

AGENDA INFORMATION	
☒ Regular Meeting	Date: March 16, 2026
☐ Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver REPORT TO COUNCIL

February 24, 2026

Case: PLN2019-00030

File: 08.3060.20/030.19

AUTHOR: Mina Sami, Development Planner

SUBJECT: Rezoning Bylaw 8770 for a 36-unit Townhouse development at 526-550 Riverside Drive & 2194 Windridge Drive

RECOMMENDATION

THAT the “District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770)” is given FIRST, SECOND, and THIRD readings.

REASON FOR REPORT

Montage Development has applied to rezone the subject site to allow a 36-unit townhouse development. Implementation of the proposal requires Council’s consideration of:

- Bylaw 8770 to rezone the subject properties (**Attachment 1**)

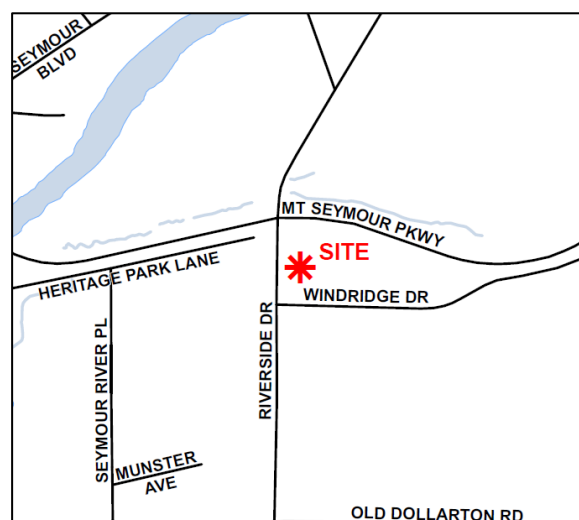


Figure 1: Site Location

Bylaw 8770 is recommended for first, second, and third readings. In accordance with the provisions of the *Local Government Act*, as the zoning bylaw is consistent with the Official Community Plan, a public hearing must not be held.

A Development Permit would be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

Montage Development has applied to redevelop the subject site into a 36-unit (8 units which contain lock-off units), stratified, stacked townhouse development, comprising a mix of one-, two-, three- and four-bedroom units with underground parking.

Site and Surrounding Area

The site is approximately 2,735 m² (29,445 sq. ft.) in size and is comprised of four (4) single family residential lots.

The site is located at the north-east corner of Riverside Drive and Windridge Drive within the Maplewood Village Centre. It is surrounded by single-family lots to the north, east, west, and south, with Hogan's Pools Park to the northeast and Kenneth Gordon Maplewood School to the southwest. An unopened District lane is to the east of the site.

POLICY ALIGNMENT

Official Community Plan

The [Official Community Plan](#) (OCP) designates the site as RES Level 4: Transition Multifamily, which envisions townhouse or apartment developments at a density of up to approximately 1.2 FSR. The proposed development is consistent with this designation, with a proposed density of 1.2 FSR.

The units are a mix of one-, two-, three- and four-bedroom floor plans, which are suited for residents at all stages of life. The proposal is consistent with the following policies of the District's OCP:

- Policy 2.2.5 - "Concentrate development in the Village core and transition sensitively outwards with appropriate ground-oriented housing forms (such as duplex and townhouse) to adjacent residential neighbourhoods."
- Policy 5.2.2 - "Improve District-wide pedestrian connectivity through sidewalk network improvements."
- Policy 7.1.4 - "Encourage and facilitate a wide range of multi-family housing sizes, including units

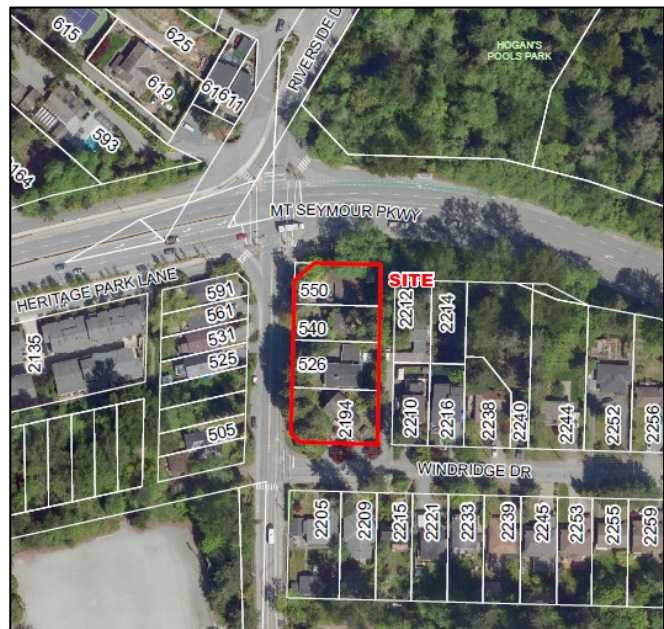


Figure 2: Aerial of Site

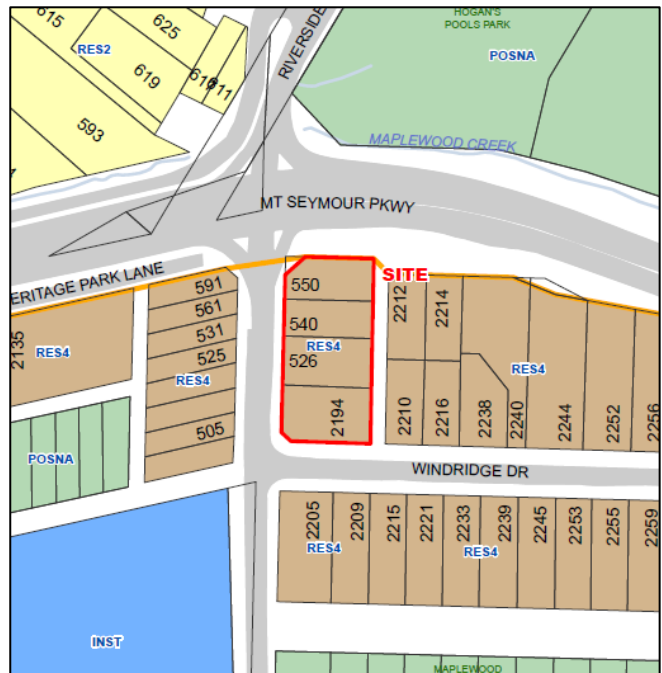


Figure 3: OCP Designation

appropriate for families with an appropriate number of bedrooms and smaller apartment units.”

- Policy 7.2.2 - “Consider permitting secondary suites or lock-off units within townhouses, row houses and apartments.”

Targeted Official Community Plan Review Action Plan 2021-2030

The project has been reviewed against the [Targeted Official Community Plan Review Action Plan \(Action Plan\)](#) and addresses the following “Priority Actions”:

Priority Action #1: Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space.

The project provides a range of housing options within Maplewood Village Centre. It also delivers key public amenities such as a road extension, a new bicycle pathway, a new bus passenger pas, and new pedestrian connections.

Priority Action #5: Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres.

The project includes a range of one-, two-, -three and four-bedroom units and eight (8) lock-off suites. A total of two of these units (5.5%) would meet “Enhanced” levels of accessibility and two units (5.5%) would meet the “adaptable” level of accessibility.

Priority Action #6: Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle.

The project proposes sidewalk upgrades along Riverside Drive, Windridge Drive and Mt. Seymour Parkway. It also includes a new bicycle path along Riverside Drive and Mt. Seymour Parkway.

Priority Action #8: Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency.

The residential buildings 3 and 4 (Part 9 buildings) will be built to Step Code Level 4 and Emissions Level 3 and Buildings 1 and 2 (Part 3 buildings) will meet Step Code Level 3 and Emissions Level 3.

Implementation Plan (Maplewood Village Centre)

The project has been reviewed against the [Maplewood Village Centre And Innovation District Implementation Plan & Design Guidelines](#). The proposal addresses the following Maplewood Plan policies:

- Land Use
 - The proposal is consistent with the Land Use Plan, at densities that support local commercial and transit services.
- Housing Mix
 - The proposed development includes a diversity of housing types including townhouses and lock-off suites.
- Village Centre
 - The proposed development delivers the Riverside Drive street connection between Old Dollarton Road and Mt. Seymour Parkway, to be shared between pedestrians and slow-moving cyclists and vehicles.

Zoning

The proposed rezoning to a new Comprehensive Development Zone 161 (CD161) (Bylaw 8770) (**Attachment 1**) will accommodate the proposed uses, density, height, setbacks, and parking requirements.

ANALYSIS

Site Plan and Project Description

The application proposes 36 strata townhouse units in two 3-storey buildings and two 4-storey building over a shared underground parkade. The units are a mix of 14 one-bedroom, 10 two-bedroom, 8 three-bedroom and 4 four-bedroom layouts, with four of the three-bedroom and four of the four-bedroom units containing lock-off suites, as shown on the site plan. The layouts range in size from 40 m² (436 sq. ft.) to 159 m² (1,708 sq. ft.). The proposed site plan is shown in Figure 5.

The building is composed of four buildings connected by an internal walkway, with ground-oriented units facing the streets to animate the public realm and provide ‘eyes on the street.’ The 36 residential units are accessed either from the internal walkway or directly from the streets. Parking access is provided at the southeast corner of the site from Windridge Drive, adjacent to the lane.

The internal walkway, along with private patios facing it, provides an extension of the interior living spaces, while an amenity outdoor space and children’s playground at the north end of the

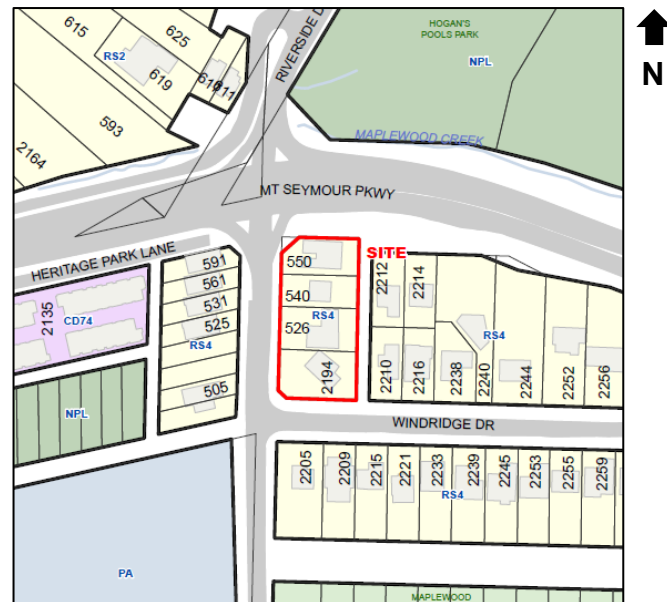


Figure 4: Zoning Map

site offer areas suitable for gathering and fostering a sense of community within the development.

Along Riverside Drive, a new bicycle path, boulevard, and sidewalk will create a pedestrian-friendly streetscape. The building is oriented parallel to the street, establishing a strong street presence consistent with existing forms along Riverside and Windridge drives.

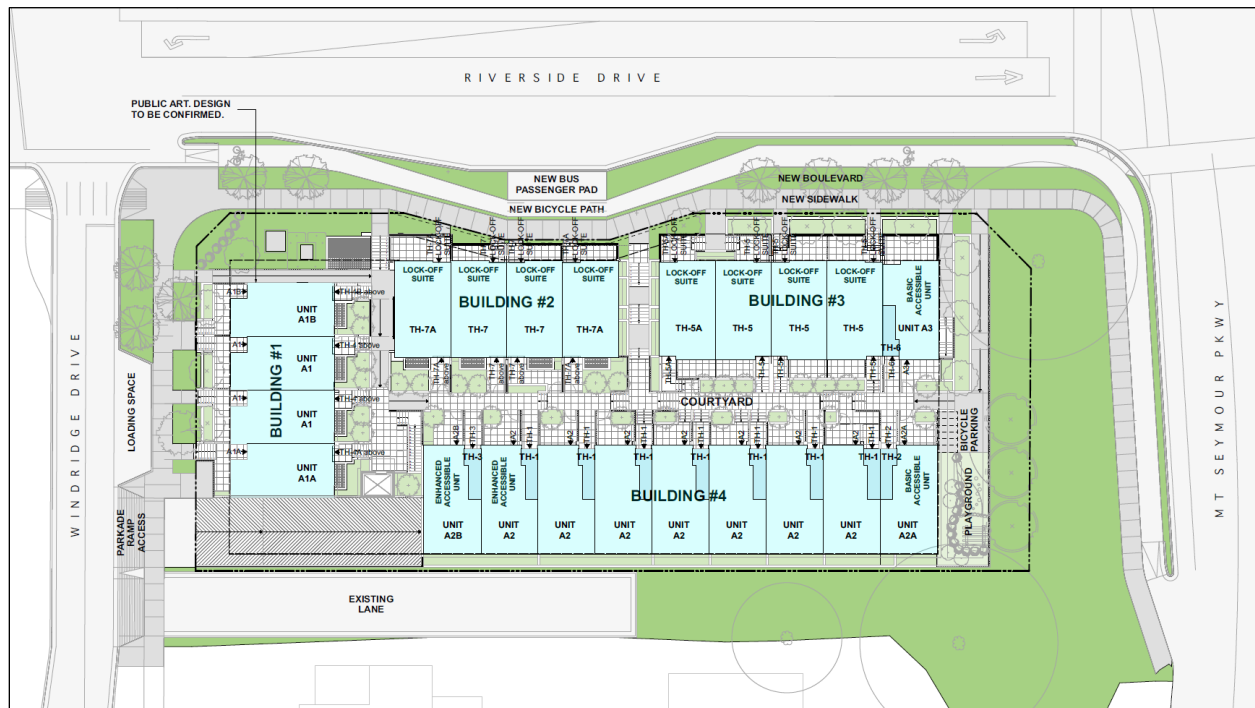


Figure 5: Proposed Site Plan



Development Permit Areas

A detailed review of development permit issues, outlining the project's compliance with the applicable development permit guidelines will be provided for Council's consideration should the application proceed through the rezoning process.

The site is currently in the following Development Permit Area(s):

- Form and Character of Ground-Oriented Housing;
- Energy and Water Conservation and Green House Gas Emission Reduction; and
- Protection of Development from Hazardous Conditions - Wildfire Hazard.

Form and Character of Ground-Oriented Housing

The proposal is in keeping with the OCP Design Guidelines for Ground-Oriented Housing and the Maplewood Village Centre Implementation Plan & Design Guidelines.

The project provides a transition between existing single-family residences to the north, south, east, west, and a multifamily development to the west along Mt. Seymour Parkway. Orientation of the proposed building is parallel to the street providing a strong street presence consistent with existing Riverside & Windridge Drive building forms.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on July 11, 2019, when an earlier iteration of the project was under review.

The Panel recommended approval of the townhouse design subject to the satisfaction of District staff. The applicant has addressed staff comments by redesigning the ground-floor one-bedroom units to introduce more natural light into the units, increasing the separation between buildings by setting back the upper floors; providing landscape treatment to frame utilities along Riverside Drive, incorporating a more balanced materiality and character on the west façade, and improving the playground area by adding windows to the west façade.

Energy and Water Conservation and Green House Gas Emission Reduction

The proposal as designed is consistent with the OCP Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. In addition, the applicant has considered the District's Community Energy and Emissions Plan (CEEP) and Council's declaration of a Climate Emergency. The following is a highlight of the proposed components which will be secured in the DP if the project proceeds:

- Designed to meet at a minimum Step Code Level 4 and Emissions Level 3 for Part 9 buildings (buildings 3 and 4) and Step Code Level 3 and Emissions Level 3 for Part 3 buildings (buildings 1 and 2).
- Low flow plumbing fixtures for potable water and wastewater reduction. Rainwater from roofs and terraces is retained on-site (stormwater detention tank) and slowly released to the District storm sewer, which reduces the impact on the District infrastructure.
- All appliances throughout the building are proposed to be energy efficient models, to reduce energy consumption.
- High-efficiency heat recovery ventilator (HRV) units are proposed for each dwelling unit.
- Selection of an appropriate glazing system, with performance criteria related to thermal and visible light transmittance as well as solar heat-gain, positioning of balconies to provide shading during summer months and providing building openings that allow maximum flexibility to users to promote improved indoor air quality are considered.
- 100% of the residential parking spaces will be provided with electric vehicle ready Level 2 charging capabilities.
- Replanting new trees throughout the development to provide shade for the open spaces and buildings as well as help sequester carbon dioxide.

Protection of Development from Hazardous Conditions - Wildfire Hazard

The proposed design reflects the OCP Guidelines for Protection of Development from Hazardous Conditions (Wildfire Hazard). A Wildfire Hazard DP Area Assessment Report by Diamon Head Consulting, dated July 15, 2025, was submitted with the application. The proposal is designed to align with the recommendations of the consultant. Wildfire hazard protection requirements will be secured by covenant.

Landscaping and Tree Replacement Strategy

The conceptual landscape plan (Figure 6) illustrates the proposed public realm improvements, including areas along adjacent streets, tree and shrub replacement planting, a children's play area, an outdoor amenity space, and private unit outdoor patios. There is also shrub planting throughout the site interior used to delineate and provide privacy between the private outdoor spaces and common areas.

The proposal would require the removal of a significant number of trees both on- and off-site. The applicant has submitted an arborist report as part of the application. Due to the scale of the proposed development and to mitigate the Wildfire threat to the development, many of the trees are recommended for removal. Several of the trees are in poor to moderate condition. With the proposed removal of the large-diameter trees, 33 replacement trees are proposed to be located at appropriate locations on site or along the Riverside and Windridge Drive frontage.

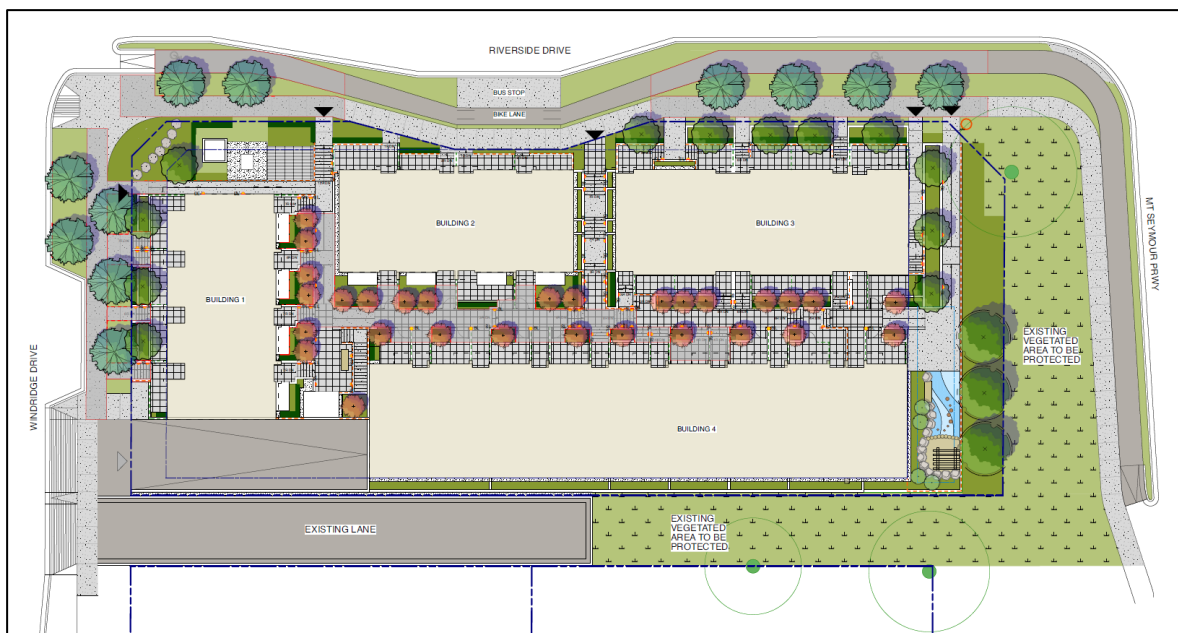


Figure 6: Proposed Landscape Plan



Climate Ready Rezoning Policy

The proposal is a rezoning and classified as a Part 3 building (buildings 1 and 2), therefore the [Climate Ready Rezoning Policy](#) applies. The applicant submitted a Climate Ready Design Strategy as part of their detailed application. This strategy will, through the BP process, explore use of sustainable insulation, low-carbon finishes and efficient envelope design.

Accessibility Design Strategy

The proposal fulfils the requirements of the [Accessible Design Policy](#) for Multifamily Housing through ground floor access for all the units and an elevator from the underground to main floor access. Additionally, two of the proposed units (5.5%) will include enhanced accessibility features, while two other units will be designed to accommodate adaptable accessibility features. Six accessible parking spaces are also provided to complement the other accessible design features.

Vehicle Parking

All vehicle parking is proposed in a single-level underground parkade accessed via Windridge Drive. The applicant is seeking parking rates in line with the [Alternative Vehicle Parking Rates Policy](#), which includes a total of 38 parking spaces, 34 unbundled residential parking spaces and 4 visitors parking spaces , whereby 6 are accessible.

	Resident Parking	Visitor Parking	Total
Residential	34	4	38

The applicant has submitted a Transportation Impact Assessment prepared by Bunt & Associates dated September 24, 2025, that supports the proposed parking rate. The following Transportation Demand Management (TDM) measures are proposed that will be secured by way of Development Covenant:

- A shared bicycle fleet of 4 bicycles for use by the residents, consisting of EV bikes;
- A bicycle maintenance facility at the parkade;
- Transit stop improvements, including installation of a concrete bus pad for wheelchair accessibility and bus benches;
- Transportation marketing services for residents, including targeted messaging and communications campaigns, incentives, and contests (e.g., offering gift cards or prize draws for participating in local cycling events such as Go By Bike Week);
- A multi-modal wayfinding information system providing durable, multimodal wayfinding signage outside the main building entrance to direct residents and visitors to the nearby transportation network and amenities;
- Public bike maintenance stand; and

- Transit passes, including a 100% subsidy for a four-month, two-zone transit pass per unit, upon request by the resident.

Staff consider the proposed parking rate acceptable, given that the site is served by transit, includes features that improve conditions for pedestrians and cyclists, and is proximate to the Maplewood Village Centre.

The proposal also complies with the *Electric Vehicle Charging Policy*, with all vehicle parking stalls being provided with energised outlets capable of Level 2 charging or higher. This requirement will be secured in the Development Covenant.

In addition, the project includes a waste room and designated car wash space in the underground parkade and a small garbage staging area at-grade along Windridge Drive.

Bicycle Parking

The application includes 74 Class 1 “long-term” bicycle parking spaces in the parkade within one common bike room. There are also 6 Class 2 “short-term” bicycle parking spaces proposed at-grade along the north edge of the site. This meets the Bicycle Parking and End-of-Trip Facilities Policy. The requirements for the bicycle spaces are secured in the proposed CD161 zone.

	Class 1 (Long Term) – Secure Bicycle Storage	Class 2 (Short Term) – Bicycle Storage	Total
Residential	74	6	80

A bicycle maintenance room is proposed in the underground parking garage. Bicycle maintenance rooms typically include a work bench, repair tools, and tire pumps to allow residents to maintain their bicycle and help encourage continued bicycle use.

In conjunction with the pedestrian and cycling infrastructure improvements proposed, the bicycle parking and bike maintenance room proposed, along with the proximity to transit service should help to reduce reliance on private vehicle use for residents and visitors to the project.

Land Dedication and Frontage and Off-Site Improvements

The application includes significant dedication (approximately 333.38 m²) and improvements along Riverside Drive, as well as improvements along the site frontages on Windridge Drive and Mt Seymour Parkway.

Improved street frontages include street tree plantings and streetlight upgrades (including pedestrian lighting), curb, gutter, and paving improvements, along the existing and proposed roadways adjacent to or within the development.

The application is also required to upgrade 75 m of stormwater main along Mt Seymour Parkway, further contributing to the build-out of the community infrastructure.

The estimated value of site improvement works (engineering and landscaping) is \$1,670,000. This estimate has been provided by the applicant, and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

Community Amenity Contribution

The District's Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. Given the time of the application submission date, this site is subject to the CAC policy and in particular, the target rate CAC, which is calculated at \$622,858.

The collection of the CAC will be at BP stage, and the allocation of the funds towards community amenities are entirely at Council direction. Generally, the funds can be directed towards affordable housing, parks and trail improvements, public art, and other public realm improvements.

Financial Implications

The application includes the following financial benefits to the community:

- Frontage works (off-site improvements and landscaping) currently estimated at approximately \$1,670,000;
- Land dedications totalling approximately 333.38 m² (3,588.47 sq. ft.);
- Upgrade of existing storm main along the Mt. Seymour Parkway to approximately 75 m westward;
- DCC's on 36 strata townhouse units (estimated at \$821,052 based on 2026 rate, provided for information only, actual figure subject to the rate at BP stage);
- Greater Vancouver Sewerage & Drainage District (GVS&DD), Greater Vancouver Waste District (GVWD), and TransLink DCCs (estimated at a total of \$901,856 based on 2026 rates, provided for information only, actual figure subject to the rates at BP stage); and
- CAC of \$622,858.

Concurrence

The project has been reviewed by staff from the Environment, Building and Permits, Legal, Parks, Engineering, Community Planning, Urban Design, Transportation, and Fire departments and the Arts Office.

The District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770) affects land lying within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Transit will be required after third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan

The applicant will be required to provide a Construction Traffic Management Plan (CTMP) for review by District Staff at BP stage. The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement along Riverside Drive and Mt. Seymour Parkway.

Should the project proceed, staff will report back on detailed CTMP measures in the DP report.

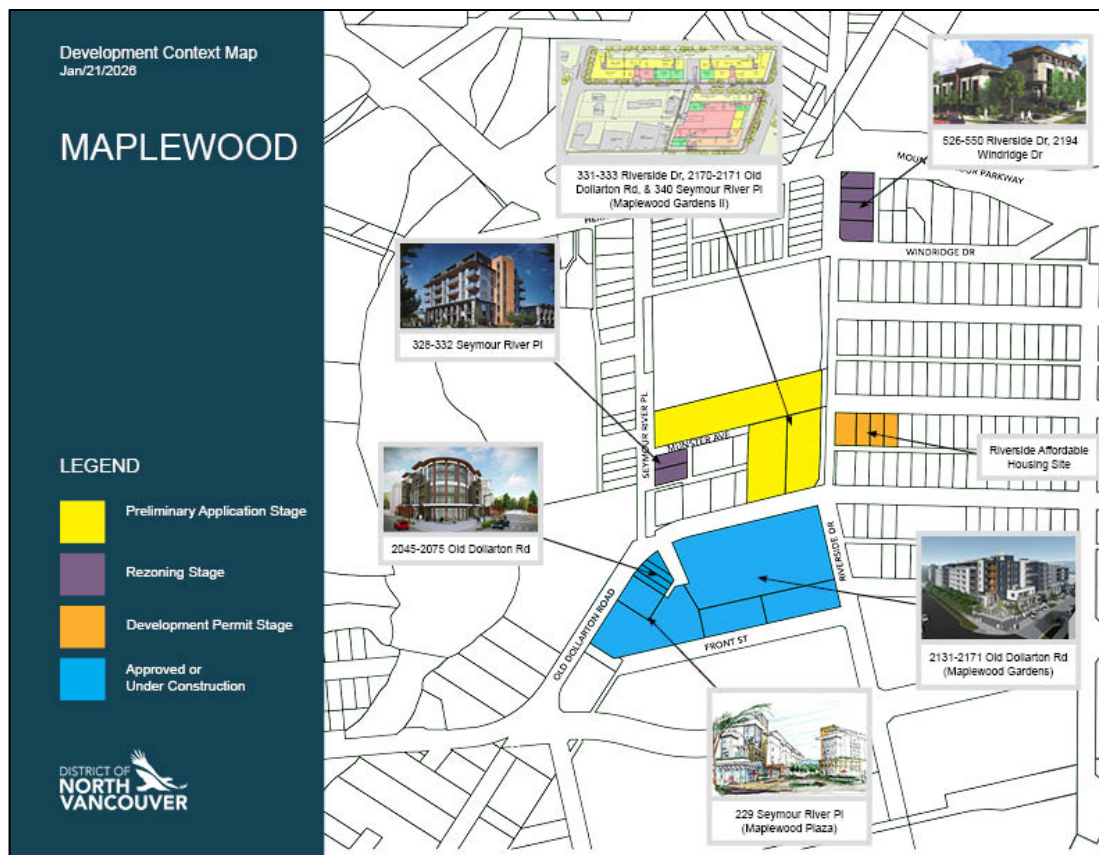


Figure 7: Development context Map

Public Input

The applicant held a virtual Public Information Meeting between November 24th – December 5th, 2025. In accordance with the District’s Non-Statutory Public Consultation for Development Applications Policy notices were distributed to neighbours within a 100-metre (330-ft.) radius of the site. Two signs were placed on the property to notify passersby of the meeting, and advertisements were placed in two consecutive issues of the North Shore News.

A webpage was established for this project on the District’s website for the virtual PIM. A total of approximately 49 individuals posted on the virtual PIM webpage. The copy of the virtual PIM Summary Report is attached as **Attachment 3**.

Key comments of support include:

- Emphasis on the need for additional housing in the Maplewood area, including family-oriented units and diverse housing types.
- Recognition of the project’s alignment with the Official Community Plan and long-term growth objectives.
- Support for proposed public realm and active transportation improvements, including Spirit Trail upgrades, sidewalks, landscaping, bike infrastructure, and transit access. Acknowledgment that these improvements contribute to neighbourhood safety, connectivity, and revitalization.

Noted below are the key concerns and questions raised, along with the applicant and staff’s response:

Desire for more parking: The proposed 38 parking spaces, including 4 visitor spaces, meet the AVPR requirements. Given the site constraints, the development’s location within Maplewood Village, and the inclusion of TDM measures with convenient access to transit, the proposed parking rate is considered acceptable by staff.

Traffic congestion, safety, and road/intersection design: The project includes significant improvement to works and services along all street frontages, including the southwest corner of the Riverside Drive and Mt Seymour Parkway intersection. Both interim and ultimate roadworks will be designed and implemented in accordance with District best practices and guidelines to ensure the safety of drivers, cyclists, and pedestrians. Road dedication along Riverside Drive is proposed to accommodate the planned cross-section, which includes a sidewalk, bike lane, sodded and treed boulevard, bus pull-in, passenger pad, and an interim vehicle traffic configuration.

Additional concerns included construction impacts, environmental considerations, and affordability. Several comments requested further clarification on these matters, indicating

general support for housing in principle but a desire for greater certainty that infrastructure and safety issues will be adequately addressed.

IMPLEMENTATION

Implementation of this project will require a rezoning, as well as issuance of a development permit and registration of legal agreements.

Bylaw 8770 (**Attachment 1**) rezones the subject site from RS4 to a new Comprehensive Development Zone 161 (CD161) which:

- establishes the permitted residential uses;
- allows home occupations as an accessory use;
- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations; and
- establishes parking and other regulations specific to this project.

A legal framework will be required to support the project, and it is anticipated that a development covenant will be used to secure items such as the details of off-site servicing and, accessibility and other requirements.

Additional legal documents required for the project will include:

- subdivision plan showing road dedications;
- statutory right of way to secure public access to on-site relevant areas;
- development covenant to reference the general form and layout of project as well as requirements for off-site servicing and on-site public features, adaptable design features, unit mix, construction traffic management plan, transportation demand management measures, electric vehicle charging infrastructure, bike facility requirements, storage facilities requirements, universal (handicap) parking requirements, and recycling and waste management facilities;
- stormwater management covenant; and
- Covenant to specify that any “unsold” parking spaces be transferred to strata corporation.

CONCLUSION

This project assists in the implementation of OCP by providing ground-oriented units for families and seniors in an amenity-rich village centre. It is along a transit corridor and will directly contribute to the network of walking and cycling routes used by residents with a range of abilities. Staff support this application and recommend the rezoning bylaw receives first, second, and third readings.

OPTIONS

The following options are available for Council's consideration:

1. Give Bylaws 8770 First, Second, and Third readings (staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Abandon the bylaws at First Reading.

Respectfully submitted,



Mina Sami
Development Planner

ATTACHMENTS

1. BYLAW 8770 – District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770)
2. Architectural Drawings
3. Virtual Public Information Meeting Summary Report

REVIEWED WITH:

☐ Community Planning	_____	☐ Clerk's Office	_____	External Agencies:	
☐ Development Planning	_____	☐ Communications	_____	☐ Library Board	_____
☐ Development Engineering	_____	☐ Finance	_____	☐ NS Health	_____
☐ Utilities	_____	☐ Fire Services	_____	☐ RCMP	_____
☐ Engineering Operations	_____	☐ ITS	_____	☐ NVRC	_____
☐ Parks	_____	☐ Solicitor	_____	☐ Museum & Arch.	_____
☐ Environment	_____	☐ GIS	_____	☐ Other:	_____
☐ Facilities	_____	☐ Real Estate	_____		
☐ Human Resources	_____	☐ Bylaw Services	_____		
☐ Review and Compliance	_____	☐ Development Services	_____		

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The Corporation of the District of North Vancouver

Bylaw 8770

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770)”.

2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

a) Part 2A Definitions is amended by adding CD161 to the list of Zones that Part 2A applies to.

b) Section 301(2) by inserting the following zoning designation:

“Comprehensive Development Zone 161 CD161”

c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive to Schedule B:

“4B 161 Comprehensive Development Zone 161 CD161

The CD161 Zone is applied to:

- i.) LOT 1 BLOCK 44 DISTRICT LOT 611 PLAN 11853 (007-905-815)
- ii.) LOT F BLOCKS 44, 45 AND 49 DISTRICT LOT 611 PLAN 3903
(002-468-271)
- iii.) LOT B BLOCK 50 DISTRICT LOT 611 PLAN 15472 (007-659-784)
- iv.) LOT A BLOCK 50 DISTRICT LOT 611 PLAN 15472 (006-317-022)

4B 161 – 1 Intent

The purpose of the CD161 Zone is to permit a ground-oriented, multi-family residential development.

4B 161 – 2 Permitted Uses

The following *principal uses* shall be permitted in the CD161 Zone:

- a) Uses Permitted Without Conditions:

Not Applicable.

- b) Conditions Uses:

The following *principal uses* are permitted when the conditions outlined in Section 4B 161 – 3 Conditions of Use are met:

- i) *Residential Use.*

4B 161 – 3 Conditions of Use

- a) *Residential*: Residential uses are only permitted when the following conditions are met:

- i) Each dwelling unit has access to a private or semi-private outdoor space; and
- ii) Each dwelling unit has exclusive access to a shared parkade and storage space.

4B 161 – 4 Accessory Uses

- a) *Accessory uses* customarily ancillary to the *principal uses* are permitted.
- b) *Home occupations* are permitted in *residential* units.

4B 161 – 5 Density

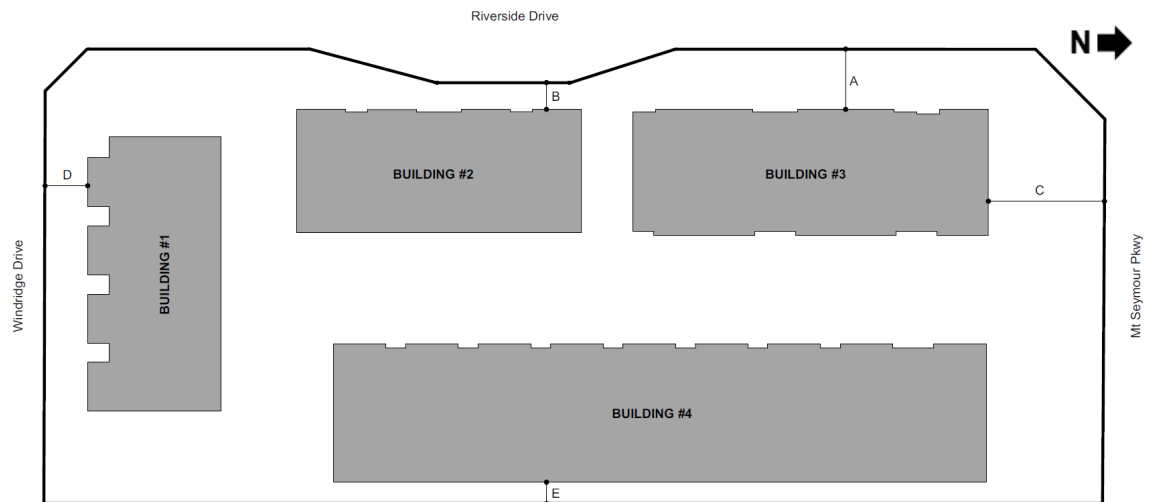
- a) The maximum permitted *gross floor area* is 3,283 m² (35,340 ft²) and a maximum of 36 *residential* units (for greater certainty, permitted lock-off units do not count towards maximum residential units).
- b) For the purpose of calculating *gross floor area*, the following are exempted:
 - i) Underground parking, storage, maintenance areas, and any other areas located below grade in a structure which has an exposed exterior wall less than 1.2 m (4 ft.) above finished grade.

4B 161 – 6 Setbacks

- a) Buildings must be set back from property lines to the closest building face (excluding any partially exposed underground parking structure) as established by development permit and in accordance with “Table 1” and “Figure 1”.

Table 1. Setbacks	
Setback Identifier	Minimum Required Setback
A	4.2 m (14 ft)
B	1.8 m (6 ft)
C	8.3 m (27.3 ft)
D	3.0 m (10 ft)
E	1.5 m (5 ft)

Figure 1



- b) The following projections within required setbacks are permitted:

Element	Maximum projection into setback permitted
Underground parking structures, grade level decks, grade level patios	2.6 m (8.5 ft)
Balconies, window wells, roof overhangs, vertical projections, unit entrance canopies	1.3 m (4.2 ft)
Unit entry stairs	No maximum

4B 161 – 7 Height

- a) The maximum permitted heights for any building in the CD161 zone are as follow:

Table 2. Building Height		
Building	Maximum Permitted Height	Maximum Storeys
Building 1	12.2 m (40.0 ft)	4 storeys above parkade
Building 2	11.8 m (38.7 ft)	4 storeys above parkade
Building 3	11.3 m (37.0 ft)	3 storeys above parkade
Building 4	13.5 m (44.2 ft)	3 storeys above parkade

- b) Elevator penthouses, heating, cooling, ventilation and other mechanical equipment required for building operations are permitted above the maximum height limit, provided they are screened and integrated into the building's design and do not extend more than 1.2 metres (4 feet) above the highest point of any roof surface.

4B 161 – 9 Coverage

- a) Building Coverage: The maximum building coverage is 50%.
- b) Site Coverage: The maximum site coverage is 100%.

4B 161 – 10 Landscaping and Storm Water Management

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) A 2m (6.6 ft) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with 90% opacity, is required to screen from view:
- i) any utility boxes, vents or pumps that are not located underground and/ or within a building; and
 - ii) any solid waste (garbage, recycling, compost) or loading areas or facilities that are not located underground and / or within a building.

4B 161 – 11 Parking, Loading and Servicing Regulations

- a) Parking and bicycle storage are required as follows:

Table 3. Parking Requirements	
Use	Parking Requirement
Residential Parking	Minimum of 0.9 spaces / residential unit
Residential Visitor Parking	Minimum of 4 spaces
Accessible Parking	Minimum of 6 spaces
Residential Bicycle storage spaces	Minimum of 74 spaces (2.05 spaces / residential unit)
Visitor Bicycle storage spaces	Minimum of 6 spaces

- b) Bicycle storage for residents shall be provided on the basis of two spaces per unit.
- c) Except as specifically provided in Section 4B 161-11 Parking and Loading shall be provided in accordance with Part 10 of this Bylaw.

”

2.2 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lands from Single Family Residential 6000 Zone (RS4) to Comprehensive Development Zone 161 (CD161).

READ a first time

READ a second time

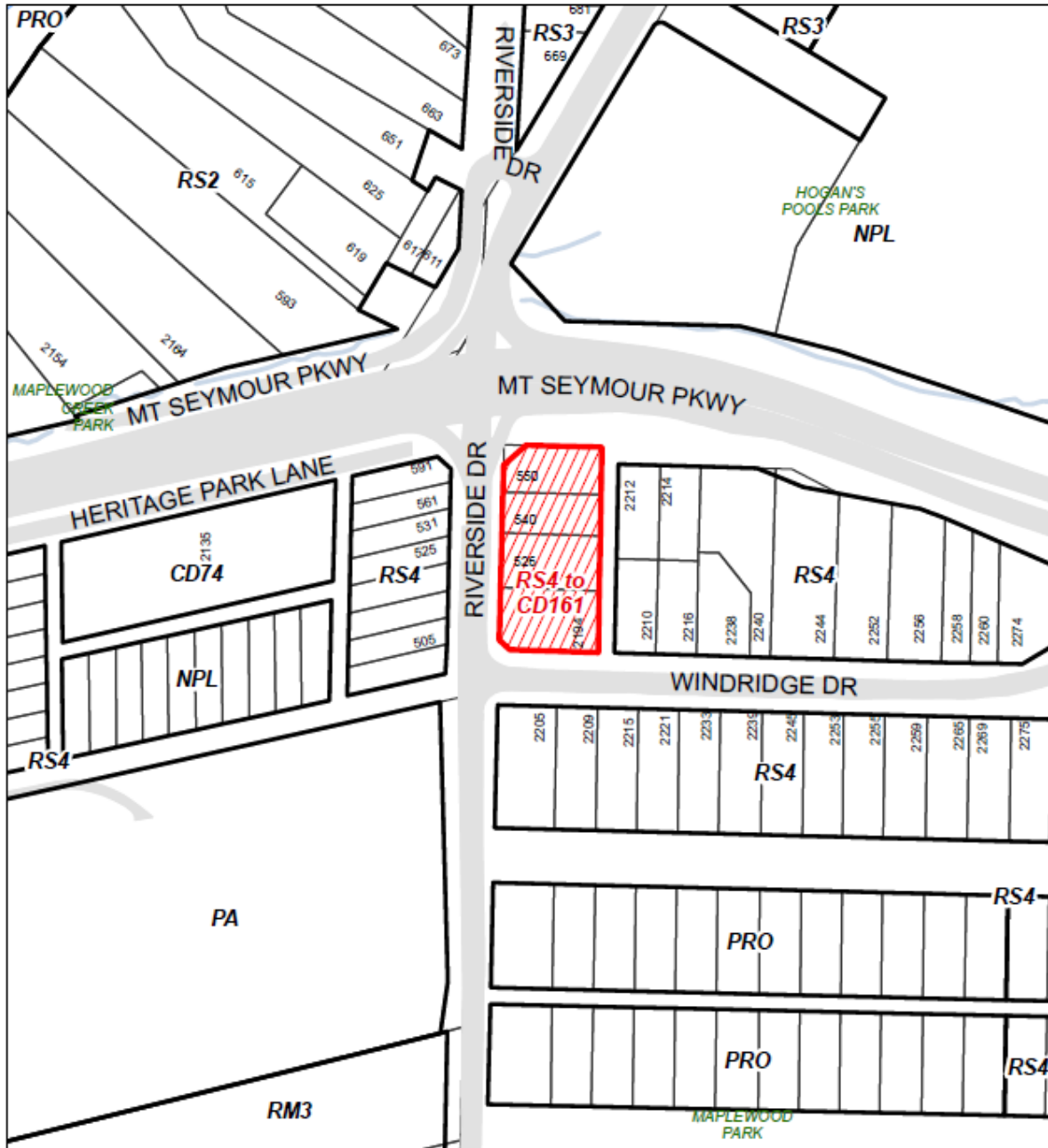
READ a third time

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8770



**SINGLE FAMILY RESIDENTIAL ZONE 4 (RS4) TO
COMPREHENSIVE DEVELOPMENT ZONE 161 (CD161)**





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PROPOSED MULTI-FAMILY DEVELOPMENT

Issue 8 - RZ / DP Resubmission

February 23, 2026

CONTACT LIST

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Interior Designer				
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Civic Address:

526 - 550 RIVERSIDE DRIVE & 2194 WINDRIDGE DRIVE, NORTH VANCOUVER, BC

Development Permit Number: N/A

Building Permit Number: N/A

Note: Drawings only to scale when printed on 42x30 sheets

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A-4.200	COURTYARD ELEVATIONS	1/8" =	1'-0"
A-4.300	COURTYARD ELEVATIONS	1/8" =	1'-0"

Sections

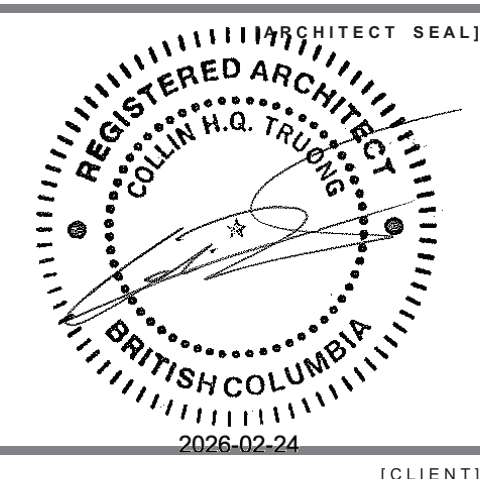
A-5.000	xxxx
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Supplemental

A-8.000	SHADOW STUDY		
A-8.100	FLOOR AREA REFERENCE MODEL	1' =	1'-0"
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Architectural Drawing Issues

2019-05-24	Issue 1 - Detailed Application
2024-12-16	Issue 2 - RZ / DP Application
2025-08-05	Issue 3 - RZ / DP Resubmission
2025-09-25	Issue 4 - RZ / DP Resubmission
2025-11-20	Issue 5 - RZ / DP Resubmission
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2026-02-03	Issue 7 - RZ / DP Resubmission
2026-02-23	Issue 8 - RZ / DP Resubmission



SUMMIT WIND REAL
ESTATE LP

PROPOSED MULTI-FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

COVER PAGE

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.000

Statistics

Riverside & Windridge Drive			
Project Owner	Summit Wind Real Estate LP		
Project Contact	Matt Hardwick - Montage Development - matt@montagedevelopment.ca		
Project Architect	Collin Truong - Integra Architecture Inc - T.604.688.4220 2330-200 Granville Street, BC V6C 1S4		
Project Number	24668		
Civic Address	2194 Windridge Drive, 526, 540 and 550 Riverside Drive		
Legal Description	LOT 1 BLOCK 44 DISTRICT LOT 611 PLAN 11853 (007-905-815) LOT F BLOCKS 44, 45 AND 49 DISTRICT LOT 611 PLAN 3903 (002-468-271) LOT B BLOCK 50 DISTRICT LOT 611 PLAN 15472 (007-659-784) LOT A BLOCK 50 DISTRICT LOT 611 PLAN 15472 (006-317-022)		
Project Description	Multi-family development		
Total Gross Site Area	0.676 Acres	29,450.06 SF	2736.00 m2
Land Dedication (TBC by survey)	0.082 Acres	3,588.47 SF	333.38 m2
Net Site Area (TBC by survey)	0.59 Acres	25,861.59 SF	2402.62 m2
Maximum Building Site Coverage	TBC		
Proposed Building Site Coverage	50%	13042.94 SF	1211.73 m2
Current Zoning:	RS4		
Proposed Zoning:	CD		
OCP Designation	Maplewood OCP		
Development Permit Area			

Min. Set Backs		Required		Proposed	
		8 ft	2.43 m	14 ft	4.2 m
	Front Yard - Riverside Drive	8 ft	2.43 m	6 ft	1.8 m
	(Adjacent to Bus Stop)	10 ft	3.0 m	10 ft	3.0 m
	Side Yard - Windridge	27.3 ft	8.3 m	27.3 ft	8.3 m
	Side Yard - Mt. Seymour	5 ft	1.5 m	5 ft	1.5 m
	Rear Lane				

FSR			
Permitted Density:	1.20	35,340.1 SF	3,283 m2
Proposed Density (Based on Gross Site Area)	1.18	34,804.7 SF	3,233 m2

Building Heights			
<i>*Note: Height refers to the vertical distance from the average, at the base of the building or structure, of the lesser of the natural grade and the finished grade to the highest point of the roof surface.</i>			
Allowed Height	4 Storey	39.4 ft	12.01 m
Proposed Height			
	Building 1	4 Storey	40.0 ft
	Building 2	4 Storey	38.7 ft
	Building 3	3 Storey	37.0 ft
	Building 4	3 Storey	44.2 ft

Unit Mix	Studio	1 Bed	2 Bed	3 Bed	4+ Bed	Total
TH-1			7			7
TH-2			1			1
TH-3			1			1
TH-4				2		2
TH-4A				1		1
TH-4B				1		1
TH-5 (Lock-Off Suite)				3		3
TH-5A (Lock-Off Suite)				1		1
TH-6			1			1
TH-7 (Lock-Off Suite)					2	2
TH-7A (Lock-Off Suite)					2	2
Unit A1		2				2
Unit A1A		1				1
Unit A1B		1				1
Unit A2		6				6
Unit A2 (Enhanced Accessible)		1				1
Unit A2A (Basic Accessible)		1				1
Unit A2B (Enhanced Accessible)			1			1
Unit A3 (Basic Accessible)			1			1
Total	0	14	10	8	4	36
Mix	0%	39%	28%	22%	11%	100%
Family Unit %			61%			
Accessible Design		No Requirement	Provided	4	11%	

Unit Summary				
# Units	Saleable /			
	Leasable Unit Area	Balcony	Deck / Patio	
TH-1	7	7,510	203	
TH-2	1	1,082	27	
TH-3	1	1,082	29	
TH-4	2	2,478	56	175
TH-4A	1	1,250	28	87
TH-4B	1	1,250	36	87
TH-5 (Lock-Off Suite)	3	4,256	59	
TH-5A (Lock-Off Suite)	1	1,432	32	
TH-6	1	1,004	20	
TH-7 (Lock-Off Suite)	2	3,384	57	141
TH-7A (Lock-Off Suite)	2	3,417	64	141
Unit A1	2	952	0	
Unit A1A	1	481	0	
Unit A1B	1	481	0	
Unit A2	6	2,906	0	
Unit A2 (Enhanced Accessible)	1	484	0	
Unit A2A (Basic Accessible)	1	490	0	
Unit A2B (Enhanced Accessible)	1	490	0	
Unit A3 (Basic Accessible)	1	436	0	
Unit Total	36	34,864	611	630

Building Summary Gross Floor Area (SF)					Deductions			Excluded		FSR	
A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
# Units	Saleable/Leasable Unit Area			Gross Buildable	Exterior Cladding		Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
Building 1	6,892			6,892	0			121	349	470	6,892
Building 2	6,801			6,801	24			120	281	402	6,777
Building 3	7,128			7,128	35			112	0	112	7,094
Building 4	14,043			14,043	0			259	0	259	14,043
Total	34,864			34,864	59	0		611	630	1,241	34,805

Building 1 Gross Floor Area (SF)					Deductions			Excluded		FSR	
A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
# Units	Saleable/Leasable Unit Area			Gross Buildable	Exterior Cladding		Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
L1	x1 A1A, x2 A1, x1 A1B	1,913		1,913	0			0	0	0	1,913
L2	x1 TH-4A, x2 TH-4, x1 TH-4B	1,892		1,892	0			121	0	121	1,892
L3	x1 TH-4A, x2 TH-4, x1 TH-4B	1,861		1,861	0			0	0	0	1,861
L4	x1 TH-4A, x2 TH-4, x1 TH-4B	1,225		1,225	0			0	349	349	1,225
Total	6,892			6,892	0	0		121	349	470	6,892

Building 2 Gross Floor Area (SF)					Deductions			Excluded		FSR	
A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
# Units	Saleable/Leasable Unit Area			Gross Buildable	Exterior Cladding		Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
L1	x2 TH-7A, x2 TH-7	1,941		1,941	24			0	0	0	1,917
L2	x2 TH-7A, x2 TH-7	1,812		1,812	0			120	0	120	1,812
L3	x2 TH-7A, x2 TH-7	1,781		1,781	0			0	0	0	1,781
L4	x2 TH-7A, x2 TH-7	1,267		1,267	0			0	281	281	1,267
Total	6,801			6,801	24	0		120	281	402	6,777

Building 3 Gross Floor Area (SF)					Deductions			Excluded		FSR	
A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
# Units	Saleable/Leasable Unit Area			Gross Buildable	Exterior Cladding		Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
L1	x1 TH-5A, x3 TH-5, x1 A3, x1 TH-6	2,457		2,457	35			0	0	0	2,422
L2	x1 TH-5A, x3 TH-5, x1 TH-6	2,336		2,336	0			112	0	112	2,336
L3	x1 TH-5A, x3 TH-5, x1 TH-6	2,336		2,336	0			0	0	0	2,336
Total	7,128			7,128	35	0		112	0	112	7,094

Building 4 Gross Floor Area (SF)					Deductions			Excluded		FSR	
A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
# Units	Saleable/Leasable Unit Area			Gross Buildable	Exterior Cladding		Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
L1	x7 A2, x1 A2A, x1 A2B, x7 TH-1, x1 TH-2, x1 TH-3	4,941		4,941	0			0	0	0	4,941
L2	x7 TH-1, x1 TH-2, x1 TH-3	4,796		4,796	0			259	0	259	4,796
L3	x7 TH-1, x1 TH-2, x1 TH-3	4,305		4,305	0			0	0	0	4,305
Total	14,043			14,043	0	0		259	0	259	14,043

Off-Street Parking					
* See TDM Report					
AVPR Rates & Reductions					
Land Use	QTY	Breakdown	Base AVPR Rate (Spaces / Unit)	Base AVPR Requirement (Spaces)	Unbundled Parking Reduction
Townhome (Strata Residential)	14	1 bedroom	1.05	15	-5% (-2 spaces)
	10	2 bedrooms	1.25	13	
	12	3+ bedrooms	1.4	17	
Visitor	36	Dwelling units	0.1	4	-
TOTAL				48	-2 SPACES
Vehicle Parking Minimums					
Land Use	QTY	Breakdown	Minimum AVPR Rate (Spaces/Unit)	Minimum AVPR Requirement (Spaces)	Proposed (Spaces)
Townhome (Strata Residential)	14	1 bedroom	0.9	32	34
	10	2 bedrooms			
	12	3+ bedrooms			
Visitor	36	Dwelling units	0.05	2	4
TOTAL				34	38
Accessible Spaces	6	Spaces for 52-100 Req. Spaces		6	Spaces Required
Max. Small Cars	35%	of Provided spaces		13%	Spaces Provided
Car Wash Stall	N/A	Spaces per 100 units		0	Spaces Required
Loading Class A no requirement, Class B no requirement for less than 100 dwelling units					
Residential Loading	0	Spaces per 100 units		0	Spaces Required
Parking Space Dimensions Required (Width x Length x Height)					
Standard Space	2.7m (8.83 FT) x 5.7m (18.7 FT) x 2.1m (6.9 FT)				
Small Cars Space	2.6m (8.5 FT) x 4.9m (16.1 FT) x 2.1m (6.9 FT)				
Disable Space	3.7m (12.1 FT) x 5.7m (18.7 FT) x 2.1m (6.9 FT)				
Loading	3.0m (9.8 FT) x 9.0m (29.5 FT) x 4m (13 FT)				
Min. Distance to Continuous Wall	0.2m (0.67 FT) (0'-8")				
Min. Drive Aisle Width	6m (19.7 FT)(19'-8 1/2")				
Min. Maneuvering Aisle Width	7m (23 FT)				

Bicycle Space Calculation		Required	Provided
Residential Class 1			
1.5 spaces per studio or 1 bed		21	
2 spaces per 2 bed or more		44	
Vertical (max 25%)			8%
Horizontal (min.75%)			92%
Visitor (Residential Class 2)			
6 spaces for 20 - 59 units		6	6
Total Residential		65	74
Total Visitor		6	6
Total			80

Solid Waste & Recycling			
Residential Garbage			
Total Waste & Recycling Area Required	3x360L totes @ 1.39m2 per tote	4.17 m2	44.89 SF
	2x242L totes @0.99m2 per tote	1.98 m2	21.31 SF
	2x4yd bins @5.38m2 per bin	10.76 m2	115.82 SF
	Total Required	16.91 m2	182.02 SF
	Provided	26.32 m2	283.27 SF
Temporary Storage Area (50% of Storage Area)	Required	8.46 m2	91.01 SF
	Provided	4.95 m2	53.3 SF
Mixed containers	36 Units @ 2 totes/ 31 - 40 unit:	2 totes (360 litres)	(36"X30"X43")
Mixed paper (no cardboard)	36 Units @ 1 tote/ 31 - 40 units	1 totes (360 litres)	(36"X30"X43")
Glass	36 Units @ 1 tote/ 31 - 40 units	1 totes (242 litres)	(32"X24"X42")
Food scraps / yard trimmings	36 Units @ 1 totes/ 31 - 40 unit:	1 totes (242 litres)	(32"X24"X42")
Total Recycling Containers Required		3 totes (360 litres)	(36"X30"X43")
		2 totes (242 litres)	(32"X24"X42")
Garbage	36 Units @ 1 bin/ 31 - 40 units	1 bin (3058 litres)	(72"X58"X54")
Cardboard	36 Units @ 1 bin/ 31 - 40 units	1 bin (3058 litres)	(72"X58"X54")

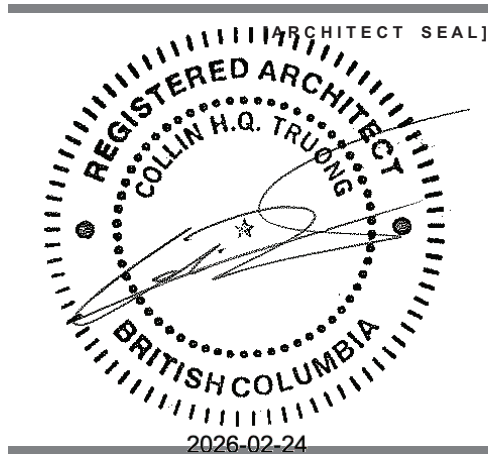


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(PROJECT TEAM)



SUMMIT WIND REAL ESTATE LP

(PROJECT)

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

(TITLE)

DATA SHEET

24668 (PROJECT)

(SCALE)

Feb. 23, 2026 (DATE)

RZ / DP RESUBMISSION (ISSUE)

(DRAWING)

A-0.001

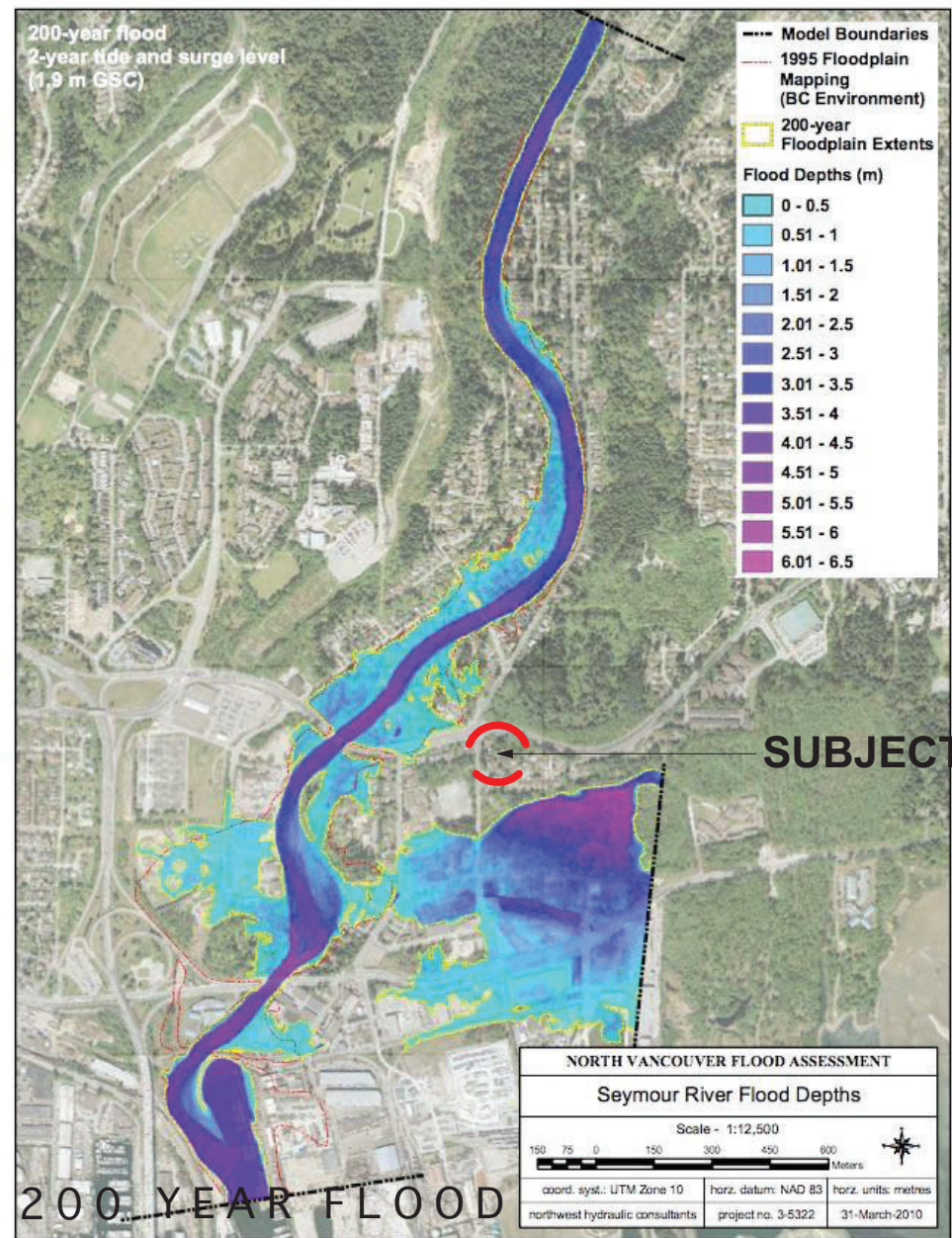
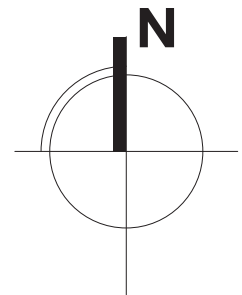


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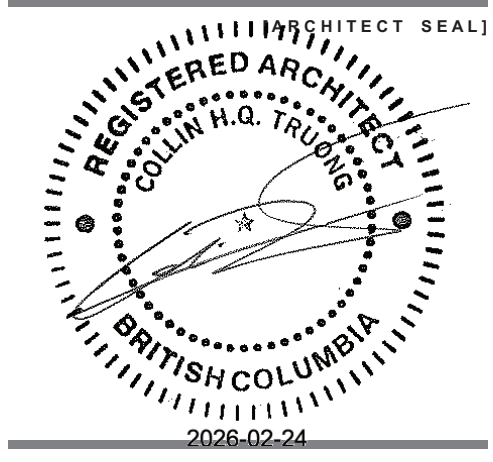
[PROJECT TEAM]



SUBJECT SITE



MAPLEWOOD LAND USE PLAN



SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE CONTEXT

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.010



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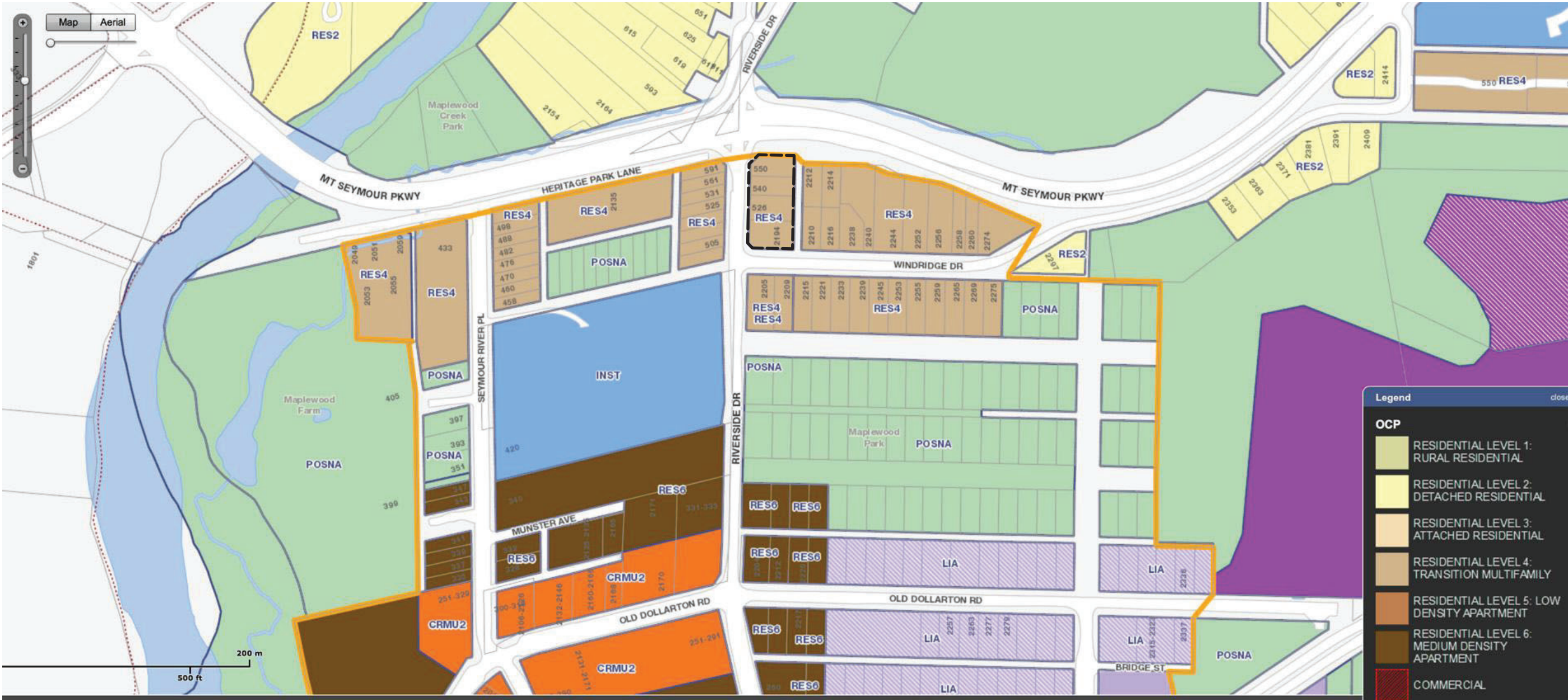
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EXISTING ZONING - RS4

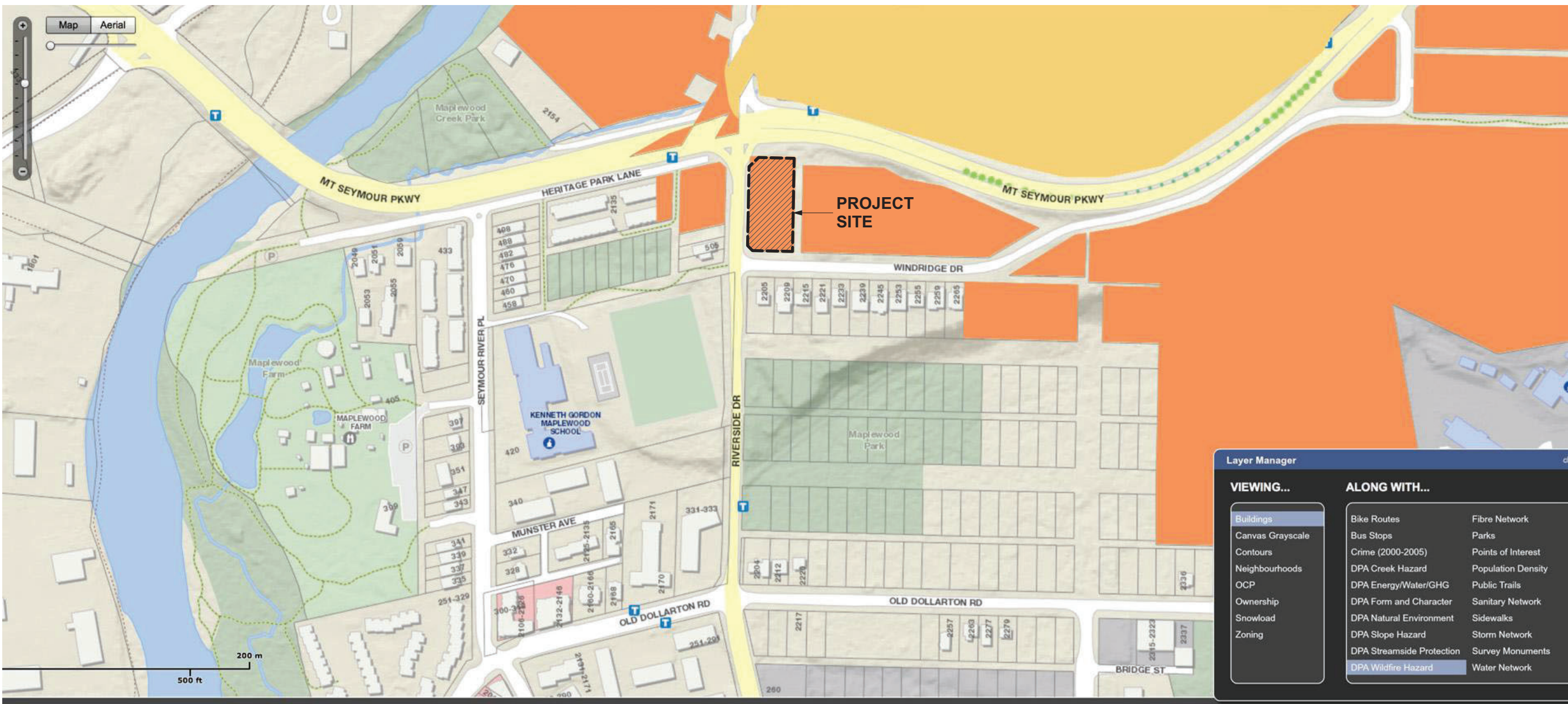
SUBJECT SITE



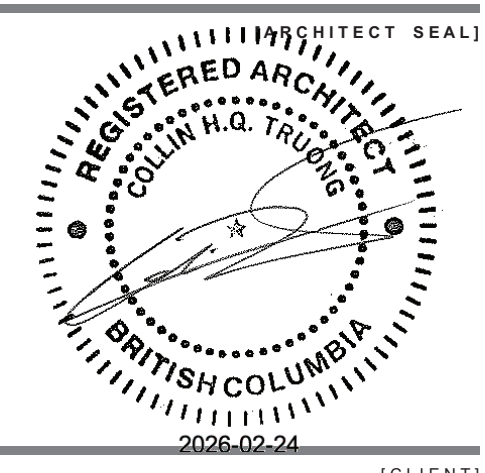
OCP DESIGNATION - RES4

**RESIDENTIAL LEVEL 4:
TRANSITION MULTIFAMILY**

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



DPA WILDLIFE HAZARD



**SUMMIT WIND REAL
ESTATE LP**

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE CONTEXT

24668

Feb. 23, 2026

RZ / DP RESUBMISSION

A-0.011



Integra

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[PROJECT TEAM]



1 NW CORNER - MT SEYMOUR PKWY



MT SEYMOUR PKWY - STREETSCAPE



4 VIEW NORTH - ALONG RIVERSIDE DR



2 SE CORNER - WINDRIDGE DRIVE



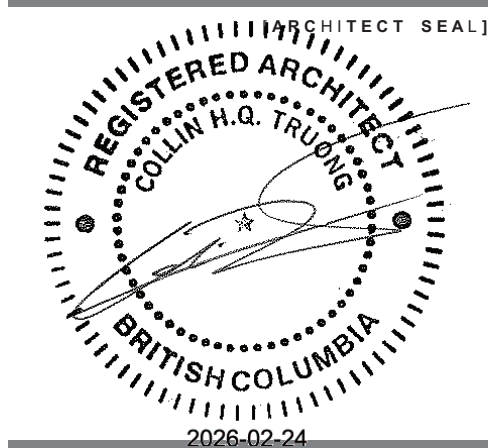
3 SW CORNER - RIVERSIDE DRIVE



5 LANE - ADJACENT SINGLE FAMILY



SITE CONTEXT



SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE CONTEXT AND PHOTOS

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.012

DESIGN RATIONALE

526 – 550 Riverside Drive & 2194 Windridge Drive

INTENT

This rezoning submission proposes to change the zoning of the north-east corner block of Riverside and Windridge Drive between Mt. Seymour Parkway and Windridge Drive (collectively the "Site") from RES-4 to Comprehensive Development CD District. Four legal properties currently comprise the site area and are proposed to be consolidated to create a development site of approximately. 249' x 120' (75.90 x 36.58m) with a total consolidated area of 29,450.06 ft² (2,736 m²). The four properties are currently occupied by single family houses with the following civic addresses, 526, 540, 550 Riverside Drive and 2194 Windridge.

The intent of the development is to provide 36 units of market housing, with a mix of stacked townhomes ranging from 1-bedroom to 4-bedroom units. The proposed residential area is 34,804.7 ft² (3,233 m²) achieving an FSR of 1.18.

NEIGHBOURHOOD CONTEXT

The subject site is located in the Maplewood Neighborhood. It is a rectangular shape, sloped site consisting of 4 single family residential lots. The site is adjacent to single family residences to the north, east, west and south. A treed park is located to the north and Kenneth Gordon Maplewood School is to the east. The site is within the Maplewood OCP designed for transitional multi-family uses for townhouses and apartment developments up to 1.2 FSR.

SITE PLAN CONCEPT

Orientation of the proposed building is parallel to the street providing a strong street presence consistent with existing Riverside & Windridge Drive building forms. The project provides a transition between existing single-family residences to the north, south, east, west, and a multi-family development to the west along Mt. Seymour Parkway. The building is divided into four primary massing's connected by a central entrance element and ground oriented units facing the streets. Along Riverside Drive a future lane dedication has been provided and a new bicycle pathway, boulevard and sidewalk will provide a pedestrian friendly realm.

All residential units at grade are proposed to have ground-oriented entrances to promote pedestrian activity, animate the pedestrian realm, and to provide 'eyes on the street'. Parking access is provided at the south-east corner of the site, adjacent to the lane, to minimize the impact to adjacent homes. A children's playground at the north end of the site and internal courtyard spaces provide an intimate place for social interaction, gathering and encourages community within the development.

FORM OF DEVELOPMENT

The proposed development has a gross floor area of 34,804.7 ft² (3,233 m²) at 1.18 FSR. An outdoor amenity space is provided as well as 38 underground vehicle parking spaces, 74 Class 1 bicycle spaces within the single-level underground parkade, and 6 Class 2 bicycle spaces at grade.

The 36 Residential Units are accessed from a common outdoor open space courtyard located central of the development or along the fronting streets. On the Riverside Drive elevation, a 4 storey stacked townhouse contains four-bedroom units complete with lock-off suites, and a 3 storey stacked townhouse contains three-bedroom units complete with lock-off suites on the ground floor, as well as a one-bedroom lower unit with a two-bedroom upper townhome. On the Windridge elevation, a 4 storey stacked townhouse contains, one-bedroom lower units with a three-bedroom upper townhome unit. Facing the courtyard are 3 storey stacked townhomes with one-bedroom lower units and two-bedroom upper townhome units. 11% of the units are designed to meet the District of North Vancouver Accessible Design Policy for Multi-Family Housing, with direct street and elevator access. The townhome Units range in size from 436 ft² to 1,708 ft² (40 m² – 159 m²).

The unit breakdown includes:

- 14 x 1 Bedroom Units – 39% of Total Number of Units
- 10 x 2 Bedroom Units – 28% of Total Number of Units
- 8 x 3 Bedroom Units – 22% of Total Number of Units
- 4 x 4 Bedroom Units – 11% of Total Number of Units

Architecturally, the 4-storey massing of the development reflects the transitional multifamily neighborhood.

The central courtyard connects the south, east and west portions of the development that marks the main residential entrance. The outdoor patio spaces provide an extension of the interior spaces and an amenity outdoor space is located at the north portion of the site. The south, east and west exposure of the outdoor space will encourage use during afternoon hours.

The rectilinear massing reflects the character of emerging adjacent developments. The upper levels are stepped back from the lower levels to reduce height differentiation within the existing neighbourhood. This stepping back helps to reduce the apparent massing from the pedestrian perspective from the surrounding streets and lane. The recessed upper floors also help to reduce shadowing and to provide a varied street frontage expression.

ARCHITECTURAL CHARACTER

The Architectural Character is Contemporary with Westcoast inspired features that fit comfortably within the Maplewood neighborhood. The use of durable, non-combustible materials such as brick masonry, wood-look cementitious siding, and fibre-cement panels, will enhance fire protection of the development, which is located within a wildfire hazard zone.

Large roof overhangs with strong roof lines provide weather protection and solar shading, while bays and vertical features provide an undulating building form with privacy between adjacencies. Cedar wood-look soffits and elements add warmth to the design character. Fibre-cement panels are proposed to highlight the subtle building form and oversized glazing allows an abundance of natural light.

SUSTAINABILITY

The development will be designed to ensure that all Part 9 buildings will meet BCBC 9.36.6 Step Code Level 4 and Emissions Level 3 (Buildings 3 & 4) and that all Part 3 Buildings will meet BCBC 10.2.3 Step Code Level 3 and Emissions Level 3 (Buildings 1 & 2). Measurable environmentally responsible and sustainability targets will be developed and assessed for the project. Sustainability strategies such as high-performance envelope systems, recycled content of building materials, low VOC interior finishes, waste diversion, parking spaces pre-wired for electric vehicle charging as well as high energy efficient appliances & fixtures will be considered. This development is intended to contribute to the Maplewood neighbourhood by creating a more sustainable and livable community.

ACCESSIBILITY

The development includes four dwelling units designed in accordance with the District of North Vancouver's Accessible Design Policy for Multi-Family Housing. Two units incorporate Basic Accessible Design elements, and the other two include Enhanced Accessible Design elements. Accessibility is provided to the entry and courtyard areas of these units by accessible ramps from Windridge Drive and Riverside Drive. The underground parkade includes six accessible parking spaces, with elevator access provided to the courtyard and street level.

CPTED (Crime Prevention Through Environmental Design)

The project has taken CPTED into consideration by ensuring the following, but not limited to:

Natural Surveillance

- Windows overlooking public and private areas.
- Transparency at building entrances and exits.
- Landscape design that provides surveillance and visibility
- Ensuring problem areas are well lit (eg. pathways, stairs, entries/exits, parking areas)
- Provide visibility though screens/fences

Natural Access Control

- Clearly identifiable point of entries
- Eliminate design features that provide access to roofs and upper levels

Natural Territorial Reinforcement

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Restricted private activities to defined private areas.
- Display security system signage at access points.
- Scheduling activities in common areas to increase proper use, attracts more people and increases the perception that these areas are controlled.

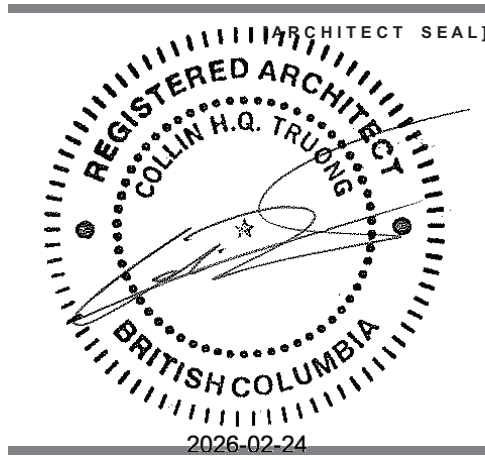


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[PROJECT TEAM]



**SUMMIT WIND REAL
ESTATE LP**

[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

**DESIGN
RATIONALE**

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.020



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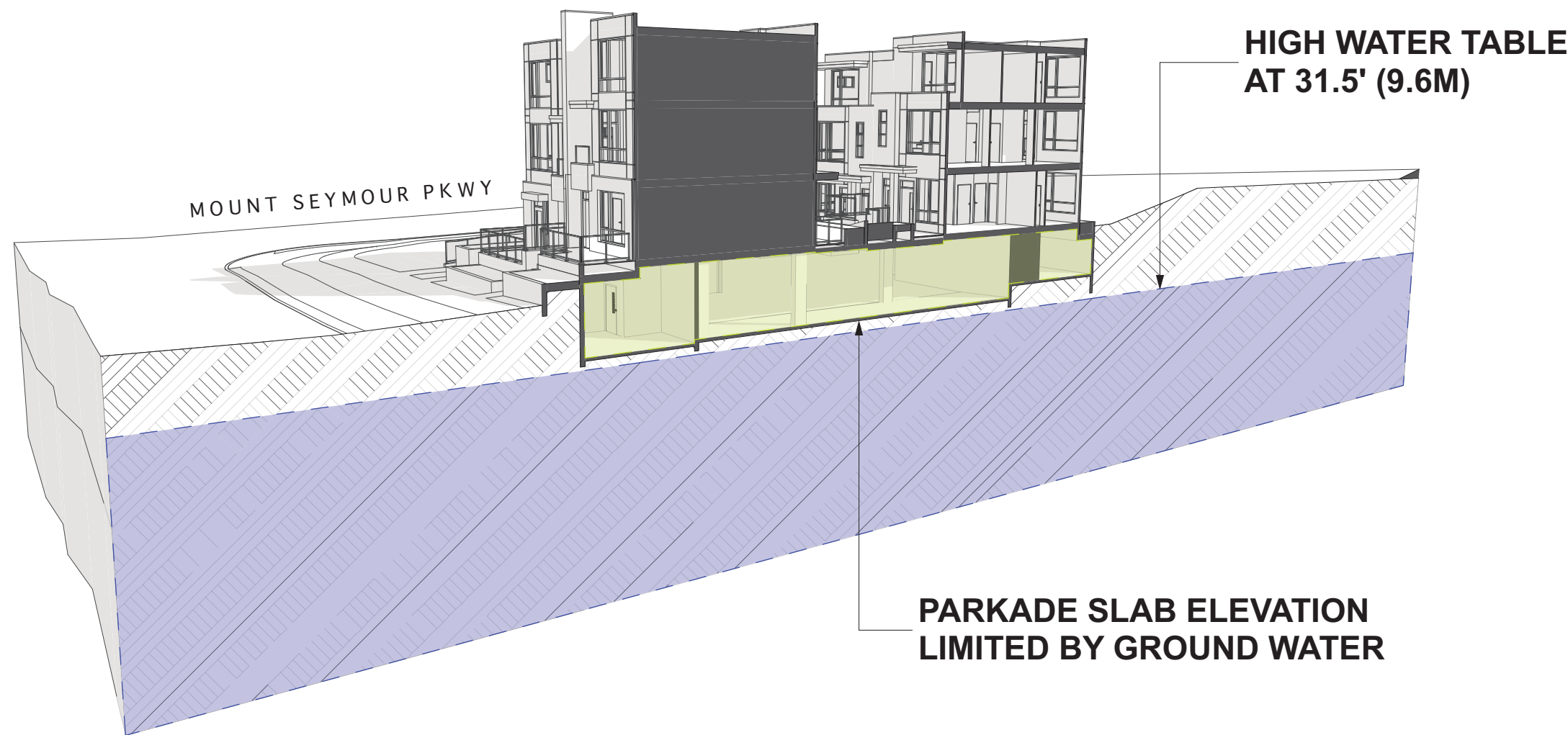
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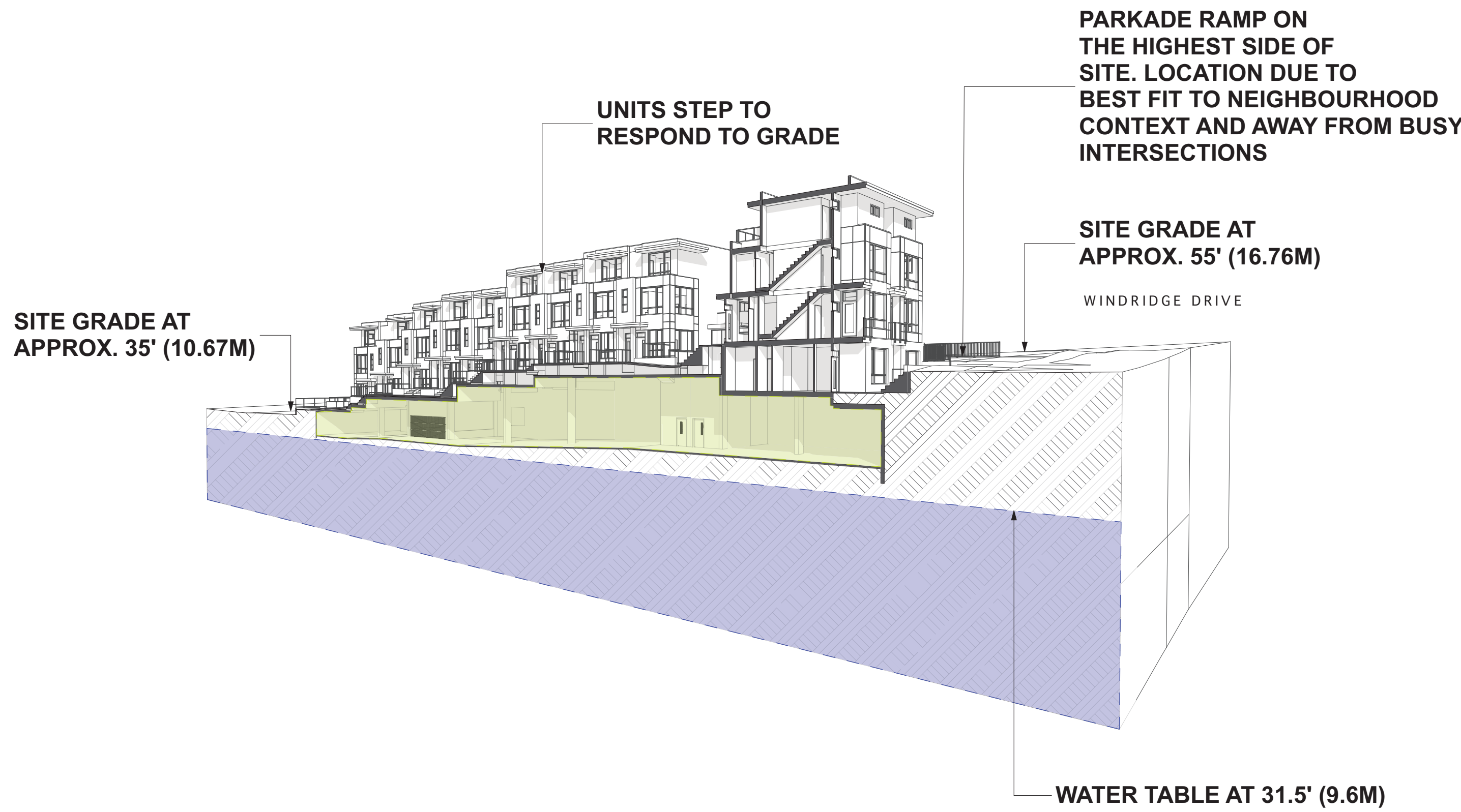
HIGH GROUND WATER SITE

DEPTH OF PARKING LIMITED BY GROUND WATER



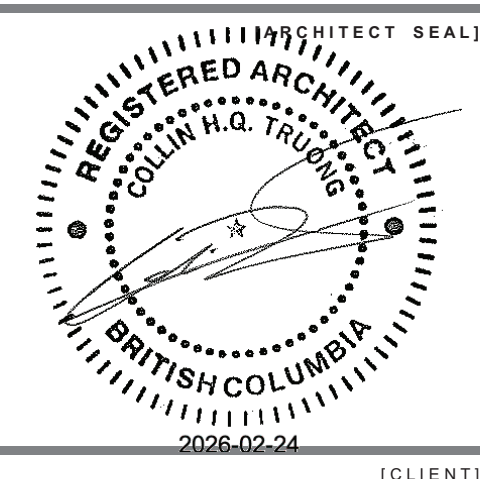
SIGNIFICANT SLOPING SITE TOPOGRAPHY

SITE SLOPES APPROXIMATELY 20° NORTH TO SOUTH



REQUIRED ROAD DEDICATION

LOT DEPTH IMPACTED BY ROAD DEDICATION



SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

DESIGN CONSTRAINTS AND PLANNING ISSUES

24668

1/32" = 1'-0"

Feb. 23, 2026

RZ / DP RESUBMISSION

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(PROJECT)

BASIC AND ENHANCED ACCESSIBLE DESIGN ELEMENTS

Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability of Accessible Design to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
1-B	Unobstructed access to main building entrances	An accessible path of travel is to be provided: - from the street and private parking area to at least one main entrance - from the main entrance to all suite entry doors (unless prohibited by the terrain or unusual site conditions) - from the main entrance to the elevator - from the main entrance to each common amenity area (e.g. recreational storage and laundry facilities, mailbox areas, garbage/ recycling areas)	Yes – The accessible path applies to the building main entrance. If units are accessed via a corridor or passageway, and/or to a unit entrance of those identified ground-oriented units that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	3.8.5.2 Construction Requirements 3.8.5.3 Building Access 3.8.2.27 Apartment and Condo Buildings 3.8.3.2 Paths of Travel
2-B	Accessible path of travel	The accessible path of travel is to be: - continuous with no steps - have a permanent, firm, non-slip finish - an uninterrupted clear width of 1520mm (5ft) - a gradient not more than 1:20 - a different/distinctive texture to adjacent paved surfaces - be free of obstructions lower than 190mm (7 1/2") - be designed as a ramp where gradient exceeds 1:20 (5%) (excludes vehicular underground parking ramp) - have no grating openings that will allow the passage of a sphere more than 13mm (0.5in) in diameter	Yes – The accessible path to unit entrance applies to those identified ground-oriented units that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	3.8.3.2 Paths of Travel 3.8.3.3 Ramps 3.4.6.1 Slip Resistance of Ramps and Stairs
3-B/E	Lighting, weather protection, intercom, address numbering and mailbox	Building entrances in accessible paths of travel are to: - provide weather protection with a min. 152cm x152cm (60in x 60in) canopy over the main entrance and door phone - have an intercom system installed with user functions located no more than 1375mm (54in) above paved area - have good lighting outside & inside building entrance - 100 lux - have mailbox units installed no more than 1375 mm (54 in) above the finished paved area - have address numbering that is glare free, approx. 60 in above finished floor, highly contrasting (color) and sized as follows depending on distance from the street: A) 0-15 m from road, numbering are to be 15cm (4 in), A) 15-20 m numbering are to be 15cm (6 in) and at >20m from road, numbering are to be 20cm (8 in)	Yes – Basic accessible design applies to identified ground-oriented unit entrances and main building entrance if included in the project design. May have door bell installed of intercom system.	Provide shelter to any person while unlocking the front door, and easy entry to assist the frail, or persons with stroller, stroller, wheelchair, and visually impaired	3.8.2.27 Apartment and Condo Buildings DNV Building Bylaw Part 9
4-B	Entrance door assembly and operation	Door assemblies in the accessible path of travel are to: - provide a clear opening width of no less than 850mm (34in) if there is only 1 door leaf - have the active leaf providing a clear opening of no less than 850 mm (34in) (in a doorway with multiple leaves) - have power-operated doors, functioning for passage in both directions - be operable by devices that do not require tight grasping or twisting - have a push plate or latch releasing device	Yes – Applies to identified ground-oriented unit entrances and main building entrance if included in the project design.	To permit easier entry by a person in wheelchair, stroller, trolley (for moving furniture in/out of building).	3.8.3.3 Building Access Requirements 3.3.1.13 Doors

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Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
5-B	Entry door clearance	Doorways in accessible paths of travel are to have a clear and level area on either side of the door: - Doorway thresholds in accessible paths of travel are to be no more than 13 mm (0.5in) above the floor and beveled. - The entry foyer shall have a non-slip surface.	Yes – Applies to identified ground-oriented unit entrances and main building entrance if included in the project design.	To permit easier entry by person in wheelchair, stroller, trolley (for moving furniture etc).	3.8.5.3 Building Access Requirements 3.3.1.13 Doors
6-B	Tactile warning strip on stairs	Provide tactile warning strips at the top of stairways, on all emergency stairs, and at landings intercepted by other paths of travel.	Yes	To assist visually impaired with way-finding	3.8.3.11 Tactile Warning Systems
7-B	Colour contrast	Provide contrasting colours on signs, address numbers, corridor walls and unit entries.	Yes	To assist visually impaired with way-finding	3.8.3.12 Directional Signs

Corridors and Circulation

8-B	Corridor and passageway width	Corridors and passageways providing access to unit entrances and common facilities should: - be no less than 1220mm (48in) in width and - provide a clear area no less than 1520mm x 1520mm (60 in) adjacent to the elevator entrance at intervals no more than 10m (34ft). Corridor doors installed in series are to be separated by a space no less than 1220mm (48 in) plus the width of any door swinging into the separating space. See also 4-B and 5-B above for door assembly and clearance in accessible paths of travel.	Yes – Applies to identified ground-oriented unit entrances and common facilities, if included in the project design.	Permit mobility of those with walkers and wheelchairs, strollers, trolleys for moving furniture etc.	3.8.5.3 Building Access Requirements 3.8.2.27 Apartment and Condo Buildings
9-E	Access to upper levels – Applies to identified ground-oriented unit only	Explore opportunities to facilitate future adaptation for a personal elevator or stair lift.	Yes – Applies to identified ground-oriented unit only.	To facilitate access by a person in a wheelchair to ground floors in a town house unit	

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Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
10-B	Unit entry door assembly	Unit entry doors should: - have a clear opening width of no less than 850mm (34in) - be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist - operate when a force of not more than 22 N is applied at the handle, push plate or latch releasing device - Where the threshold is not flush with the floor, the difference in level is to be not more than 13 mm and shall be bevelled.	Yes – Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	3.8.5.3 Building Access Requirements 3.3.1.13 Doors
11-B	Unit entry door clearance	Door assemblies for unit entry are to have a clear and level area: - when the door swing is away from this area, not less than 1220 mm (48 in) long by a width equal to the door assembly width plus not less than 300 mm (12 in) of clear space beside the latching jamb of the door - when the door swing is toward this area, not less than 1500 mm (60 in) long by a width equal to the door assembly width plus not less than 600 mm (24 in) clear space beside the latching jamb of the door - Alternative solutions (such as power door installation) will be considered for potential equivalency.	Yes – Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	3.8.5.3 Building Access Requirements 3.3.1.13 Doors

Residential Unit – Bathroom

12-B	Bathroom entry door assembly	At least one bathroom is to: - provide a clear opening width of no less than 800mm (32in) - be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist - Where the threshold is not flush with the floor, the difference in level is to be 13mm (0.5in) in height or less and bevelled.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To enable a person in a wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Doorways 3.3.1.13 Doors
13-B	Bathroom door clearance	Door assemblies for the above bathroom shall: - open away from (or outside) the bathroom area - have a clear and level area of: not less than 1220 mm (48 in) long by a width equal to the door assembly width plus not less than 300 mm (12 in) clear space beside the latching jamb of the door - Except where a pocket door is provided as an alternative to a swing door, The space under the sink (see 24-E) may be used towards meeting clearance requirements.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To enable a person in a wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Doorways 3.3.1.13 Doors
14-E	Pocket doors	- A minimum of one bathroom is to provide a pocket door. - Doors providing access are to have heavy duty hardware and D-shaped handles.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To facilitate wheelchair access to small bathroom spaces	

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Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
15-B	Bathroom space	At least one bathroom is to have enough floor space to be normally accessible per the following: - A clear dimension from the front edge of the toilet to the facing wall is to be a min. of 800mm (32in). - Space from the front edge of the bathtub to the centre of the toilet is to be a min. 508mm (20in). Clear floor area in front of the sink/ vanity is to be a minimum of 760mm (30in) wide by 1220mm (48in) deep centered on the sink/ vanity.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To enable a person in a wheelchair to use the toilet	3.8.5.6 Adaptable Dwelling Unit Bathrooms
16-B	Bathroom flooring	Slip resistant flooring – material as recommended by the applicant's architect.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To reduce risk of slipping	
17-B	Bathroom wall reinforcement	Reinforcement provided in wall assemblies adjacent to a toilet and bathtub or shower are to accommodate the future installation of vertical, horizontal or diagonal grab bars or towel bars and such reinforcement should provide sufficient support to the bars so they can resist a vertical or horizontal load of not less than 1.3 kN (Newtons (kN)). In at least one bathroom, the toilet is to be located next to a reinforced wall for future grab bar installation.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To permit installation of grab bars	3.8.5.5 Adaptable Dwelling Unit Bathrooms 3.7.2.10 Accessible Bathrooms
18-B	Adjustable height shower	At least one bathroom can accommodate an adjustable height shower head or hand held shower head on adjustable bracket.	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To enable sit down bathing	
19-B	Pressure and temperature control valves	Pressure balanced tub and shower valves should minimize risk of scalding (maximum water temperature of approximately 49° C is suggested).	Yes – Applies to at least one bathroom on the ground floor level of the identified ground-oriented unit.	To prevent scalding	7.2.10.7 Baths
20-B (S)	Tub control valve position	Tub control valve is to be provided at the outer edge of tub with spout in middle.	N/A	To permit filling tub without bending or reaching	
21-B	Bathroom Faucet levers	At least one bathroom is to have lever faucet handles that do not require tight grasping or twisting.	N/A	To enable installation of a future wheel-in shower	
22-B (S)	Accessible shower	A min. of one bathroom is to be adaptable to facilitate future installation of a wheelchair accessible shower.	N/A	To enable installation of a future wheel-in shower	
23-B	Space under sink	A min. of one bathroom is to provide space under sink no less than 81 cm (32 in) wide. This space can also be achieved by providing a removable vanity cabinet.	N/A	To allow a wheelchair to slide under the sink	

(S) – Applies only enhanced accessible design units in senior's buildings and units in other buildings that are intended specifically for people with disabilities.

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Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
24-E	Space next to bed	Space next to bed: A min. of one bedroom to provide no less than 1520mm (60 in) of manoeuvring space between closet & double bed.	Yes – Applies to at least 1 bedroom on the ground floor level of the identified ground-oriented unit.	To enable a person in a wheelchair to access the bed	
25-E	Turning radius	Provide 152cm (60 in) turning radius in the kitchen (corner islands may not work).	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable sufficient space for wheelchair movements	
26-B	Kitchen flooring	Slip resistant flooring – material as recommended by the applicant's architect.	Yes – Applies to the kitchen of identified ground-oriented unit.	To reduce risk of slipping	
27-B	Adjustable shelves	Kitchen cabinets are to include adjustable shelves	Yes – Applies to the kitchen of identified ground-oriented unit.	Ergonomic, easier to reach shelves	
28-E (S)	Cupboards – Lowest Shelf	Design cupboards above countertops so that the lowest shelf is no more than 137cm (54 in) above the finished floor.	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable easy reach by a person with frailties and/or in a wheelchair	
29-E	Cabinet Handles	Provide D-shaped cabinet handles for all kitchen cupboards that are intended to be accessible.	Yes – Applies to the kitchen of identified ground-oriented unit.	Permit use by persons with disabilities and/or frailties	
30-B	Faucet handles	All kitchen faucets within units and common amenity areas are to be operable by devices (e.g. lever/ handle) that do not require tight grasping or twisting.	Yes – Applies to the kitchen of identified ground-oriented unit.	Ergonomic and easier to use by a person with mobility impairments or frailties	
31-E	Future modification (appliances)	Provide sufficient space for future installation of cook top, wall oven and side-by-side refrigerator or bottom mounted freezer.	Yes – Applies to the kitchen of identified ground-oriented unit.	To facilitate future use of appliances by a person in a wheelchair	
32-B	Sink adjacent to stove	Kitchen to be designed so that the range and sink are adjacent or can have a continuous counter space between them.	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable a person in a wheelchair to move heavy pots between sink & stove	3.8.5.6 Adaptable Dwelling Unit Kitchens
33-E (S)	Countertop & sink height	Facilitate future ability to remove the sink cabinet and lower the countertop height. Ensure that the kitchen base are reachable by a person in a wheelchair.	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable full use of the sink by a person in a wheelchair	
34-E (S)	Work area	Provide an adjustable height workspace min. 81cm (32 in) between sink and stove.	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable a person in a wheelchair to prepare meals	

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Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
35-E	Kitchen – electrical outlet	Ensure ready and safe access to at least one electrical outlet units.	Yes – Applies to the kitchen of identified ground-oriented unit.	To enable a person in a wheelchair to reach plugs for kettle, toaster etc.	
36-B	Rocker switches	All switch types shall be operable with a closed fist (such as rocker switches).	Yes – Applies to identified ground-oriented unit.	Ergonomic design	
37-B	Telephone jacks	Include a telephone jack in at least one bedroom	Yes – Applies to identified ground-oriented unit.	To enable telephone use from bed	
38-B	Bedroom – 3-way switch	Telephone jacks are to be approx. 200 mm or less from an electrical outlet.	Yes – Applies to identified ground-oriented unit.	Allows a person in bed to control lights and/or fan.	
39-E	Electrical switches and outlets	Three way switched outlet near bed and doorway	Yes – Applies to identified ground-oriented unit.	To allow wheelchair users to easily reach	3.8.5.7 Outlets, Switches and Controls
40-B	Visual alarm installation	Controls for the operation of building services or safety devices, including electrical switches, thermostats and intercom switches are to be accessible to a person in a wheelchair, operable with one hand, and be located between 900 mm (36 in) and 1200 mm (47 in) above the floor.	Yes – Applies to identified ground-oriented unit.	To alert a person with hearing disabilities of an emergency	3.2.4.19 and 20 Visual Signals
41-E	Visual alarm – wiring	Electrical, telephone, cable and data outlets for occupant use are to be located between 455 mm (18 in) and 1200 mm (47 in) above the floor.	Yes	To alert a person with hearing disabilities of an emergency	3.2.4.19 and 20 Visual Signals
42-E (S)	Visual alarm installation	Install wiring for visual alarm system in living room and at least one bedroom. Wiring to be connected to the building's fire alarm system.	Yes – Applies to identified ground-oriented unit.	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals
43-E	Visual alarm installation	Connection for visual alarm signals to be installed in each suite of a building intended for seniors and be appropriately labelled.	Yes	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals
44-E	Visual alarm installation	Visual alarm signals are required for suites intended for use by people with a hearing impairment.	Yes	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals
45-E	Visual alarm installation	A visual alarm system is to be installed in the living room and the accessible bedroom. Wiring for a visual alarm is to be tied into the fire alarm system. When visual signals are required a Strobe light must be installed beside every smoke Alarm. Strobe must have the word "stroke" visible on the lens.	Yes	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals

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43-E (S)	Laundry facilities	Provide front loading side-by-side washer/dryer in the unit or in the accessible common area with 122 cm (48 in) for manoeuvring space in front of washer/dryer.	Yes – If laundry facilities are located on the accessible ground floor	To facilitate use by a person in a wheelchair	
44-E	Balconies and patios – threshold	Decks, balconies or patios provided for use by occupants of a dwelling unit are to: - be accessible to persons using wheelchairs by a design that does not compromise the water resistance of the building envelope. - have a minimum 86 cm (34 in) clear opening door width - be no less than 152 cm (50 in) deep from the outside face of the exterior wall to the inside edge of the balcony, deck or patio.	Yes – Applies to ground floor patio	To enable balcony use by a person in a wheelchair also to provide temporary refuge in case of building fire	3.8.3.14 Sleeping Units 3.8.3.19 Egress from Floor Areas
45-E	Window openings and window sill height	Windows are to have an opening mechanism no more than 117 cm (46 in) above the floor and be operable by devices (such as "levers") that do not require tight grasping or twisting.	Yes – Applies to ground floor level of identified ground-oriented unit	To enable operation and use by a person in a wheelchair	

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24668

(SCALE)

Feb. 23, 2026

RZ / DP RESUBMISSION

(DRAWING)

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[PROJECT TEAM]



SOUTH-WEST CORNER PERSPECTIVE (WINDRIDGE DRIVE + RIVERSIDE DRIVE)



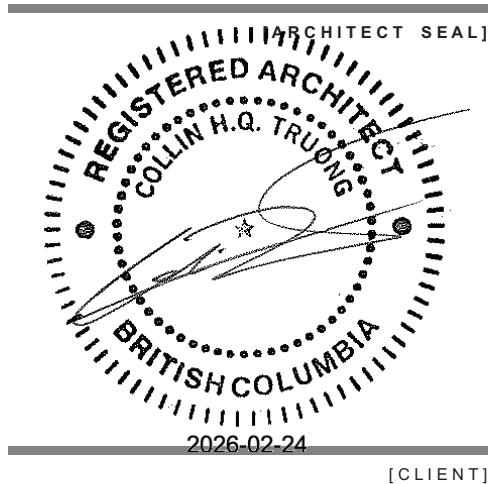
WEST ELEVATION (RIVERSIDE DRIVE)



NORTH-WEST CORNER PERSPECTIVE (RIVERSIDE DRIVE + MT. SEYMOUR PKWY)



SOUTH ELEVATION (WINDRIDGE DRIVE)



SUMMIT WIND REAL
ESTATE LP

[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

[TITLE]

PERSPECTIVES

24668 [PROJECT]

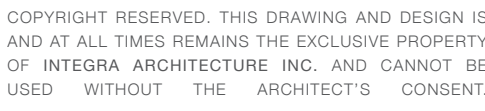
[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.040



[PROJECT TEAM]

SCALE 1 : 250



All distances are in metres.



- | | | | |
|---|----------------------|---|------------------------|
|  | denotes high point |  | denotes sign post |
|  | denotes sign station |  | denotes sign post |
|  | denotes top of wall |  | denotes anchor |
|  | denotes each bar |  | denotes tree stump |
|  | denotes marsh |  | denotes tree stump |
|  | denotes top of wall |  | denotes (contaminated) |
|  | denotes each bar |  | denotes (contaminated) |
|  | denotes marsh |  | denotes tree stump |
|  | denotes gas valve |  | denotes tree stump |
|  | denotes water valve |  | denotes tree stump |
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L N L S

IVAN NGAN **B.C.L.S.**

L	N	L	S	METRO VANCOUVER LAND SURVEYORS
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T 604.327.1535 WEB WWW.LNLS.CA

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

[DRAWING]

A-0.070

"DRAWING SHOWN FOR REFERENCE ONLY - NTS"

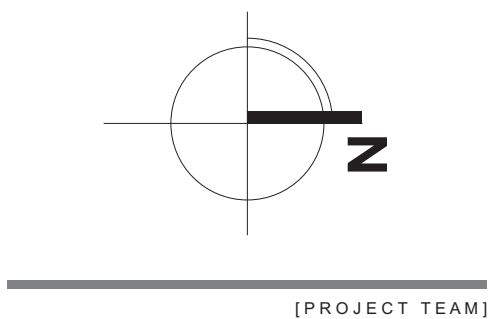


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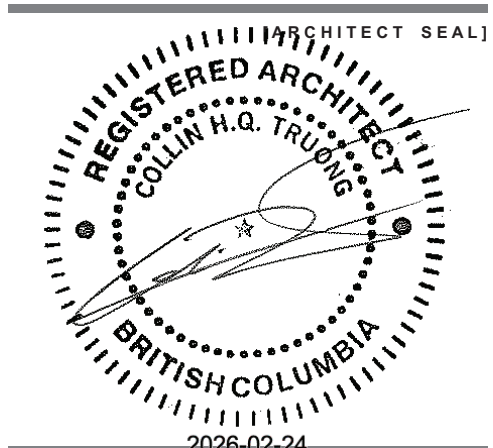
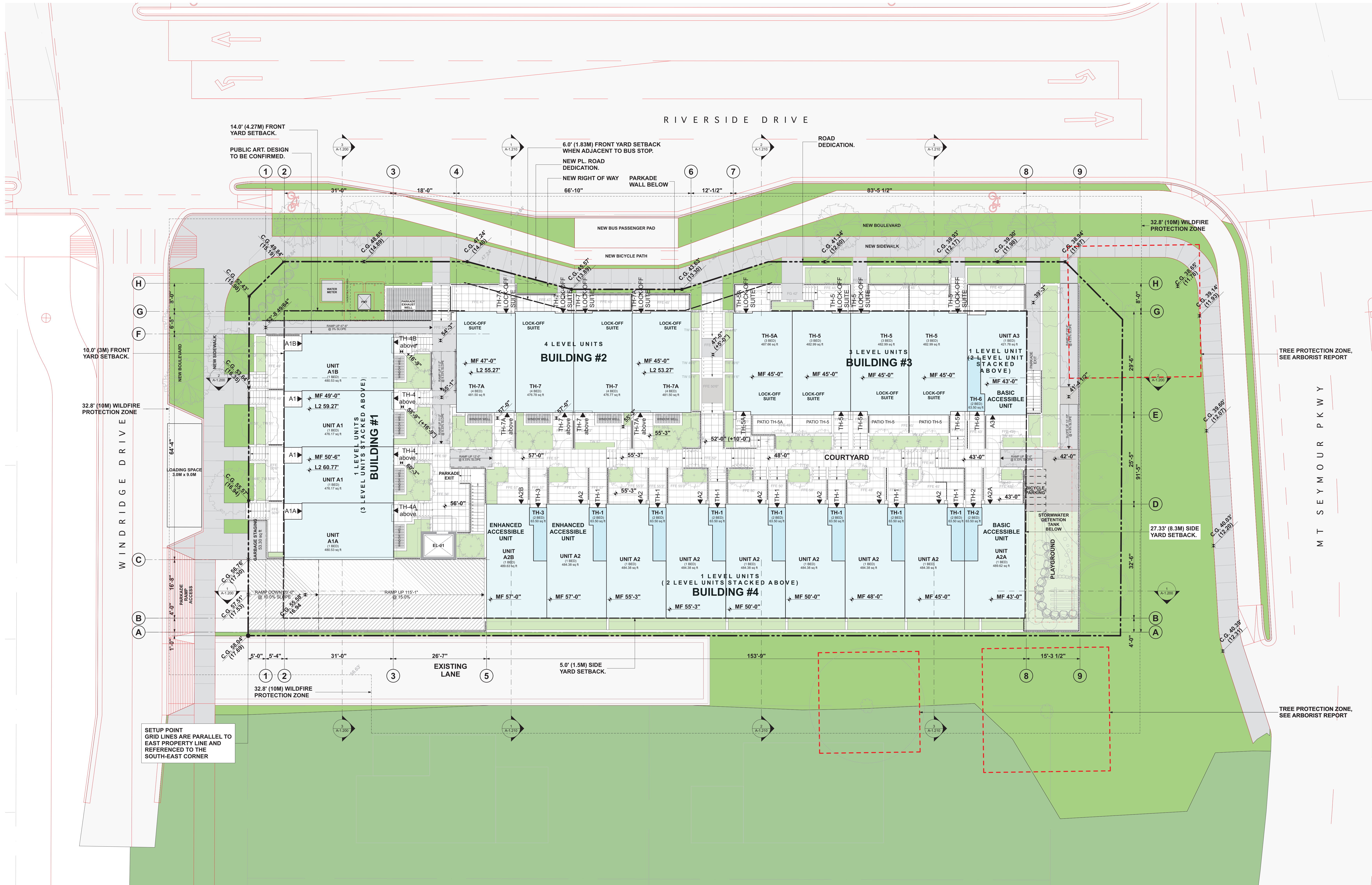
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[PROJECT TEAM]



SUMMIT WIND REAL ESTATE LP

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

[TITLE]

SITE PLAN

24668 [PROJECT]

3/32" = 1'-0" [SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-1.000

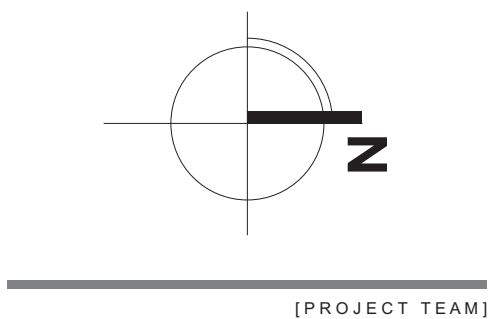


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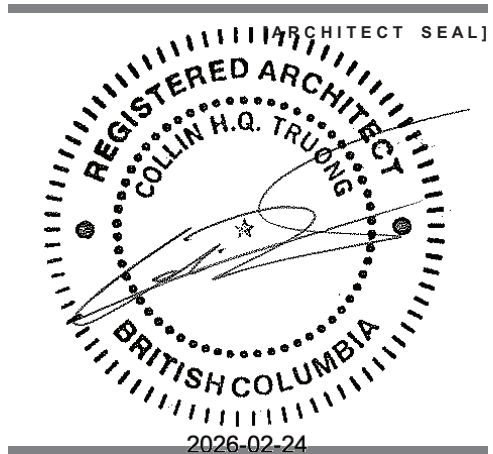
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PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE PLAN - FIRE TRUCK ACCESS PLAN

24668 [PROJECT]

3/32" = 1'-0" [SCALE]

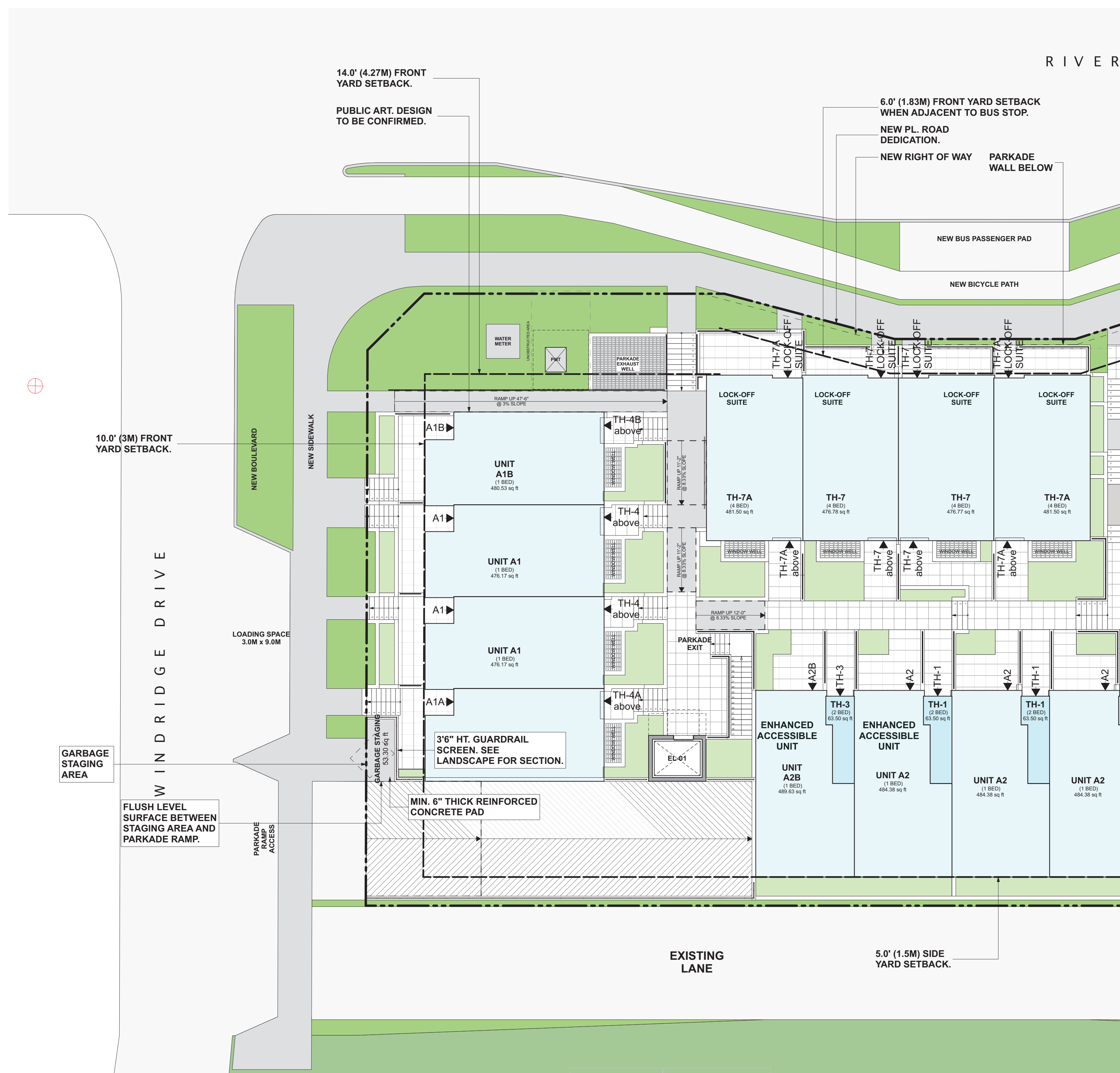
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RZ / DP RESUBMISSION [ISSUE]

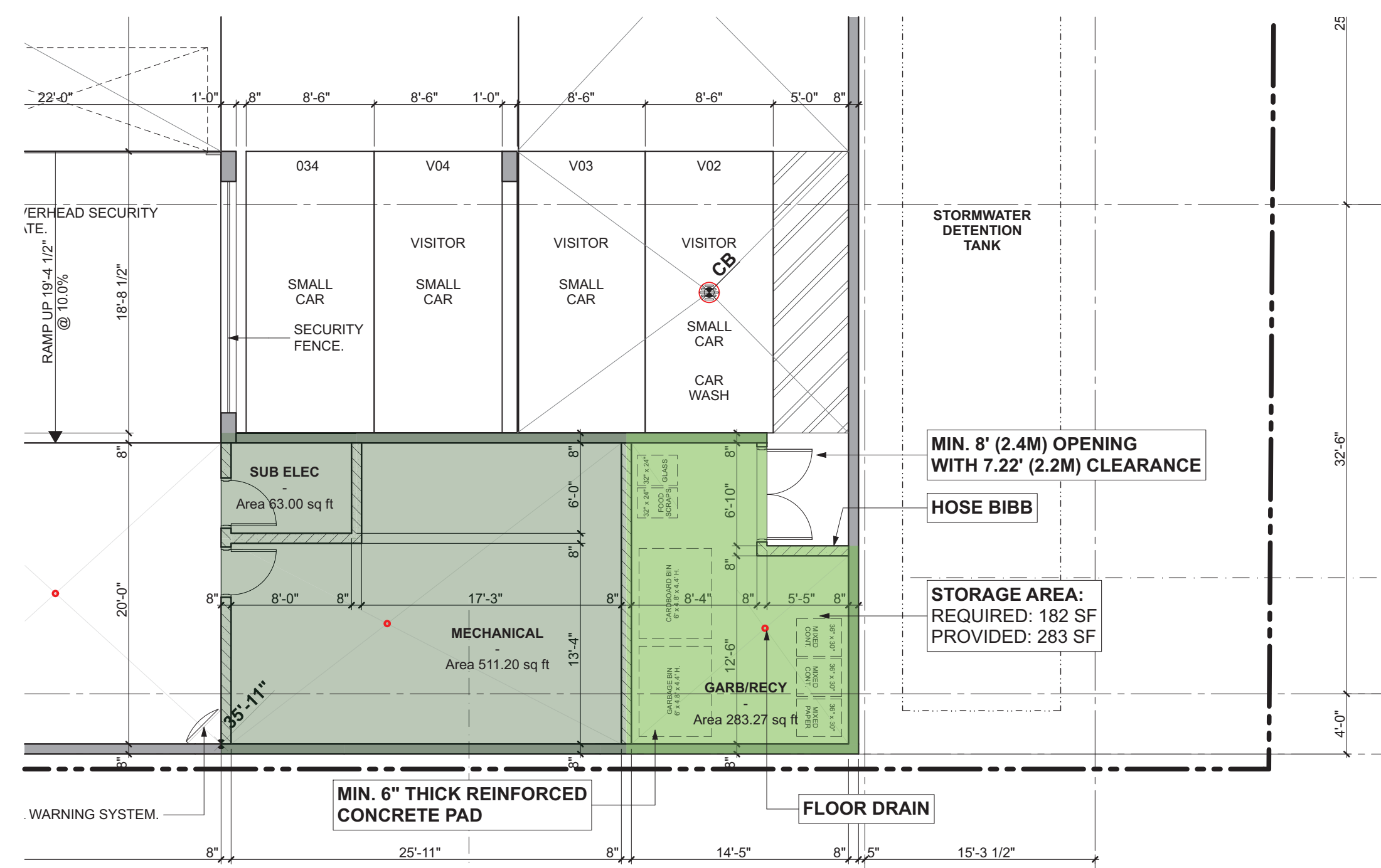
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A-1.100

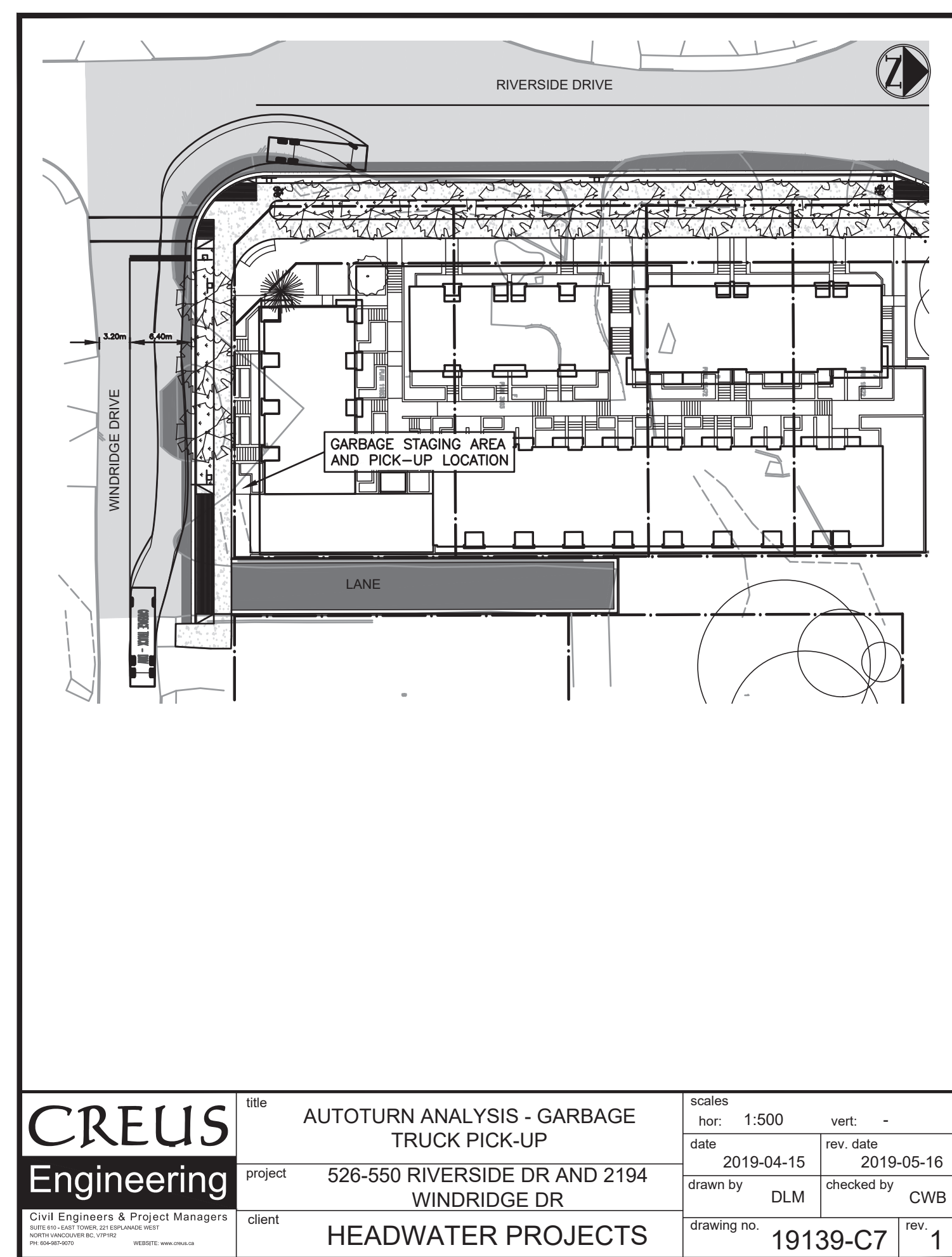
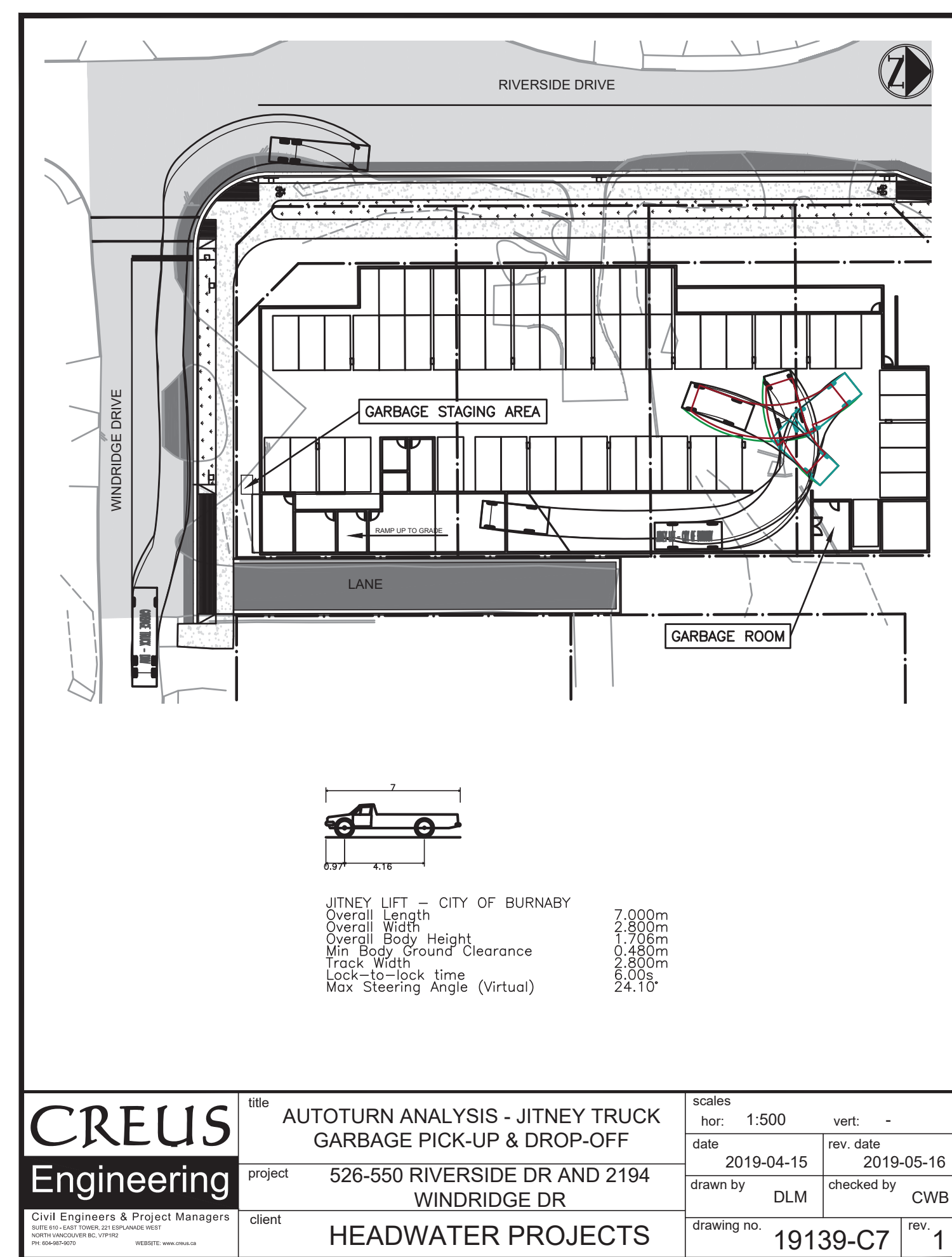
Solid Waste & Recycling			
Residential Garbage			
Total Waste & Recycling Area			
Required	3x360L totes @ 1.39m2 per tote	4.17 m2	44.89 SF
	2x242L totes @0.99m2 per tote	1.98 m2	21.31 SF
	2x4yd bins @5.38m2 per bin	10.76 m2	115.82 SF
	Total Required	16.91 m2	182.02 SF
	Provided	26.32 m2	283.27 SF
Temporary Storage Area			
(50% of Storage Area)	Required	8.46 m2	91.01 SF
	Provided	4.95 m2	53.3 SF
Mixed containers	36 Units @ 2 totes/ 31 - 40 unit:	2 totes (360 litres)	(36"X30"X43")
Mixed paper (no cardboard)	36 Units @ 1 tote/ 31 - 40 units	1 totes (360 litres)	(36"X30"X43")
Glass	36 Units @ 1 tote/ 31 - 40 units	1 totes (242 litres)	(32"X24"X42")
Food scraps / yard trimmings	36 Units @ 1 totes/ 31 - 40 unit:	1 totes (242 litres)	(32"X24"X42")
Total Recycling Containers Required		3 totes (360 litres)	(36"X30"X43")
		2 totes (242 litres)	(32"X24"X42")
Garbage	36 Units @ 1 bin/ 31 - 40 units	1 bin (3058 litres)	(72"X58"X54")
Cardboard	36 Units @ 1 bin/ 31 - 40 units	1 bin (3058 litres)	(72"X58"X54")



1 PARTAIL SITE PLAN



2 PARTAIL P1 PARKING PLAN



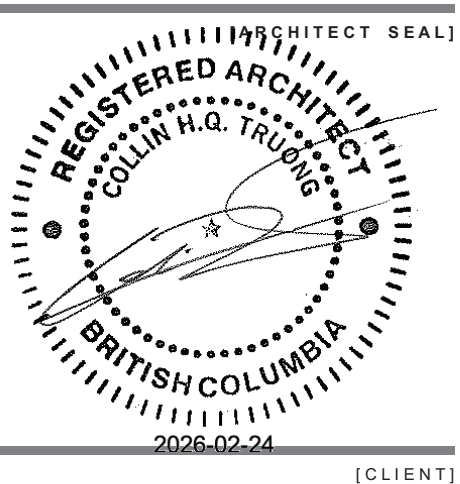
PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE PLAN - [TITLE]
SOLID WASTE
AND RECYCLING
PLAN



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PROJECT TEAM



PROPOSED MULTI-FAMILY DEVELOPMENT
26 - 550 RIVERSIDE DRIVE &
194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

1668	[PROJECT]
32" = 1'-0"	[SCALE]
Feb. 23, 2026	[DATE]
1668 / DP RESUBMISSION	[ISSUE]
	[DRAWING]

A-1.200

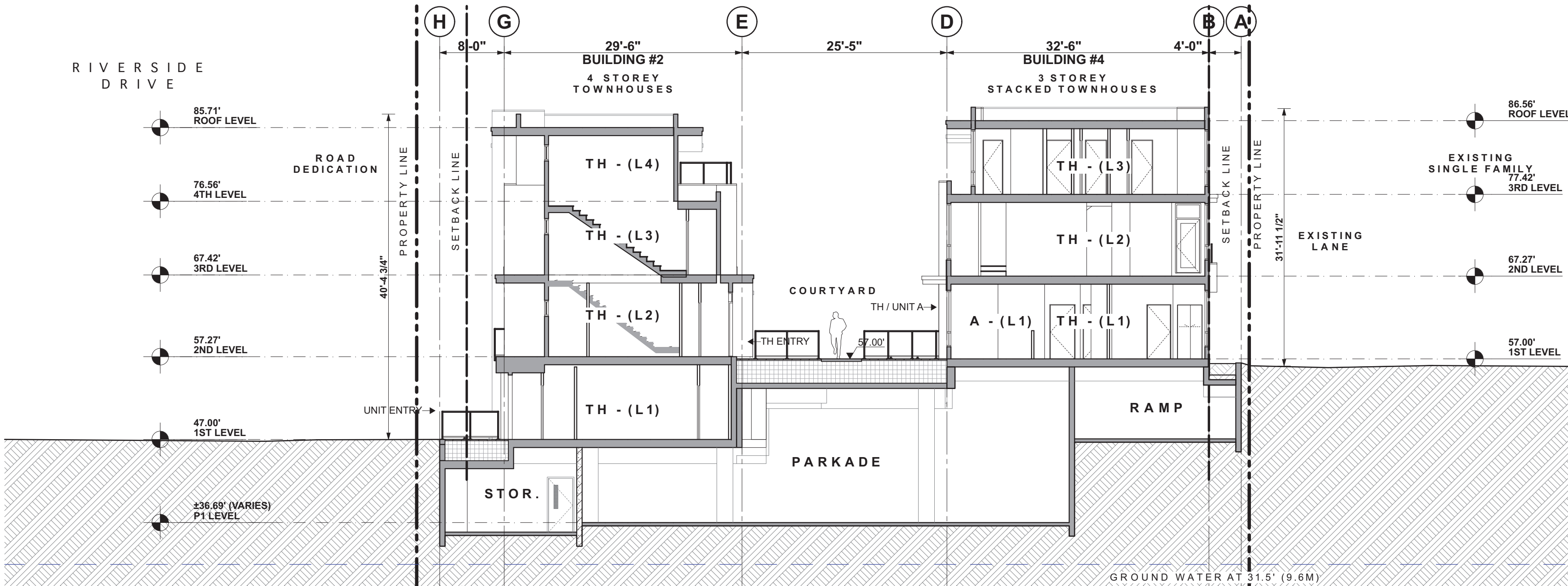


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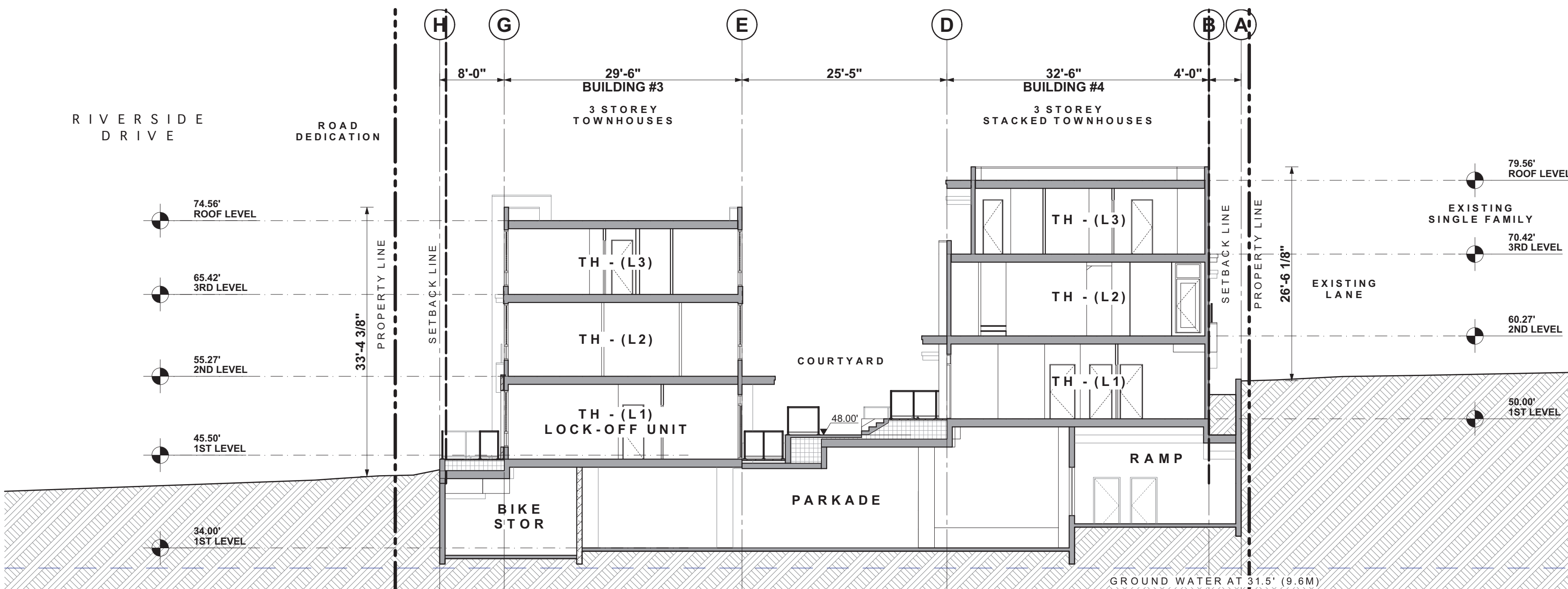
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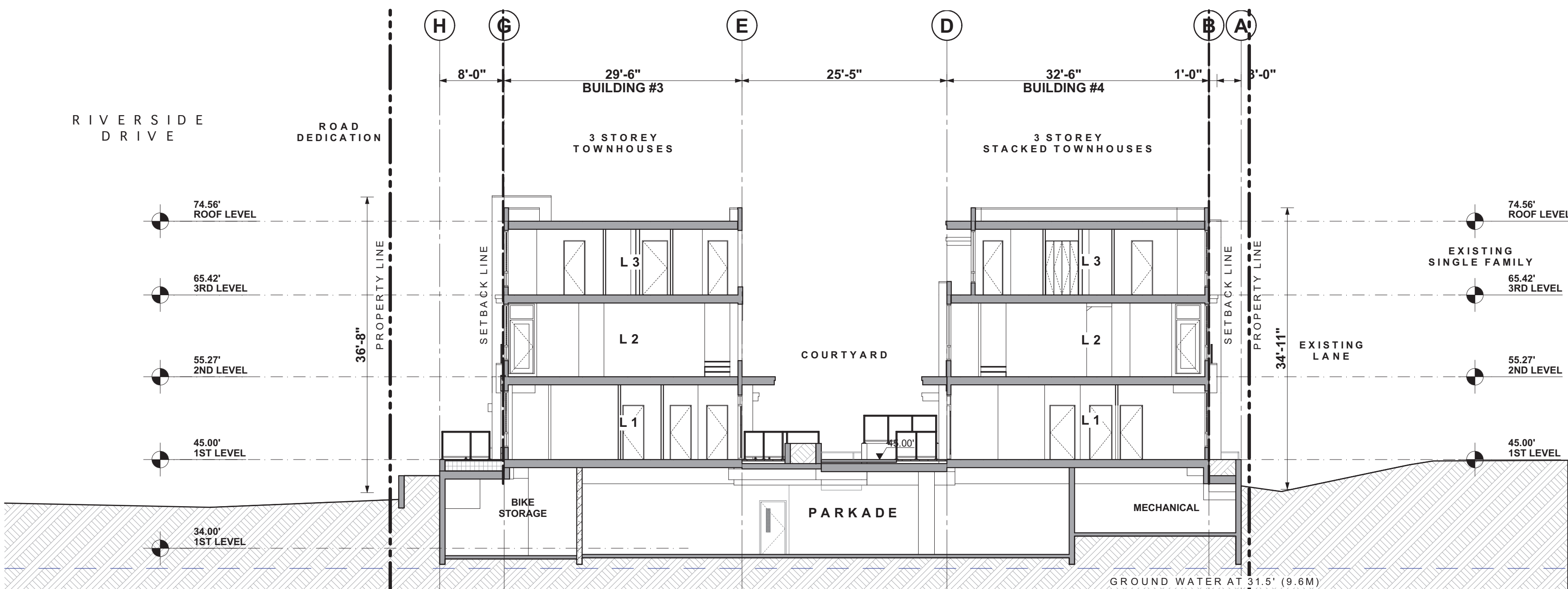
[PROJECT TEAM]



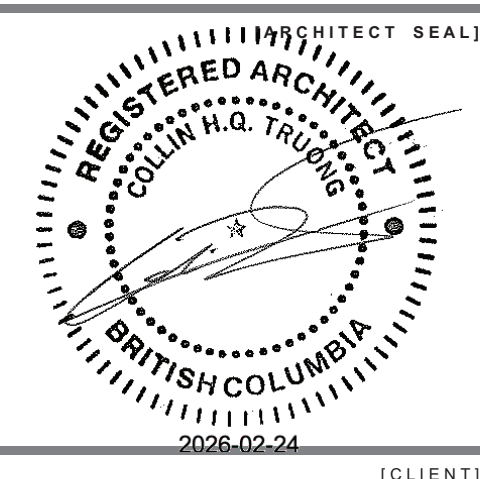
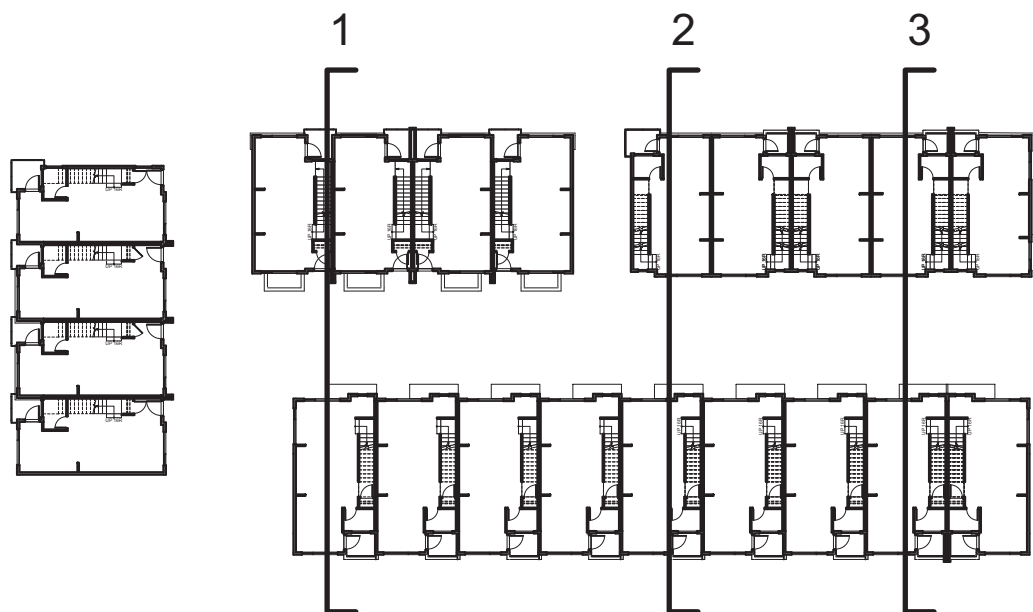
1 SITE SECTION 4 - EAST-WEST
SCALE: 3/32" = 1'-0"



2 SITE SECTION 5 - EAST-WEST
SCALE: 3/32" = 1'-0"



3 SITE SECTION 6 - EAST-WEST
SCALE: 3/32" = 1'-0"



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PROPOSED MULTI-
FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SITE SECTIONS

24668 [PROJECT]

3/32" = 1'-0" [SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

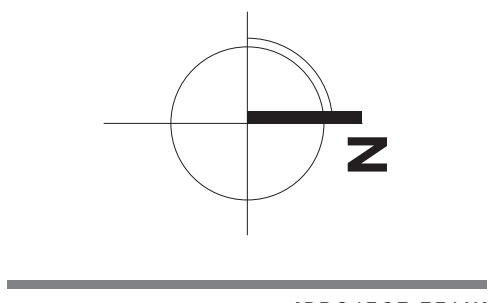
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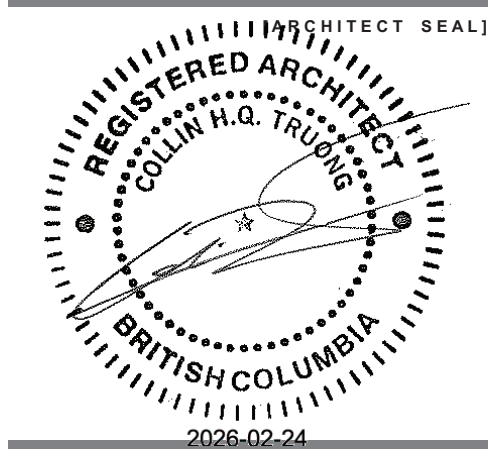
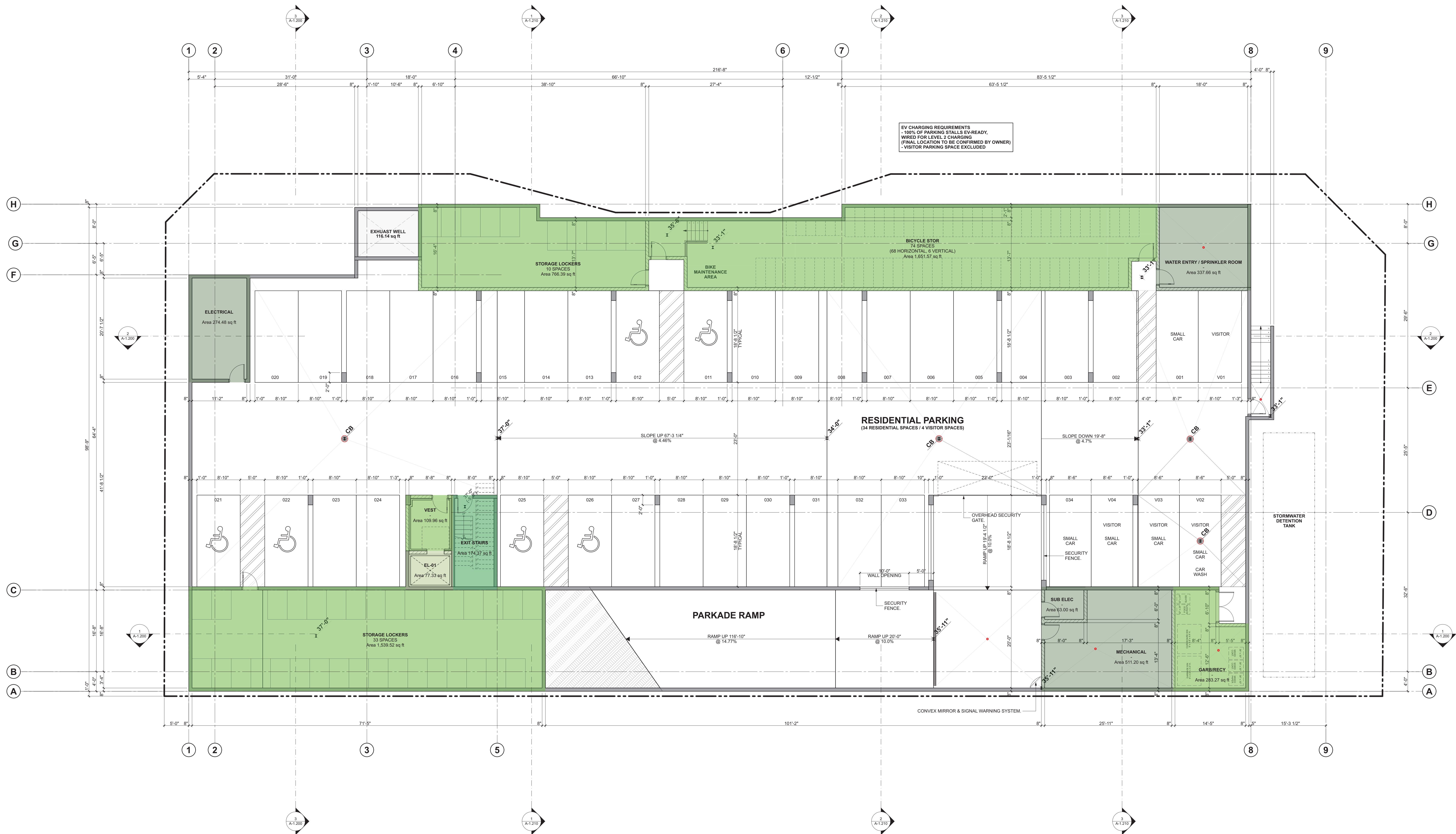
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PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

P1 PARKING PLAN

24668 [PROJECT]

1/8" = 1'-0" [SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-2.000

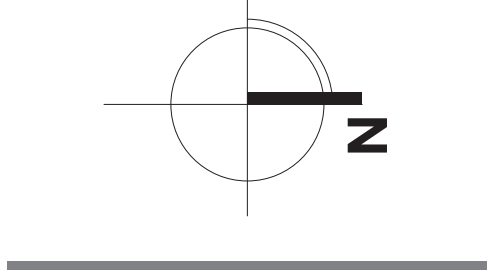


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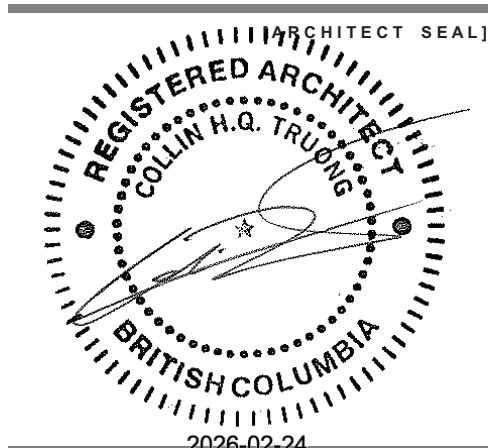
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SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

LEVEL 1

24668 [PROJECT]

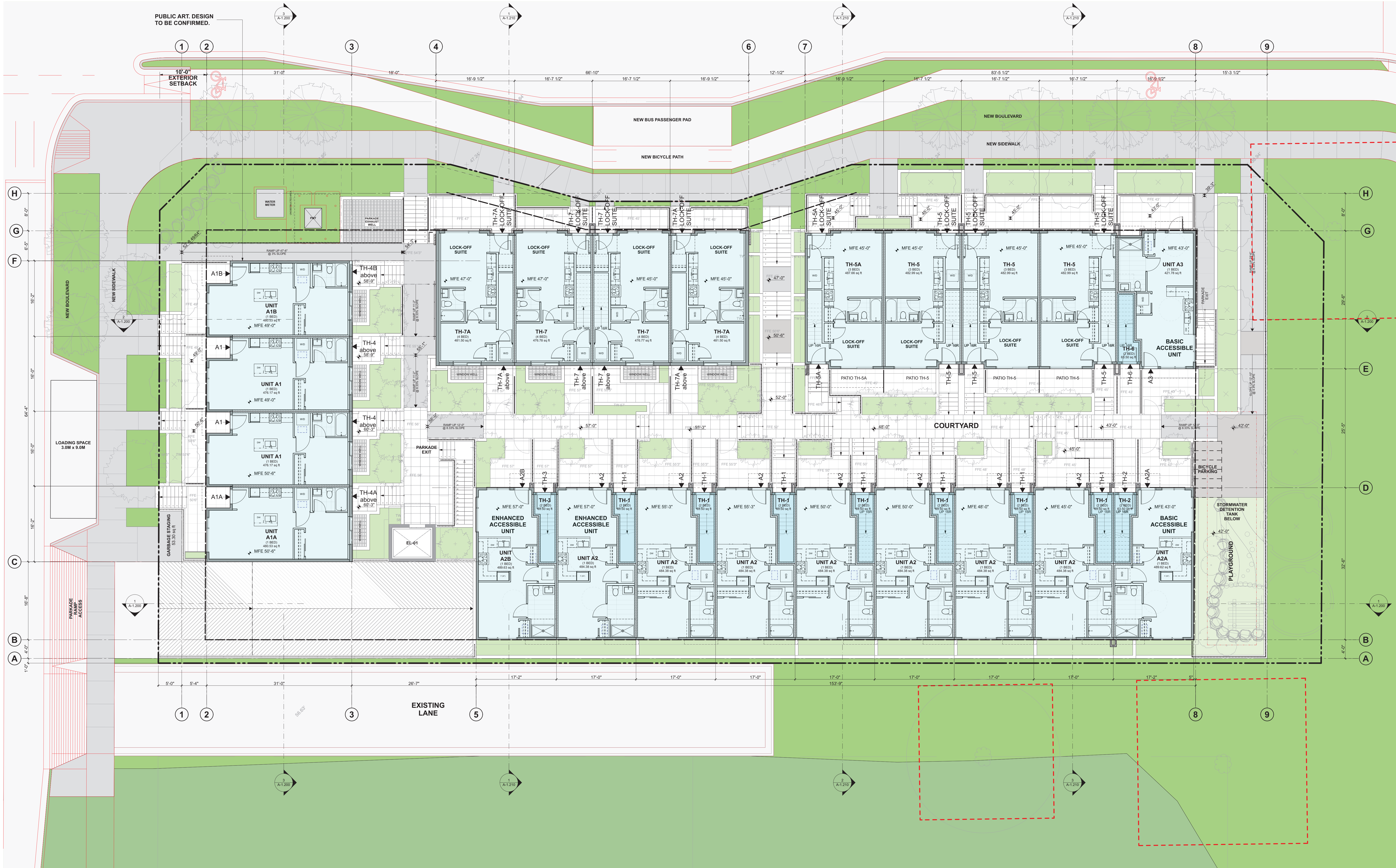
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Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-2.100

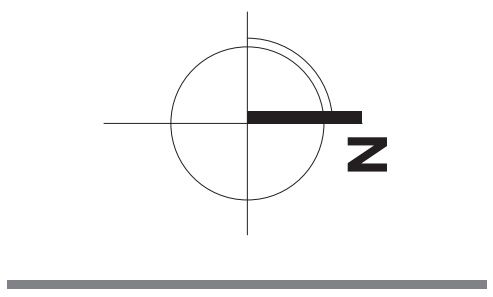




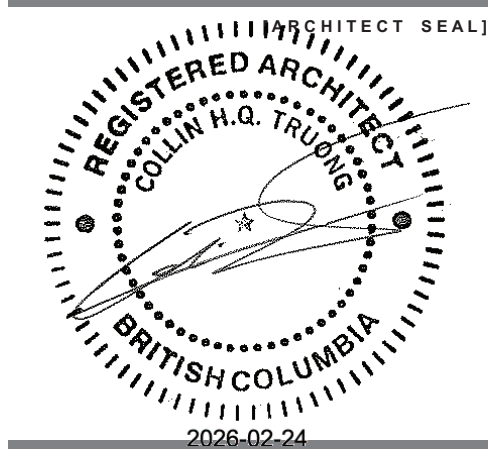
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PROPOSED MULTI-
FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

LEVEL 2

24668 [PROJECT]
1/8" = 1'-0" [SCALE]
Feb. 23, 2026 [DATE]
RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

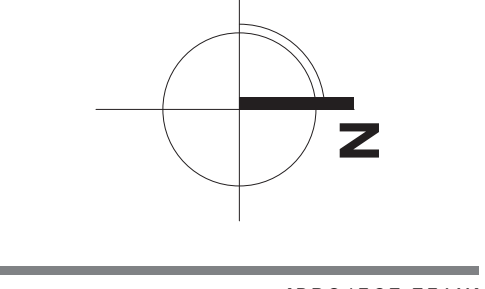
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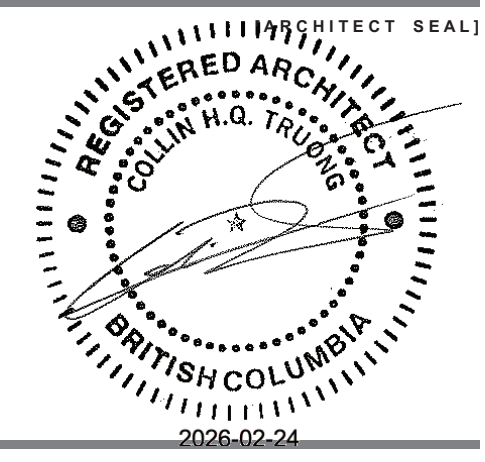
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SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

LEVEL 3

24668 [PROJECT]
1/8" = 1'-0" [SCALE]
Feb. 23, 2026 [DATE]
RZ / DP RESUBMISSION [ISSUE]

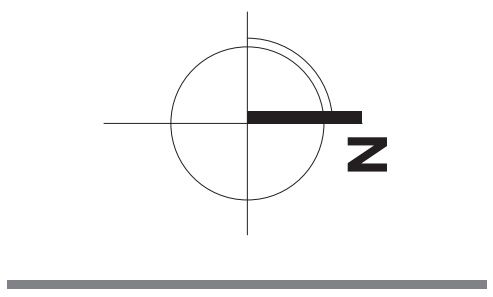
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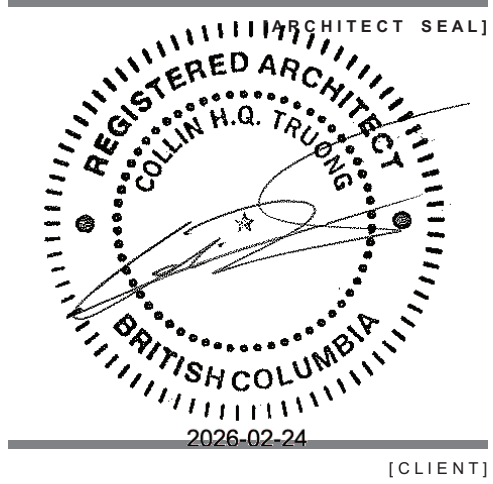
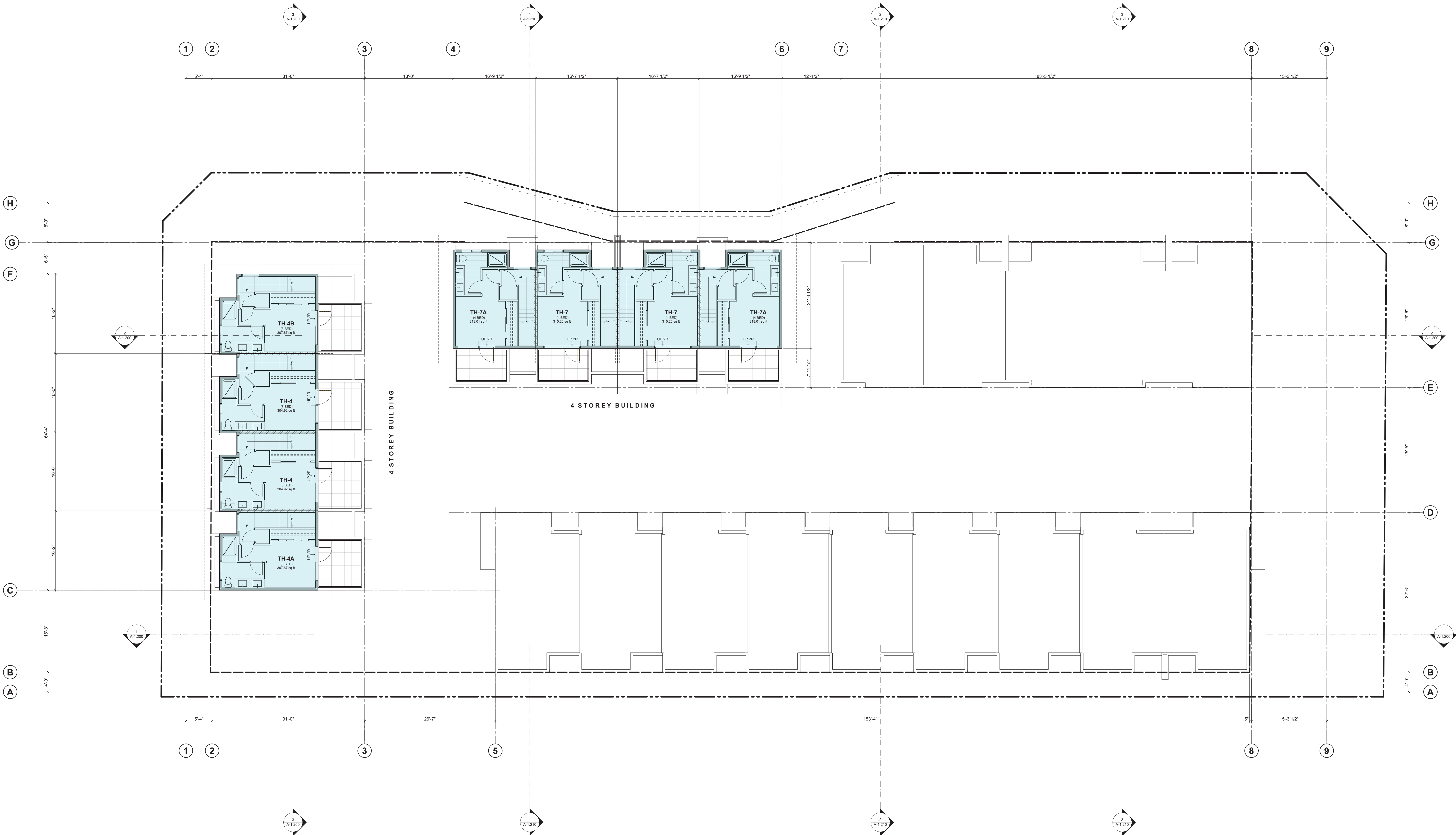
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[PROJECT TEAM]



SUMMIT WIND REAL ESTATE LP

PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

LEVEL 4

24668
1/8" = 1'-0"
Feb. 23, 2026
RZ / DP RESUBMISSION

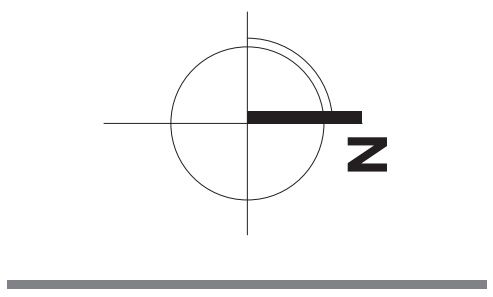
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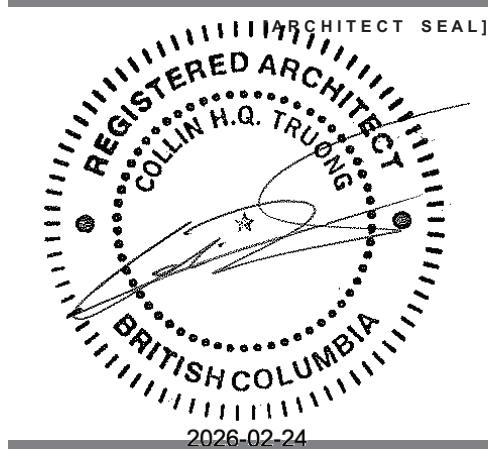
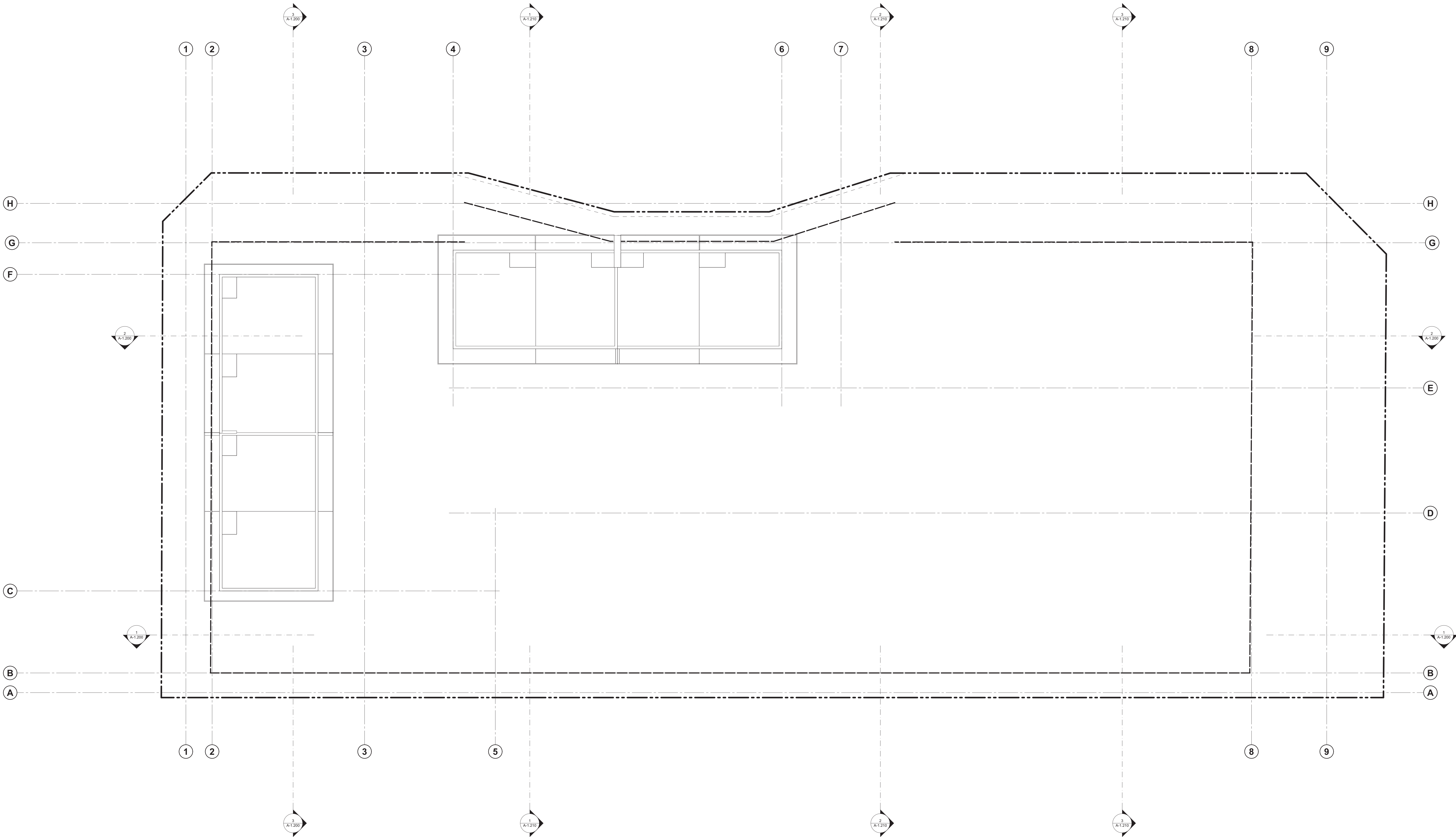
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ESTATE LP

PROPOSED MULTI-
FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

ROOF PLAN

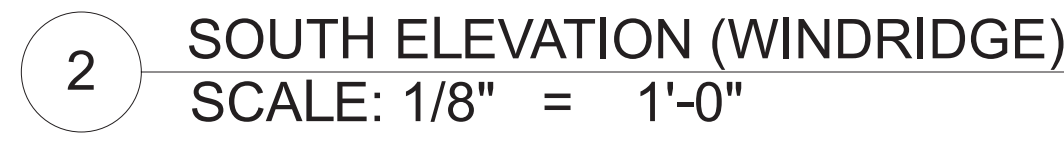
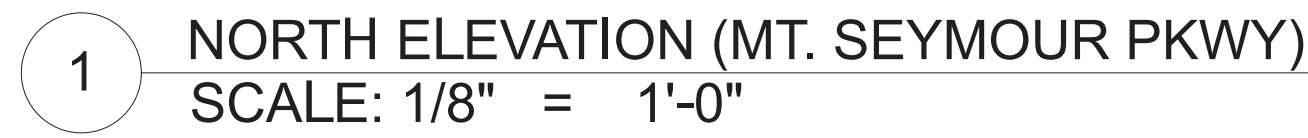
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1/8" = 1'-0" [SCALE]
Feb. 23, 2026 [DATE]
RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-2.500



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[PROJECT TEAM]

ELEVATIONS

A-4.000

MATERIAL AND COLOUR LEGEND

	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
1	Beige	Cementitious Reveal Panel	Cementitious Siding - Cobble Stone	-	Exterior Walls
2	Gray Brown	Woodlook	Cementitious Siding - Rich Espresso	-	Exterior Walls - Horizontal Siding 6" exposure
2A	Brown	Woodlook	Cementitious Siding - Warm Espresso	-	Exterior Walls - Horizontal Siding 6" exposure
2B	Light Brown	Woodlook	Cementitious Siding - Mountain Cedar	-	Entry Area / Roof & Balcony Soffits

	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
3	Charcoal	Brick Masonry	Colour - Traditional Iron Wash, Coal Creek	-	Brick Masonry Exterior Cladding where noted
4	Charcoal	Cementitious Reveal Panel	Paint - Benjamin Moore GRAPHITE 1603	-	Siding and flashing applications @ window infill panels corner windows
5	Black	Vinyl Windows and Doors c/w matching Flashing and Trim	Black Colour	-	Residential Windows and Doors
6	Brown	Entry Door	Wood - Oak	-	Main Building Entrance door

	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
7	Black	Pre-finished Aluminum Railing c/w Clear Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Balconies, Patios & Exterior Stairs
8	Black	Pre-finished Aluminum Privacy Screens c/w Obscured Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Patios & Balconies
9	Charcoal	Wood Boards c/w Pre-finished steel flashings (Makin Metals Ltd. - PVDF)	Benjamin Moore GRAPHITE 1603	-	Balcony & Roof Fascias
10	Grey	Exposed Architectural Concrete			Exposed Concrete Walls c/w Elastomeric Paint



1 EAST ELEVATION (LANE)
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION (RIVERSIDE)
SCALE: 1/8" = 1'-0"

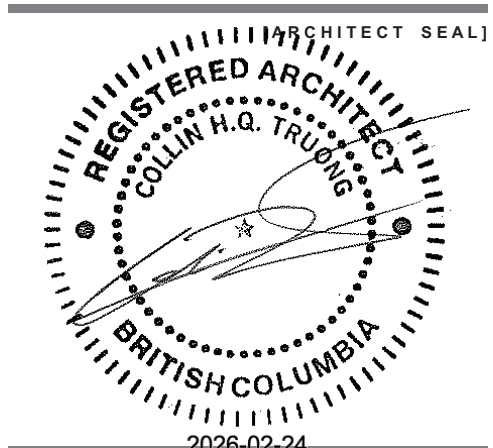


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[PROJECT TEAM]



SUMMIT WIND REAL
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PROPOSED MULTI-
FAMILY
DEVELOPMENT
526-550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

ELEVATIONS

24668 [PROJECT]

1/8" = 1'-0" [SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-4.100

MATERIAL AND COLOUR LEGEND																	
	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location		Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location		Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
1		Cementitious Reveal Panel	Cementitious Siding - Cobble Stone	-	Exterior Walls	3		Brick Masonry	Colour - Traditional Iron Wash , Coal Creek	-	Brick Masonry Exterior Cladding where noted	7		Pre-finished Aluminum Railing c/w Clear Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Balconies, Patios & Exterior Stairs
2		Woodlook	Cementitious Siding - Rich Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	4		Cementitious Reveal Panel	Paint - Benjamin Moore GRAPHITE 1603	-	Siding and flashing applications @ window infill panels corner windows	8		Pre-finished Aluminum Privacy Screens c/w Obscured Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Patios & Balconies
2A		Woodlook	Cementitious Siding - Warm Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	5		Vinyl Windows and Doors c/w matching Flashing and Trim	Black Colour	-	Residential Windows and Doors	9		Wood Boards c/w Pre-finished steel flashings (Makin Metals Ltd. - PVDF)	Benjamin Moore GRAPHITE 1603	-	Balcony & Roof Fascias
2B		Woodlook	Cementitious Siding - Mountain Cedar	-	Entry Area / Roof & Balcony Soffits	6		Entry Door	Wood - Oak	-	Main Building Entrance door	10		Exposed Architectural Concrete			Exposed Concrete Walls c/w Elastomeric Paint



1 WEST COURTYARD ELEVATION
SCALE: 1/8" = 1'-0"



2 EAST COURTYARD ELEVATION
SCALE: 1/8" = 1'-0"

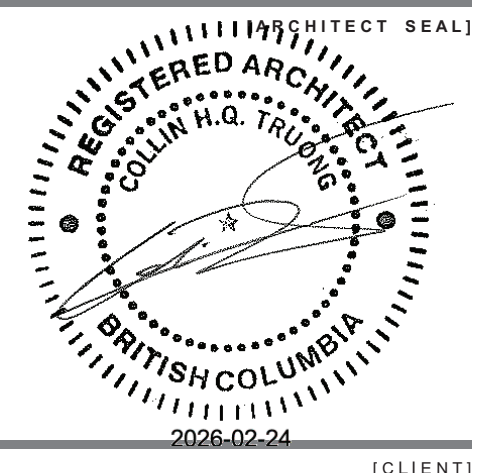


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SUMMIT WIND REAL
ESTATE LP

PROPOSED MULTI-FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

COURTYARD
ELEVATIONS

24668 [PROJECT]

1/8" = 1'-0" [SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-4.200

MATERIAL AND COLOUR LEGEND																	
	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location		Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location		Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
1		Cementitious Reveal Panel	Cementitious Siding - Cobble Stone	-	Exterior Walls	3		Brick Masonry	Colour - Traditional Iron Wash , Coal Creek	-	Brick Masonry Exterior Cladding where noted	7		Pre-finished Aluminum Railing c/w Clear Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindhahl	Balconies, Patios & Exterior Stairs
2		Woodlook	Cementitious Siding - Rich Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	4		Cementitious Reveal Panel	Paint - Benjamin Moore GRAPHITE 1603	-	Siding and flashing applications @ window infill panels corner windows	8		Pre-finished Aluminum Privacy Screens c/w Obscured Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindhahl	Patios & Balconies
2A		Woodlook	Cementitious Siding - Warm Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	5		Vinyl Windows and Doors c/w matching Flashing and Trim	Black Colour	-	Residential Windows and Doors	9		Wood Boards c/w Pre-finished steel flashings (Makin Metals Ltd. - PVDF)	Benjamin Moore GRAPHITE 1603	-	Balcony & Roof Fascias
2B		Woodlook	Cementitious Siding - Mountain Cedar	-	Entry Area / Roof & Balcony Soffits	6		Entry Door	Wood - Oak	-	Main Building Entrance door	10		Exposed Architectural Concrete			Exposed Concrete Walls c/w Elastomeric Paint



1 SOUTH COURTYARD ELEVATION
SCALE: 1/8" = 1'-0"

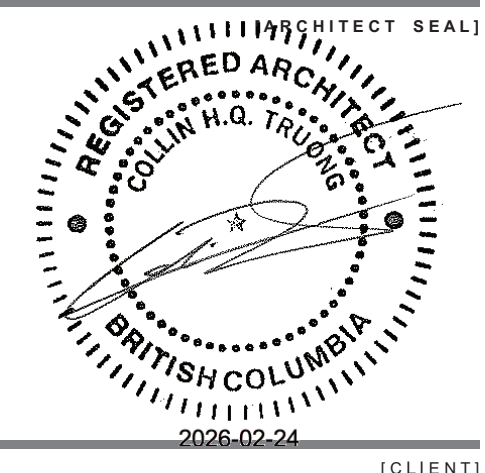


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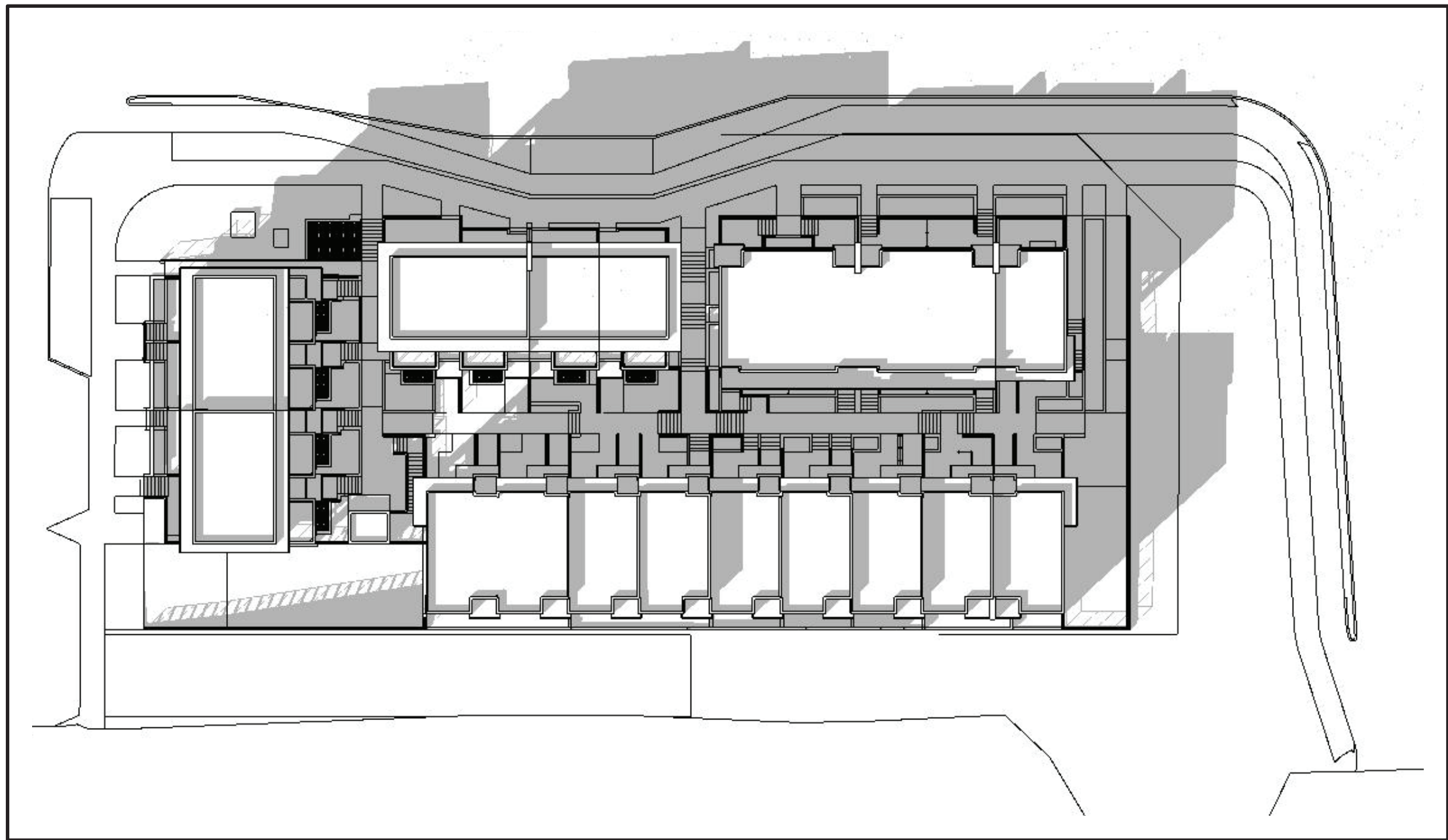
PROPOSED MULTI-FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

COURTYARD
ELEVATIONS

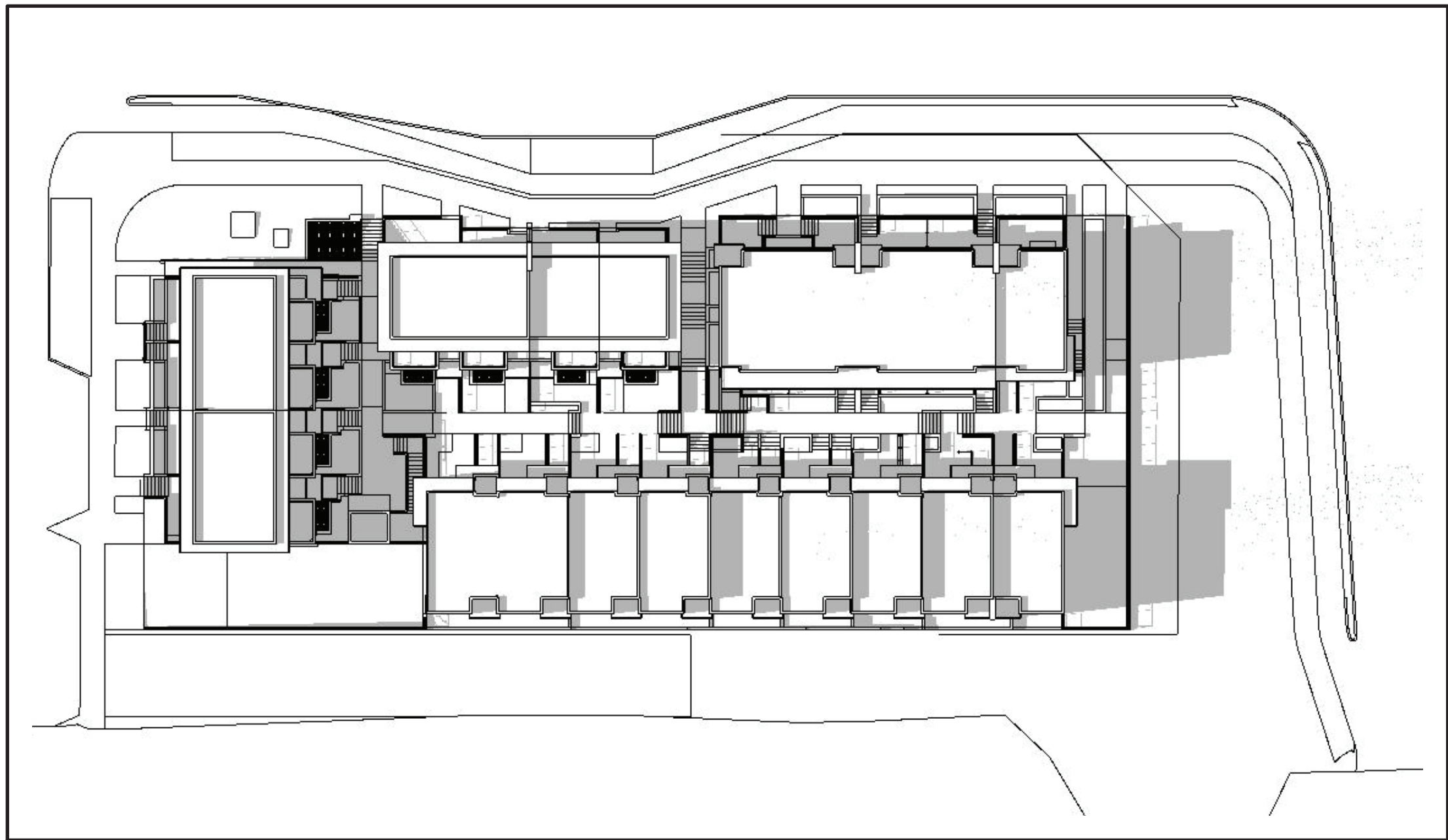
24668 [PROJECT]
1/8" = 1'-0" [SCALE]
Feb. 23, 2026 [DATE]
RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

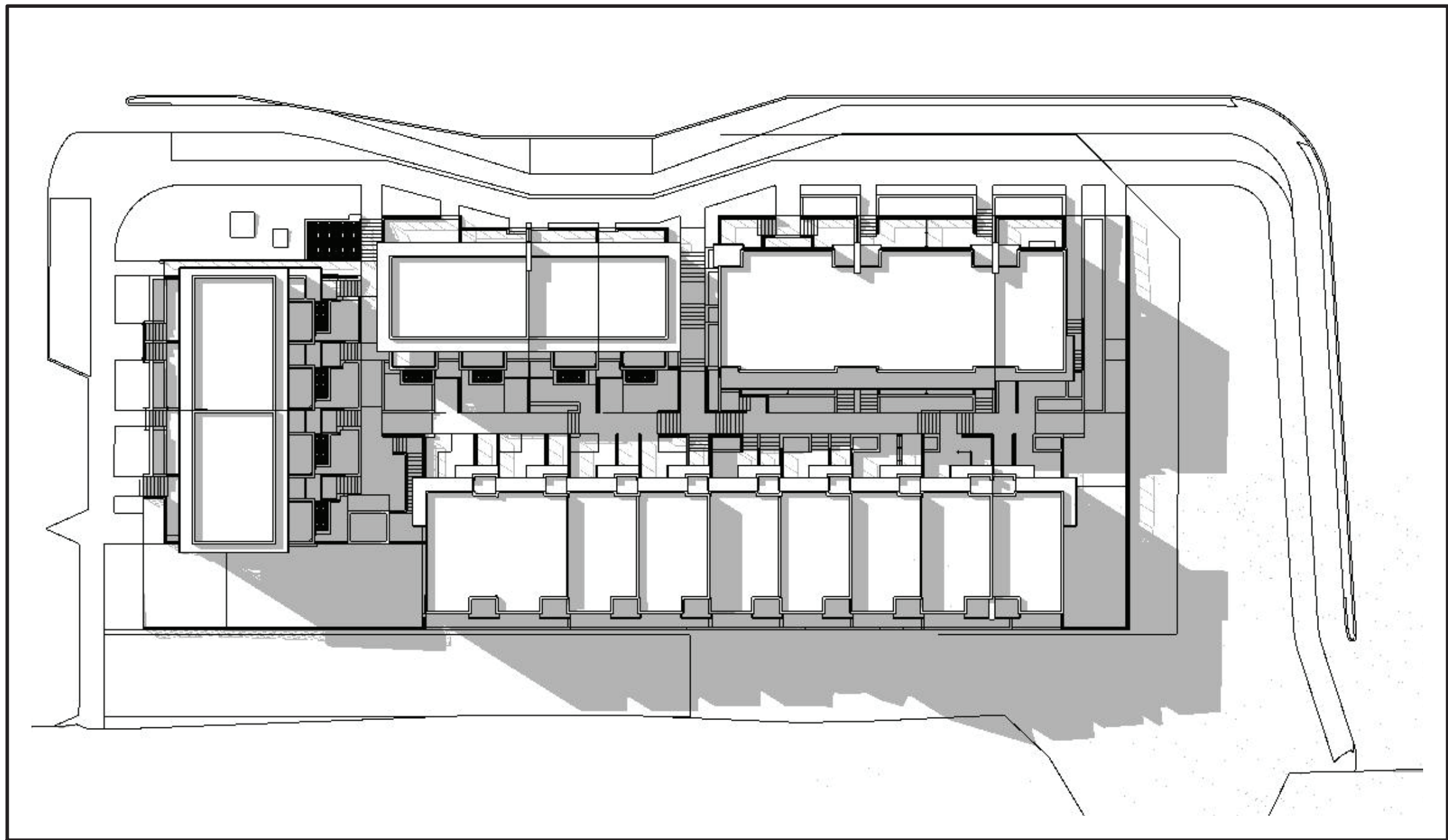
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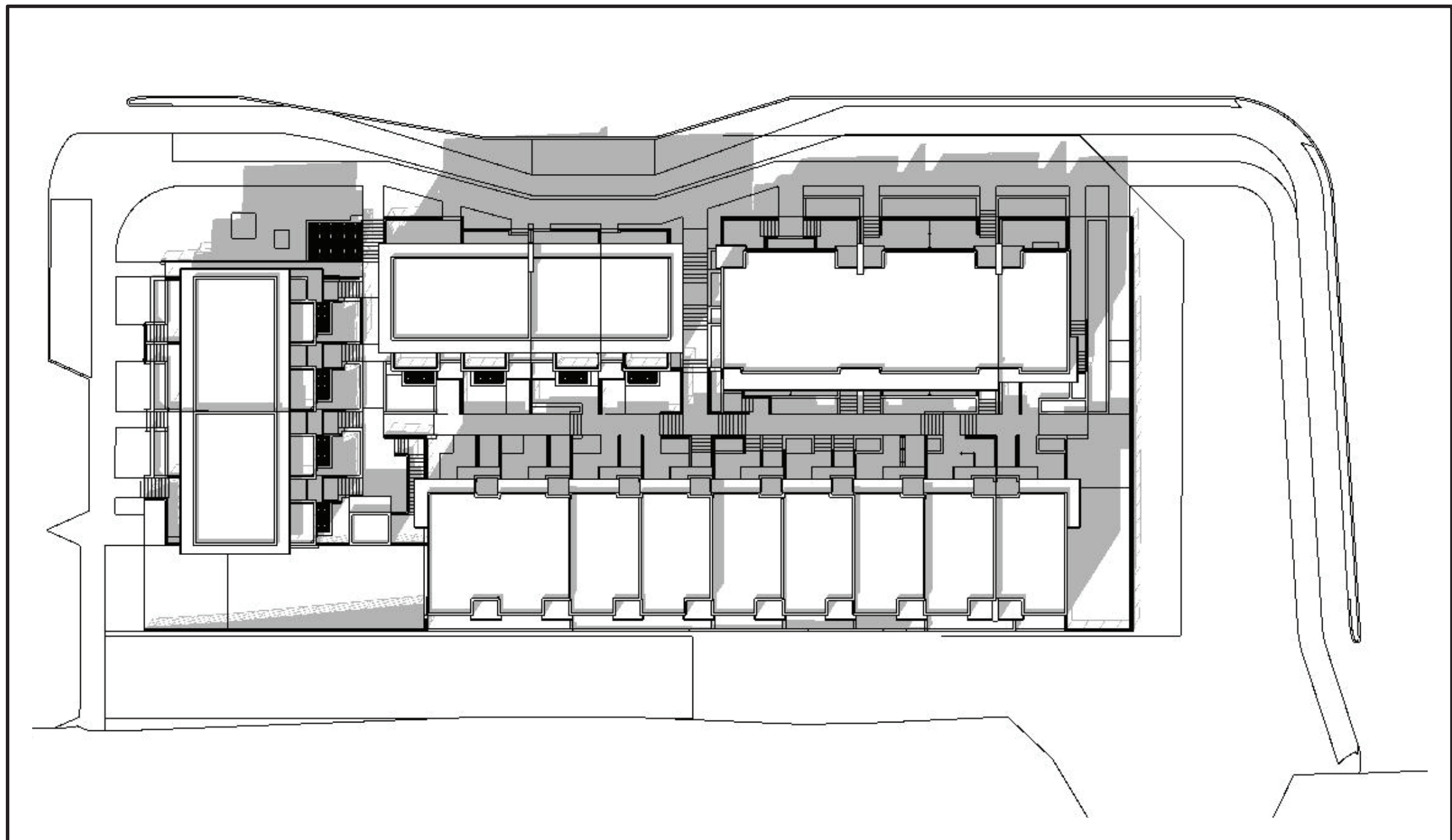
SHADOW STUDY - MARCH 21ST @ 10AM



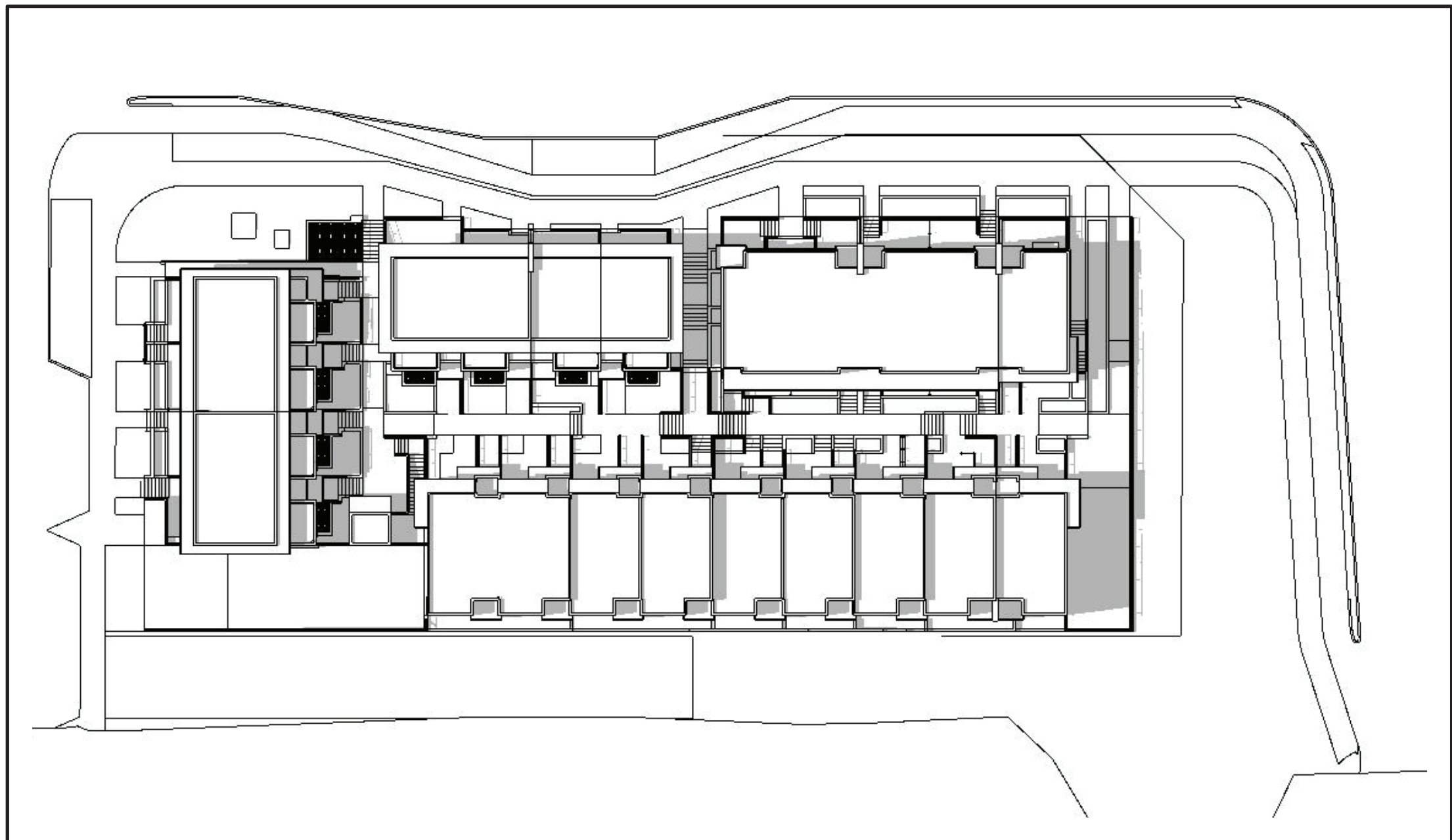
SHADOW STUDY - MARCH 21ST @ 12PM



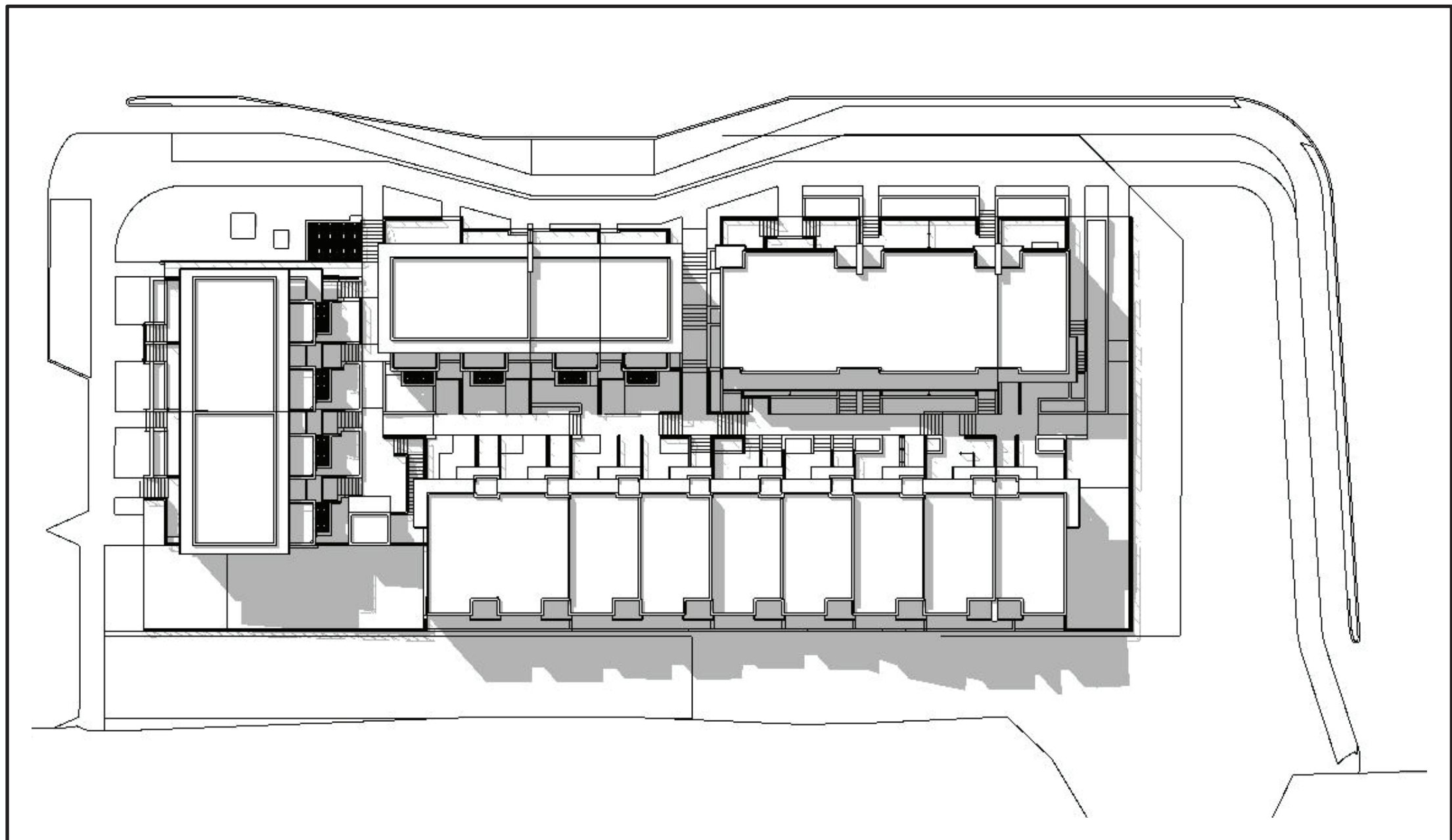
SHADOW STUDY - MARCH 21ST @ 2PM



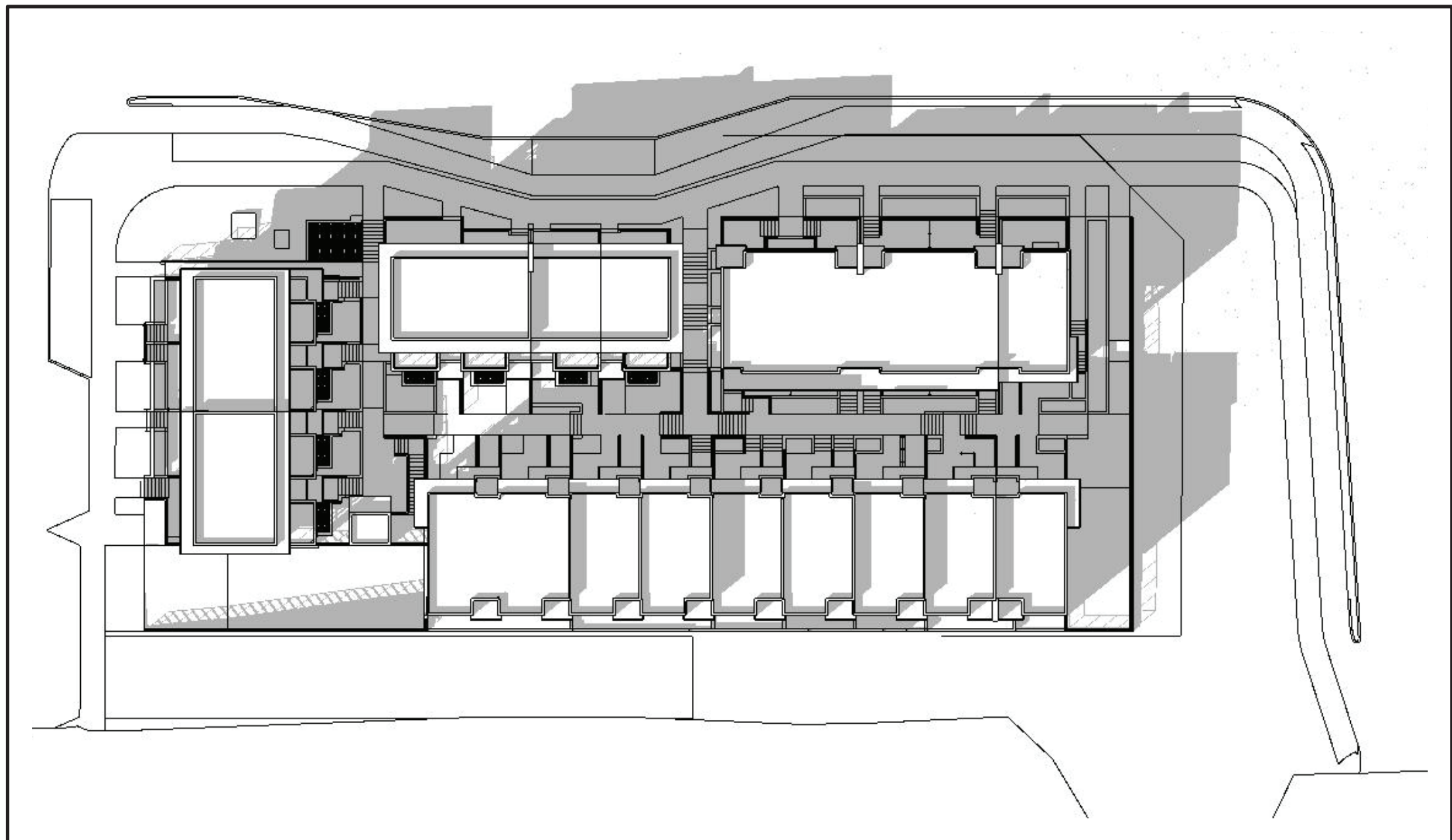
SHADOW STUDY - JUNE 21ST @ 10AM



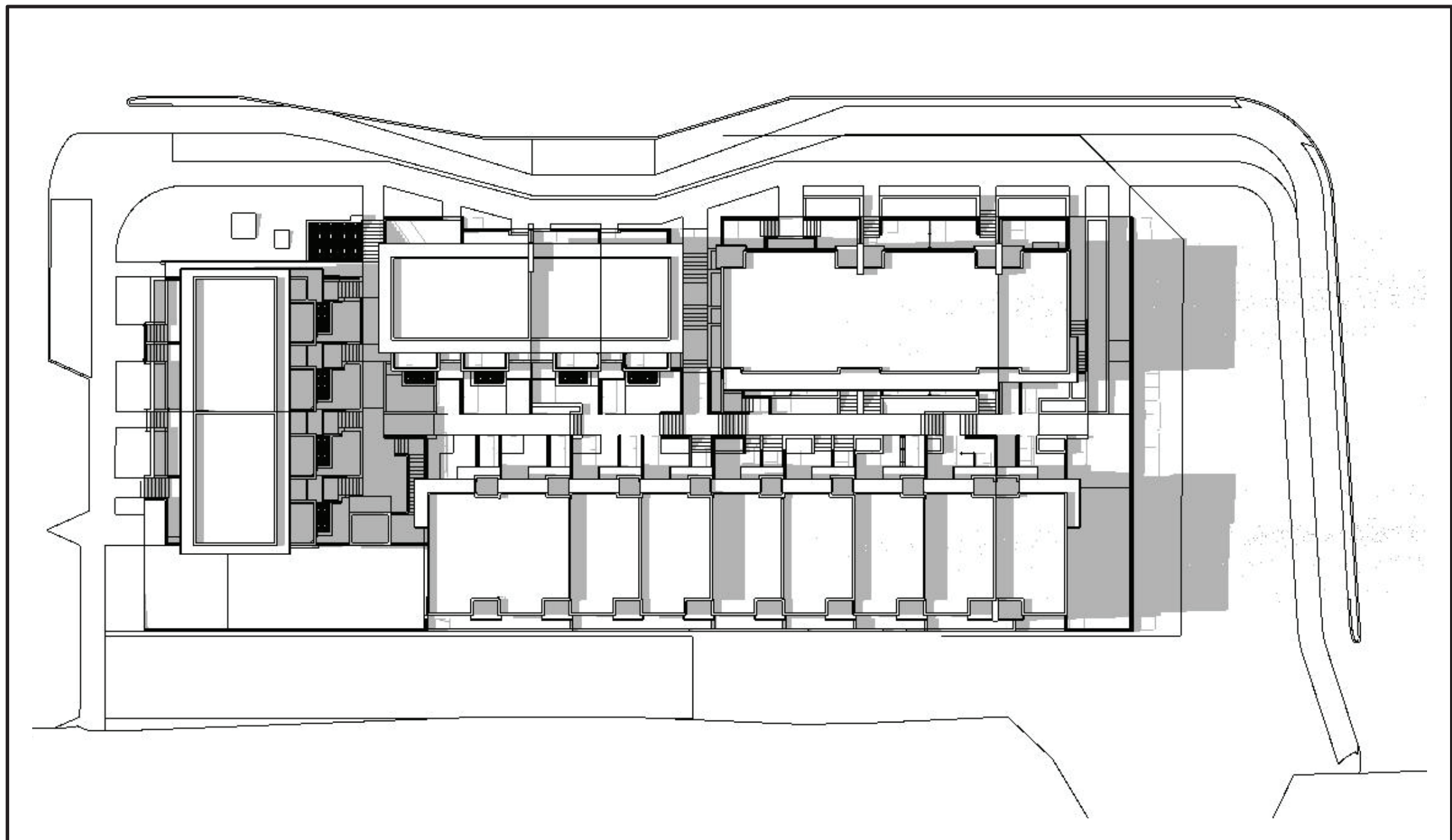
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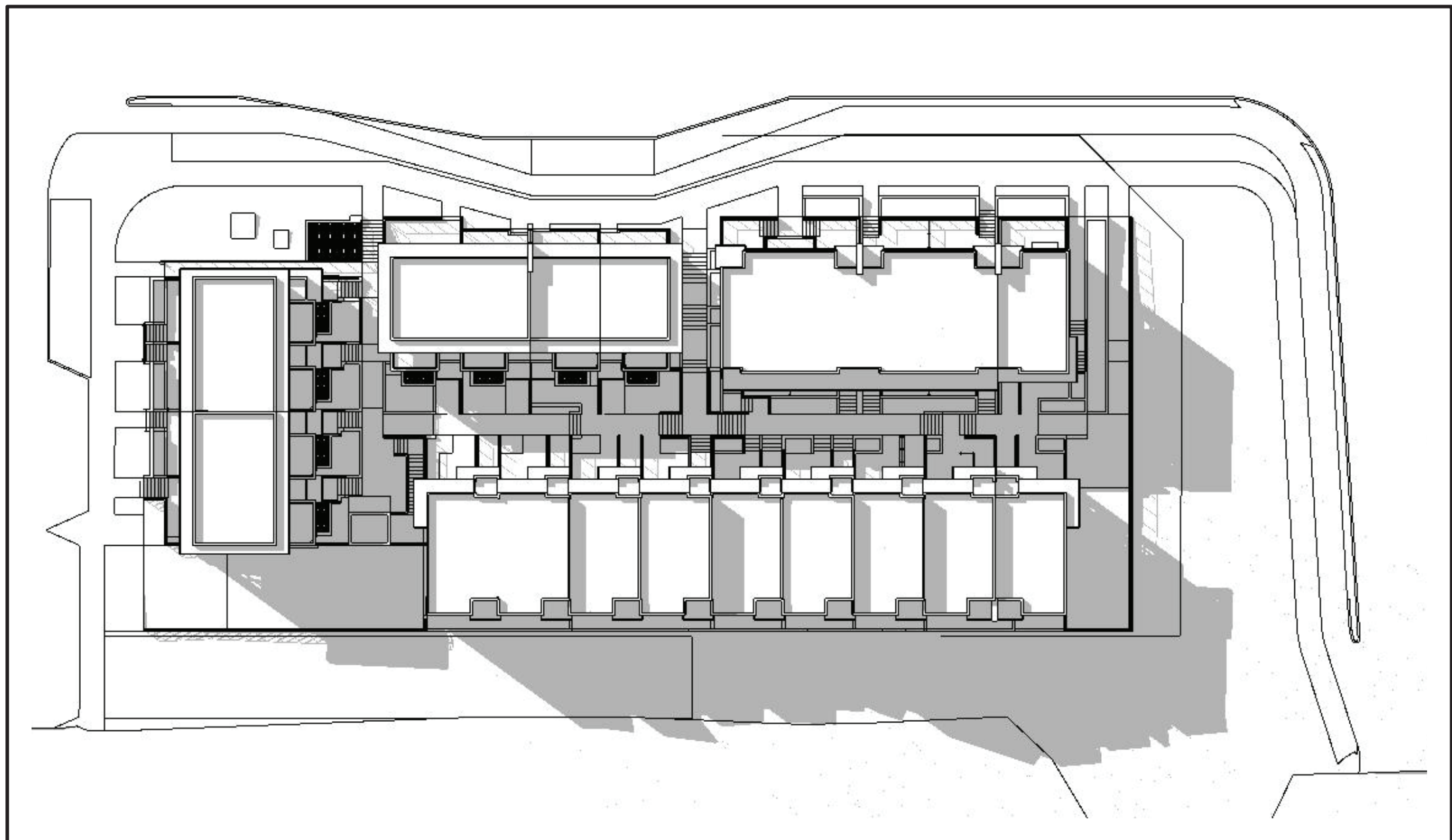
SHADOW STUDY - JUNE 21ST @ 2PM



SHADOW STUDY - SEPTEMBER 21ST @ 10AM



SHADOW STUDY - SEPTEMBER 21ST @ 12PM



SHADOW STUDY - SEPTEMBER 21ST @ 2PM

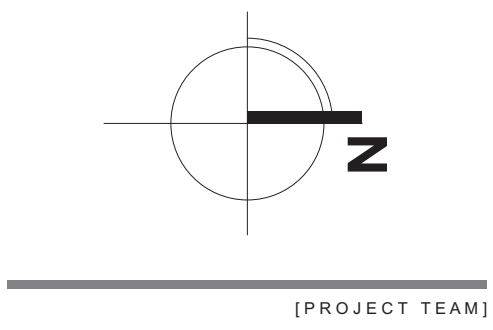


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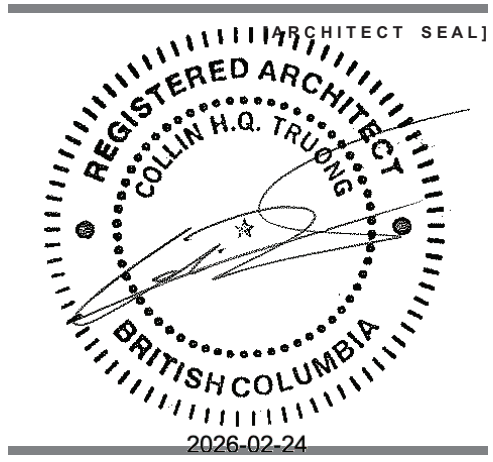
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PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

SHADOW STUDY

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-8.000

REQUIRED PROJECT VISUAL

REQUIRED DATA

CLARIFICATION NOTES

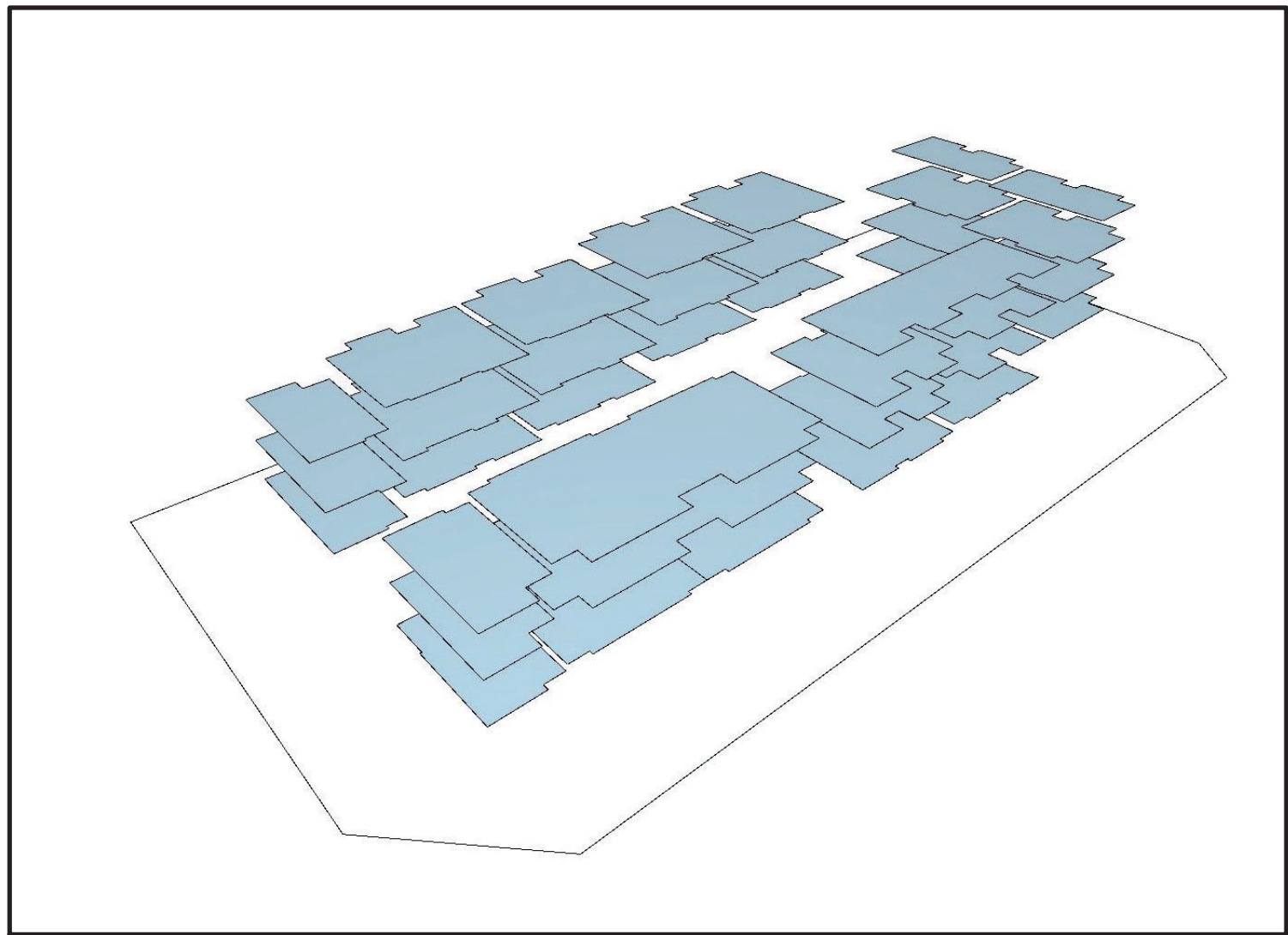


Figure 1: The aggregate floor area of Townhouses units

1. Object Name:

townhouses
2. Data:

• Aggregate number of Townhouses in the development: 36

• Aggregate floor area of Townhouses in the development: 3,238.94 m²
1. Floor area is aggregate for the entire project.

2. The measurement does not include below grade basements belonging to the townhouse.

3. Measurements are to sheathing of exterior walls and the center-line of interior walls.

DNV FARM - TOWNHOUSES				
Home Storey	Object Name	Zone Name	Quantity	Measured Area
1ST LEVEL				
	townhouses	TH-1	7	444.50
	townhouses	TH-2	1	63.50
	townhouses	TH-3	1	63.50
	townhouses	TH-5	3	1,464.27
	townhouses	TH-5A	1	492.76
	townhouses	TH-6	1	63.50
	townhouses	TH-7	2	964.68
	townhouses	TH-7A	2	976.20
	townhouses	UNIT A1	2	952.34
	townhouses	UNIT A1A	1	480.53
	townhouses	UNIT A1B	1	480.53
	townhouses	UNIT A2	7	3,390.66
	townhouses	UNIT A2A	1	489.62
	townhouses	UNIT A2B	1	489.63
	townhouses	UNIT A3	1	435.98
2ND LEVEL				
	townhouses	TH-1	7	3,723.21
	townhouses	TH-2	1	536.43
	townhouses	TH-3	1	536.59
	townhouses	TH-4	2	941.86
	townhouses	TH-4A	1	475.18
	townhouses	TH-4B	1	475.18
	townhouses	TH-5	3	1,396.08
	townhouses	TH-5A	1	469.47
	townhouses	TH-6	1	470.28
	townhouses	TH-7	2	902.32
	townhouses	TH-7A	2	910.09
3RD LEVEL				
	townhouses	TH-1	7	3,341.80
	townhouses	TH-2	1	481.63
	townhouses	TH-3	1	481.63
	townhouses	TH-4	2	926.50
	townhouses	TH-4A	1	467.25
	townhouses	TH-4B	1	467.25
	townhouses	TH-5	3	1,396.08
	townhouses	TH-5A	1	469.47
	townhouses	TH-6	1	470.28
	townhouses	TH-7	2	886.94
	townhouses	TH-7A	2	894.22
4TH LEVEL				
	townhouses	TH-4	2	609.84
	townhouses	TH-4A	1	307.67
	townhouses	TH-4B	1	307.67
	townhouses	TH-7	2	630.52
	townhouses	TH-7A	2	636.02
				34,863.66 ft²

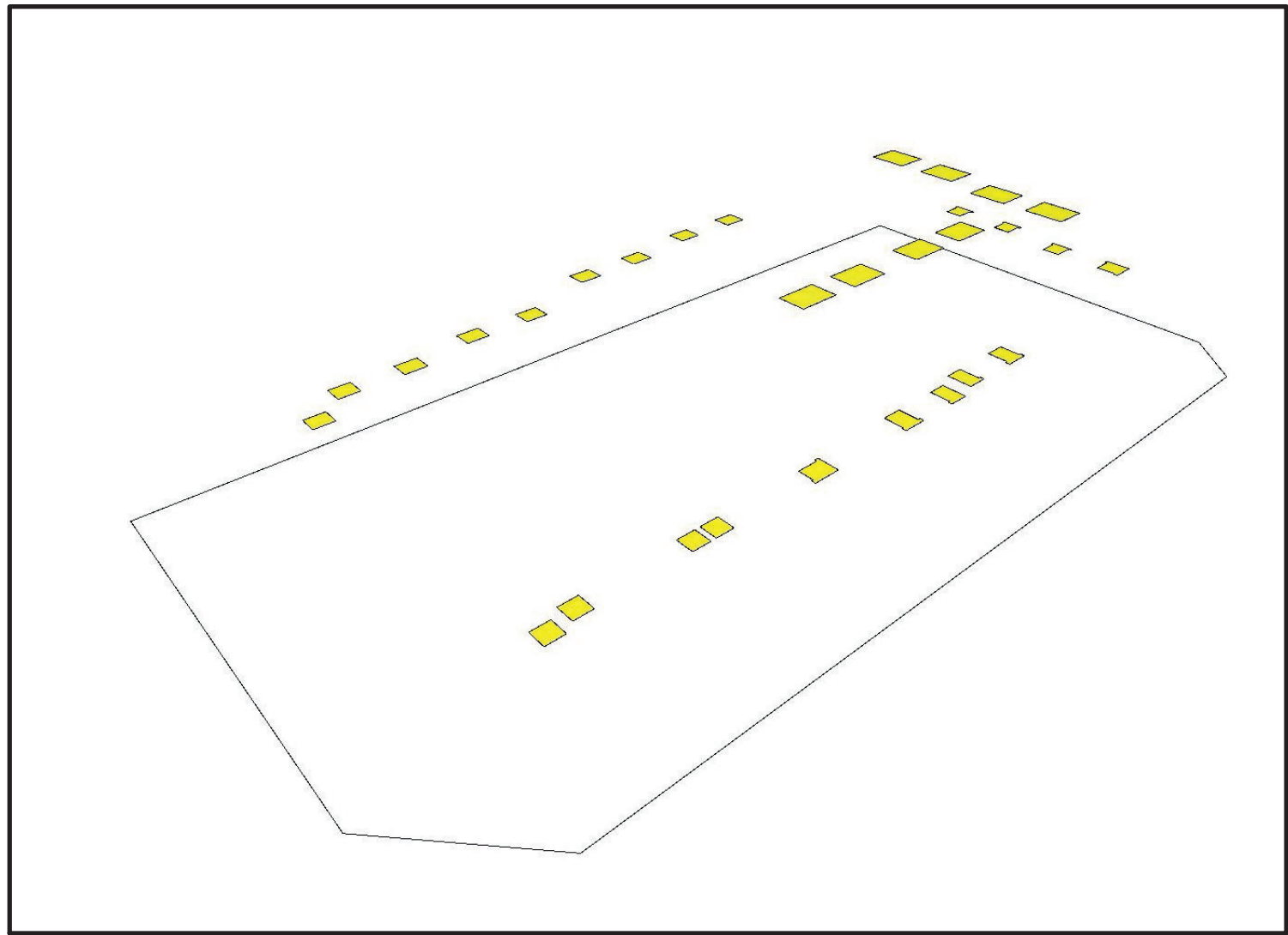


Figure 2: The aggregate floor area of above grade Private Balconies.

1. Object Name:

deck.private
2. Data:

• Aggregate floor area of private decks and balconies: 115.33 m²
1. Floor area is the aggregate for the entire project.

2. Measurements are from sheathing of exterior walls to the edge of balconies or interior face of stud in parapet wall.

DNV FARM - PRIVATE BALCONY				
Home Storey	Object Name	Zone Name	Quantity	Measured Area
2ND LEVEL				
	deck.private	balcony	22	611.00
4TH LEVEL				
	deck.private	rooftop patio	8	630.44
				1,241.44 ft²

REQUIRED PROJECT VISUAL

REQUIRED DATA

CLARIFICATION NOTES

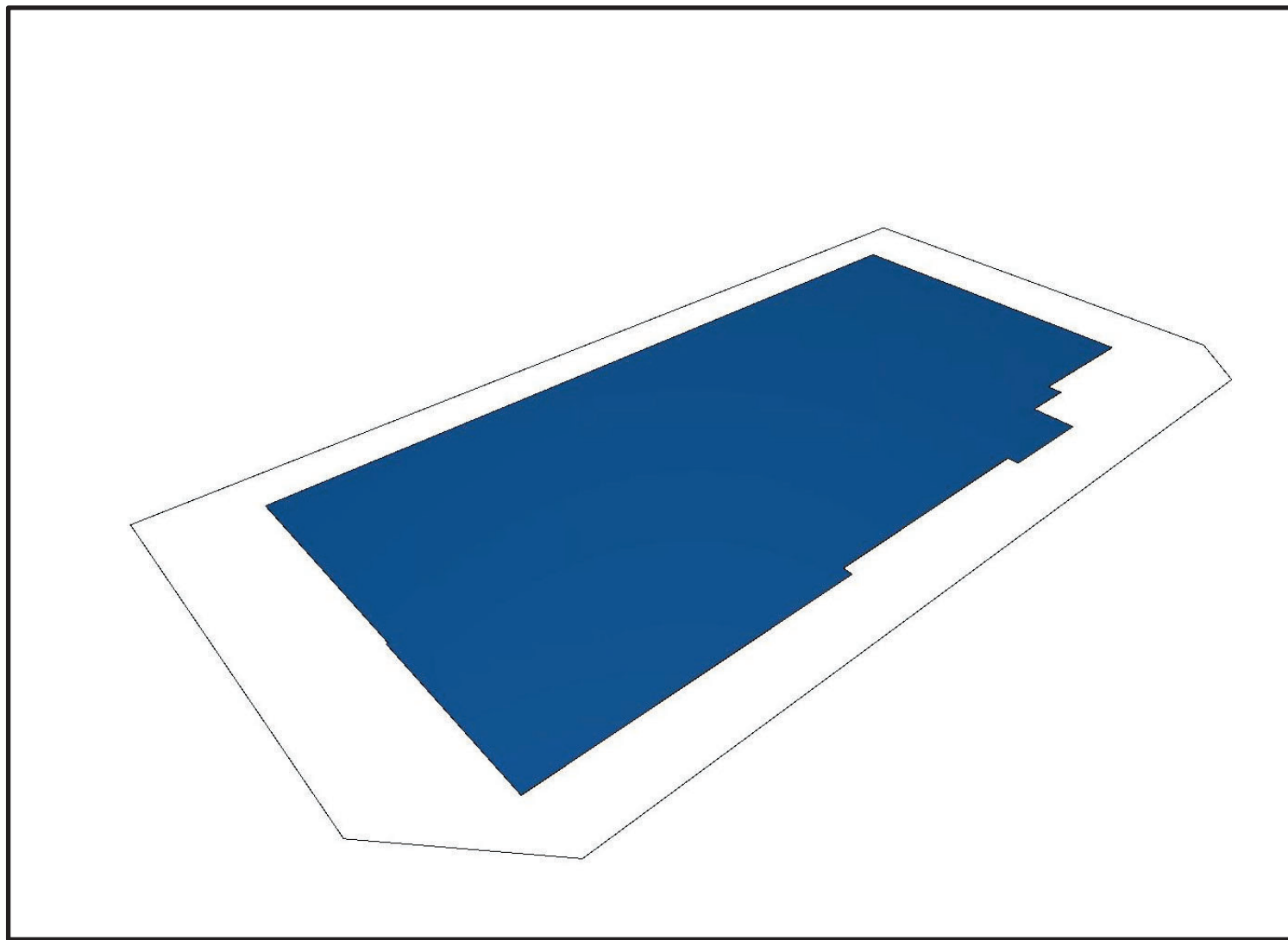


Figure 3: The aggregate floor area of Parkades.

1. Object Name:

parkade
2. Data:

• Aggregate floor area of Parkade: 1,926.17 m²
1. Floor area is the aggregate for the entire project.

2. The measurement is for all Parkades.

3. Below grade parkades will not contribute to GFA.

DNV FARM - PARKING				
Home Storey	Object Name	Zone Name	Quantity	Measured Area
PARKING P1				
	parkade	Parkade	1	20,733.17
				20,733.17 ft²

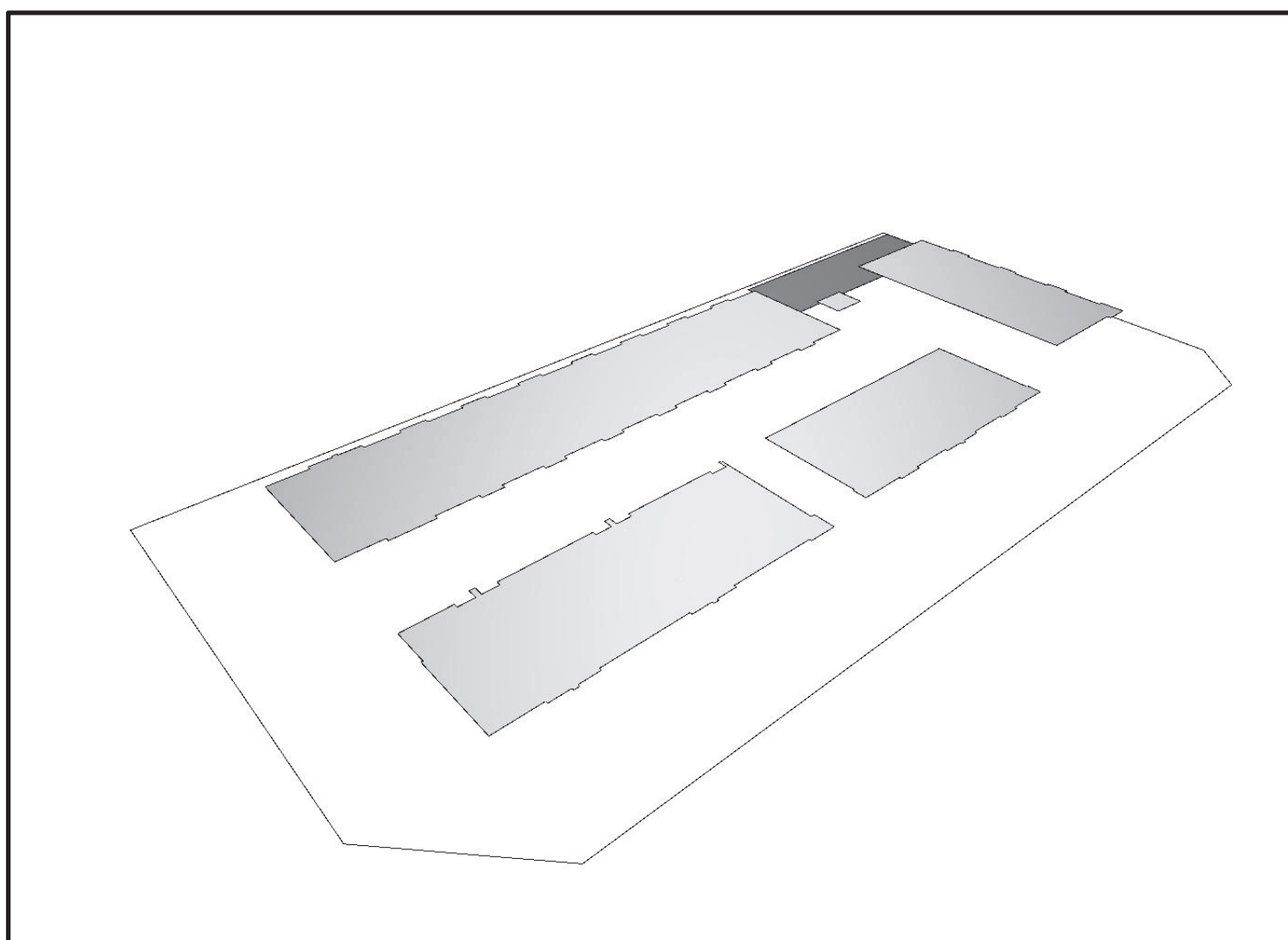


Figure 4: The Building coverage area and area of driveways.

1. Object Name:

coverage
2. Data:

• Building coverage area: 1,086.93 m²

• The area of driveways, manoeuvring aisles and exterior parking aprons outside of the Building coverage: 124.80 m²
1. Building coverage includes the footprint area of buildings and structures more than 0.6M above adjacent grade.

2. The area of cantilevered decks and similar structures is included in Building coverage.

3. The area of driveways, manoeuvring aisles and exterior parking aprons outside of the Building coverage.

FARM - Areas - Site Coverage				
Home Storey	Object Name	Zone Name	Quantity	Measured Area
1ST LEVEL				
	coverage	Building #1	1	2,033.89
	coverage	Building #2	1	1,972.39
	coverage	Building #3	1	2,513.29
	coverage	Building #4	1	5,100.07
	coverage	Driveway	1	1,343.30
	coverage	Elevator	1	80.00
				13,042.94 ft²



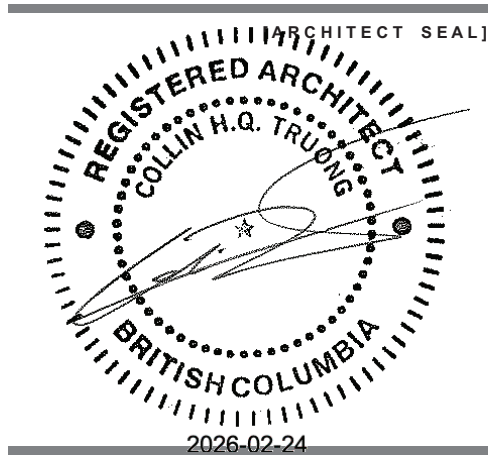
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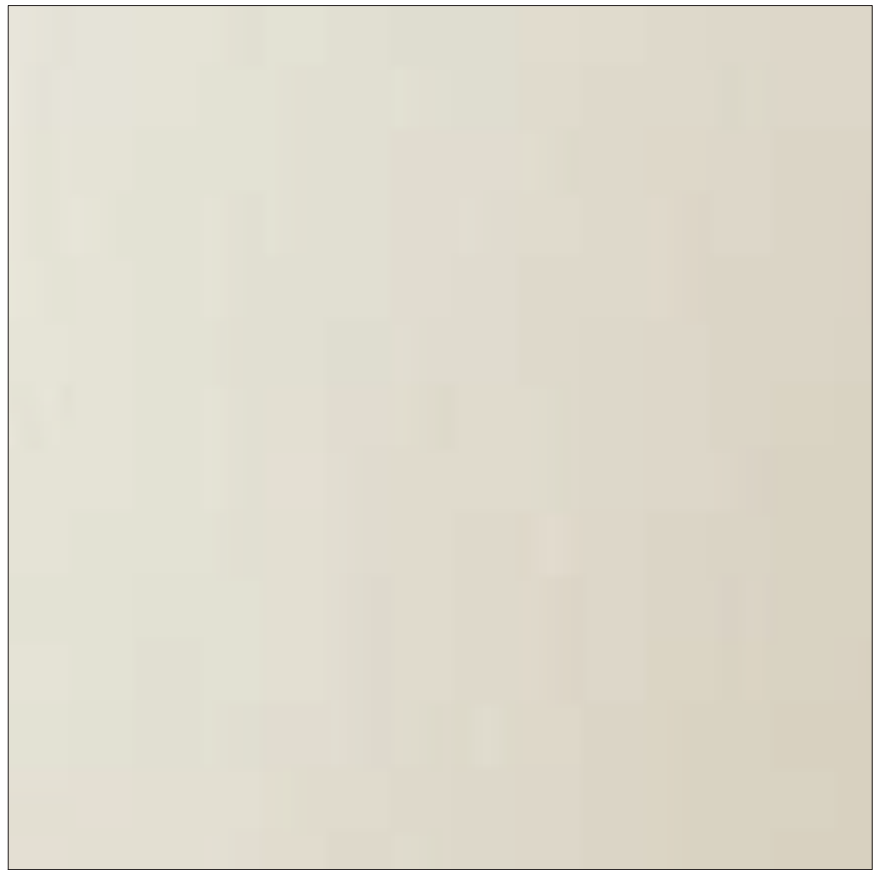
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ESTATE LP

PROPOSED MULTI-FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

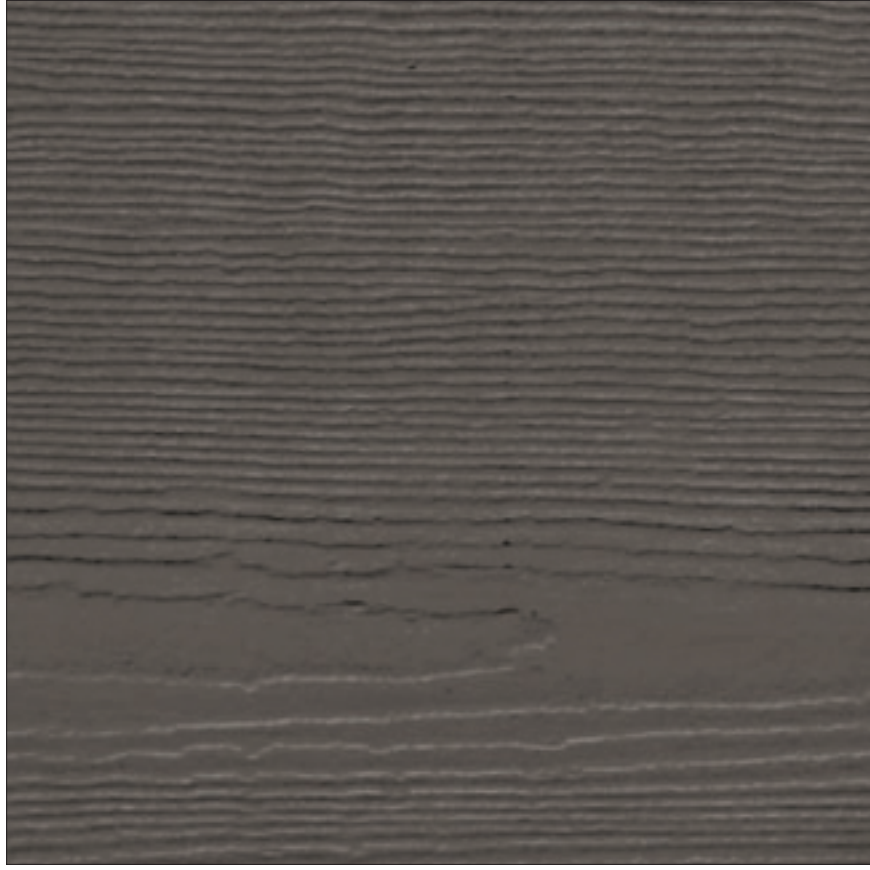
FLOOR AREA
REFERENCE
MODEL

24668
1' = 1'-0"
Feb. 23, 2026
RZ / DP RESUBMISSION

A-8.100



1 Cementitious Panel Reveal
- smooth texture
colour: COBBLESTONE



2 Cementitious Lap Siding
Horizontal 6" Fibre Cement Siding
colour: RICH ESPRESSO



2A WOODLOOK
Horizontal 6" Fibre Cement Siding
colour: WARM ESPRESSO



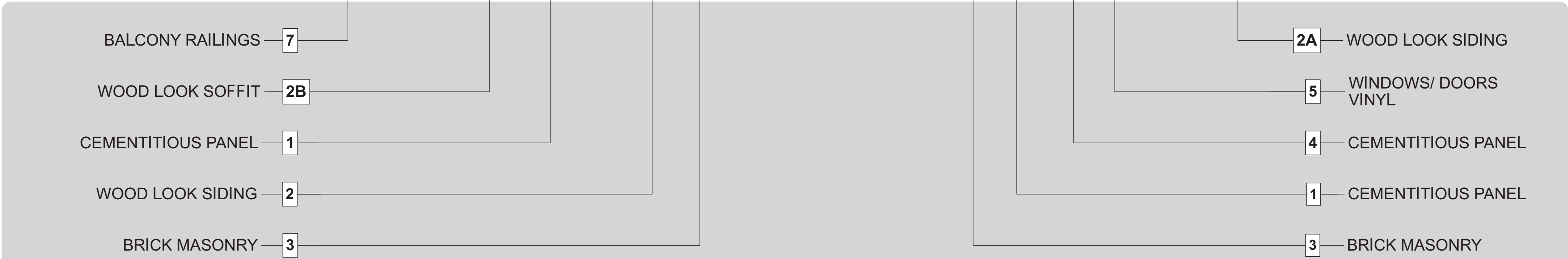
2B WOODLOOK
Horizontal 6" Fibre Cement Siding
colour: MOUNTAIN CEDAR

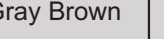
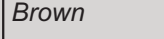
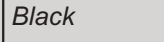
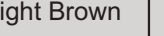
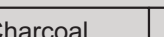
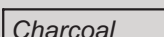
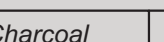
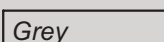


3 BRICK MASONRY:
colour: TRADITIONAL IRON WASH,
COAL CREEK



4 TO MATCH:
Benjamin Moore
colour: GRAPHITE 1603



MATERIAL AND COLOUR LEGEND											
	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location		Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
1		Cementitious Reveal Panel	Cementitious Siding - Cobble Stone	-	Exterior Walls	5	 Black	Vinyl Windows and Doors c/w matching Flashing and Trim	Black Colour	-	Residential Windows and Doors
2		Woodlook	Cementitious Siding - Rich Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	6	 Brown	Entry Door	Wood - Oak	-	Main Building Entrance door
2A		Woodlook	Cementitious Siding - Warm Espresso	-	Exterior Walls - Horizontal Siding 6" exposure	7	 Black	Pre-finished Aluminum Railing c/w Clear Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Balconies, Patios & Exterior Stairs
2B		Woodlook	Cementitious Siding - Mountain Cedar	-	Entry Area / Roof & Balcony Soffits	8	 Black	Pre-finished Aluminum Privacy Screens c/w Obscured Safety Glass Infill Panels	Black Colour (Satin Finish)	-	Patios & Balconies
3		Brick Masonry	Colour - Traditional Iron Wash , Coal Creek	-	Brick Masonry Exterior Cladding where noted	9	 Charcoal	Wood Boards c/w Pre-finished steel flashings (Makin Metals Ltd. - PVDF)	Benjamin Moore GRAPHITE 1603	-	Balcony & Roof Fascias
4	 Charcoal	Cementitious Reveal Panel	Paint - Benjamin Moore GRAPHITE 1603	-	Siding and flashing applications @ window infill panels corner windows	10	 Grey	Exposed Architectural Concrete			Exposed Concrete Walls c/w Elastomeric Paint



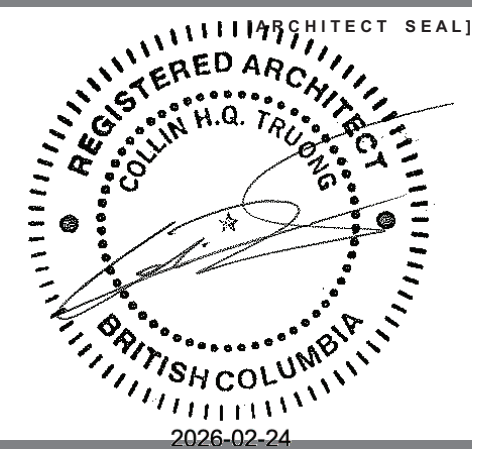
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PROPOSED MULTI-FAMILY DEVELOPMENT
526 - 550 RIVERSIDE DRIVE & 2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

MATERIAL AND SAMPLE BOARD

24668 [PROJECT]

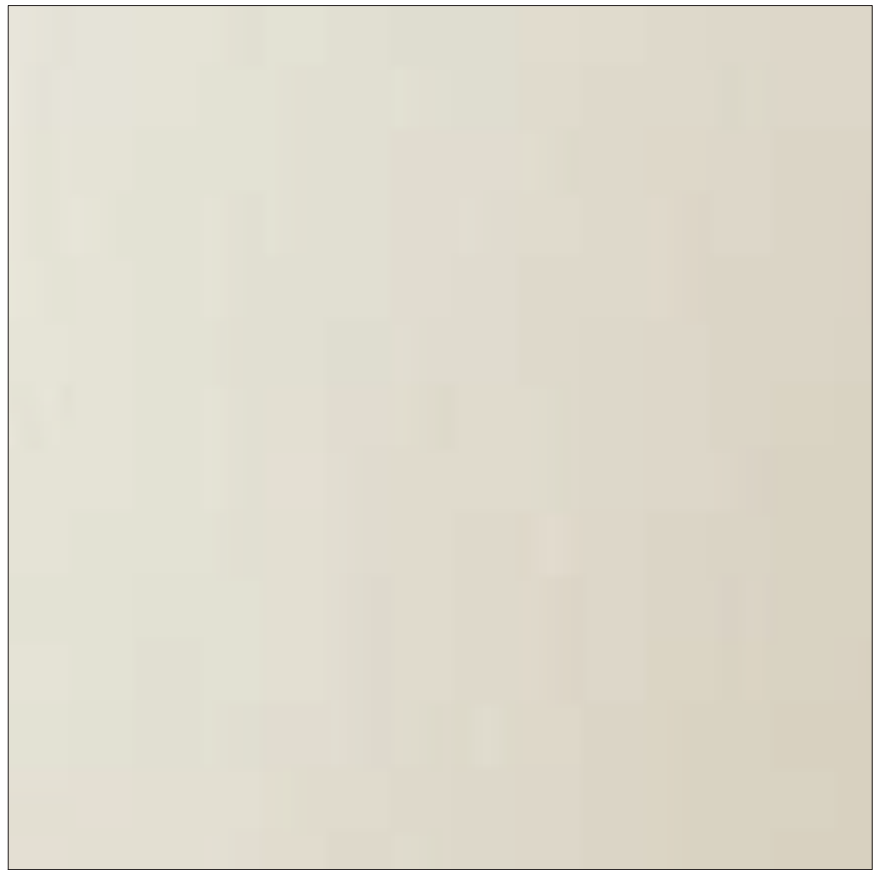
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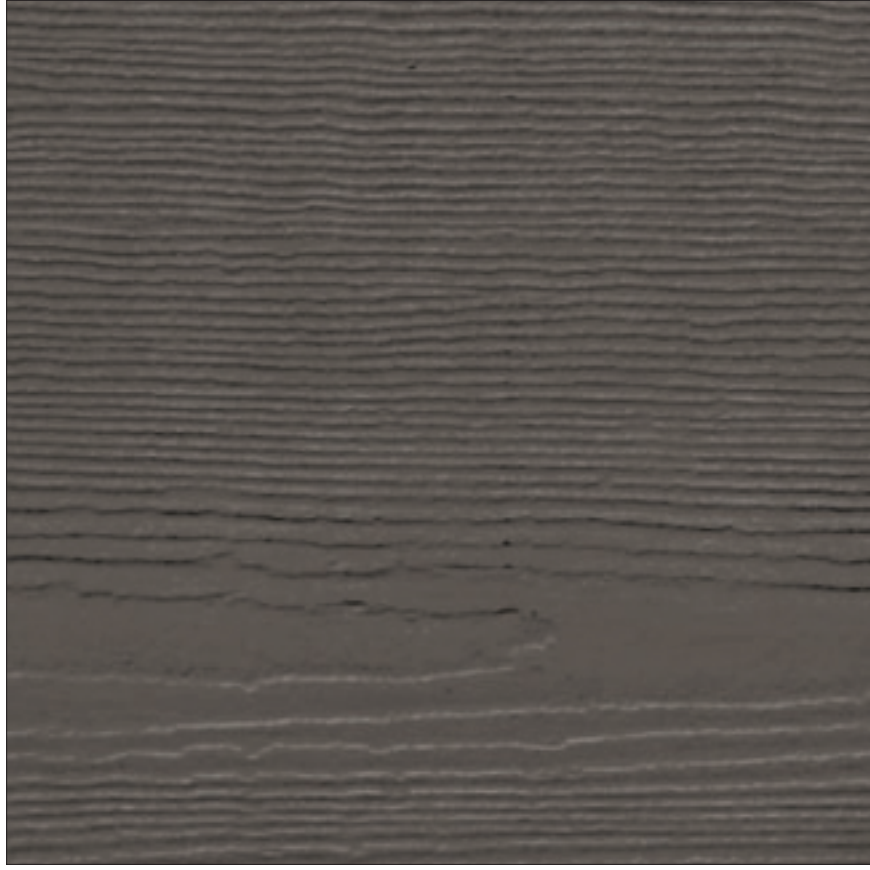
RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-8.200



1 Cementitious Panel Reveal
- smooth texture
colour: COBBLESTONE



2 Cementitious Lap Siding
Horizontal 6" Fibre Cement Siding
colour: RICH ESPRESSO



2A WOODLOOK
Horizontal 6" Fibre Cement Siding
colour: WARM ESPRESSO



2B WOODLOOK
Horizontal 6" Fibre Cement Siding
colour: MOUNTAIN CEDAR



3 BRICK MASONRY:
colour: TRADITIONAL IRON WASH,
COAL CREEK



4 TO MATCH:
Benjamin Moore
colour: GRAPHITE 1603



1 — CEMENTITIOUS SIDING

4 — CEMENTITIOUS PANEL

5 — WINDOWS / DOORS
VINYL

2B — WOOD LOOK SOFFIT

2A — WOOD LOOK SIDING

9 — CEMENTITIOUS PANEL

2 — WOOD LOOK SIDING

5 — WINDOWS/ DOORS
VINYL

4 — CEMENTITIOUS PANEL

MATERIAL AND COLOUR LEGEND

	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
1	Beige	Cementitious Reveal Panel	Cementitious Siding - Cobble Stone	-	Exterior Walls
2	Gray Brown	Woodlook	Cementitious Siding - Rich Espresso	-	Exterior Walls - Horizontal Siding 6" exposure
2A	Brown	Woodlook	Cementitious Siding - Warm Espresso	-	Exterior Walls - Horizontal Siding 6" exposure
2B	Light Brown	Woodlook	Cementitious Siding - Mountain Cedar	-	Entry Area / Roof & Balcony Soffits
3	Charcoal	Brick Masonry	Colour - Traditional Iron Wash , Coal Creek	-	Brick Masonry Exterior Cladding where noted
4	Charcoal	Cementitious Reveal Panel	Paint - Benjamin Moore GRAPHITE 1603	-	Siding and flashing applications @ window infill panels corner windows

	Colour	Product (to match)	Product Finish (to match)	Manufacturer	Element/ Location
5	Black	Vinyl Windows and Doors c/w matching Flashing and Trim	Black Colour	-	Residential Windows and Doors
6	Brown	Entry Door	Wood - Oak	-	Main Building Entrance door
7	Black	Pre-finished Aluminum Railing c/w Clear Safety Glass Infill Panels	Black Colour (Satin Finish)	Lindahl	Balconies, Patios & Exterior Stairs
8	Black	Pre-finished Aluminum Privacy Screens c/w Obscured Safety Glass Infill Panels	Black Colour (Satin Finish)	-	Patios & Balconies
9	Charcoal	Wood Boards c/w Pre-finished steel flashings (Makin Metals Ltd. - PVDF)	Benjamin Moore GRAPHITE 1603	-	Balcony & Roof Fascias
10	Grey	Exposed Architectural Concrete			Exposed Concrete Walls c/w Elastomeric Paint



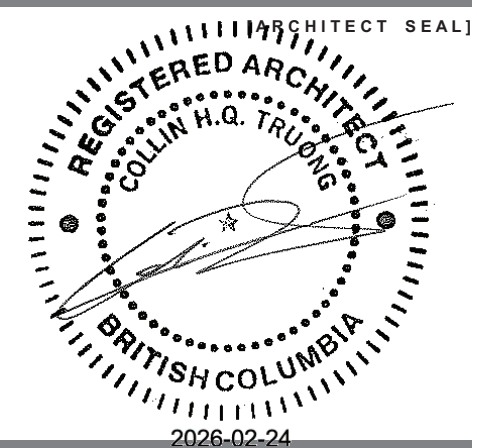
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SUMMIT WIND REAL
ESTATE LP

PROPOSED MULTI-
FAMILY
DEVELOPMENT
526 - 550 RIVERSIDE DRIVE &
2194 WINDRIDGE DRIVE
NORTH VANCOUVER, BC

MATERIAL AND SAMPLE BOARD

24668 [PROJECT]

[SCALE]

Feb. 23, 2026 [DATE]

RZ / DP RESUBMISSION [ISSUE]

[DRAWING]

A-8.201

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526-550 Riverside Drive & 2194 Windridge Drive

Public Information Meeting Summary Report

Overview

A virtual Public Information Meeting was held for this detailed planning application, including a rezoning and development permit. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page.

Meeting Purpose

- 1) To present the development proposal to neighbours
- 2) To provide an opportunity for the public to ask questions
- 3) To provide an opportunity for the public to comment on the proposal

Virtual Meeting

Event Date November 24 to December 5, 2025

Website [DNV.org/public-meeting](https://dnv.org/public-meeting)

[District of North Vancouver: 526-550 Riverside Drive & 2194 Windridge Drive](#)

Attendance

43 visitors to the Significant Apps project page, 76 total views

120 visitors to the virtual meeting landing page, 318 total views

85 visitors to the discussion thread, 562 total views

57 people viewed the applicant's video presentation

Comments 49 comments/questions received online (44 responses by staff/applicant)

Notification In accordance with District of North Vancouver policies (see Appendix A):

Notification Flyers were sent to approximately 50 addresses within a 100m radius of the site as well as the Maplewood Community Association.

Newspaper Ads were placed in the North Shore News on two consecutive Wednesdays: November 12 and November 19, 2025.

Signs – Two (2) bi-directional notification signs were installed at the intersections of Riverside Drive and Windridge Drive, and Riverside Drive and Mt. Seymour Parkway.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- Through the virtual PIM website for two weeks from November 24 to December 5, 2025

- Via email or phone throughout the course of the application

A total of 49 written comments were received through the virtual PIM website. Overall, feedback demonstrated strong community support for the proposed development.

- Supportive: 31 comments
- Opposed: 4 comments
- Neutral / Mixed (including requests for clarification): 14 comments

Supportive comments emphasized the need for additional housing in the Maplewood area, the provision of family-oriented units and diverse housing types, and the project's alignment with the Official Community Plan and long-term growth objectives. Support was also expressed for the proposed public realm and active transportation improvements, including Spirit Trail upgrades, sidewalks, landscaping, bike infrastructure, and transit access, which were viewed as contributing to neighbourhood safety, connectivity, and revitalization.

Opposition and mixed comments focused primarily on concerns related to parking supply, traffic congestion, and road and intersection design. Respondents expressed apprehension that the proposed parking provision may be insufficient and could result in spillover parking on nearby streets, potentially impacting pedestrian and cyclist safety. Additional concerns included increased traffic at the Riverside Drive and Mt. Seymour Parkway intersection, turning movement challenges, construction impacts, environmental considerations, and affordability. Several comments requested further clarification on these matters, indicating general support for housing in principle but a desire for greater certainty that infrastructure and safety issues will be adequately addressed.

In addition, a total of one written comment was received via email, along with two phone calls providing feedback and questions regarding site access, landscaping, and the CTMP. Nine support letters were also submitted, indicating that the project contributes to responsible growth in the Maplewood Village Centre, commits to infrastructure improvements, and addresses diverse housing needs.

Conclusion

The purpose of the virtual public information meeting was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal.

Approximately 50 invitations were distributed to neighbours, two newspaper ads notified the community of the meeting, and two signs were installed in the neighbourhood. 120 visitors accessed the virtual PIM.

The public could participate in this process in several ways:

- Viewing the video presentation

- Submitting written comments and questions to the Development Planner

A total of 52 responses were received, including 49 online comments submitted through the virtual PIM, one email, and two phone calls sent directly to the District's Development Planner. In addition, nine support letters were provided to the applicant and submitted to the District.

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and better resolve the project design.

Attachments

Appendix A: Notification

Appendix B: Virtual PIM Comments

Appendix A: Notification

Newspaper Advertisement: North Shore News – November 12, 2025

A16 | WEDNESDAY, NOVEMBER 12, 2025

North Shore Community Resources

Connect Empower Participate

The North Shore's Bridge to Individual and Community Wellbeing

Our Seniors One Stop (SOS) program provides information and referral to access:

- Health services
- Transportation options
- Subsidized housing & financial benefits
- Meal & shopping programs
- Social, recreational, & volunteer activities

How can we help?

Connect with us! 604-985-7138 www.nscr.ca 201-936 Marine Dr.
nscr@nscr.ca @nscroconnect North Vancouver



GOLDIE'S OPPORTUNITY

Doughnut shop taking over former Andrew's on Eighth space

HILARY ANGUS
Contributing writer

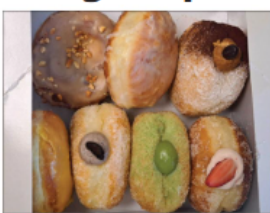
North Vancouver sweet treat enthusiasts will have reason to celebrate soon, as the popular Goldie's Donuts gets set to move into the neighbourhood.

The bakery, which specializes in 24-hour fermented, cream-filled brioche doughnuts, has confirmed with the North Shore News that they will be moving into the former café space of the much loved Andrew's on Eighth, which announced its closure in February of this year.

Goldie's, inspired by founder Young Jun (Jack) Jeon's golden retriever, aims to embody the "simple joy and warmth" offered by time spent with the notably friendly dogs, according to Goldie's website.

"Our cozy interior and carefully crafted menu reflect this philosophy, creating a space where warmth and happiness are at the heart of everything we do," the site reads.

Jeon, who grew up in West Vancouver, opened Goldie's first Metro Vancouver location in Horseshoe Bay in 2024, following the success of his family's companion store in Suwon, South Korea.



This doughnut order from Goldie's includes Oreo cream, strawberry milkshake and peanut butter glaze, among other sweet treats. NICK LARA/NEN

In the year and a half since, another Goldie's location has opened in Langley, and a Vancouver location is slated to open soon on Fraser Street.

While Goldie's is yet to set an official opening date for the new North Vancouver location, they said it would be "very soon," and they're excited to serve the community.

Hilary Angus is a Vancouver-based journalist writing for the North Shore News. She can be reached at info@hilaryangus.com.

Public Information Meeting for
6408, 6412, & 6418 BAY STREET



EVENT DETAILS:
Date: Thurs, Nov 20, 2025
Location: Gleneagles Clubhouse - Great Hall (6190 Marine Drive, West Vancouver)
Time: Drop-in format between 6pm-8pm, no formal presentation
Note: This meeting is applicant-led and is not a District of West Vancouver event.

Northwest Realty Inc., doing business as Northwest Properties has submitted a development application to the District of West Vancouver to permit the development of a four-storey, mixed-use building with ground-floor retail, three storeys of hotel use with rooftop amenity area. The proposal is intended to activate the village year-round and will provide much-needed visitor accommodations to Horseshoe Bay, helping to support local businesses and enhance vibrancy.

The overall nature of the proposal is consistent with the materials presented at the previous meeting, though minor enhancements and additional details will be shared.

Join us on November 20, 2025 where we will introduce the project team, share our vision for the site, answer questions, and gather your feedback.

PROJECT WEBSITE:
www.TidesatHorseshoeBay.ca

NORTHWEST PROPERTIES

Development Proposal

PUBLIC INFO MEETING
Participate virtually Nov 24-Dec 5 at [DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 526/540/550 Riverside Dr and 2194 Windridge Dr



36 townhouse units (strata-owned)
38 parking spaces
3-4 storeys

WE ARE HERE
EARLY INPUT MEETING | PUBLIC INFO MEETING | COUNCIL DECISION

MONTAGE

Contact:
Michael Kong, Montage Development
michaelk@montagedevelopment.ca, 604-551-0912

Newspaper Advertisement: North Shore News – November 19, 2025

north shore news nsnews.com

WEDNESDAY, NOVEMBER 19, 2025 | A23

Dog's owner 'repeatedly warned'

Continued from A22

minimum of \$1 million in liability insurance. The officer also issued two bylaw infraction tickets stemming from the incident.

The Madis objected via email and asked for reconsideration by another bylaw officer, saying the entire process was unfair and skewed against them, the ruling continues. The Madis argued it was never explained to them what their statement should include or how it would be used. The officer only considered one side of the story without giving them an actual opportunity to defend Solo's actions, they alleged.

Although bylaw doesn't have a mechanism for reconsideration, district's chief bylaw officer agreed to give the matter a second look. Ultimately, she upheld the original officer's decision and also cited "prior and subsequent incidents or complaints about Solo."

The Madis took the matter to B.C. Supreme Court for judicial review, which a chambers judge rejected.

Madi then took the matter to the B.C. Court of Appeal, arguing the lower court judge had erred in finding the previous decisions were reasonable and fair.

The three judges on the B.C. Court of Appeal hearing the matter disagreed with Madi. The district's initial reasoning

was "transparent and intelligible, and the outcome is justifiable," Justice Paul Riley found, as the bylaw officer had two versions of events to consider before deciding whether Solo's actions were "without provocation."

"The complainant said it was an unprovoked attack, and offered details by asserting that the two dogs were ten feet apart when Solo lunged, broke free of Mrs. Madi's control, and bit the complainant's dog," Riley wrote. "Mr. Madi's assertion that the attack was not unprovoked is unsupported by detail, and his statement includes comments that could reasonably be construed as tacit acknowledgments of responsibility."

Because of the other complaints about Solo, Madi had already been "repeatedly warned" about the "requirements and consequences of the bylaw" and so he could not claim the process was never explained to him, Riley added.

The appeals court also rejected Madi's complaint they were denied a chance to make new submissions to the district when the chief bylaw officer agreed to review the initial decision "out of a good-faith desire to address concerns about procedural fairness."

Development Proposal

PUBLIC INFO MEETING

Participate virtually Nov 24–Dec 5 at [DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 526/540/550 Riverside Dr and 2194 Windridge Dr



36 townhouse units (strata-owned)
38 parking spaces
3-4 storeys



Contact:
Michael Kong, Montage Development
michaelk@montagedevelopment.ca, 604-551-0912

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MARY ANCHETA QUARTET
Nov 20 – 22

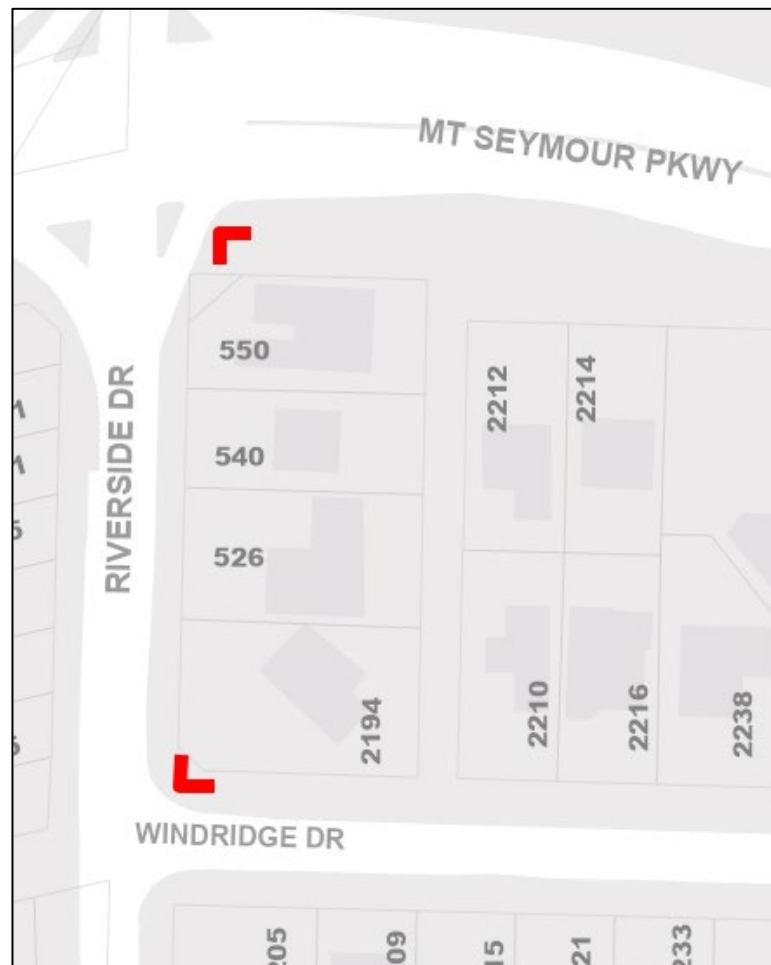
THE ARAB BLUES
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CASSIE AND MAGGIE
Jan 15 – 17, 2026

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Feb 19 – 20, 2026

BOOK TICKETS AT [KAYMEEK.COM](https://kaymeek.com) | 604.981.6335 | 1700 MATHERS AVE, WEST VAN

Location of notification signs



Two (2) bi-directional notification signs were installed at the intersections of Riverside Drive and Windridge Drive, and Riverside Drive and Mt. Seymour Parkway

Image of notification signs

Development Proposal

PUBLIC INFO MEETING:
Participate virtually
Nov 24–Dec 5, 2025 at
DNV.org/public-meeting

PROPOSAL: Information is preliminary and subject to change
**526/540/550 Riverside Drive
and 2194 Windridge Drive**



36 townhouse units
(strata-owned)
38 parking spaces
3-4 storeys

EARLY INPUT

WE ARE HERE
PUBLIC INFO MEETING

COUNCIL DECISION →

 **MONTAGE**
Development Consultants

Contact:
Michael Kong, Montage Development
michaelk@montagedevelopment.ca
604-551-0912

Notification flyer

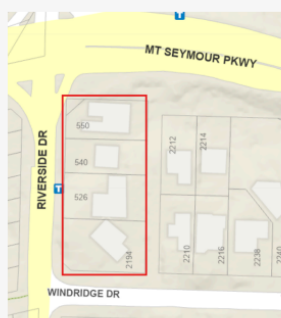
Virtual Public Information Meeting

A two-week public input opportunity will be held through the District of North Vancouver's platform. This is an opportunity for neighbours to share their feedback and ask questions to Montage Development Consultants regarding the development proposal.

For Further Information Please contact:

Montage Development Consultants
michaelk@montagedevelopment.ca
604-551-0912

Christopher Lumsden, Development Planner
District of North Vancouver
604-990-2411 ext. 7204



Notice of Virtual Public Information Meeting in Your Neighbourhood

Montage Development Consultants is hosting a Public Information Meeting to present the development proposal for townhouse development at 550/540/526 Riverside Drive and 2194 Woodridge Drive, North Vancouver.

This information is being distributed to the owners and occupants within 100 metres of the proposed development site in accordance with District of North Vancouver policy.

MEETING TIME

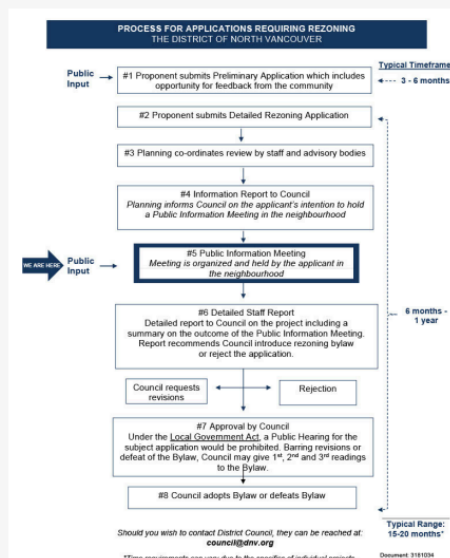
November 24th, 2025 – December 5th, 2025

Please visit [DNV.org/public-meeting](https://dnv.org/public-meeting) to access the virtual two-week meeting.

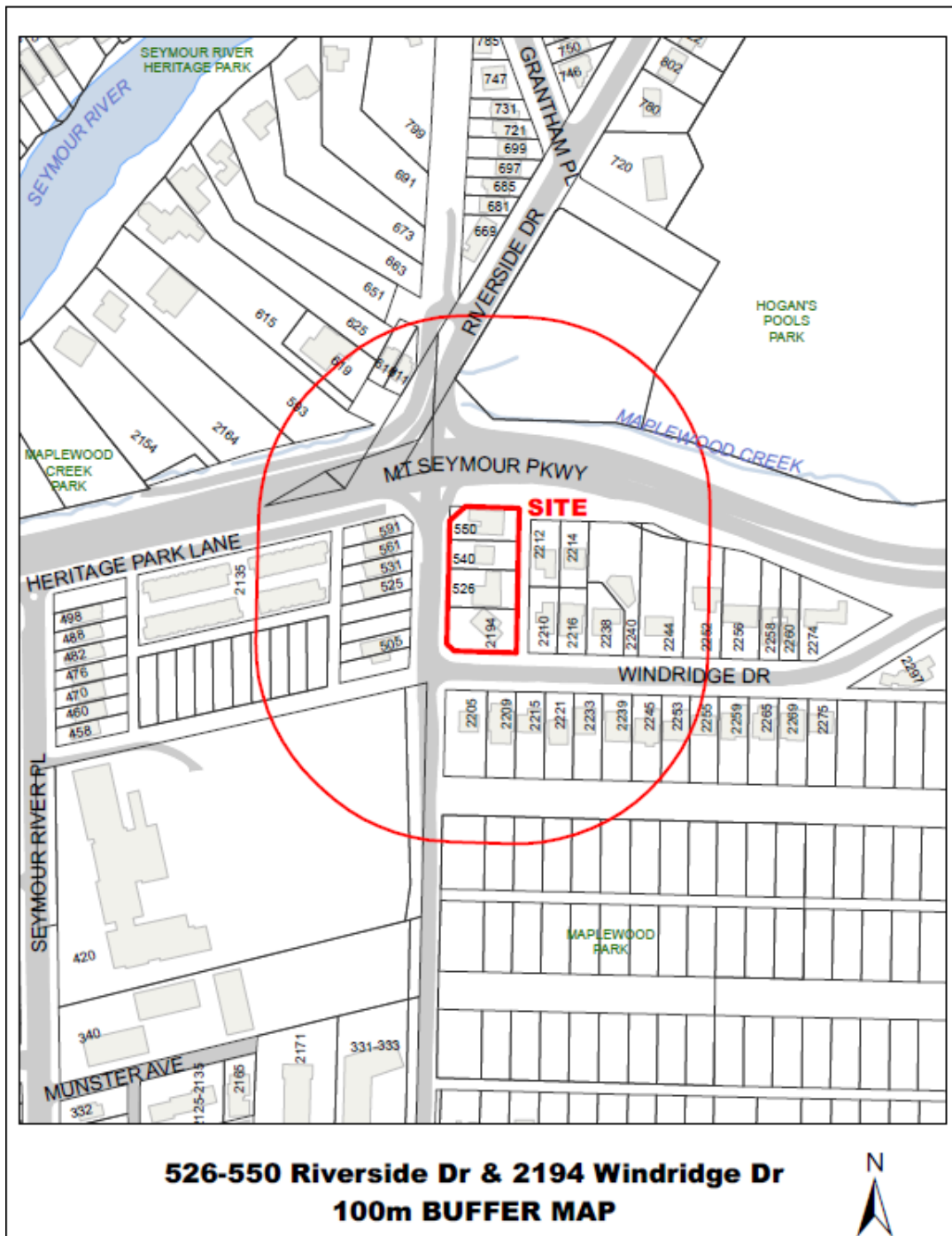
The Proposal:

Montage Development proposes to develop 36 stacked townhouses, containing 14 x 1-bedroom, 14 x 2-bedroom and 8 x 3-bedroom units (66 total bedrooms), on a consolidated site at 526/540/550 Riverside Drive and 2194 Windridge Drive in Maplewood.

Parking will consist of 38 residential parking spaces, including two (2) visitor parking spaces, as well as 74 residential bicycle parking spaces all contained in one (1) level of underground parking accessed from Windridge Drive.



Map of notification area (100m radius)



Appendix B: Virtual PIM Comments

Virtual PIM comments – 49 comments were received via the virtual PIM

1. From a resident's perspective, this project thoughtfully adds new housing to address the demand. I appreciate that the design improves the streetscape, replaces aging and poorly maintained structures with safer and more efficient buildings, and contributes positively to the overall neighborhood. I am certainly in favor of increasing density in town centers where infrastructures will be available and not random sporadic developments here and there destroying architecture of our beautiful city.
2. As a resident of windridge drive, I think the proposal of so much development on one of the busiest intersections on mount Seymour parkway is ridiculous. With limited parking for the residents, the residents will be parking all up Windridge Drive which has just been made the Spirit Trail, safer for bikers. The district has spent a lot of money making it safer for bikers and walkers, and now it's going to be compromised by parked cars all up the road. I do not agree with this development.
3. Im writing to express my support for the proposed Riverside Drive Townhomes. As a North Vancouver resident, I believe this project would be a strong and positive addition. The intersection at Riverside and Mt Seymour Parkway is in need of improvement, and thoughtful development like this can help address that. Our community is also facing a significant shortage of housing, and I appreciate that this proposal includes a variety of home types, including family-oriented units with lock off suites
4. I support the townhouse project at 526-550 Riverside & 2194 Windridge. My family, with a small child, hopes to move here. The project is family-friendly, with potential playgrounds and green space. I love that bike storage makes cycling easy. The location in Maplewood is great, close to parks, farm, and amenities. It feels like a safe, connected, and welcoming community — exactly what we are looking for.
5. As a North Vancouver resident, I see a lot of value in providing density (particularly w/ parking and a bus stop) via townhouses, as this city is in desperate need of more housing options. I appreciate that this particular development is situated near a park and the Spirit Trail as green space is really important to my family, and that it's designed with accessibility in mind. This looks like a beautifully-designed project that I'd look be excited to live in myself.
6. This project is a positive addition to Riverside and Mt. Seymour Pkwy. It brings much-needed housing options, including family units and lock-off suites, and improves accessibility with better sidewalks, bike lanes, and lighting. The new bus stop, landscaping, play area, and Spirit Trail upgrades will make the area safer and more welcoming. I believe this is responsible growth and encourage Council to support it.
7. I live on the North Shore, and this proposed development feels really promising. The upgrades to the Spirit Trail, new play area, and landscaping would give our area some much needed revitalization! Plus, new housing for families and seniors is something our community really needs. Better sidewalks, bike lanes, and lighting would make getting around safer and easier. It

just feels like thoughtful growth that actually benefits people. I really hope our Council supports it...

8. As a DNV resident, I am very much in support of this development. The addition of these housing units to the Maplewood area is much needed. This project compliments the community that has grown around the maplewood area and further strengthens our municipality as a whole.
9. As a resident close by I am very concerned about the low number of parking spots provided for the number of units in the new development. There is practically no spare street parking as it is right now on Windridge Drive or any other surrounding streets. Windridge Drive was chosen to be a "quieter" and slower street as part of the spirit trail and not being congested by even more parked cars on the street. Full lane access to parking for 2210, 2212 and 2214 during construction must be provided.
10. It's unfortunate to see six responses in the first few hours of this proposal being open for comment using scripted language about how thoughtful and responsible the project is. Comments that describe the spirit trail as 'green space' and this project making the area 'safer' are not realistic and are not representative of what the end product will result in. The District has already improved the spirit trail which resulted in a reduction of parking on Windridge - this project will compound this
11. The design drawings are not representative of the public realm. what improvements are being offered on Riverside Dr? the drawings show turn lanes on Riverside and the removal of the EB slip lane to MSP. how is a playground adjacent to a busy intersection fostering a safe and activated area? what improvements are proposed for the intersection at Windridge that is almost impossible to make a left onto riverside with vehicles blocking the intersection and poor sight lines from cars coming from MSP
12. does the application meet the minimum requirement for accessible dwelling units based on BCBC? please describe the stormwater management plan and how the development will address climate change adaptation while reducing impact on Hogans Pools. what reduction in permeable area is being proposed?
13. The offering of 38 parking stalls for 36 units is unreasonable and will spill over to the already crowded and narrow road, with no way to regulate. it is irresponsible to think that most townhouse owners will only have one vehicle. the development at the east end of Windridge has 57 townhouse units with 114 stalls and there are 20-25 additional vehicles parked on Browning, Windridge and Burr related to that site.
14. While i am supportive of a variety of housing types, having 40% of units under 484 sqft does not necessarily support inclusive living. It is realistic to densify the area and to have the people to support a Maplewood town centre, there just needs to be consideration of the existing neighbourhood and the incremental impacts this density brings.
15. The B.C. province is passing bill 25 through which any single family across B.C. can turn into 8 townhomes/rowhomes without meeting municipality mandates, infrastructure or even parking limits. It will go into public hearing soon and it will be horrible if passed. Bill 25 is what we have to stand up against not OCP. This proposed development has been way overdue and it's only a

start for a well needed housing option and improvement in maplewood. Let's trust and support OCP and stop Bill 25.

16. My main concern is parking. Especially with 8 lock off suites. If overflow parking spills onto heritage park lane and wind ridge it poses safety concerns for cyclists using the spirit trail.
17. I live on Windridge and I fully support this project. The only thing I do not understand is why such big chunk of a narrow street like Riverside is assigned to bicycle line given all the upcoming projects and traffic. I really do not understand. This is not downtown where people commute to work using bikes; people use bicycle for leisure and people who want to commute use cars/bus. I just do not understand the logic behind planning this in the first place. a bit of common sense is good thing.
18. I believe this new development will be an excellent addition to Riverside and Mt. Seymour Pkwy. I believe this is well needed for the area and encourage Council to support it. As a North Vancouver resident I know we need more housing options, including one bedrooms and family units with lock-off suites. The addition of new bus stop, landscaping, play area, and Spirit Trail upgrades will make the area safer and more welcoming.
19. 1. I live at 525 Riverside Dr. "our side". 2. How many months do you think a project like this will take from start to end? 3. How do individuals who live on our side of the street get into our parking lots without encountering unbelievable amounts of traffic stops? Anything that is being put in place to help us homeowners to get in and out of our driveways? 4. Please explain the entrance and exit more-plan blurry. 5. Any discussion as to development our side?
20. This location is in need of a vibrant change, and I believe this project is that. The design works for the area, and the civil contributions (protected bike lane, proper sidewalk, and a bus stop) are definitely an added value for biking and foot travellers. The project offers a sizeable amount of housing on those 4 lots; without overdoing it.
21. Can you provide additional road access to the new development from Mount Seymour side? That will help with traffic on Riverside and Windridge as also needed anyways for future development of Windridge based on OCP. It will also help the residents of 2210, 2212 and 2214 better access as they expressed their concerns here.
22. I think that the development addresses needed housing in the area with a well thought out design and accommodation for interactive needs of the community. It has been thoughtfully designed to give the neighborhood a needed upgrade. Green space, trees add value to the project as well. It adds density to the neighborhood. The fact that the project is built on the parking structure adds a great deal of value to the project as it keeps cars from parking on the street-this is a very valuable.
23. Ernst 2025-11-26 I'm concerned with the low number of Car parking spaces in the new development. Families with kids need 2 cars. Since Windridge is Part of the Spirit Trail, street parking has been taken away and lots of bikers have been added. To turn left from Riverside onto Windridge or left from Windridge onto Riverside is now on heavy traffic days very difficult. More resident cars would make it more dangerous and almost impossible.
24. I think spirit trail route needs to be revisited. Widening Riverside should be prioritized.

25. Our Family has lived at 625 Riverside Drive just corner across from the proposed site, for 11+ years. We fully support this proposal. It is in line with the OCP and fits the context of the changing neighbourhood. We've watched similar projects get completed all around this one. Nice to see Maplewood Village plan develop into what was once just a concept. Needed housing and needed improvements to the public realm. Traffic should improve on Riverside with removal of 4 driveways and bus blockage.
26. Seems like a thoughtfully planned project that fits squarely within the DNVs long term plan for Maplewood. Bike lane, playground, parking, and accessible units, it ticks all the boxes. I've driven by this location for 40 years and it needs this facelift! When does presale start??
27. As a young family wanting to have a place of our own, this townhouse project would be a blessing! It addresses the challenges young families face who want to live in the neighbourhood but can't afford a detached home. I'm fully in support of it.
28. As a life long resident of North Vancouver I'm fully aware of the need for densification in neighborhoods. The revitalization of the Maplewood village area is becoming a great example of that. The DNV should pre prioritizing projects just like this. The development looks well thought out and would be a great addition to a growing community.
29. As a neighbor in the area, I think we need more housing options. A project like this allows families to stay in the neighborhood that they love. I hope Council can get behind this application.
30. It's pretty clear the North Shore needs more housing, and this project actually looks promising. I like that it offers different types of homes for different kinds of people, and the upgrades to the Spirit Trail and street lighting are a nice bonus. Overall, it seems really well designed and like something that would be great for the North Van community.
31. I strongly support this development. Our community needs new homes, and the proposed mix of units offers great options for many households. This project is a major improvement compared to the old, run-down homes currently on site. Its proximity to transit makes it a smart, sustainable addition that will positively impact the neighborhood.
32. I love seeing more and more housing like this coming to this neighborhood of North Van. Having grew up in the area and attending Windsor up the road, I would have loved having more options like this available when I started my family. Hopefully with more supply/availability families like mine can return home!
33. This is a no brainer. We need densification for young families who contribute to the community. Fully support this initiative. Should be fast tracked!
34. I fully support this development. As someone who currently lives in the neighbourhood, with my young family, I see the need to continue revitalizing the area. Having the spirit trail upgraded is an added bonus. I hope the DNV can expedite the process.
35. The intersection of Riverside Dr and Mt Seymour Park is very dangerous for pedestrians due to the right turn lanes. If vehicles were to turn right from a red light instead of having the lane, it would be much safer as vehicles would be forced to stop. There will be a lot more people walking and biking with this development, and the intersection should be upgraded

36. Some drivers and specially motorcyclists do speeding on mount Seymour from River side intersection to the east. This is very dangerous and creates a lot of noise specially late evening disturbing people on windridge drive. I understand this concern is not related to the proposed development, but I wonder if there is a way to avoid speeding on that stretch of the road, perhaps by creating another intersection? This would control speeding and can help future windridge development access. Thanks
37. This development would be welcomed, if it was affordable. What's the plan to improve traffic problems on this corner? Commonly gridlocked. Many already have mentioned parking issues and how dangerous this road is due to people driving highway speed on Mt Seymour Pkwy and Riverside. Also the noise from the traffic is disturbing - but that's the reality living here on this street. I challenge anyone who is for the project to set up a lawn chair on the corner- sit for an hour -see/hear for yourself
38. This development or future ones will not affect mount Seymour east side as that's dead end and for local residents only. The noise is from speeding and lack of traffic on that stretch of the road. Adding a stop or intersection on mount Seymour should slow them down.
39. Thank you.
40. Excited to see this part of North Vancouver be revitalized and properly utilized. It's currently an eye sore
41. Couples notes - Parking spaces seem limited for the number of units. The current plan spits parkade traffic directly into the spirit trail. Biggest concern is improving the Parkway/Riverside intersection. Two full lanes NB on Riverside + a dedicated left turn lane seems pretty tight. (you would need to move the utility pole on the east side of Riverside). Are the diagrams accurate for setback from the road? - seems tight. NB on Riverside will need an advanced green to flush traffic better.
42. This project adds much-needed housing in a growing neighbourhood, supports the Maplewood community plan, and makes good use of a well-located site close to transit, amenities, and outdoor spaces. It's a thoughtful, community-minded project that will bring new homes and positive energy to the area, and I'm pleased to see it moving forward.
43. I'm in support of this development. It would be a positive addition to the community, bringing much-needed housing and helping revitalize the area. It would be a benefit to both current and future residents. I hope to see it move forward.
44. I live in front of the project and I am in favour of this development. I was expecting a higher density to allow more housing for people. Because of the sloping nature of the area, the buildings could be higher than 3 or 4 floors. Let Maplewood sparkle- its a wonderful area and a great neighbourhood to live in.
45. I'd like to share my support for the development. It feels like a good fit for the neighbourhood and a step toward adding the housing we really need. Overall, it would be a positive for the community.
46. I am concerned about how much traffic this will add to an already very busy area. I also wish there was a way to keep more of the trees, and I am concerned about affordability. How many of these units are going to have rent caps to facilitate low income earners?

- 47. Very impressive development providing much needed housing in a central location with easy simple access to shopping amenities , parks and trails and Highway One I strongly support the development ! Alfonso
- 48. We strongly support this townhome development. As a family actively searching for housing on the North Shore, we're finding limited affordable, family-friendly options. This project offers exactly what's needed: attainable family-sized townhomes, accessibility features, improved walkability, and play areas. Approving developments like this helps support housing needs & ensures working families can stay in this exceptional community. Thank you for addressing our housing needs. J&N
- 49. I don't think anyone has an issue with the housing itself. Everyone's concern is with the road infrastructure around it. Please make this a focus of your dicussions and plan for upgrades - be proactive please.

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