MINUTES of the Workshop of the Council for the Corporation of the District of North Vancouver held in the Committee Room of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Tuesday, September 18, 2007, commencing at 5:06pm.

PRESENT:

Mayor: Richard Walton

Councillors: Robin Hicks, Doug MacKay-Dunn, Janice Harris, Alan Nixon (6:05pm)

Staff: Mr. D. Back, Acting Chief Administrative Officer
       Mr. J. Dioszeghy, Director of Environment, Parks & Engineering Services
       Ms. M. Eckenfelder, Director of Sustainability, Planning and Building
       Ms. S. Haid, Manager-Sustainable Community Development
       Mr. B Dwyer, Manager – Development Services
       Ms. S. Dal Santo, Section Manager – Policy Planning
       Mr. K. Volk, Section Manager – Transportation
       Mr. P. Golier, Transportation Planner
       Mr. R. Taylor, Planner
       Mr. M. Hartford, Planner
       Mr. P. Chapman, Social Planner
       Mr. K. Macauley, Fire Department
       Ms L. Hoeberechts, Council Clerk

Absent: Councillors Mike Little and Lisa Muri

The Workshop convened at 5.06pm.

1. OPENING BY MAYOR
   Mayor Walton welcomed everyone to the workshop and outlined the evening’s procedures.

2. STATUS UPDATE ON PLAN AMENDMENT PROCESS

   Outline
   Michael Hartford, Planner, Ross Taylor, Planner and Kevin Volk, Section Manager – Transportation Planning, spoke to their PowerPoint presentation as follows:
   a) Following the December 2006 Council Workshop, Staff has been confirming and refining the targets and objectives outlined in the development guidelines for Seylynn Village:
      - Is the design of the development proceeding in the appropriate direction for the subject area?
      - Will the proposed project targets, including rental and affordable housing, be achievable?
   b) Transportation is a key issue for the broader area and discussions are being held with the Ministry of Transportation regarding the highways network and proposed local transportation improvements.
   c) The subject lands are located near the Second Narrows Bridgehead, in a residential neighbourhood east of Mountain Highway. These lands were originally integrated into the Lower Lynnmoor area until the early 1960s when the Upper Levels Highway and the new Second Narrows Bridge were built, resulting in truncating the community and severing the existing street grid.
   d) There is now a diverse range of land uses within a compact area:
      - Light Industrial
      - Existing Single Family Residential
      - Band lands
      - Real Canadian Superstore
      - Site of the proposed Seymour Creek Development
      - Phibbs Transit Exchange
      - Capilano College
Seylynn Village

- Seylynn Park
- Lynn Creek
- Bridgman Park
- North Shore Winter Park, and
- Park and Tilford Shopping Centre

The subject area, called Seylynn Village, is divided into two sections:

Area 1: north of Fern Street encompassing 5.7 acres and including some municipal land and roadways;
Area 2: south side of Fern Street area encompassing approximately 4 acres.

The liveability of the Fern Street area has been adversely affected by outside factors such as the increases in traffic associated with the Ministry of Transportation’s changes to highway access, and further impacts could arise as a result of proposed big box retail development on the Squamish Nation lands at Seymour Creek. The quality of life in the subject area is declining as well as the viability of the lands for single family residential purposes. Traffic congestion makes it difficult for residents to access private driveways, and adds to the high noise levels and pollution in the neighbourhood.

With regard to ownership in the neighbourhood, over the past 12 months, all of the single family residential properties in Area 1 have been purchased by Hynes Developments.

Community Plans
The existing policy relevant to the subject lands is the Lower Lynn Official Community Plan, adopted in 1993, which designates the area for single family dwellings. The Lynnmour Inter-River Plan, adopted in 2006, allows for some townhouse infill development in the area immediately to the north of Highway 1.

History
In 2002, residents of the Fern Street area expressed concerns regarding traffic impacts from the closing of the Keith Road on-ramp. At this time, the proposed Seymour Creek development was announced by the Squamish Nation, resulting in a review of the community plan designations for the area. A working group of local residents and development experts was established to examine ways to improve liveability. Four redevelopment options were identified and presented to Council, ranging from a single family development with noise fencing through to a high-rise, high density mixed use redevelopment option.

Following public consultation, it was determined that the most favourable concepts were Option 3 (a low-rise/medium density proposal) and Option 4 (a high-rise/high density proposal). Concerns with the high-rise option included the greater challenges associated with property consolidation and costs of this type of construction.

The redevelopment objectives identified for the Fern Street area include:
- Diverse housing mix: a mix of unit sizes, rental and home units, affordable housing, provision of special needs units.
- Pedestrian and bicycle improvements: make automobile access more difficult in order to reduce traffic.
- Park improvements: there are excellent opportunities with proximity to Lynn Creek, Seylynn Park and Bridgman Park.
- Community facilities and services: provision of daycare amenities, meeting spaces etc.
- Sustainability/Green development.
- Access to shopping areas, schools, employment opportunities and recreation areas.
- Traffic and transportation management.

Planning Strategy
Area 1 is the subject of a rezoning application and encompasses the lands north of Fern Street. Area 2 is a more transitional area, on the south side of Fern Street, and requires further study. A third area to consider is the land south of the subject lands through to Main Street. Until the future of this land is determined, the future of Area 2 cannot be resolved. Up to now there has been no real systematic community involvement in the proposed redevelopment of the area south to Main Street and it is time to broaden the scope of public input and bring in dialogue from local residents and First Nations.
Development Application
The development application for Area 1, made in July 2006 by Hynes Developments, changed the District of North Vancouver’s schedule for review of land use in this area. The development application for Area 1 proposes comprehensive redevelopment with mixed land use, incorporating a variety of building forms including townhouses, low-rise apartments, and high-rises. The projected FSR for the development would come in just over 3.0, and this figure includes any building area above ground. For example, a proposed parking garage structure adjacent to Highway 1 is included in the calculation, as the garage area adds to the “bulk” of the proposed development.

Plan Amendment Content
In February 2007, Council considered a general proposal to amend the Lower Lynn Community Plan, with such amendment to include:
- a proposed mix of land uses, dwelling unit counts, and densities
- basic transportation network requirements
- community amenity objectives
- sustainability targets and environmental requirements
- development of sub-areas and a phasing plan
- urban design objectives.

Council directed District Staff to examine in more detail the amendments required to accommodate redevelopment in the Fern Street area.

Project Amenities
The Seylynn Village project proposes to provide utility, transportation, public art and streetscape upgrades to accommodate the change in land use, as would any development proposal in the District. A Community Amenity Policy, to guide the types of public facility improvements resulting from the change in land use, is more difficult to establish. Work has commenced on a “Land Lift Analysis” to determine the appropriate level of contributions in association with the proposed development and a prioritized list of community amenities should be completed shortly and will be included in the Plan Amendment.

The range of community amenities are being considered within three categories: mandatory, high priority, and desirable.

Housing Targets
The initial design brief established that at least 20% of the total housing provided would be rental, and at least 10% of the units must be affordable. A covenant may be placed on the rental units to ensure they remain as such in perpetuity. It is proposed that 50% of the units would be built to Level 2 Adaptable Use Design Guidelines and 10% would be built to Level 3.

Transportation – Issues
Four traffic issues have been identified for the Fern Street project area:
1. Traffic volumes currently experienced and projected future volumes;
2. The existing congestion experienced, especially during peak hours, on Fern Street and Mountain Highway;
3. Lack of efficient pedestrian and bicycle networks;
4. Good transit connections but poor transit infrastructure.

Mr. Volk showed graph projections for future traffic volumes in the subject area and advised that the Seymour Creek Development will have a direct impact on the neighbourhood. It is anticipated that traffic volumes along Fern Street will increase by 19% once the Seymour Creek development is completed, and there are currently no plans put forward by the Ministry of Transportation to accommodate this increase. To alleviate this surge in volume would require significant upgrades to the roads adjacent to the subject area. Installing additional turn lanes at the Fern Street and Mountain Highway intersection would assist in reducing waiting times during peak hours.
Pedestrian and Bicycle Network
The existing pedestrian and bicycle networks, especially to local schools and the Phibbs Exchange, are limited and significant upgrades to the infrastructure are necessary to achieve a complete network.

Transit
Transit services in the Fern Street area are good; however, transit infrastructure requires upgrading to accommodate expected growth in transit use.

Transportation Opportunities
Sustainable transportation initiatives would include, in the short term, car share cooperatives, a concept that Hynes Developments is open to considering including in the project.

Analysis
In the short term, traffic generated by the proposed development can be accommodated through capacity improvements to the municipal road network, primarily at the Fern Street and Mountain Highway intersection. Long term, the Ministry of Transportation is seeking to increase the efficiency of Highway 1 and separate local traffic from the Highway. These upgrades are in the planning stages only at present and are un-funded. DNV Staff propose that the development of the Fern Street Area 1 can proceed based on the proposed municipal upgrades, and Staff will continue to work with the Ministry of Transportation on long-term solutions.

Summary
The Lower Lynnmour South Neighbourhood is comprised of aging housing stock and needs to be upgraded. Area 1 (north end of Fern Street) has been purchased by one owner, Hynes Developments, a unique situation in the DNV and one which allows both the District and the developer to achieve their goals. The location allows good access to transit, employment opportunities and community amenities as well as mixed use, affordable housing.

Next Steps
Staff is proposing to bring forward an amendment to the Lower Lynn Community Plan for Area 1, leaving Area 2 for future consideration pending the outcome of a wider area planning review.

3. PRESENTATION BY DEVELOPER

Mr. Mark Holland, speaking on behalf of Hynes Developments, stated that the developer requires an amendment to the Lower Lynn Community Plan in order to proceed and will shortly be approaching Council on this issue. There is a need for local Councils to accommodate future growth in their communities without compromising the character of the areas. The subject development proposes the least negative impacts on Fern Street with the most positive results, such as affordable housing diversity not currently available, rental units, and open space refinements.

Transportation issues can be alleviated through careful planning, focussing on reducing the incessant demand for more road space and, through its close proximity with Phibbs Exchange, the development provides opportunities for residents to use transit. Car sharing is also being proposed as part of the project, to an extent not before seen in the Lower Mainland.

The horizontal terrain of the subject area allows for upgrades to the bicycle and pedestrian networks, while nearby shopping and employment opportunities will enhance the locale with live/work options.

The developer is dedicated to green building practices and will augment community amenities such as open park spaces and additional space.

Mr. Holland summarized by stating that the key theme of the proposed development for Area 1 of Fern Street is that this is not just another development project but rather an opportunity for innovation, with a
commitment to the Natural Step process for sustainable communities. This development will place the District of North Vancouver on the sustainable development map.

Mr. Joe Wai, Architect for Hynes Developments, advised that there have been five public information opportunities held in 2006 and 2007, resulting in amendment to the original design of the development. The current design is essentially the same in spirit as the original design with changes made as a result of DNV Staff and public input. The changes include more diverse housing and the rental units are no longer segregated into one area.

**Highrise Buildings**
Density is required in order to achieve quality and equitable development, and the developer is proposing to construct 698 dwelling units contained in three buildings: two high-rises with a third mid-rise building in a crescent-form between them, as well as four-storey apartments, three-storey live/work apartments and a Village Centre.

In response to a query from Council, Mr. Wai advised that the final FSR has not been determined as the detailed building design is yet to be completed. The DNV Zoning Bylaw does not allow exclusions for above-ground structures, such as parking garages, despite the fact that these are not saleable space. The subject development is likely to include some above-ground parking due to flood protection and these areas will be included in the final FSR calculation.

In response to a query from Council, Staff advised that preliminary FSR calculations for the proposed development, not including any proposed above-ground parking structures, arrive at approximately 2.9.

In response to a query from Council, Staff stated that the upgrade of Seylynn Park, access to Bridgman Park, a proposed link north under the Highway as well as components of quasi and full public space within the development itself, are all part of the mix.

In response to a query from Council, Staff concurred that community input is needed to determine priorities for recreational amenity opportunities.

In response to a query from Council, Staff indicated that rezoning of the area south of Fern Street to Main Street is not under consideration at this time, although it has been proposed at several public input sessions. There is considerable potential in this area for upgrading access to the Phibbs Exchange as well as improving east-west movement.

In response to a query from Council, Mr. Holland stated that enhancement of ecological features, local heritage and sense of place will be achieved through green building design concepts, identification and connectivity of natural habitats, and selection of plans to support a varied range of these elements.

In response to a query from Council, Mr. Holland advised that the development will follow the LEED System. He added that the developer and DNV Staff will negotiate social, ecological and environment priorities to keep costs in check; however, it is intended that the project includes rainwater harvesting and reuse at a “LEED Platinum” level.

In response to a query from Council, Mr. Sager, representative for Hynes Developments, stated that, to date, the main focus of public consultation has been focussed in the Lynn Valley/Seymour/Blueridge and City of North Vancouver locales.

*The Mayor called for a short recess (6:27pm) and the Workshop reconvened at 6:32pm.*
*Councillor Hicks left the meeting at 6:27pm.*

Mr. Stephen Hynes, Hynes Developments, spoke to his PowerPoint presentation outlining the proposed heat energy collection and distribution throughout the Fern Street project, as well as introducing the concept of covered walkways with solar collector roofs connecting areas within the project.
In response to a query from Council, Mr. Sager advised that representatives from Hynes Developments visited Sweden during the Summer of 2007 to study waste removal systems operating in the City of Stockholm. It is proposed that the Fern Street development will initiate similar waste removal systems as a pilot project.

In response to a query from Council, Mr. Volk outlined proposed changes to lanes on Fern Street and Mountain Highway and advised that the development of Area 1 will result in improved traffic systems in these areas.

In response to a query from Council, Mr. Wai stated that the village centre space within the complex will be a place where pedestrians and cyclists can mix. It will also include a community theatre, daycare, medical clinic, café, cyclist repair shop and a mix of retail normally found within a community.

In response to a query from Council, Mr. Hartford advised that the Design Brief states that, although the Village Centre may be private property, it must function as a public street and the public must, in perpetuity, have access to it.

In response to a query from Council, Mr. Wai stated that the design of the bicycle and pedestrian path behind the development has been reworked and now travels through the Village Centre.

In response to a query from Council, Mr. Hynes concurred that cycling issues in high density areas need to be addressed. The proposed design includes a bicycle facility on the premises which includes both day and long-term storage with security. It is also proposed to install a repair/maintenance bicycle facility and showers.

In response to a query from Council, Mr. Hynes stated that his company is open to the idea of pets being accommodated within the proposed buildings, and may include in the rules of strata for the Fern Street development a policy which prohibits future banning of animals from the site.

In response to a query from Council, Mr. Hynes outlined the proposed management system for the development, including the elimination of the strata council concept and the institution of a management company with a mandate and constitution.

In response to a query from Council, Mr. Hynes advised that the project is designed to provide small, affordable units to attract families, the elderly and those requiring assistance, thereby creating a sense of community. Support services will also be distributed throughout the core of the development.

In response to a query from Council, Mr. Hart concurred that the Planning Department is impressed with the range of ideas, altruistic goals of the developer and visionary objectives. However, many of these concepts are new to the District and will require further examination during the zoning process to ensure they are both feasible and achievable.

In response to a query from Council, Mr. Volk stated that the range of parking stalls comes in between 1 to 1.2 per unit, lower than currently permitted under the Zoning Bylaw. Mr. Hynes added that, at this time, parking stalls are required within the development. However, future use of these areas is in question should the need for cars reduce, and potential reprogramming of these spaces in the future is an important part of the proposed development. Smart Cars will be provided within the community for use by residents and a requirement may be placed on purchasers to either use these or own small cars. It was noted that Smart Cars collapse parking space size requirements by four feet.

Mr. Holland requested that Council provide Staff with its priorities regarding parking standards to enable the developer and Staff to have free discussion on this issue.

In response to a query from Council, Mr. Hynes stated that the projected timeframe from start of construction to final build-up is three years, although this is dependent on market conditions.
Council Comment

- The subject site is currently an “island in a sea of traffic” and needs to become part of a series of developments east-west with high level connections to the rest of the North Shore.
- This development provides an opportunity to promote car sharing, thereby reducing underground parking requirements and costs.
- The proposed redevelopment of Fern Street is a welcome challenge to the District.
- The current Zoning Bylaw precludes other uses of freed-up parking spaces and Council may need to revisit this issue.
- The construction of Highway 1 resulted in severing the subject area from the rest of Lower Lynn Valley and it would benefit this community if the area south of Fern Street to Main Street were redeveloped in a similar manner.
- The subject development will become a catalyst for further development south of Fern Street.
- Gardens have become, by default, a place for the protection of wildlife and the subject development should be designed to enhance these protective practices.

Councillor Nixon opined that the review process needs to be foreshortened and allowed to proceed without delay. It was further suggested that the proposed development could be reviewed based on the current standards and requirements as set out in the DNV Zoning Bylaw and/or in light of as many of the innovative, out-of-the-box creative concepts presented by the Developer and Staff.

Mr. D. Back, Acting Chief Administrative Officer, stated that Staff will take the input received at this Workshop and return to Council with options for consideration.

4. **Ajdournment**

The Workshop adjourned at 7:27pm.

CERTIFIED CORRECT:

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Council Clerk