

AGENDA ADDENDUM

PUBLIC HEARING

Tuesday, November 6, 2012

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

www.dnv.org

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Public Hearing

**7:00 p.m.
Tuesday, November 6, 2012
Council Chamber, Municipal Hall
355 West Queens Road, North Vancouver**

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

5. REPRESENTATIONS FROM THE PUBLIC

- 5.1 Michele Payne
- 5.2 Colleen Donald – 1260 Riverside Drive, North Vancouver, BC
- 5.3 Neil Melliship – 4368 Arundel Road, North Vancouver, BC

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From: [Louise Simkin](#)
To: [Info Package](#)
Subject: FW: Bylaw 7953 / Seylynn Village Proposed Road Network
Date: Friday, September 28, 2012 1:09:27 PM
Attachments: [image002.png](#)

Acknowledgment Sent: ☐ Mail ☒ Email
Info Package Date: Wednesday, September 26, 2012
☒ Staff to Respond & Advise Council: BAB Via Email ☒
☐ Staff for Information Only: Choose an item. Via Email ☐
File Number: 08.3192/20.066.000
Ownership: Plan
RCA Number:
DM Number:

From: Michele Payne [mailto:cmpayne@shaw.ca]
Sent: Wednesday, September 26, 2012 9:40 AM
To: Michael Hartford
Cc: Mayor and Council - DNV; Erica Geddes
Subject: Re: Bylaw 7953 / Seylynn Village Proposed Road Network

Hello Michael,

Thank you for sending the traffic pattern diagram. As I feared, the District proposing this bylaw 7953 is premature because, as you say, the road plan is not completed.
Having lived East of the Seymour River for more than 30 years, here is my view:

The District would obtain a piece of land to make a new road (the Keith Road Extension) which would gain absolutely nothing in terms of alleviating traffic congestion. Fern and Mountain Hwy would still be there, so there would be an extra traffic light, but no extra lanes, and all must still use the old 2-lane bridge at the foot of Keith. Your multi-lane Keith Road Extension looks very nice, but it is still only one lane East and one lane West.

There are only two "across North Vancouver" traffic routes - Keith Road and Main Street. Both of these are related to Hwy 1 access points. When the Hwy or the 2nd Narrows bridge is backed up, all traffic is stopped, no one can move even from East to West or vice versa across North Vancouver. The entire lower North Van area becomes gridlocked, and sometimes Keith Road is backed up to Lonsdale. (On two occasions I was trapped near Seylynn and unable to return home for several hours).

Why not use this opportunity to negotiate with the developer to build a 4-lane bridge across Lynn Creek at the foot of Keith. There is a great deal more traffic planning to be done here to solve this problem before more housing is built here at Seylynn and East of the Seymour. Otherwise the District has bargained away much and gained absolutely nothing but another stretch of useless road, soon to be backed up entirely.

Thank you. Please pass my comments on for the October 1st Meeting.

Regards,
Michele Payne

----- Original Message -----

From: [Michael Hartford](#)
To: ['Michele Payne' \(cmpayne@shaw.ca\)](#)
Cc: [Ryan Malcolm](#) ; [Erica Geddes](#)
Sent: Thursday, September 20, 2012 6:38 PM
Subject: RE: Bylaw 7953 / Seylynn Village Proposed Road Network [Corrected Email]

Hello Michele:

Please ignore my previous email and instead refer to this one. I had reversed some references to "East" and "West" in my explanation, which would make the email very confusing. I hope the information below makes more sense.

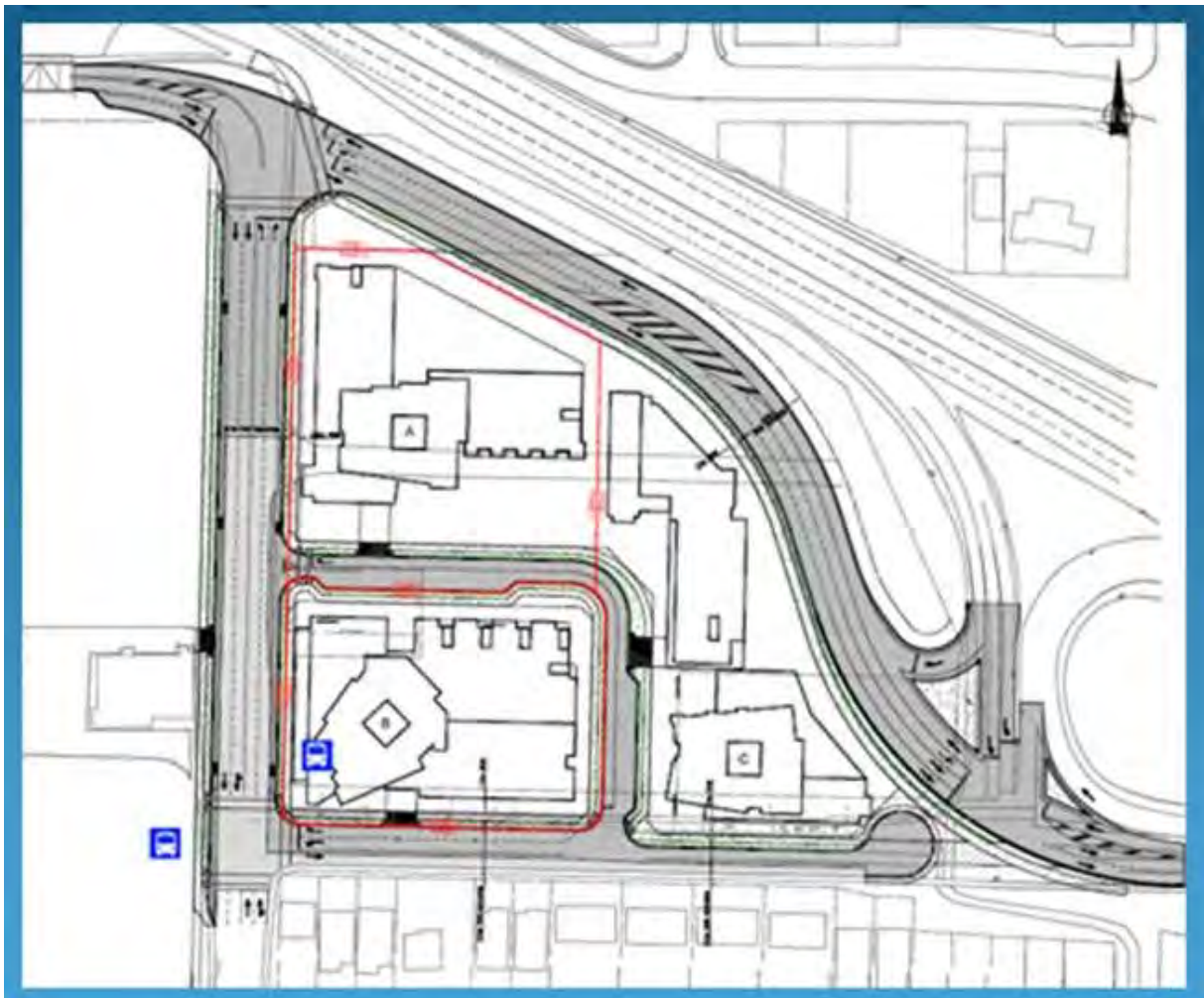
Regards,

Michael

*Michael Hartford, MCIP
Community Planning Department
District of North Vancouver
(604) 990-2316*

Hello Michele:

The District has not completed its review of the transportation study submitted by the applicant for the Seylynn Village rezoning proposal, nor has the detailed road design analysis been completed for this area. But the general concept for the proposed road design is shown in the sketch below:



A couple of explanatory points that I hope help in understanding how the new system is intended to work:

- Fern Street would become a cul-de-sac near the existing Fern Street interchange. Traffic that would have previously used Fern Street to access Mountain Hwy. or to travel west across Lynn Creek would use the new Keith Road extension.
- There would be a new traffic signal at the “north end” of Mountain Highway.
- Revisions would be made to the existing traffic signal at the Fern Street interchange, with a new “westbound” turn lane from the highway off-ramp to allow traffic to travel west on the new Keith Road extension. The two existing eastbound turn lanes (toward “Superstore” and the Seymour area) would remain.
- The preliminary design for the Keith Road extension has been formatted to allow for two travel lanes in each direction in future to reflect the possibility that the existing Keith Road bridge over Lynn Creek could be replaced and expanded at some point, and the new bridge and the Keith Road extension to have two travel lanes in each direction.
- A multi-purpose (cycling and pedestrian) path would be located on the south side of the Keith

Road extension, adjacent to the new development.

I hope that helps, and please let either me or our Transportation Manager, Erica Geddes, know if you have other questions.

Regards,

Michael

*Michael Hartford, MCIP
Community Planning Department
District of North Vancouver
(604) 990-2316*

From: Ryan Malcolm
Sent: Thursday, September 20, 2012 5:30 PM
To: 'Michele Payne'
Cc: Michael Hartford; Erica Geddes
Subject: RE: Bylaw 7953

Thank you for the chat this evening regarding the proposed Keith Road extension and the changes to the transportation network in and around the proposed Seylynn Development.
Here are the contacts we discussed that can provide you further information to your questions;

Team Lead for the Seylynn Project: Michael Hartford - 604-990-2316
Transportation Manager: Erica Geddes – 604-990-4295

I have cc'd them on this email as well so you have their email address.

Ryan P. Malcolm
Manager - Real Estate & Properties
District of North Vancouver

(d) 604-990-2264
(m) 604-220-7596
(w) dnv.org

From: Michele Payne [<mailto:cmpayne@shaw.ca>]
Sent: Wednesday, September 19, 2012 3:04 PM
To: Ryan Malcolm
Subject: Bylaw 7953

Hello Mr. Malcolm,

I am interested to know what the traffic pattern plan is if this Bylaw passes (proposing a Keith Road Extension).

Can you send me any diagrams or plans for the new road layout, number of lanes, highway entrance/exits etc. that would result.

Regards,
Michele Payne

From: Colleen Donald
Sent: November-01-12 3:36:06 PM (UTC-08:00) Pacific Time (US & Canada)
To: Michael Hartford
Cc: DNV Input
Subject: Seylynn Village Submission

Dear Mr. Hartford,

This is my submission regarding Zoning Amendment Bylaw 7955 and Phased Development Agreement Bylaw 7957, 2012. I strongly oppose these amendments for the following reasons:

- **Livability** This site is inappropriate for high density residential given its location. It occupies a small triangle of land surrounded by vital transportation links. Given the reality of its location, the proposal being overwhelmingly residential, I envision these towers eventually becoming an obstructive high-rise slum, both physically and esthetically.
- **Safety of Residents and Community Members** In the event of fire or earthquake, attending to an emergency at this location would impede if not shut down highway and local connector roads. A disaster would have serious negative impacts for both potential residents and the existing community, both near and far.
- **Traffic** Inconvenient and inadequate public transportation makes the idea of limited parking for residents ludicrous. It is already a traffic bottleneck area during rush hours. We are a long way from adequate public transportation on the North Shore and imagining something different doesn't make it so.
- **Elimination of Future Possibilities** Allowing this development precludes district plans for moving the Phibb's Exchange and would eliminate the possibility of a Mount Seymour Parkway/E. Keith Road connector, something of benefit to an entire community not just one developer.

I'm appalled that our Council on the advice of our planners has allowed such a problematical development scheme get this far. Planning implies some notion of future consequences, risks and benefits for District residents over the interests of developers. It is also desirable for all of those involved in Municipal planning to envisage a future for the community whose timeline exceeds the next election or the term of a staff contract. Count me opposed.

Colleen Donald
1260 Riverside Drive
North Vancouver, BC
V7H1V5

From: Neil Melliship [\[mailto:neilmelliship@gmail.com\]](mailto:neilmelliship@gmail.com)
Sent: Friday, November 02, 2012 10:09 AM
To: DNVCouncil
Subject: Seylynn Development Rezoning Application

Dear DNV Council.

I'm writing this email in support of the rezoning application of Seylynn Development for the Lower Lynn Valley Area - Fern Street/Hwy 1 off ramp, Mountain Highway to Main Street.

I'm a long time resident and taxpayer of the District (I live in the Handsworth Secondary catchment). I'm concerned about the lack of affordable housing in the District. The District needs more affordable condominium developments so that young people can afford to live on the North Shore and so that people can live (and pay taxes) in the same community where they work. I believe that Lower Lynn Valley is a good place to put a condo development such as is called for in the Seylynn proposal because of it's close proximity to the bus loop and mass transit. I understand that the Lower Lynn Official Community Plan contemplates rezoning for the area between the Fern Street / Hwy 1 off ramp and Mountain Highway and Main Street to permit high density (ultimately 2500 residential units) and related commercial service uses. I also understand that this rezoning includes requirements for 70 units of affordable housing, which is sorely needed. In addition the transportation connection between the eastern and western parts of the District is a bottleneck. The Fern Street/Hwy 1 infrastructure needs improvement and the Seylynn development will be a good start on that. For all of the above reasons, I urge DNV Council to approve the Seylynn Development proposal.

Regards,
Neil Melliship
4368 Arundel Road,
North Vancouver,
BC V7R 3T2

PUBLIC SUBMISSIONS

Submitted: Friday, November 2 – Close of Public Hearing

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From: Bernice [\[mailto:bprodorkos@telus.net\]](mailto:bprodorkos@telus.net)
Sent: Friday, November 02, 2012 10:17 AM
To: Anthony Rodgers
Subject: Seylynn Developement

This development proposal is insane. With the increase in traffic and access to the 2nd Narrows being compromised, along with increased services by police, firefighters, hospital workers – this development is not feasible without necessary infrastructure being in place.

To place that many people in a small piece of land, towers next to the Upper Levels Highway is a total lack of vision.

What is the point of residents taking part in the OCP's when council ignores what residents feel is in keeping with their area?

This project should not be approved especially when the original proposal has been changed so much by the current developer.

From: [Natasha Letchford](#)
To: [Brent Dunsford](#)
Cc: [Louise Simkin](#); [James Gordon](#)
Subject: FW: Seylynn Village Public Hearing
Date: Tuesday, November 06, 2012 2:54:28 PM

-----Original Message-----

From: DNV Input
Sent: Tuesday, November 06, 2012 2:16 PM
To: James Gordon; Natasha Letchford
Subject: FW: Seylynn Village Public Hearing

From: MELISSA MUELLER
Sent: November-06-12 2:15:55 PM (UTC-08:00) Pacific Time (US & Canada)
To: DNV Input
Subject: Seylynn Village Public Hearing

Hello,

I will not be able to attend tonight's public hearing on the Seylynn Village proposal, but would like to add my comments.

I live off Mount Seymour Parkway and as such have extensive experience dealing with the numerous traffic issues that plague this area. I know the District is aware of these problems that occur due to the fact that the only access points to the Seymour/Dollarton area both happen to be highway interchanges. And I know that any traffic issue on the Second Narrows Bridge results in immediate gridlock for those of us trying to access the Seymour/Dollarton area. Despite the District being aware of these issues, virtually nothing has been done to find and implement a solution.

It seems very short-sighted to propose adding 790 housing units to this area without first addressing the crippling traffic/access issues that already exist in this area. It is going to make a very bad situation much, much worse. And while having a road connection along the north side of the property will be a minor improvement, it is going to do very little, if anything, to solve the traffic problem – especially with the addition of 790 housing units and most likely a comparable number of vehicles to the area.

The Keith Road bridge over Lynn Creek will still only be two lanes. The Highway 1 bridge over Lynn Creek will still only be four lanes creating gridlock and dangerous driving conditions for those who get on the highway at Lillooet. The only access to Seymour/Dollarton will continue to be highway interchanges. Main Street, Keith Road and Highway 1 will continue to back up to Lonsdale and beyond on an all-too-regular basis.

I do not support this proposal in its present form. The traffic and road access issues must be addressed first before such a high volume of new residents and vehicles can be added to the area.

M. Mueller
911 Heritage Boulevard
North Vancouver, BC V7J 3G6
604.986.7126



November 6, 2012

Mayor and Council of the District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Re: Seylynn Village

Dear Mayor Walton and Councillors:

I write in support of the Seylynn Village project which is before you for your consideration.

The development of more affordable housing units in relative proximity to our campus is of significant advantage to us, both as a major employer on the North Shore and as a destination for students from around the world. One of the more difficult problems facing Capilano University in its recruiting is the lack of smaller accommodation units on the North Shore. The ability of students, staff and faculty to find accommodation within walking distance is also of obvious advantage to the environment.

Capilano University believes that the development of a vibrant community in close proximity to our campus will be a positive step in the growth of North Vancouver.

Sincerely,

Kris A. Bulcroft, PhD
President and Vice-Chancellor

From: [Natasha Letchford](#)
To: [Brent Dunsford](#)
Cc: [James Gordon](#); [Louise Simkin](#)
Subject: FW: Public Hearing Seylynn Village
Date: Tuesday, November 06, 2012 2:53:53 PM

-----Original Message-----

From: DNV Input
Sent: Tuesday, November 06, 2012 12:59 PM
To: James Gordon; Natasha Letchford
Subject: FW: Public Hearing Seylynn Village

From: Susan Hutchinson
Sent: November-06-12 12:58:39 PM (UTC-08:00) Pacific Time (US & Canada)
To: DNV Input
Subject: Public Hearing Seylynn Village

I am in principle in favour of the redevelopment of this area and was in favour of the previous development scheme. I am opposed to the heights of the 28 and 32 storey high density towers introduced in the new developers proposal.

This will be the first thing you will see coming over the bridge looking to the west, not the mountains. The 32 storey would be the TALLEST building in North Vancouver city and district combined! 28 (The Observatory) now being the tallest in the city built or under construction. The views/aspect sketches of the buildings projected really do not give a true rendition of what they will look like farther away, where they will actually be seen the most.

The extension of Keith Road looks good but will not help in traffic not being able to flow east because of the 1 Highway. You will still get back up on Mountain highway and Keith Road but farther up the hill due to northern positioning of traffic lights. Doesn't mitigate things just changes position of traffic farther up.

Susan K. Hutchinson
788 East 9th Street
North Vancouver, BC
v7l2b9

From: [Natasha Letchford](#)
To: [Brent Dunsford](#)
Cc: [James Gordon](#); [Louise Simkin](#)
Subject: FW: Seylynn Village public hearing
Date: Tuesday, November 06, 2012 2:53:42 PM

From: DNV Input
Sent: Tuesday, November 06, 2012 12:52 PM
To: James Gordon; Natasha Letchford
Subject: FW: Seylynn Village public hearing

From: sagebarn@shaw.ca
Sent: November-06-12 12:51:23 PM (UTC-08:00) Pacific Time (US & Canada)
To: DNV Input
Subject: Seylynn Village public hearing

Hello, I would like to put my personal viewpoint forwards regarding the 'Seylynn Village' proposed development, as I am unable to attend the meeting this evening.

My family feels very saddened that the essence of the North Shore and what entices us to live here is being threatened by financially motivated developers supported by the District of North Vancouver with the constuction of towers of ever increasing heights in areas that suit lower density dwellings.

Already we have had the disappointing example of the Pacific Arbour 11 storey incongruous bricked legacy on Mount Seymour Parkway, which local people opposed, but which somehow managed to be approved by the district. We do not want our community to become one of ugly, impersonal high rises which obscure the natural beauty of the North Shore and deprive us of seeing our uplifting mountains. Lower Lonsdale appears to be the focus for higher rise developments, let's not spread out and uglify the rest of the North Shore, Lynn Valley included. This is our legacy for our children and sanctioning high rises in one area is the slippery slope to soleless densification. To go from single family dwellings to proposed 24, 28 and 32 storey buildings smacks of greed, with the profit making needs of those involved at the forefront rather than the welfare of those who actually live in the community. This is further compounded by the fact that 100 extra units are proposed with no corresponding increase in the number of affordable rental units. The developers are here to make a profit and move on to their next project, not to consider the best interests of our community, the environment and the future. Unfortunately what will be left behind will be our legacy for our children and there will be no going back. My kids do not want to live amongst high rise buildings!

Looking at the surrounding area, the Holiday Inn building seems oversized as it is, whereas the adjacent townhouse style developments are more in keeping with the area and have a lower visual impact . If the developers were not so greedy, a transition from single dwelling family homes to say 4/5/6 storey townhouses would be a more reasonable transition, in keepin with the area. The high rise development by the North Shore Winter Club in contrast is another heart-sink development, a blot on the landscape even when viewed from the other side of the Burrard Inlet. Please let's learn from our mistakes and not just follow blindly, sanctioning another high rise simply because there is one in place already. We want to be proud of our community and not create concrete ghettos as our cultural inheritance.

It is very hard to have our voice listened to. We do not want even 11 storey buildings, yet 24 to 32 storeys are up for discussion here. If local people were to really have their say, and not the

developers, this proposal would never have got this far.

Please give weight to the voices of the local community and consider their vested interest over the short-term financial interests of developers.

Many thanks in anticipation

Nina Sharpe and The Sharpe family

From: [Louise Simkin](#)
To: [Michael Hartford](#); [Brent Dunsford](#)
Subject: FW: Seylynn Development
Date: Tuesday, November 06, 2012 1:17:30 PM

The below noted is forwarded to you for your information and for inclusion in the public hearing package.

[Louise](#)

[Louise Simkin](#)
Administrative, Information & Privacy Coordinator
2413

From: Elise Roberts [mailto:eliseroberts@shaw.ca]
Sent: Tuesday, November 06, 2012 1:03 PM
To: DNVCouncil
Subject: Seylynn Development

Elise Roberts
#38-882 Premier St.
North Vancouver

Nov. 6, 2012

District of North Vancouver
RE: Seylynn Development Public Hearing

Dear Honourable Mayor and Council,

I cannot attend the public hearing tonight due to my work schedule. While I see some benefits of the Seylynn Development regarding affordable housing and re-routing the Keith Road on ramp, I feel that the density is too high for this area.

I believe we should stay with the same density of the North Shore Winter Club apartments, which is about the same height and number of floors as the Holiday Inn. While the surrounding green space helps to provide a good

quality of life and healthy lifestyles and could accommodate more park users, if there are thousands of units, that increase is bound to have a negative impact on the surrounding greenways and local forests. As you know, there are limited resources for bylaw enforcement in our rainforests and only 1 trails and habitat coordinator for the entire District.

I do strongly believe in the live-work concept and I think the location is ideal for higher density next to the highway and bridge, but not for 1000's of people.

Thank you very much,

Elise Roberts

From: [Natasha Letchford](#)
To: [Louise Simkin](#)
Cc: [Brent Dunsford](#); [James Gordon](#)
Subject: FW: Written Submission - Zoning Admendment Bylaw 7955
Date: Monday, November 05, 2012 2:44:46 PM

Hi Louise,

Could you please circulate to Council via the info package. Brent, could you please include in the wrap up of PH items.

Thanks,
Natasha

From: DNV Input
Sent: Monday, November 05, 2012 2:43 PM
To: James Gordon; Natasha Letchford
Subject: FW: Written Submission - Zoning Admendment Bylaw 7955

From: Nancy Schatz
Sent: Monday, November 05, 2012 2:42:30 PM (UTC-08:00) Pacific Time (US & Canada)
To: DNV Input
Subject: Written Submission - Zoning Admendment Bylaw 7955

RE: Zoning Amendment Bylaw 7955

November 05, 2012

To the District and Council,

My name is Nancy Schatz, co-owner of Lynnmour Grocery at 630 Mountain Highway, North Vancouver. I would like to take this opportunity to voice my concerns and objections regarding the zoning amendment bylaw 7955.

When we acquired this business, the land was privately owned and Hynes development owned the surrounding lands. They had already finished the public processes and had approval to build two 25 story high rises adjacent to this property. This property was omitted from the original plans and had been for years.

We started with a viable business with a bright future. Then the plans for a third tower

were cooked up by no other than the district senior planners. Our tax dollars which pay the salaries of district workers were used to devise a plan that would have devastating effects on the future of our business, including acquiring this land and cutting our future short.

The original owner was adamant he did not want to sell this land. When the district threatened him with expropriation if he did not sell, he felt he had no choice. From this moment onward, our business has been in a perpetual state of uncertainty. In my opinion, threatening the original owner with expropriation to acquire his property, but not offering any assistance to the remaining business IS expropriation without compensation.

Without the interference from the district, the developers, a multimillion dollar company, would have used private engineers and planners. These planners might have come up with an equally good plan that did not propose a third tower. As a direct result of the district's involvement, we have lost our right to renew our lease, which ensures we will suffer financial loss. We simply cannot recoup our investment in two years' time.

Not once has the district or the developers reached out to us with an offer to help mitigate our losses. If the district is going to influence the outcome of the development to such a great degree, they should look for ways to reduce the damage their decisions have on the small businesses that will suffer hardship as a result of their planning. Why is it that the district is working with other businesses to find a new location but they don't offer the same courtesy to us? We will be impacted just as much as them.

Now the developers and the district want to change the zoning of the land our business sits on. Our business will be here until the end of our lease which is July 2014. As this land will not be developed until we leave there is no need to rush to rezone this portion of land. The only thing that will come out of rezoning is higher property taxes for our business, putting a further stain on us. Is this the goal of the district? It appears to me that the district is working overtime to ensure our business is unable to continue, paving the way for the developers who they have far too cozy a relationship with to gain access to this building.

I urge the district to stop favoring the developers and to start looking at the impact to all the businesses big and small. Please give us some sense of certainty by leaving the zoning the way it is for now.

Sincerely,

Nancy Schatz

778-668-5564

n.schatz@hotmail.com

November 5, 2012

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Attention: Municipal Clerk

Dear Sirs &/or Mesdames:

Re: PUBLIC HEARING – SEYLYNN VILLAGE

We are writing to register our disapproval of the newly proposed development for Seylynn Village. We on the North Shore are proud to live here: We enjoy the natural beauty that surrounds us and know that people are attracted to the North Shore for that same reason.

We take exception to the process whereby property rezoned in 2009 can be purchased by another developer and the zoning dramatically changed to allow for a 32 storey building. The new proposal has none of the positive attributes of the previous proposal and is entirely driven by developer greed. That district planners have suggested as a solution an increase in building height and a change in the road network is disappointing and shortsighted.

As homeowners with a combined 45 years of residency on the North Shore, we ask that the council members of the District of North Vancouver resist the temptation to turn the Seylynn area into another traffic-snarled UGLY Coquitlam North. As other lower mainland residents continue their fight against the development of 16 and 17 storey hi-rises ... why would our council assume that a 32 storey building is acceptable for our own community? We ask that you reconsider this fool-hardy plan.

Yours truly,

Mr. & Mrs. Rendell Roberts
913 Old Lillooet Road
North Vancouver, BC V7J 2H7
604 980—3436

November 5th, 2012

Mayor Walton and Members of Council
District of North Vancouver
355 West Queens Road,
North Vancouver, B.C. V7N 4N5

Dear Mayor Richard Walton and Members of Council,

Re: Seylynn – Lower Lynn Official Community Plan

Relative to the above we write to you today regarding the hearing before council on November 6th, 2012.

Aside from being a resident within the District at 811 Baycrest Drive, my firm owns and manages several apartment & Condominium buildings in the immediate area of the subject totaling in excess of 900 residential suites and some 30,000 square feet of commercial/retail use property. We have maintained our position of control and management of these properties for over 15 years and feel that significant consideration to re-energize and vitalize the area of the Seylynn development is absolutely essential.

The benefits of the strategic housing initiatives being provided by this development will strengthen the long term opportunities for the District and the diverse synergies it shall bring, culminating in a significant win for all.

Make no mistake healthy communities need healthy businesses and progressive developments like Seylynn to support them. This proposed project will make a difference where it matters because the truth is our properties and our residents, in turn depends on thriving communities.

We are strongly in support of the Seylynn Development.

Thank you,



Michael Schuss, CEO
AWM-Alliance Real Estate Group Ltd.

From: [James Speakman](#)
To: [DNVCouncil](#)
Subject: Seylynn Vilage
Date: Sunday, November 04, 2012 9:40:17 PM

Good evening,

My wife and I are residents and homeowners in the District of North Vancouver and have been since 1989. I am writing to you to confirm my support for the Seylynn Village project which is scheduled for public hearing on November 6th.

Our three children have gone through school here and, having graduated, have or are attending university across the country. We hope that eventually they will return to the North Shore to settle and commence careers and families. Affordable housing (of which there is little in the District) is therefore of great interest to us. Projects like Seylynn Village will be a start on the road to providing more affordable housing in the District.

As well, having housing alternatives close to transit is an imperative for young people such as our children (they have all evolved into great bus users and cyclists while away). The Seylynn Village project seems to fit that bill due to its proximity to the bus loop at Phibbs.

Lastly, I understand that the project now involves corrections to the highway interchange at Keith Road, Fern Street, etc. Anything which can be done to resolve this bottleneck can only be a benefit for those travelling to and from the 2nd Narrows and to and from Seymour.

The District needs to provide nodes for additional density. The Lower Lynn area is a logical choice for this due to the proximity to transit and the opportunity to re-develop the area. Please consider me a strong supporter of this project.

Yours truly,

James Speakman
4288 Pelly Road
North Vancouver, BC

From: [Chris Szentveri](#)
To: [DNVCouncil](#)
Subject: Seylynn development Fern St., Hwy 1, Mountain Hwy
Date: Sunday, November 04, 2012 12:58:30 PM

Dear Council Members,

As a long time District resident, taxpayer and local business owner I am writing you today in support of the above mentioned development.

I find the Seylynn development and their request for their rezoning application meets many of the current needs of our community. We have a great need for affordable rental housing, affordable condos so our younger members of the community can purchase affordable accommodation in the community where they have great ties and can become taxpayers. The development has excellent proximity to the transit system and with the proposed reroute of Keith Road it will definitely reduce congestion creating a safer travel environment for all. The Fern Street and Hwy 1 area needs infrastructure improvement and this is an excellent place to start. For these reasons I am fully supportive of the application. Thank you for accepting this letter.

Sincerely

Steve T. Szentveri

1928 Larkhall Crescent

North Vancouver, B.C. V7H2Z4

604-924-1875

Owner, Time Out Source for Sports

235 Mountain Hwy

North Vancouver, B.C.

V7J3P2

604-980-9211

From: [Natasha Letchford](#)
To: [Louise Simkin](#)
Cc: [Brent Dunsford](#); [James Gordon](#)
Subject: FW: Seylynn development rezoning
Date: Tuesday, November 06, 2012 4:36:55 PM

From: DNV Input
Sent: Tuesday, November 06, 2012 4:14 PM
To: James Gordon; Natasha Letchford
Subject: FW: Seylynn development rezoning

From: Antje Wahl
Sent: Tuesday, November 06, 2012 4:14:14 PM (UTC-08:00) Pacific Time (US & Canada)
To: DNV Input
Subject: Seylynn development rezoning

Dear Mayor and Council,

I am opposed to the following three aspects of the rezoning proposal for the Seylynn development:

- 720 strata units, up from 620 strata units
- Replacing numerous low and mid-rise buildings with a third high-rise buildings
- Changing the high-rises from two towers of 25 storeys each, to three towers of 24, 28, and 32 storey

I support densification in Lower Lynn, but the area should remain attractive or become more attractive and be livable. There is a good chance that this will not be the case with the proposed rezoning for the following reasons:

- Tall high-rises are not 'human scale' and do not present an environment where people like to meet and spend time. A good example are the two sides of False Creek in Vancouver, where the north side was developed with tall high-rises, while the newer Olympic Village has mid-rise buildings. The plaza in the Olympic Village has become a very popular meeting spot for individuals, groups and for events. The size and design of the mid-rise buildings make the Olympic Village an attractive place despite their density, while the high-rises on the other of False Creek do not offer the same type of human-scale environment.
- 25 storeys is already very high, much higher than the building by the North Shore Winter Club. The maximum height should ideally be below 20 storeys, but definitely not higher than the previously zoned 25 storeys.
- I am opposed to adding another 100 units if it contributes to the additional height of the buildings.

I support the other aspects of the rezoning application, but not the increase in the height of the high-rises. If additional units are needed in exchange for the Keith Road extension, they should be found low and mid-rise buildings, possibly at the expense of commercial space.

I have moved only relatively recently to the Lynnmour neighbourhood, but I have heard from long-time residents how the Lower Lynn neighbourhood has slowly been destroyed through road building and traffic routing. When I see the proposed rezoning I fear that this will be the next phase in making Lower Lynn unattractive, dominated by towering high-rises. Please make Lower Lynn a better place than now, not worse. Dense is good in this location, but tightly spaced mid-rises and the previously approved two 25-storey high rises seem more than enough to achieve the benefits of densification.

The community benefits of the development should include the protection of the Lynn Creek stream banks. The banks (and the creek) will be overused by dog walkers and others when the population next to the creek increases dramatically.

Sincerely,

Antje Wahl
63-1947 Purcell Way
North Vancouver

From: [Anita Leonhard](#)
To: [DNV Input](#)
Cc: [DNVCouncil](#)
Subject: Seylynn Development
Date: Tuesday, November 06, 2012 7:38:32 PM

Dear Mayor and Council

The Seylynn area is beautifully situated on a level ground next to lovely Lynn Creek with our magnificent mountains to the north and the ocean nearby to the south. Despite its inherent natural beauty, poor planning in the past ruined the neighbourhood by bisecting it with a highway and failing to provide safe and pleasant pedestrian crossings, and more recently, by routing so much motor vehicle traffic through the area that living there has become unbearable for most.

I fear that the proposed 32 and 28 storey towers in the new Seylynn development, which would be higher than any buildings anywhere on the North Shore, is but the latest example of the poor treatment this neighbourhood has historically received.

Immensely tall buildings, especially when they are in isolation, do not tend to make people feel comfortable since the scale feels wrong. This is a problem since people need to feel good about where they live in order to build a strong community. In addition, a building of that height with so many units will bring a lot of new people before there are any amenities built for them in the surrounding area. That means that they will be forced to drive everywhere, which will increase traffic congestion for everyone. Nobody likes that.

The highrise originally proposed was about 20 or 25 stories high. This seems a much more reasonable and appropriate height for Seylynn and would blend better with the highrise that already exists near the Winter Club.

Regardless of the final height of the proposed buildings, impact mitigation for the riparian area of Lynn Creek needs to be fully in place before thousands more people move into the area.

Sincerely,

Anita Leonhard

1149 Cloverley St

North Vancouver

From: [Sarah Sykes](#)
To: [DNVCouncil](#)
Subject: Seylynn
Date: Tuesday, November 06, 2012 5:00:08 PM

To the Council,

Please regard this email as support for the Seylynn Project. I live in the area and am pleased that this corner will finally be resurrected, both roadwise and building wise. It's been a long time coming. In addition, I'm glad that what is being built will be affordable. We are in desperate need for housing for all levels of income.

Sarah Sykes

From: [Eric Godot Andersen](#)
To: [DNVCouncil](#)
Subject: Seylynn Village
Date: Tuesday, November 06, 2012 4:58:41 PM
Attachments: [2AD98928-82B0-4B06-BF57-B8FE7F22CB4A\[9\].png](#)

Good evening, Mayor Walton and members of Council,

Since I am unable to make the Public Hearing tonight about the new proposal for Seylynn Village I just wanted you to receive my views by e-mail. The below views are my own and do not represent other groups or associations that I may belong to.

I am totally against the new proposal:

Density: I already expressed my concerns at the previous public hearing for Seylynn Village when the proposal called for 690 units. Another 100 units will add more traffic to an already very congested situation around the bridge head. Please do NOT agree to these additional 100 units

Rental units: If you were to agree to an increase in units this should be for the RENTAL units and not the other units

Commercial square footage: It is a total disappointment to note that the commercial square footage, which was one of the attractive features of the previous project, has been reduced to less than a quarter of the initial proposal.

Maximum height: more than anything the BY FAR worst feature of the present proposal is the heights of the towers. I already spoke against the 25 storeys of the first proposal, so I am evidently even more opposed to 28 or 32 storeys.

I would again respectfully suggest that the maximum height allowed would be the same as for the North Shore Winterclub.

There is nothing appealing about high-rises, and for all commuters to be met by 3 towers when crossing the 2nd Narrows Bridge and arriving on the North Shore is completely flying in the face of the character of North Vancouver.

Total parking: 923 stalls were already far too many for a development that was supposed to be for people who wanted to walk to work. Therefore, 938 is definitely much too high

Car-share Vehicles: If an increase should be allowed (but hopefully not) this number should definitely be expanded.

I consider this proposal a very bad one for our community and hope that Council's common sense will prevail, primarily and most importantly regarding the density and the height of the buildings. Please do not exceed what had been allowed previously – and please reduce the height to be in line with the North Shore Winterclub.

Thanks for taking my views into consideration

Best regards,

Eric

Eric Godet Andersen

2589 Derbyshire Way
North Vancouver, B.C.
V7H 1P9
Phone: 604 929 6849
Fax: 604 929 6803



Before printing this e-mail, please assess if it is really needed

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