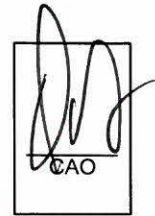
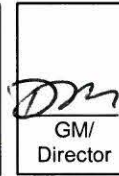
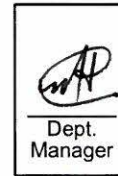


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>MARCH 29, 2021</u>
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

March 11, 2021

File: 08.3060.20/040.18

AUTHOR: Michael Hartford, Manager - Development Planning

**SUBJECT: 1510-1530 Crown Street and 420-460 Mountain Highway
Update on Revisions – Rezoning and Development Permit Application**

RECOMMENDATION

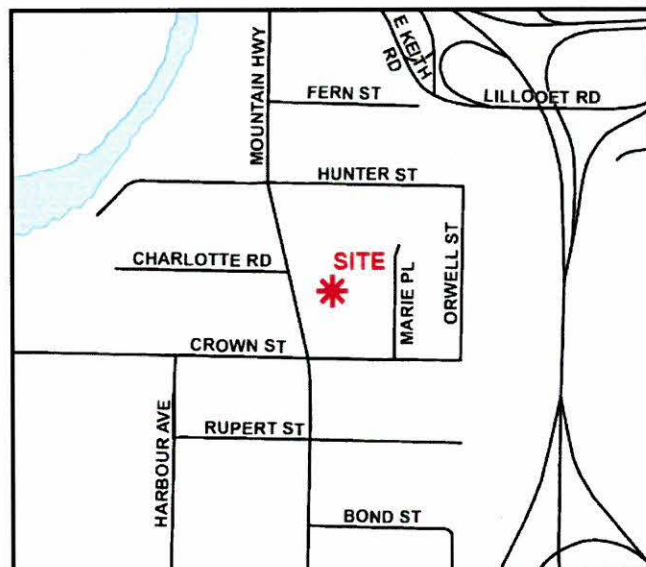
THAT Council direct staff to prepare bylaws regarding the consideration of this application for rezoning and development permit for a mixed-use development in Lynn Creek Town Centre.

REASON FOR REPORT

On November 2, 2020, Council reviewed the proposed rezoning application and referred the project back to staff for further discussion with the applicant.

Since that time, staff have worked with the applicant team to review possible adjustments to the project, and the applicant has made a number of revisions.

The purpose of this report is to highlight for Council the project changes, and to request direction to prepare the necessary bylaws to allow the rezoning for the project to be considered by Council.



**SUBJECT: 1510-1530 Crown Street and 420-460 Mountain Highway
Update on Project Revisions**

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BACKGROUND:

Due to the size of the Report to Council considered at the November 2, 2020 meeting, the document is provided via a direct link below, rather than as a physical attachment:

<https://app.dnv.org/OpenDocument/Default.aspx?docNum=4552493>

The same information is also available through the Council Agenda webpage at Agenda Item 8.7. The full November 2, 2020 Council meeting agenda package is available at the link below:

<https://app.dnv.org/OpenDocument/Default.aspx?docNum=4553043>

Council member comments from the “early input” review included a number of topic areas. For reference, these topics and comments have been summarized below:

- **Housing Mix:** An appreciation was noted for the mix of market and non-market rental units in the project, but concern was indicated that the proposed housing mix included too much strata housing.
- **Building Height:** Some concern was expressed with the height of the 29-storey high-rise building.
- **Vehicle Parking:** Concern was expressed regarding the amount of parking provided (total of 473 parking stalls) and the number of parking levels (a mix of at-grade spaces and a two-level underground parking garage).
- **Commercial Space:** The idea of a grocery store at the site was supported and generally viewed as a benefit to the community. Concern was expressed that the size of the commercial units might be too large and smaller units could be considered to help encourage independent business.
- **Outdoor Open Space:** Support was noted for the outdoor open spaces and plazas but concern was expressed regarding the lack of greenspace in the project due to the commercial podium design.
- **Green Building Measures:** Concern was expressed regarding the potential for the use of fossil fuels in the project and embodied carbon in the concrete used to construct the tower. Interest was expressed in the potential for a district energy system sourced with renewable energy.
- **Impact on Adjacent Site Development Potential:** Concern was expressed regarding the impact of the future plaza space on the development potential of the District-owned site to the north.

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ANALYSIS

Site and Surrounding Area

The 2.4 acre (0.97 ha) site is located on the east side of Mountain Hwy., north of Crown St., and comprises the existing “Dykhof Nurseries” commercial operation (shown in blue) and five single family lots (shown in yellow).

The site includes a small portion of the existing District Fire Hall #2 property (shown in green) and part of the Mountain Hwy. road allowance (shown in purple). Both of these land areas are proposed to be purchased from the District and any sale of these lands will follow the typical District process, including required public notification

Surrounding properties include the District’s Fire Hall #2 and District-owned single family lots to the north, single family lots to the east (under application for redevelopment to multi-family residential), multi-family residential to the south, and mixed-use and industrial uses to the west.

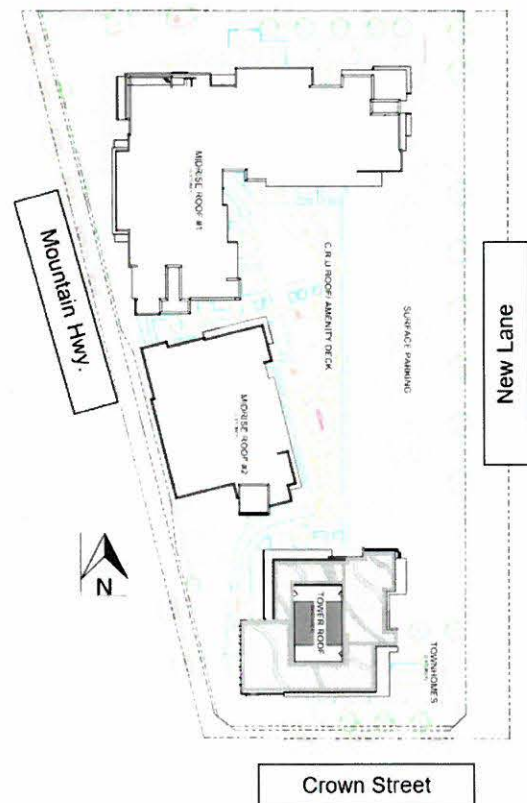


PROPOSAL

Project Description:

IBI Architects has applied on behalf of Fairborne CMCC Lynn Creek Limited Partnership to redevelop five single family lots and a commercial property to create a mixed-use development with a total of 404 units, including 197 strata units, 162 market rental units, 45 non-market rental units, and ground floor commercial space, all in a mix of buildings ranging from 7 to 25 storeys in height.

The proposal includes a mixed-use commercial-residential element in the north portion of site with approximately 2,777 m² (29,895 sq. ft.) of commercial space on the ground floor, and two mid-rise residential buildings above: a 7-storey building and an 8-storey building. The two mid-rise buildings would house 162 market rental



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units and 45 non-market rental units. The south portion of the site includes a 25 storey building with 193 strata apartment units. Four strata townhouse units are located at the base of the high-rise building.

Project Evolution:

Originally formatted as a 349 unit development with 309 strata units and 40 units of non-market rental, the project has been revised to a 404 unit development including 45 non-market rental units, 162 market rental units, and 197 strata units.

The latest revisions propose an increase in overall unit count, but with more rental housing and a smaller proportion of strata units.

The table below summarizes the unit mix of the original development application as submitted, the unit mix reviewed by Council in November of 2020, and the revised unit mix as currently proposed. The proportion of each unit type has been provided for the project as currently proposed:

	Original Application	Proposal at "Early Input"	Current Proposal	Proportion of Units
Non-market Rental	40	45	45	11%
Market Rental	0	105	162	40%
Strata	309	222	197	49%
Total Unit Count	349	372	404	100%

The commercial component of the project has been reduced slightly to 2,777 m² (29,895 sq. ft.) This commercial floor area includes a space intended as a childcare with a floor area of approximately 931 m² or 10,025 square feet.

Project Updates by Topic Area:

Key changes to the proposal following the review by Council in November of 2020 are noted by topic area below.

Housing

The adjustments to the project result in an additional 57 market rental units above those proposed in the project in November of 2020 for a total of 162 market rental units. The number of non-market rental units remains the same at 45. The total of 207 rental units constitutes just over 51% of the housing units in the project.

The approach to the 45 rental units to be provided at non-market rates has not changed. The non-market units are comprised of 15 one-bedroom units, 25 two-bedroom units, and 5 three-bedroom units. The applicant is targeting rents for the non-

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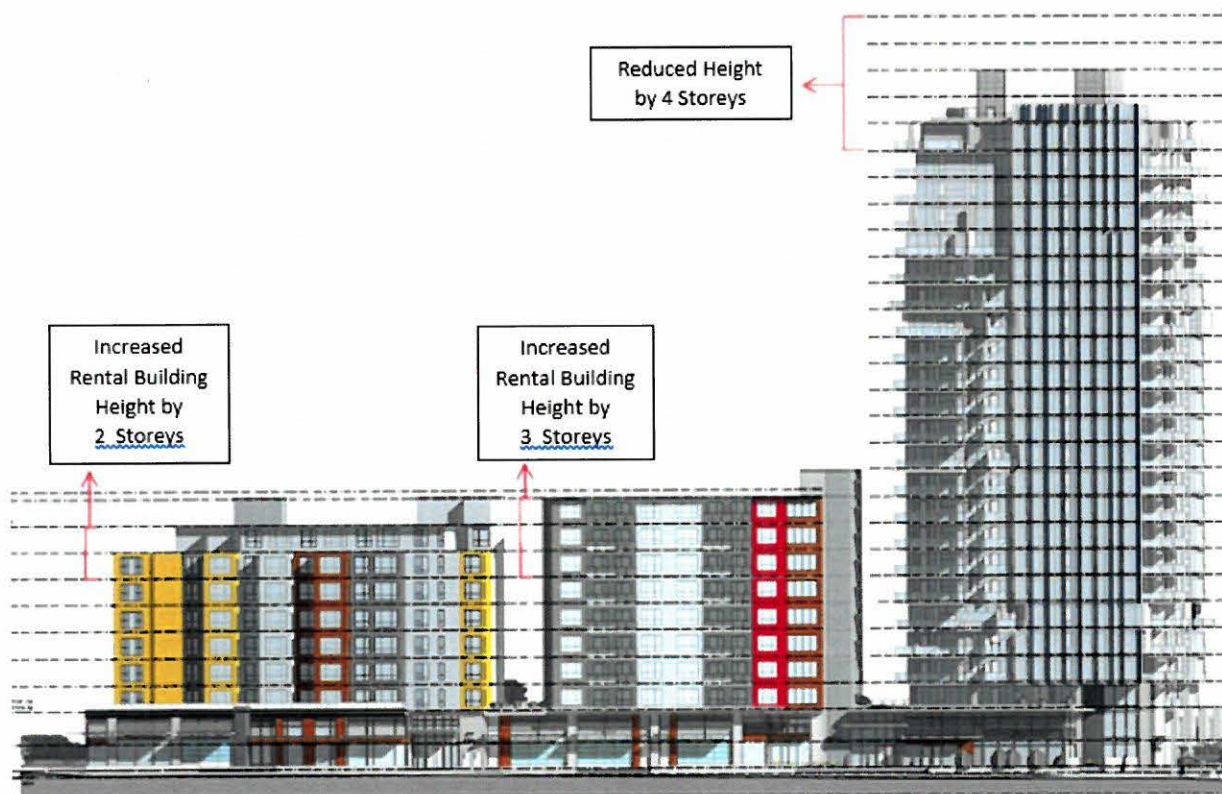
Page 5

market units either matching, or at up to 8.9% below the Metro Vancouver median rents as published in the CMHC Rental Market Survey (2020).

The creation of 207 rental units at a mix of market and non-market rents represents an opportunity to significantly increase the supply of purpose-built rental stock in the District

Building Heights

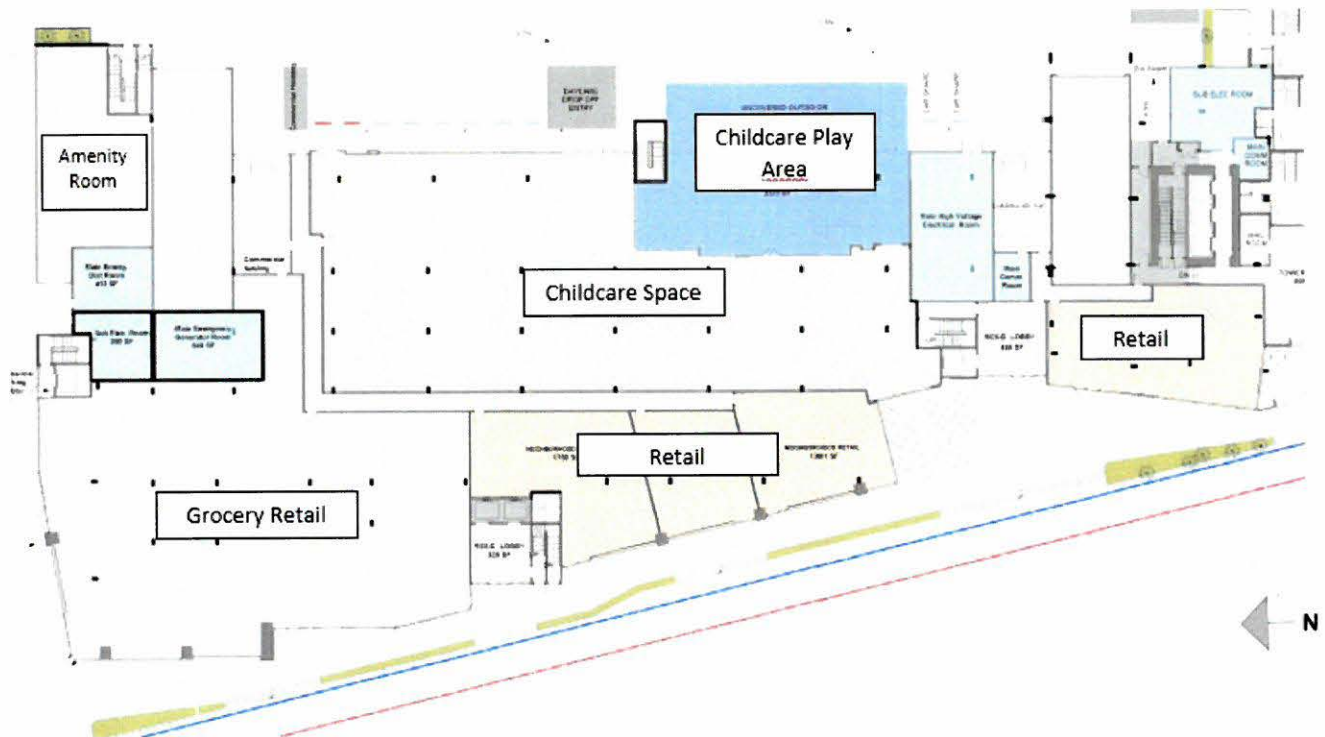
The proposed change in building heights is shown in the image below of the revised project format, as viewed from Mountain Highway. Moving from south (Crown Street) to north, the tower element has been decreased from 29 storeys in height to 25 storeys, the middle mid-rise building has been increased from 5 storeys to 8 storeys, and the northerly mid-rise building has been increased from 5 storeys to 7 storeys.



Building heights in the project have been considered in the context of the approved Lower Lynn Implementation Plan which identifies a mix of building heights of up to 12 storeys (north portion of site) and up to 28 storeys (south portion of site). The proposal is generally consistent with the heights anticipated for this site, with a mix of lower building forms in the north portion of the site (7 and 8 storeys proposed in contrast to up to 12 storeys anticipated) and a high-rise form in the south portion of the site (25 storeys proposed and up to 28 storeys anticipated).

Commercial Space

The approach to the commercial space has not changed significantly. The layout of the ground floor includes a mix of commercial spaces, including a larger space designed to accommodate a local grocery store, a large childcare space, and a range of smaller commercial spaces that could be considered for independent retailers.



The provision of a grocery store is specifically noted as an objective in the Lower Lynn (Lynn Creek) Town Centre Implementation Plan:

Section D. Economic Vitality

Commercial Uses: Policy 1

"Encourage and integrate local commercial uses, including a new grocery store, in the Town Centre to allow local access to retail services."

Council's recently approved Childcare Action Plan notes that there is a need over the next ten years for approximately 150 additional childcare spaces (for all age groups) in the Lynn Creek Town Centre area. The proposed childcare space of approximately 929 m² (10,000 sq. ft.) has the potential to provide for a range of 114 to 130 of those childcare spaces, depending on the age group(s) served.

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Minor refinements have been made to the site layout and ground floor plan, with a reduction in surface parking and the relocation of a common amenity space to the north-east corner of the site to take advantage of the location facing the eventual walkway connection to Marie Place Park to the east.

Phasing

In order to ensure that the elements of the project with the greatest public benefit, namely the market and non-market rental housing, the childcare, and the commercial space are constructed first, the applicant has committed to construction of the project in two phases as shown below:

Phase 1:

- Commercial space (including childcare)
- market rental housing
- non-market rental housing

Phase 2:

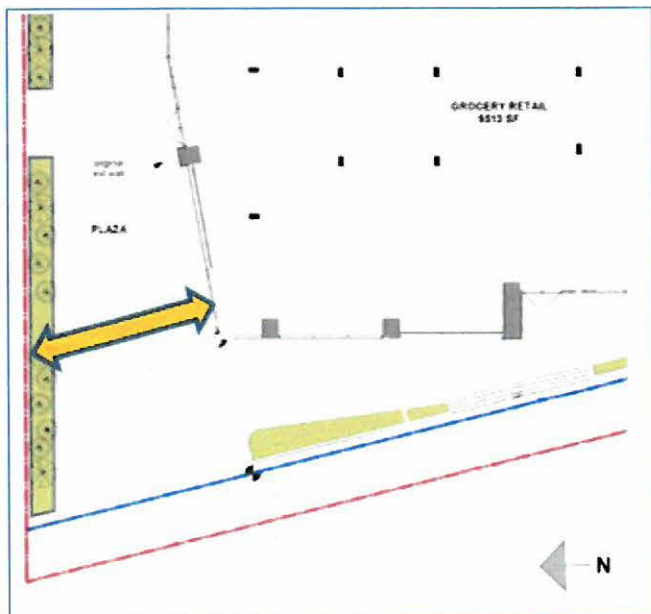
- Strata condominium high-rise building

This phasing approach will also assist in resolving an approach to construction management that reduces impacts on the neighbourhood, as the high-rise construction on the south side of Hunter Street, to the north-west of the subject site, would be anticipated to be complete by the time high-rise construction might begin at this site.

Plaza and North Edge of Site

The revisions to the project include an increase in the setback of the building from the north property line with the setback increasing from a minimum of approximately 3.37 m (11 ft.) to the currently proposed 8.36 m (27.4 ft.)

This increased setback can assist in providing an improved pedestrian connection from the Mountain Highway frontage at the west and the eventual, expanded Marie Place Park to the east. The increase in the setback also reduces shadowing onto the mews/plaza and in conjunction with the reconfiguration of the adjacent commercial space to provide for greater width of the plaza space where it fronts Mountain Highway, this helps to reduce the amount of land needed for plaza or open space on the District's property to the north.



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In the longer term, the expectation would be to see the creation of some form of complementary space on the property to the north, even if smaller, to assist in fulfilling one of the public realm objectives of the implementation plan for Lynn Creek Town Centre.



Construction Materials

Concern was expressed with the use of concrete as a construction material in the project. With the change in building heights proposed for the mid-rise buildings, code requirements stipulate that as these buildings are more than six-storeys in height, they cannot be constructed in a wood-frame format.

The applicant has considered the option for “mass timber” construction (permissible in the District of North Vancouver for up to 12 storeys in height since the fall of 2020) but as the commercial podium space and high-rise building would still need to be constructed in concrete, has chosen a different approach to reducing environmental impacts. To off-set the impacts of the proposed construction materials in both the mid-rise and high-rise components of the project, the applicant has committed to using “fly ash concrete” in the project. Fly ash concrete is an alternative to traditional concrete that uses recycled materials to replace some of the more carbon-intensive components in a typical concrete mix. Fly ash is a fine powder that is a by-product of burning pulverized coal and can be used as a substitute for some of the cement powder in concrete – cement that is typically produced by firing limestone and clay together at high temperatures in a kiln. Fly ash concrete has a smaller carbon footprint and a lower level of embodied energy compared to traditional concrete, and according to the Canadian Ready-mix Association (the Canadian authority on embodied carbon in concrete products) can reduce emission impacts by up to 90 kg of CO₂ per cubic meter of concrete.

Sustainability Approach

Concern was expressed during Council’s review regarding the sustainability approach and the potential for the use of fossil fuels in the project.

The District’s Construction Bylaw has been amended to update the District’s approach to Energy Step Code and Greenhouse Gas Intensity (GHGI) Targets, with an implementation date of July 1, 2021. The update includes a two-tiered system that

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requires all Part 3 Residential new construction to meet either Step 4 under the BC Step Code, or meet Step 3 and include a Low Carbon Energy System (LCES), with the LCES having an emission target of less than 3 kgCO₂e/m²/yr (kilograms carbon dioxide equivalent, per square meter, per year).

Commercial new construction is required to meet either “Step 3” of the BC Step Code, or meet “Step 2” with a Low Carbon Energy System.

The applicant has considered the District’s Community Energy and Emissions Plan (CEEP) and Council’s recent declaration of a Climate Emergency and has updated their mechanical approach for the project to commit to the project components:

- A “fossil fuel free” mechanical design incorporating electric baseboard heating for the two mid-rise residential buildings and a heat pump approach for the high-rise
- Electric domestic hot water systems for all residential units
- Electric cooking appliances for all residential units
- A high performance building envelope (roof, walls, windows)
- Energy efficient lighting
- Exhaust air heat recovery (to capture heat from exhausted air)

It is anticipated that the project will achieve a reduction of 50% in GHGI compared to a project meeting the minimum Construction Bylaw requirement for a “Step 3” project with a Low Carbon Energy System” and an 80% reduction compared to the GHGI of a conventionally-designed project meeting “Step 3” which relies on the use of fossil fuels.

In accordance with the Construction bylaw, the commercial spaces within the project would comply with “Step 3” of the Step Code. These spaces may include the use of some natural gas components, such as restaurant cooking appliances.

Other “green building” project elements intended to assist in energy and resource conservation are noted below:

- “Energy Star” appliances
- Low flow and low flush plumbing fixtures
- Rainwater detention facilities
- Drought resistant landscape selections to reduce outdoor water usage
- Programmable thermostats
- Transportation Demand Management Strategies to reduce reliance on vehicles
- Roadway improvements including new pedestrian and bicycle infrastructure

Vehicle Parking

Parking is proposed in a mix of at-grade spaces and a two-level underground parking garage, with both the surface and underground parking areas accessed from the new lane proposed to the east of Mountain Highway.

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The applicant has reviewed the parking needs for the project and considered the District's recently-adopted policy regarding alternative vehicle parking rates, which would recommend a total of 445 parking spaces for this project.

The applicant has revised their parking proposal to include 355 parking stalls for residential purposes, 33 stalls for visitors, and an additional 73 stalls for commercial purposes for a total of 461 stalls. Some additional modifications are being explored which would reduce the number of parking spaces proposed at grade to allow for an enhanced drop-off area for the childcare space.

Overall, the residential parking ratio proposed (including visitor parking) has decreased from just over one parking space per dwelling unit to 0.96 spaces per unit, or just under one parking space per dwelling unit. The table below summarizes the changes to parking in the project and includes the total dwelling unit counts for reference:

Type of Parking	Proposal at "Early Input"	Total Dwelling Unit Count	Current Proposal	Total Dwelling Unit Count
Residential	364	372	355	404
Visitor	23		33	
Commercial	86		73	
Total Parking	473		461	

The applicant has proposed providing energized outlets capable of supporting "Level 2" charging for all of the residential parking spaces.

Bicycle Parking and Storage

The approach to bicycle parking has not changed, and includes a ratio of 2 bicycle parking spaces per residential unit, a total of 808 spaces for residential use.

Additional bicycle parking would be provided for the use of employees and customers of the commercial spaces.

Summary:

Changes to the project include adjustments to the height of the proposed buildings, the total number of units and mix of housing types by tenure, the site configuration at the north property line, a modest reduction in parking, mechanical systems to significantly reduce reliance on fossil fuels, and a commitment to use fly ash concrete.

The proposal addresses a number of OCP goals and policies including:

- "Concentrate new retail, service and major office development in the Town Centres to maximize transit and pedestrian access for employees and customers"
- "Encourage and facilitate a broad range of market, non-market and supportive housing"

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- “Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units”
- “Focus a higher proportion of affordable housing in designated growth areas”
- “Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to: including a portion of affordable rental or ownership units as part of the project”

As well the application responds to the District’s “Rental and Affordable Housing Strategy” by addressing the following two goals:

- Goal 1: Expand the supply and diversity of housing.
- Goal 2: Expand the supply of new rental and affordable housing

CONCLUSION

The applicant for this proposed mixed-use development has considered the comments made by Council during the November 2, 2020 “early input” review of the proposal. A number of adjustments have been made to the proposal to bring it into better alignment with Council’s priorities, particularly with regard to housing tenure (and an increase in market and non-market rental housing) and climate action responses (with a removal of reliance on fossil fuels from the residential components of the project). The project as amended assists in the implementation of the District’s Official Community Plan objectives as well as the Lower Lynn Implementation Plan (Lynn Creek) and includes a mix of housing types, including market rental, non-market rental, and strata.

The information in this report has been prepared to present the application revisions to Council and to seek Council’s direction on how to proceed with Council consideration of this application.

Options:

The following options are available for Council’s consideration:

1. Direct staff to prepare bylaws regarding the consideration of this application for rezoning and development permit for a mixed-use development in Lynn Creek Town Centre.
2. Refer the project back to staff for further discussion with the applicant.

Respectfully submitted,



Michael Hartford
Manager, Development Planning

Attachment:

1. Project Plans Showing Revisions

**SUBJECT: 1510-1530 Crown Street and 420-460 Mountain Highway
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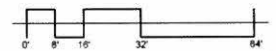
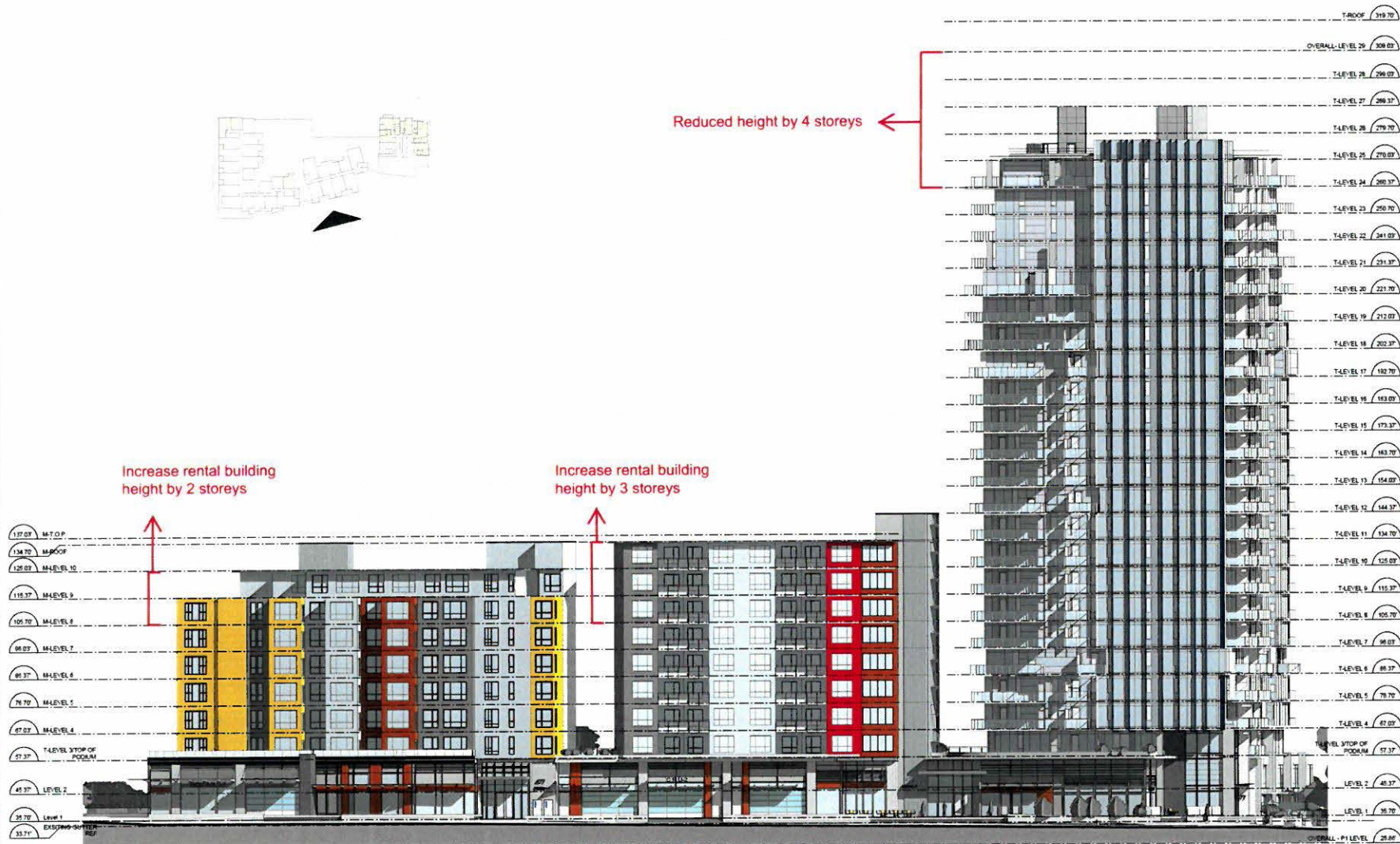
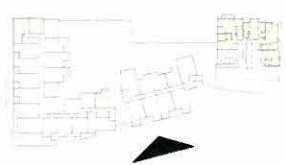
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Plan Showing Ground Floor Commercial Space



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NO.	REVISION	DATE
1	ISSUED FOR PERMIT	2023-10-10

SEAL

SUB CONSULTANT

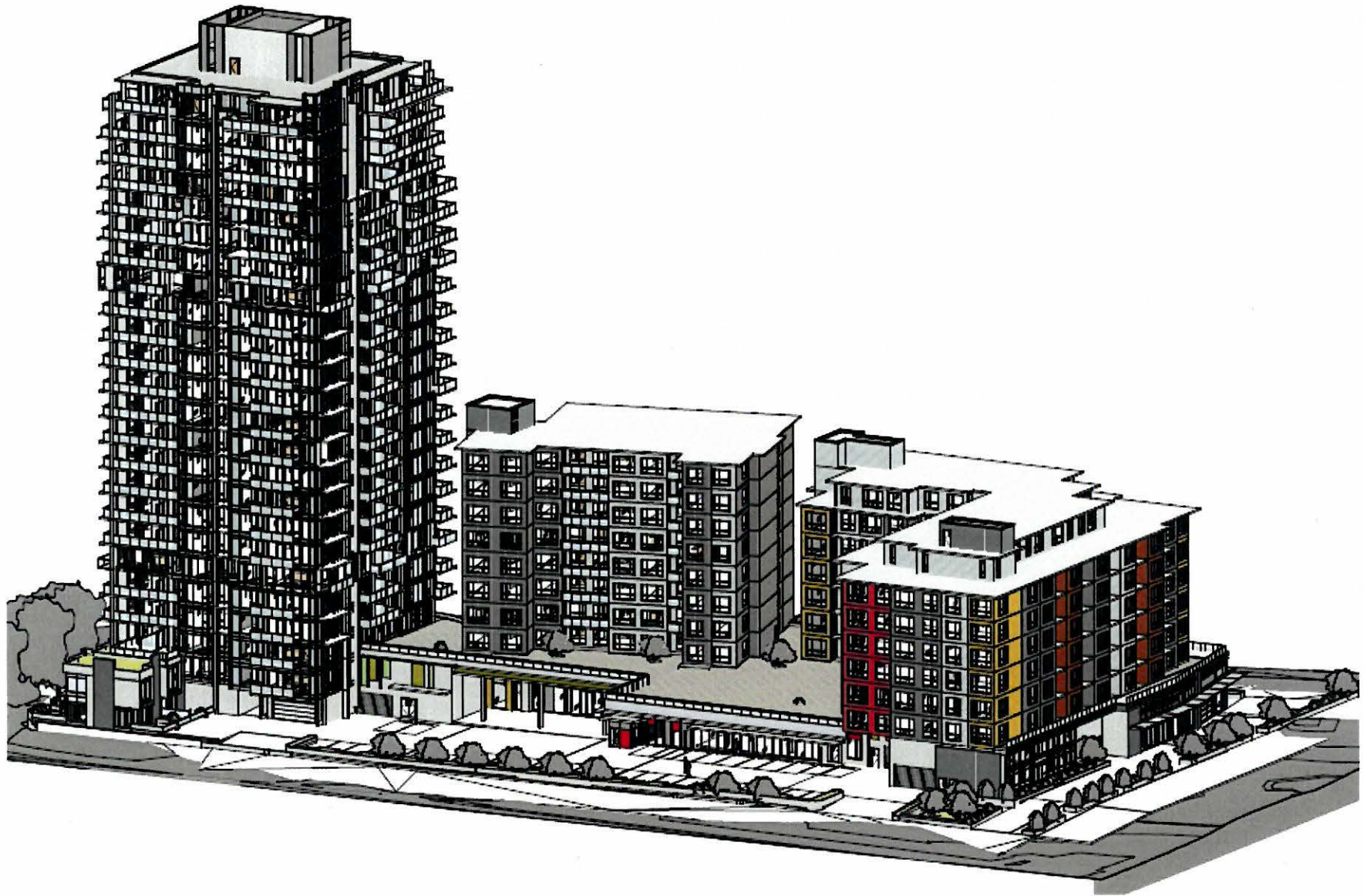
PRIME CONSULTANT
IBI GROUP
1000 W. BROADWAY, SUITE 1000, VANCOUVER, BC, CANADA
TEL: (604) 683-8787 FAX: (604) 683-0462
ibi@ibi.com

PROJECT
CROWN STREET & MOUNTAIN HIGHWAY
LYNN CREEK TOWN CENTER DISTRICT
OF NORTH VANCOUVER, BC

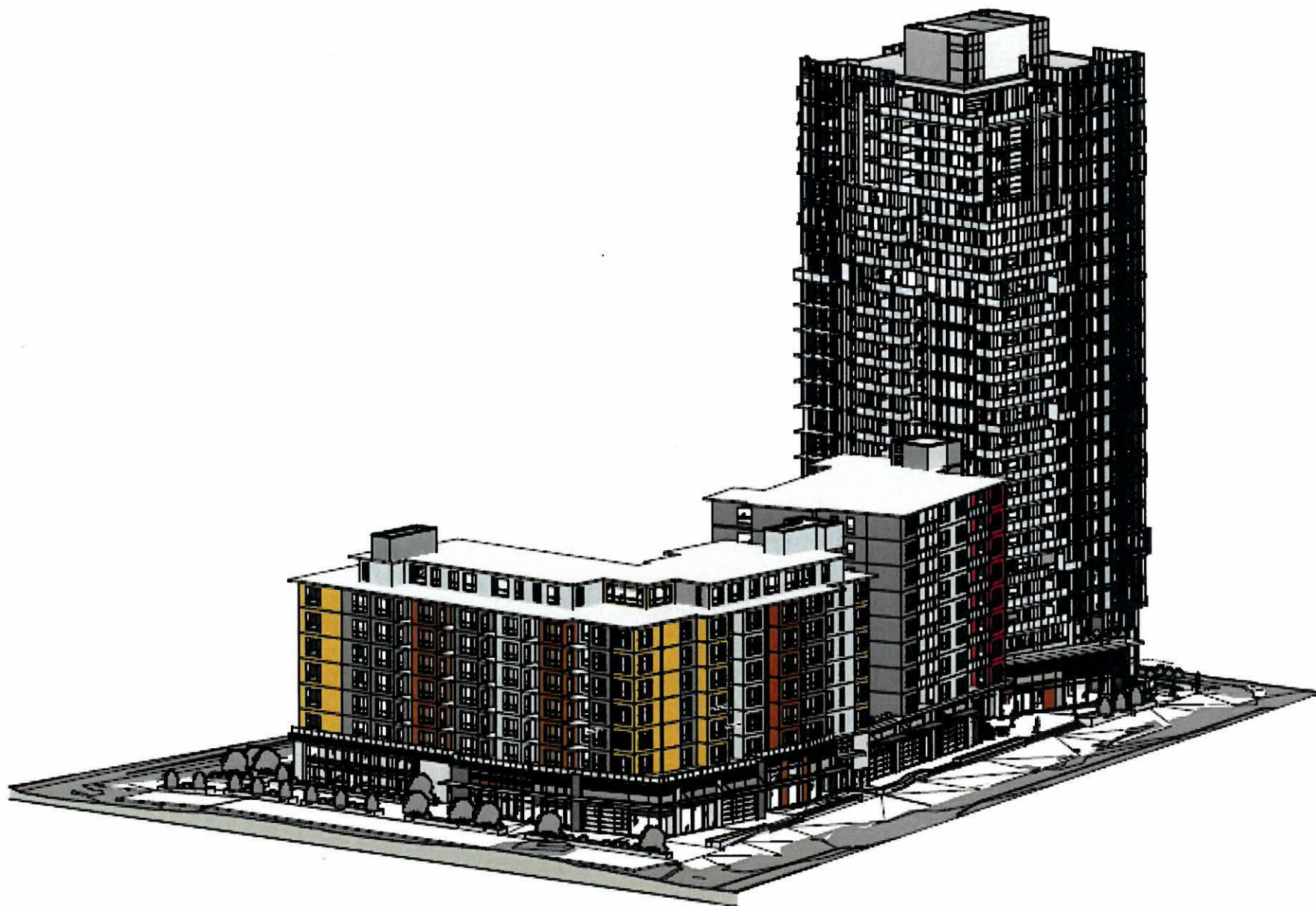
PROJECT NO: 100973
DRAWN BY:
CHECK BY:
SCALE: As Indicated
DATE: 2023-10-10

SHEET TITLE
OVERALL WEST ELEVATION

SHEET NUMBER
DP2.02



View of Revised Project Looking West



View of Revised Project Looking South-east



Rendered Image of Revised Project Looking East

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