MAPLEWOOD VILLAGE CENTRE AND INNOVATION DISTRICT IMPLEMENTATION PLAN & DESIGN GUIDELINES

Approved by Council on November 6, 2017
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PART 1: INTRODUCTION AND BACKGROUND

1 INTRODUCTION

1.1 SUMMARY AND 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 centres identified for growth in the Network of Centres Concept (see Figure 1). 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 job-creating land uses in the Maplewood area. This plan aims to capture approximately 4,500 net new jobs and over a million square feet of employment floor area in the District by 2030 through new land use policies and regulations to support wealth-generating investment, create new employment opportunities and increase tax revenue, benefiting the entire community. The resulting mix of land uses will include options for living, working, playing, creating, and learning.

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.

From a mobility standpoint, there is currently no standard street grid in Maplewood and cycling and pedestrian routes within the neighbourhood are sporadic and not connected to key destinations. Improvements for traffic and goods movement, circulation, and connectivity for all modes of travel (including, walking, cycling, transit, and driving) are contained in the plan to accommodate the anticipated growth in Maplewood.

Maplewood has significant green spaces within, and surrounding it. This includes 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 currently there is a limited amount of active recreational park space located directly within the community.

This plan aims to expand active recreational park space within the community and protect and enhance green spaces 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.
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 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 of 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)
- Maplewood Village Centre Transportation Study Update, Urban Systems, 2017
- North Shore Area Transit Plan, TransLink, 2012
- Maplewood Village Seymour River Flood Protection, KWL, 2017
- Maplewood Village Centre Community Needs Assessment, RC Strategies + PERC, 2017

1.4 ORGANIZATION AND 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. Each of the three areas identified below has its own character and serves a specific role in achieving the overall vision for Maplewood.

![Figure 2: Planning Area](image)

1.6 **History of the Area**

Maplewood 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 this 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 unique characteristics. 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 mixed-use 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. **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.

3. **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.

4. There are significant green spaces including Maplewood Conservation Area, Windridge Park, Hogan’s Pools Park, Maplewood Creek Park and Seymour River Heritage Park.

5. Currently limited active recreational park space is located 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.
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 constraints for the future of Maplewood. A two-week online survey followed to receive public feedback which 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 two-week 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 modeling, 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.
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 PART 2: VISION, PRINCIPLES AND POLICIES

2 MAPLEWOOD LAND USE PLAN AND IMPLEMENTATION POLICIES

2.1 VISION FOR MAPLEWOOD

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

“a complete and balanced community with local jobs equalling 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).
2.2 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 Green Space: 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 people walking. The Village Centre should include a pedestrian-friendly High Street and shared street.

A “Green and 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, live-work-recreation) should be fostered.
Diverse Development and Housing Types: development at various scales, types and forms should be provided that offers a range of options and tenures. Options for business, car-free development, and 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 and 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.
2.3 **Area Structure and 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, learn and create within their community.

![Area Structure & Scale](image)

Figure 5: Area Structure & Scale

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

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.
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. Natural Park & Conservation Areas (within the planning area boundary)
7. Innovation District - Light Industrial Commercial-flexible employment area
8. Active Park Spaces
Figure 7: Illustrated Concept Plan for Maplewood
2.4 LAND USE DESIGNATIONS AND DENSITIES

Land use designations and associated densities are cited below:

Figure 8: Maplewood Land Use Plan
# TABLE A: Land Use Designations

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<td>Residential Level 4: Transition Multifamily</td>
<td>Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.</td>
</tr>
<tr>
<td>Residential Level 6: Medium Density Apartment</td>
<td>Areas designated for medium density apartment are intended predominantly to provide increased multifamily 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 commercial use may also be permitted in this designation.</td>
</tr>
<tr>
<td>Commercial Residential Mixed-Use Level 1</td>
<td>Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial 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.</td>
</tr>
<tr>
<td>Commercial Residential Mixed-Use Level 2</td>
<td>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.</td>
</tr>
<tr>
<td>Commercial</td>
<td>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.</td>
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<tr>
<td>Institutional</td>
<td>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.</td>
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<tr>
<td>Light Industrial Commercial</td>
<td>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.</td>
</tr>
<tr>
<td>Light Industrial Commercial Mixed-Use - Innovation District</td>
<td>Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. 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.</td>
</tr>
<tr>
<td>Light Industrial Residential Mixed-Use - Innovation District</td>
<td>Areas designated for light industrial residential mixed-use – innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. 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.</td>
</tr>
<tr>
<td>Light Industrial Artisan</td>
<td>Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited office, and limited retail uses may be permitted.</td>
</tr>
<tr>
<td>Parks, Open Space and Natural Areas</td>
<td>Areas designated for parks, open space and natural areas are intended for a range of public and private uses focused 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.</td>
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LAND USE POLICIES

• Require land uses to be in accordance with the Maplewood Land Use Plan (Figure 8).

• 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.

2.5 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 providing a diversity of housing. 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. 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 Figure 9.
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 on a case by case basis, generally in accordance with the area identified in Figure 9, in order to achieve housing and community amenity objectives identified in this plan. Taller buildings should minimize overshadowing of key public open spaces and be separated from each other by a minimum of 30 m.

2.6 **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 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. Maplewood currently has approximately 250 lower end of market purpose-built rental housing units within the Village Centre. The plan includes policies to increase the number of non-market housing units through a mix of strategies outlined in Section 2.7.

The 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, co-housing, 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 townhouses, row houses
and apartments in the area designated for Light Industrial Residential Mixed-Use - Innovation District in Maplewood North.

- Encourage new, purpose-built market rental buildings, where appropriate.
- Consider sale restrictions, housing agreements and other methods to ensure housing in the Innovation District supports local employees.

### 2.7 Non-Market Housing

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 following policies.

Non-market housing is encouraged in Maplewood Village Centre as well as in the Innovation District. A portion of the roughly 900 residential units anticipated in the Innovation District should be comprised of a mix of non-market rental and below-market ownership.

#### 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 and incentivize purpose-built non-market rental buildings, where appropriate.
- Consider additional height and density in order to achieve housing objectives, up to a maximum of 12 storeys, as identified on Figure 9 within Maplewood Village Centre.
- Target up to 300 net new non-market housing units in the Maplewood Village Centre.
- Ensure below-market ownership units in the Innovation District are offered to employees in the Innovation District first.
- Ensure non-market employee-oriented rental housing in the Innovation District is offered to employees in the Innovation District first.
- Secure a minimum of 50% of the employee-oriented rental housing units as non-market.
- Secure non-market employee-oriented housing for the life of the buildings.
2.8 Phasing

A significant portion of the overall Industrial/Commercial floor space in the Innovation District should be coordinated with any supporting residential uses to provide housing options for employees needing to locate proximate to their work.

- Ensure a minimum of 50% of the Industrial/Commercial floor space and any accessory or supportive uses to support the vision occurs in the first phase of development.
- Ensure employee-oriented housing occurs concurrent with development of Industrial/Commercial floor space.
- Phase two of Innovation District development should include the remaining Industrial/Commercial uses and be coordinated with the remaining employee-oriented housing.

2.9 Village Centre

Maplewood has an evolving village heart between Old Dollarton Road 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 metre within the village heart.
- Create plazas and gathering places with sun exposure, that 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 disabilities 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 (e.g. power, water, staging, shelter, and refuge areas) to accommodate community events, street festivals and outdoor markets.
• Encourage retail uses fronting onto plazas and gathering spaces.
• Encourage pedestrian connections within large blocks to promote walkability within the Village Centre.

2.10 Community Amenities

The Maplewood Village Centre Community Needs Assessment (2017) provides a summary of needed community amenity spaces in Maplewood to serve its growing population. Maplewood is currently home to the I Hope Centre and North Vancouver Community Arts Council, both located in an older building on the Maplewood Farm site. Currently, childcare opportunities are limited within the community and will require expansion to meet the needs of 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 I Hope Centre and other community service providers into new multi purpose-built space with flexible community facilities (e.g. meeting rooms) in Maplewood Village Centre.
• Ensure the indoor amenities of the community hub facility 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 I Hope 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, 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, age 3-5 and before and after school care.
• Encourage outdoor play structures and opportunities for spontaneous play.
• Provide 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.
• Improve trails and off-street cycling and pedestrian networks.
2.11 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 to accommodate deliveries).

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 lane 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 to improve circulation, as a one-way eastbound connection to improve local circulation, road safety, and to reduce emissions.

• 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.

• Ensure that new development provides for electric vehicle charging facilities per the District’s Electric Vehicle Charging Infrastructure policy.

• Encourage transportation demand management measures such as transit, pedestrian, cycling, car-share to reduce motor vehicle trip and parking demand.

**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 heart.

• 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.
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, where feasible, to provide additional options for those walking.

Urban Trails

- Create two types of trails within Maplewood to serve people walking and cycling: **paved urban trails** to accommodate people of all ages and abilities and **natural (unpaved) urban trails** to connect green spaces 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 urban trail from the west boundary of Maplewood from the look out over the Seymour River, through the forested natural parks to the trail network around Ron Andrews Community Recreation Centre and the Canlan Ice Sports Arena.
• Extend and improve the natural urban trail connection north-south within Seymour River Heritage Park, with a focus on the Seymour Greenway Trail.

Figure 12: Cycling Connections

Cycling

• Ensure a broad range of cycling needs are met for the safe travel of commuters and recreational users on urban trails and streets.

• Implement a range of cycling facility types, including neighbourhood bikeways and urban trails to provide a well-connected network 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 cyclists of all ages and abilities with slower east-west routes including the urban trail that connects from the lookout over the Seymour River to Canlan Ice Sports Arena or the Spirit Trail.
2.12 **CONSERVATION AND ECOLOGY - ENVIRONMENTALLY SENSITIVE AREAS**

Maplewood has significant amounts of green space 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, and groundwater-fed springs, 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 groundwater, feeding watercourses and wetlands.

The **Environmentally Sensitive Areas (ESAs)** 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 13: Parks, Open Space, and Environmentally Sensitive Areas](image-url)
POLICIES

- Protect ESAs 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 toe and 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.
- Promote rainwater collection infrastructure in the design of all new buildings.
2.13 **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. Walking 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 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.
- Create a community level park on District 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 District-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 paved and natural urban trails.
- Explore opportunities in the natural parkland areas to incorporate interpretative trails and educational signage and nesting boxes, where appropriate.
- Expand 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 farm entrance 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.
2.14 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.

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 practice 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.
2.15 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.
POLICIES

- Refer to Parts 3 and 4 of Schedule B to the Official Community Plan for applicable policies and guidelines.

- Require Seymour River flood protection in the form of land raising to be integrated with development for an additional 30 metre wide area beyond the riparian setback to produce a continuous, wide platform of fill, where appropriate and possible.

- Ensure established 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 metre geodetic elevation.
2.16 **UNDERGROUND UTILITIES**

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

**POLICIES**

- Ensure new and renewed water, sewer, drainage, electrical, telecommunications, and broadband infrastructure is provided and paid for by developers in accordance with District bylaws, policies, plans and standards.
- Electrical telecommunications and broadband infrastructure should be undergrounded, where feasible.
- Ensure development projects provide for fibre-optic infrastructure in required off-site civic works and servicing upgrades, where possible.
- Ensure communication duct assets are installed for future fibre optics network builds, where appropriate.
- 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 17: 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 and Siting Considerations

- a. Building design should reflect the natural topography and context, and, to the extent possible, retain existing individual trees and forested areas.

- b. Development should avoid ESAs (Figure 13).

- 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.

- d. 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:
  
  - i. HVAC systems that maintain a slight positive pressure inside the building to prevent chlorine from entering.
  
  - ii. Toxic gas detectors for chlorine on building HVAC systems to automatically shut down air intake on high chlorine levels.
  
  - iii. Adequate exit routes (stair wells, doors, etc.) for evacuation, including battery backup lighting and/or other failsafe means of directional signage and guidance.
  
  - iv. Sealable doors at each floor level and/or within floor levels to restrict airflow movement as necessary.
  
  - v. Emergency phones for contact with emergency responders and building residents.
  
  - vi. Building public address systems for contact and communication with building occupants.
  
  - vii. Emergency plans clearly defining for all building occupants what to do to protect themselves should they be asked to evacuate or to shelter inside.
viii. Designated “shelter in place” locations within buildings, where merited.

3.3 **Natural Areas, Parks and Open Space Guidelines**

Plan policies aim to improve pedestrian connections by connecting park spaces with a network of paved and natural urban trails and expand active recreational park opportunities in the community.

**Natural Areas and Passive Parks**

a. Buffer development with natural vegetation and features adjacent to ESAs, where ever possible.

b. Enhance stream flows and health of wetlands by focusing flows to areas needing more water.

c. Manage stormwater through infiltration and surface management.

d. Create or protect ecological and recreational connections between key natural areas with recreational trails and wildlife connections.

e. Explore opportunities in 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 District 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 District parklands east of Riverside Drive to provide 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 trail connections should be enhanced and extended to create better access and linkages between the riverfront, Village Centre and the new Maplewood North Innovation District. Two types of cycling networks should be established:

1. On-street (separated cycle tracks, and neighbourhood bikeways), and,

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

Two types of trails should be implemented in Maplewood:

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

3.4 ACCESSIBILITY

INTENT
To design for pedestrian environments and streets that are safe for all user groups.

a. Avoid changes of grade or gaps in paved surfaces greater than 6 mm, where possible.
b. Provide tactile strips adjacent to crossings and between surfaces, such as at curbs.
c. Avoid pavement slopes greater than 5% in direction of travel and 2% cross slope, where possible.
d. Provide smooth walking surfaces to assist the visually impaired, where feasible.
e. Prioritize the use of sawcut joints over tooled joints, where possible.
f. Ensure that transit stops utilize the new Universally Accessible Bus Stop (UABS) Design Guidelines designed by TransLink.
g. Provide bench pads that are 1.0 metre longer than the proposed bench to accommodate strollers, wheelchairs, scooters and other mobility aids, where space permits.
h. Include audible tones and pedestrian countdown signals at signalized crossings and consider fully accessible pedestrian signals including braille, vibrating plate and audible location identifier.
3.5 **PUBLIC REALM AND STREETSCAPE GUIDELINES (GENERAL)**

The street design guidelines are intended to support a high quality public realm 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. Where possible, developers should be required to underground any fronting overhead hydro and telecommunications wires at the time of development.

- **Street lighting on new streets, paths, and public realm areas should have a unified character.**

- **Locations for street lighting, including pedestrian level lighting for Maplewood Village Centre, Maplewood North Innovation District and Dollarton Highway South are illustrated on Figure 18.**

- **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**

- **Light fixtures should direct appropriate light levels effectively to desired areas, and avoid glare and light spillage to other areas, particularly residential uses.**

- **Light levels should be consistent within areas of similar use, and should avoid creating bright and dark areas.**

- **Consider including small scale, low level lighting along pedestrian routes, such as under benches, lighting associated with public art, and up-lighting of trees to add character and ambiance to pedestrian areas.**

- **All light fixtures should be energy efficient and night sky compliant.**

![Figure 18: Maplewood Lighting Strategy](image)
3.6 **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 and special care should be given to sensitively integrate new development and avoid the proliferation of invasive plants.

**GENERAL GUIDELINES**

a. Street trees should be planted to optimize health and extend lifespan.

b. Street trees should have a minimum caliper of 7cm when planted.

c. All street trees should follow BCLNTA (British Columbia Landscape & Nursery Association) and BCSLA (British Columbia Society of Landscape Architects) standards.

d. Best practices for street tree plantings should be used, which may include continuous tree trenches in boulevards, minimum recommended soil volumes, and soil cells and/or structural soil.

e. Landscape lighting should be included in areas of higher pedestrian use.

f. Permeable paving or landscaping should be provided at the base of trees.

g. Natural forms or clusters of trees referencing forest tree groupings should be encouraged along Berkley Road and where appropriate, such as open spaces of the Innovation District, and in and on edges of active parks.

h. Conifers are recommended where space permits (2.5 metre minimum depending on species) and where they do not impede sidewalks and other public spaces.

i. Retention of larger conifers on private property should be encouraged, where possible, in the Innovation District.

j. The following are recommended plant species for public spaces and streetscapes:

Example of a healthy tree
### PLANT LIST

#### Street Trees

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Acer rubrum</em> ‘Armstrong’</td>
<td>Red Maple</td>
</tr>
<tr>
<td><em>Acer rubrum</em> ‘Morgan’</td>
<td>Red Maple</td>
</tr>
<tr>
<td><em>Acer platanoides</em> ‘Easy Street’</td>
<td>Norway Maple</td>
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<tr>
<td><em>Carpinus betulus</em> ‘Frans Fontaine’</td>
<td>Hornbeam</td>
</tr>
<tr>
<td><em>Fraxinus americana</em> ‘Autumn Applause’</td>
<td>White Ash</td>
</tr>
<tr>
<td><em>Liquidambar styraciflua</em> ‘Worplesdon’</td>
<td>Worplesdon Sweet Gum</td>
</tr>
<tr>
<td><em>Zelkova serrata</em> ‘Green Vase’</td>
<td>Japanese Zelkova</td>
</tr>
<tr>
<td><em>Quercus palustris</em> ‘Green Pillar’</td>
<td>Green Pillar Pin Oak</td>
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#### Trees and Shrubs for informal groupings and clusters

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Acer circinatum</em></td>
<td>Vine Maple</td>
</tr>
<tr>
<td><em>Acer griseum</em></td>
<td>Paperbark Maple</td>
</tr>
<tr>
<td><em>Acer glabrum var. douglasii</em></td>
<td>Douglas Maple</td>
</tr>
<tr>
<td><em>Amelanchier x grandiflora</em> ‘Autumn Brilliance’</td>
<td>Apple Serviceberry</td>
</tr>
<tr>
<td><em>Carpinus betulus</em> ‘fastigiata’</td>
<td>Fastigiate European Hornbean</td>
</tr>
<tr>
<td><em>Cornus nuttallii</em></td>
<td>Pacific Dogwood</td>
</tr>
<tr>
<td><em>Cercidiphyllum japonicum</em></td>
<td>Katsura Tree</td>
</tr>
<tr>
<td><em>Ginkgo biloba</em></td>
<td>Ginko</td>
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<tr>
<td><em>Nyssa sylvatica</em></td>
<td>Black Gum</td>
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<tr>
<td><em>Picea omorika</em></td>
<td>Serbian Spruce</td>
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<tr>
<td><em>Pinus nigra</em></td>
<td>Black Pine</td>
</tr>
<tr>
<td><em>Thuja plicata</em></td>
<td>Western Red Cedar (for natural areas)</td>
</tr>
<tr>
<td><em>Styrax japonica</em></td>
<td>Japanese snowbell tree</td>
</tr>
</tbody>
</table>

#### Shrubs and Groundcover

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Adiantum pedatum</em></td>
<td>Northern maidenhair fern</td>
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<td><em>Amelanchier x ‘grandiflora’ Autumn Brilliance</em></td>
<td>Autumn Brilliance Apple Serviceberry</td>
</tr>
<tr>
<td><em>Arctostaphylos uva-ursi</em> ‘Vancouver Jade’</td>
<td>Bearberry</td>
</tr>
<tr>
<td>Plant Name</td>
<td>Common Name</td>
</tr>
<tr>
<td>----------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Arctostaphylos uva-ursi</td>
<td>Kinnikinnick, Bearberry</td>
</tr>
<tr>
<td>Asarum caudatum</td>
<td>Wild ginger</td>
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<tr>
<td>Blechnum spicant</td>
<td>Deer Fern</td>
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<tr>
<td>Calluna vulgaris var.</td>
<td>Heather</td>
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<tr>
<td>Cornus sericea</td>
<td>Red Twig Dogwood</td>
</tr>
<tr>
<td>Echinacea purpurea ‘Kim’s Knee High’</td>
<td>Dwarf purple coneflower</td>
</tr>
<tr>
<td>Euphorbia myrsinites</td>
<td>Donkey-Tail Spurge</td>
</tr>
<tr>
<td>Festuca glauca</td>
<td>Blue fescue</td>
</tr>
<tr>
<td>Gaultheria shallon</td>
<td>Salal</td>
</tr>
<tr>
<td>Hamamelis virginiana</td>
<td>Witchhazel</td>
</tr>
<tr>
<td>Lonicera pileata</td>
<td>Privet Honeysuckle</td>
</tr>
<tr>
<td>Mahonia aquifolium</td>
<td>Oregon Grape</td>
</tr>
<tr>
<td>Mahonia nervosa</td>
<td>Cascade Oregon Grape</td>
</tr>
<tr>
<td>Polystichum munitum</td>
<td>Sword Fern</td>
</tr>
<tr>
<td>Spirea douglasii</td>
<td>Hardhack</td>
</tr>
<tr>
<td>Spirea japonica ‘Walbuma’</td>
<td>Magic Carpet Spirea</td>
</tr>
</tbody>
</table>

**Recommended Plants for Raingardens**

**Areas of periodic or frequent standing or flowing water**

**Emergent Plants**

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carex aquatilis</td>
<td>Water Sedge</td>
</tr>
<tr>
<td>Carex obnupta</td>
<td>Slough Sedge</td>
</tr>
<tr>
<td>Carex rostrata</td>
<td>Beaked Sedge</td>
</tr>
<tr>
<td>Carex stipata</td>
<td>Sawbeak Sedge</td>
</tr>
<tr>
<td>Eleocharis palustris</td>
<td>Creeping Spikerush</td>
</tr>
<tr>
<td>Iris tenax</td>
<td>Purple Iris</td>
</tr>
<tr>
<td>Juncus acuminatus</td>
<td>Taper tipped Rush</td>
</tr>
<tr>
<td>Juncus ensifolius</td>
<td>Dagger-leaf Rush</td>
</tr>
<tr>
<td>Juncus tenuis</td>
<td>Slender Rush</td>
</tr>
<tr>
<td>Scirpus microcarpus</td>
<td>Small-flower Bulrush</td>
</tr>
</tbody>
</table>

**Shrubs - Deciduous**

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cornus sericea</td>
<td>Red-Osier Dogwood</td>
</tr>
<tr>
<td>Cornus sericea ‘Kelseyi’</td>
<td>Dwarf red-twig Dogwood</td>
</tr>
<tr>
<td>Cornus sericea ‘Flaviramea’</td>
<td>Yellow Dogwood</td>
</tr>
<tr>
<td>Cornus sanguinea ‘Midwinter Fire’</td>
<td>Blood-twig Dogwood</td>
</tr>
<tr>
<td>Physocarpus capitatus</td>
<td>Pacific ninebark</td>
</tr>
<tr>
<td>Rosa pisocarpa</td>
<td>Clustered Wild Rose</td>
</tr>
<tr>
<td>Shrubs - Evergreen</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Spirea douglasii</td>
<td>Steeplebush</td>
</tr>
<tr>
<td>Salix purpurea ‘Nana’</td>
<td>Dwarf Artic Willow</td>
</tr>
<tr>
<td>Myrica californica</td>
<td>Pacific Wax Myrtle</td>
</tr>
<tr>
<td>Vaccinium ovatum</td>
<td>Evergreen Huckleberry</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trees/Large Shrubs - Deciduous</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer circinatum</td>
<td>Vine Maple</td>
</tr>
<tr>
<td>Amelanchier alnifolia</td>
<td>Western Serviceberry</td>
</tr>
<tr>
<td>Corylus cornuta</td>
<td>Beaked Hazelnut</td>
</tr>
<tr>
<td>Rhamnus purshiana</td>
<td>Cascara</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Areas with dryer soils, infrequently subject to inundation or saturation (e.g. side slopes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Groundcovers</td>
</tr>
<tr>
<td>Gaultheria shallon</td>
</tr>
<tr>
<td>Mahonia repens</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shrubs - Deciduous</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Holodiscus discolor</td>
<td>Oceanspray</td>
</tr>
<tr>
<td>Symphoricarpus albus</td>
<td>Snowberry</td>
</tr>
<tr>
<td>Symphoricarpus orbiculatus</td>
<td>Coralberry</td>
</tr>
<tr>
<td>Ribes sanguineum</td>
<td>Red-flowering Currant</td>
</tr>
<tr>
<td>Rubus parviflorus</td>
<td>Thimbleberry</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shrubs - Evergreen</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Arbutus unedo ‘Compacta’</td>
<td>Strawberry Tree</td>
</tr>
<tr>
<td>Mahonia nervosa</td>
<td>Cascade Oregon Grape</td>
</tr>
<tr>
<td>Mahonia aquifolium</td>
<td>Tall Oregon Grape</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trees/Large Shrubs - Deciduous</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Malus fusca</td>
<td>Pacific Crabapple</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Perennials/Grasses</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Aquilegia Formosa</td>
<td>Red Columbine</td>
</tr>
<tr>
<td>Aster subspicatus</td>
<td>Douglas Aster</td>
</tr>
<tr>
<td>Helictotrichon sempervires</td>
<td>Blue Oat Grass</td>
</tr>
<tr>
<td>Hemerocallis var.</td>
<td>Day Lily</td>
</tr>
<tr>
<td>Plant Species</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Lupinus officinalis</td>
<td>Large Leaved Lupine</td>
</tr>
<tr>
<td><em>Pennisetum alopecuroides</em> ‘Hamelin’</td>
<td>Hamelin Dwarf Fountain Grass</td>
</tr>
<tr>
<td><strong>Ferns</strong></td>
<td></td>
</tr>
<tr>
<td><em>Polystichum munitum</em></td>
<td>Western Swordfern</td>
</tr>
<tr>
<td><em>Blechnum spicant</em></td>
<td>Deer Fern</td>
</tr>
<tr>
<td><strong>Recommended Plant Species for Informal Groupings on Private Property and Parks</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Trees (Large)</strong></td>
<td></td>
</tr>
<tr>
<td><em>Acer macrophyllum</em></td>
<td>Big Leaf Maple</td>
</tr>
<tr>
<td><em>Carpinus betulus ‘fastigiata’</em></td>
<td>Fastigiate European Hornbeam</td>
</tr>
<tr>
<td><em>Cercidiphyllum japonicum</em></td>
<td>Katsura Tree</td>
</tr>
<tr>
<td><em>Cornus ‘Eddie’s White Wonder’</em></td>
<td>Dogwood ‘Eddie’s White Wonder’</td>
</tr>
<tr>
<td><em>Ginkgo biloba</em></td>
<td>Gingko</td>
</tr>
<tr>
<td><em>Nyssa sylvatica</em></td>
<td>Black Gum</td>
</tr>
<tr>
<td><em>Pseudotsuga menziesii / Douglas Fir</em></td>
<td>Douglas Fir</td>
</tr>
<tr>
<td><em>Thuja plicata / Western Red Cedar</em></td>
<td>Western Red Cedar</td>
</tr>
<tr>
<td><strong>Trees (Medium)</strong></td>
<td></td>
</tr>
<tr>
<td><em>Abies lasiocarpa</em></td>
<td>Subalpine fir</td>
</tr>
<tr>
<td><em>Acer circinatum</em></td>
<td>Vine Maple</td>
</tr>
<tr>
<td><em>Acer griseum</em></td>
<td>Paperbark Maple</td>
</tr>
<tr>
<td><em>Acer glabrum var. douglasii</em></td>
<td>Douglas Maple</td>
</tr>
<tr>
<td><em>Betula platyphylla var. japonica ‘Whitespire’</em></td>
<td>Whitespire Japanese white birch</td>
</tr>
<tr>
<td><em>Chamaecyparis nootkatensis</em> ‘Green Arrow’*</td>
<td>Weeping Alaskan Yellow Cedar</td>
</tr>
<tr>
<td><em>Davidia involucrate</em></td>
<td>Dove Tree</td>
</tr>
<tr>
<td><em>Parrotia persica</em></td>
<td>Parrotia</td>
</tr>
<tr>
<td><em>Picea omorika ‘Pendula Bruns’</em></td>
<td>Bruns Weeping Serbian Spruce</td>
</tr>
<tr>
<td><em>Picea glauca ‘Pendula’</em></td>
<td>Weeping White Spruce</td>
</tr>
</tbody>
</table>

Katsura Tree

Japanese Stewartia

Paperbark Maple

Western Swordfern
3.7 Public Art

Public art plays an important role in supporting the emerging character of Maplewood, and helps to articulate each precinct’s unique identity. ‘Eye catching’ sculptures along with finer grain elements such as banners and mosaics are encouraged to creatively explore, interpret, and reinforce aspects of the region that people feel connected to and want to celebrate. Artists are encouraged to 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. Public art reflects and gives expression to local stories while celebrating the character and identity of Maplewood.

a. Encourage the design of interactive public art features to animate the two plazas and gathering spaces in the Village Centre, and at a central location in the Innovation District (See Figure 8).

b. Consider large-scale gateway features at intersections entering Maplewood; Berkley Road, Riverside Drive at Mount Seymour Parkway, and Dollarton Highway at Old Dollarton Road.
c. Integrate pedestrian-scale trail and trail-head markers at key locations on trails.

d. Promote artist-designed banners to reinforce Maplewood’s identity and locate along Dollarton Highway, Mount Seymour Parkway, Berkley Road Old Dollarton Road, and Riverside Drive.

e. Incorporate public art into private and public spaces that are accessible to the public.

f. Encourage multiple forms of public art, from stand alone sculptures, to integrated functional components that can be incorporated into, architecture, streetscape and the public realm.

g. Reflect First Nations history and culture, highlighting their stewardship of precious natural and environmental resources.

h. Celebrate the richness and diversity of the area’s unique ecological heritage: from the social and environmental history of the mudflats to the wetlands.

i. Highlight the area’s urban farming and industrial heritage, using materials and integrating design characteristics that reflect a strong sense of place.

j. Focus on themes of stewardship, sustainability and innovative practices in respect of the natural environment.
3.8 ACCESS, SERVICING AND ON-STREET PARKING

Plan policies aim to ensure developments provide adequate access, servicing and on-street parking for vehicles and bicycles, while minimizing negative impacts on the safety and attractiveness of the public realm.

VEHICLE ACCESS, SERVICING, AND ON-STREET PARKING

a. On-street surface parking should be located to the rear of the building with parking access from the lane or adjacent street with the lowest functional classification.

   i. If not feasible, locate on-street surface parking beside or in front of the building, adjacent to the public sidewalk provided the area is properly screened from the public sidewalk and other active open space areas. Consider the use of landscaping as a screen provided it maintains clear visibility into the parking areas to promote personal safety and security.

b. Where property faces streets with the same functional classification, the following should be considered:

   i. Access should be from the long face of the block.

   ii. Minimal interruption of the public realm and streetscape treatment should be maintained.

   iii. Appropriate surface treatments should be incorporated to denote designated cycle tracks or urban trails.

   iv. Waiting or pick-up/drop-off areas should be located internal to the site and not be located in the public right-of-way.

   v. Not more than one interruption per block face and one curb cut per street should be considered.

c. Underground parking or covered on-street parking should be required for new residential and mixed-use buildings, where possible.

d. Where underground parking is considered, ensure that groundwater is not discharged to the storm sewer or sanitary sewer.

e. Structured underground or “tucked-under” parking should be preferred over on-street surface parking.

f. Provide co-operative car and car sharing parking spaces on-site, and provide these parking spaces at grade and visible from the street, where possible.

g. 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.

h. Shared parking and access is encouraged, where feasible.

i. Large parking lots should be discouraged.
j. Ensure that new development provides for electric vehicle charging facilities per the District’s *Electric Vehicle Charging Infrastructure* policy.

k. Explore opportunities for supporting infrastructure that meets the needs of renewably-powered vehicles.

l. Consider reductions in parking requirements for developments that include sufficient Transportation Demand Management (TDM) measures, and discourage excess parking for developments.

**BICYCLE PARKING, SERVICING AND ACCESS**

a. Long-term bicycle parking should be encouraged for multi-family residential and employment-generating uses, where possible.
   
i. A minimum of two long-term bicycle parking spaces per residential unit in multi-family residential and employment-generating developments should be encouraged.
   
ii. Long-term bicycle parking should be located in a secure bicycle storage facility that is only accessible to residents of the building.
   
iii. Secure bicycle storage facilities should consider including waterproof bicycle lockers, and secured bicycle rooms or compounds with bicycle racks within a building.
   
iv. Electrical outlets should be provided in all bicycle storage facilities, and bicycle parking spaces should be within 5 metre from an outlet.

b. Short-term bicycle parking should be encouraged throughout the Maplewood community, where feasible and where appropriate.
   
i. Bicycle racks located outdoors should follow the design standard identified in this plan (See pages 66 and 76.)
   
ii. Explore opportunities to provide weather protection for clusters of outdoor short-term bicycle parking (e.g. under canopies or shelters), where possible.
   
iii. Bicycle parking should be located close to building entrances to provide a clear visual connection from the building entrance to the bicycle parking.

b. End-of-trip facilities (i.e. showers, lockers, change rooms, etc.) should be provided with employment-generating uses.
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4 Village Centre

4.1 Overall Intent

The Maplewood Village Centre area is envisioned to be 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

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

b. 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.

c. 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).
ARCHITECTURAL STYLE AND CHARACTER

Mixed Use and Live/Work

a. Buildings containing live/work uses should be identifiable by the design of frontages.

b. Façades which appear purely residential should be avoided.

c. Options could include differentiating the living zones from the working zones architecturally through façade design and colour.

d. Consider the use of canopies and upper storey 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.

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 mixed-use 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 should be 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.

a. Natural building materials with bright accent colours are strongly recommended.

b. Building elevations emphasizing one or two natural building materials, in addition to glazing, are strongly encouraged.

c. The use of large timbers and overhangs is encouraged.

d. Well crafted, durable materials that support sustainability and Village Centre themes are expected throughout.

e. 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.

f. Materials on upper floors should be consistent with the quality, durability and craftsmanship on the lower levels.

g. Functional screens, shading devices and other passive solar design elements that complement the architecture are highly recommended.

h. Heavy timber and engineered wood elements especially along the base of the building and at entrances are strongly encouraged.

i. Wood elements should be protected from weathering using best building practices and appropriate finishes that preserve the natural colour and texture.
j. Colours should be chosen to complement the palette of natural stone and wood: tones of grey are considered most appropriate.

k. Soffit materials should be consistent with the building’s overall durability and quality (vinyl and perforated materials are discouraged).

l. Wood soffits are preferred where feasible.

m. Clear vision glass is preferred over tinted products.

n. Material transitions should avoid a “wallpaper” look.

o. 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.

a. The primary colour palette within the Village references local forest colours and materials.

b. Brighter, complementary accent colours should be used for smaller portions of building façades.

c. “Maple brown” colour, matching the 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, located to the north, west and east within the Village Centre 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 live-work artist studio buildings).

**Recommended:**

a. Large dimension timber
b. 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.
6  LIGHT INDUSTRIAL ARTISAN GUIDELINES

6.1  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, pedestrian-friendly 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.

6.2  BUILT FORM GUIDELINES

BUILDING HEIGHT AND MASSING

a. First and second storeys are dedicated to small manufacturing and office use, and upper storeys dedicated to residential use.

b. Upper residential storeys should be set back to optimize sunlight penetration, accommodate residential balconies, and reduce massing impacts.

c. First storey working spaces should have taller ceilings than typical residential floors.
COMPATIBILITY OF USES

a. Buildings should be designed to be compatible and use design features to mitigate negative impacts of employment uses on residential uses, including: noxious fumes, dust, lighting, vibration, sounds, and smells.

b. Residential entrances should be separate from light industrial employment uses.

RELATIONSHIP WITH STREET

a. Mixed-use artisan industrial buildings should be built close to the property line, while including space for outdoor displays.

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 and uses which could be expressed through colour, materials and articulation of architectural elements.

CHARACTER AND MATERIALS

a. Small scale light industrial use with residential uses above should be expressed in character, colour, and materials of buildings.

b. Emphasize the “industrial/workshop” look and feel of this special use by encouraging the use of roll up doors and frames and higher ceilings in working areas.
c. Materials such as corrugated metal 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.

PREFERRED COLOUR PALETTE

a. The bold use of accent colours is encouraged. This can be expressed in cladding materials, window/door frames and accessory elements.

b. Various tones of industrial greys and browns are encouraged to make up the primary colour palette.
6.3 **Public Realm and 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 pedestrian-oriented 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.
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 to create a shared sense of place along this street.

a. Separated cycle tracks will be denoted by a smooth surface to ensure an accessible and enjoyable riding experience.

b. 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 pedestrian-oriented environment through the centre of the artisan industrial space.

c. Abbotsford Standard Series ‘Charcoal’ herringbone concrete pavers are recommended for travel lanes and on-street parking.

d. Use a smooth surface to provide pleasant riding conditions for those who wish to cycle to the artisan industrial businesses, to adjacent amenities or for those travelling through.

e. Street furniture selections should reflect the artisan industrial character, and highlight the uniqueness of this node from adjacent areas.

f. 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.

g. Street frontages should be designed to provide adequate weather protection from wind, sun, and rain, to encourage people to stop and visit local businesses.

h. Provide separation between cycle tracks and vehicle parking.
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 on-street parking.

b. Infrastructure including structural support, electricity, water supply, and removable bollards (to accommodate 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.
**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, where 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.
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 (See Figure 8). 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 that receive direct sun during the day and in places that have rain protection.

b. 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 (See Appendix for additional details). 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 identified 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 boulevard should be 1.0 metre longer than the proposed bench of the same material as the sidewalk.
Bicycle racks
a. Bike racks should support the bicycle by the frame, not only by 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.
7 Maplewood North Innovation District

7.1 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.

7.2 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
Green roofs help manage runoff and offer public/private amenity space.

Courtyards should be landscaped and façades offer views into yards.

The landscaping should be lush and reference forest themes.

Buildings and open spaces are designed in an integrated way and with people’s enjoyment in mind.

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. Buildings should express individuality with unique and distinct designs.

c. Express innovation in form with massing and detailing.

d. Provide daylighting by utilizing methods such as limiting building depths or providing atrium elements.

e. Provide end-of-trip facilities to support active modes of transportation (including showers, change rooms, lockers).

f. 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 metre in length.

b. Provide active façades that promote passive surveillance.
BUILDING MATERIALS

a. Building elevations incorporating one natural building material, in addition to glazing, are strongly recommended.

b. The use of innovative materials, and contemporary use of traditional materials is encouraged.

c. Well crafted, durable materials that support sustainability and Innovation District themes are expected throughout.

d. The nature of materials is derived from the rich historic and future innovative uses of the site.

e. Exterior materials and detailing should reflect the innovative nature of the development and be contemporary in expression.

f. Façade materials should be robust and durable and resist deterioration and fading.

g. Chose materials that minimize the need for cleaning and recoating.

h. Incorporate a range of materials, for example, ribbed or corrugated steel, cladding, panelised cladding (expressed joints), polycarbonate sheeting, glass, timber and louvre screening.

i. Avoid rendered finishes and large expanses of flat pre-finished steel cladding.

j. Sun-shading is an important component in the performance and comfort of buildings. Sun-shading should be integral to the design of the building.

k. Weather protection and overhangs are expected at building entrances, and along pedestrian walkways.
Incorporate three-dimensional elements in the facades.

Large timbers and solar panels.

Bright colours are encouraged.

**PREFERRED COLOUR PALETTE**

a. The use of vivid accent colours is encouraged and can reference building uses and/or the forest environment theme.
7.3 **PUBLIC REALM AND STREETSCAPE GUIDELINES**

**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.

b. Encourage movement of goods on Berkley Road to shift heavy vehicle traffic away 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 metre on all sides of intersections should not exceed 4%.

d. Berkley Road should have no more than two intersections (including the existing Burr Place) between Dollarton Highway and Mount Seymour Parkway, with minimum intersection spacing of 200 metre. Up to three intersections may be considered.

e. Steeper segments for walking and cycling along this corridor should be minimized and should allow for resting platforms approximately every 100 metre.

f. Accommodate transit stops and transit-supportive features 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 metre 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.

l. Access points onto Berkley Road should be consistent with the planned intersections to preserve its mobility function for those walking, cycling, driving and using transit and to mitigate potential conflicts.
“ROAD A” – MAPLEWOOD NORTH INNOVATION DISTRICT

“Road A” should provide access and connectivity for those who choose to walk, cycle, or drive from their work or home to other key destinations.

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” should intersect with Dollarton Highway at the Pacific Environmental Science Centre.
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 clusters 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 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.
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 parking, where possible.

f. 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**

a. Plazas should be flexible, multi-purpose 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 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 of 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, rain gardens 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). See Appendix for more specifications.

b. Luminaire: Lineal by Structura. Colour to match pole colour.

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. Suggested colour to match benches (Titanium).

Litter & Recycling Receptacle

a. Plexus from Landscape Forms.

b. Side Opening (20” x 40” x 30 Gal.)

c. Suggested colour to match bench frame (titanium). Liner colour: Black.

Bike Rack

a. Ring from Landscape Forms.

b. Colour: match benches (Titanium).
8 DOLLARTON HIGHWAY SOUTH

8.1 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 as long as parking requirements can be met.

8.2 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.
PARKING

Intensification will require innovative approaches to parking to ensure sufficient supply is achieved on site while not using large surface 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.
d. Consider a parkade.
8.3 **Public Realm and Streetscape Guidelines**

**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 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.
- Allocate adequate separations between walking and cycling facilities.
- 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.
- Provide a safe and convenient transition from the separated cycling facilities on Old Dollarton Road to Dollarton Highway.
- 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)*
## LIGHTING STANDARDS AND SPECIFICATIONS

### Maplewood Village Centre Street Lighting Specifications

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<td>Banner arms</td>
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<td>Lamp type and colour temperature</td>
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### Innovation District Street Lighting Specifications

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### Dollarton Highway South Lighting Specifications

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<td>All lighting standards for the Dollarton Highway South precinct should meet District Lighting Standards</td>
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**NOTE:** Type A and Type B reference standards for specific streets.
Type A: Old Dollarton Road, Riverside Drive, Shared Street, Berkley Road
Type B: Seymour River Place, Front Street, Windridge Drive, Heritage Park Lane, Forester Street, Bridge Street

**NOTE:** Lighting for Dollarton Highway South also applies to Mount Seymour Parkway, Dollarton Highway, and Windridge Drive east of the Maplewood Village Centre Boundary.
MAPLEWOOD VILLAGE CENTRE STANDARD: TYPE B
Configure Tandem to uniquely respond to your project’s needs. Mount street side luminaires high allowing for greater distance between poles and better light distribution. Mount low-wattage pedestrian scale luminaires at lower heights to bring a more human scale to public spaces.
MAPLEWOOD INNOVATION DISTRICT: LUMINAIRE SPECIFICATIONS

<table>
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<tr>
<th>Series</th>
<th>Color Temperature</th>
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1. Contact factory for alternative output options.
2. Slip-down transformer required and only available with Strutura supplied pole.
3. Contact factory for other color temperature options.
4. Contact factory for other distribution options.
5. Structure pole specification sheet must be completed showing mounting locations and quantities as a separate item.
6. Specify shaft pole on page 188 as separate item.
7. Synopsis Wireless oil gateway controller must be ordered separately. Please contact factory for design assistance.
8. Specify coverage pattern (see page 157 for detail).
9. XDA surge suppressor is only available when pole is supplied by Strutura. XDA surge suppressor supplied as standard in the future.

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### MAPLEWOOD INNOVATION DISTRICT: LUMINAIRE SPECIFICATIONS

**ST  Straight Square Steel Pole**

#### FEATURES:
- Heights available from 10 to 40'
- Galvanized then polyester powder coat painted (AAAMA 260-M standard)
- Supplied with a two piece casted aluminum base cover
- Multiple mounting options

#### ORDERING GUIDE:
**EXAMPLE: ST-20-BLK-A12-B12-STD**

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1. Consult factory for allowable BPA for banners.
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