

Seylynn Village

Goals

Objectives

Opportunities

Design Assumptions

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Context:

Starting In 2002, the District undertook a preliminary planning assessment of the neighbourhood adjacent to Fern Street near the Second Narrows crossing, in response to significant community concerns regarding declining liveability and noise impacts and traffic associated with the adjacent Highway #1.

Several concepts for the redevelopment of the neighbourhood north of Fern Street were prepared by the District Planning Department, with the following redevelopment options:

- Option 1 – Single Family with Noise Mitigation (noise fencing)
- Option 2 – Fern Street Row Housing
- Option 3 – Low-rise, Medium Density Concept
- Option 4 – High Rise, High Density Concept

The medium and high density options included the potential creation of a mixed-use neighbourhood with multi-family housing, shops and community facilities.

The re-development concepts were seen as a means to mitigate noise and impacts from the highway through the built form (i.e. multifamily dwellings including towers) and to create a vibrant, liveable neighbourhood with an attractive pedestrian environment and increased services (i.e. commercial and community facilities).

Concepts were presented to Council in September of 2005 and Council advised staff to proceed with further exploration of noise mitigation and redevelopment concepts.

In the Spring of 2006, Hillside Developments approached the District with interest in redeveloping the area. Since that time, the Developer has attained an interest in lands both north and immediately south of Fern St. thorough a combination of outright purchase and purchase options. Hillside Developments submitted an application for rezoning of the area north of Fern Street in September 2006, and an application for the amendment to the community plan for the areas both north and south of Fern Street.

As the work on the plan amendment for the area was not completed by District Staff prior to the submission of the Hillside application, staff have been working with the developer to co-ordinate the development proposal to reflect preliminary Council direction and past planning work undertaken in the area.

Purpose of this Document

The purpose of this document is to outline a preliminary vision, goals and objectives to guide the proposed Seylynn Village Neighbourhood through the community plan amendment and rezoning stages.

Fundamental to the Seylynn Village project is the desire to create a new type of urban community based on Sustainable Community Planning.

A Sustainable Community Planning approach encourages the development of complete communities with diverse housing, shops, jobs, and community services which are connected through an effective transportation system to the larger context including the neighbourhood, nearby schools, parks, shops, and key destinations in the municipality and the region. Sustainable communities minimize energy and resource consumption, promote natural storm water flows, and protect ecological features.

The intent of this document is to guide the key components of the community amendment and rezoning applications to achieve a successful integration of land uses, building forms, and massing in the neighbourhood, as well as integration of an effective transportation system

It is recognized that details such as building design, materials, streetscapes, landscaping, and public art will be resolved as part of individual development permit processes. Decisions made at the community plan amendment and rezoning stage however will have impacts upon these later design decisions, and it is important that the land use framework represented in the community plan designations and zoning bylaw provisions support the vision of the neighbourhood proposed.

Neighbourhood Goals

The following goals are based on sustainable community planning and will guide development of the Seylynn Village project.

1. Create a Sustainable, Complete and Integrated Neighbourhood:

Seylynn Village is conceived as a neighbourhood-scaled centre within the context of the Lower Lynn community, where schools, major shopping, industries and offices, and a transit exchange centre exist in close proximity.

All planning should be directed to help create a complete and integrated community containing a diversity of housing, shops, work places, parks and civic facilities essential to the daily life of the people who live, work, and play there.

Building forms and land use regulations shall allow for a variety of residential and commercial activities. Linkages shall be strengthened to the existing industrial area to the south-west to encourage local employment for the housing provided in Seylynn Village.

An “integrated systems approach” should be employed in planning – an approach that considers the relationship of the development to the environmental, social and economic components of its local and broader surroundings and incorporates consultative and cooperative decision-making.

2. Provide for Diverse Housing Needs

Seylynn Village should contain a diversity of housing types and tenures to enable citizens from a wide range of economic levels, age groups and abilities to live within its boundaries throughout various life stages. The development will provide affordable rental and non-rental housing.

3. Provide an Effective Transportation System that Supports Walking, Cycling and Transit and Reduces Car Dependency

Community structure and layout should be designed so that housing, jobs, daily needs and other activities are within easy walking distance, and those not within walking

distance are accessible through efficient transit. Demand management measures to reduce dependency on the automobile must be incorporated within the project and their efficacy must be demonstrated.

The community should have a central focus that combines commercial, community, and recreational uses and one that supports its unique identity. Public spaces should be designed to encourage use at all hours of the day and night.

Streets, pedestrian paths, and bike paths should provide to a system of safe, comfortable, fully-connected, efficient, and interesting routes to all destinations.

Commercial loading opportunities should be defined within the neighbourhood in a manner that does not impact the liveability of the neighbourhood.

4. Conserve Energy and Resources and Minimize Wastes and Greenhouse Gas Emissions

The development of Seylynn Village should conserve energy and minimize demand on fossil fuels. Alternative, “green energy” sources and district heating should be explored. Green Building measures to reduce energy consumption and minimize greenhouse gas emissions should be pursued. Street orientation, the placement of buildings, innovative technologies, and the use of shading should contribute to the energy efficiency for the community.

The proposed neighbourhood shall provide for the efficient use of water using natural drainage, drought tolerant landscaping, and water recycling where appropriate. Water conservation and demand management measures such as efficient fixtures and appliances and on-demand hot water will be incorporated into buildings.

Wastes, materials, buildings, and structures should all be regarded as a resource and recycled where possible, designed for the long term (e.g. life cycle cost considerations), or designed for flexibility, as uses change or evolve.

5. Protect and Enhance Ecological Features:

Seylynn Village itself does not contain significant ecological features, but development on the site has the potential to impact, both positively and negatively, nearby ecological areas such as watercourses and riparian areas.

Incorporation of natural stormwater management/on-site infiltration, greenway links for pedestrians, bicycles, birds and insects, urban forest and vegetation enhancement will be an integral part of site planning and design.

6. Recognize Local Heritage and Enhance Sense of Place

The heritage of the Lower Lynn Valley area and community shall be recognized in the design of Seylynn Village. Measures to enhance liveability and create a unique “sense of place” for the area reflecting on its and the District’s heritage and culture will be incorporated. Public art will be incorporate in appropriate areas to enhance the sense of place and celebrate culture and heritage of Seylynn Village.

7. Enhance Economic Diversity and Development

Opportunities for a range of commercial, business and work opportunities that will meet the needs of residents to Seylynn Village and the surrounding neighbourhood will be provided. Shops will be designed at a pedestrian scale and to create a village centre. Live-work opportunities will be incorporated. Appropriate innovative business opportunities that enhance local economic development should be considered within the development.

8. Improve Local and Regional Connections:

The location and character of the community should be consistent within the context and policies of the larger North Shore and Region context. Connections to the local and regional transit and road networks will be enhanced. Connections to services, schools, major shopping, jobs and regional destinations will be assessed and enhanced as possible.

Local Planning Vision and Neighbourhood Objectives:

Accommodating development in Seylynn Village requires an amendment to the Lower Lynn Official Community Plan. The Lower Lynn Plan is the major policy document that directs land use planning in this area of the District, and while it forms part of the District of North Vancouver Official Community Plan, the Lower Lynn Plan provides more detail, covers a smaller area, and addresses local concerns. Both Plans cover social, environmental and economic objectives as well as policies relating to the general form and character of future land use patterns and related servicing requirements for the District of North Vancouver.

Community Vision:

The vision for Seylynn Village is based in the background work done by the District of North Vancouver in response to the current property owners' desires for major change to address a decline in liveability.

Important points in the work done for the Fern Street planning process include the following issues and opportunities:

Issues

Decreasing liveability and viability as a single family residential neighbourhood due to:

- increasing vehicle noise and air pollution
- increasing traffic volumes and congestion
- decreasing property access and driver safety
- decreasing pedestrian safety and circulation
- decreasing access into/out of neighbourhood
- decreasing access to parks and open spaces
- increased demand for future road and intersection widening

Opportunities

Redevelopment that improves liveability with:

- building siting and design to mitigate highway noise, and using new development as a sound barrier
- street trees and new green spaces to improve air and visual quality
- safer streets for pedestrians
- improved vehicle safety and circulation in the neighbourhood
- improved vehicle circulation and safety on arterials roads
- improved pathway connections to existing parks and facilities
- affordable housing and some local commercial services
- a new sense of community
- capturing of view potentials

The policy framework to accommodate Seylynn Village will need to incorporate responses to these issues and opportunities, and respond to the site's context with regard to housing, parks and open spaces, employment opportunities, transportation linkages, and sustainability.

Neighbourhood Objectives for Seylynn Village

The following sections outline a series of objectives for development in the Seylynn village project. A development proposal that includes responses to these objectives will assist in achieving the eight goals identified above.

IDENTITY

Create a distinctive community identity

- Build on the unique strengths of Seylynn Village as an innovative, sustainable, liveable community

- Celebrate the “Between the Rivers” theme, referencing the Seymour River and Lynn Creek

- Define and celebrate entry points to the neighbourhood

- Incorporate a public art program and distinctive landscape enhancements

LINKAGE/INTEGRATION

The highway and watercourses present barriers to movement that must be overcome – improve physical linkages within and around the neighbourhood.

Create pedestrian and bicycle linkages to key land uses, particularly along routes identified in the North Vancouver Bicycle Master Plan.

Create pedestrian/bicycle connections to the adjacent parks, Capilano College, Phibbs transit exchange, Lynnmour Elementary School, as well as nearby commercial and industrial activities

Provide a mix of uses and activities that encourage street life

Explore live/work opportunities as a means allow for mixed uses and to reduce demand on commuting

Ensure safety & comfort of the proposed commuter bike path at the edge of site, including an at grade functional and visual connection with the Village Centre

VILLAGE CENTRE

Provide a vibrant core for Seylynn Village, including a human-scaled, organic streetscape. The Village Centre is defined as the streetscape, commercial space, community space, and related public outdoor space.

The neighbourhood design and phasing should flow from a successful Village Centre design concept

Include variation in façade treatments

Include breaks in facades

Include grade-level separation between proposed towers (possibly on diagonal axis)

Review road design to maximize street parking.

Streetscape requirements for Village Centre roadway to include minimum 1.5 metre wide landscape area to accommodate street trees between the curb and the minimum 3.0 metre wide sidewalk

Provide a diverse mix of uses, unique themes, and live/work opportunities

Document how the Village Centre will be formatted & how it will function

Provide dedicated park space and publicly-accessible play space for young children as part of the Village Centre.

Maximize pedestrian area in the Village Centre

Consider the proximity to water and mountain recreation as a unique opportunity

LAND USE

Provide a mix of land uses that will assist in achieving a comfortable, liveable, and sustainable neighbourhood.

Document/rationalize the proposed land use mix and function

Provide density calculations based on net parcel size with road dedications excluded from site area

Provide public outdoor spaces in the Village Centre

Ensure private outdoor spaces for townhouses

ROADS AND PARKING

Provide for efficient and sustainable movement of people, goods, and vehicles

Roads proposed in the neighbourhood must be publicly-accessible. Consideration will be given to the roads being privately-owned, with appropriate legal documentation (access rights-of-ways, etc.) in place to ensure function of the roads as public.

Resolve impacts of transportation system changes surrounding the neighbourhood
Pending the outcome of the Ministry of Transportation analysis, an appropriate road dedication shall be provided for an east-west extension of Keith Road along the north side of the site.

Fern Street is to be retained in site plan options with additional dedication of a minimum 3.05 metres (10 feet) on each side of Fern Street (See Appendix “A”). Additional dedication on Mountain Highway of at least 3.1 metres (10.2 feet) is to be shown on site plan options (See Appendix “A”).

Widening of Mountain Highway south of Fern Street is required to support Mountain/Fern intersection improvements. A dedication of at least 6 metres (19.7 feet) is required on the east side of Mountain Highway to support the required lanes. This dedication is required for the segment between Fern Street and the lane to the south. If the Hunter block is to be rezoned, this cross section may be required between Fern Street and Hunter Street (See Appendix “A”).

Internal road to be constructed to widths consistent with District standard cross section SSD-R.2 which specifies traveled lane widths of 3.2 metres (10.5 feet) and parking lane widths of 2.4 metres (7.9 feet). If parking is provided on both sides, a paved cross section of 11.2 metres (36.7 feet) is required (including gutter).

Village Centre roadway to include minimum 1.5 metre wide landscape area to accommodate street trees between curb and minimum 3.0 metre wide sidewalk
Loading activities should be resolved without utilizing parking structure, and should be organized more informally to rely on the front street for small scale operations
Details are required of proposed alternative transportation systems, including “Smart Car” fleet.
Demonstrate sufficiency of proposed parking facilities, including impacts of access to public transportation and shared car fleet.

URBAN DESIGN

Ensure proposed neighbourhood provides for a liveable, high quality, urban environment

The principle design element shall be quality, integrated at-grade public open spaces and the connections between them
Demonstrate a progression of spaces in the neighbourhood for both at-grade, and above-grade spaces: provide transition from the urban village centre to the village green and a progression from public to semi-private to private spaces
Rationalize the placement of the proposed residential towers for: noise attenuation, energy efficiency, and liveability
Parking facilities are to be maximized underground
Where parking is above-ground, it must be demonstrated that there is no detrimental impact on urban design
The north side of the Village Centre needs to be divided into 2 or 3 parcels to ensure an appropriate scale and that there are at-grade breaks between buildings
Floor-to-floor dimensions in the parking structure should not be designed to accommodate loading activities to the detriment of building massing
High rise residential buildings must connect to the ground plane with lobbies at grade, be visible from the street, and where possible, the Village Centre.
Provision of at-grade, green, open spaces is required
Site to be designed to accommodate vehicle movements but not to the detriment of the overall urban design objectives of the neighbourhood
Parking more than one level above ground will be considered for inclusion in FSR
Fern Street/Mountain Highway streetscape shall follow guideline in Appendix “A”

HOUSING

Include a diversity of housing opportunities.

Ensure that housing for all income levels, ages, and family types is provided within the neighbourhood

Provide for a variety of tenure mixes and unit types

Provide for 20% rental accommodation, in perpetuity

Provide for 10% affordable accommodation, where no more than 30% of income is spent on housing costs.

PRIVATE OUTDOOR SPACE

Ensure each dwelling has private, usable outdoor space.

Ensure that all dwelling units include private outdoor space totalling approximately 10% of the floor area of the dwelling unit

Balcony areas exceeding 10% of the unit floor area will be included in FSR calculations

SUSTAINABILITY

Create a model for an urban sustainable community.

Respond to the District's Sustainability Objectives and associated performance targets

Provide consultant analysis of Leeds opportunities in the development.

Protect and enhance ecological assets, such as Lynn Creek

STORMWATER

Manage stormwater responsibly both on and off-site.

Manage stormwater to protect ecological systems and minimize the need for additional infrastructure

Consider innovative stormwater management techniques

WATER and ENERGY

Create a neighbourhood that maximizes the efficient use of water and energy

Incorporate use of renewable resources, including innovative building and site design approaches

Achieve a reduction of energy costs by at least 30% from National Energy Code standards, with a minimum of 10% of energy costs from non-conventional sources such as geothermal, energy exchanges on site, etc.

Allow for a minimum of 75% of proposed buildings to have good solar orientation

Create a water conservation and re-use program

WASTE MANAGEMENT

Incorporate systems which allow for responsible waste management

Reduce waste from site and manage waste streams from the neighbourhood, including a target to divert 50% of waste from landfill (BC Government Objective, 2000).

PARK IMPROVEMENTS

Ensure proposed community facilities, including parks, serve new residents and benefit existing neighbourhoods.

Document improvements to nearby parks with options to retain/remove Seylynn Hall
Show substantial improvements to existing playing fields in Seylynn Park, including parking, field house/washroom structure, and a documentation of impacts on facility capacities

Provide for trail enhancements in Seylynn Park, including a bridge/trail link to Bridgman Park and connections to Inter-River Park

Provide upgrades to Bridgman Park and Inter-River Park

Provide playground in Seylynn Park

Provide for skateboard bowl upgrade in Seylynn Park

COMMUNITY FACILITIES

Ensure proposed community facilities serve new residents and benefit existing neighbourhoods.

Provide dedicated park space and publicly-accessible play space for young children within the development

Ensure the project includes an appropriate exploration of the future of Seylynn Hall

Provide suitable Public Community Space within the neighbourhood in the order of 5,000 square feet of flexible, multi-purpose space.

Resolve details of community facility space regarding:

- ownership
- administration

A theatre use will not be considered part of public community space

At grade, publicly owned, play space (likely in the form of a fenced playground) required to be incorporated into the site plan.

Cultural space within the development will be considered, however flexibility will need to be retained in how the cultural space could be provided or programmed.

Daycare facilities must be provided within the project to serve new residents, and to provide replacement for existing daycare at Seylynn Hall. Daycare for different age groups is encouraged, and daycare may be accommodated in either public or private space.

Outdoor space contiguous to daycare facilities either at grade or above grade, must be provided.

COMMUNITY AMENITIES

Resolve an amenity package that reflects an appropriate balance between the increase in development potential for the subject lands, and the needs of the proposed and surrounding neighbourhoods.

Establish the value of community amenity contributions attributable to this project.

This work remains to be undertaken by District of North Vancouver Staff.

Basic infrastructure improvements such as roads and utility improvements required to service this project will not be considered part of the community amenity package for the project.

PLAN DESIGNATIONS – SOUTH SIDE FERN STREET

Resolve future of the south side of Fern Street in the Community Plan Amendment

Previous District of North Vancouver provisions for the south side Fern Street are to be shown in revised proposals

This area is to be defined as a transition area, with a mix of low-rise apartment and townhouse development

PHASING PLAN

Ensure clarity in zoning proposal and allow for efficient construction timing which preserves access to amenities

Provide details regarding phasing of site development, including a review of land uses and densities within each component of the project. Phasing proposal shall include defining three or four “sub-areas” within the development parcel, with a break-down of project components within each of these “sub-areas.”

Provide details regarding phasing of site construction - note that a scenario which involves the entire site being developed at one time is not logistically possible and will prove to be financially infeasible.

Provide a draft plan of subdivision that considers future phasing and maximizes future construction flexibility

PROJECT LOGISTICS

Provide project documentation in a manner which allows for efficient analysis.

Each new layout proposed must provide documentation of project statistics for:

- Density in the form of FSR
- Total Residential Unit Count
- Unit Count by Unit Type
- Unit Count by Unit Tenure
- Residential Floorspace
- Commercial Floorspace
- Community Use Floorspace
- Proposed Parkland Dedication
- Parking count
- Parking Ratios by Use

Provide sketches showing evolution of various options and rationale for key design decisions

Provide 3-D representations of project, and key elevations

Provide sections to explain streetscapes and impact of parking structures, and in particular a section through axis of site at proposed community plaza

Provide geotechnical/hydrogeological reports to determine site constraints, such as underground parking

Provide details regarding phasing of site development (with breakdown by sub-area), as well as associated construction phasing proposal.

APPENDIX A: ROAD CROSS SECTIONS

Mountain Highway Cross-Section North of Fern Street From West to East	
Item	Width
Sidewalk	1.50 m
Landscape strip	1.50 m
Curb and gutter	0.55 m
SB shared bike/auto lane	4.30 m
SB left turn lane #1	3.20 m
SB left turn lane #2	3.20 m
NB shared bike/auto lane	4.30 m
Curb and gutter	0.55 m
Landscape strip	1.50 m
Sidewalk	1.50 m
Setback	1.00 m
Total width	23.10 m
Road right of way	20.00 m
Dedication required	3.10 m

Mountain Highway Cross-Section South of Fern Street From West to East	
Item	Width
Sidewalk	1.50 m
Landscape strip	1.50 m
Curb and gutter	0.55 m
SB shared bike/auto lane	4.30 m
SB through lane	3.50 m
Striped median	2.90 m
NB through lane	3.50 m
NB right turn lane	3.50 m
Curb and gutter	0.55 m
Landscape strip	1.50 m
Sidewalk	1.50 m
Setback	1.00 m
Total width	25.80 m
Road right of way	20.00 m
Dedication required	5.80 m

Fern Street Cross-Section East of Mountain Highway From South to North	
Item	Width
Setback	1.00 m
Sidewalk	1.50 m
Landscape strip	1.50 m
Curb and gutter	0.55 m
EB through lane	3.50 m
EB through lane	3.50 m
WB left turn lane	3.20 m
WB left turn lane	3.20 m
WB right turn lane	3.50 m
Curb and gutter	0.55 m
Landscape strip	1.50 m
Sidewalk	1.50 m
Setback	1.00 m
Total width	26.00 m
Road right of way	20.00 m
Dedication required	6.00 m

Notes for Road Cross-sections:

Proposed sections assume that all three sections of road will be rebuilt as part of this project.

On Mountain Highway, the western edge of the west sidewalk is aligned with the road allowance boundary.

Shared bicycle lanes are provided on Mountain Highway, and no bicycle facilities are provided on Fern Street. If the off-road trail around the edge of the development is not provided, then dedicated bicycle lanes are required on Mountain Highway and Fern Street.