

AGENDA

COUNCIL WORKSHOP

Monday, June 26, 2023

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road

North Vancouver, BC

Watch at <https://dnvorg.zoom.us/j/67910218298>

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Herman Mah

Councillor Lisa Muri

Councillor Catherine Pope



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We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

1. ADOPTION OF THE AGENDA

1.1. June 26, 2023 Council Workshop Agenda

Recommendation:

THAT the agenda for the June 26, 2023 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Seylynn Centre Application Update and Lynn Town Centre Context p. 7-55 File No. 08.3221.60/Permits/File

Report: Development Planner, June 9, 2023

Attachment A: Applicant's Covering Letter and Drawing Package

Attachment B: Staff Slide Presentation

Attachment C: Lynn Creek Development Project Details

Recommendation:

THAT the June 9, 2023 report of the Development Planner entitled Seylynn Centre Application Update and Lynn Creek Town Centre Context is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the June 26, 2023 Council Workshop is adjourned.

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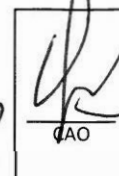
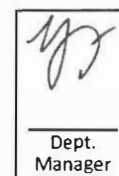
REPORTS

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AGENDA INFORMATION

- ☐ Council Workshop
☐ Finance & Audit
☐ Advisory Oversight
☐ Other:

Date: June 26 '23
 Date: _____
 Date: _____
 Date: _____



**The District of North Vancouver
 REPORT TO COMMITTEE**

June 9, 2023

File: 08.3221.60/Permits/File

AUTHOR: Andrew Norton, Development Planner

SUBJECT: Seylynn Centre Application Update and Lynn Creek Town Centre Context

RECOMMENDATION

THAT the June 9, 2023 report of the Development Planner entitled Seylynn Centre Application Update and Lynn Creek Town Centre Context is received for information.

REASON FOR REPORT

The purpose of this report is to:

1. Provide a development update for the Lynn Creek Town Centre; and,
2. Provide an early input opportunity prior to a detailed application for the proposed development at Seylynn Centre (1505-1571 Fern Street, 1514-1574 Hunter Street, and 520-540 Mountain Highway) for a mixed-use residential and commercial development.

SUMMARY

This report provides an update of development activities in the Lynn Creek Town Centre (LCTC), including amenities and infrastructure negotiated as part of rezoning applications, or required by District Bylaws. The update provides a high-level indication of progress towards realizing the vision and objectives of the Official Community Plan (OCP), the Lower Lynn (now Lynn Creek) Town Centre Implementation Plan (the "Implementation Plan") and the Lynn Creek Town Centre Public Realm Guidelines (the "Design Guidelines").

Secondly, this report provides an overview of a pending major development application in the LCTC at 1505-1571 Fern Street, 1514-1574 Hunter Street, and 520-540 Mountain Highway ("Seylynn Centre"). The applicant's latest proposal is attached for reference (**Attachment A**). This workshop provides council members an opportunity to become more familiar with this proposal at an early stage, with input provided by the Committee of Council to be shared with the applicant to assist in the preparation of a future detailed application submission. The project as currently proposed would require Council consideration of an OCP amendment, rezoning to a new comprehensive development zone, and issuance of a development permit.

BACKGROUND

The LCTC is envisioned to be a transit-oriented mixed-use community, with a range of housing types for people of all ages and incomes, with accessible employment, retail and amenities. It is anticipated it will become a model for urban living in harmony with the natural environment. With its proximity to Phibbs Exchange and Highway 1, and potential future regional mass transit connections, Lynn Creek is uniquely situated to serve as a complete community and gateway to the north shore.

This update focuses on four areas: housing development, commercial and industrial development, amenities and infrastructure, and urban structure.

1. Housing Development

The housing policy for Lynn Creek focuses on realizing a mix of housing forms (including high-rise, mid-rise and ground-oriented), unit sizes, and tenures to accommodate people of all ages, abilities and incomes, and promoting the revitalization of residential neighbourhoods close to employment, transit, retail and community services.

The District's OCP anticipates the creation of approximately 3,000 net new units in LCTC by 2030. This represents approximately 30% of the residential growth envisioned in the four growth centres in the District of North Vancouver ("District"). The OCP notes that LCTC is well suited for the creation of a complete community, given its strategic gateway location, its proximity to a mix of employment and community services, and it being part of the regional Frequent Transit Network (FTN).

Since 2011, Council has approved rezoning applications in LCTC for a net increase of 2,245 residential units, and 180 care beds as outlined below:

	Studio	1-bed	2-bed	3-bed	4-bed	Total Units	Care Beds
Strata	12	590	783	61	3	1,449	0
Market Rental	37	228	275	26	0	566	30
Non-Market Rental	1	127	79	23	0	230	150
Total	50	945	1,137	110	3	2,245	180

Figure 2: Net new residential units in Lynn Creek since 2011

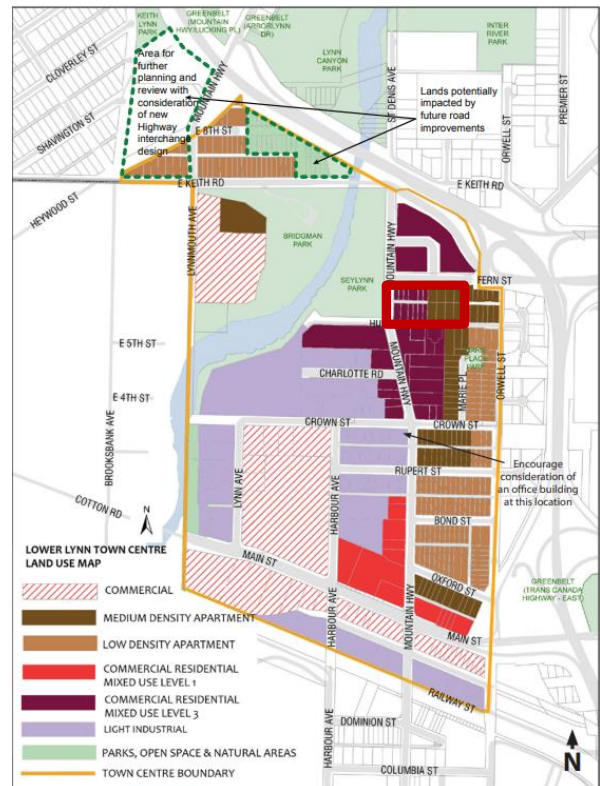


Figure 1: Lynn Creek Town Centre Land Uses

The 2,245 net new units represents 75% of the 3,000 units anticipated in the OCP by 2030, with a little over 55% of these units being two bedroom and above, suitable for families. Figure 2 also highlights the range of housing tenures, types and unit sizes approved, with 35% of these units being market and non-market rental (not including 180 care beds).

There are a further 1,067 net new units being considered under “in-stream”¹ applications in LCTC, including a range of strata, market rental and non-market units proposed at Seylynn Centre, as discussed later in this report. Please see the development context map below and **Attachment C** for information about the “in-stream” projects.

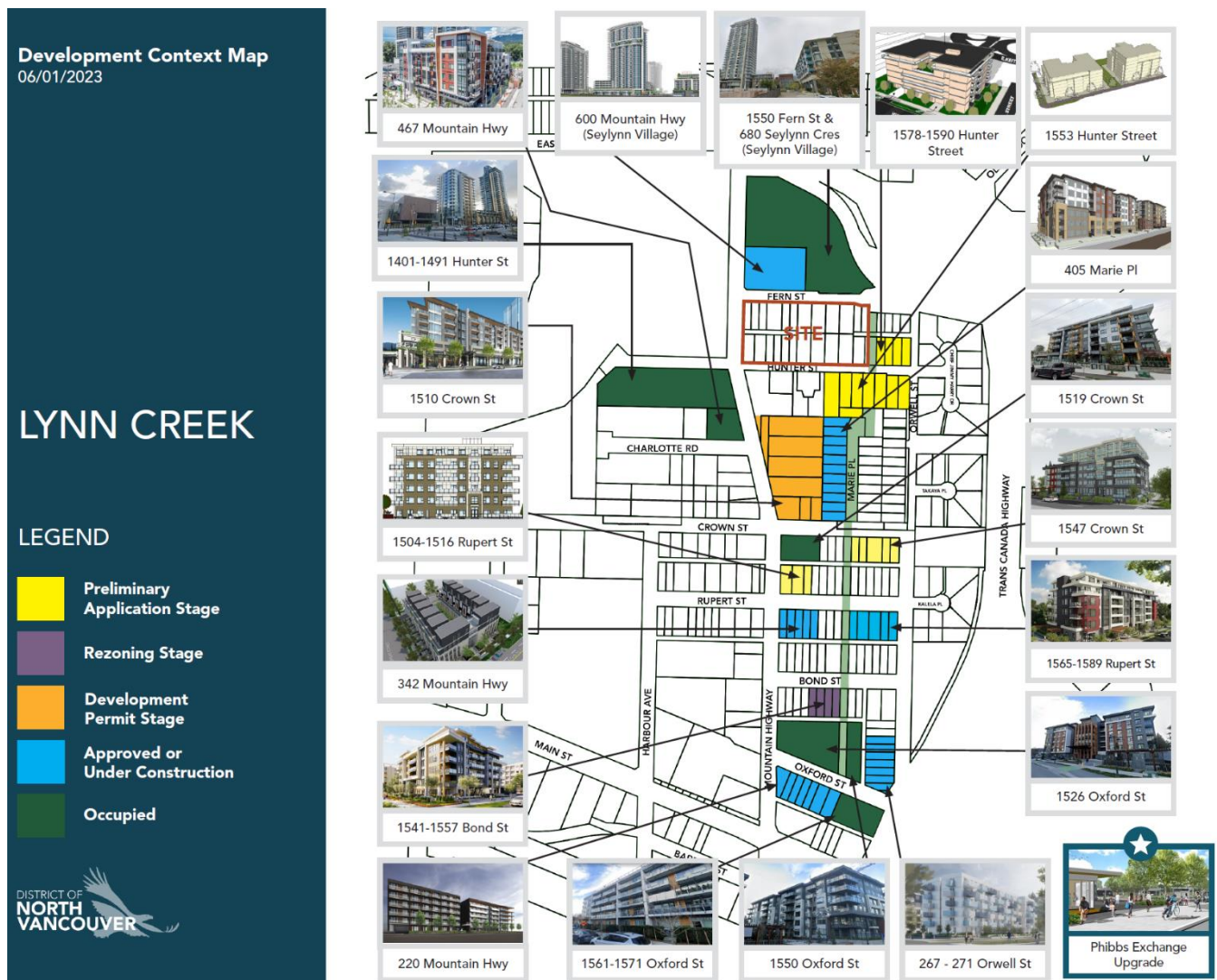


Figure 3: Lynn Creek Town Centre Development Context Map

¹ “In-stream” applications include all rezoning applications that were submitted to the District, but have not yet received Council approval, nor have been withdrawn by the applicant. These include preliminary and detailed rezoning applications, as well as applications between these stages.



Figure 4: Seylynn Village – view east from Mountain Highway



Figure 5: 1526 & 1550 Oxford Street – view north from Oxford Street

Commercial and Industrial Development

Located in a Frequent Transit Development Area (FTDA) under Metro Vancouver 2050, LCTC is uniquely placed to create a complete community, where a diverse range of employment uses, including commercial and industrial, are proximally located to community services and homes. The OCP's Regional Context Statement notes that town centres in FTDAs, like Lynn Creek, may deliver up to 27% of regional job growth by 2040.



Figure 6: New retail units along Mountain Highway

Under the OCP, redevelopment of LCTC is expected to provide approximately 15,794 m² (170,000 sq. ft.) of new retail and office floor space. Since 2011, 657 m² (7,072 sq. ft.) of net new commercial floor space has been approved, representing 4% of the net new floor space anticipated. Approved new commercial floor space includes a supermarket within the Fairborne project, and retail space on Mountain Highway (Figure 6), and at Seylynn Village. This aligns with the vision of the Implementation Plan to establish Mountain Highway as LCTC's retail "high street". 1,656 m² (17,825 sq. ft.) of new commercial floor space is proposed in the Seylynn Centre proposal, along with six live / work units.

New industrial floor space has also been approved in LCTC since 2011, although as anticipated in the Implementation Plan, there has been some loss of industrial floor space in the heart of the town centre. The net loss of 2,786 m² (29,988 sq. ft.) results from converting some light industrial land, to mixed-use commercial and residential. The preservation and expansion of employment zones in LCTC and elsewhere in the District is important. In LCTC, the Implementation Plan protects employment zones west of Mountain Highway, while elsewhere, the creation of new employment zones is envisioned in Maplewood Village Centre.

See **Attachment C** for information on new commercial and industrial space in LCTC.

2. Amenities and Infrastructure

Significant amenities and infrastructure have been delivered or secured in LCTC since the inception of the Implementation Plan. A combination of capital funding allocation, in-kind delivery and cash contributions from private development are supporting the delivery of identified community amenities. These include:

- New and improved green spaces and connections;
- New public open space;
- New community centre and childcare facilities; and
- Transportation improvements.



Figure 7: New Lynn Creek Bridge

Parks and Open Space

The parks and open space improvements completed and envisioned for LCTC include:

Amenity	Amenity Summary
Improvements to Seylynn Park	Upgrades to Seylynn Park, including seating, landscaping and paving were completed in 2022. The path to the south of the park connects to the new Lynn Creek bridge and the Spirit Trail.
LCTC Central Urban Plaza	A new urban plaza is planned on the east side of Mountain Highway, mid-block between Hunter and Crown streets. A portion of the plaza was secured with the Fairborne project, with a supermarket planned to support its activation. The District's Fire Hall #2 site will complete the plaza to the north.
New Neighbourhood Parks and Green Spine Linear Park	Two new neighbourhood parks are planned at Marie Place Park and between Rupert and Bond streets. The Marie Place Park will connect directly to the planned LCTC Central Urban Plaza to form a larger public space. Both parks are part of the proposed LCTC Green Spine, a north-south linear park running through the community.

Figure 8: Public amenity projects in Lynn Creek Town Centre

Community Centre

The new Lynn Creek Community Recreation Centre is located at 1401 Hunter Street in the heart of LCTC. The community centre is due to open in early 2024, with the building's internal fit-out currently underway. The 2,508 m² (27,000 sq. ft.) community centre was delivered in part, as the CAC for the "Hunter at Lynn Creek" development. Features of the community centre include:

- A full-sized gymnasium for basketball, volleyball, badminton, and pickleball;
- Automated book vending machine/express library operated by North Vancouver District Public Libraries (NVDPL);
- Community spaces, meeting rooms, 'living' room with seating areas, multi-purposes rooms, and a kitchen for gatherings and classes; and
- 37 childcare spaces for infants, toddlers, and 3 to 5 year-olds.



Figure 9: New Lynn Creek Community Recreation Centre

Transportation Infrastructure

LCTC is part of the regional Frequent Transit Network (FTN) with some of the best transit connectivity in the region, including direct access to downtown Burnaby and routes across the north shore. It is anticipated that Lynn Creek will continue to attract new residents and employment opportunities as a result. The current upgrades to Phibbs Exchange are an example of Lynn Creek's importance to regional transit connectivity, with future rapid transit connections close to LCTC also envisioned in the Regional Transportation Strategy: Transport 2050.



Figure 10: Artist Render of Green Spine Linear Park

The LCTC vision is to promote an efficient multi-modal transportation network with enhanced community connections. The Implementation Plan envisions improvements to the existing town centre road network, improved bus, cyclist and pedestrian connectivity through Lynn Creek, and measures to support reduced parking requirements. A list of the completed and in progress transportation infrastructure projects in Lynn Creek is included in **Attachment C**. The Seylynn Centre proposal includes the delivery of transportation improvements such as a land dedication and construction costs for build-out of the green spine between Fern and Hunter streets (Figure 10), a new internal north-south lane, and a dedicated bike lane along the site's Mountain Highway frontage.

Utility Infrastructure

Municipal water, drainage and sanitary systems are being upgraded to accommodate redevelopment in LCTC. Private development continues to deliver engineering servicing work in line with the Design Guidelines and Development Servicing Bylaw.

Childcare

In the Childcare Action Plan (CCAP), LCTC falls within the ‘Lower Lynn Neighbourhood’. There are currently five childcares in operation in this area. The Lower Lynn Neighbourhood currently has sufficient spaces for infant/toddler, and pre-school care, but has a need for additional school age spaces. The Fairborne site on Mountain Highway is anticipated to provide 80-100 spaces aimed at school age children, which is in addition to the 37 childcare spaces proposed in the new Lynn Creek Community Recreation Centre aimed at pre-school children.

The Seylynn Centre proposal includes a childcare, with details to be confirmed at the detailed application stage.

3. Urban Structure

The Lynn Creek Concept Plan (Figure 11) provides the approximate heights, form and location of future buildings in LCTC, with Figure 12 providing a conceptual model of the general urban structure envisioned. The Concept Plan contemplates the “heart” of the town centre along the Mountain Highway corridor, located generally between Hunter Street to the north and Crown Street to the south. Heights of buildings are envisioned to be the highest in the “heart” and to the north of the “heart”, with heights tapering down to both low and mid-rise building scale to the east and south. Commercial frontages are required along Mountain Highway.

The actual building heights and forms for a particular development site are determined at the time of redevelopment through applicable review processes. This includes referral to the Advisory Design Panel (ADP) and a review against both the Implementation Plan and LCTC Design Guidelines.

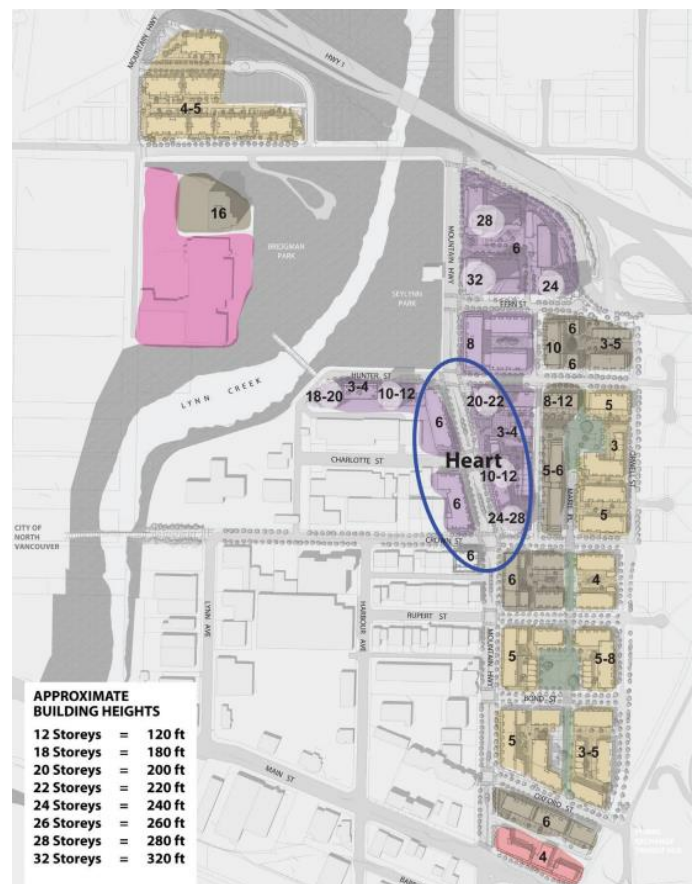


Figure 11: Lynn Creek Concept Plan

To date, approved building heights have broadly conformed with the envisioned urban structure, and where differences have been approved, Council have made those decisions based on the projects merits, including how successfully the project has demonstrated alignment with the overarching policy and design intent of LCTC, the nature of the community benefits provided (i.e., rental housing and social housing, and public amenities), and the ability for the project to appropriately mitigate development impacts.



Figure 12: Model of Lynn Creek Town Centre Urban Structure

PROPOSED DEVELOPMENT AT SEYLYNN CENTRE

The following section provides a high-level introduction to the applicant's latest concept proposal for Seylynn Centre (**Attachment A**), and includes a preliminary policy, design and transportation analysis. Note, staff have not undertaken a formal review of this proposal for Seylynn Centre, which represents the applicant's latest design approach for the site. A formal staff review will be undertaken as part of any future detailed application submission.

Background - 2017 Proposal

The Seylynn Centre site was the subject of a previous detailed application submitted in 2017 (PLN2017-00059). This application proposed a range of six to 19-storey buildings, including:

- 206 market rental units (50%)
- 42 non-market rental units (10%)
- 164 strata units (40%)
- Commercial space fronting Mountain Highway.



Figure 13: Previous Seylynn Centre proposal – view looking north-east from Mountain Highway

The building form and 2.9 Floor Space Ratio (FSR) previously proposed, generally conformed with the Lynn Creek Concept Plan, except for the 19 storey building fronting Hunter Street (Figure 13). This was presented to council at an Early Input Meeting on November 16, 2020. Following council feedback, the applicant decided to explore a substantively different design approach for the site, including an increase in density and building heights, and a different housing mix. The increased height and density are to support additional non-market student apartments and townhomes. The previous detailed application was closed on January 9, 2023.

Previous council feedback was mixed and included some openness to additional height, and design differentiation, while also highlighting housing mix and tenure, and wider town centre infrastructure considerations.

Site

The Seylynn Centre site comprises a total of 24 single-family lots and two areas of District-owned lane. The site is 12,741 m² (137,143 sq. ft.) in size and currently used as staging for the Apex tower on Fern Street and as a presentation centre on the eastern portion of the site. The site includes a north-south lane. All single-family homes that previously occupied the site were demolished in 2018.

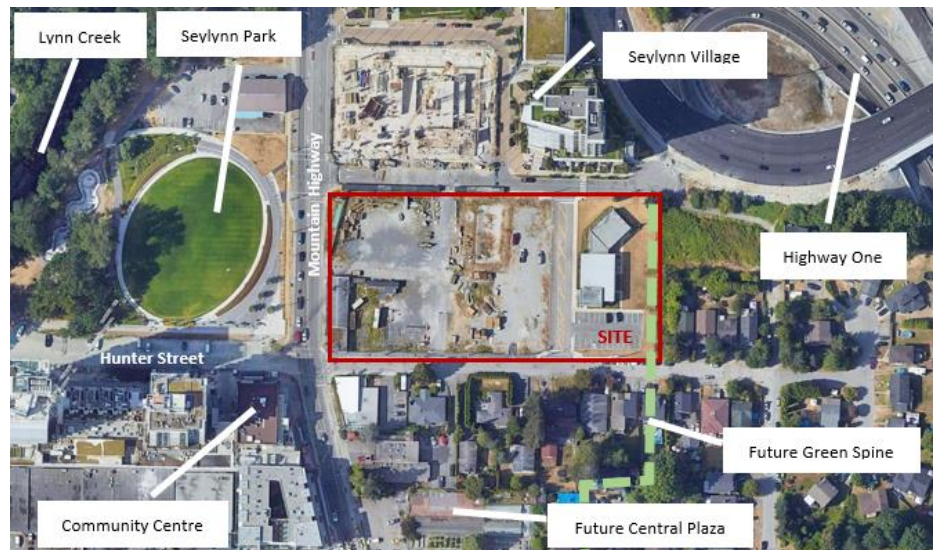


Figure 14: Seylynn Centre Aerial Map and Context Plan

To the north of the site across Fern Street, is “Seylynn Village” which includes four buildings ranging in height from six to 32 storeys. To the east is a future low-rise apartment development site, to the south across Hunter Street is the District’s existing assembly site (Fire Hall #2 and adjacent single-family lots), and to the west across Mountain Highway is Seylynn Park.

Project Description

The Seylynn Centre proposal includes a 22-storey tower and six-storey podium in the eastern portion of the site (“Phase 1”) and a 29-storey tower and six-storey podium in the western portion of the site (“Phase 2”). An FSR of 3.9 is proposed. Phase 1 includes market rental and non-market student housing units, while Phase 2 includes a strata units, live / work units and 1,656 m² (17,825 sq. ft.) of commercial floor space. A total of 632 units are proposed as outlined below:

	Studio	1-bed	2-bed	3-bed	4-bed	Townhome	Total
Strata	-	204 (61%)	103 (31%)	22 (7%)	-	5 (1%)	334 (53%)
Market Rental	-	82 (56%)	48 (33%)	16 (11%)	-	-	146 (23%)
Non-Market Rental - Student	30 (20%)	-	85 (56%)	-	25 (16%)	12 (8%)	152 (24%)
Total	30 (5%)	286 (45%)	236 (37%)	38 (6%)	25 (4%)	17 (3%)	632 (100%)

Figure 15: Proposed Seylynn Centre Housing Mix

The Seylynn Centre proposal includes a notable student housing component. A letter from the President of Capilano University is included in the applicant's covering letter (**Attachment A**). Details of future lease arrangements and rental subsidies have not yet been defined.

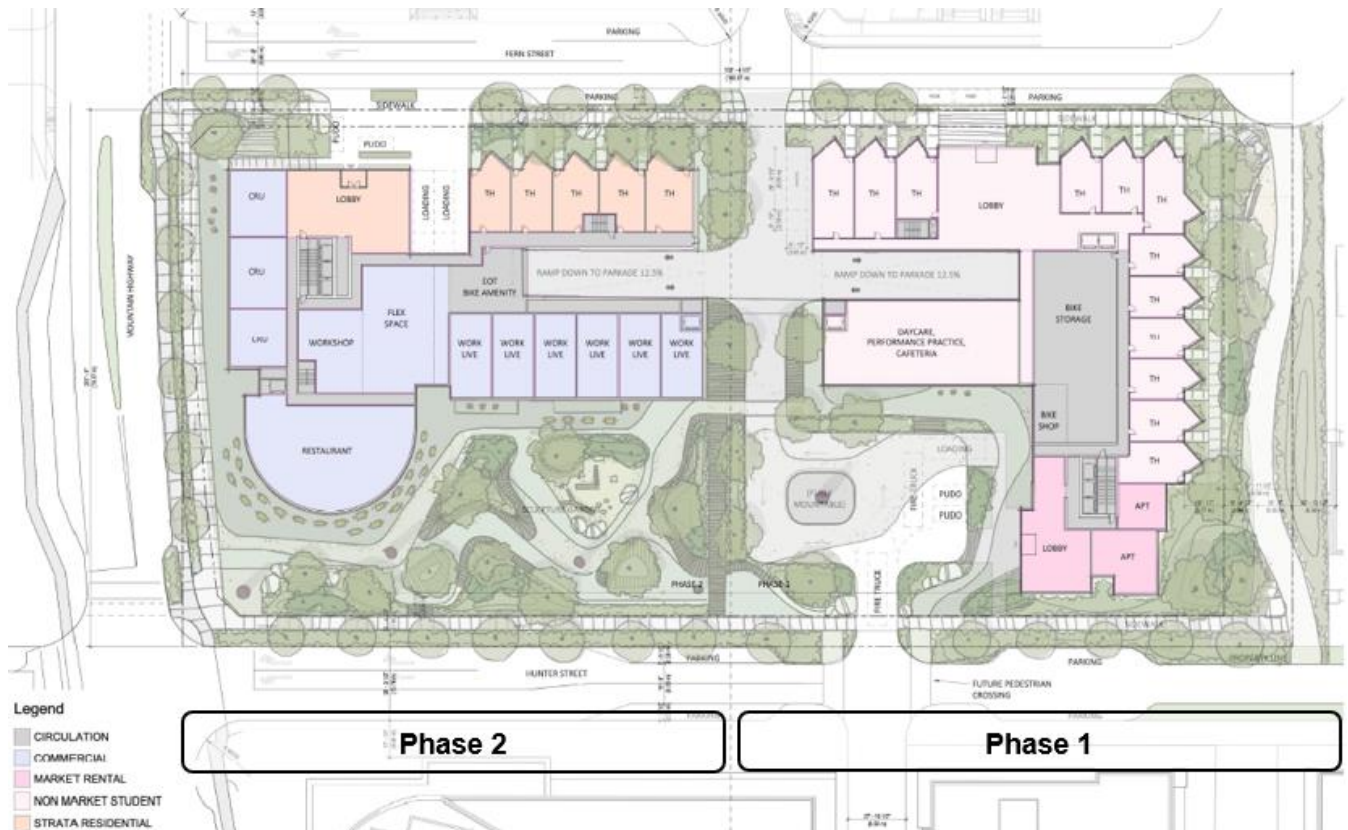


Figure 16: Seylynn Centre Site Plan including project phasing

The redistribution of density into high-rise building forms has resulted in a proposed building coverage of 42%, a notable reduction from the previous detailed application. As a result, a public plaza is now proposed within the southern portion of the site, along with north-south pedestrian connections via an internal lane and the green spine to the east. The public plaza includes public seating, play facilities, and extensive green landscaping. Integration into the LCTC public realm is under review at this early stage.

The proposal includes a private daycare, flexible / workshop space that is potentially linked to Capilano University, and live / work units. Further detail and definition of these uses and spaces will be required at the detailed application stage.

Vehicle and bicycle parking is proposed in a two-level underground parkade accessed via a new internal north-south lane, and a dedicated bicycle elevator. Preliminary parking numbers include a total of 597 vehicle parking spaces, as shown below, and 1,038 bicycle parking spaces.

	# Parking Spaces	Parking Ratio
Strata Residential	344	1.03 per unit
Market Rental	61	0.4 per unit
Non-Market (Student Housing)	120	0.8 per unit
Commercial	72	1 space per 23 m ²
Total	597	Res: 0.74 / Com: 1 per 23 m²

Figure 17: Proposed Parking Rate at Seylynn Centre

The proposal includes the following infrastructure upgrades, with the full scope to be confirmed at the detailed application stage:

- A 10 m wide dedication for the green spine, along with a construction cost contribution;
- A bike lane along the site's Mountain Highway frontage;
- A new north-south vehicular lane connecting Fern Street to Hunter Street in accordance with lane planning for LCTC; and
- Utility, sidewalk, and road upgrades, and street tree planting and landscaped boulevards;

The proposed green building measures for Seylynn Centre are summarized in **Attachment A**, with full details to be provided at the detailed application stage.

Preliminary Policy Assessment

The Seylynn Centre site has two OCP designations. The site's western portion is designated "CRMU3" which allows for mixed commercial and residential uses up to approximately 3.5 FSR, while the eastern portion is designated "RES6" allowing for multi-family residential uses up to approximately 2.5 FSR. This results in a blended density of 2.9 FSR.

The current proposal includes a density of 3.9 FSR, exceeding the site's envisioned density of 2.9 FSR, and the "CRMU3" land use designation which supports a density up to approximately 3.5 FSR. The applicant is seeking an OCP amendment for the additional density, with the provision of non-market student housing, which equates to 1 FSR and 24% of the proposal's residential component, provided in support of this request.

The proposed housing mix is a notable shift from the 2017 proposal. Figure 18 provides a comparison, showing a doubling of market strata units, a significant increase in non-market units and a reduction of market rental units as a proportion of the overall housing mix.

	2017 Proposal	Current Proposal	Variance
Market Strata	164 (40%)	334 (53%)	+ 170
Market Rental	206 (50%)	146 (23%)	- 60
Non-market Rental	42 (10%) Non-Market Rental	152 (24%) Student Housing	+ 110
Total	412	632	220

Figure 18: Current housing proposal compared to previous detailed application

Note, the non-market component in the previous detailed application was not for student housing, but for below-market rental units, with rents proposed to match the Metro Vancouver Median (CMHC Rental Market Survey) and target households with “low to moderate” income ranges. Feedback is sought from the Committee of Council on the housing priorities for this site.

Staff have not yet received specific details about the student housing component, aside from the applicant’s intention to secure a long-term lease with Capilano University as outlined in **Attachment A**. To better understand the student housing proposal, staff require details on:

- The specific student housing need on the north shore, including unit sizes, format and rents.
- The proposed leasing arrangement with Capilano University, including provisions should they decide not to renew at the end of their lease.
- The proposed non-market rents.
- The number of units provided at discounted rents and the eligibility criteria.
- The number of units guaranteed for students, and criteria for unrented units.
- The on-site amenities and services to support student housing.

Council feedback is welcomed on additional, or alternative affordable housing preferences, including, but not limited to non-market rental for anyone and affordable ownership models and rent-to-own options. **Attachment A** outlines some of the additional affordable housing options currently being explored by the applicant.

The applicant is exploring the provision of a publicly accessible arts centre as part of the proposal.

An art centre is not in the Implementation Plan as an identified community amenity for the town centre. Therefore, while the applicant can provide an art centre, it would not be considered a Community Amenity Contribution (CAC). Any future proposal would be subject to the District’s CAC Policy, and Council would have discretion on the allocation of future CACs.



Figure 19: Student housing on Fern Street looking west

Preliminary Urban Design Assessment

The proposed 22 and 29-storey towers adjacent to an onsite public plaza, represent a departure from the building heights and form envisioned for the site, which include heights ranging from six to 10-storeys, and a continuous residential edge along both Hunter and Fern streets, and commercial on Mountain Highway. While the proposed building heights exceed those envisioned, they are not contextually discordant in this part of the town centre, where the tallest buildings are anticipated in LCTC's urban structure vision. Adjacent building heights include:

- Seylynn Village to the north with building heights ranging from 26 to 32-storeys;
- Hunter at Lynn Creek to the south-west with a maximum building height of 27-storeys; and
- the District-owned Fire Hall #2 site to the south envisioned to have a minimum building height of 20 / 22-storeys.

Staff welcome the Committee of Council's feedback on the proposed building heights prior to addressing specific building form and siting concerns.

Given the site's proximity to Seylynn Park, the future Central Urban Plaza, and the Marie Place Neighbourhood Park, staff have questions about the design and utility of the proposed public plaza. Further design analysis is required to understand the impact of the public plaza on the hierarchy of open space in LCTC, and the wider design considerations for this and adjacent development sites.

The proposal includes internal and external amenity spaces for future residents, including rooftop gardens and patios. These approaches are generally supported in the Implementation Plan and are part of the site's broader range of green building and sustainability measures.



Figure 20: Proposed building heights and site layout



Figure 21: Proposed architectural form – view from Seylynn Park looking north-east

The incorporation of the LCTC Green Spine linear park along the eastern edge of the site is supported by the Implementation Plan and represents an important pedestrian and bicycle gateway into the town centre from the north.

Given that the application review is at an early stage, staff have yet to complete a formal design review of the current proposal. The Committee of Council's feedback, particularly on the proposed density and building heights, will enable staff to work with the applicant to address the range of design considerations presented by this proposal.

Preliminary Transportation and Parking Assessment

The Seylynn Centre proposal includes two-levels of underground parking accessed via the planned internal north-south lane. Design work and utility modelling is required to establish the viability of this approach, along with ensuring appropriate flood mitigation measures are in place in view of the Creek Hazard Development Permit Area Guidelines. Encroachment under the green spine to accommodate the parkade would not be supported by staff.

The proposed vehicle parking rate is below the base rate in the District's Alternative Vehicle Parking Rates Policy, although higher than the minimum rates supported with Transportation Demand Management (TDM) points. These rates reflect the site's transit-oriented location, and desire through TDM measures, to manage vehicular trip generation in the LCTC. While full details of the TDM measures are to be confirmed at the detailed application stage, the applicant has indicated the intention to comply with the District's Electric Vehicle Charging Infrastructure Policy, and Bicycle Parking and End of Trip Facilities Policy. Staff will continue to work with the applicant to explore alternative vehicle parking rates and TDM measures.

The LCTC Multi-Modal Study published in March 2021, identifies off-site road upgrades and signalization requirements for the Mountain Highway corridor in support of the Implementation Plan's vision for Lynn Creek. This study was based on population, household, and employment projections for 2035 and 2050. As an OCP amendment is proposed for a significant uplift in anticipated site density, a Transportation Impact Assessment (TIA) will be required to assess the proposal's impacts on the current and future LCTC road / transportation network, and the recommendations and projections of the LCTC Multi-Modal Study.

The Engineering and Transportation Departments have yet to formally review the proposal. A review of the parkade and north-south lane design, parking rates, site servicing, required off-site infrastructure, and construction traffic management measures to address construction phasing, will be undertaken at the detailed application stage.

Public Input

As this is not yet a formal application, no Public Information Meeting (PIM) has been held for the current proposal. At the detailed application stage, both an in-person and virtual PIM will be required.

Next steps

Input provided by the Committee of Council will be shared with the applicant to assist in the preparation of a detailed application submission. Following submission of an application, a PIM will be scheduled, and staff will evaluate the proposal and public input received prior to forwarding the project and associated bylaws to Council for consideration.

CONCLUSION

The information in this report was prepared to provide information to council regarding development in the LCTC and to seek council's early input on the proposed development at Seylynn Centre.

OPTIONS

1. THAT the June 9, 2023 report of the Development Planner entitled Seylynn Centre Application Update and Lynn Creek Town Centre Context, is received for information;
or
2. That alternative direction is provided.

Respectfully submitted,



Andrew Norton
Development Planner

Attachments:

- A. Applicant's Covering Letter and Drawing Package
- B. Staff Slide Presentation
- C. Lynn Creek Development Project Details

REVIEWED WITH:					
<input type="checkbox"/> Community Planning		<input type="checkbox"/> Clerk's Office		External Agencies:	
<input type="checkbox"/> Development Planning		<input type="checkbox"/> Communications		<input type="checkbox"/> Library Board	
<input type="checkbox"/> Utilities		<input type="checkbox"/> Finance		<input type="checkbox"/> NS Health	
<input type="checkbox"/> Engineering Operations		<input type="checkbox"/> Fire Services		<input type="checkbox"/> RCMP	
<input type="checkbox"/> Parks		<input type="checkbox"/> ITS		<input type="checkbox"/> NVRC	
<input type="checkbox"/> Environment		<input type="checkbox"/> Solicitor		<input type="checkbox"/> Museum & Arch.	
<input type="checkbox"/> Facilities		<input type="checkbox"/> GIS		<input type="checkbox"/> Other:	
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<input type="checkbox"/> Review and Compliance		<input type="checkbox"/> Bylaw Services			
<input type="checkbox"/> Economic Development		<input checked="" type="checkbox"/> Planning	JP		

June 12, 2023

Mayor and Council
District of North Vancouver Municipal Hall
355 W Queens Rd
North Vancouver, BC
V7N 4N5

Re: Rezoning and Official Community Plan Amendment for 1505-1571 Fern Street, 520-540 Mountain Highway, 1514-1568 Hunter Street (Seylynn Centre)

Dear Mayor and Council,

On behalf of Denna Homes, I am pleased to provide you with this introductory letter regarding our proposal for 1505-1571 Fern Street, 520-540 Mountain Highway, and 1514-1568 Hunter Street. We are seeking a Rezoning and an Official Community Plan amendment to accommodate a mixed-use development that includes non-market housing in partnership with Capilano University, market rental housing, owned housing, commercial space, publicly accessible open space, a bike maintenance facility, an arts and culture space, pedestrian and cycling improvements, an extension to Seylynn Crescent through our site, and the extension of the green spine. Specifically, we are seeking a total Floor Space Ratio (FSR) of 3.9, 1.0 FSR of which is allocated to non-market housing. Please refer to the following pages for more information on our proposal.

Our Proposal Evolution

Big Moves

Our proposal has evolved significantly since 2017. Based on input from Council at our November 2020 Early Input Meeting and the current and anticipated market conditions, we have made the following big moves to further support a complete and vibrant community in Lynn Creek Town Centre:

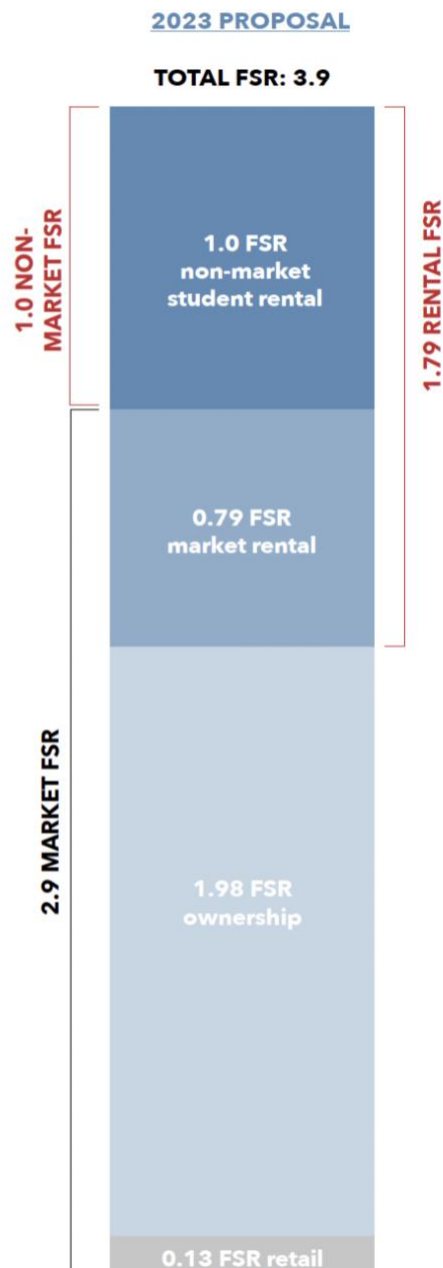
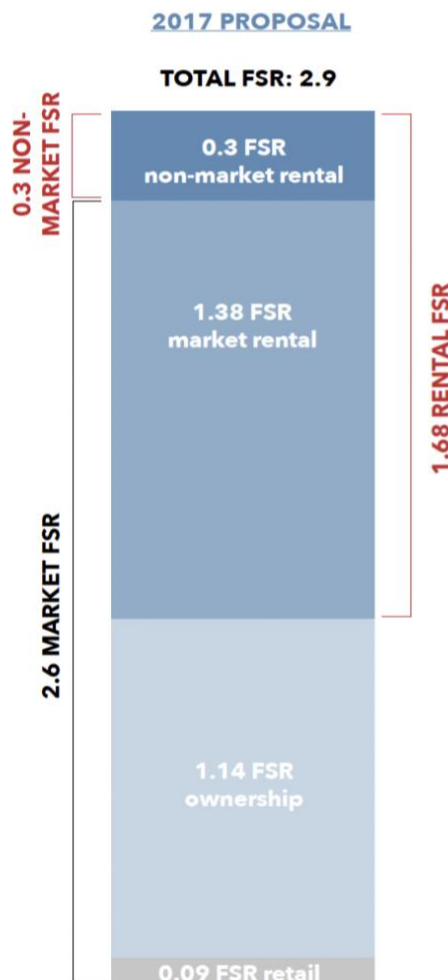
- **Increased the non-market housing density from 0.3 FSR to 1.0 FSR, from 42 to 140 homes** (now 26% of the total proposed density)
- Established a **partnership with Capilano University** to provide them with non-market homes (300 - 500 beds)
- **Increased publicly accessible open space** (which will be privately maintained) including a sculpture garden
- **Exploring options for live/work space** as well as a **childcare facility**
- Provided a **publicly accessible art and culture space** to serve the community
- Provided a **bike maintenance facility** for residents and employees to support cycling in the community
- **Exploring more affordable ownership options** through the provision of smaller homes which are more affordable for the missing middle generation, homes through the Affordable Home Ownership Program (AHOP) with BC Housing, and homes for first responders with no down payment

Remained the Same

The following items have remained from our 2017 proposal as we heard there was Council support for these items:

- **Market rental homes** (20% of the total proposed density)
- **Owned homes** (51% of the total proposed density)
- **Small scale retail fronting Mountain Highway** to support the local business community and help attract more small businesses to the area (3% of the total proposed density)
- **New extension to Seyllynn Crescent on our site** (between Hunter St and Fern St) to improve neighbourhood connectivity
- **Green spine on the eastern edge of the site** to support cycling and pedestrian connections (entire pathway to be built as part of the Denna open space improvements)
- **Pedestrian and cycling improvements** along Mountain Highway, Fern St, Hunter St, and the Green Spine

This image illustrates the evolution from our 2017 proposal to our 2023 proposal, noting the substantial increase in non-market FSR.

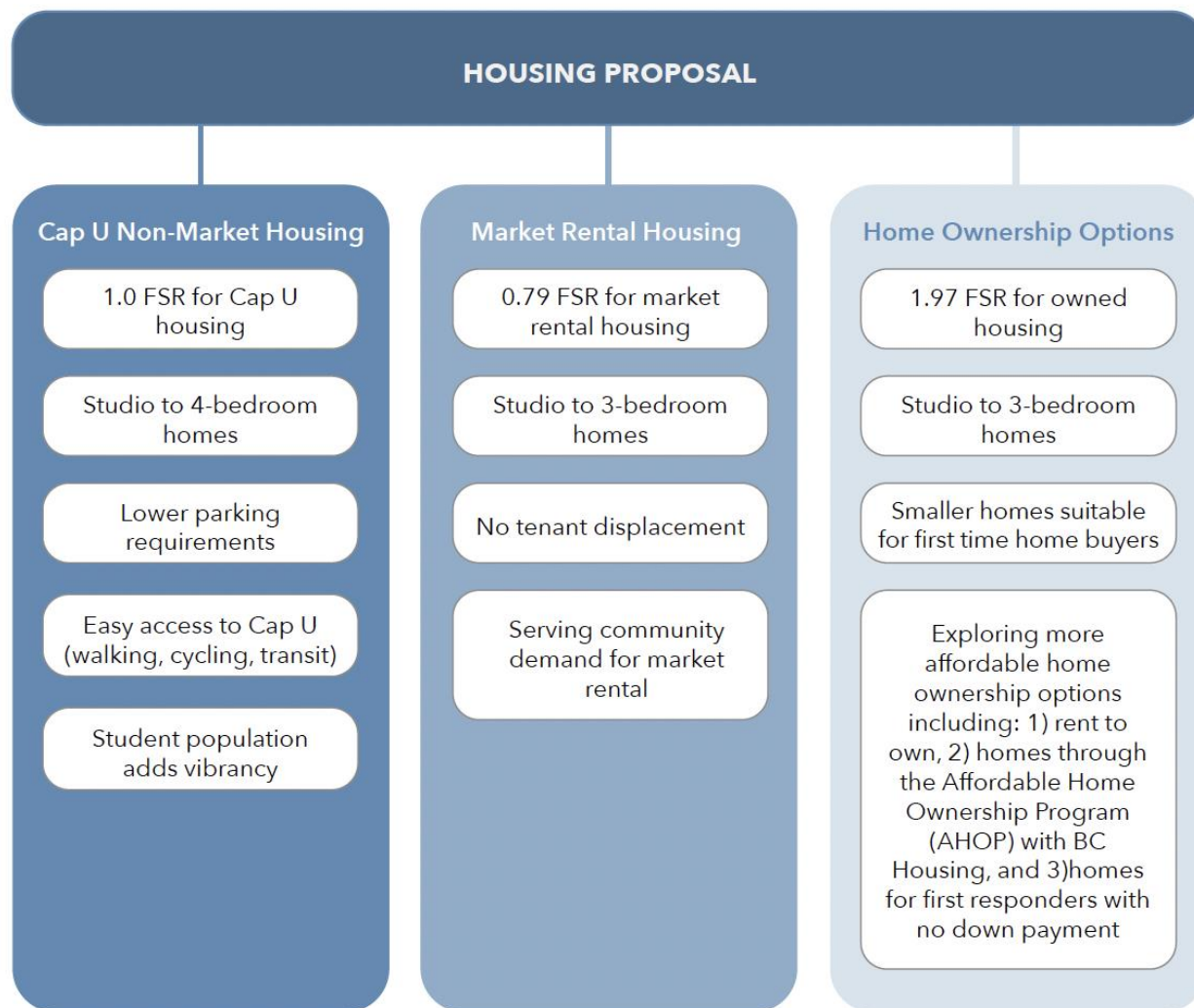


Housing Proposal: Partnership with Capilano University

We have a letter from President Paul Dangerfield of Capilano University indicating their interest is obtaining up to 500 beds of housing for Students; provincial support funding is based on individuals (bed count results). If Council is agreeable and this project proceeds to approval, our current agreement is entering into a long-term lease for a portion of the eastern building on the Seylynn Centre site to Capilano University; the proposal currently being developed will be for studio to four-bedroom apartment homes to be occupied by students in studio. The non-market housing and other spaces, not yet determined, that might be desirable for residents and others (a daycare for example) will be operated Capilano U within Provincial regulations. President Dangerfield, Mayor Little and the GM of Planning have already met so that this proposal can be more thoroughly understood by the District.

Capilano University and Denna hope to be able to respond thoroughly to questions that Council may have. And we look forward to working through the upcoming application process that will result in a large percentage of students looking for housing near the Campus to have it with the first phase of our Seylynn Centre development. **Please refer to the attached letter from President Dangerfield outlining their interest in and support for this housing partnership.**

The image below provides a summary of our housing proposal, noting the Cap U non-market component.



Response to Council Priority Actions as Identified in the Targeted Official Community Plan Review Action Plan (2021 – 2030)

We believe our new application responds to the following priorities identified by Council in 2021, and we understand that these continue to remain priorities for the current Council.

PRIORITY ACTION #1: Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space

- ***Our goal is to support a complete and vibrant community in Lynn Creek Town Centre. Our proposal supports all of the elements of this key priority action. We are proposing a mixed use development with a range of housing options (both in terms of affordability and size), that is walking distance to rapid transit, well-connected to cycling and pedestrian networks, and includes a range of public benefits.***

PRIORITY ACTION #2: Advocate for infrastructure and service improvements, such as Rapid Transit, to get our key transportation networks moving better AND

PRIORITY ACTION #4: Make transit faster and more reliable on our major routes

- ***Our proposal is walking distance to the Phibbs Exchange Rapid Transit Hub. Research has shown that easily accessible and convenient transit increases ridership. And increasing ridership creates a strong case for more frequent service. Our goal is to support rapid transit use in every way we can.***

PRIORITY ACTION #3: Prioritize rental, social, and supportive housing projects to increase the range of housing options AND

PRIORITY ACTION #5: Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres

- ***Our goal is to provide housing along the continuum within the Lynn Creek Town Centre. This includes a range of affordability and size options to suit people at all ages and stages of life. In summary, our proposal includes 3 key housing components: non-market housing for Cap U, market rental housing, and condo housing. Our homes range in size from studio to 4-bedroom. We are exploring a range of opportunities to provide even deeper affordability, such as the Affordable Home Ownership Program (in partnership with BC Housing), rent to own, and homes for first responders with no down payment.***

PRIORITY ACTION #6: Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle

- ***Our proposal includes an extended green spine connection along the eastern edge of our site, as well as cycling and pedestrian improvements on Fern Street, Mountain Highway, and Hunter Street. We are also well-connected to the existing Spirit Trail network. Additionally, we are proposing a range of cycling amenities, including end of trip facilities, bike storage, and cycling maintenance facilities, all of which would be accessible by residents and employees.***

PRIORITY ACTION #7: Strengthen the resiliency of natural and built environments to adapt to a changing climate AND

PRIORITY ACTION #8: Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency

- ***Our goal is to mitigate climate impacts wherever possible. Our current proposal will conduct a Life Cycle Assessment, zero carbon heating and hot water systems, integrated rainwater management, and rooftop gardens and landscaping to reduce our impact. Additionally, the proposal includes several transportation demand measures to support alternative modes of transit.***

Policy Context

Our proposal seeks to support the goals and priorities of the following policies:

- Official Community Plan
- Lower Lynn Town Centre Implementation Plan
- Lynn Creek Public Realm Guidelines
- BC Energy Step Code 4 for residential development
- Rental and Affordable Housing Strategy
- Climate Ready Rezoning Policy
- Bicycle Parking and End-of-Trip Facilities Policy
- Alternative Vehicle Parking Rates Policy

Please do not hesitate to contact me if you require additional information. We trust that this package provides sufficient information to proceed with arranging a Council workshop in May 2023. We look forward to working with you and Council to complete this exciting project.

Regards,



Richard White, FCIP RPP

Enclosed: Letter from President of Capilano University, Paul Dangerfield



March 10, 2023

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

Dear Mayor Little and Councillors:

RE: Capilano University Housing at Seylynn Centre, 500 Block Fern and Hunter Street

I know that for many of us, housing on the North Shore has been a growing concern, and I applaud recent steps Mayor and Council have taken to move new housing projects forward. At Capilano University, we've been looking at ways to contribute to solutions, including our recently-announced on-campus student housing scheduled to be completed in 2025. We're pleased to share information with you on a new opportunity that would bring more housing to the District of North Vancouver and benefit the community.

Capilano University and Denna Homes are exploring an opportunity for off-site housing for Capilano University students and employees. The Denna Homes project will require District of North Vancouver council approval and we welcome any feedback you might have on the project.

The University is focused on the idea of a university village, "CapU Village", that was first socialized to District of North Vancouver council members in 2019 during a visit to the University. We have a vision of the University being integrated into the community, providing facilities and amenities for athletics and entertainment that would benefit the District of North Vancouver and the University communities. We picture our students living in affordable housing, both on- and off-campus within the area, and finding gainful employment with small businesses while they complete their studies. We also hope to see University employees relocating to the District of North Vancouver, finding housing opportunities and a thriving community.

As you may know, the University announced provincial funding for a new 360-bed on-campus student housing facility set to open in 2025. The District of North Vancouver has been a great supporter of this project, and we appreciate your work to help us move this forward.

We know that our current plans, including other developments, will not be enough to meet the high and growing demand for student housing. To bring more housing to our campus community, the University continues to explore pursuing additional funding through the Province for on-campus housing and working with local developers interested in providing housing for students.



Denna Homes has presented an opportunity for Capilano University to provide housing for students in the Seylynn Centre development which we believe would support the housing goals for the District. The Seylynn Centre is in a great location because it's on the edge of the University area and could provide housing within walking and biking distance of the campus, reducing traffic congestion and supporting environmental sustainability.

The project being explored may provide up to 500 beds that would push us over the 800-bed mark for students. This would free up affordable employee housing, gain up to 500 employable students for North Shore Businesses, and reduce the number of students and employees commuting over the bridge. High-level discussions with Denna Homes to date have focused on the operating model, the type of housing to be provided, and affordability for students.

In the coming months, we look forward to sharing more information as we delve further into the details of the Seylynn Centre housing opportunity. We look forward to hearing any initial feedback you may have and are available to talk and answer any questions.

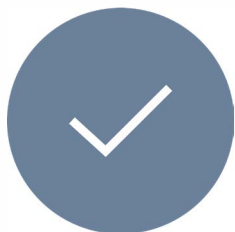
Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Dangerfield', is written over a light blue circular stamp.

Paul Dangerfield
President and Vice-Chancellor

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OVERVIEW OF PUBLIC BENEFITS



✓ NO TENANT DISPLACEMENT

The site is currently unoccupied, and the proposal will not result in any tenant displacement.



✓ AFFORDABLE HOUSING FOR CAP U

Below-market rental housing designed specifically for Cap U, focusing a higher proportion of affordable housing in designated growth areas.



✓ MARKET RENTAL HOUSING

Homes ranging from studio to 3-bedroom, providing a wide range of multifamily housing sizes, with units suitable for families to smaller apartment units, serving community demand.



✓ ARTS & CULTURE SPACE

A public space operated by a not for-profit or Capilano University, creating a new dedicated arts & culture space on the north shore.



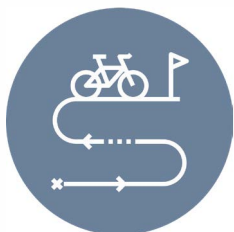
✓ RETAIL SPACE

Thoughtfully located small-scale retail, restaurant, and office space to support pedestrian activity and street vibrancy and maximize transit and pedestrian access for employees and customers.



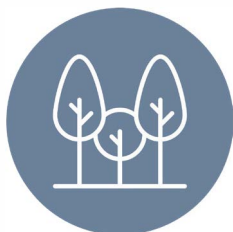
✓ RANGE OF MORE AFFORDABLE HOME OWNERSHIP OPTIONS

A diverse mix of homes, such as smaller homes suitable for first time home buyers, exploring programs such as 1) rent to own homes, 2) homes through the Affordable Home Ownership Program (AHOP) with BC Housing, and 3) homes for first responders with no down payment.



✓ CYCLING & PEDESTRIAN BENEFITS

New cycling and pedestrian connections, including a new northbound protected bike lane on Mountain Highway and an extension to Seylynn Crescent through our site, creating safe cycling and walking environments.



✓ NEW PUBLICLY ACCESSIBLE OPEN SPACE

A publicly accessible green space and sculpture garden, providing a calmer more reflective counterpart to the more active Seylynn Park, and connecting the green spine.



✓ STREET IMPROVEMENTS

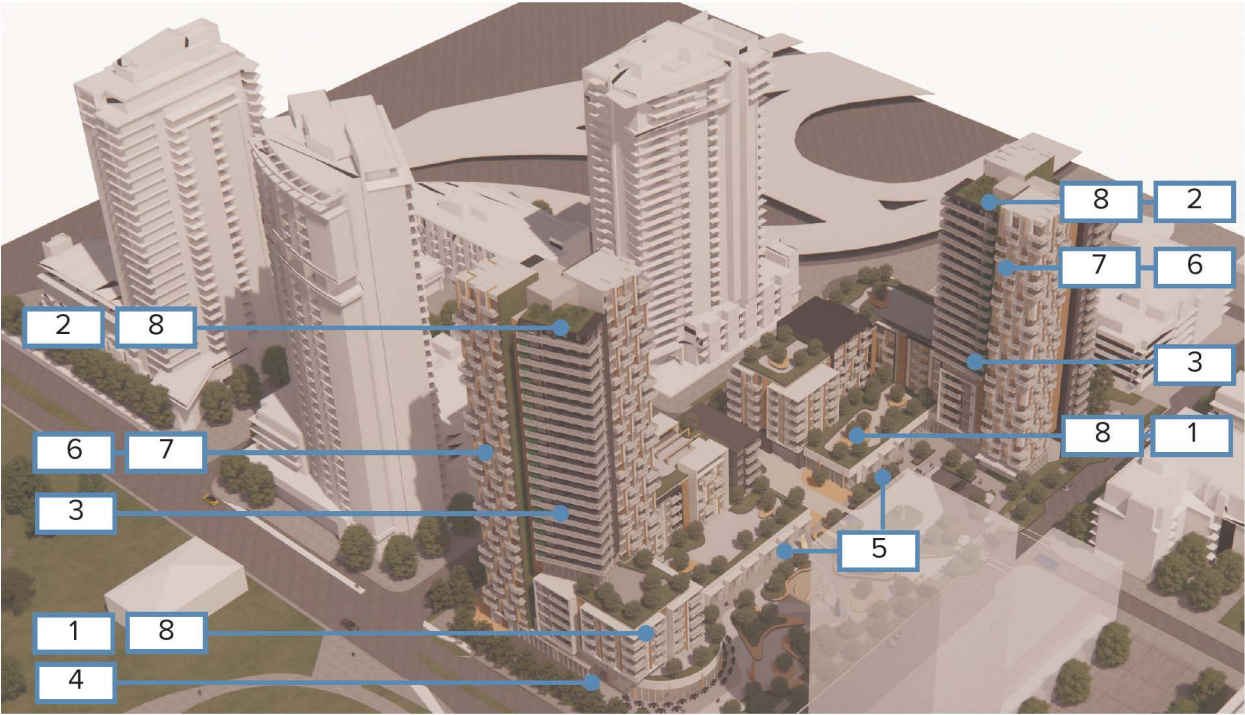
Additional road dedication on Mountain Highway to create a more complete street and improve bus stop infrastructure, sidewalk and boulevard improvements on Fern and Hunter Streets, as well as an extension to Seylynn Crescent through our site.



✓ COMPLETING THE GREEN SPINE

A new and complete green spine pathway along the eastern edge of the site to support cycling and pedestrian connections (entire pathway to be built).

SUSTAINABILITY FEATURES



SUSTAINABILITY FEATURES

- 1 Extensive Green Roofs and Landscape Roof Deck
- 2 Increased Thermal Performance for Roof Areas
- 3 Horizontal elements to provide solar shading
- 4 Canopies for shading
- 5 Natural daylight
- 6 Vertical shading
- 7 Energy efficient lighting and controls
- 8 Storm-water management
- 9 Transportation management

1. LIFE CYCLE ASSESSMENT



The project will commit to the Life Cycle Assessment to limit our impact on the environment and support reduction of embodied carbon with sustainable decisions regarding design and development.

2. ZERO CARBON HEATING AND HOT WATER SYSTEMS



The development will use heat pumps for heating and hot water. We are committed to zero operation carbon.

3. INTEGRATED RAINWATER MANAGEMENT



The development will utilize green roofs, absorbent landscaping, rainwater detention tanks, flow control devices, and mechanical treatment units to support natural infiltration and limit impact on the storm-water system.

4. ROOFTOP GARDEN AND LANDSCAPING



On the ground level, this project will include a range of soft landscaping, rain gardens and street trees that act as rainwater management amenities. In addition, native tree and plant species will be used, mimicking natural processes, and enhancing the site's special place within the larger green network. Accessible and inaccessible building rooftops will maximize water retention at the source through green roofs and rooftop gardens.

5. TRANSPORTATION



The development is well served by transit, cycling, and pedestrian connections; it is anticipated that future users will rely on these methods for daily transportation needs. Additionally, secured bike storage, a dedicated bike elevator, a bike repair stand, and a bike wash station will be provided with the goal of supporting cycling for daily transportation needs. Lastly, electric vehicle charging infrastructure will be provided on site, and the development will promote low carbon vehicles and car-share networks.

6. SOCIAL SUSTAINABILITY



The project will include different indoor and outdoor amenity spaces for resident and students, including accessible common spaces, the arts and culture space, and the bike hub. It is anticipated that these amenities will create opportunities for future residents to connect, further strengthening a vibrant sense of community.

DESIGN CONCEPT



LOOKING NORTH FROM HUNTER STREET

DESIGN CONCEPT



VIEW FROM SEYLYNN PARK



DESIGN CONCEPT



LOOKING EAST, WITH SEYLYNN PARK IN THE FOREGROUND



DESIGN CONCEPT



LOOKING SOUTH EAST MOUNTAIN HIGHWAY AND FERN STREET



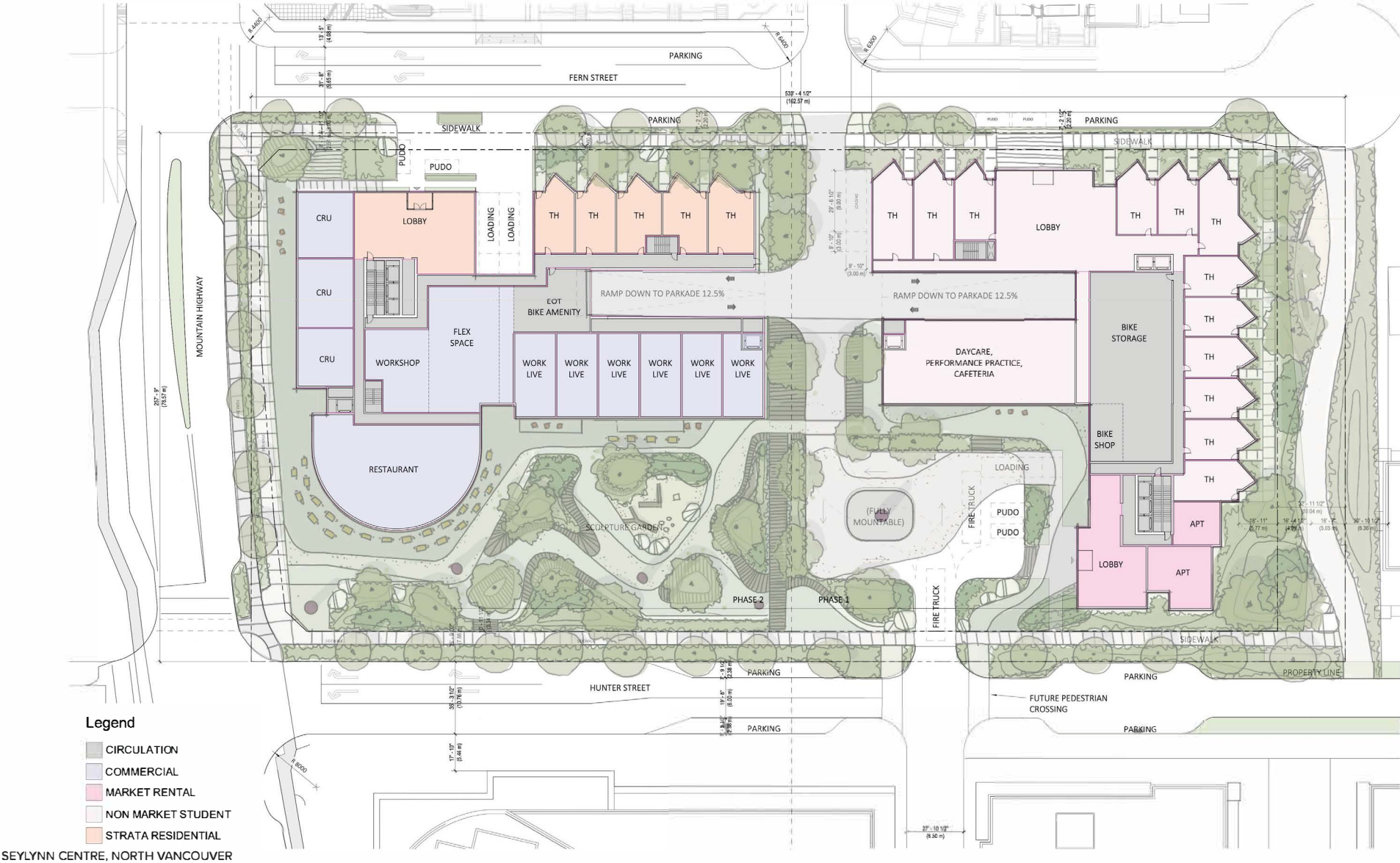
DESIGN CONCEPT



LOOKING SOUTH WEST FROM FERN STREET AND PROPOSED GREEN SPINE



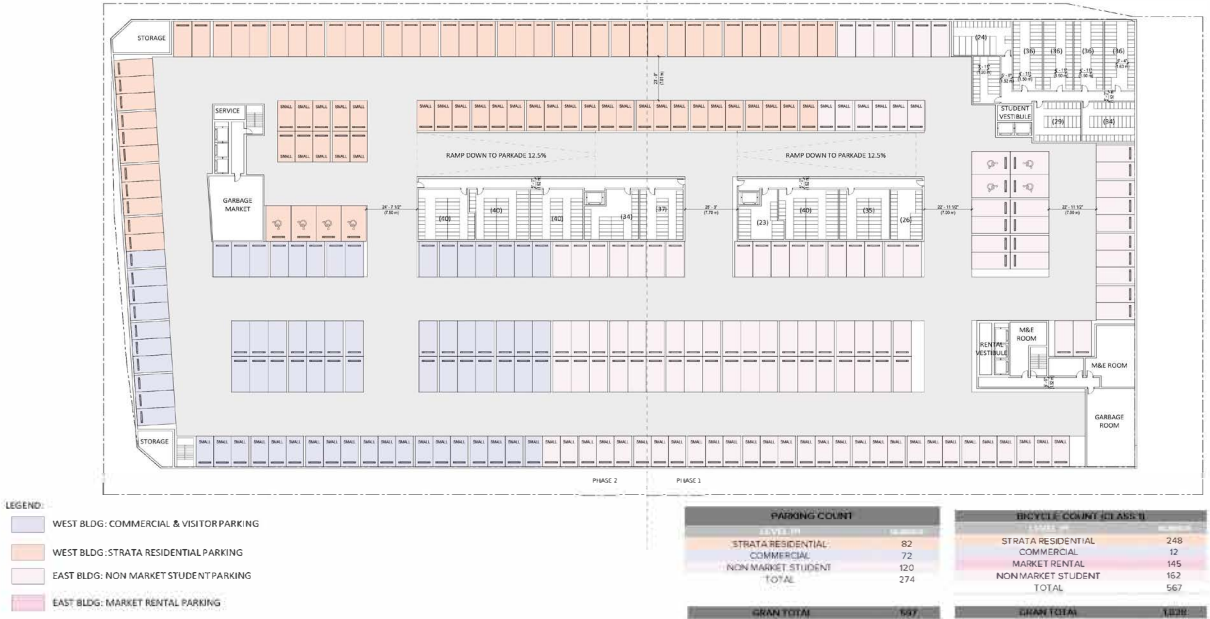
SITE PLAN



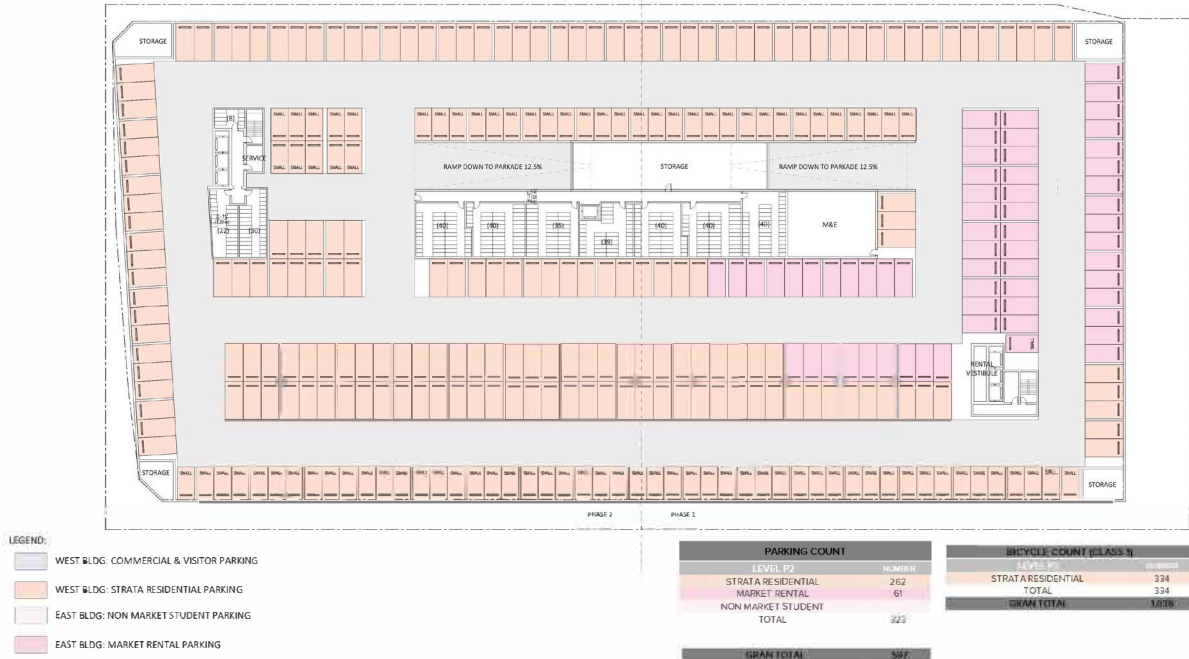
PARKING PLANS

- ✓ approximately 600 stalls on 2 contiguous parking levels
- ✓ minimum parking ratios applied
- ✓ requires extension of SeyLynn Crescent as a private road on a Statutory Right of Way

P1



P2

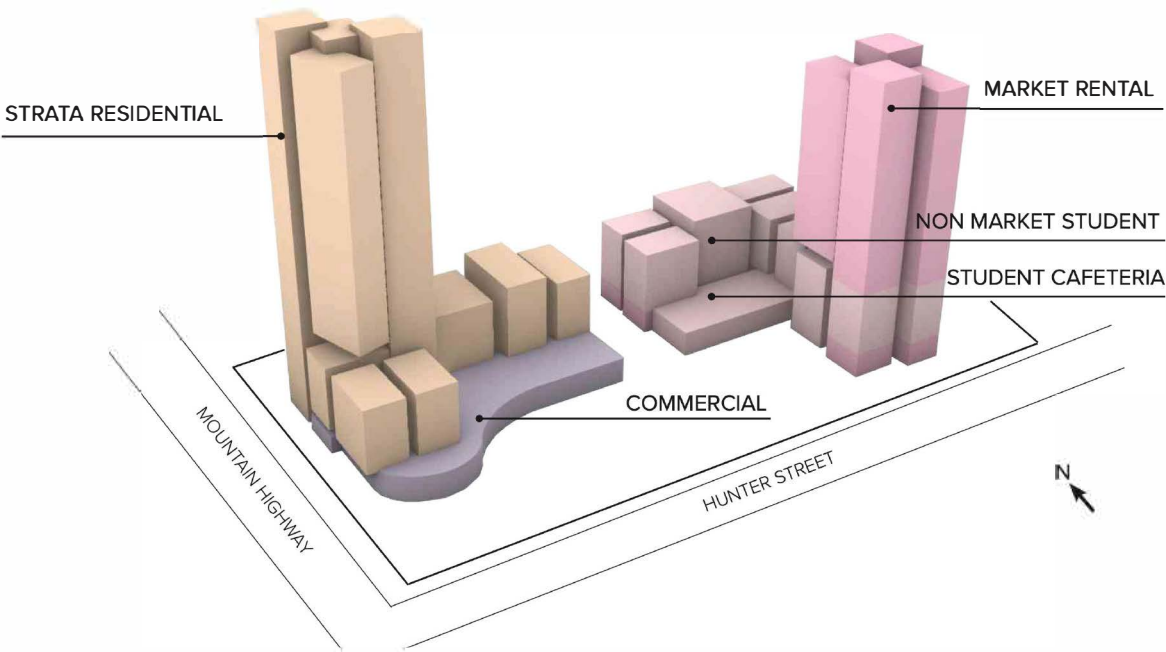


SITE AREA

GROSS SITE AREA = 12,740.92 m²

PROPOSED FSR

	GROSS AREA m ²	FSR
COMMERCIAL	1,656.32	0.13
STRATA RESIDENTIAL	25,227.01	1.98
MARKET RENTAL	10,065.32	0.79
NON MARKET STUDENT	12,740.92	1.00
TOTAL	49,689.57	3.90



UNIT MIX

TOTAL UNIT MIX						
	STUDIO	1 BED	2 BED	3 BED	4 BED	TOWNHOME
STRATA RESIDENTIAL		204 61%	103 31%	22 7%		5 1%
NON MARKET STUDENT	30 19.74%		85 55.92%		25 16.45%	12 7.89%
MARKET RENTAL		82 56%	48 33%	16 11%		
TOTAL	30 5%	286 45%	236 37%	38 6%	25 4%	17 3%

BUILDING COVERAGE

TOTAL BUILDING AREA = 5,338 m²

BUILDING COVERAGE = 42%

PARKING STATS

TYPE	PARKING		BIKE (CLASS 1)	
	REQUIRED	PROVIDED	REQUIRED	PROVIDED
STRATA RESIDENTIAL	347	344	582	582
COMMERCIAL	72	72	12	12
MARKET RENTAL	65	61	145	145
NON MARKET STUDENT	119	120	281	299
TOTAL	603	597	1,020	1,038
Structural reduction (Exit stair and columns)		-10		
GRAND TOTAL		587	1,020	1,038



Seylynn Centre Application Update & Lynn Creek Town Centre Context

Council Workshop

June 26, 2023

Lynn Creek Town Centre

- Housing Development
 - Estimated 3,000 new units by 2030
 - Since 2011, 2,245 residential net new units, approximately 75% of the anticipated demand
- Commercial and Industrial Development
 - Estimated 170,000 sq. ft. new commercial space by 2030
 - Since 2011:
 - 7,072 sq. ft. net new commercial space, approximately 4% of the anticipated demand.
 - Net loss of light industrial space.

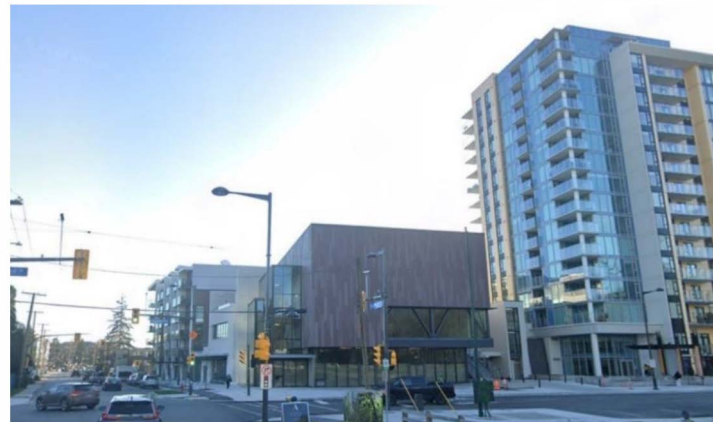


Lynn Creek Town Centre

- Community Amenities and Infrastructure
 - Open space improvements
 - Infrastructure improvements



Lynn Creek Bridge – Spirit Trail

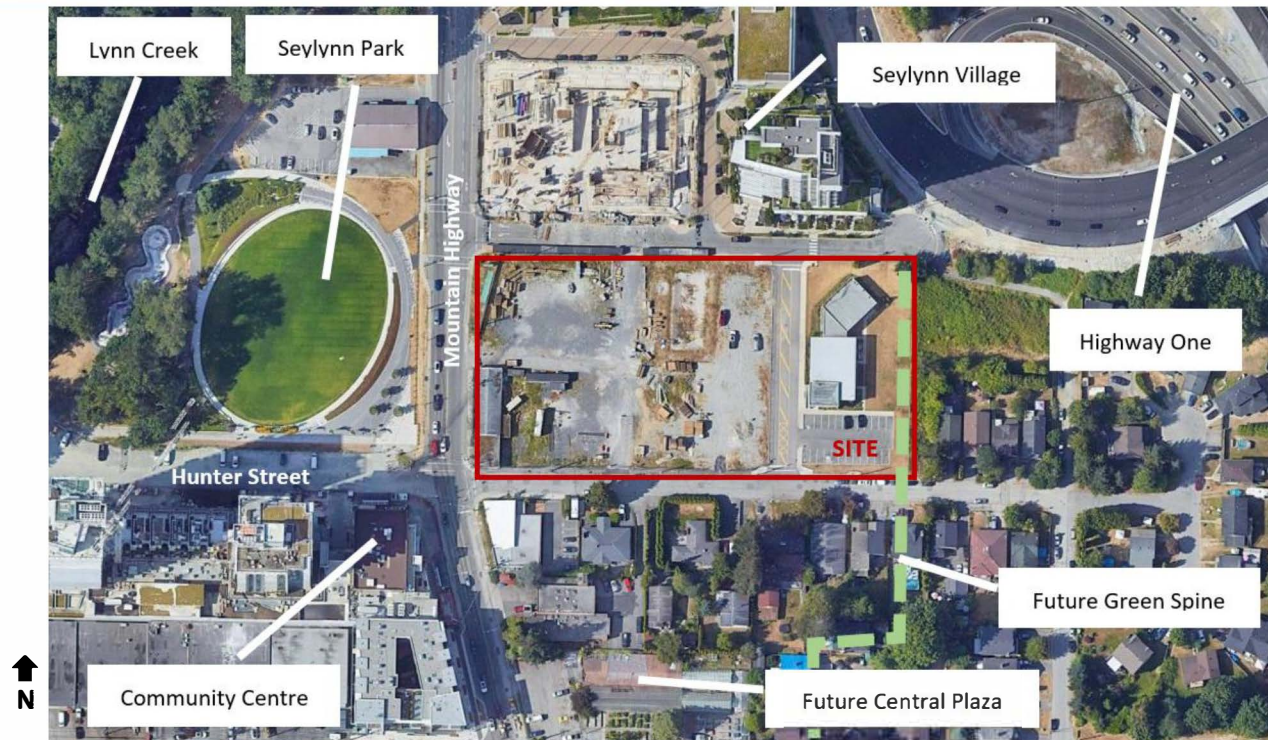


Lynn Creek Community Recreation Centre



Lynn Creek Green Spine

Seylynn Centre

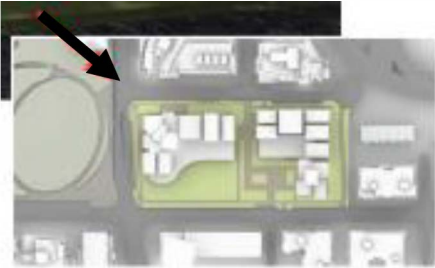


Seylynn Centre



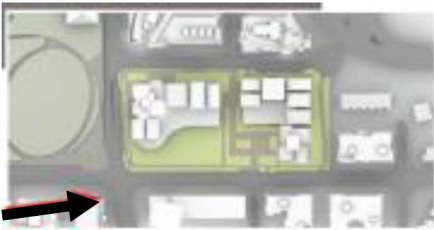
Seylynn Centre

Design concept: looking southeast
from Seylynn Park



Seylynn Centre

Design concept: looking
northeast from Hunter Street



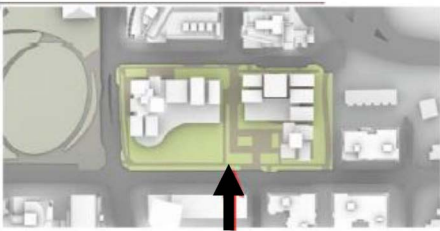
Seylynn Centre

Design concept: Looking
northeast aerially



Seylynn Centre

Design concept: looking north from Hunter Street





Thank you

Lynn Creek Development Projects

Approved / Occupied Residential Development:

The following table shows all net new approved/occupied housing projects (approved through rezoning) in the Lynn Creek Town Centre broken down by tenure.

Project Name	Address	Status	Social Housing (Rental)	Market Housing (Rental)	Market Housing (Ownership)	Net Total
			Unit Count			
Oxford Flats	1561-1571 Oxford Street	Occupied		98	-4	94
Seylynn Village	650 Mountain Highway, 680 Seylynn Crescent and 1500-1550 Fern Street	Part Occupied / Construction	70		693	763
Sanford Housing Society	267-271 Orwell Street	Under construction	90		-2	88
Brooklynn Living	467 Mountain Highway	Occupied			63	63
Crown Street Apartments	1519 Crown Street	Occupied			44	44
Hunter and Lynn Creek	1401-1491 Hunter Street	Occupied			326	326
Oxford Adera	1550 Oxford Street	Occupied		88	-2	86
The 1515	342 Mountain Highway	BP			21	21
The Two Twenty	220 Mountain Highway	BP	6	134	-6	134
Fairborne Homes	1510 Crown Street	DP	45	170	200	415
Fairborne East	405 Marie Place	DP			129	129
Baron	1565-1589 Rupert Street	Approved	19	76	-5	90
Creekstone Care Centre	1526 Oxford Street	Approved			-8	-8
Total			230	566	1,449	2,245
Creekstone Care Centre *	1526 Oxford Street	Approved	150	30		180

* Note, care beds at Creekstone Care Centre have been separated from the net new unit total for clarity. The care centre replaced 8 units. This has been accounted for under a separate line in the unit count.

In-Stream Development:

The following table below shows all in-stream* applications in the Lynn Creek Town Centre broken down by tenure.

Project Name	Address	Status	Social Housing (Rental)	Market Housing (Rental)	Market Housing (Ownership)	Net Total
			Net Unit Count			
Pure Living	1541-1557 Bond Street	Rezoning	6	59	-4	61
	1504, 1508 & 1516 Rupert Street	Preliminary	-	70	-3	67
Lynn Crown Apartment	1547-1599 Crown Street	Preliminary	9	76	-5	80
	1553-1595 Hunter Street and 489 Marine Place	Preliminary	-	92	80 (-8)	164
Seylynn Centre	1505-1571 Fern Street, 1514-1574 Hunter Street, and 520-540 Mountain Highway	Early Input	152	146	334 (-22)	610
	1578-1590 Hunter Street	Preliminary	9	80	(-4)	85
Total			176	523	368	1,067

* "In-stream" applications include all rezoning applications that were submitted to the District, but had not received Council approval, nor been withdrawn by the applicant. These include preliminary and detailed rezoning applications, as well as applications between these stages.

In-Stream Development Updates:

The following table provides an update on the in-stream projects in the Lynn Creek Town Centre.

Address	Project Summary
1510 Crown Street (Fairborne) *	Rezoning was approved by council on July 4, 2022. The project includes 420 homes (205 owned, 170 market rental, and 45 non-market rental) and 2,304 m ² (24,800 sq. ft.) of commercial space, in buildings ranging from 7 to 24 storeys. A development permit is currently under staff review.
1541-1557 Bond Street	A rezoning and development permit application for 65 rental units (59 market and six non-market) in a six-storey building. This application went before council for consideration of Bylaw Introduction on May 15.
1504-1516 Rupert Street	A preliminary application was submitted in December 2021 for a six-storey rental building including 70 units, with an undisclosed number of below-market units. A detailed application is expected in 2023.
1578-1590 Hunter Street	A preliminary application was received in May 2023 for a six-storey rental building including 89 units, with 10% provided at below-market. This is under staff review.
1553 Hunter Street	A preliminary application was received in August 2021 for a seven-storey building including 80 strata units, and a six-storey building with 92 market rental units. No detailed application has yet been received.
1547 Crown Street	A preliminary application was received in April 2019 for a six-storey rental building including 85 units (76 market and nine non-market). No detailed application has yet been received.

* An update on the Fairborne project has been provided below for reference. While this is not an 'in-stream' project given rezoning has been approved, a Development Permit is still required prior to advancement to the Building Permit stage.

Address	Project Summary
1510 Crown Street (Fairborne)	Rezoning was approved by council on July 4, 2022. The project includes 420 homes (205 owned, 170 market rental, and 45 non-market rental) and 2,304 m ² (24,800 sq. ft.) of commercial space, in buildings ranging from 7 to 24 storeys. A development permit is currently under staff review.

Approved / Occupied Commercial and Industrial Development:

The following table shows all approved/occupied commercial projects in the Lynn Creek Town Centre.

Address	Status	Use	New Commercial Floor Space		Net Total	
1510 Crown Street	DP	Grocery, childcare, and CRUs	2,304 m ²	24,800 sq. ft.	1,034 m ²	11,130 sq. ft.
467 Mountain Highway	Occupied	CRUs	557 m ²	5,998 sq. ft.	- 464 m ²	- 4,994 sq. ft.
1561 Oxford Street	Occupied	CRUs	82 m ²	883 sq. ft.	82 m ²	883 sq. ft.
1515 Barrow Street	Occupied	Light Industrial / office			- 1,388 m ²	- 14,940 sq. ft.
1520 Barrow Street	Occupied	Liquor Store / office	1,226 m ²	13,200 sq. ft.	1,230 m ²	13,240 sq. ft.
650 Mountain Highway, 680 Seylynn Crescent and 1500-1550 Fern Street	Part Occupied / Construction	CRUs, and childcare	1,115 m ²	12,000 sq. ft.	496 m ²	5,339 sq. ft.
1401-1491 Hunter Street *	Occupied	Residential and Institutional			-333 m ²	- 3,584 sq. ft.
Total			5,284 m²	56,876 sq. ft.	657 m²	7,072 sq. ft.

Address	Status	Use	New Industrial Floor Space		Net Total	
1515 Barrow Street	Occupied	Light Industrial / office	2,527 m ²	27,200 sq. ft.	1,685 m ²	18,137 sq. ft.
1401-1491 Hunter Street *	Occupied	Residential and Institutional			-4,471 m ²	- 48,125 sq. ft.
Total			2,527 m²	27,200 sq. ft.	- 2,786 m²	- 29,988 sq. ft.

* 1401-1491 Hunter Street project included above to provide clarity to net new commercial and industrial floor space totals.

Lynn Creek Transportation Infrastructure Projects:

The following table shows all net new approved/occupied housing projects (approved through rezoning) in the Lynn Creek Town Centre broken down by tenure.

Recently Completed	
Highway 1 – Lower Lynn Improvement Project	All four phases of the Lower Lynn Improvements Project are complete, providing improved traffic flow and better active transportation options for more than 120,000 daily commuters.
Spirit Trail crossing over Lynn Creek	A new 52 m long multi-use bridge (Figure 8) spanning Lynn Creek was opened in January 2023. Located on Hunter Street, it connects Bridgeman and Seylynn Parks and completes the Spirit Trail connection between Lynn Creek Town Centre and Park & Tilford.
Various Developments	Several developments on Mountain Highway have completed roadworks including new sidewalks, boulevards, bike lanes and bus stops.

In progress	
Phibbs Exchange Upgrades	Upgrades include 12 new bus bays and shelters, road and drainage upgrades and pedestrian and cycling pathways. This will better integrate the exchange with Lynn Creek and provide capacity for future service expansion. Works are expected to be completed by summer 2024.
Lynn Creek Town Centre Green Spine	This linear greenway includes two neighbourhood parks and a multi-use path from Oxford Street to Fern Street between Orwell Street and Mountain Highway. Approved developments adjacent to the green spine will dedicate land and contribute construction costs towards its build-out.
Orwell Street Neighbourhood Bikeway	This cycling route has been identified to serve all ages and abilities, creating a safe and comfortable walking and cycling connection between the highway interchanges, Phibbs Exchange and LCTC.
Main Street Cycling Link	A westbound Main Street cycling link from Harbour Avenue to the City of North Vancouver border at Lynn Creek, seeking to improve westbound cycling connectivity, comfort and safety.

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