much as possible during this development process. ...

I didn't see many specific references to accessibility to ensure extensive access for people living with disabilities.

Does not provide adequate affordable rental housing, or any social housing for people with disabilities, or any health care services. ...

Process and Notification Issues

Really frustrated by the DNV continual 'breaking into Districts' use of planning. Does not show how this will fit into the Seylynn development nor the changes happening because of the 4 new bridges crossing Lynn Creek and the expansion of Keith Road. How does one figure out how to get their kids to school (Lynnmour) without that info. Kinda critical.

I would have liked to receive the notice about the meeting at Maplewood 4 or 5 days before the event. One day before is not enough time to change plans. You did want us to attend didn't you?

NVSD is better at involving community than DNV. For Plymouth School all were invited to hear 4 proposals. Attendees then gave picked top 2 choices and top choice was selected. BTW, head of Polygon talk was that he didn't think we should have involvement and that Administrators should put high density housing on site because more people is always better. He had no interest in taking questions and dismissed comments. Darwin CEO was very good and tried to work with community to design single home residential 20 homes on site. We dont need higher density unless traffic nightmare can be improved. And that seems to be impossible.

Over last 30 years there has been steady development in Seymour with lots of medium and high density (including First Nations). LETS HAVE A SEYMOUR REFERENDUM OR MAIL OUT VOTE BEFORE THIS GOES AHEAD.

I attended the presentation last week and found it to be very well run, informative and welcoming. Well done. ...

The 'plan' lacks credibility due to the omission of transportation considerations and other infrastructure improvements plus the impact of other developments currently underway along Dollarton towards Deep Cove.

You have joined TWN in clear-cutting the north shore of the inlet! Good planning work.

Character, Urban Design, and Public Art

Use the public art and bright colours to make Maplewood stand out compared to other village centres.

Love the character and community & recreation elements to the plan!

Great vision for livable work/space ...

The street art concept of 'eclectic industrial' is inconsistent with the desire for a a natural environment theme that has been repeatedly expressed during all Phases of the consultation process ...

Maplewood will include industrial uses, I understand that; but I see no need for the public art and non-industrial buildings to highlight this aspect of the community. Rather I would suggest that public art highlight the natural elements of our community and introduce additional natural elements. Similarly, the large timber and glass aesthetic of buildings is great (similar to the Stong's we have now), but again the purposeful incorporation of industrial elements doesn't make sense to me and isn't inline with the community's vision. ...

Artwork installations should be of local design and pay homage to first nations influence in Maplewood's history and future. ...

I don't mind the idea of an industrial type look with bright colours, but birds and glass do not mix. \dots

Please do not turn the centre of the development into what feels like walking between glass silos as much of metrotown and brentwood town centres look like. ...

The idea of public art is fine; however it always is more costly than necessary and generally not interesting art. How will the developers be held accountable to their proposed plan; they always seem to find loopholes for changes that were "unforeseen" that increase density, change the aesthetic, limit parking. ...

Design - should reflect First Nations heritage rather than industry. ...

Remember that it rains most of the year here. Parks, plazas and pathways are great, but heated and covered areas would be even better. The cycling proposals are positive, but seem piecemeal. How do you propose to include a cycling route on the Berkley connector which is very steep? ...

Street character spot on (bold colours, industrial elements, material diversity, lots of greenery, mixed use). Pedestrian areas are great for creating livable feel. ...

2. Some of the images imply that the outer-residential areas are wood frame and stucco. This isn't really suitable for multi-family housing with a long lifespan. Contrast the 3 developments currently in Edgemont Village. The completed residential one is a mix of concrete and wood frame. The Grovesnor Development one (under construction) offers a suitable balance of materials. The Boffo Construction one however, (also under construction) doesn't and it won't stand up in a well maintained state with suitable architectural effect, as long as the other two. ...

Fire Training Facility

If the future fire facility is a training facility where they delibritely set objects on fire and practice extinguishing them then i am opposed to this location. These types of training facilities should be in remote places and not in a village with a proposed dense population. If it is just a regular fire hall then I'm okay with it.

My support for the fire training facility is contingent on the safety of the fumes that may come off of such a facility, and on whether or not having the facility there will mean that we have increased fire truck and ambulance noise. Mount Seymour Parkway is already quite loud with emergency vehicles, and so increasing this would be quite detrimental to our quality of life. ...

Location of the fire facility is great but an alternate site for the training compound would be a wise choice, the space could the be re-purposed to serve the community such as daycare and community assembly space similar to metrotowns fireman's center.

Other Comments

I understand some of the neighbours have been asking for open markets to be able to buy local produce. In my opinion opens markets appear to lower the class of a neighbourhood. The area will continuously smell and they will provide direct competition to local businesses that have rent and staff to pay all year round. Successful high class neighbourhoods have no open markets. Please consider Park Royal Village, Deep Cove and Kerrisdale. Stong's is already providing a good selection of local foods, as is Parkgate Farm Market. I understand Stongs and Maplewood Market are also struggling at the moment to make it as new business in this neighbourhood. Let's not cut each others corners.

Instead of a farmers market, also please consider artwork exhibits along Old Dollarton (paintings, etc), or car shows, similar to Ambleside. The same is done in other neighbourhoods and they are highly successful. Obviously the organizers of these events would have to be from the best in order to bring some prestige to the new Maplewood Village and establish its name for quality. ...

... increased demand for water that has not yet been addressed on the North Shore. ... What are the plans for increasing water storage facilities?

Very misdirected very unnerved that some idiot has decided that my street I live on should should be condoized. You should expect some intense pushback from myself and some of my neighbours plus and information campaign through newspapers and social media to all the folks to the east of us. They obviously have no idea what hijinks people you people are up to

What will lease rates be for small business owners be? The current lease rates for small business in the area are much too high for entrepreneurs with local businesses. ...

What about Emergency plans for Seymour. with the Parkway and Dollarton the only two exits that are jammed on a normal day. This plan only makes it worse. Has nobody at the DVV noticed the massive changes in Seymour. You have to account for First Nations future development as well. I understand the FN are planning big developments along Dollarton. Build an emergency set of docks for ferries or ships when the earthquake strikes and the Main Street section of Highway 1 collapses.

Design - should reflect First Nations heritage rather than industry. Plan for east end of project should not include buildings over 4 stories and definitely not 8 stories. We already have a lot of industrial buildings. The project does not address the real problems of traffic in this area. We currently feel trapped east of the Iron Workers for most of the day. We feel that development should start to slow down until this can be addressed. Why so much development in this area? We already have lots of light industrial in the Maplewood area. Developers want this but does anyone presently living in Seymour want this? This was why Lisa Muri was elected from our area to stop the over-development.

This is an awful lot of density for a neighbourhood on the doorstep of a chlorine plant. What plans are in place to protect residents and workers from risks there? ...

My feeling is that 8 story buildings aren't appropriate for this area, especially if we want to keep it feeling like a "village". I love the layout and the walkability of the proposed area. I think its of the utmost importance to have enough affordable rental properties in this area, but growing up in urban centres, I realize that multi-story living for low income rentals can be somewhat ghettoizing. I'd like to see non-market rentals not be blocked off in towers. I also think the architecture should be sensitive to the first nations history and band that is right next to us, but also to the more recent "harbour" history of the area. I'm all in favour of the revitalization, but hope that it doesn't remove possibilities for a balanced mix of incomes and cultures.

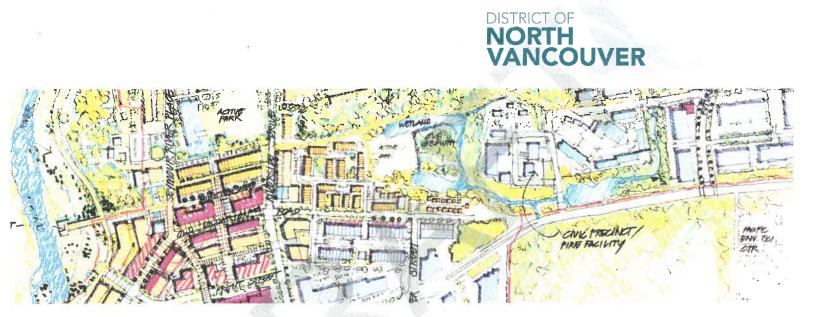
I think it's always good to have an area plan. It prevents slaughterhouses and pig farms from showing up on residential streets. I think they are often a little starry eyed - what about plans to prevent crime, graffiti, unkempt areas, unruly people from disrupting the law abiding and so on - but if everyone behaves perfectly, the plan should work. One thing that does not work is driving a road through the greenbelt in my front yard. I live at the source of the north of me and I particularly don't want anything like it to the south. I've heard the planners say the

speed limit will only be 20km an hour or whatever. On what planet does anyone ever do the speed limit? We are all in a hurry.

I think a better solution would be to redesign the front yard of the Kenneth Gordon School which is a disgrace to be honest. Different kinds of fencing, weeds, a broken down couch - it's an eyesore plain and simple that works for nobody. Instead, put in a properly landscaped, gravelled U shaped drive in the front that looks good and where parents drive in one end, move off to the side to load their kids, and drive out the other end without disturbing the green belt. That would be natural and sensitive - presumably qualities that the community plan is meant to promote.

What about the chlorine plant and possible health factors in a spill. What about protecting the green space/forest trails connecting up to Windsor? Sounds like you are cutting down a lot of trees. Not super interested in the high density/no plan for parking or better transportation options.

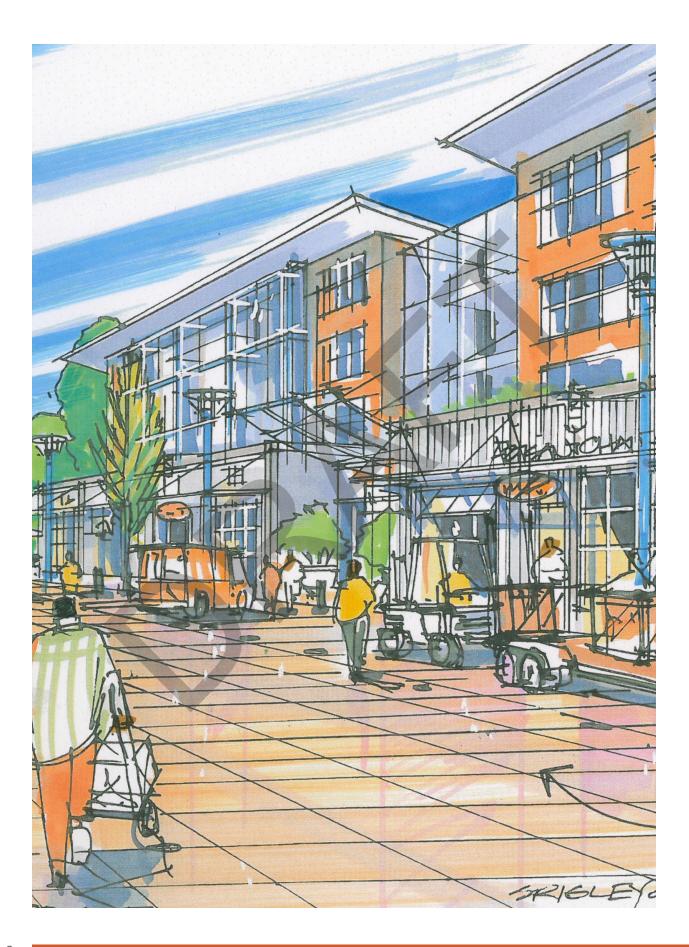
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MAPLEWOOD VILLAGE CENTRE AND INNOVATION DISTRICT IMPLEMENTATION PLAN & DESIGN GUIDELINES

October, 2017









1 INTRODUCTION

1.1 SUMMARY & PLAN CONTEXT

Identified as a Village Centre in the District of North Vancouver's 2011 Official Community Plan (OCP), Maplewood is one of the four key growth centres in the OCP's Network of Centres (see Figure 1, Growth Centres Concept). Roughly 1,500 new residential units are planned for, along with capacity for an additional 9,290 square metres (100,000 square feet) of new commercial space by 2030.

There are existing employment lands within, and immediately adjacent to, Maplewood including both heavy and light industries. One of the cornerstones of this plan is to protect and enhance existing employment lands and dramatically expand jobcreating land uses in the Maplewood area. This plan seeks to protect existing employment lands, generate opportunities to infill and intensify light industrial uses south of Dollarton Highway, and explore innovative and create options to mix land uses on employment lands north of Dollarton Highway. The resulting mix of land uses will include options for living, working, playing, and learning. This plan anticipates expansion of light industrial and other supporting uses on vacant employment lands to capture approximately 4,500 net new jobs in the District by 2030 and over a million square feet of employment floor area through new land use policies and regulations. This plan is intended to support wealth-generating investment to create new employment opportunities and increase tax revenue, benefitting the entire community.

Recognizing the importance of locating good jobs in close proximity to housing options, 900 residential units are contemplated in the Innovation District to provide employee-oriented housing as a supportive use for the dramatic expansion of jobs contemplated in this implementation plan.

There is currently no standard street grid in Maplewood and cycling and pedestrian routes within the neighbourhood are sporadic and do not connect to key destinations. Improvements for traffic and goods movement, circulation, and connectivity for all modes of travel including, walking, cycling, transit, and driving to accommodate the anticipated growth are implemented through the mobility strategy for Maplewood.

There are significant greenspaces within, and surrounding, Maplewood including the Maplewood Conservation Area, Windridge Park, Hogan's Pools Park, Maplewood Creek Park and Seymour River Heritage Park. These parks are largely natural areas and there is currently a limited amount of active recreational park space located directly within the community. This plan aims to protect and enhance greenspaces and environmentally sensitive features including steep escarpment slopes, watercourses, remnant forested areas, and riparian and mature forests, which support wildlife and resident and migratory bird species for future generations to experience and appreciate.



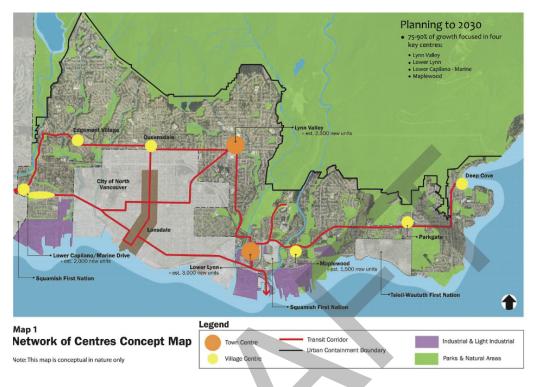


Figure 1: District of North Vancouver OCP - Growth Centres Concept

1.2 PURPOSE, APPLICATION, AND INTENT

The purpose of this document is to guide development and regulate the design of buildings and public realm improvements in Maplewood in support of the vision, goals, objectives, and principles outlined in the District's OCP.

The policies and guidelines contained in this document provide recommendations for future development, which should be used to design, review, and approve new developments (built form) and new public realm improvements (streetscape, public open spaces, parks, etc.).

This plan is intended to be used by the community, the District, land-owners, and developers to understand the likely forms and location of new development and public realm improvements that may occur to 2030. The policies and guidelines should be used to guide development in a comprehensive way that helps meet the vision for Maplewood. The District will use this plan when designing civic and public realm improvements.

This plan is neither prescriptive nor exhaustive, but rather illustrates anticipated key directions for Maplewood. It does not represent final decisions. Generally, decisions on specific development applications and civic improvements will be made by District of North Vancouver Council, with public input, on a case-by-case basis. As part of the implementation of the OCP, this document should be used in conjunction with the 2011

OCP Bylaw 7900, as amended, including the Development Permit Areas as described in Schedule B to the OCP.

1.3 Other Relevant Documents

Other existing policies, studies, and regulations that should be reviewed in conjunction with this document:

- Development Servicing Bylaw 8145, as amended (DSB) and the Construction Bylaw
- Maplewood Village Centre Transportation Study Update, Urban Systems, 2017
- North Shore Area Transit Plan, TransLink, 2012
- Maplewood Lands Environmental and Hydrogeological Assessment Report, McElhanney Consulting Services Ltd., and Piteau Associates, 2016
- Maplewood Employment Lands Strategy, Rollo + Associates and Urban Systems, 2016
- Maplewood Village Seymour River Flood Protection, KWL, 2017
- Maplewood Village Flood Risk Management Strategy, Northwest Hydraulic Consultants, 2016
- Maplewood Chemical Hazard DPA Preliminary Study, McCutcheon and Associates Consulting, 2012
- Maplewood Village Centre Community Needs Assessment, RC Strategies + PERC, 2017

1.4 Organization & Scope

This document is organized as follows:

Part 1: Introduction and General Planning and Design Considerations provides the purpose and background for the plan and describes the overall existing context and identity of the area.

Part 2: Plan and Policies presents the land use plan and policies for the future of Maplewood that apply to new development.

Part 3: Design Guidelines provides detailed urban design guidelines for the exterior of buildings and the public realm.



1.5 PLANNING AREA

The Maplewood planning area is approximately 80 hectares (198 acres) in size and is outlined in dashed red in Figure 2. It is bounded by the Seymour River to the west, Mount Seymour Parkway and the Windridge escarpment to the north, Blueridge and McCartney Creeks to the east, and the light industrial areas located on the south side of Dollarton Highway to the south. The three distinct areas identified in this plan each has its own character and serves a specific role in achieving the vision for Maplewood.

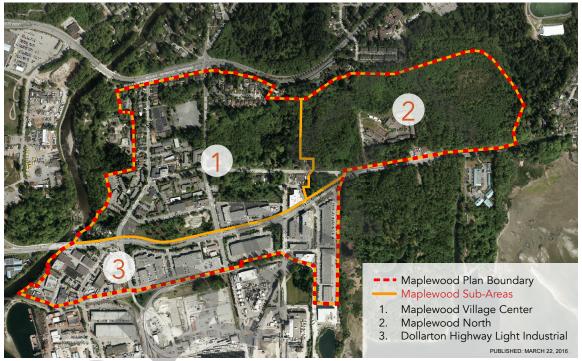


Figure 2: Planning Area

1.6 HISTORY OF THE AREA

The Maplewood area lies in the heart of the Salish Sea where First Nation peoples have lived for thousands of years. In particular, the Maplewood area has a long history of First Nation cultural, spiritual and physical connection with the land. Salmon populations in local creeks and rivers, shellfish from the intertidal wetlands, and other sustenance from the sea were the basis for many spiritual teachings that have been passed down generation to generation by First Nation elders in the area.

In 1917 San Francisco lumberman Robert Dollar, opened the Dollar Mill near the mouth of Indian Arm, which was the focus of the community at Dollarton until it closed in 1942. From the 1940's to the 1970's, an informal but cohesive community of squatters lived in a cluster of ramshackle cabins that lined the area's intertidal zone known as the Maplewood Mudflats. The community attracted an assortment of artists, displaced loggers, and hippies, many of whom sought out nature and self-sufficiency. Among the most acclaimed residents were the English-born writer Malcolm Lowry, who completed his novel Under the Volcano while living here from 1940 to 1954; Dr. Paul Spong, who later led Greenpeace's "Save the Whales" campaign; and artist Tom Burrows.

In 1975 Maplewood Farm, originally run in the early 1900's as a dairy farm by Mr. Akiyo Kogo, was opened to the public as a 5-acre farm site. Today the farm is home to over 200 domestic animals and birds and strives to provide a unique experience, incorporating enjoyment, education, and a recollection of the area's rural heritage. Vancouver's first fixed connection to the North Shore was provided with the construction of the original Second Narrows Bridge in 1925. In 1960 a much larger six lane bridge was built – today's Ironworkers Memorial Second Narrows Crossing.

Today the area is emerging as a vibrant community that continues to inspire a respect for nature, creativity and innovation.

1.7 Existing Conditions

Maplewood is currently defined by its eclectic mix of land uses and buildings of varying styles and ages set amidst significant natural green spaces. Maplewood has a unique urban structure that reflects its physical location, topography, and history. It is comprised of several distinct areas, each with its own qualities and identity. See Figure 3 for existing features.

- 1. Maplewood Village Centre is characterized by a mix of low rise apartments, purpose built rental townhouses, single family homes, and commercial and mixeduse developments all of varying ages. The area includes an elementary school, iHope family services, North Vancouver Arts Council, and Maplewood Farm. East of Riverside Drive are largely undeveloped lands, predominantly owned by the District.
- **2. Dollarton Highway Light Industrial** is a mix of older light-industrial businesses to the west of Amherst Avenue, and more recent business parks east of Amherst Avenue.
- **3. Maplewood North** is the site of a former gravel pit and is largely undeveloped. It is criss-crossed with informal trails and is where the former International College is located. In the westerly portion there is a former landfill site owned by the District.
- 4. Significant greenspaces including Maplewood Conservation Area, Windridge Park, Hogan's Pools Park, Maplewood Creek Park and Seymour River Heritage Park.
- 5. There is currently limited active recreational park space directly in Maplewood.
- 6. Maplewood Farm attracts over 100,000 visitors annually and strives to provide a unique experience- with enjoyment, education, and a recollection of rural heritage.
- 7. Maplewood does not have significant views as Burrard Inlet is largely obscured by the industrialized waterfront and Maplewood Conservation Area. However, views do exist from the slopes of Windridge Escarpment and the Maplewood North area towards Burrard Inlet. There is potential for creating views across the Burrard Inlet from taller buildings depending on the height, siting, and orientation of buildings. Views north towards the mountains are also available in some areas.



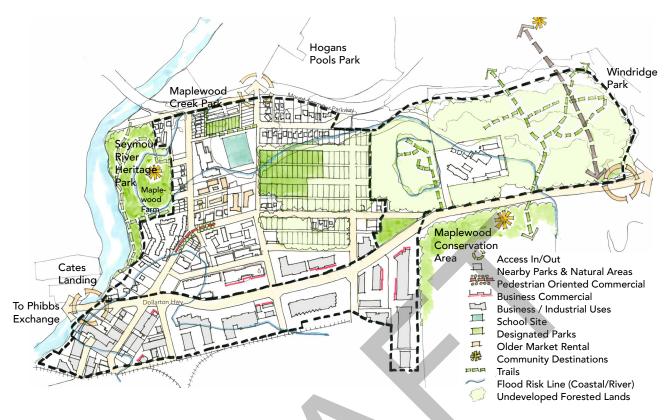


Figure 3: Site Analysis Diagram showing existing features of Maplewood Area

1.8 IMPLEMENTATION PLANNING AND ENGAGEMENT PROCESS

The implementation planning and public engagement process to create the Maplewood Village Centre and Innovation District Implementation Plan and Design Guidelines followed the adoption of the OCP. Planning included undertaking technical economic, social, environmental, and transportation studies, conducting collaborative, community and stakeholder consultation, establishing planning principles, and developing a detailed concept plan as the basis for the policies and design guidelines. The planning process and timeline is summarized in Figure 4.

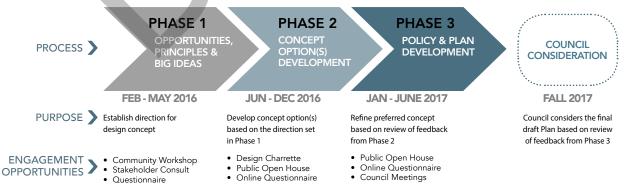


Figure 4: Maplewood Planning Process

Phase 1: Opportunities, Principles, and Big Ideas – invited the public and stakeholders to help identify guiding principles, opportunities, and issues for the future of Maplewood. The feedback was then used to provide direction on the Phase 2 concept design.

Phase 2: Concept Design Development – conceptual designs were developed based on direction from Phase 1. Concept options included land use, mobility, and open space network ideas, proposed transportation networks and linkages, diagrams, sketches, and photos to illustrate the ideas.

A two-day charrette, followed by an interactive public open house was held. A twoweek online survey followed to receive public feedback on the Maplewood community design concept developed through the charrette event.

Phase 3: Policy and Plan Development – preparation of a draft plan was based on a review of feedback received on concept options and refinement of a preferred option, which was feasibility tested, i.e., detailed infrastructure, transportation modelling, community needs assessment etc. Key directions in the draft plan were presented at a public open house followed by a two-week online survey to receive public and stakeholder feedback. Refinements to the draft plan were prepared based on feedback received and presented to Council for consideration and then approval.

1.9 VISION FOR MAPLEWOOD

The Official Community Plan vision for Maplewood, developed in consultation with the local community is that Maplewood will be:

"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 centred 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 business 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 wend through the community stretching from the Seymour River to Windridge and from Hogan's Pool to Burrard Inlet" (Schedule A, District Official Community Plan, 2011)."



1.10 Guiding Urban Design Principles to Support the Vision

Compact Village Core:

the highest development densities and building heights, as specified in this plan, should be located within the village core area and include residential and mixed use residential/commercial uses.

Distinct Neighbourhood

Districts: distinct, yet connected precincts within Maplewood, each with its own unique purpose and character, should be fostered.

Connected and Diverse Public Realm and

Greenspace: unique places should be created to integrate existing parks and trails with a series of interconnected community, and smaller active parks, natural park areas, and plazas within the community.

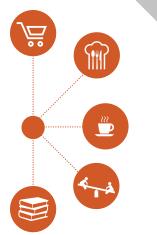






Strong Commercial Centre and Clustered Community

Services: small plaza spaces and a community hub should be integrated within the village core to serve as the primary commercial and service areas for Maplewood Village Centre.



Walkable Community:

buildings presenting an attractive face to the street, with architectural details, public art, wayfinding, and site-design elements that are inviting and friendly to pedestrians should be encouraged; the village centre should include a pedestrian-friendly high street and shared street.



A "Green & Innovative" Character: an authentic sense of place centred on integrating natural elements and places, green infrastructure, green building design, and the support of a sustainable lifestyle

(including transit, walkable neighbourhoods, a complete community, and, livework-recreation) should be fostered.



Diverse Development and

Housing Types: development at various scales, types and forms that offers a range of options and tenures, options for business, car-free development, and housing choices that include housing for a workforce living directly within the community.

Connect to the Water:

public connections to the waterfront (river or inlet) should be provided where opportunities exist, while respecting and acknowledging river and coastal floodplains in the design of new development.





Clear Hierarchy of Streets, Improved Access & Multi-Modal Options:

transportation connections and access for all modes (walking, cycling, transit, and driving), to/from/within the community should be improved, including a strong connection from the village centre to Maplewood North following a "complete streets" model.



Prioritize Environment:

sensitive areas and wildlife corridors should be protected with opportunities for education, programming, and pilot projects such as daylighting of creeks.

Promote Innovative Employment Generation: new

industry, innovative business opportunities, and small scale local start-ups as well as required municipal and protective services should be supported.







PART 2: VISON, PRINCIPLES AND POLICIES

2 MAPLEWOOD - LAND USE PLAN AND IMPLEMENTATION POLICIES

2.1 Area Structure & Scale

Maplewood is approximately 80 hectares (198 acres) in area. Maplewood Village Centre is compact, with relatively small blocks making access to shopping and community services convenient. Maplewood North is about an 8-minute walk to the Village Centre for an average person and currently only connected via Dollarton Highway.

The concept plan for Maplewood illustrates a compact, complete, connected and energy- efficient community that includes a mix of land uses to provide residents with the opportunity to live, work, play, and learn within their community.

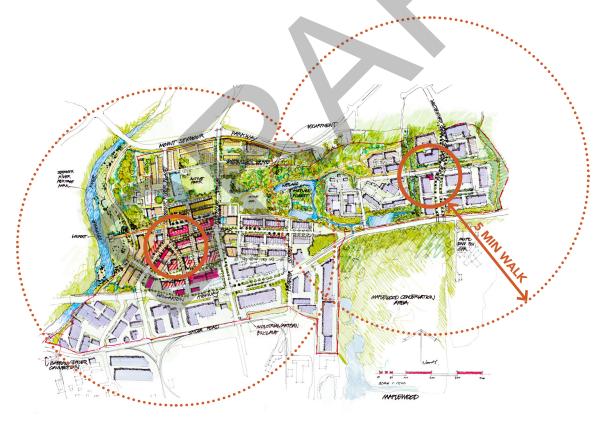


Figure 4: Area Structure & Scale







Design Concept Highlights

- 1. Village Heart mixed use commercial-residential, mid-rise apartment and live work
- 2. Multi-family townhouses and/or low rise apartments
- 3. Light Industrial Commercial Business Intensification of uses
- 4. Industrial Live-Work Precinct artisan manufacturing
- 5. Innovation District Light Industrial / Commercial Business with employee dedicated housing
- 6. Environment & Conservation Areas (within the planning area boundary)
- 7. Innovation District Light Industrial Commercial flexible employment area
- 8. Active Park Spaces





To achieve this vision for Maplewood the plan divides the area into three precincts: each with their own unique purpose, character and image.

- 1. **Maplewood Village Centre** is the central commercial hub and includes a diversity of multi-family housing, mixed-use commercial/residential, live/work and small-scale artisan industrial housing, as well as institutional uses including a school and local community services.
- 2. **Maplewood North Innovation District** is a new district offering an innovative mix of employment, educational, recreational and limited residential and community uses in a campus-style structure. This area will be connected to the village centre by major arterial routes and an active transportation network. Parks, open space and natural areas are integrated throughout to create a connected network.
- 3. **Dollarton Highway South** is a strong industrial and employment area with opportunities to intensify as existing and local business expand and provides opportunities for the expansion of business park uses.

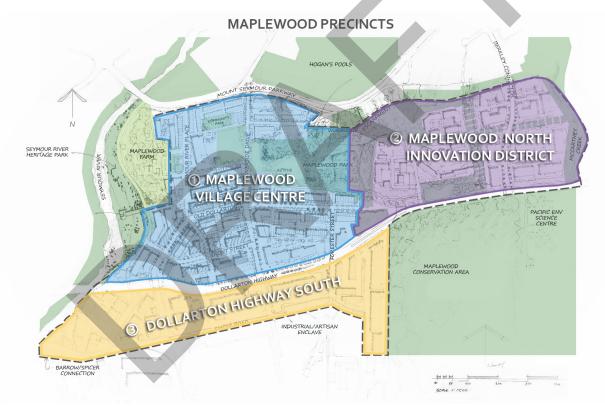
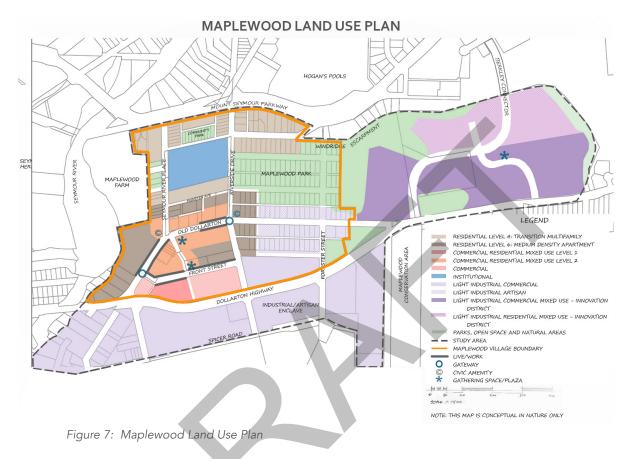


Figure 6: Maplewood Precincts

2.2 Land Use Designations and Densities



Land use designations and associated densities are cited below:

LAND USE POLICIES

- Require land uses to be in accordance with the Maplewood Land Use Plan (Figure 7).
- Proposals for rezoning of lands should be evaluated relative to the uses identified on the Land Use Plan, the policies of this plan and other District plans and policies.
- Encourage redevelopment in the Village Centre that is consistent with the Land Use Plan and at densities that support local commercial and transit service.
- Support mixed-use, medium-density housing with retail or live work options at street level along Old Dollarton Road (west of Riverside Drive) and west of Seymour River Place.
- Support mixed-use, medium-density housing with industrial at street level and industrial or office on the second storey along Old Dollarton Road (east of Riverside Drive) where small business owners can live, work and create.



- Support light industrial commercial uses, including intensification of light industrial commercial uses on existing employment lands in Dollarton Highway South.
- Introduce an Innovation District in Maplewood North to encourage a flexible mix of light industrial commercial, institutional, recreational and residential uses within the same area to co-locate people and jobs and provide for the changing nature of employment.
- Promote opportunities for renewable energy technology industries and jobs in the Maplewood area recognizing the growth potential in the renewable energy sector.
- Focus most new local-serving commercial and services in the Village Centre, except a limited amount of small scale services that directly support daily worker needs within the Maplewood North Innovation District.
- Incorporate a new community hub with community services that promote physical and social activity and a diversity of space offerings in the Village Centre.
- Incorporate civic facilities to relocate municipal and protective services, such as a consolidated fire station and fire training centre in the Maplewood North Innovation District area to improve fire response.
- Continue to work with School District 44 to investigate the opportunity to retain the school use at its current location within the Village Centre.
- Provide a community park and neighbourhood park for active recreational opportunities within the Village Centre and improve green space connections within the overall area.
- Develop a cohesive Public Art Master Plan that identifies clear opportunities and priorities for the provision of public art.
- Support alternative forms and tenures of multi-family housing, such as fee simple rowhousing, co-housing and lock-off suites within the Village Centre.
- Support auto repair uses in the light industrial areas, where appropriate and ensure sufficient access, parking and on-site provision for spill and nuisance containment is provided.
- Strongly discourage self storage and auto retail uses as stand-alone uses in developments.
- Enhance and improve designated landscape features, natural and environmentally sensitive areas.

TABLE A: Land Use Designations	
LU Category	Description
Residential Level 4: Transition Multi-Family	Areas designated for transitional multi-family are intended predominantly for multi-family uses within or in close proximity to centres and corridors, or as a transition between higher denisty sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouses and apartment developments up to approximately 1.20 FSR.
Residential Level 6: Medium Density Apartment	Areas designated for medium density apartment are intended predominantly to provide increased multi-family housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commerical use may also be permitted in this designation.
Commercial Residential Mixed-Use Level 1	Areas designated for commericial residential mixed use level 1 are intended predominantly for general commerical purposes, such as retail, service, and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.
Commercial Residential Mixed-Use Level 2	Areas designated for commercial residential mixed use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.
Commercial	Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.
Institutional	Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.
Light Industrial Commercial	Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.
Light Industrial Commercial Mixed Use- Innovation District	Areas designated for light industrial commericial mixed use- innovation district are intended predominantly for industrial, warehouse, office, service, utility, and business park type uses. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses, including limited institutional, and limited recreational uses may be permitted up to approximately 1.10 FSR.
Light Industrial Residential Mixed Use- Innovation District	Areas designated for light industrial residential mixed use- innovation district are intended predominantly for industrial, warehouse, office, service, utility, and business park type uses. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted up to approximately 1.10 FSR.
Light Industrial Artisan	Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, and utility uses. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supported uses including limited office, and limited retail uses may be permitted up to approximately 2.50 FSR.
Parks, Open Space and Natural Areas	Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.



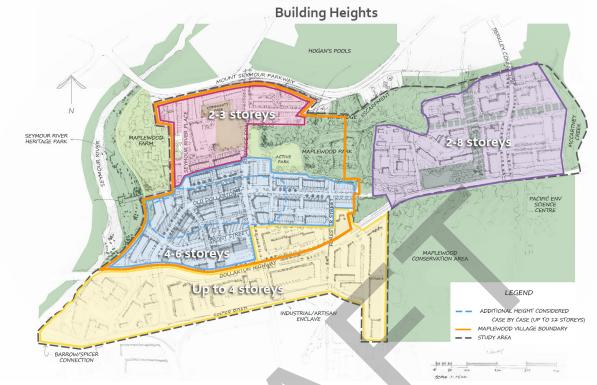


Figure 8: Maplewood Building Heights

2.3 Building Heights

The concept plan outlines the approximate type and location of potential future buildings and heights to allow enough employment and residential density to create a vibrant community that support local retail activities, allow for improved transit and service over time, and assist in housing diversity. While building footprints are expected to be refined through the development review process, key urban design principles related to spacing of taller buildings and elevation are important considerations to address. Heights should maintain a human-scale, low to mid-rise character in the area, minimize shadowing of streets and public spaces and acknowledge views from upslope.

a. Heights should generally comply with the range of building heights shown in Figure8.

b. Heights for specific buildings shall be determined through the rezoning process and will consider the following:

- Shadowing of public and/semi-public open spaces, such as plaza and parks
- Impact on views from elsewhere in the District and overlook onto private spaces
- Appropriate building scale for the area to reflect the quality and character identified for different precincts within the plan
- Promote 'human-scaled' public space at the ground level (i.e. setback of upper storeys)

c. Taller buildings (up to a maximum 12 storeys) may be permitted in the Village Centre to signal gateways, and to provide more customers to help local businesses thrive. Taller buildings should minimize overshadowing of key public open spaces and be separated from each other by a minimum of 30 m.

2.4 HOUSING MIX

Maplewood Village Centre has a target of 1,500 net new residential units and an additional 9,290 square metres (100,000 square feet) of new commercial space by 2030. The Maplewood Plan aims to provide a diversity of housing types to accommodate all ages, incomes, and family circumstances including townhouses, co-housing, fee simple row housing, lock-off suites, apartment units, live/work and other innovative forms of housing. In addition, a mix of tenures including fee-simple ownership, strata, rental, purpose-built rental, co-op and non-market housing is encouraged.

The Maplewood Plan, includes employee-oriented housing (approximately 900 residential units) in the Maplewood North Innovation District to co-locate jobs and residents. The employee-oriented housing is intended to support employment-generating uses. The plan anticipates these employment lands can capture approximately 4,500 net new jobs in the District by 2030 and over a million square feet of employment floor area.

POLICIES

- Support a diversity of housing types including townhouses, row houses, cohousing, live/work, and apartments in mixed-use buildings in the Village Centre.
- Encourage residential lock-off units in multi-family developments to provide flexible housing options to fit changing household incomes and family sizes over time.
- Introduce innovative forms of live/work/studio housing in the area designated for "Light-Industrial Artisan" east of Riverside Drive identified in the Land Use Plan.
- Provide opportunities for employee-oriented housing in apartments, townhouses and row houses in the area designated for "Light Industrial Residential Mixed Use" in the Maplewood North Innovation District.
- Consider sale restrictions, housing agreements and other methods to ensure housing in the Innovation District supports local employees.

2.5 Affordable Housing

Maplewood currently has approximately 250 units of purpose-built rental housing within the Village Centre. Development in Maplewood should support the District's Rental and Affordable Housing Strategy by providing, where possible, non-market housing secured through a number of innovative approaches including the policies noted below.



POLICIES

- Encourage the replacement of the approximately 250 existing purpose-built, market rental units in Maplewood as development occurs.
- Use District-owned lands to generate innovative, non-market housing opportunities, where appropriate.
- Require a portion of non-market rental or price controlled/restricted ownership units, or non-market units as part of new market housing development projects, or require provision of a cash-in-lieu contribution from development projects to the District's Affordable Housing Fund to be used to establish new non-market housing units, where possible.
- Encourage new, purpose-built rental buildings, where appropriate.
- Consider additional height and density in order to achieve housing objectives within the Village core up to a maximum of 12 storeys in height (refer to Figure 8).

2.6 VILLAGE CENTRE

Maplewood has an evolving village heart between Old Dollarton Rd. and Dollarton Highway, west of Riverside Drive. This plan aims to further enhance the village heart as a vibrant, pedestrian-friendly area with a mix of residential, retail and community uses.

POLICIES

- Create a mix of street level retail or live-work opportunities with residential uses above in mixed-use buildings along Old Dollarton Road, the emerging High Street.
- Create a rhythm of retail storefront widths of 5-10 m within the village core.
- Create plazas and gathering places with sun exposure, are safe, attractive, universally accessible, have a variety of seating opportunities, and include spontaneous play features.
- Create attractive, streetscapes that are universally accessible, safe and comfortable for pedestrians and cyclists and that include places to sit and meet.
- Ensure public spaces promote social connectedness and inclusivity for people of all ages and abilities.
- New public spaces should ensure seniors, as well as people with cognitive or mobility issues are comfortable and can easily navigate through the Village Centre.
- Design the new "shared street", connecting Old Dollarton Road and Front Street, to be shared between pedestrians and slow-moving cyclists and vehicles.
- Include two plaza spaces at each end of the "shared street" and ensure the "shared street" includes infrastructure and multi-use features to accommodate community events, street festivals and outdoor markets e.g. power, water, staging, shelter, and refuge areas.

- Encourage retail uses fronting onto plazas and gathering spaces.
- Encourage pedestrian connections within large blocks to promote walkability within the Village Centre.

2.7 Community Amenities

The Maplewood Village Centre Community Needs Assessment (2017) provides a summary of needed community amenity spaces in Maplewood to serve Maplewood's growing population. Maplewood is currently home to the iHope Centre and North Vancouver Community Arts Council both located in an older building on the Maplewood Farm site. Childcare opportunities are limited and will require expansion to meet a growing population. Community meeting spaces and general programming spaces currently do not exist in the Village Centre.

POLICIES

- Secure sufficient space to re-locate the iHope Centre and other community service providers into new multi purpose-built space with flexible community facilities (e.g. meeting rooms) in Maplewood Village Centre.
- The indoor amenities of the community hub facility should include multi-use program rooms and meeting spaces, youth spaces, wellness/fitness facilities and seniors spaces in addition to the family programs and art programs offered by iHope and the North Vancouver Community Arts Council.
- Community amenity spaces should be flexible and should promote physical and social inclusivity, and meet the needs of a variety of user groups (e.g. seniors, youth, families, and the general community).
- New community amenities should serve the residents and employees of Maplewood Village Centre and the Maplewood North Innovation District, including child care, outdoor play spaces, trails and green spaces, end-of-trip facilities for active transportation commuters, plazas, and gathering spaces.
- Support the provision of a continuum of childcare services in Maplewood Village Centre and Maplewood North Innovation District to include infant/toddlers, 3-5 and before and after school care.
- Encourage outdoor play structures and opportunities for spontaneous play.
- Promote end of trip facilities for active transportation commuters.
- Incorporate opportunities to grow and buy fresh/locally produced fruits, vegetables and other goods through community gardens and farmers markets.
- Encourage public art installations, where appropriate.
- Incorporate interpretive signage along trail networks into public space planning.

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• Improve trails and off-street cycling and pedestrian networks.



2.8 MOBILITY

Mobility policies aim to improve how people and goods move, circulate and connect to accommodate the anticipated growth in the Maplewood area. Streets should safely accommodate all users – people walking, cycling, taking transit or driving - for a range of uses (such as access to businesses or accommodate deliveries).

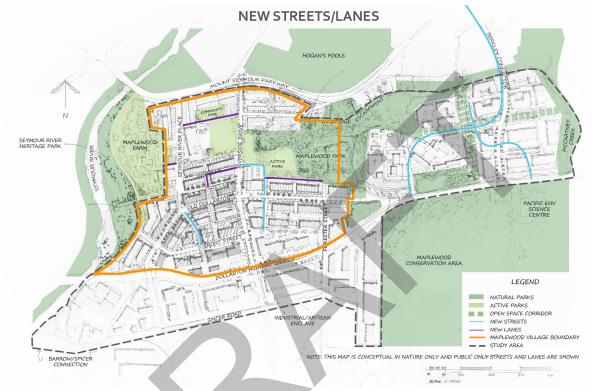


Figure 9: New Streets/ Lanes

POLICIES

Streets

- Extend Berkeley Road, to connect Mount Seymour Parkway with Dollarton Highway to provide an additional north-south connection for all modes and to provide access to the Maplewood North Innovation District.
- Design all streets to be universally accessible, where feasible.
- Connect Seymour River Place south to Front Street to create a unique shared street that can be shared between pedestrians and slow-moving cyclists and vehicles.
- Ensure portions of the shared street can be easily closed to vehicular traffic for local markets and festivals.
- Design Old Dollarton Road as the High Street through Maplewood Village Centre.
- Provide a north-south connection east of Riverside Drive to access the new active park space and areas designated for new residential development.

- Extend the lane north of Kenneth Gordon Maplewood School.
- Extend Munster Avenue to Riverside Drive to improve east-west connections.
- Incorporate lanes through the area designated 'Light Industrial Artisan' to provide loading, deliveries, and connections to parking areas.
- Encourage trip reduction measures such as vanpool and rideshare programs, employer trip reduction programs, car-share cooperatives as well as distance travelled reductions to provide alternatives to private vehicles.
- Ensure that new development provides for electric vehicle charging facilities per the District's Electric Vehicle Charging Infrastructure policy.
- Explore opportunities for supporting infrastructure that meets the needs of renewably-powered vehicles.
- Encourage transportation demand management measures such as transit, pedestrian, cycling, car-share to reduce motor vehicle trip and parking demand.
- Consider reductions in parking requirements for developments that include sufficient TDM measures, and discourage excess parking for developments.

Transit

- Continue to work with TransLink to extend the frequent transit network to include the Maplewood area as residential and employment growth occurs.
- Design Old Dollarton Road to accommodate transit stops for B-line service or better including possible future transit station design.
- Continue to work closely with TransLink and Coast Mountain Bus Company (CMBC) to provide high quality transit stops and transit stations along Old Dollarton Road, Riverside Drive, and Dollarton Highway to provide easy access to frequent transit in the village core.
- Design convenient crossing infrastructure to allow transit users and pedestrians to safely cross the street to access transit.
- Ensure transit stops are designed to improve visibility of those waiting at stops, provide ample weather protection from sun, wind, and rain, and ensure that those using mobility aids and strollers can easily access transit loading platforms.
- Where feasible, integrate transit shelter design into the building design to be consistent with the street and street furniture character and complement the surrounding public realm design.
- Encourage employers to provide public transit vouchers instead of free parking as part of salary packages or incentives such as bonuses to reduce vehicle use outside of work hours.



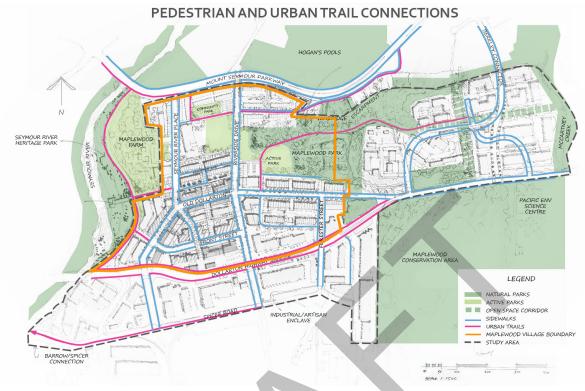


Figure 10: Sidealks and Urban Trail Connections

Walking

- Promote walking through an integrated network that connects all key destinations within the Maplewood area.
- Improve the quality and connectivity of sidewalks, especially along Riverside Drive and Dollarton Highway to allow direct access to shops, school, businesses, and amenities within the village heart and Maplewood North Innovation District.
- Utilize lanes and mid-block connections to make walking an easy and convenient options.

Urban Trails

- Create two types of trails within Maplewood: **paved urban trails** to accommodate people of all ages and abilities and **natural (unpaved) urban trails** to connect greenspaces while protecting sensitive environmental areas.
- Extend the Spirit Trail alignment along Windridge Drive to complete the central section of the Spirit Trail to connect to Deep Cove.
- Create a continuous all ages and abilities trail from the west boundary of Maplewood from the look out over the Seymour River, through the forested natural parks to McCartney Creek.
- Extend and improve the natural urban trail connection north-south within Seymour River Heritage Park, with a focus on the Seymour Greenway Trail.

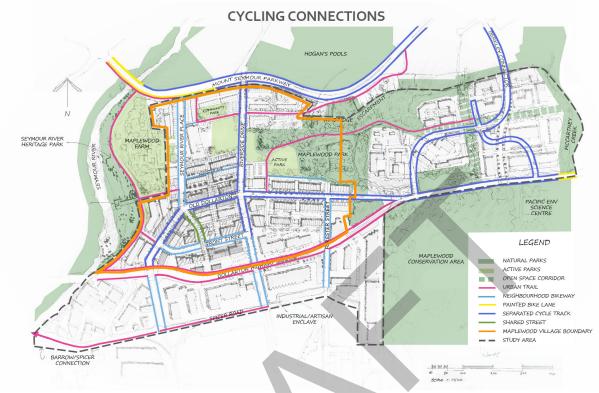


Figure 11: Cycling Connections

Cycling

- Ensure a broad range of cycling needs are met for the safe travel of commuters and recreational users on urban trails, through wooded areas, and on streets in urban areas.
- Implement a range of cycling facility types, including neighbourhood bikeways and urban trails to provide a well-connected network of cycle paths throughout Maplewood Village Centre and Maplewood North Innovation District.
- Require a separation for cyclists from vehicle travel lanes where vehicle volumes are higher and/or speeds are higher, where feasible.
- Prioritize cycle tracks along Mount Seymour Parkway, Riverside Drive, Old Dollarton Road, Dollarton Highway and Berkley Road, where feasible.
- Make use of neighbourhood bikeways on lower volume streets such as Seymour River Place, Forester Street, and Front Street.
- Provide recreational cyclists of all ages and abilities with slower east-west routes including the urban trail that connects the Seymour River lookout to Canlan Ice Sports Arena or the Spirit Trail.



2.9 Conservation and Ecology- Environmentally Sensitive Areas

Maplewood has significant amounts of greenspace within and surrounding it including Maplewood Conservation Area, Windridge Park, Hogan's Pools Park, Maplewood Creek Park and Seymour River Heritage Park. These parks are largely natural areas. Maplewood also has several environmentally sensitive features within it and these areas include steep escarpment slopes, watercourses, remnant forested areas, and riparian and mature forests which provide foraging and nesting habitat to wildlife and resident and migratory bird species. The escarpment slopes provide habitat for wildlife, and are also a source of surface water, feeding watercourses and wetlands.

The **Environmentally Sensitive Areas** include the most valuable ecological areas including wetlands, watercourses and associated riparian areas, escarpment and escarpment buffer areas and identifies areas to conserve as parks or undeveloped open spaces.

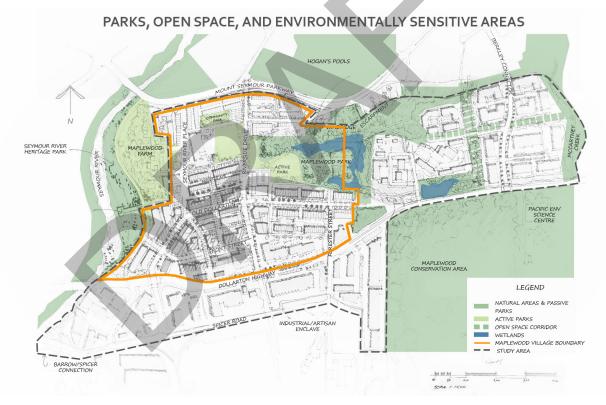


Figure 12: Parks, Open Space, and Environmentally Sensitive Areas

POLICIES

- Protect environmentally-sensitive areas (ESA) by restricting and buffering development.
- Enhance stream flows and wetlands by focusing flows to areas needing more water and managing stormwater through infiltration and surface management.
- Create or protect ecological and recreational connections between key natural areas with recreational trails and wildlife connections.
- Identify opportunities to integrate natural landscape into new development.
- Avoid development in areas where impacts to terrestrial and aquatic resources would be high and/or difficult to replace as compensation for loss of habitat.
- Consider opportunities to enhance ecological function and to restore fish access by removing barriers and re-establishing connections to Burrard Inlet.
- Consider opportunities to enhance or augment stream flows to wetlands in the Maplewood Conservation Area.
- Maintain forested vegetation on steep slopes to provide stability and continuity of forested wildlife habitat and provide for appropriate buffers from development at the base or top of slope.
- Consider how impacts of development can be minimized on-site and without impacting adjacent habitats.
- Consider ways to maintain or improve the water quality of surface runoff.
- Groundwater should not be discharged or pumped to the municipal storm or sanitary sewer system. A hydrogeological report may be required to demonstrate how the impact to the existing groundwater table is to be mitigated.
- Encourage energy conservation and use of alternative energy sources.
- Enable flexibility in achieving energy efficiency objectives through supporting consideration of on-site or neighbourhood renewable energy generation systems and connections.
- Work with industry partners, large energy consumers, and agencies to facilitate and advance opportunities for alternate, renewable, and sustainable energy sources.



2.10 Parks and Recreation

Maplewood is served by the existing Kenneth Gordon Maplewood School play fields, Seymour River Park, Maplewood Farm, Maplewood Conservation Area, Canlan Ice Sports Arena and Ron Andrews Community Recreation Centre. Pedestrian connections to these latter two facilities are somewhat restricted by a lack of formalized trails and the steep Windridge escarpment. This plan aims to expand the Parks and Recreation system to accommodate the expected population and employment growth in the area.

POLICIES

- Support a variety of park amenities, including active sportsfields, passive grass areas for informal use, seating, play spaces (natural and active play), public art, street trees, hard surfaced sport court, lit trails and community gardens.
- Create a community level park on DNV parkland north of Kenneth Gordon Maplewood School which incorporates the Spirit Trail and provides recreational amenities with natural features.
- Retain and enhance the urban forest along the northerly edge of the community park to create a treed buffer, where possible.
- Work co-operatively with School District 44, through joint user agreements and other means, to retain and upgrade the school field.
- Create a neighbourhood park on DNV-owned lands East of Riverside Drive providing active parkland opportunities for residents living in this area.
- Provide an additional sportsfield in the neighbourhood park if the current sportsfield located at Kenneth Gordon Maplewood School is decommissioned.
- Connect park spaces with a network of trails and multi-use pathways.
- Explore opportunities in the natural parkland areas to incorporate interpretative trails and educational signage.
- Expanding park amenities and provide a park presence at the street for Maplewood farm to optimize vehicular, pedestrian and cycling connections to the farm and optimize parking at the farm.
- Enhance the entrance to the farm so that it celebrates the farm and includes both typical farm and ranch elements such as gates, public art, where appropriate, and improvements to landscaping.
- Consider a combination of heavy timbers and natural stone or other materials to reference both farm use and natural areas.

2.11 PROXIMITY TO HEAVY INDUSTRY

Industry contributes significantly to the prosperity and success of the District, by providing employment opportunities, goods, and services enjoyed by businesses and residents. Heavy industrial activity does create some risk to nearby areas. In the District, studies and assessments have determined chemical hazard associated to an accidental release of chlorine as a risk having potential off-site impacts to neighbouring or proximate areas. The District's intention is to manage risk associated with development in these areas through appropriate site planning and building design.

Risk contours have been established for the Maplewood area due to the proximity of hazardous substances potentially used in areas designated for heavy industrial activities. Each risk contour identifies allowable land uses and densities permitted, based on the distance from the risk source.

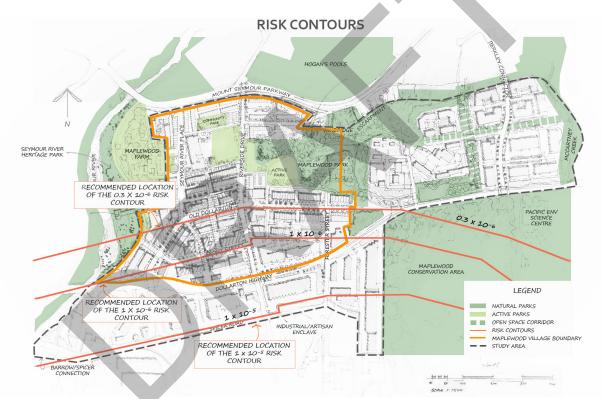


Figure 13: Risk Contours

POLICIES

- Encourage safety in the location and construction of development.
- Land uses, densities, building design and construction should generally be consistent with the MIACC (Major Industrial Accidents Council of Canada) best practices recommendations for appropriate land uses and densities from the risk source, or any similar, successor or replacement agency that may exist from time to time.

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2.12 FLOOD PROTECTION AND RESILIENCE

Maplewood is located within both the coastal and river floodplains and is prone to flood risk from both sea-level rise and the Seymour River. The District's flood risk management strategy along the Seymour River will help to protect the area from flood hazards including channel avulsion, erosion, bedload deposition, and large woody debris impacts. Properties subject to potential flood risk are identified in the OCP's Creek Hazard Development Permit Area. Flood Construction Levels (FCLs) have been established for each parcel to ensure floor levels are elevated above street level to mitigate potential flood issues.

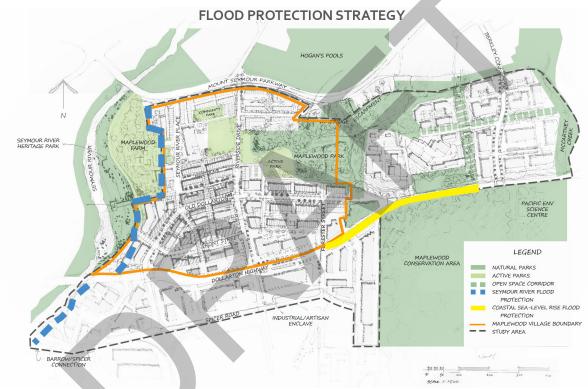


Figure 14: Flood Protection Strategy

POLICIES

- Incorporate a 30 m riparian setback from top-of-bank for any new development along the Seymour River.
- Require Seymour River flood protection in the form of land raising to be integrated with development for an additional 30 m wide area beyond the riparian setback to produce a continuous, wide platform of fill.
- Ensure established Flood Construction Levels (FCLs) for Maplewood are incorporated for all residential development to ensure that habitable space is adequately protected from possible flooding.

- Continue to develop the coastal sea-level component of the District's flood risk management strategy in partnership with other agencies and stakeholders such as Port of Vancouver, CN Rail and local industries.
- Incorporate identified sea-level rise mitigation works within the District's control to raise the eastern portion of Dollarton Highway to 4.7 m geodetic elevation.

145 IMPLEMENTATION PLAN

2.13 General Underground Utility Policies

Communication infrastructure for Maplewood is intended to provide a connected broadband fibre optics network for the entire community.

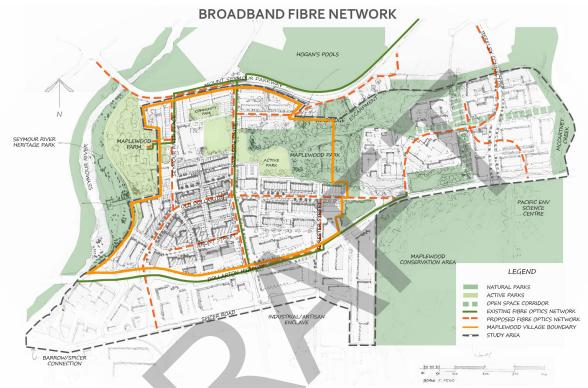


Figure 15: Broadband Fibre Network

POLICIES

- Ensure new and renewed water, sewer, drainage, electrical, telecommunications, and broadband underground infrastructure is provided by developers in accordance with DNV bylaws, policies, plans and standards.
- Ensure development projects provide for fibre-optic infrastructure in required offsite civic works and servicing upgrades.
- Ensure communication duct assets are installed for future fibre optics network builds.
- Allow third party broadband carriers to provide choice of service for residential and business customers in the Maplewood community.

PART 3: MAPLEWOOD DESIGN GUIDELINES

The Maplewood Design Guidelines describe area-wide and precinct-specific design guidelines and strategies to enable the sensitive addition of new built form and public open space to the existing community. The guidelines apply across the entire Maplewood planning area, as well as within each of the unique precincts within Maplewood: The Village Centre, Maplewood North Innovation District, and Dollarton Highway South. As each precinct draws design inspiration from current and historic activities specific to the area, so do the built form and landscape design elements. The combination of area-wide and precinct-specific features and design elements will help maintain a level of consistency throughout Maplewood while allowing a unique character for each precinct to emerge.

The Maplewood Village Centre and Innovation District Implementation Plan and Design Guidelines are intended to augment the Form and Character guidelines in Schedule B of the Official Community Plan (2011), as amended.

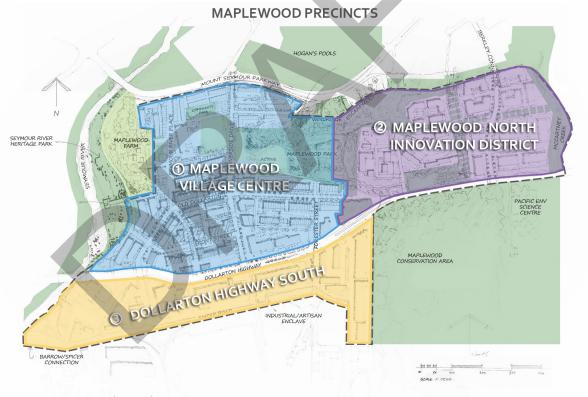


Figure 16: Maplewood Precincts



3 AREA-WIDE GUIDELINES

3.1 Overall Intent

Maplewood's charm lies in the diversity of uses and styles that co-exist within a green and natural setting close to the Burrard Inlet. The intent of these guidelines is to support its emerging "eclectic mixed-use industrial" character. The plan establishes a clear vision for the neighbourhood as a highly sustainable, livable, and unique place that fits within and draws from its context and natural areas.

The overall intent of these guidelines is to create a vibrant, safe and accessible environment, whether urban or more natural, that is well connected, promotes pedestrian activity and comfort, and vibrant street life. This is achieved through supporting active transportation, transit-oriented design, creating a vibrant Village Centre and well considered residential areas, as well as intensifying industrial commercial uses in Dollarton Highway South and establishing the Maplewood North Innovation District. These overall guidelines apply to all three precincts in the plan.

3.2 Orientation & Siting Considerations

- a. Building design should reflect the natural topography and context, and to the extent possible, retain existing individual trees and forested areas, where feasible.
- b. Development should avoid environmentally-sensitive areas (ESA) (Figure 12).
- c. Ensure new buildings meet energy efficiency standards and performance targets as guided by the BC Energy Step Code and promote the transition to net zero energy ready buildings by 2032.
- Encourage building energy benchmarking and labelling.
- e. For parcels located within the 1 x 10-6 risk contour new buildings or structures and associated accessory buildings or structures with residential components should incorporate the following measures in their design:
 - a. HVAC systems that maintain a slight positive pressure inside the building to keep chlorine from entering.

- b. Toxic gas detectors for chlorine on building HVAC systems to automatically shut down air intake on high chlorine levels.
- c. Adequate exit routes (stair wells, doors, etc.) for evacuation, including battery backup lighting and/or other failsafe means of directional signage and guidance.
- d. Sealable doors at each floor level and/or within floor levels to restrict airflow movement as necessary.
- e. Emergency phones for contact with emergency responders and building residents.
- f. Building public address systems for contact and communication with building occupants.
- g. Emergency plans clearly defining for all building occupants what to do to protect themselves should they be asked to evacuate or to shelter inside.

h. Designated "shelter in place" locations within buildings, where merited.

3.3 NATURAL AREAS, PARKS & OPEN SPACE GUIDELINES

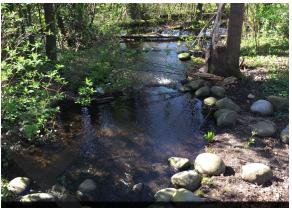
Plan policies aim to improve pedestrian connections by connecting park spaces with a network of trails and multi-use pathways.

NATURAL AREAS AND PASSIVE PARKS

- Protect environmentally-sensitive areas (ESA) by restricting and buffering development.
- b. Enhance stream flows and health of wetlands by focusing flows to areas needing more water, and managing stormwater through infiltration and surface management.
- c. Create or protect ecological and recreational connections between key natural areas with recreational trails and wildlife connections.
- d. Explore opportunities in the natural parkland areas to incorporate interpretative trails and educational signage.

ACTIVE PARKS AND RECREATION

- a. Support a variety of park amenities, including active sports fields, passive grass areas for informal use, seating, play spaces (natural and active play), public art, street trees, hard surfaced sport court, lit trails, and community gardens.
- b. Incorporate the Spirit Trail and recreational amenities with natural features in the community level park on DNV parkland north of Kenneth Gordon Maplewood School.
- c. Retain and enhance the urban forest along the northerly edge of the community park to create a treed buffer, where possible.
- d. Create a neighbourhood park on



Protect and rehabilitate natural features.



Provide spaces for active recreation, nature play and community gardens





Bridges and boardwalks over creeks and lower lying areas make trails accessible and protect sensitive a

DNV parklands East of Riverside Drive providing active parkland for residents living in this area.

e. Provide an additional sportsfield in the neighbourhood park if the current sportsfield located at Kenneth Gordon Maplewood School is decommissioned.

TRAILS

Maplewood's non-motorized connections will be enhanced and extended to create better access and linkages between the riverfront, village centre and the new Innovation District. Two types of cycling networks will be established:

- on street (separated cycle tracks, and neighbourhood bikeways), and,
- 2. recreational off-street trail network for all ages and abilities

Extend the east-west urban trail along Windridge at the base of the escarpment connecting the riverfront with Canlan Ice Sports Arena across the Maplewood community.

Extend and improve the natural urban trail connection north-south within Seymour River Heritage Park, with a focus on the Seymour Greenway Trail.

Two types of trails will be implemented in Maplewood:

- Paved urban trails in the village centre that connect through the village heart. Ensure pathways are well lit, a minimum 3.5 m wide (asphalt (or concrete)) surface, and multi-use. Ensure additional space is provided for seating and landscaping. Provide a minimum of 4 m wide (asphalt (or concrete)) surface for Spirit Trail sections.
- b. Natural (unpaved) urban trails outside of the village core through the environmentally sensitive areas (ESA).

Ensure pathways are, a minimum 3.5 m wide (gravel [compacted rock dust]), and multi-use. Encourage habitat protection fencing and boardwalks along pathways, as required, to protect ESAs. Provide a minimum of 4 m wide gravel (compacted rock dust)) surface for Spirit Trail sections. Generally, the character and materials of urban trails should fit within the context of the area they are passing through (e.g. compacted rock dust, boardwalk, asphalt, paving).







3.4 Public Realm & Streetscape Guidelines (general)

The street design guidelines are intended to support a high quality public realm consistent with the design concept envisioned by the community and to complement existing street design elements in Maplewood. Included in the relevant precinct sections are guidelines for specific streets including the village High Street (Old Dollarton Road), shared street, Riverside Drive, Dollarton Highway and Berkley Road. In general, developments will be expected to underground any fronting hydro and telecommunications wires at the time of construction.

- a. Street lighting on new streets, paths, and public realm areas is encouraged to have a unified character.
- b. Locations for street lighting, including pedestrian level lighting for Maplewood Village Centre, Maplewood North Innovation District and Dollarton Highway South are illustrated on Figure 17.
- c. Banner brackets are recommended for all street lights on Old Dollarton Road, Seymour River Place (shared street portion), Riverside Drive and Berkley Road.

LIGHT DISTRIBUTION

- a. Light fixtures should direct appropriate light levels effectively to desired areas, and avoid glare and light spillage to other areas, particularly residential uses.
- b. Light levels should be consistent within areas of similar use, and should avoid creating bright and dark areas.
- c. Consider including small scale, low level lighting along pedestrian routes, such as under benches, lighting associated with public art, and uplighting of trees to add character and ambiance to pedestrian areas.
- d. All light fixtures should be energy efficient and night sky compliant.



Figure 17: Maplewood Lighting Strategy

3.5 Street Trees and other Vegetation

INTENT

Healthy and attractive trees and plants are an important element of the public realm in Maplewood. The District has developed guidelines for street tree planting to ensure that trees can mature in healthy condition. Natural and environmentally sensitive areas are of particular importance in the neighbourhood and special care will be taken to integrate new development sensitively and avoid the proliferation of invasive plants.

GENERAL GUIDELINES

- a. Street trees should be located and provided with growing conditions which optimize health and extend their life span.
- b. Street trees should have a minimum caliper of 7cm.
- c. All street trees must follow BCLNTA and BCSLA standards.
- d. Best practices for street tree plantings should be implemented, which may include continuous tree trenches in boulevards, minimum recommended soil volumes, and soil cells and/or structural soil.
- e. Final selection and approval of street trees to be done by the District of North Vancouver.
- f. Landscape lighting should be included in areas of higher pedestrian use
- g. Permeable paving or landscaping should ideally be provided adjacent to trees.
- Natural forms or clusters of trees referencing forest tree groupings are encouraged along the Berkley Connector and where appropriate, e.g. open spaces of the Innovation District, in and on edges of active parks.

- i. Conifers are recommended where space permits (2.5m minimum depending on species) and where they do not impede sidewalks and other public spaces.
- j. Larger conifers on private property are particularly encouraged in the Innovation District to relate to the surrounding forest.
- k. Recommended Plant Species for Public Spaces and Streetscapes.







Red Maple



Black Gum





PLANT LIST

Street Trees

- Acer rubrum 'Armstrong' Acer rubrum 'Morgan' Acer platanoides 'Easy Street' Carpinus betulus 'Frans Fontaine' Fraxinus americana 'Autumn Applause' Liquidambar styraciflua 'Worplesdon' Zelkova serrata 'Green Vase' Quercus palustris 'Green Pillar'
- **Red Maple Red Maple** Norway Maple

Hornbeam

White Ash

Worplesdon Sweet Gum

Japanese Zelkova

Green Pillar Pin Oak

Trees and Shrubs for informal groupings and clusters

Acer circinatum Acer griseum Acer glabrum var. douglasii Amelanchier x grandiflora 'Autumn Brilliance' Carpinus betulus 'fastigiata' Cornus nuttallii Cercidiphyllum japonicum Ginkgo biloba Nyssa sylvatica Picea omorika Pinus nigra Thuja plicata

Styrax japonica

Shrubs and Groundcover

Adiantum pedatum Amelanchier x 'grandifora' Autumn Brilliance Arctostaphylos uva-ursi 'Vancouver Jade' Arctostaphylos uva-ursi Asarum caudatum

Vine Maple Paperbark Maple **Douglas Maple** Apple Serviceberry

Fastigiate European Hornbeam Pacific dogwood Katsura Tree Ginkgo Black Gum

Serbian Spruce Black Pine

Western Red Cedar (for natural areas)

Japanese snowbell tree

Northern maidenhair fern Autumn Brilliance Apple Serviceberry Bearberry

Kinnikinnick, Bearberry Wild ginger

Blechnum spicant Calluna vulgaris var. Cornus sericea Echinicea purpurea 'Kim's Knee High'

Euphorbia myrsinites Festuca glauca Gaultheria shallon Hamamelis virgiana Lonicera pileata Mahonia aquifolium Mahonia nervosa Polystichum munitum Spirea douglasii Spirea japonica 'Walbuma'

Deer Fern Heather Red Twig Dogwood Dwarf purple coneflower

Donkey-Tail Spurge Blue fescue Salal Witchhazel Privet Honeysuckle Oregon Grape Cascade Oregon Grape Sword Fern Hardhack Magic Carpet Spirea

Recommended Plants for Raingardens

Areas of periodic or frequent standing or flowing water

Emergent Plants

Carex aquatilis Carex obnupta Carex rostrate Carex stipata Eleocharis palustris Iris tenax Juncus acuminatus Juncus ensifolius Juncus tenuis Scirpus microcarpus

Shrubs - Deciduous

Water Sedge Slough Sedge Beaked Sedge Sawbeak Sedge Creeping Spikerush **Purple Iris** Taper tipped Rush Dagger-leaf Rush Slender Rush Small-flower Bulrush

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Cornus sericea Red-Osier Dogwood Cornus sericea 'Kelseyi' Dwarf red-twig Dogwood Cornus sericea 'Flaviramea' Yellow Dogwood Cornus sanguinea 'Midwinter Blood-twig Dogwood Fire' Physocarpus capitatus Pacific ninebark **Clustered Wild Rose** Rosa pisocarpa Spirea douglasii Steeplebush Dwarf Artic Willow Salix purpurea 'Nana'









Iris tenax









Dwarf Arctic Willow



Shrubs - Evergreen		
Myrica californica	Pacific Wax Myrtle	
Vaccinium ovatum	Evergreen Huckleberry	
Trees/Large Shrubs - Deciduo	bus	
Acer circinatum	Vine Maple	
Amelanchier alnifolia	Western Serviceberry	
Corylus cornuta	Beaked Hazelnut	
Rhamnus purshiana	Cascara	
Areas with dryer soils, infre or saturation (e.g. side slop	quently subject to inundation es)	
Groundcovers		
Gaultheria shallon	Salal	
Mahonia repens	Spreading Oregon Grape	
Shrubs – Deciduous		
Holodiscus discolor	Oceanspray	
Symphoricarpus albus	Snowberry	
Symphoricarpus orbiculatus	Coralberry	
Ribes sanguineum	Red-flowering Currant	
Rubus parviflorus	Thimbleberry	
Shrubs - Evergreen		
Arbutus unedo 'Compacta'	Strawberry Tree	
Mahonia nervosa	Cascade Oregon Grape	
Mahonia aquifolium	Tall Oregon Grape	
Trees/Large Shrubs - Deciduo	bus	
Malus fusca	Pacific Crabapple	
Perennials/Grasses		
Aquilegia Formosa	Red Columbine	
Aster subspicatus	Douglas Aster	
Helictotrichon sempervirens	Blue Oat Grass	
Hemerocallis var.	Day Lily	
Lupinus officinalis	Large Leaved Lupine	
Pennisetum alopecuroides 'Hamelin'	Hamelin Dwarf Fountain Grass	

Ferns

Polystichum munitum

Western Swordfern

Blechnum spicant

Deer Fern

Recommended Plant Species for Informal Groupings on Private Property and Parks

Trees (Large)

Acer macrophyllum	Big Leaf Maple
Carpinus betulus ' fastigiata'	Fastigiate European Hornbeam
Cercidiphyllum japonicum	Katsura Tree
Cornus 'Eddie's White Wonder' Ginkgo biloba	Dogwood 'Eddie's White Wonder' Gingko
Nyssa sylvatica	Black Gum
Pseudotsuga menziesii / Douglas Fir	Douglas Fir
Thuja plicata / Western Red Cedar	Western Red Cedar
Trees (Medium)	
Abies lasiocarpa	Subalpine fir
Acer circinatum	Vine Maple
Acer griseum	Paperbark Maple
Acer glabrum var. douglasii	Douglas Maple
Betula platyphylla var. japonica 'Whitespire' Chamaecyparis nootkatensis	Whitespire Japanese white birch Weeping Alaskan Yellow Cedar
'Green Arrow'	
Davidia involucrate	Dove Tree
Parrotia persica	Parrotia
Picea omorika 'Pendula Bruns'	Bruns Weeping Serbian Spruce
Picea glauca 'Pendula'	Weeping White Spruce
Pinus sylvestris 'Fastigiata'	Scotch pine
Populus tremula 'Erecta'	
	Columnar European Aspen
Stewartia pseudocamellia	Columnar European Aspen Japanese Stewartia



Mahonia repens







APLEWO

IMPLEMENTATION PLAN



lapanese Stewartia

Weeping Alaskan Yellow Cedar

Shrubs and Groundcover

Shrubs and groundcover from public spaces may also be
included as well as the following:Imperata cylindrical 'Rubra'Japanese blood grassChamaecyparis obtuse
'Nana Lutea'Golden Dwarf Hinoki CypressLiriope muscariLily turfPennisetum alopecuroidesFountain grassSantolia chamaecyparissusLavender CottonSedum 'Autumn Joy'Autumn Joy Stonecrop



3.6 PUBLIC ART

Public art plays an important role supporting the emerging character of Maplewood, and helping to articulate each precinct's unique identity and vision of the future. 'Eye catching' sculptures along with finer grain elements such as banners and mosaics can creatively explore, interpret and reinforce aspects of the region that citizens feel connected to and want to celebrate. Artists can draw upon Maplewood's interesting history, its Coast Salish beginnings, industrial innovations, thriving bird sanctuary, bohemian artist community, environmental heroes and celebrated urban farm. Public art marks gateways, enhances pedestrian streetscapes and animates public plazas and gathering spaces. Designed and implemented as part of the public realm, it reflects and gives expression to local stories while at the same time it provides an opportunity to celebrate the character and identity of Maplewood.

- Encourage the design of interactive public art features to animate the two plazas and/or gathering spaces in the Village Centre and at a central location in the Innovation District.
- Consider large-scale gateway features at intersections marking entry into Maplewood – Berkeley Road, Riverside Drive at Mount Seymour Parkway, and Dollarton Highway at Old Dollarton Road.



Coast Salish Art



nest by douglas senft



"Moving Up" by Karen Kazmer

- Integrate pedestrian-scale trail and trail-head markers at various key locations throughout the parks trail system.
- Promote artist designed banners to reinforce the community identity, along Dollarton Highway, Mount Seymour Parkway and Berkley Road.
- Incorporate public art into private and public spaces that are accessible to the public.
- Encourage public art to take multiple forms, from standalone sculptures, to integrated functional components that can be incorporated into, architecture, streetscape and the public realm.
- Reflect First Nations history and culture, highlighting their stewardship of precious natural and environmental resources.
- Celebrate the richness and diversity of the area's unique ecological heritage: from the social and environmental history of the mudflats, to interpretive trail markers through the wetlands.
- Highlight the area's urban farming and industrial heritage, using materials and integrating design characteristics that reflect a strong sense of place.
- Focus on themes of stewardship, sustainability and innovative practices in respect of the natural environment.



3.7 Parking, Servicing and Access

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm.

- a. Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side street.
- b. Underground parking or covered off-street parking is generally required for new residential and mixed-use buildings. On-street parking should be available to support ground-level commercial, retail, and live/work spaces, where feasible.
- c. Ensure where underground parking is considered, discharge of groundwater to the storm sewer or sanitary sewer is not allowed.
- d. Locate off-street surface parking behind or underneath buildings. Off-street surface parking located between the front of the building and the public sidewalk or adjacent to other public open spaces is strongly discouraged and should be avoided.
- e. Structured underground or "tucked-under" parking is preferred over off-street surface parking
- f. Consider provision of spaces for co-operative cars and car sharing on-site, at grade and visible from the street.
- g. If unavoidable, off-street surface parking located beside the building and therefore adjacent to a public sidewalk may be acceptable provided these areas are properly screened from sidewalks and other active open spaces. This includes using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, such as a screened from sidewalks and other active open spaces. Locate public on-street parking at the curb to provide convenient and easy access to commercial and residential entrances.
- h. Vehicular access should be from the lane. Where there is no lane, and where this plan does not contemplate the creation of a lane, access may be provided from the street, with the lower functional classification. Where property faces streets with the same functional classication, the following are considered:
 - 1. Access is from the long face of the block
 - 2. There is minimal interruption of the pedestrian realm and streetscape treatment
 - 3. Appropriate treatments are applied to potential conflicts with designated cycle tracks or urban trails
 - 4. Waiting or pick-up/drop-off areas are located internal to the site, not in the public right-of-way
 - 5. There is no more than one interruption per block face and only one curb cut on the street
- i. Any vehicular entrance and its associated components (gates, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building to

minimize its exposure.

- j. Shared parking and access is encouraged, where possible.
- k. Avoid large parking lots by breaking up large lots into smaller ones by incorporating pedestrian pathways and landscaping.

BICYCLE PARKING, SERVICING AND ACCESS

- a. Long-term bicycle parking is expected for multi-family residential and employmentgenerating uses, and should be provided as follows.
 - a. Provide a minimum of two long-term bicycle parking spaces per residential unit in multi-family residential and employment-generating developments.
 - b. Locate long-term bicycle parking in a secure bicycle storage facility (e.g. in an area only accessible to long term users of the building). Examples of secure bicycle storage include waterproof bicycle lockers, and secured bicycle rooms or compounds with bicycle racks within a building. One secured bicycle storage area should be designed to accommodate up to 40 bicycles on bicycle racks.
 - c. Electrical outlets should be provided in all bicycle storage facilities, and bicycle parking spaces should be within 5 m from an outlet.
- b. Short-term bicycle parking is to be provided as per the Street and Traffic Bylaw, and should be provided as follows.
 - a. Bicycle racks in the public realm should follow the design standard in this plan, and is encouraged for short-term bicycle parking in private developments.

b. Explore opportunities to provide weather protection for clusters of outdoor shortterm bicycle parking (e.g. under canopies or shelters).

- c. Bicycle parking should be located close to building entrances to provide a clear visual connection from the building entrance to the bicycle parking.
- c. End-of-trip facilities (i.e. showers, lockers, change rooms, etc.) should be provided with employment-generating uses.



4 VILLAGE CENTRE

4.1 Overall Intent

The Maplewood Village Centre area is envisioned as a vibrant, pedestrian-friendly, mixed-use village centre with compact forms of commercial and mixed-use commercial/residential buildings as well as live/work and community uses.



4.2 Built Form Guidelines

TALL BUILDINGS

Encourage siting, massing, and design of tall buildings (over 6 storeys in height) that minimize negative impacts on views, privacy, and solar access for individual units, reduce the perceived bulk of tall buildings, and minimize impacts of tall buildings on adjacent public streets and open spaces.

a. Identity for the main entrance should be achieved by stepping back the base building (podium) at the primary entrance to allow the tall building to visually connect with the street. Locate primary entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza, or other open space.



 An interesting and varied roof form should be achieved (for example, by incorporating a top-level penthouse or amenity space to conceal appurtenances and mechanical equipment).



Tall buildings should step down to create a gradual transition to lower rise neighbourhoods.



The architecture of buildings should show their use through form and relationship with the street. Live-work buildings should be sited right next to the sidewalk



The live-work nature of these buildings is expressed in the design of the façade.



Live-work buildings allow for two ground-oriented floors for office/artist studio spaces.

ARCHITECTURAL STYLE AND CHARACTER

Mixed Use and Live/Work

Live-work uses of buildings should be apparent in the design of frontages, and façades which appear purely residential should be avoided. Options could include differentiating the living zones from the working zones architecturally through façade design and colour. Consider the use of canopies and step backs to further emphasize this character. This could be a glazed façade portion for artist or live/work studios and corner shop style designs for more traditional design approaches.

VILLAGE CHARACTER West Of Riverside and East Artisan Industrial

- a. Exterior materials and detailing should reflect the marine and industrial heritage of the site. Natural materials such as wood, architectural metal siding elements, glass, block, brick or concrete are appropriate for portions of mixeduse residential commercial and live/work buildings, for example.
- b. Materials and finishes should be detailed and applied to emphasize their simplicity and integrity.
- c. Building materials with low environmental impacts are encouraged. This could include the use of recycled and recyclable materials, materials with recycled content, locally sourced products, and materials with low embodied energy.

BUILDING MATERIALS

Specific Building Materials

The form and character of Village Centre developments should support the "eclectic mixed-use industrial" theme and incorporate elements that reference



Maplewood's natural environment. Natural building materials with bright accent colours are strongly recommended.

Building elevations emphasizing one or two natural building materials, in addition to glazing, are strongly encouraged. The use of large timbers and overhangs is encouraged. Well crafted, durable materials that support sustainability and Village Centre themes are expected throughout.

- natural building materials including wood, stone, concrete and brick should dominate the expression on lower floors and along the street wall including retaining and garden walls.
- b. materials on upper floors are expected to be consistent with the quality, durability and craftsmanship at the lower levels.
- c. functional screens, shading devices and other passive solar design elements that complement the architecture are highly recommended.
- d. heavy timber and engineered wood elements especially along the base of the building and at entrances are strongly encouraged.
- e. wood elements should be protected from weathering using best building practices and appropriate finishes that preserve the natural colour and texture.
- f. colours should be chosen to complement the palette of natural stone and wood: tones of grey are considered most appropriate.
- g. soffit materials should be consistent with the building's overall durability and quality - vinyl and perforated materials are discouraged.
- h. wood soffits are preferred where



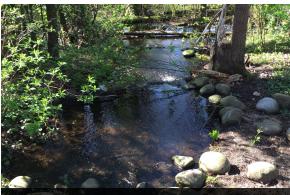












Maplewood - forest colours





Green tones

Stone greys and autumn maple tones









- i. clear vision glass is preferred over tinted products.
- j. material transitions should avoid a "wallpaper" look.
- k. the use of vinyl or aluminum siding or other materials made to imitate natural finishes is discouraged.

PREFERRED COLOUR PALETTE

The use of colour is encouraged. The aim is to achieve a mix of colours and textures, while keeping the materials and colour scheme of each individual project within a cohesive palette.

- the primary colour palette within the a. Village references local forest colours and materials.
- b. brighter, complementary accent colours should be used for smaller portions of building façades.
- "maple brown" colour, matching the c. existing street lights is to be used consistently for street lights along Old Dollarton Road (high street).



5 RESIDENTIAL AREAS

5.1 INTENT

Maplewood's residential areas, to the north, west and east within the Village Centre as shown on the Land Use Plan. These areas are intended to provide a range of attractive housing types and tenures that support, and are well connected to, a vibrant walkable Village Centre.



5.2 BUILT FORM GUIDELINES

Many of the new residential dwellings in Maplewood will be infill and redevelopment sites, and the aim is to achieve an eclectic mix of colours and textures, while keeping the materials and colour scheme of each individual project within a cohesive palette.

BUILDING MATERIALS

In general, new buildings should incorporate natural building materials into façades to avoid a "thin veneer" look and feel. These can be incorporated with more contemporary treatments, including glass curtain walls (e.g. for mixed-use artist studio buildings).

Recommended:

- a. Large dimension timber
- Natural wood materials, including: Milled and un-milled timbers, window and door trim, canopy structures, signage
- c. Brick masonry, stone
- d. Glazed tiles, flat profile "slate" concrete tiles

- e. Concrete
- f. Wood and aluminum for windows
- g. Powder-coated steel for exterior staircases, balconies and railings
- h. Standing seam metal roofing
- i. Corrugated metal siding/roofing

Acceptable:

- a. Pre-finished metal, non-corrugated type, emphasizing either vertical or horizontal arrangements
- b. Limited amounts of stucco in combination with other materials

Discouraged:

- a. Vinyl siding
- b. Large expanses of stucco
- c. Vinyl window frames

COLOUR PALETTE

The use of colour is encouraged to achieve a mix of colours and textures, while still reflecting a cohesive palette.





These medium density apartments are sensitively integrated into the existing site and reference the forest with wood siding materials



Incorporate colour in the façade design of residential buildings.



Cedar and cedar shingle siding



IMPLEMENTATION PLAN



8 LIGHT INDUSTRIAL ARTISAN GUIDELINES

8.1 INTENT

Artisan-Industrial/Live-Work use along Old Dollarton Road east of Riverside Drive will allow for small manufacturers and craftspeople to live and work in a vibrant, pedestrianfriendly environment. Residential buildings integrated with small manufacturing/office functions need particular design attention. The design of these buildings must balance dual purposes. Their office and light industrial spaces define the public realm and should contribute to its scale and vitality.





Artisan industrial with housing offers two ground oriented floors for office/small manufacturing uses with a maximum of 4 residential floors above.

8.2 Built Form Guidelines

BUILDING HEIGHT AND MASSING

- a. First and second floor dedicated to small manufacturing and office use, and upper storeys dedicated to residential use.
- b. Upper residential floors should be set back to optimize sunlight penetration, accommodate residential balconies, and reduce massing impacts.

COMPATIBILITY OF USES -

noxious fumes, dust, lighting etc.

Separated entrances – residential portion



RELATIONSHIP WITH STREET

- Mixed use artisan industrial a. buildings should be built close to the property line.
- b. Buildings should be designed to express the "industrial or manufacturing nature" of the first and second floor office/industrial uses.
- c. Individuality within a unified appearance is encouraged for buildings with multiple units, which could be expressed through colour, materials and articulation of architectural elements.

CHARACTER AND MATERIALS

- Small scale light industrial use a. with residential uses above should be expressed in character and materials of buildings.
- Roll up doors and frames around b. the ground oriented, higher ceilinged working portion emphasize the "industrial/ workshop" look and feel of this special use.
- Materials such as corrugated metal c. siding/roofing, different types of flat metal siding, galvanized powder coated steel, fiber cement siding are suitable.
- d. Large expanses of stucco are not desirable.



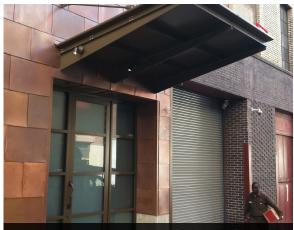
Corrugated metal siding examples



Mixing cedar and cement board siding



Bright colours are encouraged



Roll up doors emphasize "industrial/workshop" look

IMPLEMENTATION PLAN

Driverson C. J Dat			
Primary Colour Pale	ette		
Accent Colours	al siding		
		0	

PREFERRED COLOUR PALETTE

- a. The bold use of colour is encouraged. This can be expressed in cladding materials, window/door frames and accessory elements.
- b. Various tones of industrial greys and browns make up the primary colour palette. Suggested accent colours are warm shades of red, brilliant shades of teal and light blue, rich tones of yellow, orange, and fresh shades of green.

5.3 Public Realm & Streetscape Guidelines

HIGH STREET (Old Dollarton Road)

Intent

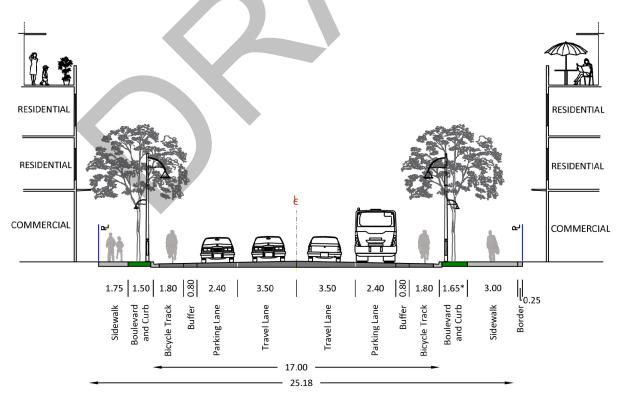
To create a high quality pedestrian-oriented street through the centre of the Village with places to shop, live, work and create. The character of Old Dollarton Road will change from a village heart character west of Riverside Drive to a grittier artisan industrial character east of Riverside Drive.

HIGH STREET (Old Dollarton Road –

West of Riverside Drive)

This section of Old Dollarton Road should be an attractive pedestrianoriented street with wide sidewalks, street trees, special street furniture and lights with banners. The High Street should accommodate on-street parking pockets, where feasible and is intended to be a possible future B-line route for transit.





Old Dollarton Road - Seymour Pl to Riverside Dr (west segment mid-block)

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HIGH STREET

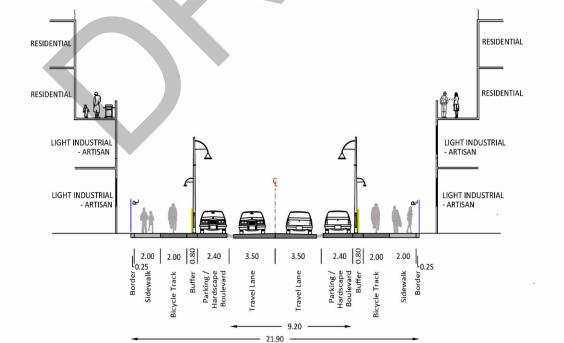
(Old Dollarton Road - east of Riverside Drive to Cul-de-Sac)

Old Dollarton Road transitions to an artisan industrial grittier character east of Riverside Drive. This street should be flush with unique paving materials to encourage a seamless integration of users moving across the street. Businesses should be encouraged to display their goods onto a portion of the public realm to create a shared sense of place along this street.

Separated cycle tracks will be denoted by a smooth surface to ensure an accessible and enjoyable riding experience. The street should be designed to allow for weekend markets. Alternative access for loading and delivery and parkades through the use of lanes ensures a pedestrianoriented environment through the centre of the artisan industrial space.

- a. Abbotsford Standard Series 'Charcoal' herringbone concrete pavers are recommended for travel lanes and onstreet parking.
- b. Use a smooth surface to provide pleasant riding conditions for those who wish to cycle to the artisan industrial businesses or to adjacent amenities.

- c. Street furniture selections should reflect the artisan industrial character, and highlight the uniqueness of this node from adjacent areas.
- d. Design the street to be easily closed off to vehicles from the mid-block lane to Forester Street to allow for weekend markets and festivals, while still providing access to the lane for parking, delivery access, and to the fire hall site.
- e. Street frontages should be designed to provide adequate weather protection from wind, sun, and rain, to encourage people to stop and visit local businesses.
- f. Provide separation between cycle tracks and vehicle parking.



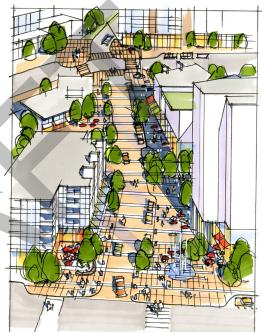
Old Dollarton Road - Riverside Dr to Cul-de-Sac (mid-block)

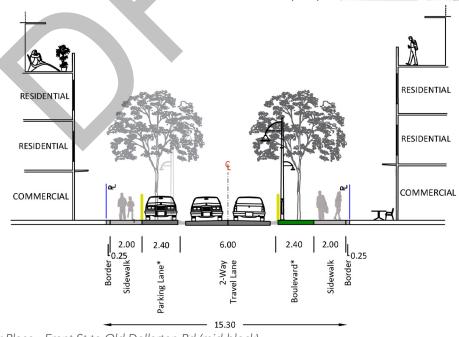
SHARED STREET (OLD DOLLARTON ROAD - FRONT STREET)

The shared street runs north/south and joins Old Dollarton Road to Front Street. It should be designed as a flexible shared space, providing gathering spaces, plazas, and local markets - a vibrant, pedestrian oriented-street lined by mixed use commercial and multi-family residences. Pedestrians share the space with cyclists and slow moving vehicles.

- a. Abbotsford Standard Series 'Charcoal' herringbone concrete pavers are recommended for travel lanes and onstreet parking.
- b. Infrastructure including structural support, electricity, water supply, and removable bollards (to accomodate seasonal and/or community events including the ability to close off portions of the street to vehicles, should be integrated).
- c. Incorporate street trees in groupings alternating with on-street parking.
- d. Flush curbs/concrete bands that incorporate trench drains with decorative covers are recommended for enhanced pedestrian mobility.
- e. Consider incorporating public art in the plazas at the entrances to this street.

f. Provide a variety of seating opportunities.





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IMPLEMENTATION PLAN

Seymour River Place - Front St to Old Dollarton Rd (mid-block) * Parking lane and boulevard alternate sides.

RIVERSIDE DRIVE

Riverside Drive is the key north-south street in the Village Centre. It connects Mount Seymour Parkway and Dollarton Highway and provides direct access to key amenities within the village. Due to its proximity to the High Street, natural and active parkland, Kenneth Gordon play field and to local businesses, this street should be designed as the central spine through the Village Centre.

Intent

To create a high quality street through the centre of the village that is comfortable for all users with ample sidewalk space, separated cycling connections, and treed boulevards, wherever possible.

- a. Create a multi-modal street that provides separated space for walking and cycling while still accommodating the efficient movement of goods and those who choose to drive and take transit.
- b. Design boulevards to provide an ample buffer between those who are cycling and those who walking or driving, where feasible.
- c. Provide safe and convenient pedestrian and cycling crossings for those crossing Riverside Drive to access the natural and active parks, the school as well as the urban and natural trails through Maplewood Park and on Windridge Drive.



Riverside Drive - Old Dollarton to Windridge

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PUBLIC PLAZAS

Two public plazas should be located at each end of the shared street in the village, at the intersections of Old Dollarton Road and Seymour River Place and Seymour River Place and Front Street. These plazas should be positioned to benefit from sunlight during the day. Together they are intended to form gateways to the central gathering area within the Village Centre.

- a. A variety of seating opportunities should be provided in locations to receive direct sun during the day and in places that have rain protection.
- Plazas should provide universal access to people of all ages and abilities and offer spaces for informal play and rest.
- c. Seating should be designed to be integral to the design concept and use materials that complement the material palette of adjacent buildings.
- d. Coordinate site furnishings (e.g. garbage containers, bike racks, lighting, tables and seating) with streetscape furnishings.
- e. Paving should be compatible with the streetscape materials palette and patterned to both respond to surrounding building architecture (entrances, pilasters, etc.) and merge seamlessly into the overall paving pattern of adjacent sidewalks.
- f. Ensure a clear visual connection between the transit stop on Old Dollarton Road and the plaza.

- g. Public art should be incorporated as either free-standing elements to enhance the gateway function of these plazas, or integrated into benches, storm grates, etc.
- h. Facilities such as power and water should be considered to support future plaza programming opportunities.







STREET FURNITURE

Intent

Maplewood Village Centre furnishings are decorative and should continue the character already established with the Northwoods Village a mixed-use development including benches, bollards, litter bins, and bike racks. In addition, special designs relating to Maplewood's character are encouraged throughout the Village Centre including public art and artist-designed elements. Street furniture including street lights along Old Dollarton Road should be finished with brown (PROTEC 1672-4 Maple Brown) to match new street lights. Street furniture in other parts of the village and local streets should be finished black (e.g. Philipps Lumec textured black BKTX).

Street Lights

a. the pole and luminaire should be continued along all streets as identifed on the Maplewood Lighting Strategy in Figure 17.

Street Lighting Types and Details

Maplewood Village Centre furnishings are decorative and should continue the character already established with the Northwoods Village development including benches, bollards, trash receptacles, and bike racks).

Maplewood Village Centre Furnishings - Pole and Luminaire PROTEC 1672-4 Maple Brown.

Benches

- a. refer to adjacent images for preferred benches and seating designs.
- b. benches, litter bins and recycling containers should be part of the same product line to ensure visual consistency.
- c. pads for benches not within the sidewalk furniture zone should be 1.0 m longer than the proposed bench of the same material as the sidewalk.



preferred benches, lighting and bollards for Village Centre





examples of bicycle racks

Bicycle racks

- a. bike racks should support the bicycle by the frame, not the wheels
- b. bike racks should be selected to address the anticipated usage at locations throughout the Village Centre
- c. explore the possibility of using bike racks as public art
- d. individual rings or U-shaped racks offer the possibility to be placed in small or larger quantities as needed
- e. consider covered bike racks for weather protection, and include outlets for e-bike charging where appropriate

Water fountains

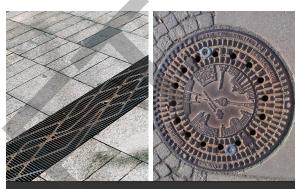
- a. use models that meet requirements for access by people in wheelchairs
- b. seek opportunities for integrating public art into these elements
- c. ensure that water fountains include drinking facilities for pets

Utility covers

- a. should reflect Maplewood's Character
- b. consider local art competitions to develop customs designs for covers



metal bench with wood slats for covered areas



Examples custom designs for manhole cover and drainage channel cover



6 MAPLEWOOD NORTH INNOVATION DISTRICT

6.1 INTENT

The Maplewood North Innovation District is one of three areas with a distinct character, purpose and identity. It will be a neighbourhood where high tech mixes with a beautiful natural setting while offering combinations of working and living that are new to this region. It will include educational institutions and local serving commercial uses. The goal of these guidelines is to support the creation of a physically-compact, visually diverse, transit-accessible and technically-wired neighbourhood with a campus-like character that respects the existing environment and promotes an active and healthy lifestyle.



6.2 Built Form Guidelines

CHARACTER

The built form and public realm of the Innovation District should work together to achieve an integrated, mixed-use neighbourhood that displays excellence in design and a commitment to sustainable development. This new neighbourhood should have its own identity recognizable in built form, public realm and public art. It should feature buildings sited within a campus-like setting, with a generous amount of landscaping around buildings, and should reflect



A diversity of roof forms, façade designs and materials provide visual interest and express different uses of buildings.



Buildings and open spaces are designed in an integrated way and with people's enjoyment in mind



The landscaping should be lush and reference forest themes



Courtyards should be landscaped and façades offer views into yards



Green roofs help manage runoff and offer public/ private amenity space

Maplewood's cultural heritage and history while embracing new contemporary uses.

In general, developments should:

- a. Be contemporary in appearance and expressive of building functions.
- b. Express innovation in form massing and detailing.
- c. Provide daylighting by utilizing methods such as limiting building depths or providing atrium elements.
- d. Provide end of trip facilities to support active modes of transportation (including showers, change rooms, lockers).
- e. Provide retail and community uses at ground level where appropriate.

HEIGHT AND MASSING

a. Heights should range from 2-8 storeys and should be applied to achieve an appropriate response to the size,

shape and orientation of the site.

- b. Achieve height and massing that creates variety between separate developments.
- c. Provide more prominent massing and architectural treatments on corner and other important sites.

RELATIONSHIP TO STREET

- a. Avoid continuous unarticulated façades of over 45 m.
- b. Provide active façades that promote passive surveillance.



BUILDING MATERIALS

Building elevations incorporating one natural building material, in addition to glazing, are strongly recommended. The use of innovative materials, and contemporary use of traditional materials is encouraged. Well crafted, durable materials that support sustainability and Innovation District themes are expected throughout.

- a. The nature of materials is derived from the rich historic and future innovative uses of the site.
- b. Exterior materials and detailing should reflect the innovative nature of the development and be contemporary in expression.
- c. Façade materials should be robust and durable and resist deterioration and fading.
- d. Chose materials that minimize the need for cleaning and recoating.
- e. Incorporate a range of materials including, but not limited to, ribbed or corrugated steel, cladding, panelised cladding (expressed joints), polycarbonate sheeting, glass, timber and louvre screening.
- f. Avoid rendered finishes and large expanses of flat pre-finished steel cladding.
- g. Sun-shading is an important component in the performance and comfort of buildings. Sun-shading should be integral to the design of the



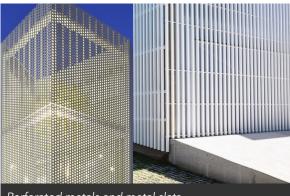
The contemporary expressions of traditional materials like wood is strongly encouraged



Transparent facades and unusual roof shapes make uses visible



Wood products for facades



Perforated metals and metal slats



Incorporate three-dimensional elements in the facades



Large timbers and solar panels



Bright colours are encouraged

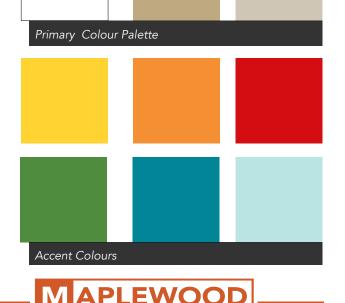
Bright colours are encouraged

building.

h. Weather protection and overhangs are expected at building entrances and along pedestrian walkways.

PREFERRED COLOUR PALETTE

a. The use of vivid accent colours is encouraged and can reference building uses and/or the forest environment theme.



IMPLEMENTATION PLAN

6.3 Public Realm & Streetscape Guidelines – Maplewood North Innovation District

BERKLEY ROAD EXTENSION

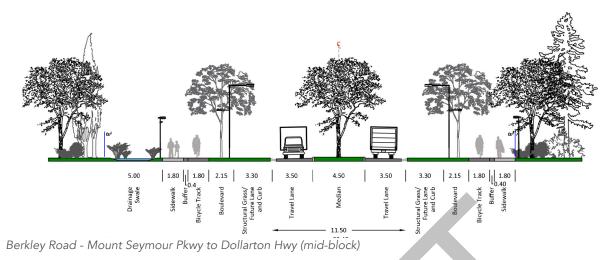
The Berkley Road extension will provide direct access from Mount Seymour Parkway to Dollarton Highway for all users.

INTENT

To create a high quality street through the Maplewood North Innovation District that is comfortable for all users with ample sidewalk space, separated cycling connections, treed boulevards wherever possible and considers buffers to environmentally sensitive areas, where appropriate.

- a. Design the Berkley Road extension as a key north-south connector for all modes of travel.
- Encourage movement of goods to shift heavy vehicle traffic from Riverside Drive while still providing a pleasant experience along Berkley Road for pedestrians and cyclists.
- c. Ensure Berkley Road maintains a grade that does not exceed 8%, and slopes for 30 m on all sides of intersections should not exceed 4%.
- d. Berkley Road should have no more than three intersections (including the existing Burr Place) between Dollarton Highway and Mount Seymour Parkway, with minimum intersection spacing of 200 m.
- e. Steeper segments for walking and cycling along this corridor should be minimized and should allow for resting platforms approximately every 100 m.
- f. Accommodate transit stops, including but not limited to bus pull outs, shelters and benches as necessary.
- g. Provide boulevard separated cycle tracks for the full length of the corridor.

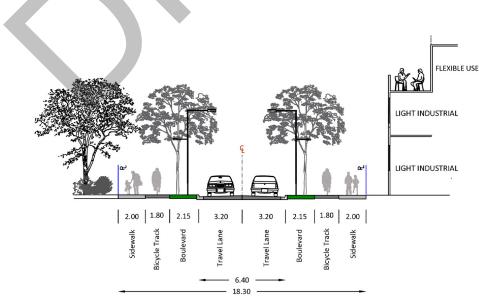
- h. Ensure the walking experience is enhanced by providing clear connections to properties, trails and other recreational amenities.
- i. Provide clear links from adjacent trails to walking and cycling facilities on Berkley Road to improve access to amenities such as Ron Andrews Recreation Centre and Canlan Ice Sports Arena.
- j. Provide a minimum 5 m wide bioswale along Berkley Road adjacent to wildlife corridors and environmentally sensitive areas.
- k. Incorporate boulevards and treed landscaped medians to create a more pleasant environment for those walking, cycling, driving and using transit.
- I. Reduce the number of access points onto Berkley Road to preserve its mobility function for those walking, cycling, driving and using transit and to mitigate potential conflicts.



ROAD 'A' - MAPLEWOOD NORTH INNOVATION DISTRICT

Local streets should carry lower volumes of traffic and provide connectivity for those who choose to walk or cycle from their work or home to other key destinations. These connecting streets ensure Berkley Road functions primarily as a people-moving corridor and reduces conflict between those walking, cycling and driving.

- a. Connect existing urban trails with walking and cycling facilities located on the road network.
- b. Use clear signage and paint markings to denote where driveways intersect with walking and cycling facilities.
- c. Use landscaped boulevards to create a welcoming and pleasant walking, cycling and driving environment through the industrial and residential areas in Maplewood North.
- d. Ensure Road 'A' intersects with Berkley Road east of the open space corridor. Road 'A' intersects with Dollarton Highway at the Pacific Environmental Science Centre.



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Road 'A' - Northlands (mid-block)

RELATIONSHIP TO THE FOREST EDGE:

- a. Provide a visual and ecological extension of the forest into the private and public realms through appropriate retention of existing trees, replanting displaced trees and/or naturalized landscape design.
- b. Retain clumps of trees where possible.
- c. Maintain adequate buffer zones and development setbacks to respect and protect the natural forest edge.

EXISTING WETLANDS AND RUNOFF MANAGEMENT

- a. Preserve, enhance, and incorporate existing wetland areas into the design of the Innovation District.
- b. Development within the areas designated as environmentally sensitive (ESA) is not permitted.
- c. Ensure adequate buffer zones and development setbacks respect and protect ESA's as per the streamside DPA guidelines.
- d. Employ best practices and, specifically, low-impact development techniques (LID) for street and landscape design to integrate runoff management, including quality and quantity considerations, and where appropriate, xeri-scaping for planted medians and boulevards.

MAPLEWOOD NORTH PLAZAS AND OPEN SPACES

A central plaza or series of plazas should be incorporated in the Innovation District.

a. Provide a variety of quality open space types: active and passive catering to all ages and abilities.



On street parking spots can temporarily be taken over by pop up community activities.



landscape lighting should be integrated on main pedestrian routes



Design of buildings and landscape is site responsive



Lush planted areas support livability





This stormwater management area is an integral part of the landscape design and doubles as public amenity.



Green streets and sustainable materials are integrated across the site.



This stormwater management area is an integral part of the landscape design and doubles as a public amenity.

- b. Ensure the location, distribution and organization of open space complements the built form arrangement.
- c. Encourage opportunities for social interaction and play and a variety of seating opportunities in the design of outdoor spaces.
- d. Provide barrier-free access to private and semi-private outdoor spaces.
- e. Provide covered outdoor areas to increase livability and opportunities for social interaction during rainy months, including ground floor patios and covered, at grade bike storage where possible.
 - Offer connections to existing open space and recreational community infrastructure. Provide habitat protection fencing and native planting along edges of parks and environmentally sensitive areas.
- g. Ensure materials are durable and easily maintained so the design remains attractive and flexible as the planting matures with time.
- h. Maximize biodiversity throughout the area.

LARGER PLAZAS WITHIN THE INNOVATION DISTRICT

- Plazas should be flexible, multipurpose spaces designed with informal gatherings, programming of local events and celebrations in mind: Food trucks, markets, seasonal ice skating, musical performances (e.g. temporary stage), shows etc.
- b. Plazas should be surrounded by active building edges and provide opportunities for outdoor eating in good weather.
- c. Designs and orientation should

IMPLEMENTATION PLAN



take advantage of solar aspects and provide ample seating opportunities in both shaded and sunny areas, and weather protection along building façades.

- d. Consider the incorporation of both hard and soft landscape surfaces, such as wood, lawn, paving (preferably single unit pavers - concrete or natural stone).
- e. Large expanses of in situ concrete should be avoided. Concrete banding is acceptable.
- f. Use shade trees and other vegetation to soften to provide shade, texture and seasonal changes.
- g. Consider the inclusion of water fountains and surface water jets as additional attraction.
- h. Ensure that the plaza is universally accessible.
- i. Incorporate newest technologies to manage runoff, e.g. pervious paving, raingardens and swales.

SITE FURNISHINGS AND LIGHTING

Site furnishings and lighting in the Innovation District should support the innovative contemporary character of the area and express the "District in the forest" theme through use of materials such as wood.

Poles and Luminaires

- a. TANDEM Pole by Structura, model Ortho or Tilt depending on situation pole colour: Silver, Side Panel colour: Titanium (to match site furnishings)
- b. Luminaire: Lineal by Structura, colour: to match pole colour





Pop up kiosks and more permanent structures here with solar panels and green roof - enliven the public sphere.



The upland residential areas express a relationship to the site through stepping of the architecture and use of wood in façade materials

Benches

- a. Bancal Bench from Landscape forms in a variety of configurations. Always with arm rests.
- b. Suggested Colour: Titanium

Bollard

- a. Annapolis from Landscape Forms
- b. Colour to match benches (Titanium)

Litter & Recycling Receptacle

- a. Plexus from Landscape Forms
- b. Side Opening (20" X 40" X 30 Gal.)
- c. Colour to match bench frame (titanium). Liner colour: Black

Bike Rack

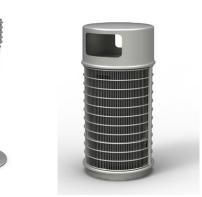
- a. Ring from Landscape Forms
- b. Colour to match benches (Titanium)



TANDEM Pole by Structura



Bancal bench with and without backrest







7 DOLLARTON HIGHWAY SOUTH

7.1 INTENT

The area south of Dollarton Highway will continue to be focused on light industrial uses. The intent is to allow intensification of this area over time to create more employment opportunities. Multi-storey buildings with smaller units are encouraged so long as parking requirements can be met.

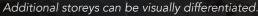


7.2 BUILT FORM GUIDELINES

HEIGHTS AND MASSING

- a. Additional storeys should be visually differentiated while complementing the existing building.
- b. The use of materials should be consistent on all elevations.
- c. Steel, metal, glass, manufactured or natural stone, and concrete are preferred materials.
- d. Where materials on an office portion cannot be the same as on a plant portion, the materials should be compatible and designed in a unified manner.







Corner buildings should be designed with both frontages in mind.



Industrial Intensification: Additional storeys may be allowed if parking requirements can be me



Industrial Intensification: Additional storeys may be allowed if parking requirements can



Industrial Intensification: Additional storeys may be allowed if parking requireme

PARKING

Intensification will require innovative approaches to parking to ensure sufficient supply is achieved on site while not consuming large areas of land.

- a. Explore parking under buildings
- b. Explore rooftop parking
- c. Consider the potential for shared parking including sharing of parking where time of day usage applies



DOLLARTON HIGHWAY

Dollarton Highway from the Seymour River to Forester Street acts as a gateway into Maplewood. Recognize this character by including a wide, treed and landscaped

d. Indicate this character by including a wide, treed and landscaped median and boulevard with walking and cycling facilities on either side to maintain this unique gateway characteristic.

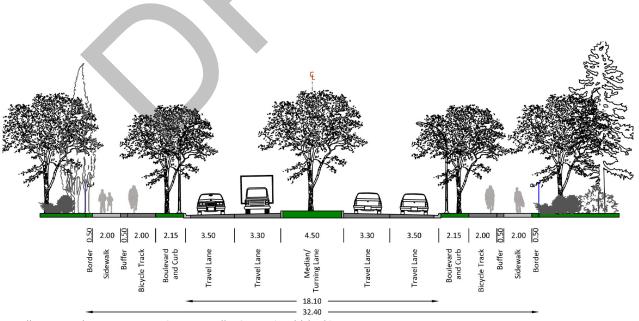
Intent

Continue the streetscape established for Dollarton Highway and improve walking and cycling connections from Forester Street to Ellis Street.

- Improve walking and cycling connections from the existing urban trail to separated facilities along Dollarton Highway from Forester Street to Ellis Street.
- b. Allocate adequate separations between walking and cycling facilities.
- c. Ensure the connections are appropriately signed for users transitioning from the existing urban trail to separated facilities in a manner

that is safe and easy to understand.

- d. Provide a safe and convenient transition from the separated cycling facilities on Old Dollarton Road to Dollarton Highway.
- e. Collect data and monitor urban trail usage along Dollarton Highway for additional separation between people walking and cycling.



Dollarton Highway- Forester Street to Ellis Street (mid-block)







