

**1170 E. 27<sup>th</sup> Street development proposal**  
**Virtual early public input meeting (March 7- April 4, 2022)**  
**Summary of public input**



Please reconsider the density being proposed! Way too high and too many buildings. Area roadways simply cannot accommodate the resulting increase in traffic! Road safety leading to an amidst the development is also a concern. Vehicular crime will also increase. Long construction period will be a nightmare. Do not want to live in a Metrotown-like environment. Please reconsider!!!!!! Also - It is already difficult for large Canada Post trucks, food delivery trucks etc to maneuver the tight redesigned Lynn Valley Mall parking lot. Chose to live here for a neighbourhood atmosphere, not intense environment. And pay hard-earned money to do so. Thank you.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I am generally in favour of development, but this proposal is shockingly off-base in so many ways articulated by community members below. I'd encourage the developer to be much more thoughtful in their approach to this project and not simply transplant into Lynn Valley something that looks like it's straight out of Toronto/Metrotown/Central Lonsdale. Because this development is right in the heart of the village centre, it is critical to the look and feel of the community as a whole and from the comments below, this is obviously not what most people envision for Lynn Valley. The proposed scale is outrageous, the buildings are way too closely packed and there isn't nearly enough consideration given to sun, sky, public outdoor space, or retail (other than a giant Safeway which would be right across from another grocery store). The Bosa development seems to have been done much more thoughtfully (and no, I do not live in the Bosa building). This proposal is clearly just cramming in as many small units and trying to get away with as much as possible. Again, I have no problem with developing the site – it just needs to be done with the whole community I mind. I really hope that our councilors take the feedback gathered here seriously and use their discretion appropriately.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As mentioned previously, this application responds to existing policy which was recently reviewed by the District and reaffirmed. Review of this application will be done by District staff with the surrounding context and expected future development in mind. This also applies to the design aesthetic. As mentioned previously, we're currently at the pre-

application stage and a substantial amount of work will go into subsequent stages of the application when more detailed design work is undertaken.



On its own, the current proposal for 1170 E 27th Street will result in a fortress-like monolith that presents itself as a giant dead zone in terms of public access and sidewalk-oriented activity. A private park space elevated away from the ground sounds like a good amenity for the wealthy people who will be able to afford to own in this shiny new development; however it does nothing to make the area human-scale nor incorporate itself into the wider neighbourhood. It is perhaps an urban planning 'trope' at this point, but please District planners, DNV council members and project proponents/designers: Please read or re-read some old Jane Jacobs articles or essays and reconsider the value of built environments that have a human scale and "eyes on the street." The current development proposal will have a small set of community rooms and some ground-oriented retail space, true; but not enough to encourage the "ballet of the sidewalks" throughout all hours of the day and evening, keeping the space outside vibrant and activated. Instead of a pillar-podium development facing inward, what if there were outward-facing, cascading multi-level terraces that were fewer storeys tall and blocked less light from reaching the ground? Could some of the greenspace be made ground-floor and semi-public, with a maintenance/cost-share agreement with the District? Gate it off at night, if need be, for the sanity of the residents -- but consider how a community is built and sustained. It is a public commons, not a walled private enclosure. The project could incorporate a truly public square, or community garden, or partly-covered playground and spray park at ground level (I'm visualizing the Shipyards spray park), or at least a purpose-built dog-hangout zone (with lots of infrastructure to support and encourage easy and pleasant disposal of the inevitable dog poop). Think of the people who will live in your new development and what their actual desires and needs will be. Think of the people who already live nearby, and how we use the surrounding spaces and need to move to them and through them. Don't put us all in conflict with one another, resenting each other, through your design decisions. Don't pretend that this proposal is offering anything to the current neighbours who already use this space for shopping at or as a desire path. Many visitors moving through or adjacent to this space appreciate the viewshed: seeing the fog enshroud Mount Fromme; watching eagles and ravens fly overhead on a blue sky day; looking west to catch the pink and red sunsets over the treetops; and looking up again at twilight when the moon or the planets are in the southwest. I know profit is the motive of all this, but I and all the other present (and future) residents of Lynn Valley will be living with what is built -- and any bad decisions will be at our expense. I can see many other commenters railing at the anticipated economic "externalities" and I am on their side. Whatever choices you make will also affect my future experiences up near 1170 E 27th Street and on local streets. Alone, this proposal is concerning due to its size and scale and coldness but, when weighed with the other development proposals for two immediately neighbouring sites, it is all too much. I know these proposals are meant to be considered independently, and weighed against the provisions of the Official Community Plan, but you are hearing from a lot of current residents that this is too much, too fast, and that the general terms of the OCP sound good, but this one iteration of them put into

practical terms seems to be a whole other, unwelcome, beast. Personally, I would love to see the land assembled between the Safeway site and the Black Bear site; and then, in the hands of one party, a truly comprehensive mixed-use development could be built: one that has some breathing space; one that could set aside better connecting public walking paths between buildings; one that could build larger, squatter, ground-oriented townhomes in addition to some mid-rise condos above retail and office space; one that could set aside enough space to preserve the well-loved Black Bear Pub building, which currently adds so much charm to the streetscape. With a little bit of creativity and the desire to do things right, money can still be made while also delivering a superior product -- in this case, a functional and beloved town centre.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I am opposed to this development as is. It will be a sad day for all in Lynn Valley when our beautiful mountain paradise is nothing more than a cluster of high rises. Residents of this community did not move to Lynn Valley to live in a busy metropolis, many of us moved here to get away from that. The public meeting has made it extremely clear how the majority of this community feels about the proposal and if this development moves forward as is, we as a community have a lot to question. What is the point of gathering community input if it is not considered or valued? Aren't District Councillors voted in to represent and protect our interests? Many of us know that development is inevitable however it is the responsibility of our Councillors to approve projects that can be integrated into the community, not cause a slew of new problems – many of which have been voiced by residents below. I think a development with less density, lower buildings, more retail/commercial space (this proposal includes space for only 1 or 2 shops at most), and a more cohesive design similar to the BOSA buildings would be welcome to most. To our Councillors – please think long and hard about how your decision on this development will impact residents of this community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal is following the policy and guidelines that have been outlined in the District's Official Community Plan since 2011 and were recently (2019-2021) reviewed through the Action Plan Review. This Action Plan review also included District-wide public engagement led by District staff. The design of the building is still at a very conceptual stage and will be further refined as a detailed application is submitted.



I'm not anti development but this proposal (in combination with recent developments, and currently proposed developments) is too much. The surrounding infrastructure cannot handle an additional 661 vehicles (+ whatever amount will be housed on the

black bear site). Even after the multi billion dollar highway one expansion phases 1-4, the cut is still backed up both directions. Lynn Valley Road, Mountain Highway and the smaller connector streets (Arborlynn) are all slammed with cars at rush hour, making it more dangerous to cycle around. Human Scale 'walkable' town centres sound good on paper (close to shops etc). But if these new residents aren't bringing cars with them then they're going to be exceptions to the norm, and god help them if they ever try to bike out of Lynn Valley. Private greenspace for residents is not really in the spirit of a human scale walkable village. Mountain views for some, gridlock for others. Which schools and parks are these residents supposed to safely walk to? ..or they get their own private parklet? Maybe a private school on the mezzanine level? Maybe instead of maxing out dimensions to allow developments to conform to an 11 year old OCP, maybe listen to what the current residents want? As a side note, I think the engagement numbers for this early information meeting may be skewed as the DNV had issues with its 'Civilspace' login (I did, and know a couple others did as well).. and I recieved no notice that it was working again. And now only have time to type this up just before the deadline. In short, I am against this development. Scale it down a bit.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. While this application follows the policy outlined in the 2011 Official Community Plan, it is also meeting many of the principals outlined in the Action Plan, which was a review of the OCP undertaken by District Council in 2019-2021. This Action Plan reaffirmed the priorities outlined in the OCP, that growth should be directed towards Municipal Town Centres such as Lynn Valley. As part of our application, a traffic impact assessment will be conducted and provided to District staff for their review and consideration. At this time our application is at a preliminary stage and District staff review will take the surrounding context and future development into account when assessing this proposal.



I like the project's proposal and see the benefits of adding affordable housing to Lynn Valley and nicer commercial space - I feel both of these items are positives for the community. The negative I see in this project and projects before do not address the ever increasing traffic problem in Lynn Valley and North Vancouver, this proposal doesn't say anything about improving road and bridge infrastructure / reducing traffic. Improving public transit is part of the solution but without more transformative road improvements, transit alone is insufficient. I would like to see more affordable housing in Lynn Valley but would like the supporting infrastructure to support our new and existing residents.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments



I strongly oppose this development. Many people before me have stated and restated the reasons that this proposal should be sent back to the drawing board. What I do agree with is that there is a need for change in this area. I am sure everyone agrees that we need more housing, more schools and a better road way system. I would suggest the buildings need to be moved way back from the existing Bosa Complex. (I dont live there) We need a nice walkway/roadway and a community based plaza!Please reconsider the height of these buildings. As it exists now we are going to be in a very large shadow.....I wonder if the architects of this project have ever been to North Vancouver? I would like to see buildings that are similar design to that of the Bosa Buildings. They really fit in with the look of our natural surroundings in stead of concrete blocks.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The design of the building is currently at a conceptual phase. As we work towards a detailed application, the design will evolve as various elements are flushed out. District staff will also review this application with the surrounding context, building proximity, road connections, etc. in mind.



I like that this proposed project has a good mix of units varying from a Studio for a student or a young person or even retired person just moving into Lynn Valley and three bedroom units which are suitable for a younger or older family moving into Lynn Valley. I also like that its a mix of both rental units and for purchase units. We need more projects that provide rental units in our community, as there is a huge shortage of them. Kinda like that Safeway is right there as well, if you every need anything or don't want to own a car.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



It's great to have more housing in this very popular area, and we desperately need more commercial space. It would be great to see if we can expand the commercial space so we can have more options to support the growing population. I do have major concerns about the district's infrastructure to support the growing population. We are going to need much better connectivity to the rest of North Vancouver and the lower mainland. Currently, there are 3 main ways to get out of Lynn Valley: the highway, Mountain highway or grand boulevard. All struggle with high traffic volumes and backed up traffic. Most of the main buses that connect us to the quay or downtown run every 30 minutes, which makes them hard to rely on. It would also be great to see better dedicated parking space for bikes, the bike share program, electric vehicles and more

environmentally friendly options that will be key to the future of our beautiful, green community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

[REDACTED]

I think this is a well thought-out mixed use development project for Lynn Valley. I can understand the logical concerns that some posters have posted here i.e. Traffic and etc. Those concerns can be addressed and compromises can be made. The NIMBYism is what frustrates me! We need more housing now if we are to fight record high prices for buying a home or even renting. This is a huge opportunity for Lynn Valley Centre to grow and build a more inclusive community, I hope council sees that and jumps on it now!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

[REDACTED]

Any development project that provides a rent to own option for some of its units will always have my support. This project will provide 47 units that buyers can rent to own and that might not seem like a lot but that is huge for 47 people or families. A down payment is the hardest part of buying a home nowadays and this structure of buying helps a lot. I hope more developers go this route.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

[REDACTED]

I grew up in Lynn Valley and it has become way too expensive to own, let alone rent within the community I have so many fond memories in. Unless we start densifying smartly like this mixed used development is attempting to do in a major hub, we will have no young people coming to Lynn Valley and families will be pushed out eventually. All we will have left is people who were lucky enough to buy a piece of heaven in the 1970s/80s. We complain about housing affordability and how the next generation has given up on owning a home, yet we nit pick every project that tries to put a dent in the housing crisis by building more units to own and even rent in the case of this project's proposal.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I agree with the many, many comments below drawing concern to the lack of supporting infrastructure to accommodate a project of this size. The 479 new homes will bring with them almost that many new cars to add to already busy streets in the Lynn Valley core. I have lived in Lynn Valley since the mid-1980s, and the main roads around Lynn Valley Centre have remained largely unchanged in those nearly 40 years, all the while new residents and more cars have been added. The pace of adding new residents to Lynn Valley is far surpassing the pace of any improvements to road infrastructure, not to mention the slow growth of commercial infrastructure to support these residents. Speaking of commercial infrastructure, the mention of the Black Bear pub in the presentation video is somewhat laughable, as there is another proposal to tear down the Black Bear for even more densification! There is nothing concrete to quantify the number of "nice" restaurants or other retailers we may get with this new development. The look of the proposed buildings would honestly be better placed in Central Lonsdale, not Lynn Valley.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of a more detailed application, the design of the building will evolve. It is currently very conceptual and will be further developed as part of the application process. In addition, as we work towards a detailed application, the project team will provide the District with a traffic impact assessment which they will review.



We talk about building healthier more walkable communities and this is a prime example of it. A community where you can grab groceries on a Sunday without needing a car but instead just walking over to the Safeway. A place for small locally owned businesses can thrive, like a local coffee shop or bakery. I love what is proposed for this space and hope council understands this is how we keep a sense of community in Lynn Valley and keep ourselves healthy.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



We need more rental housing in Lynn Valley and this proposed project provides exactly what this city is missing. 167 new rental units will make a huge dent and with the cost of renting skyrocketing, we need to do everything in our power to build more rental housing stock to keep housing affordable for young people.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

[REDACTED]

I'm really happy to see something being done in this space. We are in desperate need of more housing options at all levels. And I think more retail availability and community space in our growing community will be a plus.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

[REDACTED]

I agree with the hundreds of comments below that this proposal is not acceptable. I'm not very familiar with how the development process usually works, so perhaps it's typical for the developer to start with something like this that stretches everything to limit on the assumption that it will be scaled back by the community. This proposal needs a total rethink though. It's far too densely built with no outdoor public space and will create a dark "Valley Centre Avenue" lined with tall buildings and a Safeway storefront for much of the way down. I agree with the Metrotown and similar comparisons below. Very disappointing. These developments right in the core of the town center are particularly important as they shape the feel of Lynn Valley. I'm generally not at all anti-development and don't mind some other recent projects, but this proposal is terrible. I hope the District listens to the community on this one.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The current proposal is preliminary and while it complies with the District's long-term vision for the Municipal Town Centre in Lynn Valley, we still anticipate revisions and refinement, especially with respect to the "look and feel". 12 storeys, which is what is being proposed in our preliminary application is the upper limit in the Town Centre per the Lynn Valley Flexible Planning Framework while towers in Metrotown are as tall as 65-storeys in height.

[REDACTED]

As nearly 350 households have already pointed out, this proposal is disappointing and disheartening in so many ways. Among other things, this project appears to offer little in terms of space for people to gather or places to play - things you would associate with the heart of a community, a true town centre; instead, Save-On and Safeway will claim a combined total of 85,500 sq ft in this limited space. Further, more people living in this concentrated area will mean greater competition for existing resources and spaces.



Lynn Valley Village was thoughtfully designed to include a courtyard with outdoor cafe seating, generous patio space for dining, the Lynn Valley library, and space for year-round community events and gatherings. This ambitious proposal doesn't appear to place any value on those types of things. The District has responded to many of the comments below with a standard statement regarding policies which have been in place since 2011; however, a decade has passed, we've been living with this town centre experiment for many years, and it's time to revisit how it's working for the people most affected by it.

### **hayr (staff)**

The applicant provides the following response: Thank you for your comments. In addition to the 2011, Official Community Plan (OCP), the District undertook a review of the OCP from 2019-2021, entitled the Action Plan Review. This review provided opportunities for members of the community to share their input and the two-year process reaffirmed the priorities identified in the OCP including directing growth towards the municipal town centres. Every development project includes extensive discussions with the municipality about trade-offs and public benefits. Public benefits are a function of the type of development and the project scale - all things being equal, condo residential projects are able to contribute more community amenities in the form of cash or built facilities / spaces. This proposal currently includes a mix of housing options including market rental, affordable rental, a rent-to-own program, and condos. We are also in discussion with the District about a civic space that would be provided through this development project and programmed by the municipality.



When there is a disadvantage to the community it should be compensated and this proposal has scant advantages for existing residents and many down sides. There is nearly no new commercial space, maybe the addition of one shop and we are not sure what the civic space will be, but it appears to be a meeting room. For current residents, we will face increased traffic and use of resources - for example, on a Thursday night in the summer there is often a 45 min wait to get into Browns, if this development goes through, add nearly 500 units of people to the mix and that wait time will be longer - we are not adding new restaurants to Lynn Valley, in fact they are being taken away (Black Bear) while we add hundreds of new residents. I'm not against growth but Infrastructure needs to keep up with growth. Traffic is already busy and there are limited routes in and out of Lynn Valley and no options to widen the roads. Additionally, the design of the building and the height of the towers will block beautiful view of the mountains for pedestrians and block the light for the Bosa towers next door. I'd like to see the project moved back from the Bosa building to provide more space between buildings and to see the tower heights reduced to no more than 6-8 stories. There needs to be more commercial space and a greater civic benefit that the community can enjoy. Some possible examples: a plaza, a turf and gated dog park, a splash zone for kids in the summer, food truck parking stalls.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The civic space will be built by Crombie and provided to the District for their use. Crombie and the District are still in early discussions as to what this may be. As part of a detailed application, a traffic impact assessment will also be conducted and reviewed by District staff.



While there's certainly welcoming parts in this proposal (space for retail, bike storage, green spaces) there's still so much wrong with it. First, like others mentioned, the lack of a coherent joint plan. A development for this site and a development for the site of the Black Bear Pub could each make total sense on their own yet be in a horrible clash when taken together. Second, I'm really tired of the ritual that takes place when it comes to these developments: An outrageously oversized development is proposed so that all the residents are understandably up in arms about it, so that the developer can go ahead and propose a new design that's slightly less outrageously oversized and get it approved, all in the name of compromise. So what, they start off with 12 stories, which is ridiculous, and then we have to haggle them down to 10? Which would still be ridiculous and out of line with the mountain-village feel and the OCP. Take that whole development and plop it down in Yaletown or Olympic Village. I also have to call out at least one glaring inaccuracy: That site does not have good bike route access, because there is a really significant stretch along Lynn Valley Road that, while it has those bicycle markings on the street, is not in any way, shape, or form a good bike route. There's heavy traffic there and no physical separation. In my book, "good bike access" means "a place where I would in good conscience let my young kids ride", and a major thoroughfare with no physical barrier is just not that. I also had to chuckle at the "5% affordable" part, which is mathematically equivalent to saying "95% unaffordable". A strange boast indeed. Many things have been said about traffic, too. And, sure, everybody always complains about traffic, but still, it's not a problem that will just go away by putting a few bike lockers in your basement. Lots of improvements in infrastructure of all sort are promised as something that will come AFTER the tons of extra density have been added, yet it somehow never materializes that way. So maybe we should stop extending this sort of credit to developers and tell them they can have their developments only after the infrastructure has caught up.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our proposal is following the policy and guidelines outlined in the District of North Vancouver's Official Community Plan, the recently reviewed Action Plan, the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework. The heights and density that are being proposed were derived from District's policies. It is still early in the process and the design of the

building is conceptual at this stage. As we continue to refine our application, the design character will be further developed. When reviewing development applications, design and neighbourhood fit are taken into account by District staff which includes considering design of other applications and recently constructed buildings.



\* This proposal should be presented and reviewed by DNV together with the other 2 proposals currently in progress (Black bear site & Lynn valley road proposal). Currently each proposal shows the other as non-existent\* Traffic to this and other parts of Lynn valley centre should be re-thought. It appears that every development is reviewed separately with no cohesion in the design. If DNV wants a pedestrian / bike friendly centre then this should be reflected in the design. Consideration should be given to moving road traffic to the outside of the buildings and/or underground with the various buildings connected underground so that there is one large public parking space. At the moment DNV seems to think that having the major road access in the center of the developments is the correct approach which makes for confusing and pedestrian unfriendly traffic patterns and major obstructions for moving between the various development that make up Lynn valley center. My suggestion would be to move major access to the new development from 27th ave and to consider access from Lynn valley road to enter the black bear / safeway development via a ramp directly to the underground parking with no through road on the surface. This will provide significantly improved & safer pedestrian / bike access to all buildings without having to dodge confused car traffic. Currently we like to walk from our house to the area, but crossing the various roads within the area is complicated and will get worse with additional 1000 parking spaces DNV should provide road traffic studies that take into account all development (including potential redevelopment of the current surface parking and other spaces already zoned for medium /high rise to ensure traffic infrastructure is sufficient. Adding several thousand residents /cars to the area will further create traffic congestion as people commute to/from work. Community space should be easily accessible from all sides and consideration should be given to making public space (e.g. park/green space) on top of the connection podium building with access directly from ground level Last but not least additional consideration should be given to providing additional low rent space with DNV prescribing max rent levels related to local incomes. Rent to own spaces are not very useful in that respect as once owned the inventory disappears from the rental market. It would be significantly better if only below market rental units (spread around the development) is included.

### **hayr (staff)**

The applicant provides the following response: Thank you for your comments. District staff assess applications based on the applicable policy. This includes the Official Community Plan (OCP) which designates Lynn Valley as the Municipal Town Centre. Applications are also reviewed based on things like neighbourhood and transportation context. Municipal staff also take other development

applications into account to ensure neighbourhood cohesion. The review process of applications can often appear piecemeal since neighbourhood-wide planning happens at the policy-development stage (i.e., the creation of the OCP). These individual applications are in response to larger plans which are meant to manage neighbourhood-wide change.



Contrary to what it has been suggested, this development offers only ONE small commercial space (south east corner of building B) and Safeway... And the court yard in the middle is one commercial floor up (height of two storeys) so cannot be seen from the street. So much for street life or appeal!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I feel the building is too high for the surrounding area which will negatively affect the look and feel of Lynn Valley center. We need more affordable housing but only 5% of this project is designated as affordable. Adding more units which will be sold at current market pricing will not solve the issue. The design of the proposed building does not match the look and feel of the new buildings just completed nor does this design fit a mountain village look. There is not a minimum of one parking stall per unit which will increase the pressure on street parking. Perhaps not every resident will have a car but we know that several will have two cars. Also, the traffic flow in and out of Lynn Valley has not been improved, in fact even the lights on Lynn Valley road are still not synchronized which makes it a natural bottleneck. Please don't forget all the high density developments which are currently being built to the South of 27th street. This increased densification of the area needs a rethink for traffic, leisure and affordability. It seems unlikely that the people working at the LV mall will be able to afford to live in the area. Adding additional busses is not a viable long term traffic solution.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. While the District's Official Community Plan does call for a range of housing options in Lynn Valley, it is not prescriptive in what should be offered. This proposal includes a range of options including rent-to-own opportunities, condominium homes, market rental, and affordable rental homes. The exact mix of housing will continue to be refined throughout the application process. Given we are so early in the application process, the design of the building is conceptual at this stage. As the project team works towards a detailed application, the design character will be further flushed out. The project team will

also be undertaking a traffic impact assessment which will be reviewed by District staff.



This project does not suit our quiet mountainside community. Lynn Valley is not Yaletown and that is what this developer is trying to turn Lynn Valley into. This development brings way to many homes and people into this small community. Traffic is already too much with the latest developments. Lynn Valley is not the land of high rise apartments and those of us who have lived here for years do not want our community reshaped into high rises and traffic jams. The infrastructure does not support this 497 unit development and it will destroy our quiet community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



Wow!! More density in an area with only two roads out that are busy all day long. Project should be 4 to 6 stories at most. Not against progress but densification of Lynn Valley is lowering everyone's standard of living.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



Question: What are the heights of the buildings please, from the ground to the roof?? 150 feet for the building B? Is that building 175 feet long?(from its north side to its south side). Thanks.

**hayr (staff)**

The applicant provides the following response: Thank you for your question. The proposed height from the ground to the last occupiable floor are as follows: Building A - 105.5 ft, Building B - 134.3 ft, Building C: 124.8 ft, Building D: 115.1 ft. To the highest ridge of the roof: Building A: 114.8, Building B: 114.4, Building C: 137.1, and Building D: 124.2. Building B is 169 ft long from its south face to north face.

Does the 1st story start on the ground floor or above the new Safeway? How tall will the buildings be (ground to top of roof measurement)? How high will the Safeway ceiling height be? Not in stories but in feet or meters so we can get an accurate idea of height. I think the 9-12 story description is confusing and mis-leading because from the drawing, it looking like the residential towers start above the Safeway meaning the building proposed height is actually the height of the Safeway PLUS the 9 - 12 story towers on top.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The total storeys of the buildings range from 9-12-storeys. This includes the podium levels. The District analyzes building heights using a range of methods. The tallest building will be 134 ft from the ground floor to the last occupiable floor. Mechanical structures on the roof mean that the tallest building will be 144 from the ground to the highest point of the roof.

Sorry, in my opinion this development does not require REFINEMENT as you mentioned but a complete rethinking, from the top down and from sides to sides!!!! And do not just focus and the maximums mentioned, the norms are also mentioned in the OCP.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

This project should be supported as it provides additional housing density in a growing municipality. Many young professionals and families are being priced out of North Vancouver and additional housing supply in this format is a great way to address this issue.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I strongly oppose this development for all the reasons that my fellow community members have conveyed in their posts. Thoughtful and well articulated, the feedback has a similar theme throughout. This project will pretty much destroy the uniqueness of the Lynn Valley Town Centre with a ridiculous sized concrete development with densification that the area cannot handle. As mentioned in one of the comments you keep referring to "the plan" of 2011. I don't think anyone in the community envisioned what is now massive condo developments everywhere that impacts the area in many ways as has been mentioned. The OCP plan is from 2011. Things change. I was wholeheartedly in favor of the first phase of the Town Centre development even though my neighbours were not and moving forward I can see why. I would hazard to say that more than the majority feel this way. I am not opposed to much needed living space however we have so many developments in the Centre and the surrounding area that it is impacting the quality of every day life. The district definitely needs to go back to the drawing board and perhaps include a volunteer community members committee.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The 2011 OCP was reviewed between 2019-2021 as part of the District's Action Plan. This review reaffirms the policy outlined in the OCP, including the need to direct growth towards the Municipal Town Centres.

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My main concern and ultimate opposition to this development at the current Safeway lot, is with infrastructure and specifically roads and traffic. Is the infrastructure on the North Shore keeping up with the development of condos? I note in several replies to these comments that many of these developments are following the DNV OCP of 2011, and most recently reviewed between 2019-2021. What part of the OCP was reviewed, are the road systems part of this OCP? Everyday Lynn Valley residents are subject to the backup heading toward the Second Narrows Bridge, even on Saturdays and Sundays. Mountain Hwy can be backed up to 20th Street and beyond. I moved to Lynn Valley over █████ years ago and loved the small town feel of North Vancouver for many reasons: being able to easily escape (walk) to the beautiful greenery and mountains that we all love, small stores, coffee shops and restaurants, a real 'community' is what we had. Today, I plan my days around running errands in the morning (mostly in my car because we need groceries or larger items, but when I can I ride my bike). I make sure that wherever I go, I can be home by 2pm to avoid the traffic snarls across the three municipalities.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Traffic was reviewed as part of the Action Plan review and it was outlined that the District is seeking to "provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning." This includes directing growth towards Municipal Town Centres where there is more access to frequent transit. The full action plan review can be found here: <https://www.dnv.org/sites/default/files/edocs/OCP-review-action-plan.pdf>.

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My only concern with this project is that it's nowhere near ambitious enough. In the ideal world, this project would entail turning the entire area into a sea of concrete and glass, but since that's not exactly feasible at the moment, I will throw my support behind this project in its entirety. For years, Lynn Valley has always felt a little bit "monotone," so to say. Aside from the forests that you can find literally everywhere along the Pacific Coast, there's really not much that sets this place apart from other generic suburbs in the Vancouver area. The fact that some people have the nerve to oppose the



construction of new homes on the basis of their view of some pine trees being marginally affected while Vancouver is suffering from one of the worst housing crises in North America is honestly beyond me. Any claims of densification being "bad for the neighbourhood" should immediately be ignored as they are likely being uttered by profoundly unserious people. Developments like the one in question have a considerable amount of commercial space allocated at ground level for the express purpose of bringing in more small businesses, which is something that Lynn Valley would definitely stand to benefit from. It's no surprise that cities like Amsterdam and Copenhagen are consistently ranked among the best places to live in the world, and do you know what they have in common? A huge emphasis on mixed-use developments like the one that has been currently proposed. Lastly, the idea that this project needs to be opposed on the basis of affecting the kids in the area is honestly the most laughable thing I have ever seen in my entire life. You can't claim to be looking out for the best interests of the kids here while aggressively pushing to uphold a status-quo that will only see them priced out of the entire city once they get older. Upzone Lynn Valley! Support this development if you want to make the area more vibrant and dynamic!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



This project will interfere in a profound way with the beauty and wildlife of the Lynn Valley area. To have the Safeway lot converted to a high-density collection of residential towers (9-12 stories high) simply does not fit with any aspect of preserving the exceptional neighbourhood appeal and would negatively impact the community member's connection to nature and the outdoors. There will be detrimental effects from the increased air and noise pollution and from the area being under siege by constant noise. The building design alone does not at all fit in the neighbourhood and community - there will be shadowing of existing community members' residences and of community spaces that benefit from birds and wildlife. Road infrastructure and traffic concerns represent considerable negative effects - and overall the community will suffer. Please reject this proposal.

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. There are several guiding documents the District has in place to accommodate new developments throughout the community. These documents include the District of North Vancouver's Official Community Plan (2022), the recently reviewed Action Plan (2019-2021), and the flexible planning framework. The proposal is following the policy and guidelines outlined in these documents. This proposal is for the redevelopment of a single-storey grocery store and its surface parking lot and will not remove significant green spaces or wildlife habitat.

Below are my concerns:1. Overflow of the traffic2. Reduced mountain view - I reside in [REDACTED]. The amount I paid to buy this property was quite high, but I made this decision mainly because of the mountain view and the location. How will we get compensated for this?3. Impacts on existing school infrastructure

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. It is important to note that our application follows the Districts Official Community Plan (OCP), which is the same policy that guided the development of the Residences. This has been in place since 2011. As part of the OCP, District staff would have reviewed public infrastructure capacity and provided information to the school board to facilitate capacity planning.

I do not support the current proposal for many of the reasons listed by my fellow community members – traffic concerns, lack of infrastructure in Lynn Valley, shading and loss of views from the domineering building design, lack of community amenities to support a mass influx of people, etc. The developer is not taking the time to respond to resident concerns or answering questions but rather is shirking the responsibility they have to this community by repeatedly quoting an outdated OCP. City councillors should recognize that an OCP from 10+ years ago has not taken into account the massive growth Lynn Valley has seen and therefore does not accurately represent the current situation. Even the revised OCP does not take into account the impacts from 2 largest developments Lynn Valley has ever seen – The Residences + Emery Place/Parkside. Developers cannot keep throwing this answer in our face. We live here now. We are telling you what the state of our mountain village is now. Our roads are always clogged, our trails are rundown, the transit system is a joke which will not change as the transit plans were cut back in 2009, and it is incredibly naive to think that the population of Lynn Valley will all of a sudden start biking and taking transit everywhere. A significant portion of our population are seniors and young families. Have you ever tried to run errands on a weekend and get your kids to all their activities by bike or bus? Trust me, it's not possible. Please go back to the drawing board and design something that will add value to our community rather than complicate our lives. Shorter towers, less density, more space, and a more cohesive building exterior that matches the mountain village feel of Lynn Valley.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Official Community Plan (OCP) was recently reviewed by District Council and Staff. The review took place over 2019 - 2021. The results of this review are found in the District's Action Plan whose goal is to realize the vision of the 2011

OCP. During this review, there were opportunities for public engagement and to provide input and feedback.

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The applicant's response illustrates my exact point. A disingenuous, cookie-cutter response to real concerns. The applicant is essentially stating to the community that they are not accountable for any complications caused by their project, have no real solutions to address concerns, and they have no requirement (or desire) to listen to residents or add real value to this community. Very disappointing.

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Robyn, the video and the narrative appear to show the south facing wall of Fortress Crombie (as it is now known) as up to 12 storeys on top of a 6 storey podium making it 18 storeys. The Lynn Valley Flexible Implementation Plan (the Plan) which was passed through a bylaw limits height to 12 storeys from grade. If the 18 storeys is approved, would that mean the Plan bylaw would first have to be rescinded? Secondly, the video shows ONLY the graphic for the Plan and NOT the full bylaw. The bylaw clearly states that height cannot exceed the 16 storey, 160ft Kiwannis seniors' building. Clearly the south facing wall of Fortress Crombie at 18 storeys and at least 180 ft vastly exceeds the allowance. Why then is the applicant being allowed to lie to residents and stakeholders about what the OCP and the Plan allows? Are there any consequences for the applicant lying to staff, residents and stakeholders?

**hayr (staff)**

The applicant provides the following response: Thank you for your additional comments, ██████████ The tallest building in the application is 12 storeys, not 18-storeys as your comments note above. The 6-storey podium falls between the 12 and 11-storey buildings. As mentioned previously, the application meets the intent of the District's Guidelines and Policies.

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As a resident in the ██████████ this new project will impact us greatly in terms of loss of any view, shadowing, increasing density etc, etc. I certainly am for a Safeway, a potential restaurant, services etc and I fully understand the realities of commercial development but viewing the plans and renderings this does not look like separate buildings with space around them, it looks like a massive monolith, especially from the 27th St side. If it appeared more like the Lynn Valley mall buildings with a low podium and separation it would help. Also since building B most impacts the existing apartments if this could be reduced in scale and building C increased this would help slightly with the concrete jungle effect. I know development is inevitable but this will be very intrusive for a long period to all the people who currently live nearby. Every effort must be made to not interfere with the existing residences.



Thank you everyone for posting so many well articulated comments and suggestions. We, too, are strongly opposed to the scope and size of this development. Still adjusting to the absence of parking on our street, traffic blockages, reduced mountain views and more. Knowing that there are even more developments "in the works" is really disconcerting. Please scale this back and retain as much of the natural views and lifestyle as possible.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

The traffic in the area is already a nightmare. The light on 27th impedes traffic coming out of the Safeway parking lot and cars are left hanging in the middle of the street. Not everyone can do all their activities by bus or bicycle. Parents taking their kids to games, activities, grocery shopping - none of this can be done on transit or by cycle. The infrastructure here in Lynn Valley is definitely not keeping up with all this densification at all. I am also sad that this development doesn't continue with the mountain village type buildings that we worked so hard to get in the Bosa developments. This will stick out like an ugly sore thumb. And finally, who is going to be able to afford these condos? Certainly nobody in the middle income bracket. The "below market" rentals are a joke. Developers and councils everywhere are completely out of touch with the reality of housing for the majority of the population. The traffic on the Ironworkers Bridge is constantly at a standstill and frequently backed up Mountain Highway because of the huge numbers of workers who may have jobs here, but cannot afford to live here. They are stuck commuting for hours each day and adding to the pollution that everyone is trying so hard to eliminate. We already do our shopping elsewhere.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The design is still in the conceptual stage and as we work towards a detailed application, a refined look and feel will be developed. While District policies and guidelines identify a need for diversity in housing, they are not prescriptive in the types of housing that should be provided. Our preliminary proposal does include a range of housing options for various individuals that will be further refined through the application process.

I support the project and am glad to see more housing being built in the area. I would like to see the following items taken into consideration for the development: I. Active transportation and cycling infrastructure. Perhaps this is a good opportunity to extend the divided bike lane that runs along Lynn Valley road II. Maintaining current and adding new green space. Specifically, I'd like considerations for dog owners. There are many dog owners in the area and not many places to walk them. The development should

include some green space where residents can take their dogs to play or relieve themselves. Maybe even a small fenced dog park?III. A greater variety and more interesting locally owned shops and restaurantsIV. Carefully thought-out sidewalks throughout and around the development for walkers and wheelchairs. Encouraging safe and enjoyable active mobility while working to discourage or slow down car traffic in the mall area.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The project team is following the Lynn Valley Design Guidelines which identifies a need to create an environment that facilitates active transportation, including separating bike lanes from vehicular traffic on select streets.

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I am opposed to the proposed development. There are existing issues in Lynn Valley that need to be addressed. As a █████ year resident of Lynn Valley, a █████ and a █████ ██████████, I can provide a unique perspective on the city planning, and the resulting impact on the urban space in this neighbourhood.1. Science indicates through recent studies, that densification leads to warming in city areas. With many looking at climate change, why is the district not considering the long-term effects of continued densification and dependence on air conditioning, to mitigate the increasing summer temperatures and decrease of natural green space?2. Traffic down Lynn Valley Road has become worse over the past 5 years. Bus service has been decreased with the removal of the 250 Blue Bus service now being diverted to marine drive.3. The inclusivity and diversity of Lynn Valley has decreased with the increase of condo development. Despite "market priced" units and allotted rentals, the price point effectively eliminates Lynn Valley as a community for teachers, nurses, retail sales workers, tradespeople. These people, the essential workers during the pandemic, are being forced to commute hours to work in a community being billed as "family orientated". Until district planners consider the long-term effects of this, developers will continue to densify entire groups of individuals out of the area, thereby creating a void in a balanced community. 4. Family housing, as currently defined by the district, is completely out of line with what is needed and inclusive. Very low income families with one child are the only demographic groups that fit the current definition. Above that threshold are families with 3, 4 or more children or adult dependents. The discrepancy between low income and owning a house in Vancouver is so broad, that even with two above average wage earners, home ownership is beyond any reasonable means. By only building family units with 2-3 bedrooms, you are discriminating against a large group of ethnic and religious minorities who are immigrating to Canada with children and extended family and want to live and work in our communities. Given inclusivity and diversity goals governing our country, its alarming that the definition of a family is so skewed to one narrow definition. A careful examination of existing community structures provided to care for our aging demographic, coupled with the types of "family" dwellings required to assist seniors to age in place or with family, needs to be done as there is a large gap in the housing to fulfill this need.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. While District policies and guidelines identify a need for diversity in housing, they are not prescriptive in the types of housing that should be provided. Our preliminary proposal does include a range of housing options that will be further refined through the application process. The redevelopment of an underutilized property like the Safeway and its surface parking lot, especially when located in an urban area, is generally considered good planning practice as it limits the need for greenfield development. We are early in the application process and a Traffic Impact Assessment will be provided to and reviewed by District staff as part of a detailed application.



I'm opposed to the proposed development in Lynn Valley. My main concerns are the negative impacts on existing school infrastructure and community spaces which are already at capacity. The added road/traffic congestion will be a major problem.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Official Community Plan which includes population projections, would have included engagement with the school district. They use these projections to determine school capacity and plan for the future. We will also be required to submit a traffic impact assessment which District staff will also review.



I recently purchased a home [REDACTED] I consider myself quite lucky; as a young homebuyer, it was extremely hard to find something suitable in this area. I am in support of this development because it allows people who might not be able to live in a single-family home the opportunity to join the amazing community in Lynn Valley. It also will provide a range of housing types to accommodate a variety of people, like first time homebuyers, clerks, teachers, etc. I also really like the rent to own component and hope to see more of that in the DNV.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.




This development is necessary but overblown. The main reason the development is necessary is to get rid of Safeway. I was very surprised to hear that "people love

Safeway” was a reason for this. I’d like to see that evidence, as I’m not convinced that is a representative response. Please post previous comments anonymously online so that we can see the evidence you are citing. There was a quote on the “what we heard from you” slide about previous responses asking for more local, small businesses that highlight and support what the lower mainland and BC has to offer. Safeway does not. It is a corporate supermarket. The Lynn Valley plan is to create a local, walkable, and service filled “mountain village”. Safeway does not fit in this idea or model at all. Down scale this plan, and include a diversity of services, from small convenience and grocery stores selling local products (at reasonable prices, I’m not talking about over-priced health food stores), to locally owned and run independent cafes, bar-restaurants, family services etc. If a Safeway is maintained, it should be small and complemented by a diverse range of other provisions. Less corporate homogeneity, more local diversity. The Lynn valley development has so far reproduced what was already there: fast food; chain grocery stores; major bank branches; up market real estate agents; the very same drugstore etc. This development should be built around commercial diversity and accessible housing. On the housing front, the presentation indicated that 35% would be market rental homes “OF WHICH 5% would be affordable rental”. That means 5% of 35, which is 1.75% of the total. So that’s 1.75% affordable housing, which is completely inadequate. This is an embarrassment. Commit to more affordable housing with related services (and I don’t mean cheap fast food). If you meant 5% of the total, then the presentation is inaccurate. Finally, I saw nothing in the proposal about the mitigation of impacts on surrounding areas. For example, where are the assurances and protections for the Black Bear pub. This is not just a community icon, but a historic building. This plan should include protections for their site and indeed provisions to help improve the Black Bear site, since it is a civic resource and service. On the billboard it says approval is being requested for 6 storeys. So why does this video have 4 major tower blocks? Just put in 6 storeys and maybe one taller one. Lynn valley is growing too fast for the services that are provided - see above. The village has all the same services but more housing. This is unsustainable. Diversify and increase services, don’t just keep expanding housing. I repeat, one giant Safeway in this development is completely unsatisfactory and does not align with the Lynn Valley plan at all.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This application is only for the Safeway and parking lot property. Some of the results of the survey can also be found on the project website at: <https://crombielynnvalley.com>. The Official Community Plan identifies a need for a variety of housing options, however is not prescriptive in the tenures provided. We are early in our application process and as such, the exact housing mix may change throughout the process.



Like the vast and overwhelming majority of the comments here, I, too, moved to the Lynn Valley area in  because of its peaceful, mountain like community, with views



of the mountains and open space. Since the towers have been built in the area we have had to deal with more crime (break-ins, thefts) and traffic noise due to higher density. I can see houses being replaced with town houses and low rise buildings of maximum 3 or 4 floors but not tall buildings. The views of the beautiful surrounding area are disappearing, more shadows casting down on the area, more traffic and noise increasing and as mentioned more crime. Who has ever heard of a mountain like area community with high rise buildings? All this densification will only lower the value of our property. As for commercial space, we get mostly more of the same: chain stores with no particular character related to the mountain village character so much touted. Why does the DNV keep doing what the vast majority of its citizens do not want. Quality of life is more important than profit for the developers. I am definitely against this proposal which will further destroy what attracted people to the area.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The District's Official Community Plan which has been approved since 2011, identifies Lynn Valley as a Municipal Town Centre. This Plan was informed by extensive public engagement undertaken by District staff. Municipal Town Centres are areas where growth is directed. The property falls within the Municipal Town Centre which permits additional mixed-use density and through the flexible planning framework, discretionary heights of up to 12-storeys.



I understand that the Safeway building needs a reno but why the towers? There was so much opposition to the towers that were built at the mall a few years ago that it's clear the community is not in favour of that model. The first wave of high rises did nothing to address housing affordability and neither will this one (only 8 "affordable" units). Why can't the redevelopment be something like the new Thrifty Foods in Edgemont? Smaller footprint, commercial at street level, and low-rise residential on top. This is a small mountain community, not a central hub like Metrotown. Whoever heard of clusters of towers in a mountain village? The District needs to shift focus and invest in the community we already have: safety (crime is spiking), as well as improving the rec centre (gyms, racquet facilities, new pool), transportation, and senior's services. Adding density before these are addressed is foolish and short-sighted. Despite the fact that the District has recently designated Lynn Valley as a "mid to high density area" (was there any public input on that decision?), people move there because they want fresh air and a small town atmosphere, not an urban jungle. I hope the District and the developer reconsider their plan. I see zero gains from this project but many losses. I would rather the Safeway site become parkland than have it turned into a tower if that is the only option. I don't want a concrete high rise blocking out the trees and sky.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The District of North Vancouver's Official Community Plan (OCP), the recently reviewed Action Plan (which reaffirms the priorities identified in the 2011 OCP), and the flexible planning framework are guiding documents that the District of North Vancouver has in place to accommodate new developments throughout the community. While some places are identified for small-scale development like Edgemont Village, since 2011, growth was meant to be directed towards Municipal Town Centres, such as Lynn Valley.

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I look forward to having more young families to move into the neighbourhood. More people will mean improved transit service. I hope to see some smaller commercial spaces and some nice restaurants in the neighborhood.

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We added 5,000 people since 2011 and this January Translink cut service back to 2009 levels. No we are not getting improved transit service.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

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As I previously mentioned, I am opposed to the development as presented but here are a few ideas to consider. •• SINK THE LARGE COMMERCIAL LEVEL (Safeway), maybe by three quarter of its height (ie: much below street level). Most customers will come from the parking anyway and take the elevator or mechanical ramp as there is no street parking planned, ...yet, and the Mall parking will not stay forever (the whole parking is zoned Commercial Residential Mixed Use Level 3 in the OCP). This would allow the street walking community to view the appealing inner courtyard of the development (actually the landscaped roof of Safeway) from the street and decrease the wall effect of the development. (I would not dare suggesting that the court yard be public.) •• That would permit to ADD A ROW OF OTHER COMMERCIAL OR RETAIL ACTIVITIES on top of that level, fairly easy access with only few steps up the street and opening towards E 27th Street and Valley Center Avenue. (But that option would cancel the previous positive effect that allowed public viewing of the inner courtyard but would improve street appeal.)

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are at the conceptual design stage of this application which means that additional design refinements will occur as we work towards the submission of a detailed application.

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This preliminary proposal is just ugly, not at all in keeping with the mountain village look and feel envisaged for Lynn Valley Town Centre. It is a huge "block" Not just towers, with open space in between, which was the trade off that many Lynn Valley residents accepted when the OCP was being developed. Why is the open space not out in the open? It seems this applicant has ignored what is defined in the Flexible Framework, which outlines predominantly 5 stories, increasing to 8 strategic locations. This application starts at 9 stories and rises to 12. What exactly is meant by "civic space". What is proposed for this space? Transit services are still lacking and the applicant is wrong to suggest that Lynn Valley is well served by transit. The applicant is also wrong to suggest that Lynn Valley is a complete community. LVTC does not meet our every day needs.

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When we moved to this neighbourhood ■■■ years ago we were assured by many people including some in the district that no more developments were likely to be approved in the area after park at the lynn - this is the reason we moved here in order to experience a mountain like community - it is obvious that approving this development will result in a huge disaster that civic engineers should be able to for-see! It will cost out quality of live it is so noisy already! please please dont let this go ahead, as the district i truly hope you listen to your community especially since we have already had a lot of trouble with the recent developments in this same street, 27th street already feels crowded and this development would make this already overpopulated area unliveable. Please let me know if there is anything else we can do to continue to voice our concerns and to not let this project go ahead.... BIG no

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's 2011 Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and the Safeway property is part of the area identified as the Town Centre.

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As residents of the area, we are very distressed that this proposal has reached this stage of consideration. Aside from the lack of infrastructure and services for the number of people and cars this will add to the location (which is almost double the number of the

latest BOSA development between Library Lane and Valley Centre Avenue), the building type and scale is certainly not in keeping with the 'Mountain Village Esthetic' which we understand is a priority of the community. The developers marketing material states that they have avoided a building type that would form "continuous walls" but nowhere do they show the long dark canyon they will create on Valley Centre Avenue. There is no rendering or modelling that shows the disastrous relationship between the east side of the development and the existing structures to the east. The resulting narrow, tall, long, dark space that will be formed is an example of the worst possible outcome of the lack of due care and attention to the basic urban planning principles that have generally become the high standard of design in the Vancouver area. My only conclusion is that any positive response to this proposal is the result of deceptive and incomplete illustrations of the development, lacking in context to its surroundings. Again please note that there is no illustration of the proposal with the buildings to the east other than in a faded gray background. There is no illustration of the proximity of the buildings and resulting unfriendly space that will be formed at Valley Centre Avenue, the main artery of the immediate neighbourhood. Allan Peters M.R.A.I.C.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Additionally, we are still in the early stages of our application and the design is currently still in the conceptual phase. Design refinement will be undertaken as we work towards a detailed application.

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I do not support this development as others mentioned, Lynn valley does not have the traffic infrastructure to support the vast amount of housing proposed, we moved to Lynn Valley to call this neighborhood home. As suppose to be a quite place to leave and now is very crowded and having buses waking up the whole family every morning at 5am it is insane. I can't imagine more buses and busy streets around us.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. A traffic Impact Assessment will be completed as part of a detailed application. This will be reviewed by District staff

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Lynn Valley residents have spoken - it's an overwhelming "NO" to the project. \*\* If the original survey had actually asked the question "Do you want more housing development at the LV Centre?", "If not, How do you want to see the Safeway site being

refreshed?" , then Crombie would have saved some labor cost producing the proposal and the DNV would have saved some tax payers' money to collect the REAL input from the community. \*\*\* We have spoken, but are YOU listening?

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



The District planners have become blinded by greed. Most people who live in Lynn Valley chose this place as their home because of what it had to offer – closeness to nature, access to parks and trails for hiking and biking, a safe neighbourhood with a friendly family-oriented community, and a small village lifestyle. The proposed new unit contemplates adding 479 new homes (35% which would be rentals and 5% of those affordable rentals – that’s 8 units! – this falls short of addressing the issues raised by the low-income community). The road infrastructure of Lynn Valley – and the rest of the North Shore – is beyond capacity. The upper levels highway is backed-up every day from 3pm – 7pm from at least Westview all the way across Second Narrows bridge. Transit is inadequate and for most people does not present an adequate alternative to driving. Bike lanes are admirable but the climate in Vancouver will prevent people from bike-commuting year-round. The bike storage promoted in the presentation is utopical. Crime rate in Valley has gone through the roof in the last few years so that no one would or should leave their \$5,000 - \$15,000 bike in a “storage unit”. Steady growth in a steadily expanding environment is one thing; steady growth in a finite environment another. The North Shore is limited in how much in can expand, and packing more people into this area is irresponsible and does nothing to improve the “mental and physical health” proclaimed in the presentation video. There is a serious lack of family doctors on the North Shore. Space at senior care homes are scarce and Lionsgate Hospital is inadequate to handle the growing population of the North Shore. We are approaching a level of growth where the effects are not just noticeable but are starting to become overwhelming.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The policies and guidelines are not prescriptive in the types of housing that should be provided but rather identifies a need for a range of options. Our preliminary proposal does include a range of housing options and this will be further refined through the application process. We are early in the application process and a Traffic Impact Assessment will be provided to and reviewed by District staff as part of a detailed application.



When purchasing this property in this location we considered many aspects of the location of the suite and light in the suite. Neighborhood, traffic, noise, safety. The proposed project is massive and invasive. We feel for all the reasons we bought our new condo we will lose them all. This reminds me of a university dorm or Olympic Village, downtown Vancouver. The height of the buildings will shade our suite and lose our privacy. We feel this will also lower our property value. I would like more consideration of the properties around the proposed project and to design a project that fits in to the neighborhood and not to fill the developers pockets

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's 2011 Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. The proposal is still at the conceptual stage and the design will be further refined as we work towards a detailed application.

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Totally opposed- 27th street feels so crowded already, air quality has declined , traffic jams are happening and it feels very hard to get around! No more dev approvals in this community!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

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I have lived in Lynn Valley for █████ years and on the North Shore for over █████ yrs. I have seen what development does and the great promises developers make, although there is no real forethought given as to how it will impact the community. Infrastructure should be 1st and foremost consideration before any further building takes place. North Vancouver has huge problems with congestion let alone a hospital that cannot accommodate the community it serves. Adding more and more buildings is destroying the integrity of North Shore living and its beauty. Putting up 12 storey buildings is totally unacceptable. We need space to breathe, walk, run, bike and enjoy health living. No matter how pretty a complex looks it does not make for a healthier environment, nor enhance the living of those of us who have been living here for many years.

**hayr (staff)**

The applicant provides the following response: The applicant Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley to create complete communities.. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. As part of our application, the District has asked for a Civic space to be owned and managed by the District. Crombie and the District are still in discussions to determine the use of this space. Rezoning applications are subject to extensive review by municipal staff even when they comply with policy and we do anticipate further refinement of the proposal. This also includes a review of a range of impacts anticipated such as shadowing and traffic as well the opportunities such as housing options, public spaces, public realm improvements , and new or improved amenities:



Unfortunately, I haven't had time to do thorough research because I just saw the notice today. Funny, when the BOSA project - Residences was being planned it seemed everyone was talking about it for many months and protesting. Is there reason this one doesn't seem to be subject to the same amount of scrutiny? Personally, I think the groundwork should be similar to what the requirements of the BOSA project were. Also I think the design should be similar or complimentary. The design I see seems quite different. The BOSA project has a Whistler Village kind of feel. The design for this project almost looks low rental housing focused. Is the density for this one higher than the BOSA project or is it my imagination? I see there is also planning for some other high density housing at the corner of Lynn Valley Road and 29th. Is this being taken into account? I think you need to look at the complete area.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This proposal is only for the Safeway and parking lot property at 1170 E 27th Street although the District's application review will take neighbouring development and development application into account. We are early in the application process and as such, the design is still at the conceptual stage and more refinement will be undertaken. We do anticipate that the District will have a similarly robust engagement and application review process as has been undertaken on other applications. The proposal's density of 3.5 FSR meets the density permitted at the property per the District's Official Community Plan.



As new Lynn Valley residents, my [REDACTED] and I chose to live in this community because of its "small town feel." We were tired of the increasing density in the downtown Vancouver and didn't see a future raising our family in an increasingly overpriced, overcrowded city. My main concern with this project is that Lynn Valley will lose its character and become yet another investment opportunity where profit takes priority over what should really be built and maintained: our community. As other commenters have mentioned, the District needs to focus on improving what we have. That includes: improving infrastructure to reduce traffic congestion, transit and walkability; increasing overall quality of life for current residents (with rec centre and park improvements, for instance); and investing in community safety to reduce break-ins and thefts. While it would be great to see a revamped Safeway, unique storefronts, more pedestrian and cyclist-friendly infrastructure, as well as a civic square, I think that this development will only exacerbate issues currently facing our community. Namely, this project does not adequately tackle the affordable housing issue as the units are mainly condos. I am already concerned about Parkside at Lynn, the luxury condo development that is scheduled to build here in the next couple of years. That development alone will change the small town feel of Lynn Valley. And so I caution the District to think ahead to 2030, 2040, and beyond. What kind of a neighbourhood will our kids be left with? Our grandkids? If my [REDACTED] and I wanted to raise a family in a luxury neighbourhood with high density, we would have stayed in Vancouver. For the sake of our community and our future, let's invest in Lynn Valley wisely.

[REDACTED]  
Ah, typos! 😊 I meant to say: "improving infrastructure to reduce traffic congestion and boost transit and walkability"

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's 2011 Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We are still early in the process and as part of a detailed application, a Traffic Impact Assessment will be submitted and reviewed by District staff. While the proposal includes condominium homes, it also includes opportunities for rent to own, rental homes, and affordable rental homes.

[REDACTED]  
It's clear that this project is an overwhelming NO from the community. District staff, planners and councillors I hope you are paying attention! Any councillor that tries to push this through should be voted out in the election on Oct 15! Mark it in your calendar.

**hayr (staff)**



The applicant provides the following response: Thank you for your comments.

█

I also want to voice my concerns over this project. The area is already increasing in density without the needed improvement in infrastructure. I live in the area for about █ years now and it's been increasingly frustrating with traffic jams on Mountain Highway (1 lane down) and Lynn Valley Road. Also crime is spiking in the area without counter measures from the District and our RMCP detachment in North Van. Not to mention schools, parks and recreation facilities (Karen Magnussen Rec Center is decaying, Kirkstone park needs improvements, more fields are needed for the kids, just to mention a few). Finally, these new condos will not contribute to affordable housing in the community (in the recent Bosa development, condos are being re-sold for \$1M and up. I'm in favor of renewing the Safeway and adjacent areas, but I'm against more high density developments. We need affordable 2-3 bedroom townhomes to replace the Townhomes from Mountain Village Garden and other low cost rent townhomes in Lynn Valley that recently gave away space for tiny, expensive condo complexes.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Official Community Plan (OCP) guides development throughout the District. The OCP identifies the Lynn Valley area, where 1170 E 27th St is located, as a Municipal Town Centre where growth is to be accommodated. During the development of the OCP, District staff would have assessed social infrastructure capacity. Development projects like this also contribute to the construction or the renewal of public amenities. This will also be assessed as part of their review of our application. We are still early in the process and as part of a detailed application, a Traffic Impact Assessment will be submitted and reviewed by District staff. While the proposal includes condominium homes, it also includes opportunities for rent to own, rental homes, and affordable rental homes.

█

Proposed EV connections as well as environmental proposals are usually vague. More detail is required. What percent of the residential parking spaces will have an EV charging connection? How will the cost of electricity be measured and collected? The main carbon footprint component (besides cars) is the form of heating. At the Bosa Lynn Valley Residences, purchasers were promised geo-thermal heating. This was changed during construction to natural gas water and space heating with a long-term contract with Fortis. Natural gas is a fossil fuel and likely incompatible with requirements for 2030 or 2050. A better choice would be electric source heat pumps for water and space heating. At a minimum, any building offering air conditioning (which requires a air-to-air heat pump for cooling) should also be required to use an air-to-air heat pump for water

and space heating. If developers aren't required to assume these costs during construction, the future residents will have to assume even greater costs to upgrade in order to meet future requirements. North Van District should require heat pumps, especially in high density, town centre developments.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the application process and additional details around the sustainability efforts of the proposal will be further refined and shared once a detailed application is submitted.

██████████

I do not support this development as others mentioned, Lynn valley does not have the traffic infrastructure to support the vast amount of housing proposed. When the highway gets backed up which is everyday it's nearly impossible to access Lynn valley by entering or exiting. Additionally the allotted public parking spaces proposed is not nearly enough considering the densification and the amount being removed.

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the application process and as part of a detailed application, a Traffic Impact Assessment will be submitted and reviewed by District staff.

██████████

ENOUGH IS ENOUGH!!!! Lynn Valley is not Metrotown!!!! Traffic is ridiculous!! Rental prices are ridiculously high!! Most people that work in Lynn Valley don't even live here because they can't afford the rent or to even buy a place. 5% of housing for affordable prices doesn't give anyone a chance!!!! Make it 50% for affordable housing!!! ██████████ had to move off the North Shore just to be able to afford to pay rent with a roommate!!!! I'm a ██████████ and pay 40% of my wages to be able to live on the north shore because I work on the North Shore. The district needs to stop developers who are just making money hand over fist while the rest of us suffer. The District already made \$46 million on the Emery place project that up-routed at 61 families ██████████ ██████████ THIS NEEDS TO STOP!!!!The two bridges are over taxes with cars and the gridlock is pathetic. All the fuel that is wasted idling and the pollution it causes should be dealt with prior to any more building on the North Shore!!!!

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. Towers in Metrotown are up to 65-storesys in height while the upper limit in Lynn

Valley is up to 12-storeys. Compared to other municipal town centres, the District's plan for Lynn Valley is relatively modest. The proposal for the Safeway property does not include displacement of existing residents given the property does not contain housing. The proposal will help see a net gain in new homes including condominiums, rental homes, rent-to-own opportunities, and affordable rental homes meeting a range of needs, and increasing supply in the area. The redevelopment of underutilized properties that are occupied by single-story grocery stores and surface parking lots is generally considered good planning practice, especially in areas that are designated as a Municipal Town Centre like Lynn Valley. Having said that, we're still in the beginning stages of the application process and the exact housing mix will still be refined through the process.

I think that Lynn Valley is crowded just as it is, and doesn't need any more tall buildings. I would agree with no more than 4 floors in village style that is the characteristic of the place.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Although the Design Guidelines speak to a "Mountain Village" this is in reference to the design character; with respect to land use and densities, the District's Official Community Plan designates Lynn Valley as a Municipal Town Centre and identifies it as an appropriate location for new housing density. Additionally, the flexible planning framework permits discretionary approval of buildings up to 12-storeys

While I usually support projects that further densify neighborhoods that need it, Lynn Valley is not a neighborhood that can handle more densification due to lack of infrastructure in this area. There are only two main arteries in and out of Lynn valley, mountain Highway and Lynn Valley road, and all residents here know what happens when there's traffic. It can often take over an hour just to get in and out of this area of North Vancouver. This provides very difficult access to existing residential areas, very difficult access for First responders in an emergency situation, and the level of density projected for lin Valley with this and other projects given the lack of infrastructure available, is a disaster waiting to happen. We simply cannot afford to build more and lose this mountain Village feel while only having two main arteries in and out of this area of North Vancouver. It is just absolutely mind-boggling how city planners have become so in the pocket of developers that infrastructure is no longer a concern. The existing landlord here for the most part, Bosa, has not at all maintained its commitment to providing quality commercial tenants in the areas that they've currently developed. We like restaurants, coffee shops, entertainment, and all existing units are being given to

dental offices, real estate offices, and more of the same bland services that do nothing to enhance the appeal of this community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are still early in the process and as we work towards the submission of a detailed application, a Traffic Impact Assessment will be completed and reviewed by District staff.

██████████

The proposed Safeway redevelopment will degrade the liveability of the Lynn Valley Town Centre for many reasons: heavier car traffic in an already-congested zone, more stress on the few remaining green spaces such as Kirkstone Park, increased noise and air pollution from idling vehicles, and the encroachment of dark shadows over a grey concrete urban streetscape. I comment as a ██████████ who chose to move into an apartment in the densified, walkable LV town centre partly because such a model is more environmentally sustainable than the carbon footprint of a suburban single-family neighbourhood where every service and store is a car trip away. But I challenge DNV planners and decision-makers to closely examine the impact of the proposed Safeway redevelopment on the carrying capacity of the town centre, especially in terms of human wellbeing. One of the many lessons learned during two years of COVID shutdowns was how important access to fresh air and natural green space is to human health. Let's consider the needs of area residents, including those who will be moving into the high-rise Mosaic and Kiwanis buildings now under construction. Many structures near the Town Centre house seniors in the DNV--both those living independently and those requiring supportive care. Within walking distance of the town centre are 5 elementary schools and several daycares—for the children living in the mix of Lynn Valley apartment towers, low-rise townhouse complexes and single-family homes. How safe will future sidewalks and street crossings be for these populations after the increase in residential and commercial vehicles associated with this new development? Bike lanes, bus stops, and colorful street banners will not significantly redress the negative impact of traffic inevitably generated by four new high-rise towers and expanded retail. Walk around the completed BOSA mixed-use complex and you will observe major inadequacies in street planning: a serious lack of dedicated parking and loading zones for residential and commercial delivery trucks, waste disposal vehicles, building maintenance trades and landscaping trucks, municipal street repair and utilities vehicles, Handi-Dart and taxis picking up the mobility-challenged, and moving vans regularly required for transition in rental units, especially at the end of each month. Even Canada Post vehicles are forced to block lanes, and access for emergency vehicles at the front entrance of each apartment tower is often compromised. Let the community recover from years of construction noise and the incessant rumble of dump trucks while other options for the Safeway property are considered. Why not top a renovated grocery

store with 4-storey residential buildings on the scale of the Polygon developments recently completed along 27th, with a percentage of the units prioritized for public employees in institutions serving residents of the North Shore: essential workers in our schools, hospitals, fire halls, police departments, long-term care centres, rec centres, libraries, daycares, and yes, even municipal departments of the DNV. We need to build more playgrounds and preserve the trees and streambeds in existing parkland. Let's imagine community-building amenities such as raised vegetable plots maintained by volunteers from the Edible Garden Project rather than paved cement plazas ringed by fast-food chains generating takeout litter.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Similar to the higher-density apartments that have been built in this community in recent years, our application responds to the same Plan for the area. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. With respect to road alignment, there may be an opportunity for this development to contribute to better circulation in the immediate area. This will be assessed by District staff as part of the application review process.

██████████

Until the traffic problem is solved, I do not support the construction of tall buildings or more cars on the streets of the District. Build bridges or tunnels first,

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the application stages, however, as part of a detailed application, the project team will submit a Traffic Impact Assessment which will be reviewed by District staff.

██████████

Questions in the community survey were based on the assumption that participants wanted to see more housing development in the LV town centre. Therefore, the results would also be framed that way. There were no questions regarding other options such as refreshing the Safeway site to add more green space, local stores, and recreational

facilities WITHOUT adding more population.2. Based on the comments here, it seems very unlikely that the results of the original survey called for more mid- and high-rise buildings being added to LV.3. Where is the infrastructure to support all of the recent developments, e.g. hospitals, bridges, schools, senior facilities, just to name a few? I have personally experienced the terrible traffic jams in the area and brutally long waits at the Lions Gate ER. 4. Crime rate has increased significantly in the LV area with the recent increase in population. LV is no longer a safe family area like before. Don't make it even worse.5. Lynn Valley residents have been bombarded with low/mid/high-rise housing development in the recent years. There were always public hearings but the public was not heard.6. Having another 11-12 storey building on 27th street would be suffocating.7. The proposed buildings have nothing resembling a 'Mountain Village' look, not to mention no 'mountain village' would have so many tall buildings!8. Stop changing Lynn Valley from a friendly, family, community culture into a crowded, commercial downtown!!Thank you!

### **hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our redevelopment plans are guided by the District's Official Community Plan approved in 2011 which designated Lynn Valley as a Municipal Town Centre. The Safeway property is located in an area where buildings up to 12-storeys can be considered. Results from the community survey, the feedback received from the early input meeting, and comments from District staff will be considered as we work towards a detailed application. Social infrastructure is something that would have been assessed during the development of the OCP, The District recently completed a review of the OCP entitled the Action Plan Review, which confirmed the directions in the original OCP - to direct growth towards Municipal Town Centres. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density.

██████████

Transportation is the issue for me. ██████████. I walk everywhere except when I need to go over to Lonsdale or go downtown. The 40 minute wait on the bus to travel from Lonsdale to Lynn Valley is more the norm than the exception, not to mention the gridlock on the Shore between the hours of 3:00-5:30 pm. Please do not tell me I need to travel at off hours. That is not always possible. So if you can build your structure without impacting transportation options on Lynn Valley Rd or 27th over the next 5 years then your proposed plan for density and civic space look do-able. The Safeway could certainly do with a new building. There are only so many ways in and out of the Valley. Building for the future where bikes and walking become more of a norm to shop, play and work is a good strategy however, at the moment cars are the go to choice for most people to travel around town.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Transit options are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink.

■

Although there are "frequent" busses they are circuitous routes. I commuted to downtown Vancouver from Lynn Valley for more than ■ years, often by bus, and it took 1 hr to 1 hr 20 min each way. Until you have TransLink on board to provide express service from Lynn Valley this will remain a car dependent community for most.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Transit options are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink.

■

we need more housing in North Vancouver to support affordability for young families. My family and I are looking to move to a bigger home, but it's really hard to find housing. Right now, we're in a ■ and looking to upsize. This project will help families find suitable housing in North Vancouver where demand is high and supply is limited

■

Keep in mind that flooding the market with supply will not create a reasonable amount of affordable housing. The proposal states 35% of the units will be rentals. Of that, 5% will be "affordable". That is 8 units. The rest of the homes will be priced to align with current market values of comparable homes in the neighbourhood - meaning million-dollar condos like the neighbouring BOSA units. At the end of the day, developers are in the business of making money. Yes, a development will create more housing but at what cost? What do we gain as a community? 8 affordable condos are not worth the overall decrease in quality of life we will see from this project.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I am opposed to the proposal as it currently stands. Several issues I see - 1) the size of this proposal doesn't make sense. There has already been intense densification of the area and the infrastructure is at the max. It already takes completely unreasonable amount of time to go north-south, or east-west in NVan. The local rec center is impossible to get into programming. Schools/daycares are maxed out. 2) the type of housing is wrong, we don't need any more tiny expensive condos, we need more family housing, townhouses, or 3-4 bedroom options. Or additionally we need more commercial/office space, so people who live in NVan can actually work in NVan 3) There are also many other uses of this space that would be value add to the community -> park space, new recreation facility etc. This is important land in the heart of Lynn Valley that we need to be careful how we utilize, so it's for the good of the whole community 4) the height and size of the project will cause a serious decrease in living standards to the large amount of people already living in the area - the construction period and disruption with noise/traffic/pollution; and also the loss of sunlight and green space into a lot of homes once project is completed

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The District's 2011 Official Community Plan (OCP), the planning document intended to guide change and manage a growing community in the District, identifies this area of Lynn Valley as a Municipal Town Centre. Municipal Town Centres are envisioned as areas that accommodate growth and an area that will be a complete community. The proposal follows the policy outlined in the OCP as well as in the flexible planning framework. When developing the OCP, the District would have reviewed social infrastructure capacity as a function of growth in a community. They will also evaluate this during the review of our application. Our proposal provides a range of housing options including condominium homes, a rent to own program, market rental homes, and affordable rental homes. Developments fund community spaces and as part of this application, the District has asked for a civic space to be provided to them. We are still early in the application process and as we work towards a detailed application, a Traffic Impact Assessment will be conducted and submitted to District staff for their review.



I see there is no mention of creating rentals for people living on a fixed pension and/or disability pension. For many children living in Lynn Valley and who have called it home, will not be able to move out of their parents home because there is nowhere to move.



We need to envision a community that supports people regardless of their ability and nothing is mentioned here. Yet again, our most vulnerable have been left out of another project.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street includes a range of housing options including condominiums, a rent to own program, market rental homes, and affordable rental homes meeting a range of needs in the community.



If the District is going to put housing anywhere, shouldn't it be here? This proposal is for fairly modest heights, 9-12 storeys and there is new development of similar heights in the neighbourhood, both of which are consistent with the Lynn Valley Town Centre Plan. The District absolutely needs housing in it's central areas and achieving market rental and below market is a great outcome. How many families do we all know trying to find a home right now on the North Shore that are struggling? Our region isn't building enough housing. The 1970's saw more housing completions per capita in Metro Vancouver than we see today.



The fact that there isn't enough housing doesn't mean this is a good location for it! And can you really call 9-12 stories in the middle of a traditionally 1 to 3 story neighbourhood fairly modest? This is a huge increase in population in an area that is struggling to accommodate the increase due to recent development here. Is Lynn Valley going to become a concrete jungle in the cause of increased housing? It will if developments like this continue.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



Why is the livable structure soo massive, it's like they really wanted to max out on profits and have no regard whatsoever for the residents around it. It will ruin and obstruct the view of man homes not to mention our courtyard and so many units this area already seems over saturated as there have been so many new developments that are not even sold or even rented yet, maybe 2-3 stories high makes more sense on tops of a commercial space and consider adding more walks space, the current proposal goes against the charm of Lynn Valley & it is obvious that the developers are trying to make

as much profit possible and is unacceptable that they are not considering the how it will impact the residents and the community, it completely clashes with the style of the mountain lodge style Bosa created which fits with the surroundings a lot better, not to mention I take transit and traffic as it is wild, there is constantly delayed buses with how congested traffic already is, it would be far better space for a recreational centre with swimming pool and a gym, or a community centre for indoor badminton, and 5% rent to own is just insulting everyone's insult an excuse for affordable units, we want to preserve mountain views, keep or add more green scapes, it's about time our elected leaders do something about this, I am open to a reasonable proposal but NOT THIS, where it adds to enrich and contribute to our community and not just fill money to pockets of developers who clearly don't care.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Official Community Plan which has been in place since 2011. Our application responds to the Plan as well. As part of the community amenity contribution for this application, the District has asked for a civic space. We are still early in the application process and this application is still in the conceptual stage. As we continue towards a detailed application, the design will be further refined.



I agree with the multiple people who have already commented about the proposed development being far too dense, for much the same reasons: traffic, inadequate existing infrastructure to support the existing population, lack of green space, the crime rate has been increasing, etc. In addition, the towers are much too tall and will create significant shadowing on the surrounding buildings, particularly on 27th. Finally, the proposed design does not fit at all with the existing aesthetic in Lynn Valley: the buildings would be at home downtown but bear no resemblance to a "mountain village".

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community

Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Our design is still in the preliminary phase and this will be further refined throughout the planning process.

██████████

This development is far too large and tall for the proposed location. It will consume every available inch of the property and obstruct the view of the most valuable assets in our community - the trees and mountains. Moreover, Lynn Valley cannot sustain 479 new homes with the existing infrastructure. The roads are already over taxed. I sat on Mountain Highway for 45 minutes this week for no apparent reason! This development needs to be much smaller and in keeping with the character of the community.

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to the District's Official Community Plan, the recently reviewed Action Plan, the Lynn Valley Design Guidelines, and the Flexible Planning Framework. These documents guide the future of Lynn Valley which includes directing growth towards a Municipal Town Centre. We are early in the application stages, however, as part of a detailed application, the project team will submit a Traffic Impact Assessment which will be reviewed by District staff. In addition to this, District staff will review social infrastructure capacity.

██████████

If you want to densify, then change the zoning in our residential areas and allow townhomes, laneway houses and duplexes. I didn't see or hear anything in the developer's proposal that would address the huge impact of their added density on current infrastructure in the heart of Lynn Valley. Increased population density also comes with traffic density. Bicycles alone are not the answer. Public transit schedules and routes do nothing to lure us out of our cars. Vehicle traffic is not going away. It was once said that our neighbourhood got its beginnings when "people who got off the highway, couldn't get back on, so they decided to settle in Lynn Valley." It's almost true again - once you're here, it's even harder to get out with all the traffic backups on Lynn Valley Road and Mountain Highway. I'm not against change or growth - it's a lovely place to live - but wouldn't it be nice to stop building for a couple of years to assess and address the bottlenecks and infrastructure problems that have appeared under the latest round of development and prepare more wisely for future growth?

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This application only addresses the redevelopment of the Safeway and its

surface parking lot which, generally speaking, is considered good planning practice, especially in an area designated as a Municipal Town Centre. We are still early in the initial stage of the application process and as we work towards the submission of a detailed application, a Traffic Impact Assessment will be completed and reviewed by District staff.



I am concerned that the current traffic issue will only be made worse by this proposed development. There is absolutely no way 27th Street can handle this increase in population. Additionally, the Black Bear, has been a part of this community for so many years...to remove it would be to removing the heart of Lynn Valley.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of a detailed application in the coming months, a traffic impact assessment will be conducted and reviewed by District staff.



I have read most of the other comments and agree that there are many reasons to be opposed to this level of densification without addressing the existing serious traffic challenges. a) traffic down Mtn Highway to access the highway or east bound to Seymour Road is worse than ever - the millions spent on the massive intersection has not eliminated the congestion heading south on Mtn Highway; b) existing shortage of parking at the mall; c) volume of traffic on Lynn Valley Road because of popularity of the Canyon; d) not sufficient space on Lynn Valley Road for safe cycling; d) poor public transit to and from the areaAddress all of these issues before talking about more densification



The DNV should not be approving new development for Lynn Valley until they fix the traffic problems for Lynn Valley. They can start by synchronizing the two traffic lights at the #1 HWY Off/On Ramps (at Mountain HWY) with the Arborlynn Dr. traffic lights (at Mountain HWY). It should have to take up to 40 minutes in the afternoons to go from Lynn Valley Centre south to Canadian Tire, Rona, or the City yards on Crown Street!



It should NOT have to take up to 40 minutes in the afternoons to go from Lynn Valley Centre south to Canadian Tire, Rona, or the City yards on Crown Street!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the application process and as part of a detailed application, a traffic impact assessment will be conducted and reviewed by District staff. This project team doesn't have any influence over Transit options in the area however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink.



Very strongly opposed to this. Traffic is crazy , 500 more families. Where are the going to go. Traffic is already insane. The bus to downtown only goes down Mountain Hwy every half hour(no incentive to get out of your car) Trying to get into Lynn Valley mall is to say the least a challenge . There is to much development in this area to fast, it needs to catch up

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our application responds to the District's Official Community Plan, the recently reviewed Action Plan, the District's Lynn Valley design guidelines and flexible planning framework . As part of this application, a traffic impact assessment will be submitted and reviewed by District staff as part of the detailed application stage. Transit options are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink.



This project makes me sad for so many reasons. Lynn Valley is already feeling closed in, over crowded, and losing its community feel and charm. Traffic is so busy; we have a family joke not to leave Lynn Valley after 1pm as you will be hit with too much traffic to leave. The only positive I see of this build is the potential of a community space (although it isn't decided what this would be used for). We can not look at this proposal as a stand alone, but also take into account that the area adjust (the Black Bear) is also looking at rebuilding, and it is only a matter of time time before the mall with Dairy Queen will be asking for redevelopment as well. Our local schools, rec center, public

trails and roadways can not handle the increase of this type of development. I would rather see a push of more laneway houses and secondary suites.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This proposal is for the Safeway property and its large surface parking lot. It does not eliminate existing character areas. As part of this application, a traffic impact assessment will be submitted and reviewed by District staff as part of the detailed application stage. In addition, the overall need for amenities and social infrastructures such as schools, recreation centres, etc. would have been assessed by District staff during the creation of the Official Community Plan which was approved in 2011. District staff will also review social infrastructure capacity as part of the application.

██████████

Strongly opposed to this project as it will adversely impact this serene mountain resort style surrounding. The traffic in this area is a nightmare and perhaps future development should be allocated to enhancing the infrastructure, not to over develop and over populate the only area left in Lynn Valley where it is better suited for various businesses such as coffee shops and restaurants.No more such hi rise condos. Please reconsider, go back to drawing board and approach this as if you were the person that is now residing in this proximity.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are still in the conceptual stage of the application process and the design will be further refined as we continue. In addition, as part of our detailed application, a traffic impact assessment will be completed and reviewed by District staff.

██████████

Hi there,I am not in favour of the current proposed project as it is far to dense and offers no green space. I have lived in Lynn Valley for over ████████ Years.We are fortunate to live in ████████████████████ from the Lynn Valley Mall.We love the area and the proximity to the canyon.We voted on the Bosa project years ago and chose the medium rise towers as theywere supposed to offer more green space for the public.Sadly now, as we walk up 27th from Mountain Hwy, and wind our way through the newcomplexes we see that there are no green spaces at all. Not a scrap of green for childrento play on. Nowhere in sight a place for people to gather.It is so sad.A friend of mine who worked for the ████████████████████ for many, many yearsmentioned that often when complexes are built, the builder trades off a park in another part of the district or city to offset the obligation to build green spaces.In the late 19th century in Edinburgh Scotland, people built tenement housing for the workingclasses. They included huge back greens that

were used for laundry and kids play areas. [REDACTED] and recalls that [REDACTED] could see [REDACTED] children playing out on the green. Sadly there are no spaces for kids to just go outside to in our modern way of living. They have to be driven to parks or walk long distances. Where are the places where people can socialize outside their homes? The mall I suppose is the only place. We just seem to want to let builders come in, build as many places as possible, charge enormous amounts of money for them and peddle them in artsy names like the "residences". It is a money grab...no green space...lip service to any real interest in quality of life. I do want people to have homes, I do want them to build apartments for people. I just want them to actually provide green spaces for children to play...right outside those homes. I don't see any interest in that when I look at these plans. Sheila Allan

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the process and as we work towards a detailed application, feedback from our community survey, this early input meeting, and District staff will be considered.

[REDACTED]

The appeal of Lynn Valley has been its small town feel. More high rises will mean more congestion on Mountain Highway and Lynn Valley Road. The units in all these new builds are not at all spacious since the goal is to cram as many in as possible. What about when the complex across from Lynn Valley library, the one with the Dairy Queen gets built? It's going to lead to less natural light and more concrete jungles.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of a detailed application, a traffic impact study and view analysis will be completed and reviewed by District staff.

[REDACTED]

Lynn Valley has long rainy dark winters and Lynn Valley is lacking a LARGE community gym with two squash/racket ball courts and fitness class rooms (underground)! Even with the local schools there is NOT enough gym capacity. This is something our community really needs. It would be fully used by our, ~ 3000+, girls' and boys' each week e.g., soccer, basketball, volleyball, badminton clubs. We need a facility like the John Braithwaite Community Centre <https://www.seevirtual360.com/themes/52/VirtualTour.aspx?listingID=5691#.Yje30xDMKX0> in our Lynn Valley Center which incorporated into this development. We should NOT have to fight traffic to drive or take a bus for up to 45 minutes each way to

go to a community gym. We should be able to walk! I would ask that the DNV Council and Crombie to please invest in our Lynn Valley KIDS and families!

**hayr (staff)**

he applicant provides the following response: Thank you for your comments. Development applications help fund social infrastructure such as community centres, public gym facilities, and libraries. As part of our application, District staff have asked for a Civic space to be provided and Crombie and District staff are still in discussions about the use of the space.

██████████

I don't think LV needs more 10-12 storey towers, maybe 4-5 storeys is enough. LV mall area is getting Too Many high density buildings. Also, if more tall buildings are built across from the buildings above Save on Foods, they will feel very enclosed and tight. Also, LV needs another (or 2) casual restaurant. Browns is great, but there needs to be another option. There are now so many more people living in the area, plus so many people come to LV to enjoy the trails hiking, running and biking, and another restaurant would be great, as Browns is so often too busy! Something to accommodate families, games night, and ladies night out! No more pizza or sushi, there is enough. It's also very sad to hear Black Bear pub may have to close.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

██████████

I've specially chosen the ██████████ in Lynn Valley to settle down after having relocated from ██████████ I was attracted to its charm and the laid back environment only to be met with this shocking proposal of such massive structures which is inappropriate in this already overcrowded community. Over the course of two years, I've witnessed other condos built in the area and the explosion of population which inevitably led to the degradation of the surroundings, the ridiculous traffic congestion as there's no infrastructure put in place to facilitate the growth. Additionally, it has profoundly negative impact on the ecology of the surrounding parks with irresponsible folks littering with trash, dogs poops and crimes had also spike with break-ins in my building. This project is definitely not welcomed here as it will only further degrade the quality of lives for those that had already endure all the recent developments in the past few years to a already overly dense community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was



identified in the District's Official Community Plan which has been in place since 2011 as well as their most recent Action Plan Review that was undertaken between 2019-2021. The Municipal Town Centre located in Lynn Valley, where the property falls, is intended to absorb growth and become a complete community. As part of a detailed application, the project team will submit a traffic impact study which will be reviewed by District staff.

■■■

I haven't been opposed to the LV Centre development proposals before now, but I think it's time to put on the brakes - or at least slow down significantly, while we consider whether we are getting the Lynn Valley we want for our community's future. We are giving away air space and views and sunshine in return for ... what? The pedestrian level may be nicely landscaped, but we have close to zero village character as far as independent shops or creativity boosters (hardware, craft, book, art stores). With kudos to those establishments that are out there offering great service and coffee and meals and friendliness, these village-esque premises are dwarfed by banks, insurers, real estate companies, body-beautiful shops, fast food, etc. Now the new Shoppers has added a barn-sized luxury cosmetic section instead of putting their real estate toward something useful. BORING! We were promised higher density would bring affordable housing, but the Bosa properties sure didn't help in that regard. If we give away all the airspace in our town centre, we aren't left with many level areas where we can walk or gather and see the wide open sky - Lynn Valley Park is open, but entirely devoted to playing fields. My vote is either slow development way down, or make it a heck of a lot more interesting and engaging for ALL residents of our much-loved community. (And I am not a knee-jerk curmudgeon, FYI, I am all for the bike lanes!! 😊)

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

■■■

We moved to Lynn Valley ■■■ ago. At that time we had a good hardware store here and enough stores that we were better serviced as a "community" than we are now. We have lost retail that is functional and gained fast food outlets and real estate brick and mortars - useless to a healthy thriving community. We have gained a great public space in the library square but the ineptness of DNV as a landowner has had people flee that mall area. We have lived through that development, Argyle school tear down, re build, now the all weather field, while the Bosa project was on, ended up with a dysfunctional parking lot with traffic flow designed by a nimnut. And more traffic, unable to plan anything in life in case you get stuck on the highway or any of the feeder routes. NO. I DO NOT WANT ANY MORE PROJECTS, council. Get this through your head. You cant just keep building expensive apartments and put 5% into "affordable units" and justify that when all the rest of us are overburdened by your ridiculous plans of empty bike lanes, towers crammed into the mall, and removal of yet more parking around Lynn

Valley. You have got to allow density in lower buildings, carriage houses, or more density per lot than cramming all these towers up everywhere. I have had it with this council. They have not served me well as far as I'm concerned.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

██████████

We can't keep adding housing without the infrastructure to support it. Traffic is already out of control with no improvements likely to come for years. Build this elsewhere! I'm a long-time resident looking to leave the community because of developments like this that only add density that we cannot handle.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are early in the application process and as part of a detailed application, the project team will submit a traffic impact study for District staff to review. Infrastructure capacity as a function of new development does get assessed regularly by the District and Province.

██████

The rapid expansion of Lynn Valley needs to take into consideration the already over crowded spaces in SCHOOLS or lack thereof. Affordable housing is an ongoing issue. The word affordable doesn't indicate or guarantee that it is affordable. I'd rather see something like BC HOUSING projects coming in than a 400+ unaffordable spaces.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of the Official Community Plan, District staff would have reviewed social infrastructure capacity, including schools. Demographic projections as a function of the OCP are shared with school districts and other external agencies who use them for capacity planning. The current proposal also includes a mix of housing options including market rental, affordable rental, rent-to-own opportunities and condos and this housing mix will be further refined through the application process.

██████████

I sincerely hope that DNV reads all of these comments and pays close attention. The residents have spoken and we do not want this development in Lynn valley. It would be

a terrible idea for our community. There is already too much traffic, over crowded schools, community centres, stores, doctors offices. The hospital is completely over crowded. For once do the right thing and listen to the people that actually live and work here and don't go ahead with the project.

### hayr (staff)

The applicant provides the following response: Thank you for your comments.

As a lifelong North Vancouver resident and someone who currently lives in Lynn Valley I am opposed to this development for a number of reasons:

- Shadows being cast on existing residential and commercial spaces so Quality of life impacted due to lack of light; don't want buildings to block out minimal light there is
- Possibly consider realigning the proposed development so that the taller towers are facing north/south? This would cast fewer shadows on existing structures to east/west of the proposed development as well as within the proposed development
- The Residences complex have two tall buildings in their 4-plex, however they are on opposite corners so as to allow for more light flow between the buildings within the complex itself and on those beside them. The proposal for 1127 East 27th St currently has the two taller towers side by side which greatly reduces the light on neighbouring structures and will also decrease light on the two shorter buildings within the proposed 4-plex; not the smartest planning, when that could easily be avoided by reworking the plans and separating the taller structures/putting them on diagonal corners
- As has been proven over and over again, a lack of natural daylight has adverse health effects on people, so a plan that allows for the greatest amount of natural light for all buildings, new and existing, makes the most sense
- Road infrastructure and traffic concerns from new residential buildings
- Potential of at least 400+ new vehicles to the area which doesn't have proper road infrastructure as it is without these units being built
- More concern for pedestrian accidents due to increased traffic
- Environmental concern for increased traffic both from residents and visitors to the area
- Traffic on the North Shore is already horrendous as it is. The new interchange has made traffic worse. Road planning needs to happen for the future before more residential areas are added to anywhere in North Vancouver!
- Transit in this area is a tough sell
- Despite the politicians wishes, the majority of whom don't take transit on a daily basis to work and to run errands/pick up groceries, reality on the North Shore is that Transit is a tough sell
- There is no rapid transit on the North Shore which would be difficult in and of itself to implement at this point due to the overbearing traffic that already exists
- Bicycles are great, but how many people can viably ride them to work? If you have children, riding a bike to work as a parent isn't a viable option as it doesn't allow for you to get to your child quickly in an emergency, get to their school in time to watch a basketball game or band concert, or work to pick them up after school to take them to an activity (hockey, piano lessons, tutoring, etc.). Even as a person without children, it is not always conducive either as these people have activities after work as well and/or appointments to get to
- Even if we had the best Transit in the world (which we are far from), you are

still going to have those that want and need vehicles; that's just reality • School infrastructureo All of the new residential developments in Lynn Valley are being touted as places for families --- where are the children from these families going to go to school?o Planning for schools and other such infrastructure needs to coincide with planning residential buildings so that you are not playing catch up after the fact --- not fair to current residents whose schools become overcrowded nor to the new residents • Noise pollution and heavy traffic during construction timeo Yes it will eventually go once the completion is done, but this area has been under constant construction for years now. It would be nice to have a break from it all!o Noise pollution occurs both from the actual construction site and also the vehicles who are servicing the constructiono Vehicle traffic high during construction phases with workers coming every day to work (who do not take transit as they are having to come from other municipalities in the GVRD as they too cannot afford to live in the community they work)o Noise pollution extends past the actual construction zone due to increased truck traffic on the road while hauling out and bringing in new supplies; it is not just the immediate community that is bothered by thiso Transit won't help these problems!!• Possibility of more light pollutiono Additional buildings and street lighting could cause increased light pollution on existing structures depending on the final plans of the new proposed buildings • Any other effects this will have on the communityo Why bother increasing the density of the neighbourhood if you are not actually helping members of the existing neighbourhood by doing that? Rental prices are just steadily increasing, pricing people out of Lynn Valley, a place that you say is for families. Yet families can't afford to live in the area because it is so expensive, whether that is to buy or rent. That goes for couples or people with roommates to. And a single person who lives alone is often forgotten about during the planning phases of such projects. How are they supposed to afford anything when couples and families with multiple incomes are being priced out? If you are to increase density, therefore bringing the potential for more renters or the few people who are lucky enough to ever purchase their own place, help these people out by capping rent prices and selling prices. You are getting rid of the low-rise housing/building that people could afford and replacing with new fancy high-rises that are too expensive for them. You speak of community, yet the proposed developments that are happening in the Lynn Valley area are pricing out the residents that have been -part of the community for years and generations --- that's just a big old "F U" to these people who have grown this community. Basically a huge "thanks for nothing" for lower and mid income families, couples and singles who are current residents of the area and/or those who would like to be.o Environmental impact also increases with each new development♣ No major additional increases to infrastructure for electricity, water mains/water usage, garbage, recycling, etc. has occurred in North Vancouver, and yet more and more residents are being added to the grid(s). Eventually this overload is going to result in a major environmental catastrophe, and politicians once again are going to be left saying "well, we had a plan in place but it just hadn't been completed...."♣ The more people you keep adding to an area, the increased recycling and garbage that comes out of the area; the facilities that we have for these things aren't good enough as they are♣ Overloading the electrical grid isn't helping anyone! ♣ Water flow rates also decrease by adding more people, which again make no one happyo The number of police and fire personnel and paramedics also should occur in advance of adding any more residents

to an area where these services are already maxed out! Try thinking of the impact that increased populations have on these services and the mental health of the people who work in these fields by having to respond to more calls and be under higher stress by being responsible for a larger population, rather than just the monetary benefit that the developer and the DNV are receiving. Like the residents who have grown the community, this is just an “F U” to first responders. Possibility of more light pollution as additional buildings and street lighting could cause increased light pollution on existing structures depending on the final plans of the new proposed buildings. Thank you

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property in Lynn Valley responds to what is outlined in the District’s Official Community Plan which was approved in 2011 and the recently reviewed Action Plan (completed in 2021). The proposal is also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. The proposal does not include any displacement or demolition of existing homes, only the addition of new homes ranging from condominiums (which includes a rent to own program), rental homes, and affordable rental homes. Generally speaking, redevelopment of underutilized properties such as large-format grocery stores and surface parking lots in Town Centres is considered good planning practice. We are early in the application process and our design is currently at the conceptual stage. As we work towards a detailed application, a traffic study, a view analysis and shadow study will be conducted and reviewed by District staff.



Completely opposed to more density. I didn’t hear anything in the presentation that addresses the already taxed infrastructure of getting in and out of Lynn Valley. The ‘solutions’ done to support earlier developments haven’t helped. Traffic is still terrible especially when the highway is backed up. The Bosa development said their density would add 30’s to each light on Lynn valley road. What will yours add? Also, what about families with school ages children, has any discussion taken place with SD44 regarding spaces? With regards to parking, you have spaces for Safeway but do u really think that will be enough given those who may also be visiting other stores? What do you see as community need and benefit other than money?? I didn’t hear any community benefits other than a few more stores to shop at. Our community isn’t gaining green space or gathering space, or enjoyment. Our community is gaining mor congestion, traffic woes, and to be honest we may actually choose to go to Lonsdale vs Lynn Valley as it may be too hard to get home. So so sad we are losing our community to densification and greed.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of our application review process, we will be required to submit a traffic impact study. Infrastructure capacity as a function of new development also gets assessed regularly by the District and Province. Demographic projections as a function of the OCP are shared with school districts and other external agencies who use them for capacity planning. This proposal includes a range of housing options, retail space, and a civic space that is to be provided to the District of North Vancouver. Crombie and the District are in early discussions to determine the use of this space.



As a resident of LV, I'm opposed to this development for a number of reasons: the size and density, the design, the lost character that make the village the village. We should be fixing our roads as there are continuously traffic nightmares getting out of LV let alone going over the iron works and lions gate bridges. Have you sat in traffic for over 2.5 hours+ to get to/from home to work/school? Have you tried to find a parking spot and all you see is bike lanes? I think they are a good idea but they took away all the residential parking except for 6 to 8 stalls on 29th street. Have you had to constantly listen to the cars/delivery trucks, the horns/alarms, the constant hum of the area and you want to increase that 10 fold. Sorry, I'd like to see the greenery outside over an ugly development and all of the light/carbon pollution it will create. You should be looking at keeping the character of the area, the Safeway, the blackberry pub, etc. Not everyone wants to live in a "downtown" that is why I bought here. You need to look at the hospital that will be serving this area, The new hospital addition is NOT increasing the bed capacity at LGH, if anything, its making rooms all semi/private. It shouldn't take me 30 to 40 mins to get home from the work when its a 5 min drive. Where is the green space for this area so children can play outside, your moving it farther away which is NOT safe. Rooftop play areas? Only for those in the apartments? Going to LV elementary or KM rec center is too far for kids 10 years and younger to go by themselves. Parking lots and malls are not playgrounds and fresh air which children need. DAYCARE??? Its already madness to find a spot on the Northshore, where are all these families going? CRIME and Break and enters: have you looked at how bad its in LV? People coming over the bridge and "shopping". More homes is only going to add to this growing problem. I'm for development and growth but not for mega towers and taking away from the community. The BOSA development is still trying to sell properties over \$1 million give or take a few hundred thousand, how is that affordable or achievable if you are selling in the same market? SORRY, I don't want to live in a shoe box and spend my hard earned money paying over the next 30 years. Nope. Where is the recognition of the first nations in your development? Listen to the community, fix the current problems in the area, redo Safeway and leave the Black bear as is. Hope that this gets defeated and rejected. From a Concerned resident.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This proposal is for 1170 E 27th Street, the Safeway and parking lot property. Redevelopment of underutilized properties like this one which currently includes a single-storey grocery store and surface parking lot is generally considered good planning practice. The development will not remove any green spaces or character areas from the community. A detailed application for this property will include a traffic study which District staff will review. Larger traffic and infrastructure issues are unfortunately not something this project team has control over but road and transit capacity is assessed regularly by municipalities and the Province.

██████████

In reading the comments below I do not have much to add except an intense agreement with all those against this development. I can see very few benefits of proceeding with the development, but can list countless costs associated to it, most of which are highlighted in all of the other comments. To proceed with this would be disruptive to hundreds of residents of the Lynn Valley Centre area, and thousands of people who enter this area on a daily basis. Traffic in and around Lynn Valley Centre is already horrible, and in adding this structure and number of residences, it would make it exponentially worse.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

██████████

We are 100% opposed to this project. We do not need any more densification strategy in Lynn Valley, we are full, please go somewhere else. Traffic here is already a nightmare, what next, take down more trees to build more roads? We moved here ██████████ ago because this was the one area that had not been earmarked for growth and now we are the smallest house on the block living amongst ugly mansions. People like you are destroying our neighbourhoods. More people, less trees, more smog, this is not the city, no more people! No more cars! North Vancouver, STOP accepting these proposals, they are ridiculous and nobody wants more high rises, why are you forcing the, on us? 6 and 12 stories, seriously? Or is it the same ploy to allow the developers to cut it in half and you think we will accept it? Let me answer right now, NO! Please leave us in peace with our forest and what's left of our trees and single family homes.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The District's Official Community Plan has been in place for the past 11 years and identifies the Lynn Valley Municipal Town Centre as a location where growth

is intended to be directed. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height.

█

I have lived in Lynn Valley for over █ years and have recently move into one of the █. The promotional material for this project states that it will "improve the mental and physical well being of residents". Really!! . I can definitely say that a 4 year construction site not 50 meters from my unit will not be improving either my mental or physical health or that of any of the other residents in this community. To the contrary, it will be extremely stressful. Not only for this reason but for all of the well thought out objections and comments here, I am not in favour of this development as it is currently proposed. The 12 story towers running parallel to Valley Centre Ave and shadowing the Avenue and the building across the Avenue will turn the Ave into a claustrophobic sunless tunnel, more suitable to a downtown core than the feel of a Mountain Village. .And that's just in the summer. In the North Shore cloud filled and rainy winters it will be mostly unbearable .I don't know of any Mountain Village ( think Whistler, Banff, Jasper, Aspen or any resort in Europe) that has 11 and 12 story towers not 25 meters apart shadowing a street. Anyone who has tried to exit the North Shore after 2 PM daily or tried to get to the North Shore in the morning knows that the road infrastructure cannot accommodate the existing traffic volumes, so adding another 479 units and the 78 units proposed for the Bear Pub redevelopment plus all of the redevelopment at lower Mountain Highway will only make matters significantly worst. Has this council or the developer even considered any of the issues of schools, hospitals, recreation centers, road congestion, even where these new residents are going to work, before approving this development proposal? Until these issues are dealt with, not just studied, this project should be shelved or at best, significantly down sized.

█

I agree with so many comments found here it's wild and insulting to think no one sees what's happening here. I agree the space can be better used with 2-3 levels above commercial/community space and parking moved bellow but not in the scale of 479 units which is careless and inconsiderate, with traffic and gas prices already a very hot topic, and how this will affect the mental health of people taking away trees, open space, mountain and sky views, not so long ago we had a stabbing that took place not so far from here and a little kindness and understanding could go a long way to prevent people breaking like that. Listen, reconsider and be more sensible.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan as approved in 2011. The



property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's overall directions including the direction to focus new housing densities in the Town Centre. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density.

██████████

I am completely opposed to this project. For the past █████ years we have been exposed to constant construction. We have watched entire neighbourhoods of single family homes torn down and Developers moving in to construct huge multi high density developments, Traffic has become grid locked daily due to the increase of high density, adding more to density will only make it worse. Any accident on the bridge, completely paralyzes the North Shore. There does not seem to be any thought process in this area. The ecological pressures on our parks as more people are venturing further than ever before. I remember last election when Council members stood before us with the campaign promise was to slow development. This has not happened. Of course the more Developers build the more they will come. We have an election coming up and I will not be voting for this current council, Lisa Muri and Betty Forbes are the only members that have come through with their promises. All the rest of you have stabbed the citizens of the North Shore in the back. You all know that development will not ever be affordable.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

██████████

I really hope that the DNV is listening to the people of this community. From reading the comments here, there is a strong majority of people who are firmly against this development. We do not have the infrastructure to support more development. With every new building, Lynn valley is becoming less and less livable. Schools are overflowing, roads are congested, crime is increasing. I am against this development and implore the council to listen to the voices of the community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. In developing the OCP and as part of the 2019-2021 Action Plan review, District staff the need for amenities and social infrastructure such as schools was taken into account by District Planning staff who will be assessing our application.



I'm concerned about the increase in traffic density as well, Mountain Highway and the Cut are often clogged up because of traffic issues on the bridge, presumably all these new residents won't work in Lynn Valley, so they have to go somewhere other than Lynn Valley for work. Bus traffic can't get anywhere if Mtn Hwy is clogged, so transit is not a solution for getting more people in and out of this area of Lynn Valley. And more cars is definitely not a solution. If this were part of the extended North Shore Skytrain or LRT solution and it included a subway station under it, that would be a game changer.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



Is there any public space in the centre area of the buildings? I thought I saw green space in the centre in one image, but was wondering if it is only privately accessible. Lynn valley would benefit greatly from car share opportunities. Will there be designated spaces for car shares in this development? What is being considered for the District owned community amenity? Apart from this proposal specifically, my bigger concerns are about the cumulative impacts of the all the growth in and around the centre. I was enjoying the mountain views as I walked from the centre yesterday, and am wondering if in the planning for increased density in the area will view corridors be maintained to ensure the public has access to view the surrounding hills/mountains, not just those who buy homes in the towers?The amenities that make a complete community (parks, natural areas, recreation centres, schools) already feel very strained. The nearby forested areas are experiencing such intense use by walkers, dogs, bikes etc., I am concerned about how ecological integrity can be maintained. KM recreation centre needs enhancements and getting classes through north shore recreation feels like winning the lottery. This is before the hundreds of new units that are currently being built or proposed are occupied. How can growth be paced in a way that support livability/quality of life for residents?

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The green space is identified as a private residential amenity space. Car share spaces are something that are being considered as part of this development. The Civic space will be provided to the District of North Vancouver for their use. Crombie and the District are currently in early discussions to determine the use of this space. The impact of development on views is something the District will assess as part of their application review. . As part of the District's Official Community Plan, they would have assessed social infrastructure and the needs of a growing community. This will also be considered as they continue to review our application.



I hope both DNV Council and the developers are reading all the feedback here and understanding NO-ONE in Lynn Valley wants more development. This is going to add to the strain on already strained resources, overcrowded schools, a tiny old hospital that cannot keep up with the demand not to mention not enough family doctors and available health care for hundreds more added this area. It already takes 15 minutes just to get out of Lynn Valley most of the time due to increased traffic from the many other new developments. It may sound nice to say it is near bus routes and bike routes but don't kid yourselves...people will be bringing their cars and adding to the already intolerable congestion. After the years and years of building noise, mess and frustration from both the huge LV Centre project and the Argyle build, all Lynn Valley residents want us some peace and quiet and the ability to try and enjoy what little peace and community there is left here. Do NOT push through a development no one wants. NO ONE. Enough is enough.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



This proposal is not in the best interests of the residents that already live here. The proposal included commentary from the community including "overcrowding" and "need more shops/cafes, and nice restaurants". The actual proposal includes 1.8K sqft of retail space for non-Safeway businesses which sounds like about enough for 1-2 businesses. Further, adding an additional 500-1000 people does not align with the concerns of the overcrowding provided in the feedback. Many people live in this area because it's NOT like Lonsdale that is too dense for their comfort. The proposal also does not sufficiently address the affordability issue as the proposal currently promises a small amount of "affordable" options in rental. One can infer that that means the remaining will be far more expensive than the average family can afford. The rationale that the increased supply through densification will help affordability is not proving to be true. In the last

few years, there have been more homes added to Lynn Valley and the prices have only increased. To meet the threshold of supply that would lower prices, would severely impact the livability of the current residents. As a result of the current developments, we now have condos, townhouses, and houses far out of reach for the average family. As many other commenters have noted, this proposal is too much for this neighborhood to sustain the current livability.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street respond to the policy outlined in the District's Official Community Plan which has been in place since 2011 and has identified this area of Lynn Valley as a Municipal Town Centre where growth is intended to be directed. In addition to this, the proposal follows the Lynn Valley Town Centre Public Realm and Design Guideline and flexible planning framework which permits discretionary approval of buildings up to 12-storeys in height. The policies and guidelines are not prescriptive in the types of housing that should be provided but rather identifies a need for a range of options. Our preliminary proposal does include a range of housing options and this will be further refined through the application process.



This (and the Black Bear Project) do NOT address the issues of green space and parks that have been eroded in the developments. OCP clearly identifies environment that must be considered. This development shows only more concrete and very limited "green space/walkway". The traffic turning off 27th into this development will be disastrous. There is only concrete and more concrete that has been built in the blocks of the Centre, The Residences, and the Polygon 6 building development. There is no green space. Tiny courtyards do not replace parks. Kirkstone is already annihilated because of the increase in population by a few thousand in this small area. Many more dogs are in the area as a result of the COVID lockdowns. There is no park area for them let alone for kidskin unstructured play. The City of Vancouver has completed a study identifying limited green space for kids has affects on their ability to concentrate (ADHD).

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This proposal is only for 1170 E 27th St, the Safeway and parking lot property and the development would not erode existing green space. It has the opportunity to add greenery and green spaces. Our design is currently at the conceptual stage and it will be further refined which will also include clarifying the programming of the open spaces.

As a resident of Lynn Valley, I am strongly against this project, as it is currently presented. We simply don't have the resources or infrastructure to accommodate such a large development, considering that the Black Bear Project and the massive Safeway development will add almost 600 residential units and over 1000 extra vehicles to this already bad traffic issue we are facing. What is the District of NV's plan to move vehicles in and out of the Lynn Valley area with this increase in density. The size of the building structures are too high. North Vancouver has various micro climates and because Lynn Valley is nestled in the mountains we experience more rain and darkness than other north shore communities. Tall buildings will interfere with the already limited natural light, by creating too much shade/shadowing. Part of Lynn Valley's charm is the beautiful mountains. Please don't block the mountain views and take away what makes our area so special. Scale down the height of the tall buildings, so residents and visitors of LV can still enjoy the natural beauty. What is the civic portion of this project? It's very vague. Please provide more details. The architectural design doesn't fit the community style of a mountain village. The buildings look like boxes with extended slanted odd looking roofs. It's inevitable that change will happen in our neighbourhood and I'm not against revitalization or new condos, but this is an unbalanced plan. It's way too dense. It only includes rebuilding an existing grocery store, too many units in tall building structures, a very small retail space and some sort of civic space. Our community would greatly benefit from a MIX and BLEND of low rise homes/condos, new community centres, schools, restaurants, shops and much needed additional corridors/roadways, while preserving its charm and character. Please go back to the drawing board and develop a proposal that will have a positive impact on our community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. This proposal is only for 1170 E 27th St, the Safeway and parking lot property. The proposal is following the policy and guidance outlined in the recently reviewed Action Plan (conducted by District Council and staff), the 2011 Official Community Plan (OCP), and the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. Our design is currently at the conceptual stage and more refinement will be undertaken. The Civic space will be provided to the District of North Vancouver for their use. Crombie and the District are currently in early discussions to determine this use.

I support the idea of bringing in more amenities by having more residences supporting the businesses. For this proposal though, the only net gain for the area residences is the added community space which no one knows if it's something that is beneficial to the area residences. I'd be more supportive if more of the store fronts will be subdivided

into small businesses, restaurants and retails. To trade allowing part of the podium of the building as high as 6 stories, it would make sense to spare a level to put the Safeway on the 2nd floor. That Safeway taking up a whole block and whole corner of storefront is not in agreement with the best community design principles.

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments.



LV does not need more development like this one. The roads and streets are already saturated as it is and the bike lines are not helping either. There hasn't been an efficient solution to traffic and that should come before any more buildings are approved.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our full application will include a traffic study which will be reviewed as part of our application.



As Lynn Valley is "developed" to meet the OCP we are seeing its livability being eroded. As the community density is increased we have seen many of the businesses and services that made this an easy walkable community disappear. We have seen they types of businesses loose diversity. This project acknowledges LV wants independent cafes, shops even a brewery (the DNV would not rezone for the light industrial required - so even mentioning it and getting hopes up for such a thing is spin doctoring) but what we get are pizza chains. This project **does not** maintain the mountain village aesthetic set out in the OCP. It is a highrise with wood accents. Villages by there nature are walkable, pedestrian-centred low-rise. We are almost at the density goals for the OCP and this project far exceeds a reasonable density for the area. A 30% increase over LV Centre is extreme. Council needs to focus on making the community we have function as such. Plans for infrastructure, roads (single family vehicles are staying in Canada, EVs require bridges and transportation planning), schools and protected greenspaces all need to be prioritized over projects of this magnitude. We should not have to sacrifice community by building before planning and creating infrastructure for all the new residents. These are not going to be priced at rates affordable to those that are already employed in Lynn Valley. Scale this back, delay and develop when the DNV has leadership for the future not at the whim of developer bank accounts.

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan (OCP) for the Municipal Town Centre located in Lynn Valley. As part of the OCP, transit and infrastructure would have been assessed as well. This will also be assessed by District staff as part of our application. We are following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height.

██████████

Local politicians supporting the project have to be identified and a campaign launched to have them voted out next election. The only way this will be defeated is if the people voting yes are ousted from office. Hear that council?

██████████

Back, Bond, Curren and Hanson are the likely four. These four do not represent our community. VOTE in the fall everyone!!!!

██████████

AGREED!!!

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

██████████

Where is the infrastructure to support the residents here now? My children are all in waitlists for activities already without the addition of another 400+ homes. Where are the extra schools to the overflow of kids here already? Where is the community centre for all the residents and new residents over the last 5 years that have moved in with the previous Polygon/Bosa and the not yet complete Mosaic development (Karen Magnussen is a relic that woefully underserved the TAXPAYING residents that are already here) ? Does the DNV care about any children's safety with the influx of 100's of new cars in our roadways in the Mountain Hwy/27th area? What about the residents enjoyment of life that live in the area? Another 5 years of construction in the Safeway parking lot? Give me a break. Put the project on hold and tell the developer it will be revisited in 5 years when the above mentioned problems are solved. We moved to Lynn Valley to escape the monstrosity of downtown construction to relive the nightmares of CONSTANT construction for years in end, only to have the finished result be less opportunity for our children and less enjoyment of life for ourselves. #Stop27th

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of the OCP process, District staff would have assessed the needs for amenities and social infrastructure such as schools and community centres. These will also be considered as staff review our application. Development projects also help fund the creation, expansion, upgrades, etc. of public amenity spaces such as community centres. Traffic impacts will be assessed by District staff and we will submit a traffic study to the District for their review.



Born and raised in Lynn Valley.. I also disagree with the proposal. I do agree development is important for communities. Lynn Valley has seen alot.We don't have the ability or roadways to safely move the amount of people already here daily, let alone if a natural disaster occurred.While most communities grow..I believe this is far to much than is what is needed.It also does not reflect on a small mountain community vibe. Looks like it belongs by lower Lonsdale. I get the development..but you should seriously consider safety, roadways and traffic congestion first..Then focus on a design fitting to the type of community it is. It truely looks like the almighty dollar lining developers pockets including the District was taking into account over the already over developed Lynn Valley.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. As part of our application review process, we will work with District staff on assessing traffic impacts and we will be required to submit a traffic impact study.



This proposal is more than disappointing. The proposed development in no way reflects a 'mountain village aesthetic'. It's a giant high rise building that just happens to have some timber features! I also question the remark about the 'mental and physical health of residents and neighbours' as being important in this development. The proposed density exceeds what the area can withstand. Twelve storeys is just too high. You're



shoehorning too many people into the area. Traffic congestion - both vehicular and pedestrian will be - already is! - a problem. It's an overwhelming monolith with what will be a dead zone on the green roof-scape as that area will be in deep shade most of the day. There appears to be five or six storeys on three sides surrounding that green space; nothing will grow there and few people will want to use a dank, shady space. The project ought to be scaled back. It's overbuilt for the footprint, and it would be overbuilt for the immediate area and the area, in general. Lynn Valley is going to turn into Metrotown.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. In addition to responding to the OCP (approved in 2011) and Action Plan review undertaken by Council between 2019 and 2021 we are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Our design is currently at the conceptual stage and more refinement will be undertaken. In addition, as part of a detailed application, a shadow study, traffic analysis, and a view analysis will be conducted and reviewed by District staff.



Lynn Valley does not need anymore development! We are already paying for things that have been passed by our council (ex. 29th bike lanes, bike lanes on Lynn valley road). You are not hearing what your community is saying, and we keep saying NO but you keep going ahead with projects that are ruining Lynn Valley and the community we group up in. When are the council members going to stop lining their pockets with money instead of listening to the people who live here about what we want. We do not need anymore buildings and new developments or bike lanes. We need what is already here to be taken care of and thats it. Stop increasing the amount of people living here and making life worse for the rest of us. The traffic is already insane trying to get out of Lynn valley or in each day. Since the new changes to Lynn valley mall, it is a mad house since all the parking was taken away. No one here wants more underground parking. START LISTENING AND STOP ACTING ON A HIGHER AUTHORITIES DEMANDS! According to your own city councillor, there is no objective to do any sort of traffic study for the next 5-10 years, so how is that going to play out when you keep adding more buildings and more people and vehicles. We don't need more high rises, put those on lonsdale, not in Lynn Valley

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application would utilize what is now an underutilized property with a single-storey grocery store and surface parking lot. This proposal is at the pre-application stage and is still required to be reviewed by District staff and approved by Council. Development such as this helps fund public amenities and civic spaces that are required in the District to help support a growing community.



The proposed buildings are far too tall and do not fit with the character of Lynn Valley Village. 4 or 5 stories would be more reasonable. Many Lynn Valley residents are very against this proposal. But I do think many would reconsider if the project was scaled back. A lower density development would appeal to more people. I also agree with previous comments stating that we need more small retail spaces for independent businesses.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safway and parking lot property responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community.



No. No. No. Stop developing Lynn Valley without addressing heinous traffic development has created. Address the ridiculous cost of housing because your plan is laughable. No one works here... other than retail and fast food, there's nothing here and you can't support a family with fast food or retail. District of NV should be ashamed.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.



I am opposed to the construction of this development for a number of reasons.... The size of the development is far larger than I think Lynn Valley needs.... Traffic is already a nightmare getting in and out of Lynn valley in morning and evening rush hours... this development speaks to a benefit of having more reasonable cost accommodation... but it's only for a fraction of the units (8/479) and this won't allow for many that need the lower income housing to find accommodation... parking in Lynn valley at the mall, grocery stores, and library are already maxed and always full. A question... if this new development goes ahead... will we be getting more police, fire and ambulances to manage the population and the increase in crime that we are already facing? We have been experiencing many new buildings in the last 5 years... are these all full already? Do we really need more buildings? Can't we have some peace and quiet for awhile instead of constant construction noise? I hope this project does not go ahead in the current format.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safway and parking lot property responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. The OCP is not prescriptive on the residential tenure, rather calls for a diversity of housing which is why we have included condominium homes, a rent to own program, rental homes, and affordable rental homes. Since we're just at the beginning of the planning process, we expect this housing mix may still change. Finally, the need for amenities and social infrastructure such as school, hospitals, etc. was also taken into account by District Planning staff when developing the Plan for the Town Centre and our application will be reviewed by planning staff with that in mind. With respect to social infrastructure, the projections in the OCP are also shared with Provincial bodies and school boards to help them plan for future capacity.

██████████

I am adamantly opposed to this project. ██████████ ██████████ and I can tell you that our schools infrastructure cannot handle more people in Lynn Valley. We also do not have enough daycares to support increased density in this community. The community centres and hospitals cannot support any further density. The road infrastructure is already way past capacity. Traffic jams and major congestion are way too common to be acceptable. Lynn valley road can't be expanded, neither can Mountain highway. The Ironworkers bridge congestion backs up all the roads leading into and exiting Lynn Valley, even if you are not trying to get on the highway and just trying to get to other parts of North Vancouver. We are nearly at the 3000 units envisioned in the OCP for Lynn Valley by 2030. And projects already under construction will take us there shortly.

When the OCP was created, was the plan to have all this congestion? I'm sure it wasn't. The good faith OCP vision and forecasts have obviously deviated from reality immensely. I'm not blaming the DNV planners as forecasting is very difficult. But we've come to a point now where we have to ask what is more important to the District planners, staff and councillors, adhering to an OCP plan that does not reflect reality anymore or adjusting the plan based on the real-world problems we now find ourselves in? Lynn Valley cannot support more density. Allowing any further development would be exasperating the huge problems in livability the community is already experiencing. I hope our planners, staff and councillors are listening.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. While the OCP was approved in 2011, District Council undertook an Action Plan review between 2019-2021 which confirmed that directing density to the Municipal Town Centre and the Village areas remains the right direction for managing growth. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff when developing the Plan for the Town Centre and our application will be reviewed by planning staff with that in mind. As part of our application review process, we will work with District staff on assessing traffic impacts and we will be required to submit a traffic impact study.



This development is too large and too dense in an area just recently transformed by The Residences and upgrades to the LVCentre. I'm also very concerned that only 8 units out of 479 will be below or "mid-market" rentals; we are in desperate times for affordable housing. What this community does not need are more towers comprised of high-end condos. This proposal should have been rejected out of hand.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The District's Official Community Plan (OCP) which designated this area for the Municipal Town Centre, is not prescriptive on the residential tenure and rather calls for a diversity of housing. This proposal includes rent-to-own opportunities, condos, market rental and affordable rental homes; however, the exact mix of housing will continue to be refined throughout the application process.



I reviewed the Lynn Valley Center OCP, followed your presentation, studied additional elevation drawings, site plan and location of your proposed development and checked potential neighboring development. Here are my opinions: • Your development is too

large and the number of units should be reduced. • The buildings are too bulky and their height, number of storeys, and breadth should be reduced drastically. • Spaces between most buildings should be increased. • The depth of some buildings could be increased. • The slopes of the roofs are barely visible and should be increased or added. • The inside court yard could be decreased. • Would it be interesting and working better if the two North buildings were rotated clockwise 45 degrees? • It should have many more individual retail stores. • The whole 6 storey podium could be offices or work/live studios. • I am not in favor of a interior 'civic' space decided without purpose that we, the public, know of. (It is the whole ground floor of the 6 storey podium) • A mini plaza should be installed in the South East corner of the property. • It's good to have the Lynn Center Avenue road allowance planned. • Lynn Center Avenue should have more storefronts and street space for delivery to those stores. • Sidewalks should be able to accommodate tents for public markets or other community events. • Safeway should not dictate dedication of commercial space in a multi million dollars, 479 units development and it is a duplication of the mega food store across the street.

■  
Oops...In my input above I talked about Lynn Center Avenue but meant Valley Center Avenue. Sorry.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The project team is still in discussions with the District regarding the use of the Civic space. Our design is currently at the conceptual stage and more refinement will be undertaken. However, our preliminary application does respond to the guidelines in the District's policies. Part of our ongoing process will include developing an appropriate "look and feel" for the project, and confirming the relationship between the buildings and open spaces.

■  
I to am opposed to this development. It is monstrous in it's scope and appears to be nothing more than a money grab. Did anyone do any research into what the existing facilities can support?Why are the new Condos on the south side of 27th. St. only 5-6 stories high but this development wants to be 9-10-11-12 stories high with the tallest tower sitting just a stones throw away from the Bosa development. Stop trying to push an unreasonable project on to our community and go back and rethink the whole project.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan as approved in 2011. The

property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. Some of the smaller developments in the area may be in locations designated in the Plan for lower density. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's direction to focus new housing densities in the Town Centre. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff who will be assessing our application.

██████████

I am strongly opposed to the proposal in this configuration. It is way too large, too high and over bearing. I understand and agree that we need more housing. However, it must be done with careful consideration of its impact on the surrounding area. This is not the location to over-build and the current proposal will make it a depressing area to live in. People need space around them with trees, grass etc. There also has been enough new building going on around this area over the last few years and people have had enough disruption for awhile. A pause for a few years in major new residential construction in the town centre is needed until community facilities, such as play areas for young children can catch up. The community centre is too small and outdated for all the new people that have already moved into this area. The traffic is horrendous, especially going down Mountain Hwy. If this proposed development is going to proceed, it needs to be scaled down and incorporate less density and more open spaces for the community to enjoy.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan and in their most recent Action Plan Review that was undertaken between 2019-2021. Traffic and social infrastructure are both items that were considered in the planning for the Municipal Town Centre in Lynn Valley and are evaluated as District staff review our preliminary application.

██████████

I was struck speechless when I heard about this development. Adding yet another high-density housing development to our once lovely community of Lynn Valley is an appalling idea. Since the recent development in Lynn Valley was completed traffic has increased even more at key times (it was already bad enough), parking in the mall has become more difficult, the underground parking that was added is time-consuming to

get into and out of often to find that there is no parking available anyways. Adding 479 more units will add 300-600 cars, make surface parking almost impossible, and choke access routes even more than they already are. Lynn Valley Road and Mountain Highway are already badly crowded for many hours each day. [REDACTED]

[REDACTED] I have seen a steady deterioration in lifestyle, with more people using amenities and community services, traffic difficulties that have resulted in my now leaving much earlier to get to work, and general crowding. While some will say that I benefited from buying in at a good time, it is also true that I have sacrificed much to be here, only to see a dramatic increase in crowding in my community. I know the young people wanting to live here have difficulties, but what about my rights? At some point our community has to say "no" to these massive projects that enrich developers, REITs and real estate investors. Our community is not served well by such developments and emphasis should be on smaller developments that will have minimal negative impacts on those who already live here. I vote no to this development.

**hayr (staff)**

The applicant provides the following response: Infrastructure (social and transportation) capacity as a function of new development does get assessed regularly by the District and Province. The redevelopment of underutilized properties that are occupied by single-storey grocery stores and surface parking lots is generally considered good planning practice, especially in areas that are designated as a Municipal Town Centre like Lynn Valley.

[REDACTED]

At the very least this project should NOT exceed the density of the Bosa project which I understand is 30% less. The village also is in need of a higher end restaurant with hopefully an outdoor patio. No more fast food outlets! We have enough!

**Hayr (staff)**

The applicant provides the following response: Thank you for your comments. In 2021, we conducted a community survey and heard from many that nicer restaurant space was needed. This will be included as part of our review as we continue to refine our application.

[REDACTED]

[REDACTED] and any development or redevelopment of this property would greatly impact me not only in possibly being displaced from my apartment [REDACTED] [REDACTED] and [REDACTED]. There is few options already in this community and this may even result in us nearly becoming homeless if this company comes into our land and forces us out. Not to

mention the noise pollution would be horrendous and as my [REDACTED], this would be unbearable. Too much of this city has already high-end, overly priced condos and rental spaces that also create density as well as road alterations - creating even more noise - just to accommodate these 'spaces of environmental aware, rental friendly dwellings' - i.e. places I could never afford anyhow. The traffic has become a pandemic on it's own and overcrowding is a real problem. Not to mention, there is a brand new so called rental condo, high end near 2nd Street off of Lower Lonsdale that the retail space underneath has been sitting empty for the better part of half a year. This has to stop! City counsellors need to stop throwing money at these greedy developers. I'm sorry - but no to development!

[REDACTED]

My feelings exactly [REDACTED]. The spreading development in the Lynn Valley Shopping Mall has exceeded all bounds. We have already endured five years of construction noises, trucks and heavy equipment, ripped up roadways and debris making travel in surrounding areas treacherous and the Mall inaccessible. It's also dangerous for the seniors of Kiwanis Manor to access. Many retailers have left in disgust. The Safeway has just undergone a complete upgrade so why tear it down? But the economic factors (like we need more condos priced completely out of range of most buyers) are what make this project a complete boondoggle.

[REDACTED]

It's the other way around [REDACTED]! It's the developers throwing money at a few of the greedy councillors.

### **hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. The application is only for 1170 E 27th Street and will not result in any residential displacement on the property, instead the proposal includes a range of housing options: rent-to-own opportunities, condominium homes, rental homes, and affordable rental homes. As part of our application review process, we will work with District staff on assessing traffic impacts and we will be required to submit a traffic impact study. Overall infrastructure capacity as a function of new development also gets assessed regularly by the District and Province. In addition to a new Safeway store, smaller-scale retail will be included on the ground level but this will be further refined throughout the application process. Retail leasing would not happen until likely the construction phase.



■■■■■

I strongly oppose this project and further multi-unit, high density and tower developments in Lynn Valley. The roadways in Lynn Valley do NOT have the capacity for the additional traffic and we can NOT support more vehicles in Lynn Valley that need to go across the 1st and 2nd Narrows Bridges. The North Shore is fast losing its appeal and livability because of increased population/density. Affordable Family housing is disappearing. So obvious that both City and District infrastructure can not keep pace with development. The air we breath is becoming increasingly foul with vehicle exhaust. I hope our Mayor, Councillors and Planning Department will pay attention to the community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our proposal for 1170 E 27th Street meets the intent of the District's Official Community Plan by directing growth towards Municipal Town Centres and creating a complete community. There is no housing that is being removed on this property as part of the application however, we are adding a range of housing options including condominium homes, rental homes, and affordable rental homes. As part of our application review process, we will work with District staff on assessing traffic impacts and will be required to submit a traffic impact study. Traffic issues on highways and interchanges are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly by the District and Province.

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The Applicant's responses are disappointing overall, however, they are understandable given the investment. "OCP". Just because the OCP provides planning guidelines does not make the 1170 E 27th Street proposal the right thing to do in the Lynn Valley Community. The proposal will add to real concerns of livability, density, congestion expressed by many of the "Commenters". To submit a proposal that can contribute to the North Shore's existing & growing problems, then respond several times with boilerplate - "infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink" – appears to be tossing the issues over the fence for others to solve. In my humble opinion, Safeway, Black Bear and the rest of the Mall are OK just as they are today.

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I strongly oppose the density and size of this proposed project. While I am a newer resident of Lynn Valley, I have come to love and appreciate the beautiful nature we are blessed with here, the unique charm of the surroundings and the sense of safety and community in the neighbourhood. The guiding principles of the OCP were for sure the reason I chose to live here, a sensible framework to guiding necessary but reasonable community growth. However, this project (along with the proposed Black Bear development) is simply not in line with the essence of the OCP. The project is too dense bringing over 450 homes and over 650 parking spots (aka cars) to the neighbourhood (in addition to the Parkside development). Local residents are already experiencing the infrastructure ramifications of recent neighbourhood developments (traffic, school, hospital woes - already well-documented by others below and in the news). The huge size of this project will only serve to exacerbate these problems and the associated fallout (pollution, stress, crime) all of which will destroy the quiet, peaceful, natural essence of the Lynn Valley community. The growth of a healthy community needs to be managed in line with the infrastructure to support that growth. The project is also physically too large - high rise buildings which are not in line with the community aesthetic, blocking the sunshine to other existing buildings and the views of the forests and mountains. The Bosa development, while already large, is not as overwhelming and blends in more with the community, along with having open public spaces encouraging us to grow together as a community. This proposed project looks like it belongs in the downtown block of a large metropolitan city with high rises on all four corners. The guiding OCP highlights the importance that projects maintain a natural, mountain feel in line with the local aesthetic and places an importance on developing outdoor community spaces. It seems from the comments that this what the community wants. This proposed project is too dense for the existing community infrastructure, physically too big and not in line with the spirit of the Lynn Valley community, and its approval will dramatically impact the future of our community. I hope this feedback process will help DNV guide the growth of our community to be aligned with the aspirations of those of us who live here.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The application for 1170 E 27th Street responds to the District's Official Community Plan (OCP) and the recently reviewed Action Plan. These Plans direct growth towards town centres such as Lynn Valley . It is important to note that recently constructed buildings in the town centre, like the Bosa building, respond to the same policy. Our application is currently at the conceptual stage and more refinement will be undertaken. This includes design refinements, and a traffic study. As part of the OCP, District staff have reviewed amenities and social infrastructure such as schools and hospitals. Our application will also be reviewed by planning staff with this in mind. Our design is currently at the conceptual stage and more refinement will be undertaken and this will include developing an appropriate aesthetic to fit within the context of the neighbourhood. The application for the Black Bear Pub is not part of this application.

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I live in close proximity to the proposed development and, like many of my neighbours, I oppose the scope and scale of this project. I love Lynn Valley and, despite the relentless construction and disruption over the past several years, I have generally supported the vision of the DNV's Official Community Plan. However, I am concerned that the scope and scale of this project goes too far in this concentrated space and I am concerned about how more development will impact the community in which we live. An additional 479 new homes and 661 parking spaces in the space currently occupied by Safeway seems overwhelming to me as a resident on this block. It's also worth noting here that another proposed development on the site of the Black Bear Pub, if ever approved, would add an additional 98 residential units and 12,000 sq ft of commercial space in yet another tall building, resulting in a total of five new buildings on this relatively tiny block. We will live in the shadow of this massive cluster of buildings reaching as high as 12 storeys - the exact opposite of what residents said they value in the recent community survey ("small, quiet, peaceful, nature, natural, green, forest, trees"). The video describes the Town Centre as a "compact and complete community"; when Save-On opened its new Lynn Valley store in 2020, it nearly doubled its space from 24,000 sq ft to 42,000 sq ft. Was our compact community well served by the introduction of this massive, windowless, bunker-like warehouse, and does Lynn Valley now also need an even larger Safeway totalling 43,500 sq ft? We see their oversize delivery trucks now trying to navigate our local streets, making deliveries to these stores late into the night with air brakes and engines running; I reasonably imagine the problem will only worsen as these new buildings serve to create a concrete canyon on our block, accommodating more and larger trucks coming and going at all hours. With regard to area traffic, Mayor Mike Little stated, "We recognize that commuters on the North Shore are frustrated with congestion." Did the \$198 million Mountain Highway Exchange ease our frustration? On any given day of the week, local residents see southbound traffic easily backed up well past Lynn Valley. This proposed development is inviting more traffic to and from an area that has limited access in and out, and where street parking has already been restricted or stripped away entirely, including 29th Street East. There are some fairly significant crime-related issues with underground parking at places like Lynn Valley Village, and I would never feel safe parking my car on the lower levels there, for any reason. So, frustration from locals will mount for a number of reasons as Lynn Valley tries to absorb these additional pressures. I trust that this process of consultation with those significantly impacted by this project will guide the DNV going forward. It's essential and appreciated.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our proposal for the Safeway and parking lot property in Lynn Valley responds to the recent Action Plan review and the 2011 Official Community Plan (OCP). Both of these identify a need for new housing to be directed towards Municipal Town

Centres, such as Lynn Valley. Our application seeks to contribute to a complete community. The Safeway and parking lot, as large concrete surfaces are the appropriate location for new development. As part of our application review process, we will be required to submit a traffic impact study. Infrastructure capacity as a function of new development does get assessed regularly by the District and Province.

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We have to start this email noting our astonishment and utter disbelief that another huge development project would be even contemplated, let alone accepted, in this little Lynn Valley community. Having been ██████████ and recently ██████████ I am amazed at all the projects that are being started in North Vancouver and in particularly Lynn Valley. I am shocked that these projects are being considered to go ahead. Has anyone taken into account as to what is going to happen to our infrastructure? Our schools are already over full, our hospitals cannot cope at this time, I have first hand info as to how stressed the hospital staff is and it isn't just with Covid, so what will happen with 1000's more new patients, the roadways are so inadequate now that it is gridlock rush hour traffic almost all day. None of the current roadways could take another lane to cope with the thousands of new people moving in here. Looking at the projected plans I feel that it absolutely does not fit into the Lynn Valley Centre and neighbouring members of the community. This community is too small to accept more population. As for our particular quality of living, this proposed Tower will block our entire ██████████ and sight line plus it will shade our community green space and playground. In conclusion, we are completely opposed to this new project as well as the Blackbear project. We can't believe that this has been thought through thoroughly. Please consider all the problems these proposed developments would cause the people living here now.

### **Hayr (staff)**

The applicant provides the following response: Thank you for your comments. The application for 1170 E 27th Street responds to the District's Official Community Plan (OCP) and the recently reviewed Action Plan. The OCP was approved in 2011 after extensive public engagement undertaken by District staff. These Plans direct growth towards town centres such as Lynn Valley and our application is meant to contribute to a complete community. Our application is currently at the conceptual stage and more refinement will be undertaken. This includes shadow studies, design refinements, and a traffic study. As part of the OCP development, District staff also reviewed capacity of amenities and social infrastructure such as schools and hospitals.

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I am strongly opposed to this project. Lynn Valley does not have the ability to support any more density at the moment. Traffic is at a terrible level. The constant congestion pollutes our community. It is bad for us and it is bad for global warming. Our schools cannot support more kids. And we don't have enough services and amenities in Lynn Valley, not to mention employment, which forces us to need to drive. Even if we had the infrastructure, which we don't, the project does not fit at all in this community. It is way too big and dense for this mountain village. The buildings are an eyesore and to be honest it looks like the developer is cheaping out on the materials and finishes. Much more natural finishes and real timber should be used consistent with a mountain village. The developer really needs to listen to the community. I would really like to see no more than lowrise height (5-stories) max. Anything higher will be blocking off the openness of the town centre and blocking the sunlight into our public space in the centre. Having one giant Safeway also isn't very appealing. We need more cafes small shops and maybe a brewery in our town centre - not a grocery store front and centre. Imagine in the centre of Lonsdale Quay there was a Save On and a Safeway. It wouldn't really be a vibrant place. I wish Lynn Valley would move in that direction. I hope our District Councillors are paying attention to the community and stop this. Everybody remember to vote on Oct 15th for the councilors who have your best interests in mind. Mark your calendar now.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot responds to what is outlined in the District's Official Community Plan (OCP) and the Action Plan Review which was recently completed by District Council (from 2019-2021). In both of these documents, growth is envisioned to be directed towards Municipal Town Centres which includes the Safeway and parking lot in Lynn Valley. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff when developing the Plan for the Town Centre and our application will be reviewed by planning staff with that in mind. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Our design is currently at the conceptual stage and more refinement will be undertaken.



Happy to see how many have posted their concerns about this proposal. It makes it easy for me to keep this short. I've sent a lengthy email earlier to the DNV planner with my concerns, which are largely reflected on this site as well.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments.

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████████████████████ will be completely gone . Goodbye nature, Hello concrete. I get no direct sun in my suite and with this current design the shadowing will destroy what little reflected sun I do receive. The thought of it is very depressing. Please show some concern for the people who already live here. Your proposal will cause grief for too many people, and furthermore the construction period for such a project will take years. I moved to Lynn Valley because of its lovely trees and the surrounding mountains. You would be turning this place into a concrete nightmare. Needless to say the roads here will be congested, and noise will increase. Lynn Valley does not have the infrastructure to support this development.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. The building's recently built in the Town Centre respond to the same policy. As part of our application review process, we will work with District staff on assessing traffic and view impacts and we will be required to submit a traffic impact study and a shadow study.

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Precision in your answers please. It would be of interest to detail the distances between buildings as it is casually described as being 'The taller buildings on the property are 100' apart and the lower buildings are 30-50' apart'. It would be more accurate to say that the 100 feet gap between the tall buildings (South) is filled by the 6 storey apartment podium. The other space measurements are two small ones, 30'(West), 30'(North) and a 50'(East) gap.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Between the southern buildings, above the podium, there is a 106-foot separation. From the buildings to the north, there is a 39.7-foot separation. Between the building on the northwest and southwest portion of the property, there is a 31-foot separation. Between the buildings on the northeast and southeast buildings there is a 51-foot separation.

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I am strongly opposed to the proposal in its present configuration. I accept that it is reasonable to make greater use of this location and that more housing is needed to meet the increasing demand on the Northshore but the height and density proposed is much too great for the location and the needs of the community. Although the proposal doesn't exceed the maximum criteria set out in the OCP, it doesn't mean that every development should be built to the maximum allowed. I understand that the developer would want to maximize profits by building as high and as dense as the OCP allows but the negative impacts, such as shadowing, traffic increases and demands on schools and community facilities, far outweigh the community benefits identified by the developer. The height of the towers needs to be reduced to keep the development more in line with the concept of a desirable neighbourhood center in a mountain setting. Please increase the set back to existing buildings, provide more spaces for people to gather and don't let the new Valley Centre Avenue be turned into a dark, wind tunnel alley. When planning the development think more Whistler and less Metro Town!!

### **hayr (staff)**

The applicant provides the following response: Thank you for your response. The Safeway property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed, per the Official Community Plan. A full assessment of the preliminary application has yet to be undertaken by District staff and the impact on neighbouring public space will be taken into account.



The developer's proposal clearly demonstrates their blatant disregard for the desires and needs of the community by choosing to completely ignore in spirit and substance the "Lynn Valley Town Centre Public Realm and Design Guidelines" and key aspects of the OCP which has been validated by the community through public process. Because of this, the mere proposal has already caused this community great stress and outrage as demonstrated by all the negative feedback. We will do everything in our power to protect our village! First a message to the District and Councillors. Lynn Valley simply does not have the infrastructure to support any more density of this scale. The road infrastructure is already beyond capacity as traffic jams are a daily occurrence. And things will be getting worse for this community. The Taluswood, Juniper, Hawthorne and Residences at Lynn Valley projects had their occupants move in while covid-19 restrictions were fully in place with people not having to commute to the office. At this time, many are still working from home. We already have obscene traffic coming into or leaving Lynn Valley and the very large influx of residents from these projects is yet to be fully felt once mandates are fully lifted and people are called back to the office. What's worse for the future traffic concerns of the Lynn Valley community is there will be residents for 411 units at the Parkside at Lynn development moving in further burdening our overcapacity infrastructure. While it's cute that the proposed Safeway development will be planting some trees on podiums and roofs, the greatest contributor to greenhouse gases and climate change is vehicle emissions. Cramming more people

into a community that does not have the infrastructure to support it will only lead to more traffic congestion and vehicle idling polluting our community and further contributing to global warming. In addition, it is well known that long commutes especially when stressed by stop-and-go traffic are detrimental to people's health in this community. I am asking the district and our councillors to protect the mental health of this community and not be complicit in exasperating global warming by putting the Safeway development on hold or massively reducing it in scale until we have the infrastructure to support more people in Lynn Valley. Don't try to wipe your hands clean with some biased traffic study paid for by the developer laden with obvious conflicts of interest. Not until we have improved roads and bridges, further density is irresponsible and unsustainable. I understand that it is not fully in the District's power to deliver better infrastructure, rather it would take the provincial and federal government as well. But it is fully in the District's and councillors' power to wait until they do. It would be naive and irresponsible to think that the primary demographics of this community (families and seniors) will all of the sudden jump on bikes in rainy Lynn Valley to alleviate congestion. We need real solutions. That was for the District Staff and our Councillors. The community will be watching and we will be voting on Oct 15. We are organized and we will come out in numbers. To the developer, you need to go back to the drawing board unless you wish to enrage this community. On the first page of the Lynn Valley Town Centre Public Realm and Design Guidelines, it says that there is a "community desire for a Mountain Village." The first page. This document has been through many rounds of the public process and outlines the needs and wants of this community. The community has poured so much of their time, resources and heart into developing this document. Your proposal deviates so far from the wants of the community that there is no question in my mind that you simply don't care what the community wants. I will include the link here, as it seems you have not read it.

(<https://www.dnv.org/sites/default/files/edocs/lynn-valley-design-guidelines.pdf>) On page 7 of the Lynn Valley Design Guidelines, it says as a guiding urban design principle "The location and design of buildings are to maintain key public views toward the mountain setting from new streets to and through the Town Centre." The height, width, heft and placement of the buildings in the proposal completely block views and sightlines "through the town centre." I would suggest to minimize this impact, a midrise be only allowed on the Northwest corner of the property. This will allow views through the town centre to be partially maintained, particularly from the centre plaza. Further on page 7, another guiding urban design principle is to "Provide a vibrant mixed use High Street - that creates a physical, social and economic heart for the community." On Page 21, High Street/Valley Centre Ave's intent is "To create a high quality pedestrian oriented shopping street that can be partially closed off during events." Having a Safeway Grocery store take up nearly all the frontage does not adhere to these guidelines. A single Safeway is not vibrant. It is pointed out more explicitly again in the OCP on page 109, "Encourage redevelopment in which smaller commercial units are wrapped around large format retail units to create active and engaging store fronts, and to facilitate regular breaks in the street wall to promote pedestrian access and connectivity." To stay within the guidelines and OCP, the frontage on High Street/Valley Centre Ave needs to have many smaller retail units, not a giant Safeway taking up all the frontage. On page 111 of the OCP it states, "Establish a pedestrian and vehicle oriented High Street in the



core of the Town Centre to include generous sidewalks, weather protection, bike facilities and on-street parking.” The project’s renderings do not have generous sidewalks and there is no on street parking, instead you’ve shown the goal is to max out to the property line. The developer should increase the sidewalk so that it is generous and include on street parking. This will open up the space and protect the view corridors of the mountains. It will also provide space for the retail storefronts to make “use of movable tables and chairs [which is] encouraged.” (P17 LV guidelines). The community wants outdoor open spaces such as cafes and restaurants on High Street/Valley Centre Ave. Lynn Valley Guidelines (page 9 and 17) call for an open public plaza on the south-east portion of the lot. Your current design completely ignores the Lynn Valley Town Centre Public Realm and Design Guidelines. The reason to have this public open space on the southeast side of the property is so that natural light will be able to illuminate High Street/Valley Centre Ave. The intent of the plaza is “to form a gateway into the Town Centre core from East 27th Street.” You instead chose to place your tallest and widest tower in this spot. In fact, the Seymour Tower actually looks more like a soviet wall of apartments turning High Street/Valley Centre Ave into a dark alleyway - not very consistent with a Mountain Village theme. I suggest to the district and the developer that midrise density be completely limited to only the north-west portion of the development to minimize the impact. On page 32 of Lynn Valley Design Guidelines, E 27th Street is to have a “Triple A Separated Bike Facility.” I suggest you step back any proposed building further north along E 27th to allow for the bike facility and still have space for a sidewalk. On page 55 of the Lynn Valley Guidelines with regards to Medium Density Multi-Family, it states “Designers are encouraged to consider how new and existing future mid-rise and tall buildings relate to each other and to the backdrop of the North Shore mountains.” The proposed plan relates extremely poorly to the Bosa Development to the east. The Seymour Building is right in front of the west buildings in the Bosa development, which unnecessarily introduces too much mass in an area that is intended to be open and a gateway to High Street/Valley Centre Ave according to the Lynn Valley Design Guidelines. Staggering the future and existing buildings by limiting a midrise to only the Northwest corner of the Safeway site will improve the relationship of the buildings and reduce the heavy massing of two large buildings side by side. On page 106 of the OCP it states “Provide for private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing”. The Seymour building’s size and orientation will block sunlight from entering the courtyard green space and children’s playground of the Bosa Development next door. The building completely blocks the west view from the green space and the view from the homes of existing community members in the development. Again limiting a midrise to only the northwest corner will reduce the negative impacts. “Stepping back upper levels is encouraged to reduce bulk and shadowing and to enhance livability by incorporating upper terraces and roof gardens” (Page 55 LV guidelines) The upper levels of the proposed development need to be stepped back to reduce bulk and shadowing. My opinion is this development should not be allowed to proceed because of the aforementioned infrastructure constraints on our community. If one day in the future, the infrastructure improves which given Lynn Valley’s proximity will require a serious bridge upgrade, the developer should resubmit a proposal that actually aligns with the Lynn Valley Town Centre Public Realm and Design Guidelines.

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██████████, Thank you for providing comprehensive and well thought out comments regarding this proposal. I too, live ██████████, and agree with every point you made here. ██████████

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review which District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Both of these documents indicate that growth is intended to be directed towards town centres, such as Lynn Valley. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. Our application responds to this and is meant to contribute to a complete community. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Our design is currently at the conceptual stage and more refinement will be undertaken. Part of that will mean developing an appropriate "look and feel" for the project. In addition, as part of a detailed application, a view analysis will be conducted and reviewed by District staff. Traffic studies are conducted by traffic engineers that adhere to a professional code and they are reviewed by District engineering staff who have the public interest in mind.

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It is depressing how large this development is but how few apartments are going to be affordable. I believe the exact number of below market rental units comes in at 6 units which is ridiculous. It would be better to be building infill housing in the surrounding area rather than the large mansions which are going up. Force developers to split blocks so that two houses could replace one. Build duplexes, co-operatives, multigenerational housing. There are so many alternatives that could spread the density around the neighborhood. It also seems to me that an OCP that was produced in 2011 isn't really relevant today given all the changes in economics for homeowners. There are better options available that were unknown back then. Ideally, also, the shopping would include something like a Home Hardware - something useful, rather than boutique stores. It is just going to add to the traffic congestion on all the access routes which aren't bike friendly. Such a shame.

### **Hayr (staff)**

The applicant provides the following response: Thank you for your comments. While the Official Community Plan, to which this application responds, was approved in 2011, the District undertook an Action Plan review between 2019-2021 which reaffirmed the Plan's goal of directing growth to the Municipal Town Centre in Lynn Valley and Village areas. We unfortunately don't have control over other property owners and the applications/developments they put forward and this proposal is only for the Safeway and parking lot. The project team conducted a community survey in 2021 and received input around what types of retailers people think are missing in Lynn Valley. We will include your feedback as part of this response.



I cannot even think how this project could be approved. Lynn Valley is a mountain village not a busy neighbourhood filled with tall buildings. If more homes are needed build more smaller buildings with a maximum of 6 floors spread through the community. BOSA 12 stories buildings look good, but they are also too big for Lynn Valley. We all want to be able to walk around our community and be able to see the mountains and feel the sun. Please don't build higher than 6 stories. Moving away from building height, Lynn Valley also does not have infrastructure to support that huge amount of new residents. There are no schools, are all the kids going to fight for a spot? What about doctors and practitioners? Public transportation is non-existent which cause all the new residents to own a car and contribute to the insane traffic around our community. Lynn Valley says NO to buildings higher than 6 stories! Listen to the community!

### **hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal responds to what was identified in the District's 2011 Official Community Plan. The property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed to facilitate a complete community. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's direction to focus new housing densities in the Town Centre. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff who will be assessing our application. Transit options are unfortunately not something that this project team has any influence over,

however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink. With respect to design, we're still in the conceptual stage of the application process and this will be further refined.

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I strongly oppose to this. This is a calm and peaceful neighbourhood and I wouldn't have chosen this place as a home to invest in if there was going to be a massive construction right next to me, which would also block my view. I think a look at all the comments of the people in this area who are simply asking for a calm beautiful neighbourhood in return for the price they're paying, should be taken into consideration for your analysis.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the property at 1170 E 27th St responds to what was identified in the District's Official Community Plan (approved in 2011). The property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed. It is important to note that buildings that have recently been completed in this Town Centre respond to the same Plan. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's direction to focus new housing densities in the Town Centre.

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I strongly oppose to this project. It is way too massive and destroys the beautiful mountain serenity of Lynn Valley. Bosa at least build a building with a style that fits almost resort style . This massive concrete building will destroy the lush and green feeling of Lynn Valley. I understand there is a need of more homes . At least build something with maximum 6 stories to not congest this area further. What is currently proposed will the disturb the infra structure of Lynn Valley with a density that is not sustainable as there are only 2 roads that lean in and out of Lynn Valley Road. This massive ugly building will destroy the Mt Village feel. Please reconsider this project in a smaller scale with a Mt Village style as Bosa did. We don't need more high rise apartments in this area to destroy this peaceful mountain village. Let's appreciate the beautiful nature we have here and don't make it another Metro Town. thank you.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The application responds to what is envisioned in the District's Official Community Plan (OCP) for the Lynn Valley Municipal Town Centre. The plan was approved in 2011 and outlines the need for a Municipal Town Centre to

contribute to a complete community that includes a range of housing and tenure options, commercial space, and public amenities/civic spaces. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa building, respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's direction to focus new housing densities in the Town Centre. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre. The need for infrastructure was also taken into account by District Planning staff who will be assessing our application. With respect to design, we understand that the North Shore has a specific architectural aesthetic and this will be further refined as we progress through the application phase.



The density of this project is excessive! At 479 units it is ~ 30% denser than Bosa! It is difficult to imagine the proposal fitting in with the mountain village envisioned for the site. The current proposal is more in keeping with the Hong-Kong concrete jungle feel. I am concerned that the size of it is too imposing for the site and it will likely block a significant amount of sun and sky from reaching other parts of Lynn Valley town centre (the new development being located at the southwest corner of the town center). I would like to see the height and breadth of the buildings reduced. Also, the buildings should be set well back from the new Valley Centre Avenue, so it doesn't come to have the feel of a darkened alleyway. In keeping with the village concept, provisions should be made for restaurants with patios and areas where people can gather.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan as approved in 2011. The property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. This initial redevelopment concept includes buildings up to 12 storeys in height (134.3 ft) while Hong Kong is currently home to over 300 buildings at over 450ft tall. We are still early in the application stage and as part of a detailed application submission, a view analysis will be conducted and reviewed by District staff. In addition, we are still at the conceptual stage of the application process and the design of the building will be further refined.



I think the proposal for the Safeway property is great. There are so many people who need new homes to live in and a brand-new Safeway store doesn't hurt either. We recently purchased our home and went through several homes being out bid by many before we were lucky enough to land where we did. Our experience is not different than other people's experiences and the only way to help alleviate this problem is to build more homes. It's completely unreasonable for people not to have a home to live in and this proposal offers a lot of different options for home owners, renters, etc. I will say that the traffic issues desperately needs to be addressed and that all levels of government need to come together to fix this. It's an isolated issue to this area – it's a north shore wide issue that really needs to be fixed. PS - I also would love to see a nice restaurant here.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. As part of our early engagement efforts, the project team undertook a community survey which included a question about what types of retailers might be missing in the area. Restaurant spaces was a prominent answer. Selecting retailers will happen at the later stages of the application process and we appreciate the feedback.

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I am in favour of this development application. From what I can see, this appears to be in line with the development plan that was adopted 10 years ago. I live close by and appreciate the amenities that new development brings. That being said, I would like more details about what the civic space will be? I will also note that I have ██████████ ██████████ and I often wonder how they will ever be able to afford to rent or purchase a home anywhere on the north shore. We need a big injection of homes into the area and this looks like it is one of the few properties that can accommodate that. If we don't let something like this happen here, it won't happen anywhere. As a side note, I do agree that traffic is a huge concern and the municipality and other levels of government need to work together on the lack of transit options and the huge traffic issues that impact the entire north shore.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Civic space has been identified in these very preliminary plans as space that will be given to the District of North Vancouver. At this time, Crombie is still in discussions with the District to define the use of that space. As part of our application review process, we will work with District staff on assessing traffic impacts and will be required to submit a traffic impact study. As you mentioned, larger traffic and transit issues are unfortunately not something that this project team has any influence over.

█

I oppose this project as proposed to date. North Vancouver needs to take very very seriously the impact and repercussions of its decision to grow grow grow. The Lynn Valley area is very quickly being ruined to the point of no return. The issues related to density include; impossible traffic situations, unclean air, loss of forest habitat and most importantly increased crime. 2022 and beyond is the time for beautiful areas like North Vancouver to celebrate its uniqueness and preserve rather than expand. In the long run this will increase property values.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified for the Municipal Town Centre located in Lynn Valley in the Official Development Plan. The District also undertook an Action Plan review between 2019-2021 which reaffirmed the Plan's goal of directing growth to the Municipal Town Centre and Village areas. Our application responds to the Plan and is meant to contribute to a complete community.

█

I strongly oppose this development. █, moved away for a few years for school and then am now back to live and what is abundantly clear is that Lynn Valley's infrastructure and neighboring areas cannot support the influx of people that would result from another development. Sure, a traffic impact study could be conducted, but what is it going to show? We can't expand 27th street to four lanes; we can't expand mountain highway to four lanes; we can't expand Lynn valley road to six lanes. As it currently stands and as all of the other commentators have clearly said, we don't have room. Notwithstanding we don't have the infrastructure to support the movement of an additional 1000 people (and that is saying that now before the Park Lynn residents even move in), we certainly do not have enough services/businesses to support a further 1000 people. Save on and Safeway are always busy and have long lines; our gas stations are always busy; and, our community centers were not built to support as many residents as we have now, let alone a further 1000 people. One thing that should also be strongly considered is that this development will impact not only how our "Mountain Community" will feel and look (the artistic renderings are disappointing - BOSA put in a lot of work to make sure their development at least looked good), but also the damage that it will have on our wildlife and forests. Lynn Canyon Park and Lynn Headwaters are always full, particularly in the warmer months. We need enough room to enjoy our neighborhood and to be able to share it with the rest of Metro Vancouver. Parking is already a disaster in and around Lynn Valley and our parks. Our roads cannot support more cars and our trails are already suffering from erosion and overuse. We don't need this development and Lynn Valley residents don't want it. If it goes through, at a minimum, it should be reduced by at least 50%. Nothing else would be feasible.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan as approved in 2011. The property falls within the Municipal Town Centre located in Lynn Valley where growth is intended to be directed. The Municipal Town Centre is intended to contribute to a complete community. It is important to note that buildings that have recently been completed in this Town Centre, including the Bosa project, respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's overall directions including the direction to focus new housing densities in the Town Centre. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff who will be assessing our application. With respect to design, we're still in the conceptual stage of the application process and this will be further refined.



This project will destroy our mountain view neighbourhood, taking away our beautiful sunlight and invading our privacy. Please don't go under such massive project, It will force us and many to leave our neighbourhood's. Just the noise pollution and ugly construction view will cause for 4 years will be enough to ruin our day by day life

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We are still early in the application stage and as part of a detailed application submission, a view analysis will be conducted and reviewed by District staff. Prior to any construction activities, a construction management plan would also need to be submitted and reviewed by District staff.



I have watched the presentation and while I can see that some of what has been proposed could be a positive, I am concerned about the impact of the size of what is proposed for the site. It is exceedingly large and very dense. More appropriate for downtown than a mountain town centre. What about the impact to the surrounding buildings? The lack of light and loss of views. I understand that more homes are needed in the area, but please can we think through how this development would affect the area? I think that the District has an amazing opportunity here to make this a place that would be beneficial to the community at large. The setting that Lynn Valley is in would make it an ideal destination not just for shoppers but visitors on their way to or from hiking and skiing. Lets make this a place that we'd be proud of as a community.

**hayr (staff)**



The applicant provides the following response: Thank you for your comments. The application responds to what is envisioned in the District's Official Community Plan for the Lynn Valley Municipal Town Centre. The plan was approved in 2011 and outlines the need for a Municipal Town Centre to contribute to a complete community that includes a range of housing and tenure options, commercial space, and public amenities/civic spaces. It is important to note that buildings that have recently been completed in this Town Centre respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's overall directions including the direction to focus new housing densities in the Town Centre. We are still early in the application stage and as part of a detailed application submission, a view analysis will be conducted and reviewed by District staff.



I strongly oppose this project. There are already many traffic issues in the area and the project on Mtn Hwy isn't even completed yet. I am very disappointed in the District in this aggressive expansion. Is anyone at the District considering that we will never get mass transit up in this area (sky train). Why not develop more towers in areas that will be long any future sky train projects. This area is simply not set up for this kind of density and the area has already become a popular tourist attraction so adding more density just doesn't make sense. Can the infrastructure in this area be developed to handle this kind of traffic volume, I don't see how ?

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property responds to what was identified in the District's Official Community Plan and in their most recent Action Plan Review that was undertaken between 2019-2021. The property falls within the Municipal Town Centre located in Lynn Valley which is intended to absorb growth and contribute to a complete community. As part of our application review process, we will work with District staff on assessing traffic impacts and will be required to submit a traffic impact study. Transit options are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly by the District, Province, and TransLink.



I find it very sad and frustrating that every time a development application is proposed, the developer puts forward the absolute MAXIMUM allowable bid, with the tallest buildings, highest density - obviously to maximize profits - while clearly ignoring the public's early input about maintaining community feel, considering the impacts on current residents, providing low income housing, and so on. Then residents must do

their utmost to comment, object and voice their input again, to bring development proposals down to reasonable bids that can be accepted by the community. I strongly oppose the huge towers and gigantic apartment blocks in this proposal, which, as many have already written, seem like something more suited to a dense downtown core, rather than a mountain village and community. The proposal does not suit or match the current developments in Lynn Valley. In addition - if affordable housing is a priority, why is only 5% "affordable" ? That means that the remaining 95% will be unaffordable to most residents. Will these units be suitable for families, or just investment properties? Please, please, please - build something that can be used by families, with children, consider adding a playground - and build housing that matches the surrounding developments, allowing for passage of light, and mountain views, and not this ultra-dense, gigantic apartment block proposal.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The application responds to what is envisioned in the District's Official Community Plan for the Lynn Valley Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. The Official Community Plan, which includes the objectives for Lynn Valley, was approved by District Council in 2011 was informed by extensive public engagement. Our building design has been informed by the District's Lynn Valley design guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. Approximately 39% of the homes are currently planned as 2+ bedrooms. The Lynn Valley Town Centre Plan is not prescriptive on the residential tenure, rather calls for a diversity of housing. The current proposal also includes a mix of housing options including market rental, affordable rental, rent-to-own opportunities, and condos. We are still very early in the application phase, and we expect that our plans will be further refined as we review feedback from the first community survey, this early input meeting, and District comments.

It is befuddling to realize that our city fathers who we put in the council: who then hired high paid bureaucrats to do their chores; to guide them and somewhat to make them aware of what we the residents require and need: and now we, the residents are really anticipating the situation here and sincerely are trying to awaken our elected leaders and their paid lackeys to see our predicament. It certainly is unfair that one afternoon the Bosa residents facing SW (Safeway side) will notice that they are not able to see any sunsets. And, and they have lost their privacy to the new residents across - who in turn will also see no sun rises. Also the clatter of kids on skate boards beneath and vehicles moving in and out of the new concrete jungle will be their experience of this mountain village. Please read the comments of the electorate and be true fathers of our society.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The application responds to what is envisioned in the District's Official Community Plan for the Lynn Valley Municipal Town Centre. The plan was approved by Council following extensive public input in 2011 and outlines the components of a Municipal Town Centre - a complete community that includes a range of housing and tenure options, commercial space, and public amenities/civic spaces. It is important to note that buildings that have recently been completed in this Town Centre respond to the same Plan which has been in place since 2011. The District also undertook a two-year review of the OCP which was recently completed and this review reaffirmed the OCP's overall directions including the direction to focus new housing densities in the Town Centre. Our building design has been informed by the District's Lynn Valley design guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height, requires a certain amount of separation from other buildings, and has additional design guidelines that the project team is following. We are early in the process and a more detailed design will be part of the application process.

██████████

Thank you for posting this valuable video. Is the proposed development going to tear down the building "Le Chateau" at 1110 27th street which is located just behind the Safeway parking lot? Thank you.

**hayr (staff)**

The applicant provides the following response: Thank you for your question. The proposal is for 1170 E 27th Street which includes the Safeway and associated parking lot.

██████████

I cannot support this development as presented. I recognize that the Safeway site needs to be redeveloped to some extent but not at the expense of destroying this much loved and prized Lynn Valley Mountain Village. In addition to traffic, density and infrastructure concerns stated by my fellow community members, I would like to add the following – The Developer has failed to provide a project that is consistent with community desire for a Mountain Village as identified in the Lynn Valley Town Centre Public Realm and Design Guidelines. Key requirements are – 1) support authenticity within the Mountain Village Theme appropriate to Lynn Valley 2) Compliment the natural beauty of the North Shore. 3) Location and design are to maintain key public views towards the mountain settings and through the Town Centre 4) Stepping back upper levels to reduce bulk and shadowing. Instead, the developer has built out every inch of the land with wall to wall buildings lacking light corridors, open spaces for public use and a proposal for towers higher than the OCP allowance. As pointed out, this design is not "West Coast", it belongs on the streets of Toronto! The whole project needs to be

set much further back from the already narrow Valley Centre Way so as not to encroach on and shadow the existing buildings and open public spaces. Tower heights should vary, allowing only 1 or 2, at the maximum, 8 stories and the rest at 4 to 6 stories. Higher towers must be positioned so as not to destroy existing views and light corridors. Allow for wide open public spaces around the perimeter. The developer has also failed to adequately address in a serious way the question of affordable housing. A token 8 units will do nothing to make any meaningful impact. The DNV Council members and the planning department must pay attention to residents of Lynn Valley who have already expressed the kind of community they wish to see here (OCP). Step up to the plate and work for the constituents who have voted for you.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We are also following the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. While the Design Guidelines refer to a "Mountain Village" this speaks to design character; however, with respect to the uses and densities, the District's Official Community Plan designates Lynn Valley as a Town Centre, the appropriate location for new housing density. Our design is currently at the conceptual stage and more refinement will be undertaken. Part of that will mean developing an appropriate "look and feel" for the project. In addition, as part of a detailed application, and a view analysis will be conducted and reviewed by District staff. With respect to the housing mix, we're still in the early stages of the application and are currently proposing a mix that includes market rental, affordable rental, rent-to-own opportunities as well as condos. This housing mix also continues to be assessed as we progress through the application process.



I firmly oppose the proposed plan/application. We have to have appropriate infrastructure prior to accommodate more development plan. We are already experiencing high congestion and related issues in our community. We must consider our current rush hour or weekend traffic from Lynn Valley to Highway 1. Street parking issues and lack of parking spots in residential area are additional things to consider. Schools and child care facilities are also insufficient. We have to consider the overall impact to our community.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. As part of our application review process, we will work with District staff on assessing traffic impacts and we will be required to submit a traffic impact study. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff when developing the Plan for the Town Centre and our application will be reviewed by planning staff with that in mind.



While I recognize the need for this project , I am concerned about the retail space. The two projects already in lynn valley (library square and the mall ) have been massive failures when it comes to management. The District as landlord has forced out small business due to rent prices and almost lost yoga and delanys with their rent hikes. We were left with dental offices and sushi. Bosa did not listen to the public input and filled the rental spaces in the new mall with banks, dental offices, real estate offices and fast food chains. There is no fine dining, no independent stores or gyms. Both developments added outdoor space that are wide empty voids 8 months out of the year because the Developers seemed to forget it rains in Lynn Valley! A lot! I urge you to look at the Shipyards as an example of a multituse outdoor space. Density is also an issue, as Bosa did not have to add any promised amenities by lowering their tower heights. This meant no new community Centre or parks. We need a new recreation Centre and schools and local businesses in order to support the increase in people. Unfortunately, the other developments and the proposed new development on the North corner, which would see the destruction of the Black bear pub, (The only other restaurant/pub other than Browns!) have left us with a complete lack of confidence that this project will fulfill any of the needs of the community.

**hayr**

The applicant provides the following response: Thank you for your comments. As part of our early engagement efforts, the project team undertook a community survey which included a question about what types of retailers might be missing in the area. Restaurants, gyms, and small-scale retailers were prominent answers. This is something that will be taken into consideration at the time of leasing the retail space. The project team is following the policy and guidelines outlined in the District's Official Community Plan, the Lynn Valley Town Centre Public Realm and Design Guidelines and the flexible planning framework. This includes contributing to a complete community that includes a range of housing and tenure options, retail, and civic space. We're still at the very early stages with this application and further details will be part of a subsequent submission. The

public benefits this project offers will be a continued conversation with the District.



I support this preliminary application moving forward. Given it is located within the Lynn Valley Centre area and conceptually complies with the OCP, it needs to be supported moving into more detailed design. Given our Council took a break of about 2 years approving any substantial new housing projects, we need to catch up and this one is in the right location. We need density in Lynn Valley to support a wide range of services, retail, restaurants and improved transit service (the latter of which should address peoples concern about traffic especially when coupled with the Districts improved active transportation plans). We need to catch up in adding housing for people that need it, contribute additional tax revenue to pay for existing infrastructure / amenity deficits and liven up the Centre. Look forward to next iterations that expand on amenities, building design, retail opportunities and unit mix..



The preliminary application MIGHT have been in compliance with the OCP in 2011-12 but in October 2013 the DNV passed bylaw <https://www.dnv.org/sites/default/files/edocs/lynn-valley-town-centre-flexible-planning-framework.pdf> . Bosa got two 12-storey, Mosaic got two. This application will get two or less, not the four the developer has at this preliminary stage. The active transportation plan failed in 2015 when Translink cancelled the Frequent Transit Network (FTN) expansion into Lynn Valley. DNV planners are still in grief and refuse to acknowledge this fact in the OCP. Three months ago Translink cut back service in Lynn Valley to pre 2011 levels. There are no plans to restore it. The OCP calls for 2500 new housing units in the Town Center by 2031. We have already approved and/or built 2150 units. Polygon has a submission coming any day for 350 units at the Dairy Queen Plaza. That project completes the build out until 2031. On their heels will be redevelopment of Mountain View Apartments at Whiteley Court and E27, with the land recently sold for \$180 million. CACs and additional tax revenue ARE NOT being used to pay for infrastructure and amenities. They are being used to pay for bloated staff salaries which is evidence from reading the annual report of the DNV. \$100,000 a year is now an entry salary for someone with no experience. Someone with 4 years experience starts at \$120,000 with 6 weeks off per year and an indexed pension plan.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. We look forward to sharing a detailed application in the coming months.



I am not in favour of this monster project. There is entirely too much space being used in front of Valley Centre Avenue, there is no diagram to show the loss of sunlight. People cannot make a truly informed decision about this site without more detail, including information about the added density impacts from Black Bear site proposal, the already in construction on Emery Place and the more recent plans for Mountain Village. The design of the Safeway site and the Black Bear site do nothing to speak of a mountain style village, which has always been the attraction for Lynn Valley. Further with the 168 suites from Black Bear site, and 479 from the Safeway site, we are looking at a population and car explosion. Further, if my numbers are correct and of the 479 suites there will be 167 rentals but only 8 labelled affordable, I think our municipal council is doing us a great disservice and need to sharpen their pencils. Something is seriously wrong if the best you can come up with is 8 suites. I suspect the municipality is planning on using these numbers to bring in the sky train but that is just my speculation.

**hayr**

The applicant provides the following response: Thank you for your comments. The proposal for the Safeway and parking lot property at 1170 E27th Street responds to what is envisioned in the District's Official Community Plan for this area of Lynn Valley which is identified as Municipal Town Centre. This includes contributing to a complete community that includes a range of housing and tenure options, commercial, and civic space. We are early in the application stage and as we continue to refine our proposal, additional details such as view and shadow studies will be created and included as part of a future detailed application submission. The Lynn Valley Town Centre Plan is not prescriptive on the residential tenure, rather calls for a diversity of housing. As we're still at the conceptual stage of the application, the housing mix will also be further refined.

██████████

We are not NIMBYs, and we understand the current pounced problems of housing shortage in Greater Vancouver. For this project, please be extremely mindful of our following serious concerns: 1. ██████████, ██████████ one of the proposed 9-story building. Please do not block our sunlight exposure; 2. Please protect our privacy. We will not support a new building that is too close, that people can see me working from home, etc; 3. For such a large project, likely construction can take up to 5-6 years. ██████████ as are many others. Any noise from construction, will significantly affect our productivity.

**hayr**

The applicant provides the following response: Thank you for your comments. We are still early in the application process and as we continue with a detailed application and beyond, items such as a shadow study and view analysis will be completed and submitted to the District of North Vancouver for staff's review. As part of this application, the project team is following the policy and guidelines of

the District's Official Community Plan, the Lynn Valley Town Centre Public Realm and Design Guidelines and the flexible planning framework. We will also be required to submit a construction management plan before any construction activity can start on the property.



While a development of the Safeway site is welcome, I reject the current proposal. (1) I have no issue with densification, but it needs to be done responsibly and in a way that makes sense for the community and existing infrastructure. The scale of the proposed development is enormous and takes away from OCPs goals of a "mountain village" theme. I just don't see the need or appeal to have such a large and imposing structure with so many units in our village center. It appears the developer's goal was to maximize the number of units with less importance put on open spaces, light corridors, mountain sightlines or the infrastructure already in place. Open air and mountain views is what gives Lynn Valley its charm, and it should be preserved! I would like to see the number of units reduced and the buildings repositioned. The tallest building should maybe be situated in the northwest corner of the site – this position will have the least amount of interference with the mountain and sky sightlines as well as natural sunlight reaching the remainder of the village and surrounding buildings. Any additional buildings should have a lower height limit. Any structures should also be set way back from the street (especially Valley Centre Ave.) to prevent the surrounding common spaces and streets feel claustrophobic. (2) Question: what % of the units will have more than 1 bedroom (i.e. being able to accommodate families) and has there been a consideration of Lynn Valley's current demographics? (3) It is disappointing that the proposal has not included more street level retail spaces. 1,837 sq feet seems incredibly small given the amount of street frontage of the site. Having more street level retail shops and sidewalk cafes will help support local businesses and create a more pedestrian and community-oriented space. (4) Lastly, I'm quite confused by the proposed "civic space". Can you please provide more detail on this? What's the real intent here? To me, it just feels like it's trying to check a box on a development application without providing details on how the space will be used and how it meets the community's needs. Thank you.



In just this one paragraph you have shown more development and planning knowledge, insight re the location, details that make a mountain village a success and just plain common sense than the dozens of people working on the project from the developer through the architect and the municipal staff. Well done.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the



Municipal Town Centre located in Lynn Valley, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. The building design has been informed by the District's Lynn Valley design guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height. Approximately 39% of the homes are envisioned as 2+ bedrooms. We are still very early in the application phase, and we expect that our plans will be further refined so number of mix of homes, retail location and the overall building locations could still change. The Civic space has been identified in these very preliminary plans as space that will be given to the District of North Vancouver. At this time, Crombie is still in discussions with the District of North Vancouver to define the use of that District-owned space and how it will be utilized.



Develop the site, fine... but we all know the number of units proposed it outlandish given what our small community can sustain. I would feel far warmer about the proposal if some major changes were considered... 1. 5% of 35% of the units will be "affordable"??? Is that 8 units? And what is "affordable"?? Give our lower income residents a chance, create dignified living space for people who can't pay much for their home. 2. Reduce it to about 200 units instead of 500. Come on!! 3. Many residents here have dogs and we need an off leash area. Take a cue from City of North Van, the artificial turf fenced dog park is clutch. 4. Make it worth existing condo owners' while. Throw in 2 EV charging stations at 1111 Lynn Valley Rd, you'll suddenly have a lot more support from our 60 units. We'd appreciate that gesture as small consolation for how this massive development (and influx of people) will affect our homes and our community in the coming years. 5. Food trucks! Include a small dedicated space for food trucks. Community thrives when there is yummy trendy local food. 6. Ok back to dogs... if you include a heated dog wash station somewhere for public use, I might just support this whole development. We're just asking for you to make it worth our while. This will be a big upheaval for our community so please make it palatable for us.

**hayr (staff)**

The applicant provides the following response: Thank you for your feedback and the ideas. We're still in the very early stages of the application process and further design refinement will provide additional details; the current preliminary application is very much conceptual. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan. The proposal for 1170 E 27th Street responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. While this proposal is not dissimilar in scale to the surrounding properties that have already gone through redevelopment, we are proposing a range of housing including rental, below-market rental, rent-to-own opportunities as well as condos. Given it is early in the

application process for us the housing mix and the form(s) of affordable housing that will be included still needs to be defined further.



I am very concerned about how this development will impact my community and its residents. Lynn Valley does not have the capacity to support another mass influx of residents and cars. The community's carbon footprint has already increased drastically in the last few years, gridlock traffic is a daily experience, and our community amenities such as the Karan Magnussen Rec Center are seriously outdated and much too small for even the current population. The design of these buildings is another major concern for me. As is, the design is basically a wall of apartments with no breathing room in between. They look like they belong in Toronto, not in a small mountain community. The developer has maxed out the lot and proposed a build so close to the road and other buildings that the final product will make this development feel incredibly over imposing. It will darken the surrounding areas and block our beautiful mountain scenery. If the district allows another development of this size to move forward as is, it will put further stress on this small community and destroy what is so special about Lynn Valley. I am asking the district to please scale back the density of this project and adjust the design to allow for more natural light to come through. To me, this looks like significantly shorter towers and more space in between the buildings. Thank you.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning as well as amenities and social infrastructure such as recreation centres were taken into account by District Planning staff. As a next step in the application process, a traffic impact study will be required and will be reviewed by District staff. In addition, the building design has been informed by the District's Lynn Valley design guidelines and flexible planning framework which permits discretionary approval of buildings up to 12 storeys in height and provides prescribed setbacks which the proposal is adhering to. Having said that, more detailed design will be part of the application process, we're just at the conceptual stage right now.



First and foremost, I am even surprised that this would even be invited to be taken into consideration. There are clearly limitations that exist in terms of the municipal and federal levels of government merging their decisions in terms of their capacities to

improve the current conditions of the highways/traffic capacities. In other words, it is as though the root of the problem is not addressed and we are adding on top of the current elephant in the room. I do not believe that Lynn Valley is setup or prepared to support the development project that is proposed for this area. I believe this will require a massive consideration of looking at the entire system and recognizing how its integrated and looking at things from above (i.e. big picture). After which, it would be clear that although this conceptually seems like a "nice idea", the truth is that until we merge our levels of government and see drastic changes in how we can support the thousands of residents that would be accumulating on the already existing population, we cannot make any progress that is not going to lead to a bottleneck direction.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. 1170 E 27th Street is located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was taken into account by District staff. As part of our application review process, we will submit a traffic impact study which will be assessed by District staff.



I am not pleased with the current proposal. In particular, I am concerned that the size of it is too imposing for the site and it will likely block a significant amount of sun and sky from reaching other parts of Lynn Valley town centre (the new development being located at the southwest corner of the town center). I would like to see the height and breadth of the buildings reduced. Also, the buildings should be set well back from the new Valley Centre Avenue, so it doesn't come to have the feel of a darkened alleyway. It would be nice if, instead of that entire street being fronted by a Safeway the whole way along, there was smaller fronting the street (along with the grocery store entrance) with the grocery store behind - akin to what was done with the Bosa development on the other side of the street. 479 seems like a massive number of units given the size of the site. For example, according to their website, the Bosa development is only 358 units, despite being on a site that appears to be at least as large, if not larger. Is the difference on account of the new buildings being larger and closer together, or the fact that there will include fewer multi-bedroom units to accommodate families and more small 1-bedroom and studio units? Finally, while this is a matter of personal taste and others may feel differently, in my view the Bosa buildings are much nicer looking than what has been proposed and are more consistent with the "mountain village" theme.

**hayr (staff)**

The applicant provides the following comments: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height and outlines prescribed setbacks which the design of the building follows. Approximately 39% of the proposed new homes are currently envisioned to be 2+ bedrooms, suitable to accommodate families. The design is currently at the conceptual stage and more refinement will be undertaken. Part of that will mean developing an appropriate "look and feel" for the project and refining the number and mix of units.



I am strongly opposed to this project in its current state for a number of reasons. 1) The current design is a very dense block of apartments which does not align with the OCP objective of a mountain village community. These buildings will darken the homes of many existing residents and community spaces by blocking a significant amount of natural light. The plan is so monstrous that even the light corridors in between the buildings barely exist. In addition, the almost 500 units (potentially 1000+ residents) and 700 parking spots will add a significant amount of noise and air pollution resulting in a decreased quality of life for all residents and wildlife. 2) Lynn Valley does not have the infrastructure to support increased densification on such a large scale. The area is extremely congested and during rush hour, it can be almost impossible to get in/out. We already try to travel at 'off' hours because we know otherwise our travel time will double and we will be sitting in gridlock with the car idling. The current state will get worse in the near future because it does not factor in a) individuals who will soon be moving into the new Emery Place/Parkside development adding 400+ units and 600+ cars or b) people returning to the office after working from home during covid for the past 2 years 3) I must additionally add the claim that "lush planting along the street and an extensive planted roof at the podium level will...improve the mental and physical health of neighbours" is comical. By proceeding with this development as proposed, the exact opposite will be accomplished. Residents have been dealing with non-stop construction for 8+ years. Trees will be uprooted, mountain views will be hidden away, and sunlight will be obstructed – all of which residents of Lynn Valley cherish dearly. I urge the district to reconsider and significantly scale back the scope of this project. I understand the redevelopment of the Safeway lot is inevitable however it must be done in a way that is thoughtful and realistically considers the capacity of the community. We elect councillors to represent and act on behalf of the community. Your community is speaking up – please hear us.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley and what was identified in the Action Plan review that occurred between 2019-2021. This includes contributing to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of our application review process, the submission of a traffic impact study is required and it will be assessed by District staff. A formal report will be completed to inventory existing trees, which will be used to determine what trees and shrubs can be maintained while allowing for an efficient redevelopment of the property. The proposal also provides new opportunities for landscape planting, boulevards, green roofs and greenery at different levels of the development which will offer more greenery than is currently on the Safeway and parking lot.



Although the developer replied to my comments, it feels extremely disingenuous as they took all of 10 seconds to copy and paste a cookie-cutter response. I have also read the OCP and clearly we have interpreted what is envisioned for Lynn Valley differently. I however am interpreting it from the perspective of a resident of this community. It is my home where I live with my family 365 days a year. The applicant is interpreting the OCP from the perspective of a money-hungry, corporate company trying to maximize profits and get away with as much as they can. I urge the District to keep this in mind and think about the residents first. Put yourself in our shoes. We should be the priority as we will be the ones who have to live with the consequences. A couple other things: A biased traffic study conducted by the developer themselves will not solve the existing traffic nightmare. We - residents who live here and commute in/out of Lynn Valley - are telling you traffic is already an issue! Listen to us!! Councillors themselves should try and commute through Lynn Valley. It will tell them everything they need to know. It is clear Councillors live no where near Lynn Valley or a development of this size would have never made it this far. The developer addressed the replanting of trees but in Lynn Valley, we do not count tree by tree but value the sweeping views of greenery, the sky, the mountain and natural light. You cannot tell me you genuinely believe replanting a few trees makes up for the loss of all of this. I hope District Councillors are reading these comments and absorbing the response from the community. Keep in mind, we vote you in to represent us. We count on you speak up for us. We will be watching the progression of this development closely and trust you will act in our best interest. If not,

we know we cannot count on you as a community and will be looking for better representation on Oct 15.

1), We are [REDACTED]. And we realize that this area is choked up most of the time because of lack of traffic infrastructure and hence congested especially in Summer since Lynn canyon is a huge attraction for hikers and all to get away from it all.1-a), This choking up of traffic will also impede emergency vehicles that need to attend to seniors more often than otherwise. And seniors also tend to leave stoves on requiring fire brigades to attend quickly.2) Another Covid like pandemic - according to the CDC and other leading experts in this matter - is an eventuality waiting to happen. Our Councillors and elders should factor in what this HIGH DENSITY of humans, especially seniors in this community will create.3) Tall buildings create shadows and restrict sunlight which causes mold and mildew: this increases toxicity in the environment harmful to all living beings; especially to the young growing adults.4) The City and the developer should also address the dust and congestion and noise that will be caused by the heavy-duty trucks and construction equipment that will come and go.5) We understand development has to happen: however human density should be taken into account and building heights should be restricted to allow more sun-light penetration in this rain prone zone.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for 1170 E 27th Street responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley and what was identified in the Action Plan review that District Council undertook between 2019-2021. This includes directing growth towards town centres, such as Lynn Valley and contributing to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of our application review process, we are required to submit a traffic impact assessment which will be reviewed by District staff. We will also be required to submit a construction management plan before any construction activity can start on the property.

[REDACTED]  
Lynn Valley has been our home [REDACTED] and we are vehemently against the proposed 'Safeway' development in its current state. Based on the OCP, we do agree that some minor 'refresh' of the Safeway site is inevitable. However, we do not feel that it is necessary (or desirable) to construct high-rise apartment buildings of such density in this already congested area. The proposed 4 towers look 'stalinesque' in design, and do not in any way conform to the OCP objective of a 'village' community. Lynn Valley's current road system is barely able to handle the additional residents that have

already moved into the recently completed towers in the town centre, let alone this proposed development of the Safeway site, coupled with the plans for the Black Bear pub site. Due to current congestion, it is virtually impossible to increase traffic flows along the two main arterial routes into Lynn Valley which must also feed to/from upper Lynn Valley. It is naive to think that car users will switch to other forms of transport (especially in our rainy climate), so congestion will only increase if this development is allowed to proceed. Our community cannot accommodate another large development in Lynn Valley centre. Therefore, this proposal should be pruned back to just one or two apartment blocks of 4 floors at most. Residents of Lynn Valley have lived with constant construction in this area over the past 8 years, and we are sick of it. Please take our opinions into account, because they reflect many of the reasons why we have made Lynn Valley our home.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. This includes directing growth towards town centres, such as Lynn Valley and contributing to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District Planning staff. As part of our application review process, we will be required to submit a traffic impact study that will be reviewed by District staff. Additionally, the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. Our design is currently in the conceptual stage and will be developed further through the application process.

██████████

The reason why we moved back to the North Shore, was precisely because of the celebrated mountain views and natural beauty that surrounds the village. We love the design excellence and the varying architecture and how all the features gel together in keeping with BC's wonderful nature and outdoor lifestyle. We are fortunate to live ██████████ ██████████ and ██████████. The 4 buildings were obviously built with serious consideration being given to providing optimal public view to the mountain and tree line views. Our primary concern with this latest proposal for 27th Street, is with the density, height and potential shadow impacts of the proposal. The Lynn Valley framework indicates a height of up to 8 storeys on this site (with additional height to be considered on a case by case basis). Please would you provide us with a shadow study analysis, and consider modifying the current design, particularly the 11 and 12 storey buildings, to reduce impacts on adjacent residences. With the proposed plans before us, it appears that many of key factors around the buildings are

centred on retaining the ambience that already exists. But, if there are no building modifications made, the Bosa buildings will lose a lot of the original vision. And, the degree of privacy and views will be curtailed. Many of us are very concerned about the increased road traffic created by the cars of thousands of more residents, as well as the years of major construction traffic. But, I'm encouraged that the District's environment and climate plans appears to be reflect the concerns over PM10 and PM2.5 by their intention to plant trees, other vegetation, create a new park etc. We need to protect the the physical and mental health of our residents. We ask that the designers consider how new and existing future mid-rise and tall buildings relate to each other, to the already existing towers, and to the mountain views, the Island, the tree and sky lines, and vastly increased vehicular traffic.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. Our proposal for the Safeway and parking lot property responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and the development that has already taken place such as the Bosa towers and those being proposed such as our application are meant to contribute to a complete community. The proposal's contribution includes providing a range of housing and tenure options, commercial, and civic space. Additionally, the Lynn Valley Town Centre Public Realm and Design Guidelines and flexible planning framework permits discretionary approval of buildings up to 12 storeys in height. As part of a detailed application, a shadow study and a view analysis will be conducted and reviewed by District staff. Our application process will also include a traffic impact study which will be assessed by District staff.



We strongly oppose this proposal. I commute to work every day. . Traffic getting in and out of Lynn Valley is atrocious! The highway always backs up, generally to Lonsdale or Westview. The highway going to Lions Gate back up due to construction at Marine and Capilano, as well as sheer traffic numbers. With the new interchange on Mountain Highway, traffic backs up usually to about 15th street because of those waiting to get on to the highway/bridge but that also backs up the people waiting to head in other directions due to the lack of a southbound second lane. Grand Boulevard and Keith Road are parking lots at rush hour. Even getting a bus to Lynn Valley at Lonsdale Quay at rush hour is usually a two-bus wait! Until we have better infrastructure. Lynn valley us not made for that much more people

**hayr (staff)**



The applicant provides the following response: Thank you for your comments. The application for 1170 E 27th Street responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of our application review process, we will undertake a traffic impact study which will be reviewed by District staff. Highway Infrastructure and Transit options are unfortunately not something that this project team has any influence over, however, infrastructure capacity as a function of new development does get assessed regularly and the District will inform that review as well.




I am opposed to the proposal of this development in its current state. While I agree that the development of the Safeway site is inevitable, I do not feel that Lynn Valley's current infrastructure is set-up to handle the additional residents that have already moved into the 27th Street/Lynn Valley Road/Mountain Hwy corridor with more coming in once the Emery Place development is complete. With an additional 500 units, this potentially could mean an additional 1000 residents into this already congested area. The traffic in and out of Lynn Valley has become very congested at all times of the day. In the event of a catastrophe, we have only 2 main escape routes (Lynn Valley Road and Mountain Hwy) out of our community. Until the traffic congestion has improved I do not feel that we can accommodate another large development in the Lynn Valley Centre Mall area. Not to mention the additional proposal for development of the Black Bear site. Residents of Lynn Valley have lived with constant construction in this area over the past 8 years; we are finally starting to feel like our mall has returned to a shopping and gathering area only to have it ripped up again. Until the current state of the infrastructure has caught up to the demands that have been put on to our community, I feel that development should be put on hold. With respect to the development proposal of the buildings, the proposal of 4 towers ranging from 9-12 stories is too dense. Lynn Valley is a small community based in the natural boundaries of mountains, forests and waterways; the reason that most residents enjoy living here. The 4 towers will be imposing and take away from the village community that I believe the OCP is trying to achieve. In order to maintain a community atmosphere a cap of 6 stories should be considered along with more green space. Please consider the residents and the reasons why we have made Lynn Valley our home when revising your community development plans.

**hayr**


The applicant provides the following response: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley, which is to contribute to a

complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of our application review process, a traffic impact assessment will be required once a detailed application is submitted. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined. With respect to construction impacts, we anticipate that the application process will take at least two more years before any construction could start on this property. There are ways to limit the length of construction and noise impacts by exploring modular construction and alternative construction methodologies which Crombie will undertake.

  
I am strongly opposed to this proposal. I commute to work every day. If I take the bus, it takes about an hour and 45 min each way. If I drive, it all depends on the traffic. Traffic getting in and out of Lynn Valley is atrocious! The highway always backs up, generally to Lonsdale or Westview. The highway going to Lions Gate back up due to construction at Marine and Capilano, as well as sheer traffic numbers. With the new interchange on Mountain Highway, traffic backs up usually to about 15th street because of those waiting to get on to the highway/bridge but that also backs up the people waiting to head in other directions due to the lack of a southbound second lane. Grand Boulevard and Keith Road are parking lots at rush hour. Even getting a bus to Lynn Valley at Lonsdale Quay at rush hour is usually a two-bus wait! Until we have better infrastructure we need to say NO to mass developments.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. Planning for highway capacity and the interchanges is under Ministry of Transportation jurisdiction in consultation with the municipalities. As part of a detailed application (a later step in the application process) a traffic impact assessment will be required which will be reviewed by District staff.

  
5% of the units will be affordable housing. What percentage of the community (as it stands, what is the percentage of people that need "affordable" housing) I think it's much higher. Rewilding the area. How do you rewild an area that is built to the max capacity on the site per square foot, is that plants in a concrete planter? We don't have

the infrastructure to support the current population, even with a several billion dollar road and highway revamp. Water, sewer, utilities. We simply do not have the space in the tiny little area to support all these people and their cars etc. The wild life is already profoundly at risk and yes the wildlife is important to the residents who live here. The stress on the community is already profound but lets add some more. The new residents on Mountain Highway and Emery haven't even been added into the traffic yet and some days getting from the mall home [REDACTED] is impossible. 4 blocks. Please slow down the construction and let this community catch it's breath. I also have deep concerns for emergency evacuation. We live on the edge of the forest in the mountains and we have 2 (or 3 depending on where you live) ways of exiting Lynn Valley. If the highway is blocked for any reason, which it always is you can't leave Lynn Valley for hours. There are so many safety reasons for not creating more density that it's hard to write it all down. As far as open space for community to gather, has anyone really asked the community what it want's? Perhaps, its not more space to gather?! Just a thought. I am so opposed to this on every level, density for density for density's sake to raise the tax base is this really necessary while not delivering services? The CNV and the DNV really need to ask people what they want to see and take it at face value. Which we all know will not happen and this is a waste of time and it will be voted and pushed through regardless because its about the money and not the community, and you can put any spin on it but that's what it is. Be honest at least.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments and questions. The property is currently occupied by a Safeway store and parking lot which presents an opportunity to introduce new landscape planting, boulevards, green roofs and greenery at different levels of the development. Having said that, we're in the very early planning stages at this time and these are plans that will be developed at subsequent stages. District staff may be best suited to provide an answer about the area's demographics and the need for affordable housing. The redevelopment proposal does respond to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. This Plan was informed by extensive public engagement before it was approved by District council in 2011 and reviewed between 2019 and 2021. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of a detailed application (a later step in the application process) a traffic impact assessment will be required which will be reviewed by District staff.

[REDACTED]

What is the proposed number of 3-bedroom units in the development?

**hayr (staff)**

The applicant provides the following comments: Thank you for your question. Approximately 7.5% of the homes are envisioned to be 3-bedrooms. However, our design is currently in the conceptual stage and will be developed further through the application process which will include refining the number and mix of homes.

Does the proposal surpass plan and policy height maximums for this location?

See <https://www.dnv.org/sites/default/files/edocs/lynn-valley-town-centre-flexible-planning-framework.pdf>, and draw your own conclusions. Does case-by-case mean proposal-by-proposal or building-by-building? Height for each storey in the framework was assumed to be 10-feet. The height for the commercial podium in this plan is 29-feet the equivalent of almost 3 storeys. Does that mean the proposed 12-storey building should be considered 15 storeys or 12? The FSR is above the allowable FSR for the site.

**hayr (staff)**

The applicant provides the following comments: Thank you for your questions. As we understand it, case-by-case refers to the proposal as a whole. The commercial podium, which is considered to be 1 floor is 20' from floor to ceiling. When measuring to the landscaping on the roof deck, it is 25'. A storey is defined as occupied levels rather than heights and as such, the tallest building is a total of 12-storeys. The prescribed FSR in the District's Official Community Plan for the property (which is designated as Mixed Use Level 3) is 3.5 – which the proposal meets.

Thanks for putting together this information. A few questions: - Does proposed parking meet DNV's parking standards? - many families/individuals in the area, especially if transitioning away from car use, have multiple bikes per person for different uses. Biking is frequently under parked in dense residential developments. How many bike parking stalls are proposed? - Does proposed number of bike stalls meet or exceed minimum DNV standards? - Will the proposed development cast any new shadows on the plaza to the northeast between the hours of 2 pm to 6 pm in spring and autumn when it is most well used? - Do secured rental, rent to own, and 'affordable' rentals meet or exceed DNV requirements? - In this case how is 'affordable' defined? And will there be a sunset on the housing agreement? - What distance is the separation between towers? - how does this project interface with proposal to the north? - There are 157 commercial parking stalls proposed for a proposed larger grocery store. How many commercial parking spaces directly service the existing Safeway? - Smaller commercial spaces tend

to support new local businesses. Will retail space along 27th street be large or small format? - Will small operators be prioritized for the new commercial along 27th or are these spaces be marketed to chains?- Will all vehicle stalls have EV chargers or at least be EV charger ready?- By 'locally sourced building materials' does this mean manufacturing of all building materials will occur in the Lower Mainland?- Does achieving Step Code 3 meet or exceed minimum requirements? - Will permeable materials be used for the 27th Street plaza area?- What is the proposed FSR for the development? It looks like an FSR of 3.5 is permitted. - How is the FSR broken down? How much is allocated to residential, commercial, & civic? How much to car parking?

**hayr (staff)**

The applicant provides the following response: Thank you for your questions. The proposal for 1170 E 27th Street responds to what was identified in the Action Plan review that District Council undertook between 2019-2021 as well as what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. Growth is intended to be directed towards town centres, such as Lynn Valley and our application is meant to contribute to a complete community. We intend to meet the District's requirements including meeting or exceeding the parking standards with all parking stalls being EV charger ready. The proposal meets the District's requirements for bicycle stalls with 834 class 1 bike stalls and 83 class 2 bike stalls proposed. The Lynn Valley Town Centre Plan is not prescriptive on the residential tenure, rather calls for a diversity of housing. We are still early in our planning for this site and have not fully developed to the affordability levels. Currently, the proposed affordable housing is at CMHC levels, however we intend to explore partnerships and other funding mechanisms to increase affordability where possible. A smaller retail space is planned at the corner of 27th and Valley Centre Avenue with the remainder of the space along 27th Street allocated towards the civic space and lobby entrances. The taller buildings on the property are 100' apart and the lower buildings are 30-50' apart. Locally sourced building materials means materials up to 800 km away. While the project team will strive to obtain materials locally, it is not possible for all materials to be sourced in this way. The proposals current FSR is 3.5, which aligns with what is permitted in the District's OCP. There is 0.37 FSR for commercial and institutional space and 3.13 FSR allocated for residential space. We are still early in the application process and as we continue with a detailed application and beyond, items such as a shadow study, view analysis, and housing agreements will be completed and submitted to the District of North Vancouver for staff's review.



I am strongly opposed to this project. The Lynn Valley area and Mountain Highway are far from being prepared in terms of infrastructure for this large size addition. With the existing 300 units at Residences at Lynn Valley (built by BOSA) and Parkside at Lynn

development on its way, adding another 500 units to the very exact area will only cause a traffic nightmare and an extremely congested area that will further introduce several major issues. It might be a good idea for DNV to invest in infrastructure and focus on solving the existing issues rather than approving high-density buildings without having proper foundations. Building community centers and schools, enhancing public transit, improving roads and streets, controlling the increasing crime rate are just a few examples.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal does respond to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of a detailed application (a later step in the application process) a traffic impact assessment will be required which will be reviewed by District staff.



The multiple towers proposed for the site will not be an attractive enhancement for our community. The condos are going to look directly into one another. I share the concern about increasing the number of cars and the density of the project. That is an OCP issue that needs to be handled by the district before such a large development is approved. I don't see the location of the proposed civic space on the video. The plaza that Bosa added does not have enough trees and is far too hot with not enough seating or vegetation to be a friendly site for the community. I'm concerned about the concept drawings for 27th Street. There is not enough space for trees or green space.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. It is early in the application process for us and more detailed planning and design will take place in the coming months. That will also include design and landscaping proposals for open spaces.



The Civic space is shown on their map in 'the Proposal in Context' page in their presentation. It is the whole ground floor of the 6 storey podium opening to 27th street.



I am opposed to the project in its present form. The FSR of 2.51 pierces the ceiling for allowable density. The height of the 4 towers is not allowed under the Lynn Valley

Flexible Implementation Plan. The sheer size and footprint detracts from the theme of a village center. There is no affordable housing component. The 700+ parking spaces indicate 700 new cars which cannot remotely be accommodated in the area. The promised Frequent Transit Network from Translink, made in 2011, was canceled in 2015. There is no business need for additional commercial space in the area. Residents in the immediate area have lived with dust, dirt and debris for 8 years, and enough is enough. The logical development is a 5 storey L structure around Safeway with 150 residential units, 50 of which are designated as affordable rental.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District staff. As part of our application review process, we will work with District staff on assessing traffic impacts. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.



I am against this project as it creates even more density to the area that is not sustainable. It also increases crime rate as there has been plenty of vandalism in the current Save On Foods parking. Not to mention the traffic in the area will get worse and even more congested as more residents move in. I think the development should be reviewed, and reduce to low density low-rise buildings (6 stories max, no tower). Lynn valley is known for its quietness and amazing Mountain Views. With developments like this it's turning a quiet community into Brentwood like, or even downtown. Large projects like this are certainly not welcome here.

**hayr**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also

taken into account by District staff. As part of our application review process, we will work with District staff on assessing traffic impacts. We appreciate that the development associated with the Town Centre is introducing change to the neighbourhood, however the scale of development here is modest compared to Brentwood which has building heights up to 70 storeys. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.



Hi, I am opposed to this project for the following reasons: 1) Mountain Highway and Lynn Valley Road will not be able to support the additional traffic. We already have Mosaic coming up and it's impossible to get onto the highway right now at rush hour. This is only going to get worse with this new development. 2) There aren't enough parks and schools in this area to support one more building given all the buildings that are already coming up. 3) All properties with a West facing view are going to get devalued which affects people's savings and investments in a really significant manner. 4) Currently, all the hikes and trails around this neighbourhood do not have enough parking even with additional overflow that has been constructed it's only going to get worse. 5) With the increased cars and traffic there will also be an increase in crime. We have already seen quite a few break-ins in cars at the Lynn Valley Residences. 6) Public Transit is barely keeping up adding more units is only going to make it worse. Overall, it seems like Lynn Valley is turning into a Brentwood which totally defeats the purpose of living in the North Shore is a more quiet area.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was taken into account by District staff. As part of our application review process, we will work with District staff on assessing traffic impacts. The need for amenities and social infrastructure such as schools was also taken into account by District Planning staff who will be assessing our application. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.





Thank you for the video and information on this project. I will be direct and say that I very much oppose this project. The amount of new apartment units, civic center, etc will mean more people, more traffic and more noise to this neighborhood. Lynn Valley road is already very crowded and can't absorb all this new traffic. Please reconsider the height and scope of this project. This area can't absorb so much volume of people. With these new towers we won't even be able to see the sky let alone the mountains that Lynn Valley is famous for. This project will mean that the City is looking to transfer this area into something like a downtown core, or like Brentwood in Burnaby, with numerous high rise buildings. You talked in the video about "affordable housing". There is no such thing as affordable housing in this city anymore. Affordable housing is a thing of the past. The developer will sell these condos at market value which has skyrocketed. A typical family of 4 cannot afford to own a house anymore in this city! Old houses are being sold for over \$2 million! The new condos will also sell at market value and who can afford them? The rental units will be rented at market numbers which are also very high. The rents are so high nowadays that you might as well pay a mortgage if you have can afford to come up with the down payment. Please reconsider the scope and size of this project. Reduce the building height to something like 4 or 5 levels maximum. Let some light into this neighborhood and allow us to see the mountains and the sky. It can't all be about money and profits. The City must put the brakes on all these monstrous developments.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning as well as amenities and social infrastructure such as schools were taken into account by District Planning staff. As part of our application review process, we will work with District staff on assessing traffic impacts. Recognizing that affordability is a key concern in most communities in the Lower Mainland, our proposal includes a mix of housing options to address a range of needs, including rental, below-market rental, rent-to-own opportunities as well as condos. One key way to address affordability is also through housing supply in complete communities that allow people to meet their needs without having to rely on a personal vehicle. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.



Thank you for the video explaining the project. I live very nearby [REDACTED] and can see the condos Bosa built from my place so I'd see the new proposal also. It is just too big! Four buildings, nearly 500 homes, twelve stories... Our mountain and nature focused community is eroding so quickly with all the development. Add the Black Bear pub project with ~200 homes and the pending condo development across 27th street from the existing River Rock townhouses.... Our community just can't absorb this many new families, extra cars, public school students, recreation centre users... We haven't had significant recreation centre expansion at Karen Magnusson in the [REDACTED] [REDACTED] and there isn't any detail on what this proposed small civic space will be for. Lynn Valley Road is already crowded and the last road link created to Vancouver was the 2nd Narrows in the 1950s. The Upper Levels rush hour starts at about 130 pm! Live and work ability is extremely stressed already. I appreciate the Safeway development needs to be commercially viable but this is too much density with much too little benefit to the community. The rental housing is welcome but only five percent will be affordable so that won't help many low income families at all. I was shocked to see the proposed scope after participating in the early input process. Please, please reconsider the height and scope, We have only one chance to get this right and we risk losing our neighbourhood community in another mega plex of little boxes in the sky fronting on 27th and visible from Lynn Valley Road. I live in a condo and this housing is needed - definitely - but for our neighbourhood, a maximum of six stories should be the norm, eight for one building if you absolutely have to (since the Safeway will be underneath). We also need more green space and natural sight line corridors, please, to preserve the quiet mountain character of Lynn Valley.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning as well as amenities and social infrastructure such as schools were taken into account by District Planning staff. As part of our application review process, we will work with District staff on assessing traffic impacts.

[REDACTED]

Existing transit infrastructure is insufficient to support the proposed development of nearly 500 units. The current population density (with Polygon and Bosa developments, soon Mosaic and Kiwanis) is already leading to high volume traffic delays on Mountain Highway and Lynn Valley Road at peak transit hours. Accommodating such a proposal would require, from a transit perspective, an immediate introduction of rapid transit options to the community (e.g., Lynn Valley to Lonsdale Quay direct bus routes or Lynn

Valley to downtown Vancouver direct bus routes) or significant roadwork to expand capacity on Lynn Valley road and Mountain Highway to Highway 1.

**hayr (staff)**

The applicant provides the following response: Thank you for your comments. The redevelopment proposal for the Safeway and its surface parking lot responds to what is envisioned in the District's Official Community Plan for the Municipal Town Centre located in Lynn Valley, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. When developing the overall plan for the Municipal Town Centre, transportation planning was also taken into account by District Planning staff. As part of our application review process, we will work with District staff on assessing traffic impacts. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined. Transit options are unfortunately not something that this project team has any influence over, however, transit capacity as a function of new development does get assessed regularly and the District will inform that review as well.

██████████

I am definitely opposed to the density of the proposed development. I am ██████████ ██████████ Safeway site. My condo ██████████, and together with this proposed development there is also the proposed development of the Black Bear Pub site. I did not move here to look outside my windows and see nothing but concrete buildings- in other words, no more greenery. I like the feel of the community as it is and feel we really can't take the kind of density which will be created by these proposed developments.

**hayr (staff)**

The applicant provides the following response: The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. While this proposal is not dissimilar in scale to the surrounding properties that have already gone through redevelopment, we are proposing a range of housing including rental, below-market rental, rent-to-own opportunities as well as condos. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.

██████████

I am opposed to the current plans being proposed. the sheer size of the buildings proposed will certainly impact neighbouring buildings light exposure and views. As a new homeowner in [REDACTED] I would be very upset to lose the views and sunlight which I have only JUST began to live with after waiting for my building to be completed. Not to mention the strain this number of units would place on Lynn Valley. A less monumental building could be appropriate depending on how it is planned...

**hayr (staff)**

The applicant provides the following response: The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. While this proposal is not dissimilar in scale to the surrounding properties that have already gone through redevelopment (including the Bosa building), we are proposing a range of housing including rental, below-market rental, rent-to-own opportunities as well as condos. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined.

[REDACTED]

The District's Official Community Plan ([https://www.dnv.org/sites/default/files/edocs/Interactive\\_OCP\\_7900\\_Adopted\\_June\\_27\\_2011.pdf](https://www.dnv.org/sites/default/files/edocs/Interactive_OCP_7900_Adopted_June_27_2011.pdf)) Map 1, page 19 states that the Lynn Valley Town Center is expected to absorb 2,500 new homes by the year 2030. To date we have absorbed about 1,700 new homes with another 500 being built at Kiwanis and Emery Village. The proposed Polygon development at the Dairy Queen plaza of about 300 homes completes the build out. Contrary to Ms. Hay's post the 491 units at 1170 East 27 IS INDEED dissimilar to the other developments none of which exceeded 425 units. It is by far the largest development ever proposed in the DNV. With about 700 parking spots it is about 100% larger than any other parking build attempted. Below market rental can be defined as 10% below market which is not remotely affordable. The footprint of the buildings is not remotely what is found in any municipal town center across BC in a municipality of similar size. The applicant's response is disingenuous and treats the community as if we are unable to read the OCP or review the development proposals already approved.

**hayr (staff)**

Information on the pace of development in the District of North since the adoption of the Official Community Plan is available at the following link: <https://www.dnv.org/community-environment/multi-family-development-statistics>

[REDACTED]

I am concerned about the impact on the current residents of Lynn Valley. Those immediately opposite of the proposed site and surrounding areas. The proposed development will definitely affect the neighbours opposite by obstructing daylight levels. Not to mention the strain on infrastructure and noise that will go on for many years during construction affecting neighbouring buildings. Although I see the desire to build more affordable and responsibly constructed and buildings, I am absolutely opposed to the increased level of density proposed. This would create a strain on the community already suffering from construction exhaustion on the south side of Lynn Valley Road. Submit a scaled back version, beg you.

**hayr (staff)**

The applicant provides the following response: The Safeway and its surface parking lot are located within the Lynn Valley Municipal Town Centre area, as defined by the District's Official Community Plan which also includes many of the surrounding development built in recent years. The proposal responds to what is envisioned in the Plan for a Municipal Town Centre, which is to contribute to a complete community that includes a range of housing and tenure options, commercial, and public amenities. While this proposal is not dissimilar in scale to the surrounding properties that have already gone through redevelopment, we are proposing a range of housing including rental, below-market rental, rent-to-own opportunities as well as condos. It is early in the application process for us and we anticipate more rounds of public engagement that will also be able to provide more detailed information as the concept is further refined. With respect to construction impacts, we anticipate that the application process will take at least two more years before any construction could start on this property. There are ways to limit the length of construction and noise impacts by exploring modular construction and alternative construction methodologies which Crombie will undertake.