

Lynn Valley Centre

1175 Lynn Valley Road / 1280 E. 27th Street



Bylaw 8051 -- Rezoning Bylaw to create CD-80 Zone

Bylaw 8052 -- Phased Development Agreement Bylaw

Lynn Valley Centre

Overview to include outline of the two bylaws under consideration and the key topics associated with re-development

Review of Planning Issues and Transportation Issues



Current application is a detailed rezoning application

Development would require one or more development permit applications where details of building design and landscaping would be resolved

Lynn Valley Shopping Centre

Outline of Re-development Proposal:

399 residential units - 376 apartments and 23 townhouses

Six buildings ranging in height from 4 storeys to 12 storeys

Approximately 50,000 square feet new commercial space

Approximately 70,000 square feet of commercial space to be demolished
(former Zellers store)

6 affordable rental units
for residents with
disabilities

FSR approximately 2.36



Development Site

Site about 1.9 ha or 4.8 acres

Comprises the southern portion of the existing shopping centre

- Former Zellers store occupies westerly portion of site
- Existing parkade structure facing Mountain Highway at east side
- District's former public library site at 1280 E 27th Street



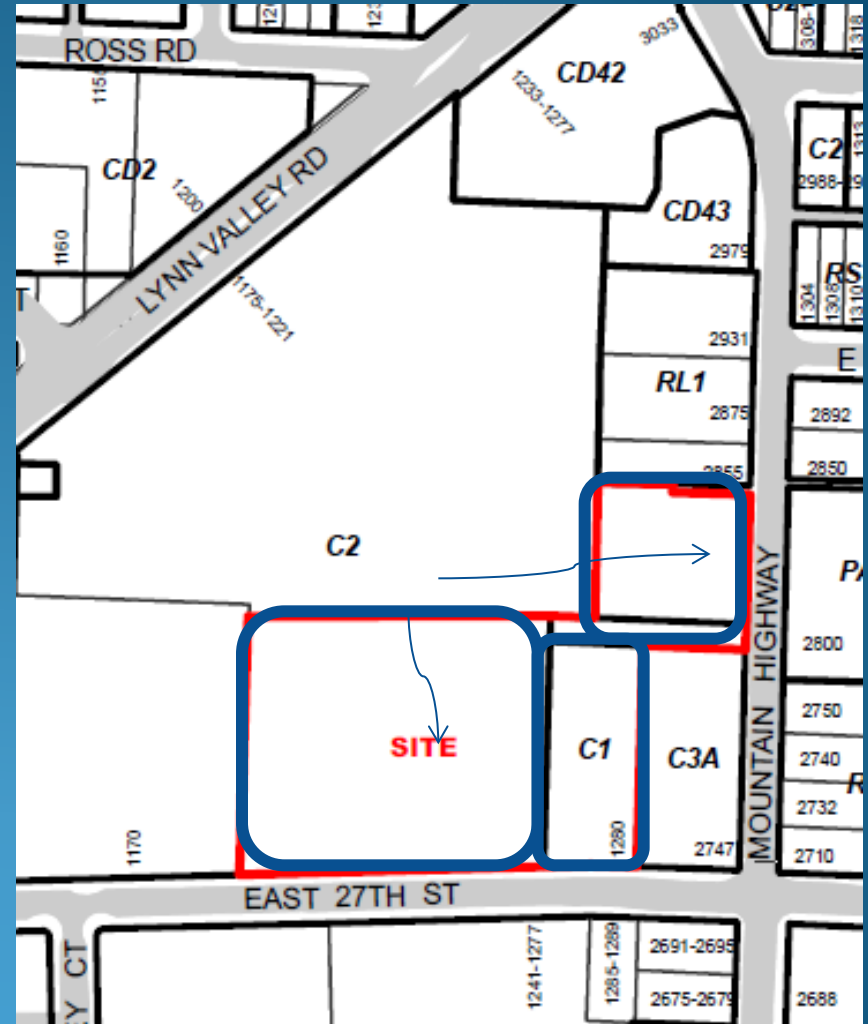
Development Site

Zoning:

C1 - General Commercial Zone 1
(the former District library site)

C2 – General Commercial Zone 2
(the shopping centre portion of
the site)

Existing Zoning allows
development at 1.75 FSR



District OCP – Network of Centres:



2. Direct residential growth to the Town Centres in the form of mixed-use and multifamily development to enable greater housing diversity and affordability

2030 TARGET

75-90% of new residential units located in 4 key centres within the Network of Centres

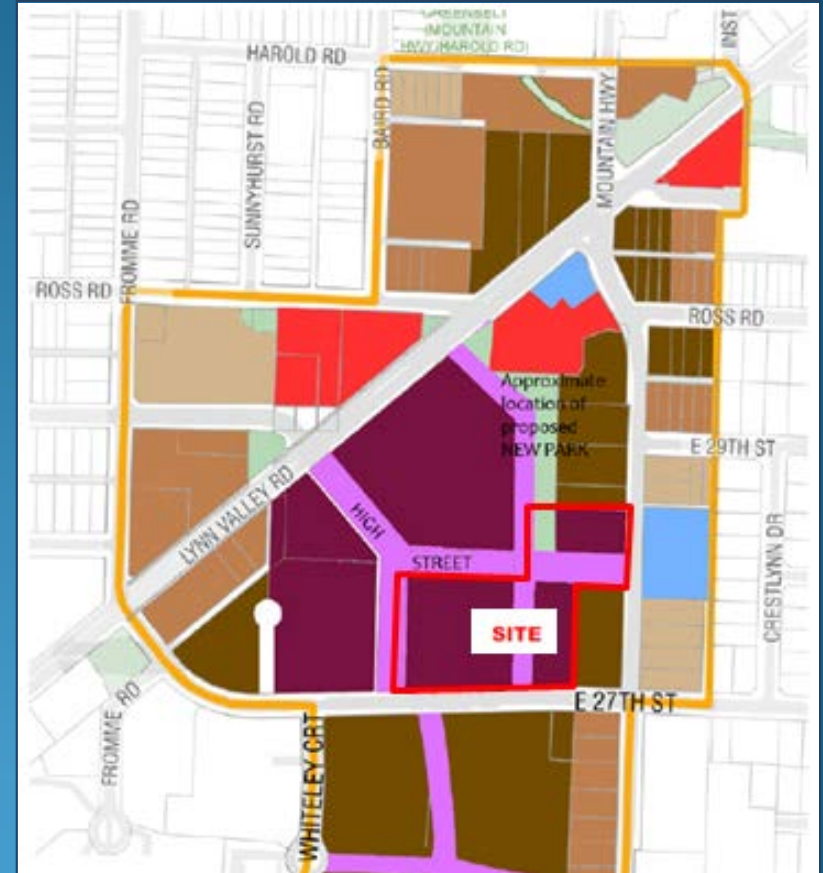
District OCP:

Official Community Plan
Designation:

Lynn Valley Town Centre –
Commercial/Residential Mixed Use
Level 3 – up to 3.5 FSR

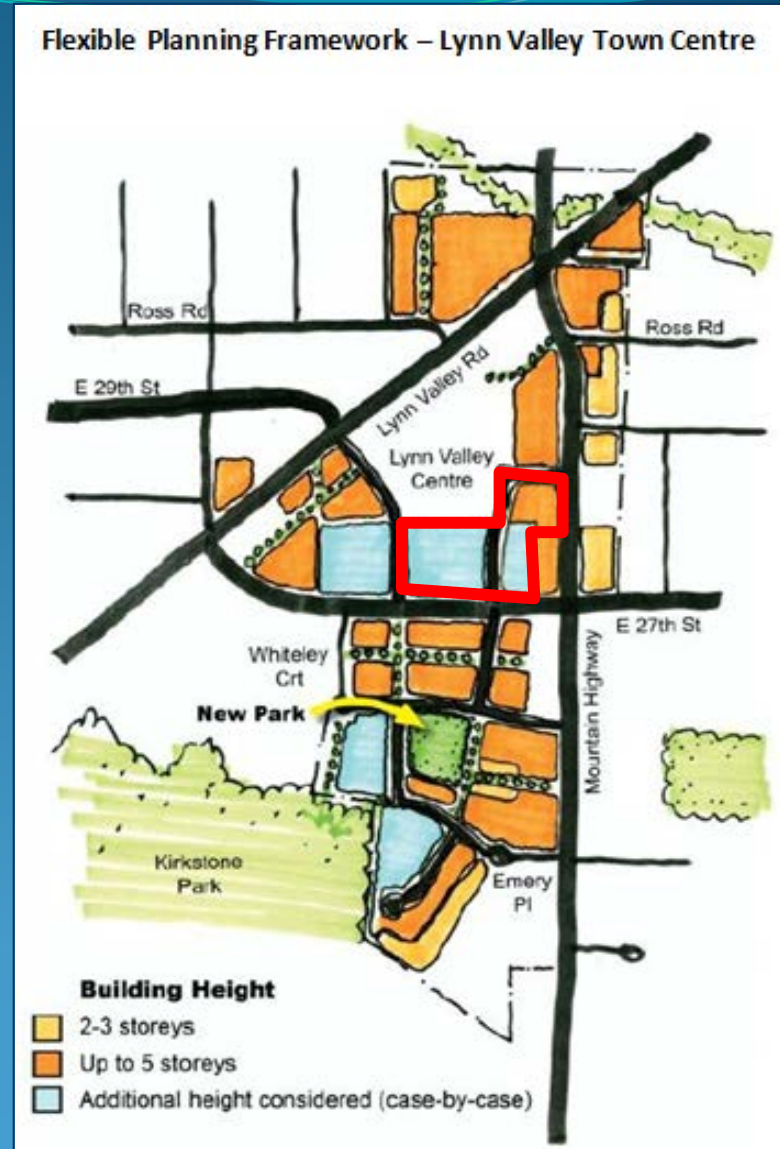
Highest density designations are
located in the core of the Town
Centre

A mix of lower development
densities to the periphery of the
Town Centre



Flexible Planning Framework

- Following public consultation In October of last year, Council adopted a “Flexible Planning Framework” for Lynn Valley
- Heights set at predominantly 5 storeys
- Height increasing to 8 storeys at strategic locations and up to 12 storeys on a case by case basis
- Subject properties are in a mix of the orange (5 storey) and blue (additional height considered) areas



OCP Road Network:

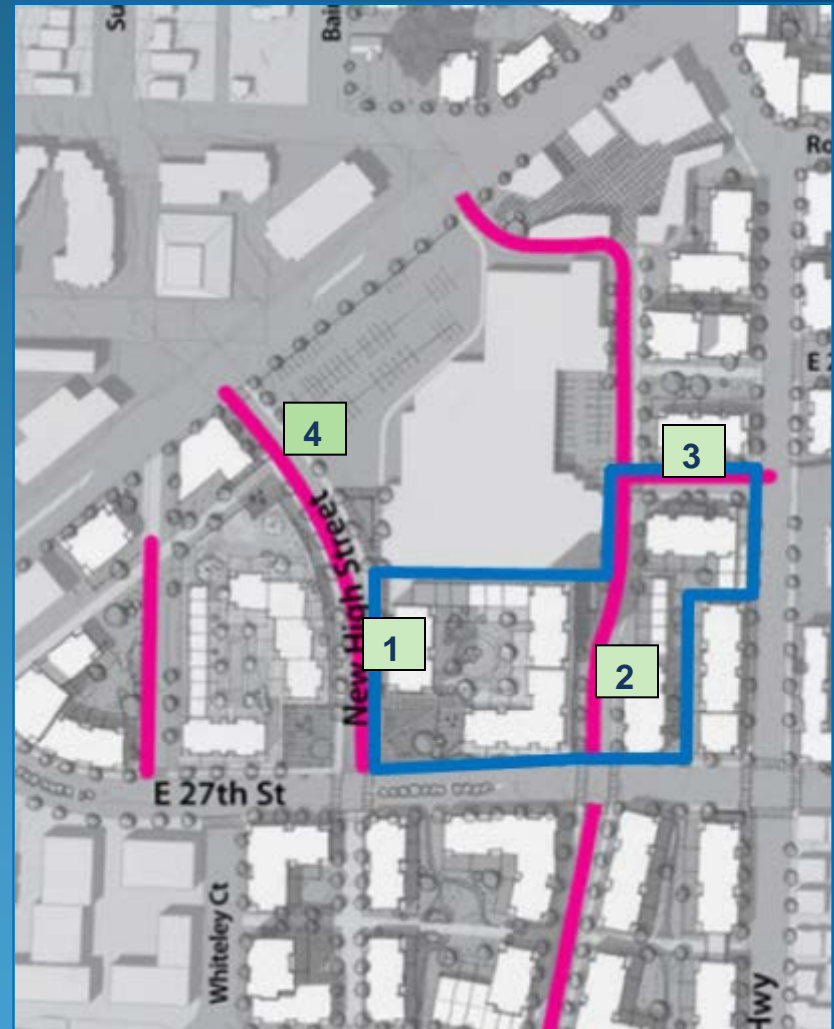
Three new roadway areas:

Portion of “High Street” which will connect Lynn Valley Road to E. 27th Street

“Library Lane” in the east portion of the project providing access from E. 27th Street

Portion of the eventual east/west connecting road

A right of way to secure public access for the northerly portion of “High Street” connecting to Lynn Valley Road



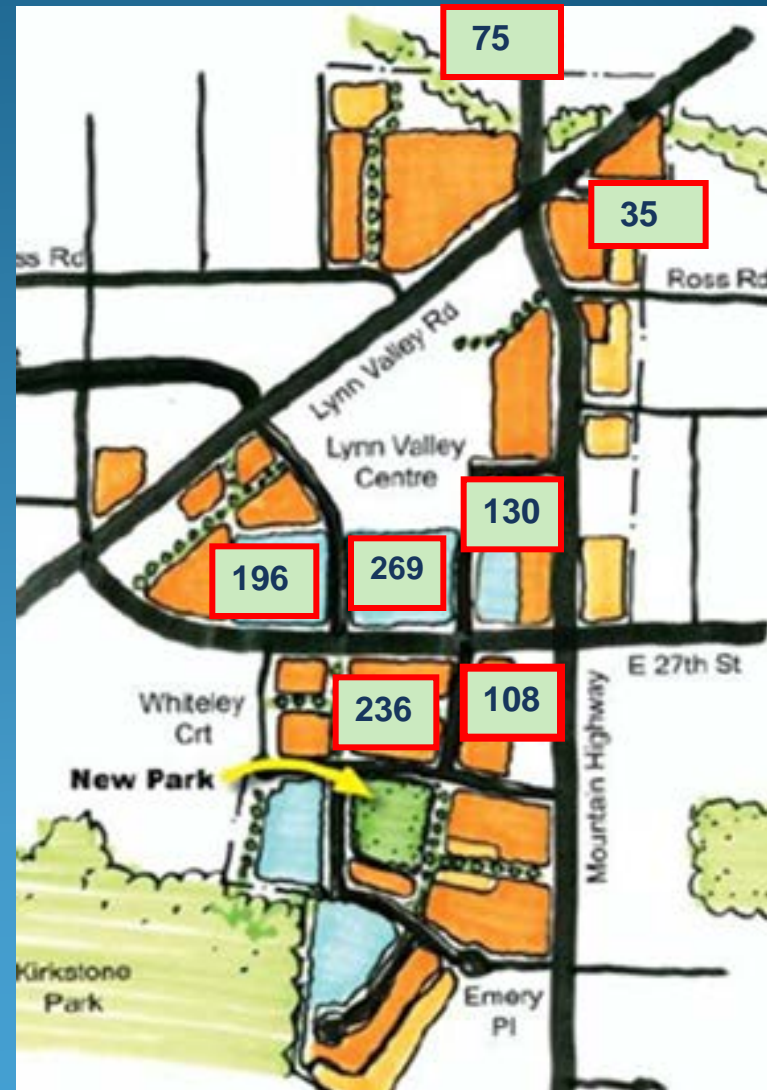
Development Potential – Lynn Valley Town Centre:

Heights under Flexible Planning Framework mean a reduced number of dwelling units in the Town Centre from OCP targets

Units under inquiry, application or construction: 1,049

Anticipated construction over approximately 7 years:

about 150 units per year



Community Consultation

Preliminary Application: Summer and Fall of 2012

Lynn Valley Community Plan Consultation: Implementation planning work during 2012 and 2013 with focus on building form/density/amenities

October 2013: District Council adopted “Flexible Planning Framework”

Detailed Application – Submitted in early December, 2013:

Public Information Meeting in February - 527 attended with a mix of opinions represented from 34 speakers:

- 11 noting support
- 5 noting opposition
- 18 (some supportive) with a mix of comments about aspects of project

72 comment sheets received:

- 22 noting support
- 19 noting opposition
- 31 expressing mixed comments or referring to area-wide issues

Amenities and Benefits

Community Amenity Contribution:

Package Value of Amenities is \$4,500,000

- Lynn Valley Transportation Improvements including upgrade at Hwy. 1 and Lynn Valley Road
- Six units of affordable Rental Housing for Residents with Disabilities
- Hastings Creek Watershed Improvements
- Trail Enhancements
- Public Art
- Future Child-care / Adult-care

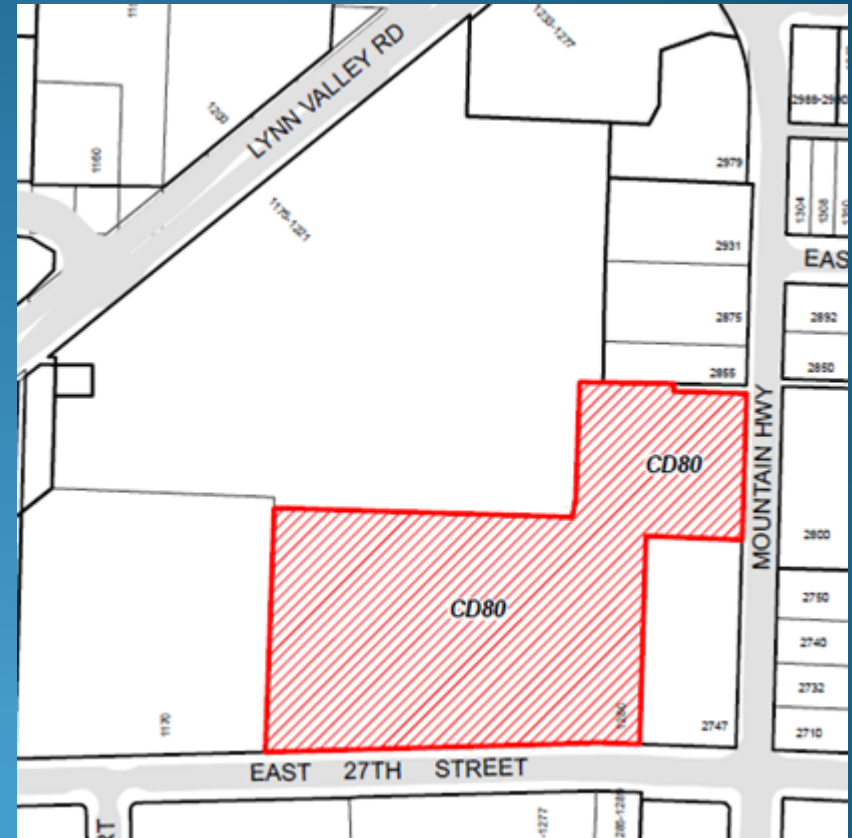
Other Community Benefits:

- On-site gathering spaces
- Offsite Upgrades, including transit hub on E. 27th Street, new sidewalks, street trees, street lighting
- Adaptable Housing
- Road dedications and Road Right-of-way areas



Proposed Rezoning Bylaw - 8051

- Bylaw 8051 would rezone the south portion of the shopping centre site and the former DNV library site
- Creates a new CD80 zone to regulate land uses, density, setbacks, height, and parking requirements
- Development potential would increase from existing 1.75 FSR to approximately 2.36 FSR



Phased Development Agreement Bylaw - 8052

Bylaw 8052 - authorizes a Phased Development Agreement to secure amenity contributions in the project

\$700,000 to be paid at time of rezoning

Security provided prior to building permit issuance for \$1.6 million toward transportation improvements - including upgrade to Lynn Valley Road at Hwy. 1

Significant off-site infrastructure and public realm upgrades funded by developer

\$800,000 to be paid prior to construction of 200th unit

\$500,000 for public art to be provided as phases of project proceed

Term of the Phased Development Agreement is 10 years with developer obligated to payments during this period and District committing to retaining zoning during this period

Podium and Tower Format:



Site Plan:

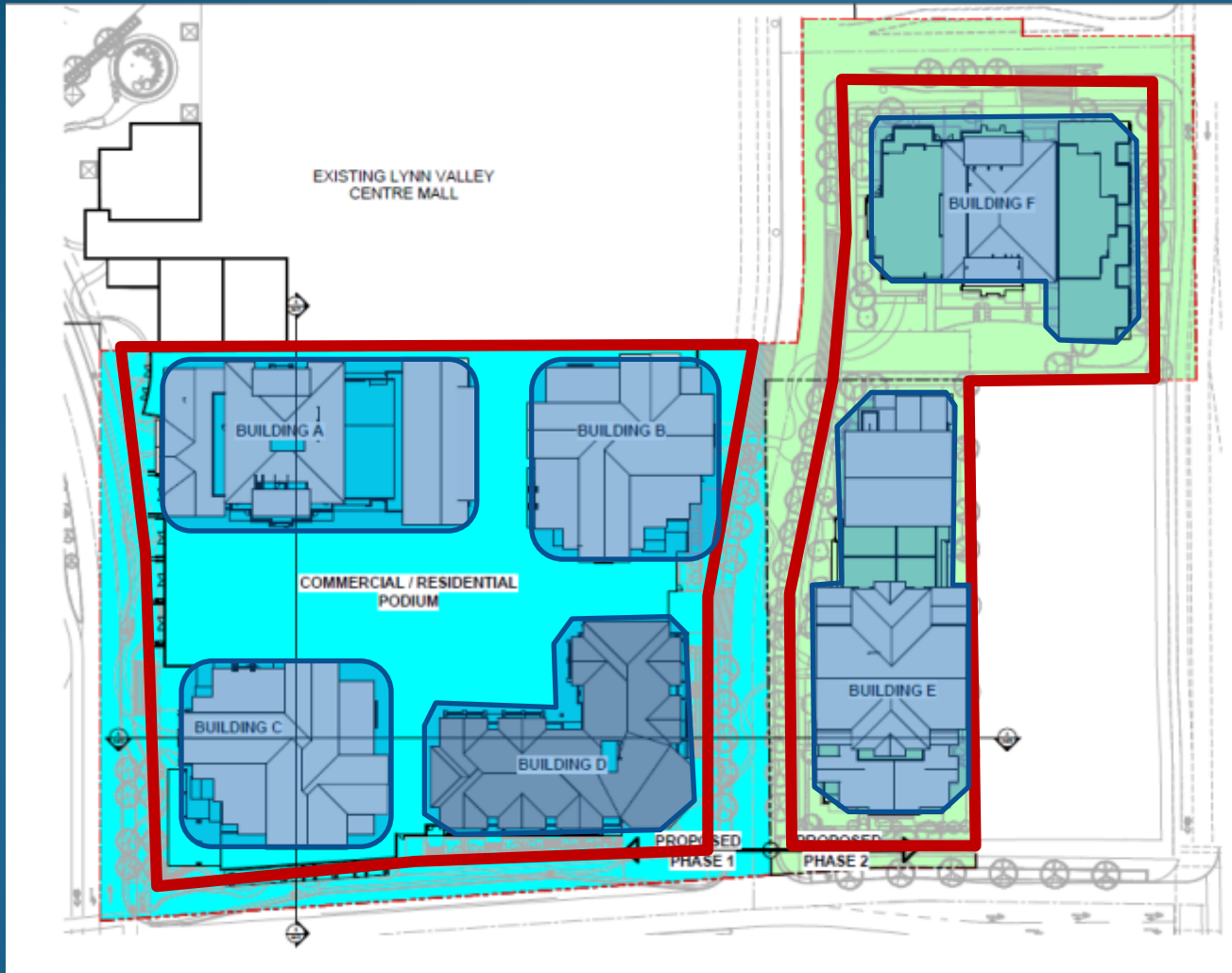


Building Configuration and Height



One Storey Commercial podium with 20 foot ceiling height
Eleven storeys of residential development

Phasing of Project:



Project Review

Rezoning proposal reviewed with a variety of District tools:

Official Community Plan

Project complies with land use designation and proposes a density of 2.36 FSR where OCP allows up to 3.5 FSR

Flexible Planning Framework

Project as proposed generally complies with the evaluation criteria in the Framework

Green Building Policy

Project proposes LEED Gold & complies with the Policy

Advisory Design Panel Review

Project has been reviewed by ADP and recommended for approval

Adaptable Housing:

95% of the apartment units to meet Building Code requirements for adaptable design

5% of units (20 units) will meet the District's "Level 3" Adaptable Design Guidelines



Affordable Rental Housing:

Six apartment units including “Level 3” adaptable design features to be sold at a discounted price per unit approximately \$150,000 below market value

Units intended to provide affordable rental housing for persons with disabilities

Units to be owned and operated by a non-profit society

Provision, Ownership, and Operation of the six units secured by Housing Agreement



Parking Summary:

District OCP allows for consideration of appropriate parking ratios for development in Town Centres to reflect improved access to transit and assist with housing affordability

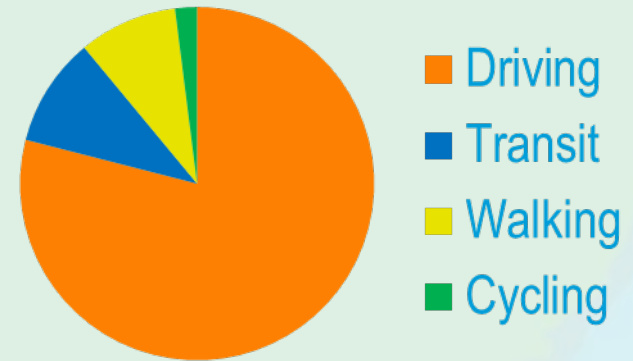
Proposal in CD-80 Zone:

- 272 stalls for commercial uses
- 548 stalls for residential uses (Ratio of 1.5
- 51 stalls for visitor parking incl. visitor at .13)

Total: 871 parking stalls

Additional 425 surface stalls on the balance of the mall property

Transportation Infrastructure:



Lynn Valley
Transportation
Study

Lynn Valley
Road Bicycle
Lanes



TransLink Plan:
Frequent Transit
Services



Marine
Drive
B-Line



Lynn Valley
interchange
Improvements



Plan for interchange at
Mountain Highway and
widening of Overpass



Upgrade
Lonsdale
Quay



Plan widening of
Fern Street
Overpass



Frequent
SeaBus
Service



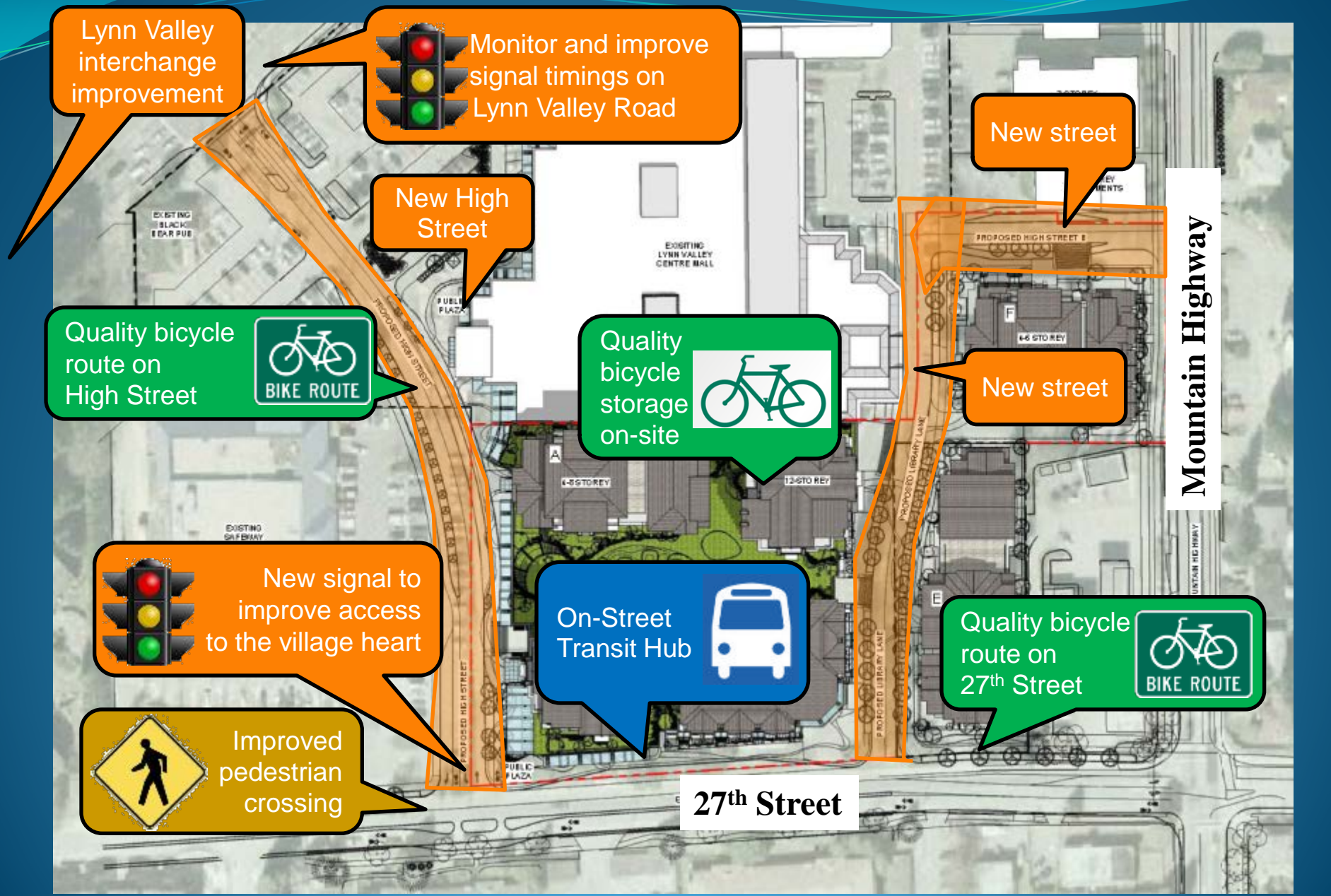
New Keith
Road Bridge



Upgrade
Phibbs
Exchange



Proposed Transportation Improvements:



PM Peak Traffic Volumes at Key Intersections



Construction Management:

As a central destination in Lynn Valley, mitigating construction impacts is key to the success of re-development at Lynn Valley

Each phase of the development will have a construction traffic management plan to minimize the impacts on roads and neighbours

Requirement for plan will be listed as a condition of the Development Covenant

Large site area should allow for on-site marshalling and reduce impacts on the public road network

