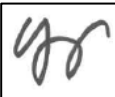


AGENDA INFORMATION	
☒ Regular Meeting	Date: <u>June 1st, 2026</u>
☐ Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver REPORT TO COUNCIL

May 12, 2026
File: 08.3060.20/039.25
Case: PLN2025-00039

AUTHOR: Mitch Patterson, Development Planner

SUBJECT: OCP Amendment & Rezoning Application – 328 - 332 Seymour River Place

RECOMMENDATION

THAT Council direct administration to work with the applicant to resolve the following issues with the subject application, to staff's satisfaction, prior to the introduction of associated bylaws:

- a) density beyond OCP vision; and
- b) housing mix and vehicle parking.

REASON FOR REPORT

Staff received an application which proposes to redevelop the subject site into a 6-storey, 40-unit (including seven (7) non-market rental units and thirty-three (33) market strata units) residential building.

The proposed land use is generally aligned with the [Official Community Plan \(OCP\)](#) and [Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines](#); however, the application is seeking additional density well beyond the anticipated OCP density, while proposing a significantly reduced vehicle parking count. Staff are therefore challenged to recommend support for the application as proposed.

Despite the above-noted staff concerns being comprehensively communicated to the applicant early in the application review process, they continue to believe their application has sufficient merit and are seeking Council consideration at this time. Staff however believe that the application should not proceed as proposed and instead be referral back to staff to work with the applicant to address the key issues outlined in this report.

ANALYSIS

Site and Surrounding Area

This 1,145 m² (12,325 sq. ft.) site is a two-lot assembly located in the “Village Heart” of the Maplewood Village Centre and Innovation District.

Adjacent existing developments include:

- south - 3-storey townhome in a mixed-use development;
- east - 2-storey townhomes;
- north – Existing 3-storey low-rise apartment to the north; and
- west – across Seymour River Place, a mix of existing single-family homes and newer low-density townhomes (Riverside Mews).

Further, there are a few new developments just south of Old Dollarton Road that are at various stages of permit approval:

- 229 Seymour River Place - **Maplewood Plaza** – mixed-use development with 193 rental units with commercial at grade, in two (2) building at six-storeys near Occupancy Permit issuance;
- 2131-2171 Old Dollarton Road - **Maplewood Gardens Phase 1** - mixed-use development with 552 residential units in five (5) buildings at six-storeys, rezoning approved and DP issued (a text amendment application currently under review); and
- 2045 Old Dollarton Road – mixed use development with commercial at grade and 36 rental units, in one building at five-storeys, at Building Permit stage, all shown in Figure 1 – Site and Context.



Figure 1 - Site and Context

Project Description

On September 5, 2025, the District received a detailed rezoning application for the site. The application proposes a residential building with a density of 3.0 FSR in a 6-storey building form, over a one-level underground parkade.

A total of 40 residential units are proposed, including 33 strata units and seven (7) below-market rental units. Of the strata units, 23 feature a lock-off suite with a full-bath, kitchen, and separate entrance to a common hallway. A total of 26 vehicle parking stalls are provided in the parkade, 4 of which are visitors stalls. Vehicle access to the underground parkade is from south lane, as shown in Figure 2, Site Plan.

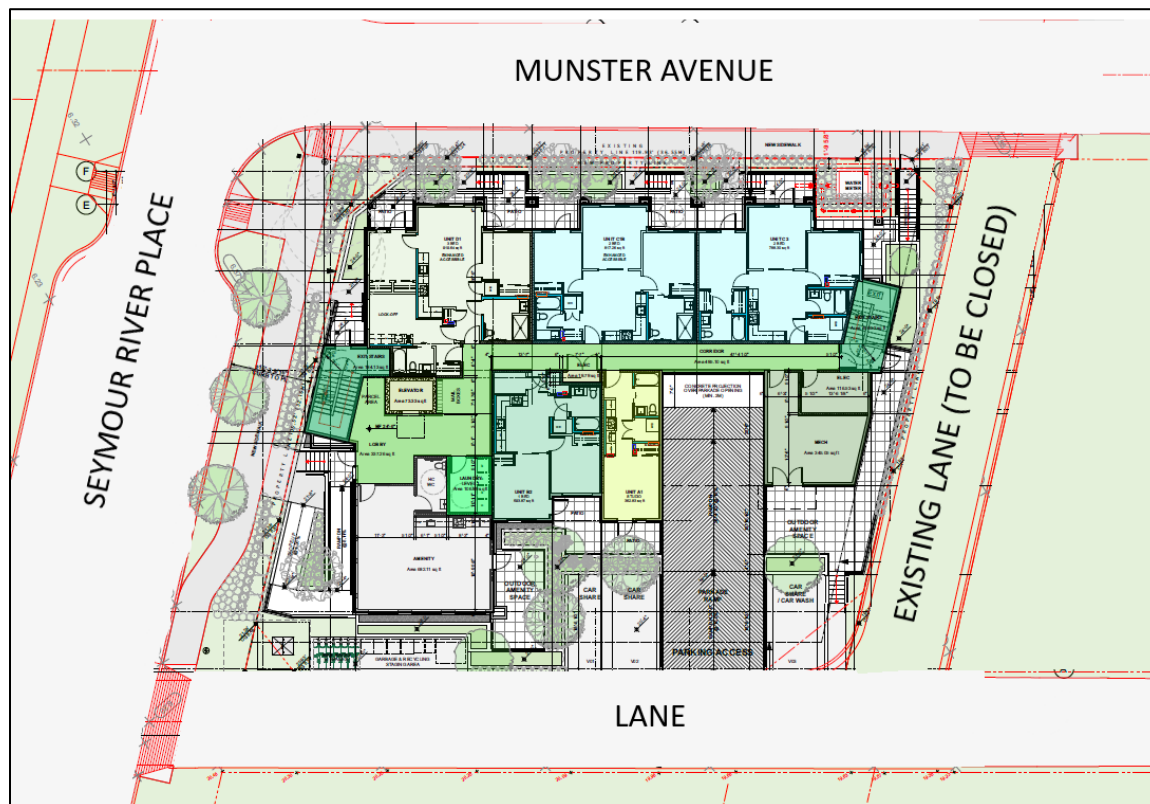


Figure 2 - Site Plan

In the applicant's design rationale document, they stated that the proposal aims to meet a mixture of demands including market sectors for single, young couples and families as well as for future investors seeking revenue streams and for those seeking affordable alternatives such as a co-housing-like option inspired by the Cornerstone Building at Simon Fraser University. In practice, living rooms in the proposed units are designed with the flexibility of conversion into a bedroom at night, turning a one-bed unit into a two-bed unit. All told, the proposed units offer flexibility in terms of bedrooms and additional financial support by means of a lock-off suite.

Proposed units include:

Type of Unit	Studio	1-bed	2-bed	3+ bed	Total # (%)
Strata	-	9	18	6	33 (82.5%)
Affordable	1	2	2	2	7 (17.5%)
Total # (%)	1 (2.5%)	11 (27.5%)	20 (50%)	7 (20%)	40 (100%)

The proposed seven (7) below-market units are targeting a 20% reduction from CMHC's DNV Median Rental rates. These units offer the same flexibility as the strata's in terms of day-and-night arrangements but do not have the option of lock-off units.

Policy Context

The two lots are currently zoned RM3, which allows low to medium density in a 4-storeys or less apartment style form. The OCP designates the lots as Residential Level 6: Medium Density Apartment (RES 6), which envisions a medium density development, with or without commercial uses, up to 2.5 FSR. At a proposed density of 3.0 FSR, this application seeks to create a new OCP designation, RES 7, in order to permit the density.

In addition, the site is located within the Maplewood Centre and Innovation District where RES 6 is limited to 4 to 6 stories in height. See figure 3 for street elevations of proposed development.

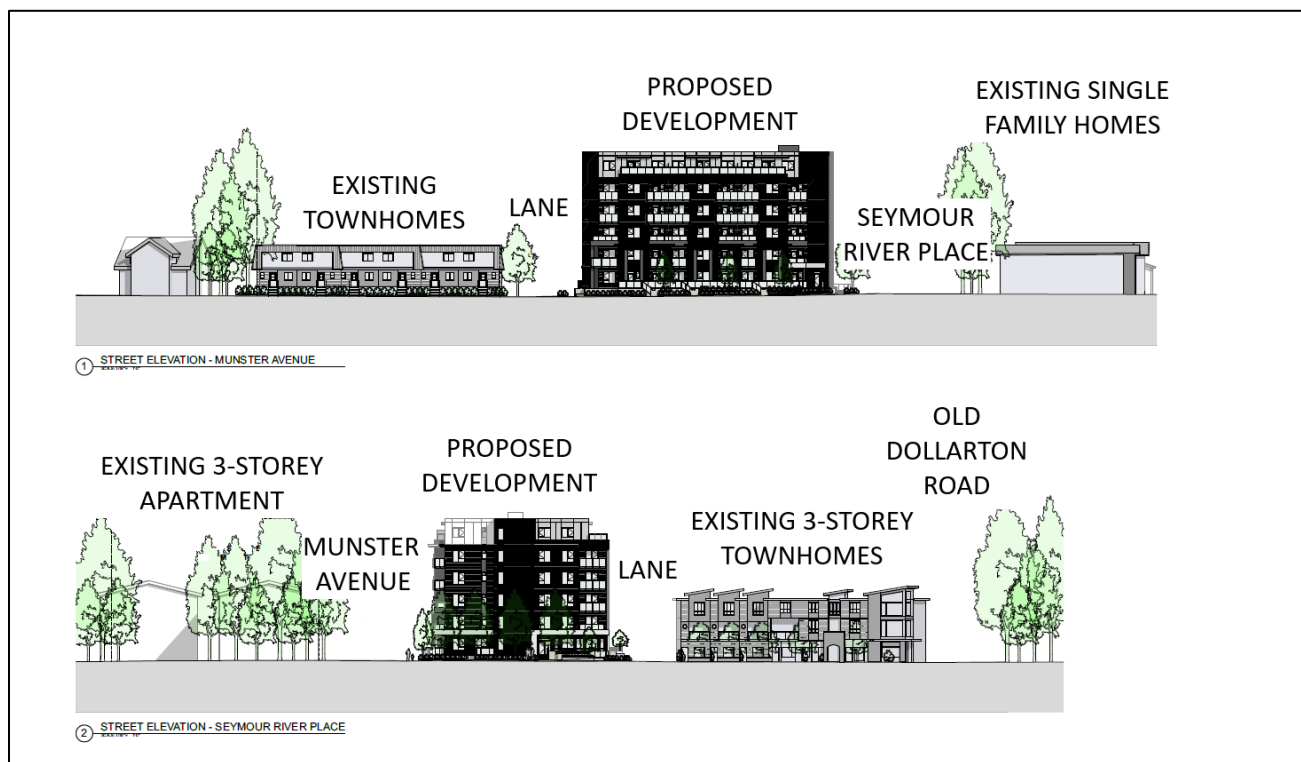


Figure 3 – Street Elevation

Key Issues

Upon an initial review of the submission, staff issued a review letter to the applicant on December 8th, 2025. The letter outlined staff's general support for the proposed residential use as well as for the inclusion of some below market rental units. However, significant challenges included that the application is seeking additional density beyond OCP while not meeting minimum parking requirements.

The site is significantly constrained in its size, in available vehicle access points, as well as a high water-table (i.e. High Flood Construction Level/FCL). A reduced parking rate than what is typically required under Zoning Bylaw may be considered when there is a substantial rationale for the proposed uses, transportation demand analysis and a fulsome suite of Transportation Demand Management (TDM) measures in accordance with the District's *Alternative Vehicle Parking Rate Policy (AVPR)*.

Staff have stated to the applicant that a Transportation Impact Assessment (TIA) as well as a TDM Plan should be submitted to allow staff to evaluate the proposed parking against the AVPR policy. To this date, staff have not received the requested information formally.

Instead, the applicant stated that the FCL prevents another level of underground parking, that there are negative impacts of "car-centric" requirements have on the environment and housing affordability, and lastly, that the prospective buyers of the development - students' and first-time homebuyers, are not likely to be looking for parking stalls as part of their purchase or rental agreement.

For information, the tables below show the proposed parking of 26 stalls in comparison with the base parking requirement under zoning, and with the AVPR policy (see also Figure 3 – At Grade Parking and Figure 4 - P1 Parkade, for parking configuration). They indicate a significant deficiency with the proposed parking.

	Base Parking Requirement	Proposed	Difference
Total Required	74	26	-48
Visitor	10	4	-6
Universal	6	2	-4
Effective Rate	1.85 / unit	0.65 / unit	-1.20 / unit

	Min. AVPR Parking Requirement*	Proposed	Difference
Total Required	36	26	-10
Visitor	2	4	+2
Universal	4	2	-2
Effective Rate	0.9/unit	0.65 / unit	-0.25 / unit

***All TDM measures will still need to be submitted by the applicant first and accepted by staff to achieve these parking rates.**

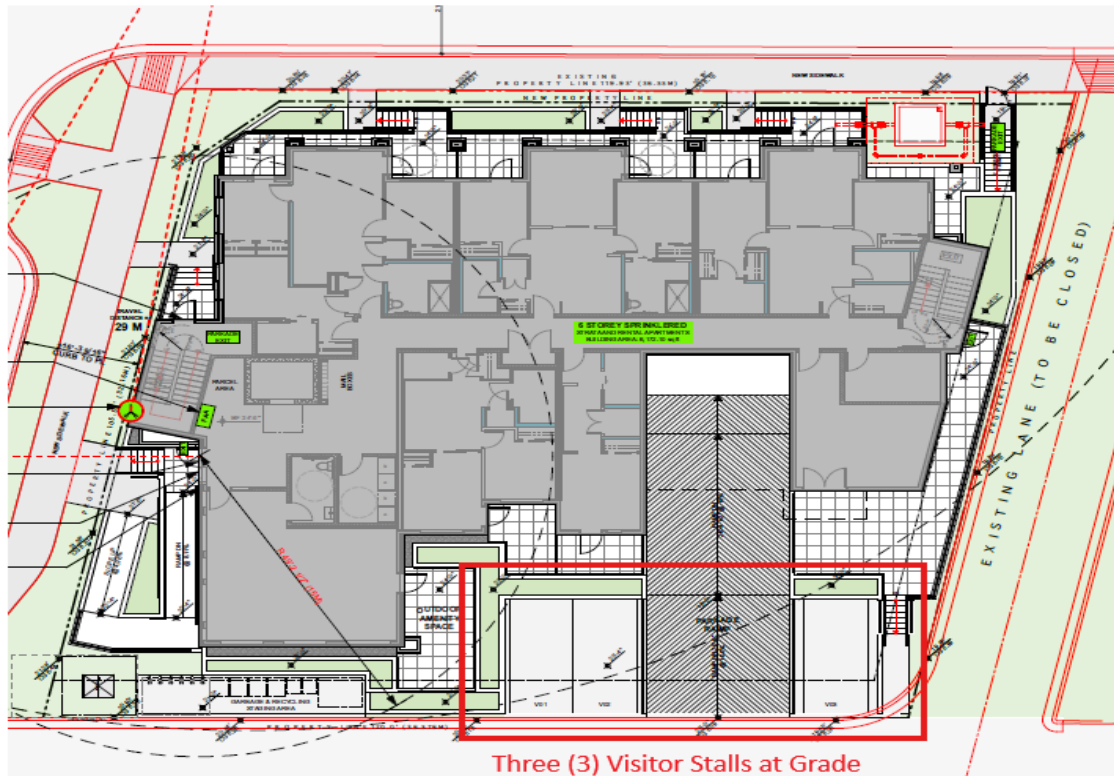


Figure 3 – At Grade Parking

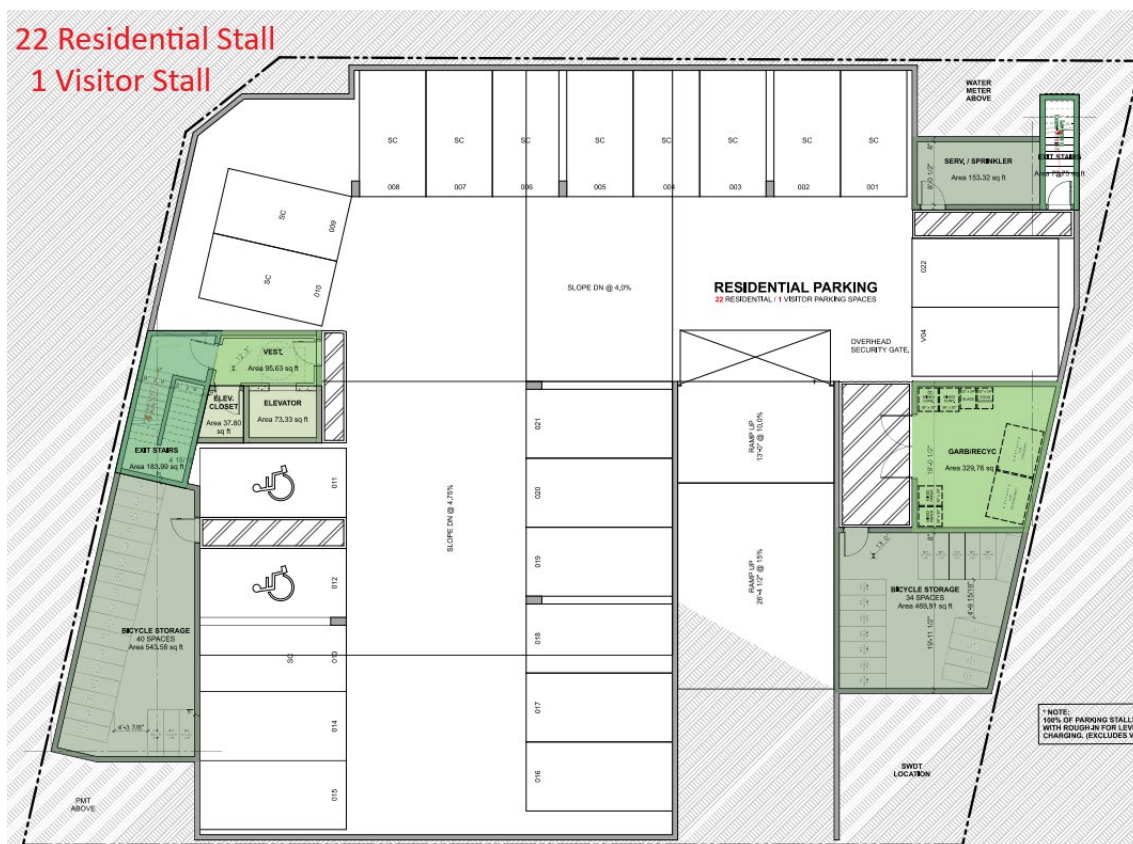


Figure 4 – P1 Parkade

Given the highly constrained site, there are main two options staff can see to move toward a more supportable proposal.

One, staff recommend that the application be revised to be consistent with the minimum parking requirements found in the Districts' AVPR policy, predicated on a TIA and TDM plan that shows specific, significant, and achievable actions to mitigate impacts that the limited parking may have in the area. *This will likely require a commensurate reduction in density.*

Two, applicant may wish to consider more rental units in the development which would reduce the parking requirement.

In response to this feedback, the applicant has advised that due to market conditions and site constraints, the requested density and parking relaxations are vital for the feasibility of this project. They request that the application as proposed be presented to Council for consideration.

Another possible alternative is to construct sufficient parking that also prevents the ingress of groundwater. The applicant however does not believe this option is financially feasible.

PUBLIC ENGAGEMENT

A Virtual Public Information Meeting (VPIM) was held from April 2nd – 16th, 2026 and an In-person Public Information Meeting (PIM) on April 16th, 2026 (comment period closed on the April 30th, 2026). Staff received a total of 10 comments submitted by 8 individual participants from the VPIM. The in-person PIM resulted in no written comments, however six residents attended.

The following general comments were raised by the public during the two meetings:

- Recognition of the site's potential to provide housing and meet the District's increased housing need, including more affordable housing options;
- Concerns regarding the limited parking, including the potential for spillover impacts on surrounding residential areas and lack of rapid transit to support density in the Maplewood area;
- Mixed opinions about building height, with some supportive of 6 storeys others recommending 4 storeys; and,
- Perceptions that the scale of the development may worsen existing traffic congestion in the area.

CONCLUSION

Staff support the proposed land use of the application, which would create new housing within key growth centres and close to amenities. Further, staff are cognizant of site constraints associated with a high-water table that might limit the viability of

underground off-street parking and have requested a TIA and TDM measures to support reduced parking, which are yet to be submitted by the applicant.

Overall, the significant site constraints and limited parking supply likely mean that the proposal is pursuing too much density on the site for a strata residential development.

At the applicant's request, staff seek Council early input on this application. This will inform staff how to proceed with the application.

The following Options are for Council consideration.

Options:

1. (Staff Recommendation)
Revise – “THAT Council direct administration to work with the applicant to resolve the following issues with the subject application, to staff's satisfaction, prior to the introduction of associated bylaws:
 - a) density beyond OCP vision; and
 - b) housing mix and vehicle parking
2. Reject – *“THAT Council is not supportive of this application as presented and that the application be rejected”;*
3. Proceed with bylaw introduction – *“THAT Staff be directed to prepare bylaws based on the applicant's current application of density and vehicle parking rate”;*
or
4. Other – “THAT Council provide alternative direction to staff”.

Respectfully submitted,



Mitch Patterson,
Development Planner

ATTACHMENTS:

1. Architectural drawing excerpt
2. Applicant May 21 letter re. justification for increased density and parking reduction

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

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PROPOSED MULTI-FAMILY DEVELOPMENT

Issue 3 - PUBLIC INFORMATION MEETING

March 23, 2026

CONTACT LIST			
Client	Maplewood Ventures 2017 Inc. 420 East 64 th Avenue Vancouver BC, V6K 2N1	John Khaira Suniti Dakhla Vikas Keswani	604.781.3322 johnkhaira@evproproperties.com sunitidakhla@evproproperties.com vikas@haushall.ca
Project Manager			
Site			
Mechanical			
Electrical	Devies Geotechnical Inc. 1520 Cliveden Avenue Delta BC, V3M 6J8	Paul Davies	pauldavies@deviesgeotechnical.com
Envelope			
Civil	CREUS Engineering 610 – East Tower, 221 Esplanade West North Vancouver BC, V7M 3J3	Fred Ciambrelli Andrew Gombos	604.687.9070 fciambrelli@creus.ca agombos@creus.ca
Landscape	Gauflier + Associates Landscape Architects Inc. 629 Atlantic Street Vancouver, BC V6A 2J9	Bryce Gauflier Gianella Gombos	604.317.9682 bryce@gaufferli.ca gombos@gaufferli.ca
Code			
Interior Designer			
Marketing	Pacesetter 205-990 Harbourside Drive North Vancouver BC, V7P 3T2	Nick Askew	604.982.9880 nick@psmarketing.ca
Acoustic			
Transportation	Burt & Associates Engineering Ltd. 1550 – 1050 West Pender Street Vancouver BC, V6E 3S7	Daniel Fung Caitlyn Quach	604.685.6427 dfung@bunteng.com cquach@bunteng.com
Authority	District of North Vancouver 355 West Queens Road North Vancouver BC, V7N 4N5		

Civic Address:
328, 332 SEYMOUR RIVER PLACE, NORTH VANCOUVER, BC

Development Permit Number: N/A

Building Permit Number: N/A

Note: Drawings only to scale when printed on 30x42 sheets

Architectural Drawing Index

Cover		
A-0.000	COVER SHEET	
A-0.001	DATA SHEET	
A-0.010	SITE CONTEXT AND PHOTOS	
A-0.011	SITE CONTEXT	
A-0.020	DESIGN RATIONALE	
A-0.022	ACCESSIBILITY DESIGN POLICY	
A-0.030	RENDERINGS	
A-0.031	RENDERINGS	
A-0.070	TOPOGRAPHICAL SURVEY	
Site		
A-1.000	SITE PLAN	1/8" = 1'-0"
A-1.100	SITE PLAN - FIRE TRUCK ACCESS PLAN	1:250
Plans		
A-2.000	P1 PARKING PLAN	1/8" = 1'-0"
A-2.100	LEVEL 1 PLAN	1/8" = 1'-0"
A-2.200	LEVEL 2 PLAN (RENTAL)	1/8" = 1'-0"
A-2.300	LEVEL 3 PLAN	1/8" = 1'-0"
A-2.400	LEVEL 4 PLAN	1/8" = 1'-0"
A-2.500	LEVEL 5 PLAN	1/8" = 1'-0"
A-2.600	LEVEL 6 PLAN	1/8" = 1'-0"
A-2.700	ROOF PLAN	1/8" = 1'-0"
Enlarged Plans		
A-3.100	UNIT PLANS	
A-3.101	UNIT PLANS	
A-3.102	UNIT PLANS	
A-3.200	UNIT PLANS - RENTAL	
A-3.201	UNIT PLANS - RENTAL	
Elevations		
A-4.100	ELEVATIONS	1/8" = 1'-0"
A-4.200	ELEVATIONS	1/8" = 1'-0"
A-4.300	STREET ELEVATIONS	1/16" = 1'-0"
Sections		
A-5.000	BUILDING SECTIONS	1/8" = 1'-0"
A-5.100	BUILDING SECTIONS	1/8" = 1'-0"
Supplemental		
A-8.100	MATERIAL SAMPLE BOARD	
A-8.200	FLOOR AREA REFERENCE MODEL	
A-8.201	FLOOR AREA REFERENCE MODEL	

Architectural Drawing Issues

2020-03-03
2025-08-05
2026-03-23

Issue 1 - Preliminary Application
Issue 2 - Detailed Application
Issue 3 - Public Information Meeting



Statistics

428 & 332 Seymour River Place				
Project Owner		Maplewood Ventures 2017 Inc.		
Project Contact		Michael Geller - The Geller Group - michaelarthurgeller@gmail.com John Khaira - REV Properties - johnkhaira@revproperties.com Sukhi Dakha - REV Properties - sukhidakha@revproperties.com		
Project Architect		Collin Truong - Integra Architecture Inc - T.604.688.4220 2330-200 Granville Street, BC V6C 1S4		
Project Number		18433		
Civic Address		328 & 332 Seymour River Place		
Legal Description		LOT 1 BLOCK B DISTRICT LOT 791 PLAN 7151 LOT 2 BLOCK B DISTRICT LOT 791 PLAN 7151		
Project Description		6 Storey Multi-family development		
Total Gross Site Area		0.283 Acres	12325 sf	1145.03 m2
Dedications (TBC by Survey)		0 Acres	0 sf	0.00 m2
Net Site Area		0.283 Acres	12325 sf	1145.03 m2
Maximum Building Site Coverage		80%	9860 sf	916.02 m2
Proposed Building Site Coverage		71%	8717 sf	809.81 m2
** Note: Building Site Coverage does not include: bay windows, roof overhangs, & floor overhangs				
Current Zoning:		RM3 Multiple-Family		
Proposed Zoning:		CD		
OCP Designation		Maplewood OCP		
Development Permit Areas (DPA):		Creek Hazard DPA, Energy and Water Conservation and GHG Emissions Reduction DPA		

Unit Summary	Saleable / Leasable Unit Area				Balcony	Deck / Patio
	# Units					
Unit A1	1	372	0	76		
Unit B1	4	2383	170	0		
Unit B1 - Rental	1	596	44	0		
Unit B2	5	2972	172	96		
Unit B2 - Rental	1	595	44	0		
Unit C1	3	2459	303	0		
Unit C1 - Rental	1	823	102	0		
Unit C1A	1	748	141	0		
Unit C1B - Enhanced Accessible	1	823	0	139		
Unit C2 - Lock-off	3	2476	281	0		
Unit C2 - Rental	1	829	99	0		
Unit C2A	1	663	97	0		
Unit C3	4	3167	331	120		
Unit C3 - Rental	1	794	146	0		
Unit C3A	1	719	97	0		
Unit C4	4	3073	283	0		
Unit C4 - Rental	1	768	74	0		
Unit D1 - Lock-off - Enhanced Accessible	1	942	0	132		
Unit D2	1	1047	212	0		
Unit E1 - Lock-off	3	3814	314	0		
Unit E1 - Rental	1	1271	189	0		
Unit Total	40	31,335	3,101	563		

Building Summary	Gross Floor Area (\$F)						Deductions (\$F)				Excluded (\$F)			FSR (\$F-K)
	A	B	C	D	E	F (B+C+D+E)	G	H	J	K (G+H+J)	L	M	N (L+M)	P (F-K)
	# Units	Saleable/Leasable Unit Area	Common Areas	Amenity	Mech Above Grade	Gross Buildable	Exterior Cladding	Amenity	Mech Above Grade	Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
Level 1	A1, B2, C1B, C3, D1	3,525	1,471	823	352	6,172	164	823	352	1,339	0	563	563	4,833
Level 2 (Rental)	B1, B2, C1, C2, C3, C4, E1 (Rental)	5,676	991	0	0	6,667	117	0	0	117	698	0	698	6,550
Level 3	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	555	0	555	6,549
Level 4	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	580	0	580	6,549
Level 5	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	580	0	580	6,549
Level 6	B1, B2, C1A, C2A, C3A, C4, C5	5,136	991	0	0	6,126	95	0	0	95	687	0	687	6,031
Total		31,335	6,425	823	352	38,935	698	823		1,873	3,101	563	3,664	37,062

Parking Space Calculation		Required	Provided
Apartment Parking			
Residential Parking	0.75 spaces per unit	30	22
Visitor Parking	0.1 spaces per unit	4	4
Total Parking		34	26
Disabled Parking	4 spaces for 26-50 req. spaces (enhanced t	4	2
Max. Small Cars allowed	35% of provided spaces	9	11
Car Wash Stall	1 space per 100 units	1	1
Loading	Class A no requirement, Class B no requirement for less than 100 dwelling units		
Residential loading req.	0 spaces per 100 units	0	0
Parking Space Dimensions		<i>Required (Width x Length x Height)</i>	
Standard Space		2.7m (8.83 FT) x 5.7m (18.7 FT) x 2.1m (6.9 FT)	
Small Car Space		2.6m (8.5 FT) x 4.9m (16.1 FT) x 2.1m (6.9 FT)	
Disabled 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	12 units	18	
2 spaces per 2 bed or more	28 units	56	
Total Residential		74	74 Stacked
Visitor (Residential Class 2)			
6 spaces for 20 - 59 units		6	6

Solid Waste & Recycling							
Residential Garbage							
Total Waste & Recycling Area Required							
	3x360L totes @ 1.36m2 per tote			4.08 m2		43.92 SF	
	3x240L totes @ 1.26m2 per tote			3.78 m2		40.69 SF	
	2x3yd bins @ 4.41m2 per bin			8.82 m2		94.94 SF	
			Total Required	16.68 m2		179.54 SF	
			Provided	30.64 m2		329.76 SF	
Temporary Storage Area 50% of Storage Area							
			Required	15.32 m2		164.88 SF	
			Provided	12.64 SF		136.09 SF	
Mixed containers	40 Units	@ 2 tote	/31 - 40 units	2 Totes		2 Totes (360 litres)	(36"x30"x43")
Mixed Paper (no cardboard)	40 Units	@ 1 tote	/31 - 40 units	1 Totes		1 Totes (360 litres)	(36"x30"x43")
Organic waste/food scraps	40 Units	@ 2 tote	/31 - 40 units	2 Totes		2 Totes (240 litres)	(24"x28"x43")
Glass	40 Units	@ 1 tote	/31 - 40 units	1 Totes		1 Totes (240 litres)	(24"x28"x43")
Total Recycling Containers Required				3 Totes		3 Totes (360 litres)	(36"x30"x43")
				3 Totes		3 Totes (240 litres)	(24"x28"x43")
Garbage	40 Units	@ 1 Bin	/31 - 40 units	1 Bin		1 Bin (3yd)	
Cardboard	40 Units	@ 1 bin	/31 - 40 units	1 Bin		1 Bin (3yd)	



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Telephone: 604 688 4220

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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

**Maplewood Ventures 2017
Inc.**

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

(TITLE)

DATA SHEET

18433	[PROJECT]
	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]
	[DRAWING]

[DRAWING]

[DRAWING]

[DRAWING]

[DRAWING]

001

001



VIEW LOOKING AT SOUTH-WEST CORNER



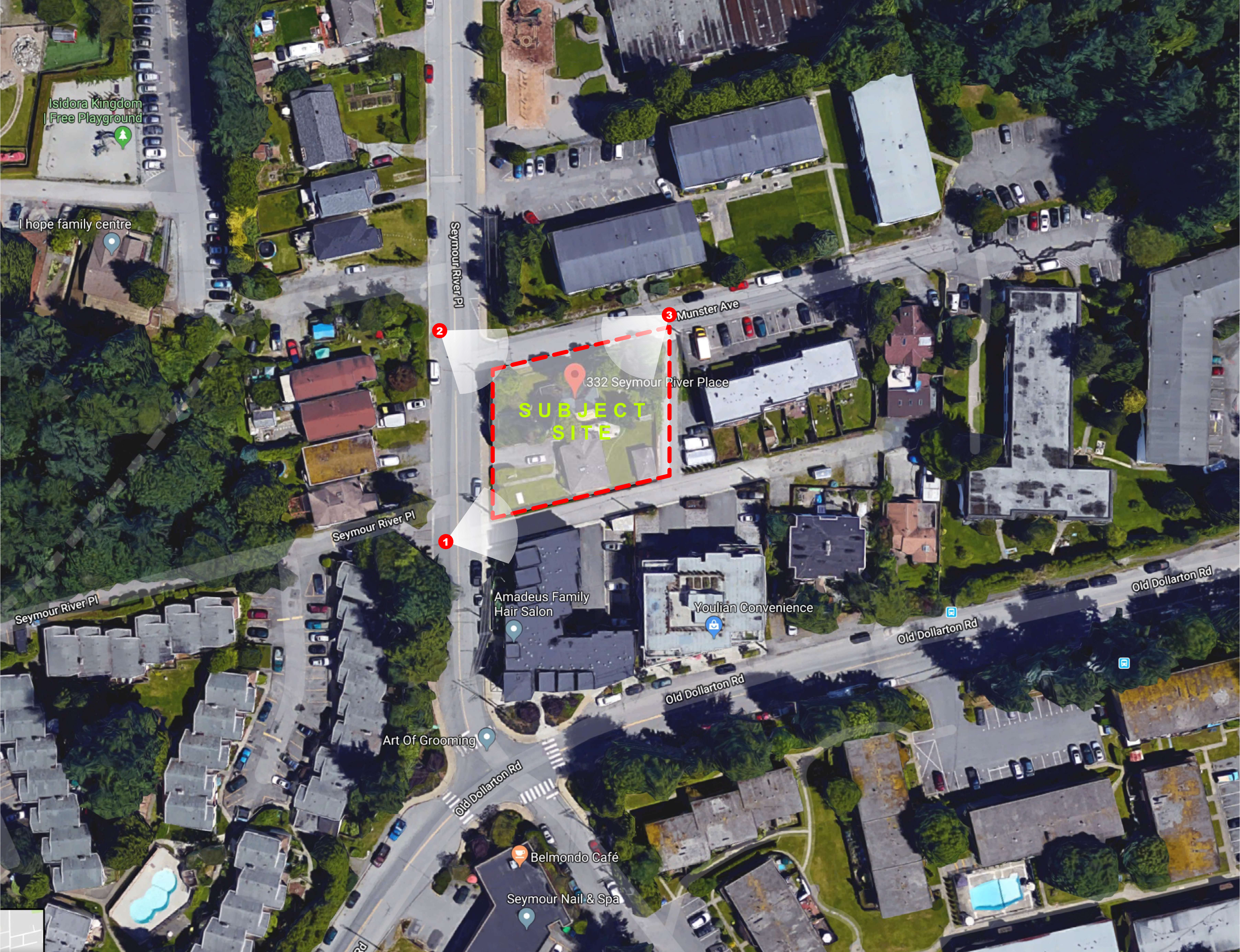
VIEW LOOKING AT NORTH-WEST CORNER



VIEW LOOKING AT NORTH-EAST CORNER



SITE - BIRD'S EYEW



SITE CONTEXT PLAN



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

**Maplewood Ventures 2017
Inc.**

[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

**SITE CONTEXT
AND PHOTOS**

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

A-0.010



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017
Inc.

[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

SITE CONTEXT

18433 [PROJECT]

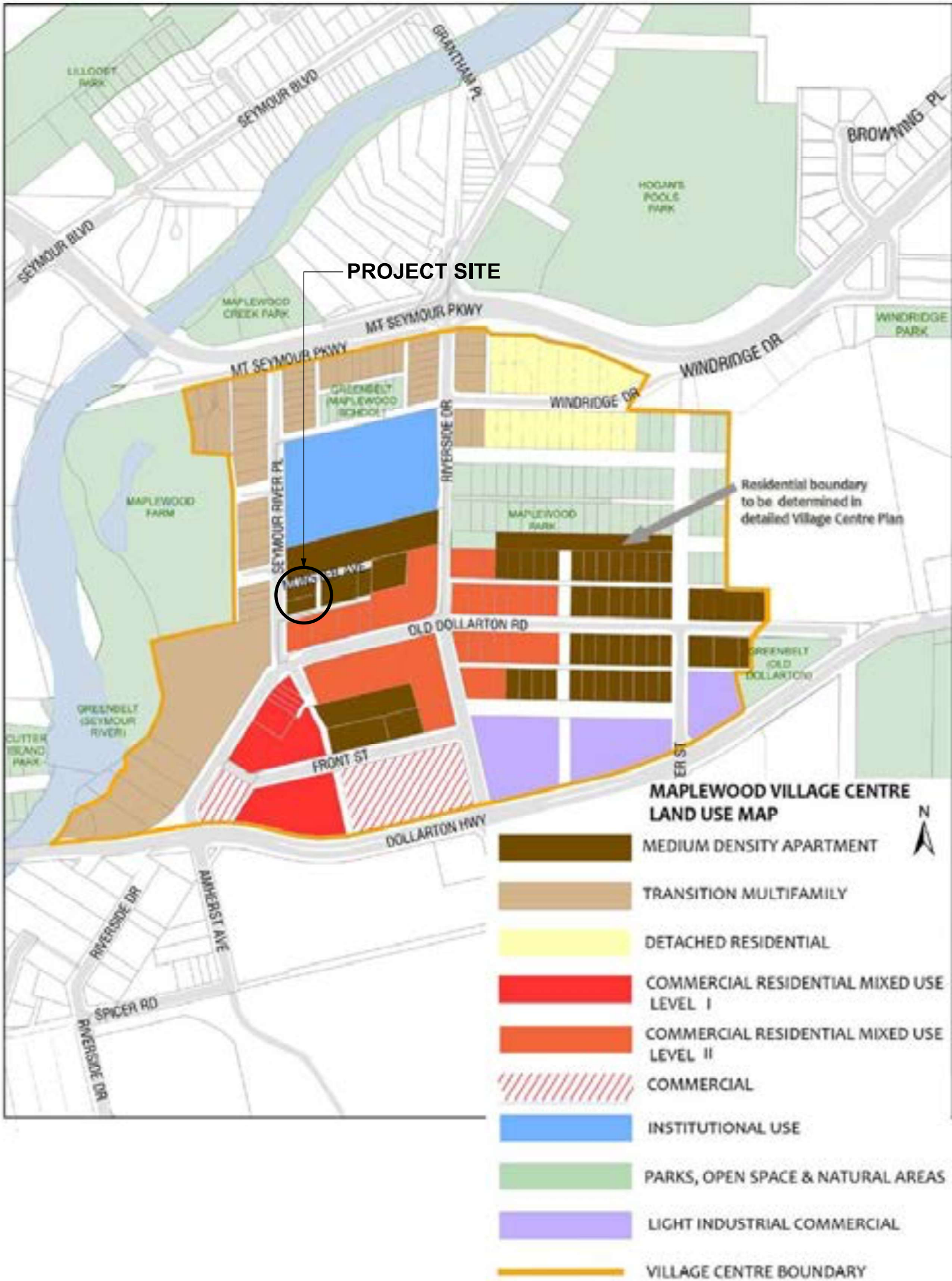
[SCALE]

March 23, 2026 [DATE]

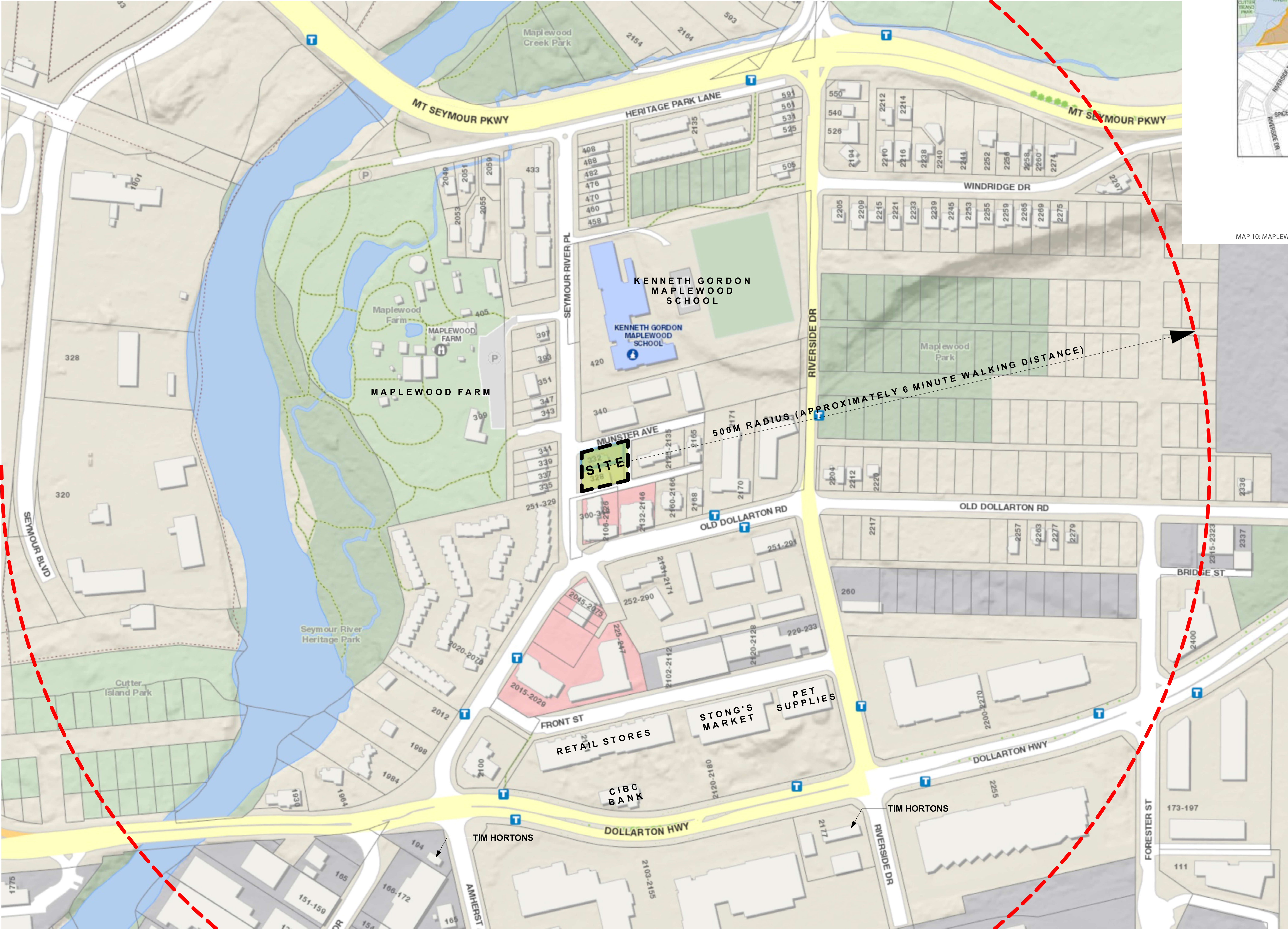
Detailed Application [ISSUE]

[DRAWING]

A-0.011



MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP



DESIGN RATIONALE

328, 332 Seymour River Place, North Vancouver, BC

INTENT

This rezoning submission proposes to change the zoning of the south-east corner block of Seymour River Place and Munster Avenue (collectively the “Site”) from RM3 (multi-family residential zone 3) to Comprehensive Development CD District. Two legal properties currently comprise the site area and are proposed to be consolidated to create a development site area of approximately 12,325 ft2 (1,145 m2). The two properties are each currently occupied by a single-family house, with civic addresses of 328 and 332 Seymour River Place.

The intent of the development is to provide 40 units of much needed housing. 33 units are strata-titled market housing, they are expected to be sold to both end-users seeking affordable housing choices and investors who will be renting out their units. There are also 7 units of below market rental housing, located entirely on the second floor in an air space parcel. Many of the one-bedroom suites have a unique design layout to facilitate sharing by two unrelated people. Seven (7) units have lock-off suites to provide flexibility and affordability, suitable for co-living.

The apartment unit mix ranges from studio to 4-bedroom units. The proposed residential area is 37,062 sf (3,443 m2) achieving an FSR of 3.01.

NEIGHBOURHOOD CONTEXT

The subject site is located in the Maplewood Neighbourhood. It is a parallelogram shaped site consisting of 2 single family residential lots. The site is adjacent to 3 storey townhomes on the south, 2 storey townhomes on the east, a multiple-family development on the North and single-family residences to the west.

The site is within the Maplewood OCP designated for Medium Density Apartment uses up to 6-storeys at a 2.5 FSR.

SITE PLAN CONCEPT

Orientation of the proposed building is parallel to the street, providing a strong street presence consistent with existing Seymour River Place building forms. The project provides a transition between existing townhomes to the east and south, single-family residences to the west and a multi-family development to the north along Seymour River Place. The building has ground oriented units facing the streets that enhance the public realm. The apartment units are on the upper levels and are accessed off the central entry lobby facing Seymour River Place.

All residential units at grade are proposed to have ground-oriented entrances with patios. This approach is central to our design philosophy, which focuses on creating a vibrant, pedestrian-friendly environment that enhances the community and animates the public realm. Vehicular parking is provided below grade, with access to the underground parking off the south lane to minimize the impact to adjacent homes.

FORM OF DEVELOPMENT

The proposed development has a gross floor area of 37,062 sf (3,443 m2) at 3.01 FSR. An indoor amenity space is provided, as well as a single-level underground parkade. The proposed development provides a total of 26 vehicle parking stalls – 23 located underground and 3 at grade. Bicycle parking includes 74 Class 1 spaces in the underground parkade and 6 Class 2 visitor spaces at grade.

The 40 Residential Apartment Units are accessed from a common lobby located central of the development fronting Seymour River Place with ground-oriented units facing Munster Avenue.

The development includes a mixture of studio, one-, two-, three- and four-bedroom apartment units for singles, young couples, and families. The units range in size from 372 ft2 to 1,271 ft2 (34.6m2 – 118 m2).

The unit breakdown includes:

- 1 x Studio Units – 2.5% of Total Number of Units
- 11 x 1 Bedroom Units – 27.5 % of Total Number of Units
- 20 x 2 Bedrooms Units – 50% of Total Number of Units
- 4 x 3 Bedrooms Units – 10% of Total Number of Units
- 4 x 4 Bedrooms Units – 10% of Total Number of Units

7 Units out of 40 will be for below market rental housing, all located on the second floor. 33 Units out of 40 will be strata-titled with some featuring “lock-off” suites, to provide flexibility and affordable options.

ARCHITECTURAL CHARACTER

Architecturally, the 6-storey massing of the development reflects the transitional multifamily neighbourhood. The rectilinear massing reflects the character of emerging adjacent developments. Ground oriented units front Munster Avenue that fit comfortably with the adjacent neighborhood context. The upper level is stepped back from the lower levels to reduce height differentiation within the existing neighbourhood and reduces the apparent massing from the pedestrian perspective from the surrounding streets and lane. The recessed upper floor reduces shadowing and provides a varied street frontage expression. The lower two-storeys are designed with brick cladding to create a townhome expression to provide a transitional relationship to the adjacent Townhome buildings.

The Architectural Character is Industrial-Marine Contemporary that aligns with the Maplewood OCP. Industrial-Marine influences guided our choice of materials for this development. Wood cladding, metal siding and brick are some of the materials we see today along our waterfronts and on our shipyards. Materials proposed for our development include cedar wood-look elements at the main entries, brick masonry to create a townhome building form expression on the lower levels, cementitious siding/panel elements and corrugated metal siding at the mid-levels of the building.

Large roof overhangs with strong roof lines provides weather protection and solar shading. Boxed projections at the mid-levels with corrugated metal siding provide an undulating building form and an industrial look. The main entry has a vertical element expression that is clad with cedar wood-look siding to provide warmth and distinction. Fibre-cement panels are proposed to highlight the subtle building form and oversized glazing allows abundance of natural light. Storey 6 has been stepped back from Seymour River Place and Munster Avenue. Along Munster Avenue, stepped planters are provided in the space between the sidewalk and the building, softening its appearance and contributing to a greener and pedestrian friendly realm.

SUSTAINABILITY

The development will be designed to Step 3 of the BC Energy Code. 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.

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 etc., 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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[ARCHITECT SEAL]

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Inc.

[PROJECT]

PROPOSED MULTI-
FAMILY
DEVELOPMENT
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

DESIGN RATIONALE

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

A-0.020

BASIC AND ENHANCED ACCESSIBLE DESIGN ELEMENTS					
Building Access and Main Entrances					
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, mailboxes 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 around floor level entrances around-oriented mlt units that can be easily accessed without the use of stairs.	To enable a person using a wheelchair, walker or trolley to readily access a building	3.8.5.2 Construction Requirements 3.8.5.3 Building Access 3.8.5.27 Apartment and Condo Buildings 3.8.3.2 Paths of Travel 3.8.3.3 Ramps 3.4.6.1 Slip Resistance of Ramps and Stairs
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 differentiative texture to adjacent paved surfaces - be free of obstructions lower than 190cm (77in) - 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 around floor level entrances around-oriented mlt 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, information, numbering and mailboxes	Building entrances in accessible paths of travel are to: - provide weather protection with a min. 1520m x1520m (60in x 60in) canopy over the main entrance and door phone - have an intercom system installed with user functions located no more than 1570mm (54in) above paved area - have good lighting outside & inside building entrance - 100 lux - have mailboxes 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: 40-5-15 in from road, numbering are to be 10cm (4 in), At 15-20 in numbering are to be 15cm (6 in) and at >20m from road, numbering are to be 25cm (10 in)	Yes – Basic accessible design applies to identified around-oriented mlt units and entrances and main building entrance if included in the project design. Main building entrance if included in the project design. Main building entrance if included in the project design.	Provide shelter to any person while unlocking the front door, and easy entry to assist the frail, or persons with stroller, trolley, 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 890mm (34in) if there is only 1 door leaf - have the active leaf providing a clear opening 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 light grasping or twisting - have a push plate or latch-releasing device.	Yes – Applies to identified around-oriented mlt units entrances and main building entrance if included in the project design.	To permit easier entry by a person in a wheelchair, stroller, trolley for moving furniture (in/out of building)	3.8.5.3 Building Access Requirements 3.3.1.13 Doors

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
Building Access and Main Entrances – Continued					
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 around-oriented mlt units entrances and main building entrance if included in the project design.	To permit easier entry by a person in a wheelchair, stroller, trolley for moving furniture etc.	3.8.5.3 Building Access Requirements 3.3.1.13 Doors
6-B	Textile 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 3.4.6.18
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 1500mm x 1500mm (60 in) adjacent to the elevator entrance at intervals no more than 10m (34m) 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 around-oriented mlt units corridors and passageways, 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-B	Access to upper levels – Applies to identified ground-oriented mlt units only	Explore opportunities to facilitate future adaptation for a personal elevator or stair lift.	Yes – Applies to identified around-oriented mlt units only.	To facilitate access by a person in a wheelchair to upper floors in a town house unit	

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
Residential Unit – Entry Door					
10-B	Unit entry door assembly	Unit entry doors should: - have a clear opening width of no less than 890mm (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 beveled.	Yes – Also refer to item 4 and 5 above.	To permit easier entry by a person in a 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 solution (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 a wheelchair 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) or less and beveled.	Yes – Applies to at least one bathroom on the ground floor level of the identified around-oriented mlt units	To enable a person in a wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Downways 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 2.4.6.1) may be used towards meeting clearance requirements.	Yes – Applies to at least one bathroom on the ground floor level of the identified around-oriented mlt units	To enable a person in a wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Downways 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 around-oriented mlt units	To facilitate wheelchair access to small bathroom spaces	

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
Residential Unit – Bathroom Continued					
15-B	Bathroom space	At least one bathroom is to have enough floor space to be minimally accessible per the following: 3.8.5.2 Construction Requirements • 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. 500mm (20in). - Clear floor area in front of the sink/washbasin is to be a minimum of 760mm (30in) wide by 1200mm (48in) deep centred on the sink/washbasin. • 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 around-oriented mlt units	To enable a person in a wheelchair to use the toilet	3.8.5.5 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 of the identified around-oriented mlt units	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 vertical 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/foot/ft (kN).	Yes – Applies to at least one bathroom on the ground floor level of the identified around-oriented mlt units	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, the toilet is to be located next to a reinforced wall for future grab bar installation.	Yes – Applies to at least one ground floor level bathroom of the identified around-oriented mlt units	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 around-oriented mlt units	To prevent scalding	7.2.10.7 Baths
20-B	Tub control valve position	• Tub control valve is to be provided at the outer edge of tub with space 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 light grasping or twisting.	N/A	To enable installation of a future wheel-in shower	
22-B	Accessible shower	• A min. of one bathroom is to be adaptable to facilitate future installation of a wheelchair accessible shower.	N/A	To allow a wheelchair to side under the shower	
23-E	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		

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

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
Residential Unit – Bedroom					
24-E	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 identified around-oriented mlt units	To enable a person in a wheelchair to access the bed	
Residential Unit – Kitchen					
25-E	Turning radius	Provide 1520mm (60 in) turning radius in the kitchen (centre islands may not work).	Yes – Applies to the kitchen of identified ground-oriented mlt units	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 around-oriented mlt units	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 mlt units	Ergonomic, easier to reach shelves	
28-B	Cupboards – Lowest Shelf	• Design cupboards above countertops so that the lowest shelf is no more than 1370mm (54 in) above the finished floor.	Yes – Applies to the kitchen of identified around-oriented mlt units	To enable easy reach by a person with limited reach and/or in a wheelchair	
29-B	Cabinet Handles	• Provide D-shaped cabinet handles for all kitchen cupboards that are intended to be accessible.	Yes – Applies to the kitchen of identified around-oriented mlt units	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/handles) that do not require light grasping or twisting.	Yes – Applies to the kitchen of identified around-oriented mlt units	Ergonomic and easier to use by a person with mobility impairments or frailties	
31-E	Future modification (appliance)	• 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 around-oriented mlt units	To facilitate future use of appliances by a person in a wheelchair	
32-E	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 around-oriented mlt units	To enable a person in a wheelchair to move heavy pots between sink & stove	3.8.5.6 Adaptable Dwelling Unit Kitchens
33-E	Countertop & sink height	• Facilitate future ability to remove the sink cabinet and lower the countertop height.	Yes – Applies to the kitchen of identified ground-oriented mlt units	To enable full use of the sink by a person in a wheelchair	
34-E	Workspace area	• Provide an adjustable height workspace min. 81cm (32 in) between sink and stove.	Yes – Applies to the kitchen of identified ground-oriented mlt units	To enable a person in a wheelchair to prepare meals	

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

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
Residential Unit – Electrical					
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 mlt units	To enable a person in a wheelchair to reach plugs for utility, heater, etc.	
36-B	Rockers	• All switch types shall be operable with a closed fist (such as rocker switches).	Yes – Applies to identified around-oriented mlt units	Ergonomic design	
37-B	Telephone jacks	• Include a telephone jack in at least one bedroom • Telephone jacks are to be approx. 200 mm or less from an electrical outlet.	Yes – Applies to identified around-oriented mlt units	To enable telephone use from bed	
38-B	Bedroom – Spring switch	• Three way switched outlet near bed and doorway	Yes – Applies to identified around-oriented mlt units	Allow a person in bed to control lights and/or fan	
39-E	Electrical switches and outlets	• 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 (35 in) and 1200 mm (47 in) above the floor. • Electrical, telephone, cable and data outlets for occupant use are to be located between 400 mm (16 in) and 1200 mm (47 in) above the floor.	Yes – Applies to identified around-oriented mlt units	To allow wheelchair users to easily reach	3.8.5.7 Outlets, Switches and Controls
40-B	Visual alarm installation	• Install visual alarm system in all common areas of the building. Wiring for a visual alarm is to be tied into the fire alarm system.	Yes	To alert a person with hearing disabilities of an emergency	3.2.4.19 and 20 Visual Signals
41-E	Visual alarm wiring	• Install wiring for visual alarm system in living room and at least one bathroom. Wiring to be connected to the building's fire alarm system.	Yes – Applies to identified around-oriented mlt units	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals
42-E	Visual alarm installation	• Connection for visual alarm signals to be installed in each suite of a building intended for seniors and be appropriately identified. • Visual alarm signals are required for suites intended for use by people with a hearing impairment. • 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. Strobes must have the word "stroke" visible on the lens.	Yes – Applies to identified around-oriented mlt units	Strobe or other device for the hearing impaired	3.2.4.19 and 20 Visual Signals

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Residential Unit – Laundry					
43-E	Laundry facilities		Yes – If laundry facilities are located on this accessible ground floor	To facilitate use by a person in a wheelchair	
Residential Unit – Windows, Patios and Balconies					
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 85 cm (34 in) clear opening door width. - be no less than 152 cm (60 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	To enable balcony use by a person in a wheelchair, and 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 to more than 117 cm (46 in) above the floor and be operable by devices (such as "levers") that do not require light grasping or twisting. • Window sills are to be located no more than 75 cm (30 in) above the floor.	Yes – Applies to ground floor level of identified ground-oriented mlt units	To enable operation and use by a person in a wheelchair	

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



PERSPECTIVE VIEW ALONG SEYMOUR RIVER PLACE



PERSPECTIVE VIEW - LOOKING SOUTH-EAST



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

**Maplewood Ventures 2017
Inc.**

[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

RENDERINGS

18433 [PROJECT]

[SCALE]

[DATE]

March 23, 2026

Detailed Application [ISSUE]

[DRAWING]

A-0.030



PERSPECTIVE VIEW ALONG MUNSTER AVENUE



PERSPECTIVE VIEW - MAIN ENTRY



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[PROJECT]

**PROPOSED MULTI-
FAMILY
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328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

RENDERINGS

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

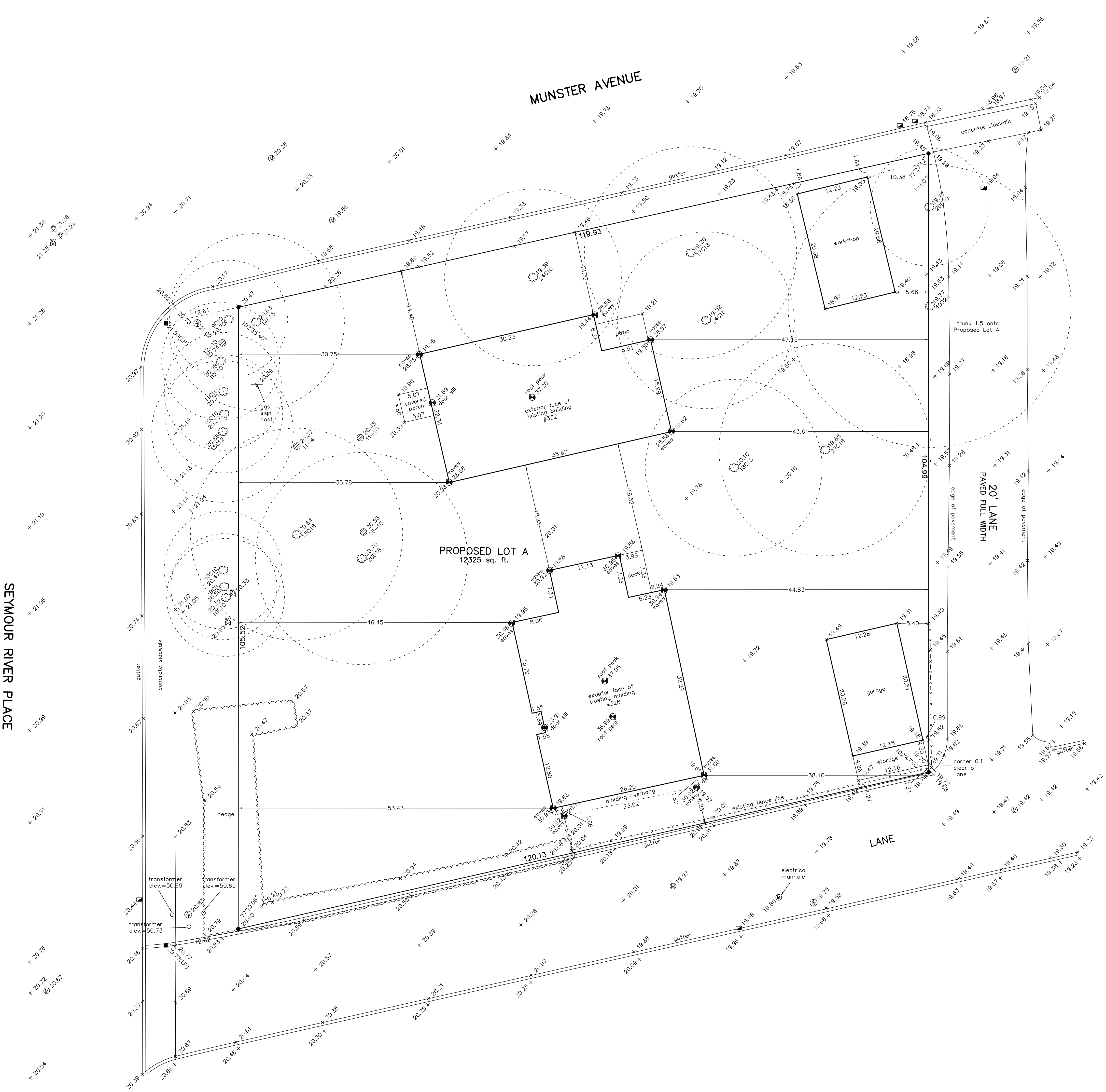
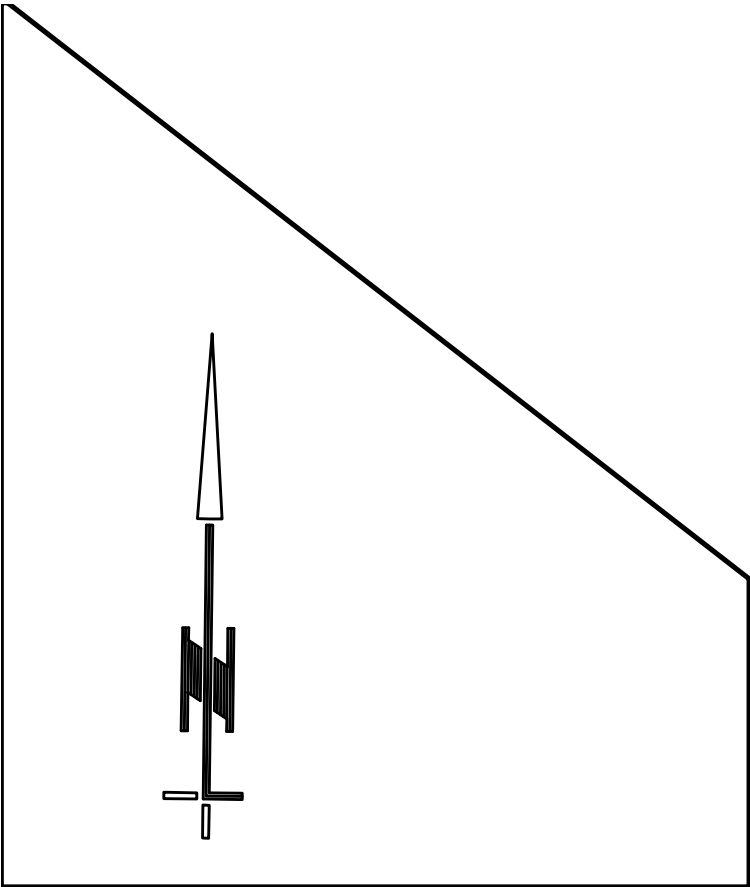
Detailed Application [ISSUE]

[DRAWING]

A-0.031

SURVEY PLAN OF PROPOSED LOT A, CURRENTLY:
LOT 1 & 2, BOTH OF BLOCK B, DISTRICT LOT 791
NEW WESTMINSTER DISTRICT, PLAN 7151

SCALE 1" = 8'
All distances are in feet.



- NOTES:
- Lot dimensions are derived from field survey.
 - Elevations are based on the CV028GVRD Datum of North Vancouver and are derived from control monument 6691 situated at the intersection of Seymour River Place and Old Dollarton Road. Elevation = 18.21 feet.
 - For elevation control, use control monument or lead plugs in concrete sidewalk only. Elevation control must be checked against second source. Contractor assumes all responsibilities and risk when carrying out work using elevation control.
 - All trees and stumps shown as required by municipal bylaws.
 - All elevations along curb lines are gutter levels.
 - All dimensions are to exterior faces unless otherwise noted.
 - Symbols plotted are for illustrative purposes and are not representative of their true size.
 - denotes standard iron post (IP).
 - denotes lead plug (LP).
 - denotes hydro pole.
 - denotes catch basin.
 - denotes manhole.
 - denotes water valve.
 - denotes sign post.
 - denotes tree stump.
 - height (inches).
 - diameter (inches).
 - denotes tree.
 - 8-10 L drip line radius (feet).
 - C=coniferous.
 - D=deciduous.
 - diameter (inches).
 - LOUIS NGAN LAND SURVEYING INC., 2018

(Lot 1)PID: 010-713-409
(Lot 2)PID: 010-713-441
FILE: 18497_03TP

4932 VICTORIA DRIVE, VANCOUVER, BC, V5P 3T6
T 604.327.1535 WEB WWW.LNLS.CA

NOTE: THIS DRAWING IS FOR REFERENCE ONLY AND HAS BEEN MODIFIED TO SUIT THIS LAYOUT



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017
Inc.

[PROJECT]

PROPOSED MULTI-
FAMILY
DEVELOPMENT
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

TOPOGRAPHICAL
SURVEY

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

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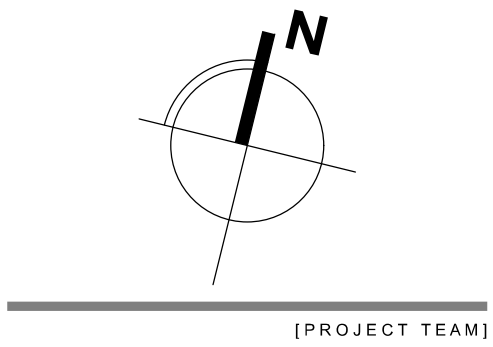


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(ARCHITECT SEAL)

(CLIENT)
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(PROJECT)
**PROPOSED MULTI-
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328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

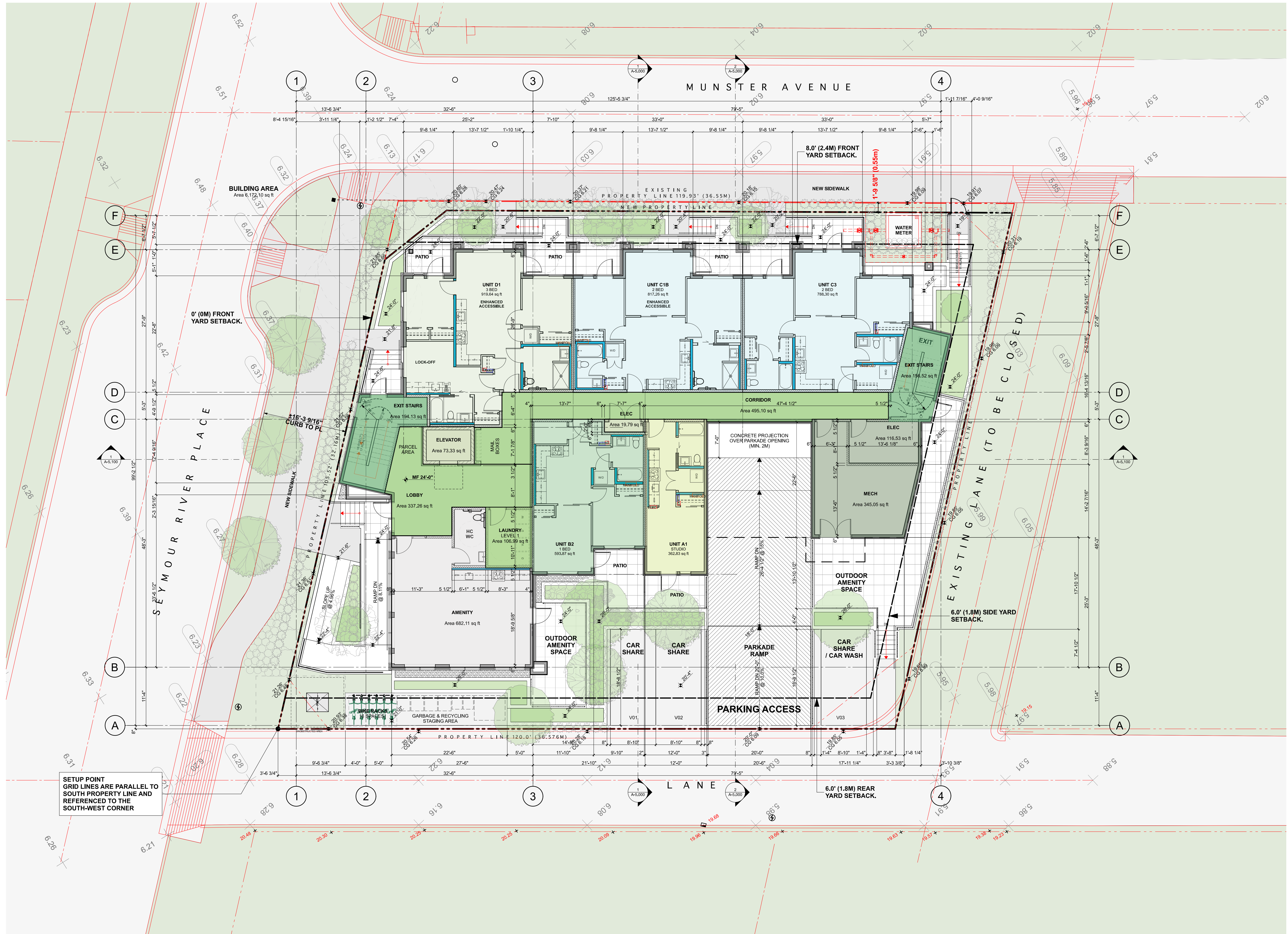
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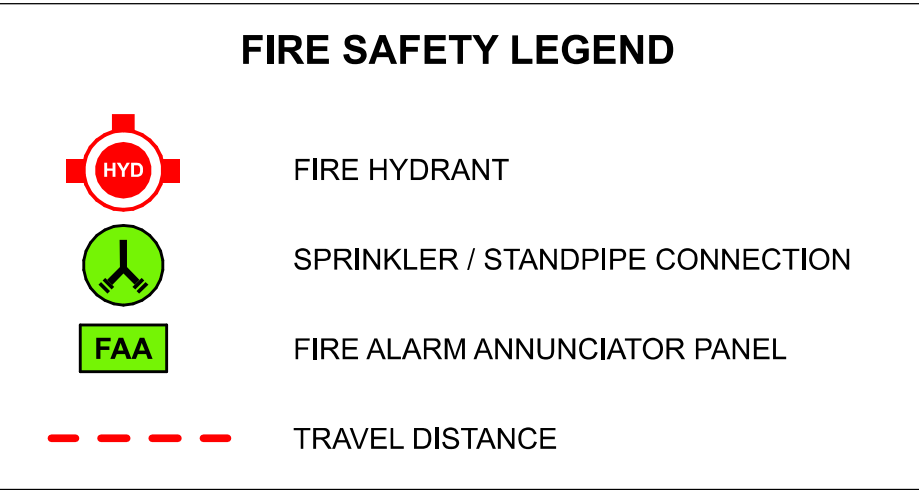
SITE PLAN

18433 (PROJECT)
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March 23, 2026 (DATE)
Detailed Application (ISSUE)

(DRAWING)

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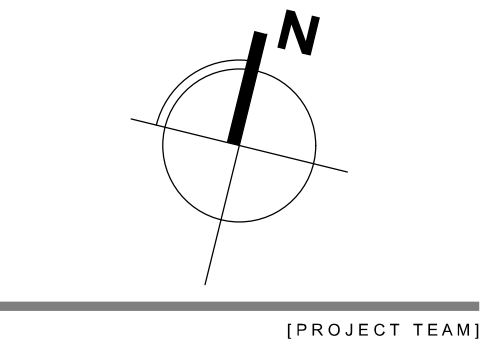
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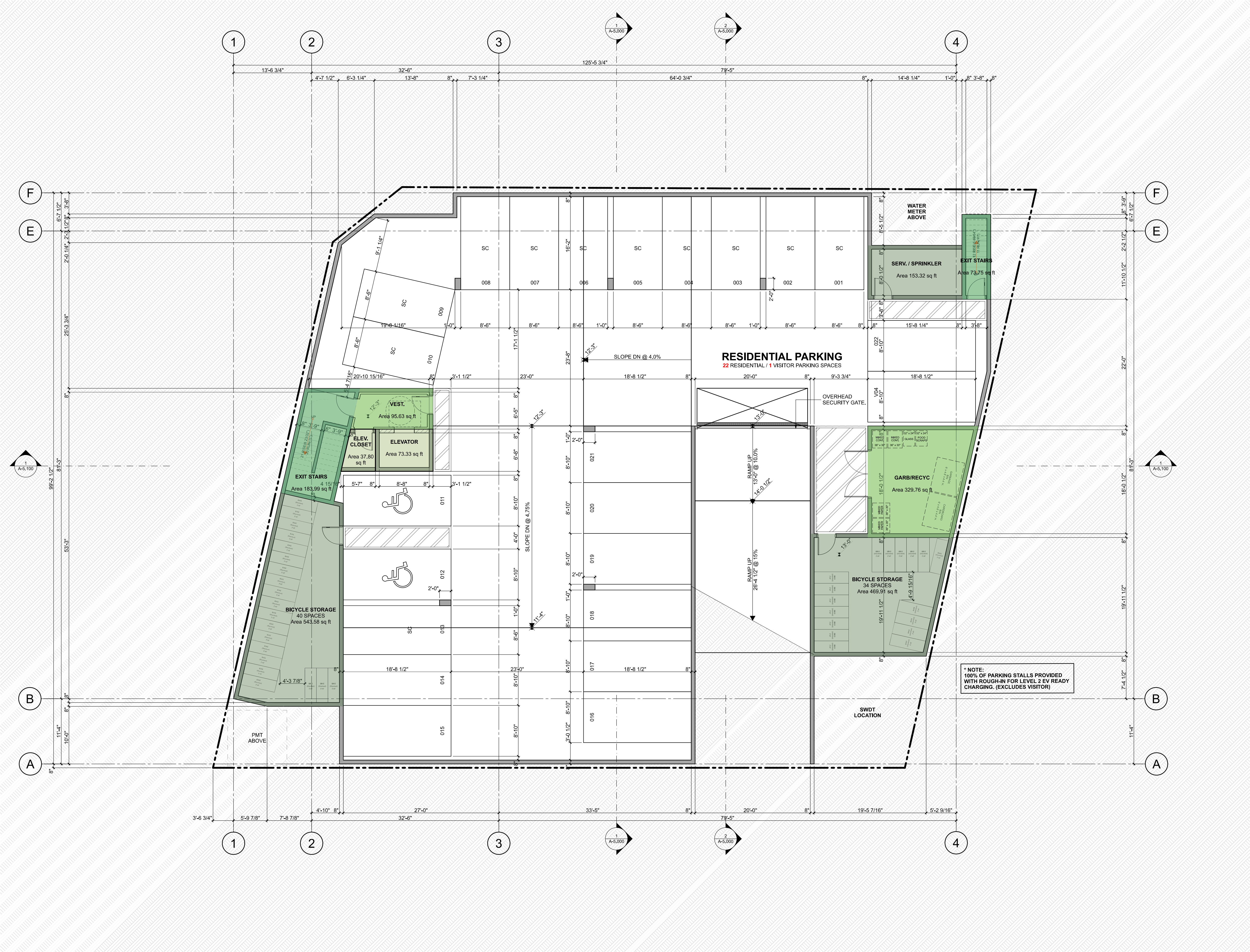
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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
P1 PARKING PLAN

[PROJECT]
18433
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[DATE]
March 23, 2026
[ISSUE]
Detailed Application

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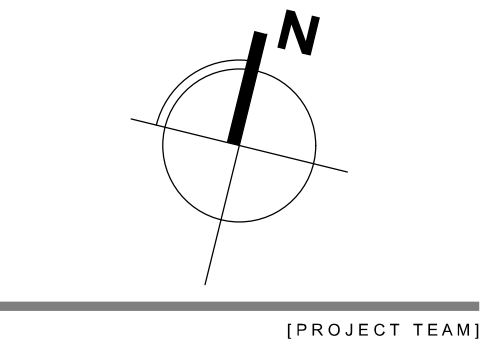
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[PROJECT]

**PROPOSED MULTI-
FAMILY
DEVELOPMENT**
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 1 PLAN

18433 [PROJECT]

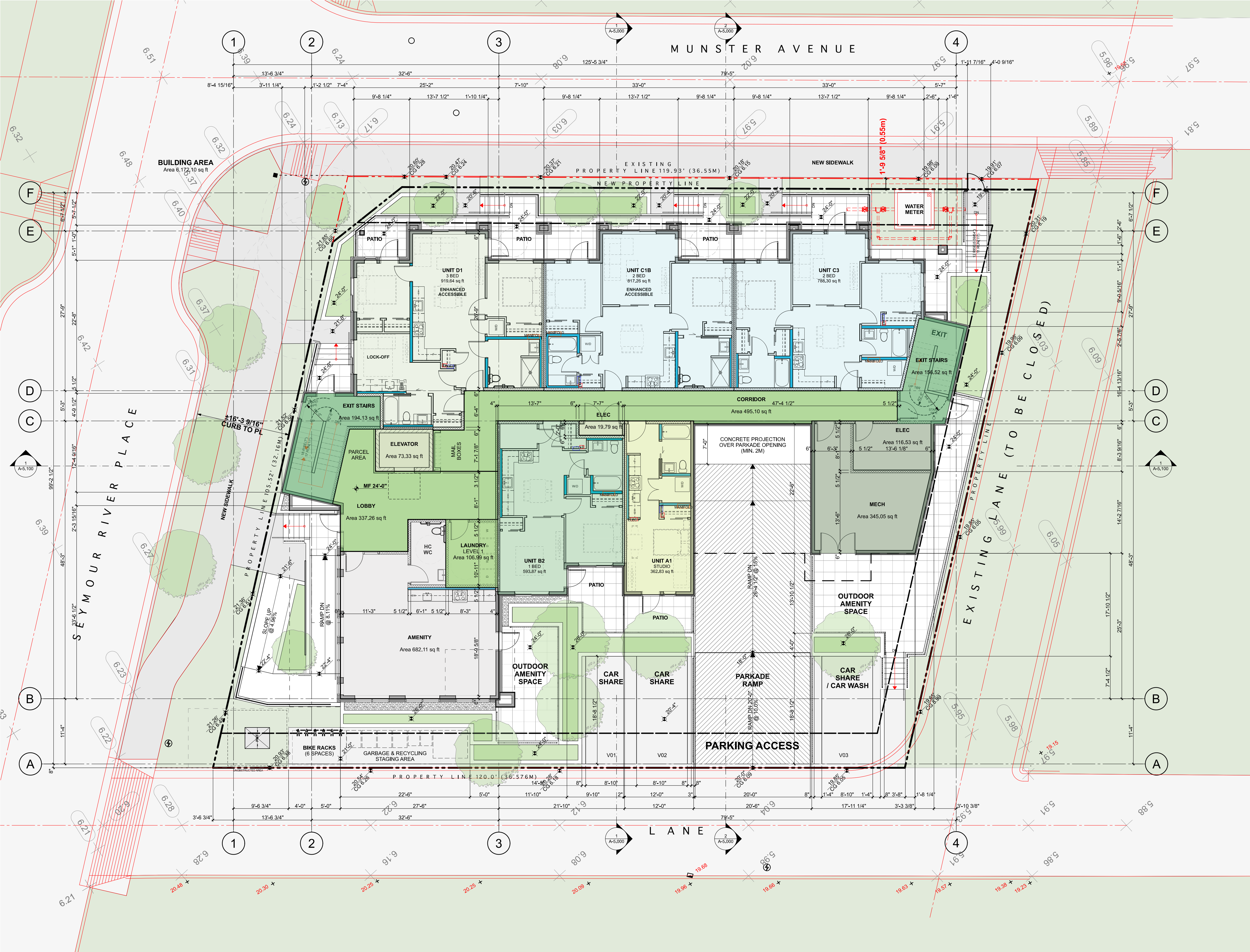
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March 23, 2026 [DATE]

Detailed Application [ISSUE]

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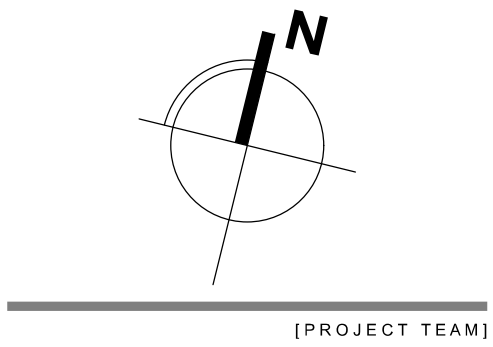




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[PROJECT]
PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
LEVEL 2 PLAN (RENTAL)

[PROJECT]
18433

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

[DATE]
March 23, 2026

[ISSUE]
Detailed Application

[DRAWING]

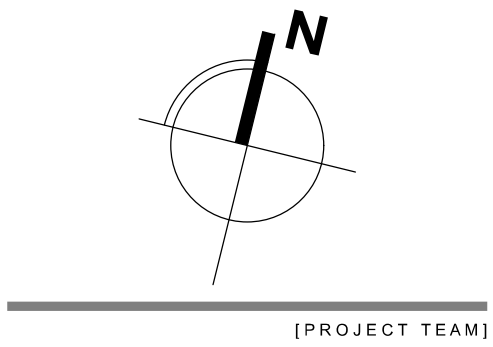
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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
LEVEL 3 PLAN

[PROJECT]
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March 23, 2026
[ISSUE]
Detailed Application

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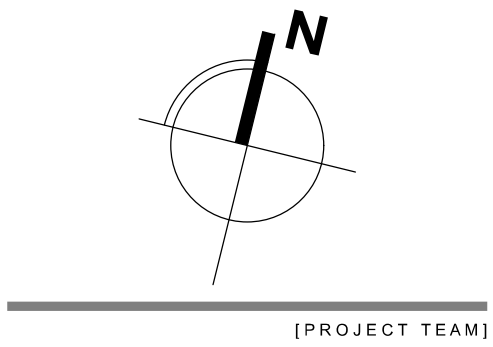
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[PROJECT]
PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
LEVEL 4 PLAN

[PROJECT]
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[SCALE]
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[DATE]
March 23, 2026
[ISSUE]
Detailed Application

[DRAWING]

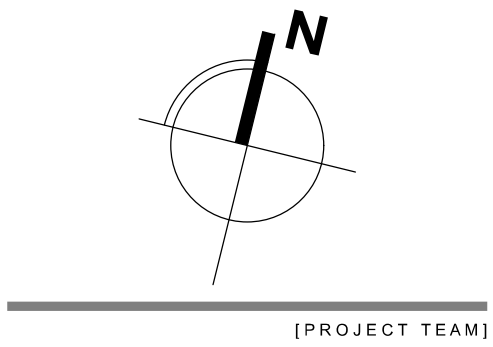
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[PROJECT]
PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
LEVEL 5 PLAN

[PROJECT]
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[ISSUE]
Detailed Application

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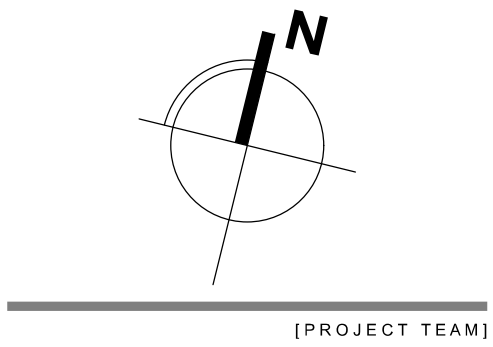
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[PROJECT]
PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]
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March 23, 2026
[ISSUE]
Detailed Application

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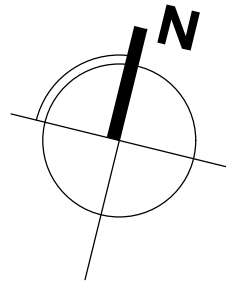
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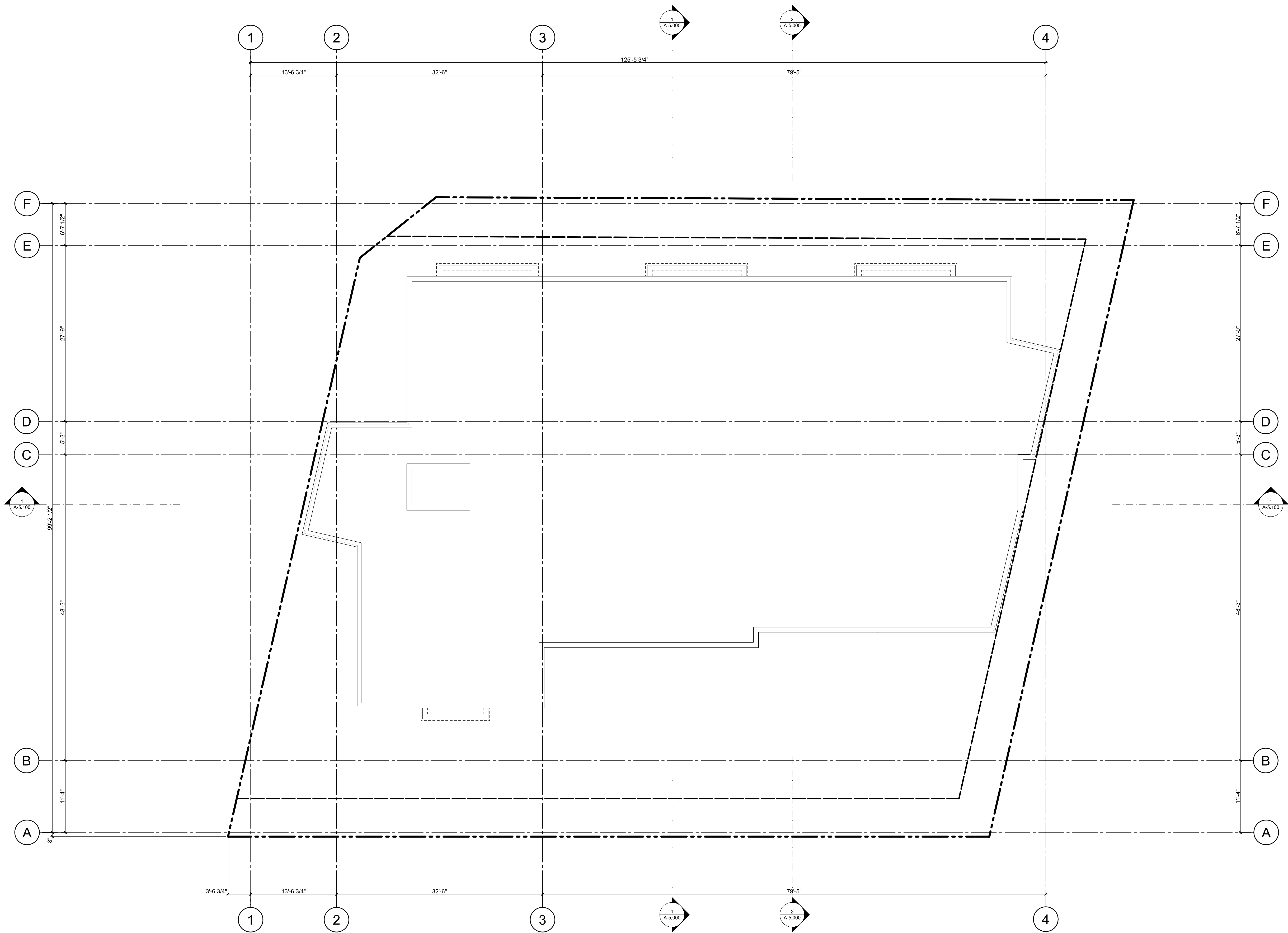
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[PROJECT]

**PROPOSED MULTI-
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DEVELOPMENT**
328, 332 SEYMOUR RIVER
PLACE
NORTH VANCOUVER, BC

[TITLE]

ROOF PLAN

18433 [PROJECT]

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March 23, 2026 [DATE]

Detailed Application [ISSUE]

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328-332 SEYMOUR RIVER PLACE, DISTRICT OF NORTH VANCOUVER

Justification for increased density above and beyond OCP Designated Density; and significant reduction in number of parking spaces.

INTRODUCTION. This innovative 40-unit six-storey residential development offers a mix of 33 strata-titled ownership and 7 below market purpose-built rental suites. It has been designed to cater to faculty, staff and students at Capilano University and others wanting to live in Maplewood, an evolving Town Centre Neighbourhood.

It is expected that many of the strata-titled suites will be purchased by investors intending to rent to people affiliated with the university. Others will cater to first-time buyers seeking more affordable housing choices without the cost of parking. Rental suites are expected to appeal to those affiliated with the university.

Project history. When planning for this development first began in 2018, it was conceived as 100% purpose-built rental building at a 2.5 FAR. However, since then, the financial feasibility of 100% rental buildings has become extremely challenging due to high land, construction, and interest costs, combined with reduced rents.

While lower rents are good news for governments and tenants, they have negatively impacted on the viability of new purpose-built rental projects, especially those with a below market component.

A ‘ghost pipeline’. As a result, many projects across Metro Vancouver are no longer financially viable. Thousands of approved units have not moved into construction. Two local examples are the Travelodge project near Capilano and Marine and 1569–1589 Rupert Street, both of which went into receivership.

These projects are now often referred to as being in the ‘ghost pipeline’.

CONFORMANCE WITH DISTRICT OCP GOALS

The following summarizes the justification for approving the 0.5 FAR increase and the significant reduction in required parking when compared with key District’s OCP goals.

OCP GOAL 2. Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

The proposed development enables housing diversity by offering 70% 2+ bedroom units and only 30% 1-bedroom units. With comparably large square footage, the 2+ bedrooms are intended for families and investors whereas the smaller units are intended for students and first-time homebuyers entering the market.

Lock-off suites within some units can become ‘mortgage-helpers in the sky’, appealing to buyers wanting to buy a larger unit to accommodate a growing family over time.

Other 1-bedroom and 2-bedroom strata-titled units have been designed to appeal to those willing to share, providing a greater level of housing affordability. These buyers will be pleased to not have to pay the additional cost of a parking space.

There are 7 non-market rental units within the building, representing 17.5% of all units. They vary in size from 1 to 4 bedrooms and are located on the second floor. The rents will be secured at 20% of the DNV median for the life of the building, representing a significant investment in community as a whole and the Maplewood area, specifically.

The rental units, which equate to 0.52 FAR, will be located within a separate air-space parcel.

All units will meet DNV accessibility standards, including 100% basic and 5% enhanced (2 units at grade).

Urban Design Fit. This additional density can easily be accommodated on this property since it is a corner lot, separated from adjacent properties by two dedicated streets and two public lanes. As a result, from an urban design perspective, there will be minimal negative impacts on neighbouring properties.

OCP Goal 3. Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents

The building design incorporates several lessons learned at SFU's UniverCity community.

While many individuals often think they will prefer living on their own, this can often lead to social isolation. This is particularly true for university students. For this reason, many suites in this building have been designed to facilitate sharing, even the one-bedroom units. Furthermore, lock-off suites, that were so successful at Simon Fraser University, have been included in this building to contribute to social well being.

OCP Goal 5. Provide a safe, efficient and accessible network of pedestrian, bike and roadways and enable viable alternatives to the car through effective and coordinated land use and transportation planning

OCP Goal 7. Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

An accessible location. This development is well located within a safe and accessible pedestrian, bike and roadway network. The Phibbs Exchange is 3 minutes by bicycle; 5 minutes by transit; and 25 minutes by walking. Capilano University is 13 minutes by bicycle, 18 minutes by transit; and a 29-minute walk.

The seven below market rental units are expected to appeal to lower income households who will not own cars.

Many of the home purchasers will also not need to own a car. Like some people who attended the Public Information Meetings, they may not even have a driver's license. Others will prefer to share a car, as is increasingly the case throughout Metro. In this way, the building will positively contribute to reducing greenhouse gas emissions and addressing climate change.

The cost of parking. Metro Vancouver's 2025 Regional Parking Study, undertaken by Bunt & Associates, Transportation Planners and Engineers, concluded that underground parking significantly drives up the cost of new housing, with construction costs ranging from \$117,400 to \$137,000 per stall on average, and up to \$230,000 on challenging urban or geotechnical sites.

Adding a single dedicated parking stall to a unit can require a household to earn an extra \$31,000 to \$36,000 annually to qualify for a mortgage.

<https://metrovancover.org/services/regional-planning/Documents/regional-parking-study-final-report-2025.pdf>

Given the high-water table on this property, only one level of underground parking is financially feasible. A few additional spaces have been provided at grade. The result is 26 parking spaces.

Four of the 26 parking spaces will be reserved for visitors. The remaining 22 spaces will be 'unbundled' and sold separately, rather than be included in the purchase price. As a result, those who choose not to buy a parking space will be able to save a considerable amount of money, in addition to the cost of a car.

A BROAD ARRAY OF TRANSPORTATION DEMAND MEASURES

To compensate for the reduced parking and enhance affordability, the developer and Bunt & Associates have identified a broad array of transportation demand measures to offset the need for a personal car. These include free 2-zone transit passes for renters and strata purchasers who do not purchase a parking space; free EV bikes for strata purchasers who do not purchase a parking space, and incentives for carsharing.

Other measures include the inclusion of Bicycle Maintenance Facilities, Multi-modal Wayfinding Information, and Transportation Marketing Services.

Carsharing. Elsewhere in the Lower Mainland, parking requirements in new developments have been significantly reduced because of the availability of carshare programs. Since carshare is not currently available in this neighbourhood, discussions are underway with both EVO and MODO, and by the time this development is completed, the developer is confident that carshare will be available for neighbourhood residents.

To incentivize a carshare program, the developer has offered to donate a vehicle to the carshare supplier. This was the case at SFU's UniverCity, since MODO (originally the Co-operative Auto Network) was first conceived there by Tracy Axelson as her university thesis.

Once carshare is in place, the developer will provide a free one-year car-share membership to every homebuyer who does not purchase a parking space.

OCP Goal 8. Provide infrastructure to support community health, safety and economic prosperity, and facilities that enhance recreational opportunities, cultural activity and artistic expression

If approved, this development will result in considerable infrastructure upgrades around the property and contribute significant Amenity Cost Contributions and Development Cost Charges to offset the cost of additional infrastructure improvements elsewhere in the neighbourhood.

New residents will also support nearby neighbourhood shops and services, all within a short walking distance.

OTHER CONSIDERATIONS.

Prohibition on overnight on-street parking. Given the innovative nature of this development, the developer is prepared to explore with the District how building residents can be deterred from parking overnight on nearby streets. This might include clauses in the rental and purchase and sale agreements. While some may question the enforceability of such arrangements, this could still be an effective way to address potential neighbourhood concerns.

Financial benefits of not owning a car. To highlight the longer-term financial benefits of investing in a home, rather than a car and parking space, the project marketing materials will illustrate what happens to a \$50,000 investment in a home compared with the same investment in a car, over a five- and ten-year period.

SUMMARY

Approval of this application, albeit at a slightly higher FAR and with a significant parking reduction when compared with previous projects, will offer numerous community benefits. Moreover, it will address many of the District's planning priorities and goals, particularly related to the environment.

With a mix of tenures, creative and flexible suite designs, and reduced parking, this development will offer more affordable housing choices compared to other developments. Furthermore, it can be financially feasible and able to proceed to construction once all the necessary permits have been issued. Unlike too many other projects, it will not end up in the 'ghost pipeline' or a receivership.

It is therefore hoped this summary encourages Council to depart from longstanding requirements and support this request for additional FAR and reduced parking. After all, given the negative impacts of private automobiles, including environmental degradation, significant costs for owners, public health crises from air pollution and sedentary lifestyles, systemic social inequality, and urban space consumption, governments should be discouraging, not requiring, more parking in a new housing developments.