

1246-1268 Lynn Valley Road and 3050-3174 Baird Road**Public Information Meeting Summary Report****Overview**

Both an in-person and virtual Public Information Meeting were held for this detailed planning application for an OCP amendment and rezoning. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page, or they could view the information on boards during the in-person meeting.

Meeting Purpose: 1) To present the development proposal to neighbours
 2) To provide an opportunity for the public to ask questions
 3) To provide an opportunity for the public to comment on the proposal

Virtual Meeting

Event Date: October 6 to 20, 2025

Website: DNV.org/public-meeting

Attendance: 162 visitors to the Significant Apps project page, 280 total views
 311 visitors to the virtual meeting landing page, 476 total views
 87 visitors to the discussion thread, 220 total views
 209 people viewed the applicant's video presentation

Comments: 36 comments or questions were received online (+ 35 responses by staff)

In-Person Meeting

Event Date: October 8, 2025 from 6-8 pm

Location: Ross Road Elementary – Gymnasium

Attendance: Approximately 60 members of the public came to the in-person meeting

District: Mackenzie Stonehocker, Development Planner

Applicant: Devon Smart, Rene Ross, Samantha Harris, Jacqueline Baldwin
on behalf of Polygon Development 395 Ltd.

Architect: Peter Fodor NSDA Architects

Landscape: Ken Larsson Connect Landscape Architecture

Civil: Graham Wood InterCAD

Traffic: Daniel Fung Bunt & Associates

Tenants: Amanda Acheson Westwood Ridge Development Corp.

Notification

In accordance with District of North Vancouver policies:

Invitation Brochures

Notification flyers were delivered to approximately 491 addresses within a 100m radius of the site. Appendix A includes a copy of the flyer and a map of the distribution area.

Newspaper Ad

Newspaper ads were placed in the North Shore News on three consecutive Wednesdays: September 24, October 1, and October 8 2025. Copies of the ads are included in Appendix A.

Signs

Two single-sided signs were installed on Baird Road, and one bidirectional sign was installed on Lynn Valley Road. Maps and photographs are included in Appendix A.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- In-person via PIM comment forms or discussions with staff and the applicant
- Through the virtual PIM website for a two-week period from October 6 to 20, 2025
- Via email or phone throughout the course of the application

The majority of public comments express qualified support for new housing and commercial revitalization but raise concerns about traffic / parking and building height (specifically the scale of the proposed development compared to adjacent townhomes and detached houses).

Key issues include vehicle congestion on Baird and Ross Roads, the feasibility of access via the existing lane, pedestrian safety (especially for Argyle Secondary students), school and childcare capacity, and environmental impacts on Hastings Creek and existing trees.

Supporters appreciate the potential for more housing variety, residential tenant relocation assistance and renewal of aging buildings, but they call for better traffic planning, more affordable / rental units, and improved public realm design.

Overall sentiment: broad recognition of housing need, tempered by local neighbourhood concerns about livability, the local street network, and neighbourhood fit.

Sentiment	Approx share of comments	Key characteristics
Supportive (with conditions)	35%	Want housing and revitalization but also want better design, access, and amenities
Concerned / Opposed	55%	Concerns primarily around traffic, parking, height, infrastructure, and environmental issues
Neutral / Questioning	10%	Seek clarification on process, details, and plans for existing tenants

Conclusion

The purpose of these public information meetings (in-person and virtual) was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal. Approximately 491 invitations were distributed to neighbours, three newspaper ads notified the community of the meeting, and three signs were posted on Baird Road and Lynn Valley Road.

The public could participate in this process in several ways:

- Viewing the video presentation
- Browsing the display boards
- Attending the in-person meeting
- Submitting written comments and questions to the Development Planner

Approximately 60 people attended the in-person meeting, while 311 visitors accessed the virtual PIM. Approximately 87 written responses were received, via handwritten comment sheets from the in-person PIM, online comments from the virtual PIM, and emails sent directly to the District's Development Planner (see Appendix B).

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and improve the project design.

Attachments

Appendix A: Notification

Appendix B: Summary of Public Comments

Appendix A: Notification

Newspaper Advertisement: North Shore News – September 24, 2025

north shore news nsnews.com

WEDNESDAY, SEPTEMBER 24, 2025 | A37

FLUID PLAN

Metro Vancouver's water future at risk as metering lags

STEFAN LABBE
slabbe@glaciermedia.ca

Metro Vancouver's progress on installing water meters is slipping in a trend, that left unchecked, could jeopardize its long-term ability to provide drinking water.

That's according to a staff report presented to the regional district's water committee Wednesday, Sept. 17. Linda Parkinson, the report's author and director of policy, planning and analysis at Metro's water services department, said that while the region has made strides in conservation, the rollout of water metering is falling behind expectations.

Metro Vancouver's forecast models project that by the mid- to late-2030s, the region's water demand will outstrip its supply. In response, the district is pursuing a two-pronged strategy: increasing supply by expanding the amount of water coming out of its Coquitlam reservoir and reducing demand.

The plan partly hinges on widespread water metering, as measuring consumption allows member jurisdictions to pinpoint leaks and roll out pay-for-use pricing to incentivize heavy users to conserve water.

But since 2018, installation of water meters has "flatlined." Only six of the region's 15 member jurisdictions are fully metered, according to Metro Vancouver's latest data. That represents only 35 per cent of total connections and 47 per cent of all water consumption.

If left to continue, the trend could reduce the amount of water currently available during the dry summer period.

In an interview, Parkinson said if the meters don't go in at the expected rate, "we won't get the same reductions in per capita use that we are expecting to get."

"If the metering numbers stay flatlined, that would be an area that we'd have concern with," she said. "We'd need to look at the numbers again."

Metro's progress at risk

Metro Vancouver's demand for water has remained relatively consistent over the past 20 years even though its population has grown by 27 per cent.

That's largely due to a combination of passive water conservation measures, such as improvements to the building code, and increased housing density, the staff report said.

Continued on A38



District of North Vancouver Coun. Jordan Back waters his garden. The district is considering adding home water meters to track water consumption. PAUL MCGRATH/NSN

RECENTLY DIAGNOSED? YOU ARE NOT ALONE

Prostate Cancer Support North Shore offers practical, informative and emotional support for people diagnosed with prostate cancer.



Join us every fourth Wednesday of the month at 113 East 3rd St. at 7pm (Excluding July, August and December)

For more info, visit pcsnorthshore.ca



Development Proposal

PUBLIC INFO MEETING

Wednesday, Oct. 8, 6:00-8:00pm
Ross Road Elementary School, Gymnasium,
2875 Bushnell Place

Participate virtually
Oct. 6-Oct. 20 at
DNV.org/public-meeting

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

68 rental units
340 strata units
2525 m² commercial space

WE ARE HERE

PUBLIC INFO MEETING

PUBLIC HEARING



Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473

Newspaper Advertisement: North Shore News – October 1, 2025

north shore news nsnews.com

WEDNESDAY, OCTOBER 1, 2025 | A21

Committees serve 'a vital role'

Continued from A20
committee.

On top of committees specific to the three municipalities, there are two that are made up of residents from across the North Shore. The North Shore accessibility advisory committee – currently accepting applications – is made up of community members with a recognized disability and people from organizations who support people with disabilities.

The North Shore standing committee on substance abuse acts as a forum of community members working together to reduce the impacts of substance abuse. Half the members are from council and the remainder are citizens.

Committee sizes vary, ranging anywhere between three to 15 members.

How can I join? Are there any requirements?

Each municipality has their own application process and requirements.

People interested in volunteering for a West Vancouver committee can fill out a application form and send the completed application along with a brief, personal resume by email at committees@westvancouver.ca. Individuals can also mail or drop off at legislative services at West Vancouver municipal hall.

Dallas said applicants must have a connection to West Van to apply, which could mean residing, owning property or representing a business that is in the district. The deadline to apply is Oct. 31 at 4:30 p.m.

For District of North Vancouver committees, community members can apply online year-round. The application asks for basic details about the applicant, which committee they are applying for, whether they have previously served on a district committee, why they are interested in applying and a brief description on their relevant skills, experience or education.

If there's not a spot immediately available, the district keeps applications on file for a year in case something opens up. Applicants don't have to be a resident to be on a committee, but council does factor that into appointing members.

Residents in the City of North Vancouver can apply online through the city's application form, filling out basic details about the individual, what committee they are applying to serve on, and how they can contribute.

The application form will be available on the city's website beginning Oct. 8, when they start taking applications. A resume and cover letter can be included to add extra information, which can be emailed to committees@cnv.org. Applications will be

accepted until Oct. 31 at 5 p.m.

The person applying must be a resident in the City of North Vancouver, and not be a current municipal employee. They must serve for the full term of the appointment, which is typically two years.

Committees serve a vital role in municipal governance, corporate officers say

Corporate officers across the North Shore say there are multiple benefits in getting involved in committees and playing an important role in local governance.

"It's important because council is making decisions for the community, and it's an opportunity for residents and volunteers

to be engaged in our municipality," said Genevieve Lanz, director of legislative services in the District of North Vancouver. "Being engaged with your municipality helps you understand how decision making happens. It helps inform the public, it's an opportunity to give back to the community."

GENEVIEVE LANZ

Cifarelli, corporate officer and director of legislative services at the City of North Vancouver, said the CNV is hoping to see more young people apply to be on committees to bring a range of voices.

"That has been one of our focuses this year," she said. "We're trying to figure out how we can engage with all different aspects of our community, including youth, and highlighting the reasons why being involved is important."

Committee involvement can also help foster new skills like public speaking and problem solving in groups, Dallas said. But it can also create a sense of connection.

"It just fosters a sense of connectedness and open dialog on these topics, because members of the public can come and there's an opportunity for them to speak and chime in," Dallas said. "It just seems like a welcoming, collaborative space, and we're all there for a common goal."

Abby Luciano is the Indigenous and civic affairs reporter for the North Shore News. This reporting beat is made possible by the Local Journalism Initiative.

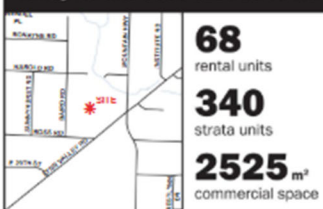
Development Proposal

PUBLIC INFO MEETING

Wednesday, Oct. 8,
6:00–8:00pm
Ross Road Elementary
School, Gymnasium,
2875 Bushnell Place

Participate virtually
Oct. 6–Oct. 20 at
[DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68
rental units
340
strata units
2525 m²
commercial space

WE ARE HERE

PUBLIC INFO MEETING

PUBLIC HEARING

 **POLYGON**

Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473



All the local happenings in one place.

nsnews.com/local-events

The North Shore's most comprehensive event listing site

north shore news

Newspaper Advertisement: North Shore News – October 8, 2025

north shore news | nsnews.com

WEDNESDAY, OCTOBER 8, 2025 | A25

LEGACY LIVES ON

Squamish Nation carvers unveil welcome figure at Murdo Frazer

ABBY LUCIANO

aluciano@nsnews.com
Local Journalism Initiative Reporter

Visitors taking a stroll in North Vancouver's Murdo Frazer Park will now see a 15-foot Skwxwú7mesh (Squamish) pole welcoming them to the area.

Skwxwú7mesh Úxwumbxw (Squamish Nation) elders, artists, politicians and BC Hydro staff gathered at Murdo Frazer Park last month to unveil a welcome figure by carvers and siblings Delmar Joseph Jr. and Siobhan Joseph, both residents of Squamish.

"When I did carve this, I carved it for the past, present and the future," Delmar said, adding that the pole will show representation of Squamish people. "That was my duty as an artist, I wanted to make sure that's what it was meant for, representation of our heart in every way."

The new welcome figure at Murdo Frazer Park was funded through BC Hydro as part of



Squamish Nation carvers Delmar Joseph Jr. and Siobhan Joseph created a 15-foot Skwxwú7mesh welcome figure that sits at Murdo Frazer Park in North Vancouver. PAUL MCGRATH/NSN

the company's commitment to building relationships with the Squamish Nation and fostering cultural recognition.

Delmar carved the welcome figure and Siobhan painted the finishing touches using colours

that represent the nation, like black and red, and that incorporate environmental themes, like green and blue.

Delmar and Siobhan's latest work is covered with several meaningful symbols representing

Squamish culture, stories and their ancestors.

Siobhan said the figure's front is a recreation of former Chief Joe Capilano's wool coat design. The wool coat design aims to represent past chiefs wearing the clothing, as it was something she noticed after looking at archives through the City of Vancouver. On each side of the wool coat are water waves, representing streams and rivers near the park, but also the animals that roam there like bears and deer.

"[It] also kind of represents our hunting grounds," she said. "Squamish Nation used to go up there and hunt, and they also gathered berries and other stuff."

The red circles on the cedar hat represent berries but also salmon. The figure's back shows a glimpse of Capilano mountain, starting with the trees at the top with a water stream flowing down to the bottom, surrounded with crabs, clams, clam shells and salmon along the border.

While the figure captures

many elements of Squamish culture and history, it also holds a personal story for the artists. When Delmar and Siobhan were crafting the figure, their father passed away.

The siblings put the project on hold for a year to grieve. After taking time to mourn, they went back to work and noticed something different about the wood grain that reminded them of their father. The original plan was to paint the figure's coat white, but they decided to leave the cedar wood to shine through to show the natural designs in the wood.

Now, their father's legacy lives on in the pole as the face resembles the work he would do with his own carvings.

"We really wanted to represent our late father, his legacy," Siobhan said. "We are his legacy, we're continuing his work."

Both Delmar and Siobhan take huge inspiration from their late father, who taught them carving. "Our dad would be in his

Continued on A26

Development Proposal

PUBLIC INFO MEETING

Wednesday, Oct. 8,
6:00–8:00pm
Ross Road Elementary
School, Gymnasium,
2875 Bushnell Place

Participate virtually
Oct. 6–Oct. 20 at
[DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68
rental units
340
strata units
2525 m²
commercial space

WE ARE HERE

PUBLIC INFO MEETING

PUBLIC HEARING



Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473

CABINET REFINISHING

CELEBRATING OVER 30 YEARS OF REFINISHING CABINETS!

UP TO 70% Less Than Replacing or Refacing!

We specialize in Protecting Your Investment!

FREE DEMOS
FREE ESTIMATES

NO TOXIC CHEMICALS
NO DUST!

GOT GREASE?
GOT PEELING?

Before **After**

LOOKS GREAT!

KITCHEN CABINETS DONE IN 1 TO 2 DAYS!

TRACEY BOOTH - FOUNDER



Love your cabinets, but not how they're worn? Gleam Guard offers a simple, cost-effective solution. We also refresh cabinets which costs less than refinishing.



Text cabinet pictures to 1-804-218-7470 or call.
www.gleamguardcabinetrefinishing.ca

Notification signs



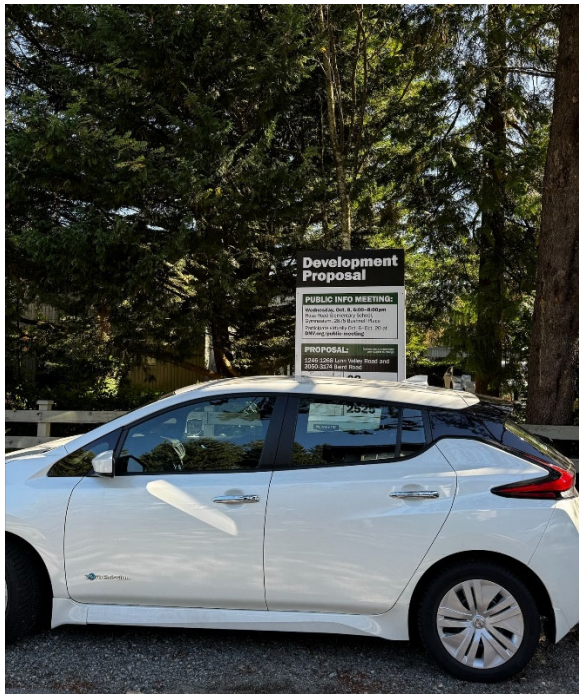
Location of signs



Bi-directional sign on Lynn Valley Road



Sign on Baird Road (north end)



Sign on Baird Road (south end)

Notification Flyer – Page 1

Notice of Public Information Meeting

Polygon Development 395 Ltd is hosting a Public Information Meeting to present the development proposal for a multi-family residential and commercial development located at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

In addition to an in-person meeting, a two-week virtual public input opportunity will be held through the District of North Vancouver's platform. This is an opportunity for neighbours to share their feedback and ask questions to staff and Polygon Development 395 Ltd regarding the development proposal.

For further information, please contact:

Development Manager: Devon Smart | Polygon Development 395 Ltd
 Email: dsmart@polyhomes.com
 Phone Number: 604 871 4473

Planner: Mackenzie Stonehocker | District of North Vancouver
 Email: stonehockerm@dnv.org
 Phone Number: 604 990 2411 ext. 7124



In-Person Public Information Meeting

Wednesday, October 8, 2025, 6 – 8 pm

Ross Road Elementary School, Gymnasium

2875 Bushnell Place, North Vancouver

Virtual Public Information Meeting

Monday, October 6 to Monday, October 20, 2025

Please visit the following link:

URL www.DNV.org/public-meeting

This information is being distributed to owners and occupants situated within 100 meters of the proposed development site in accordance with District of North Vancouver policy.



Notification Flyer – Page 2

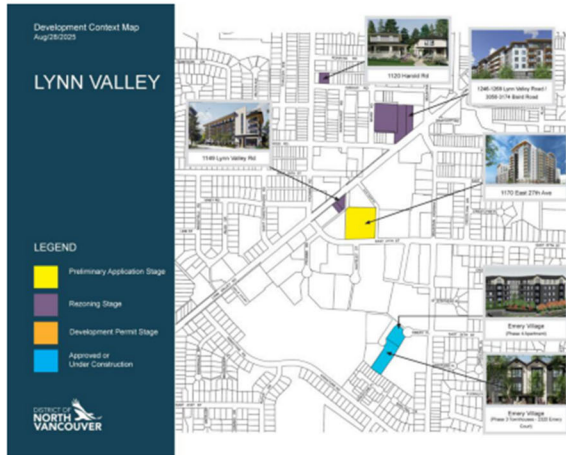
Development Proposal

Polygon Development 395 Ltd. proposes to construct a multifamily residential and commercial development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

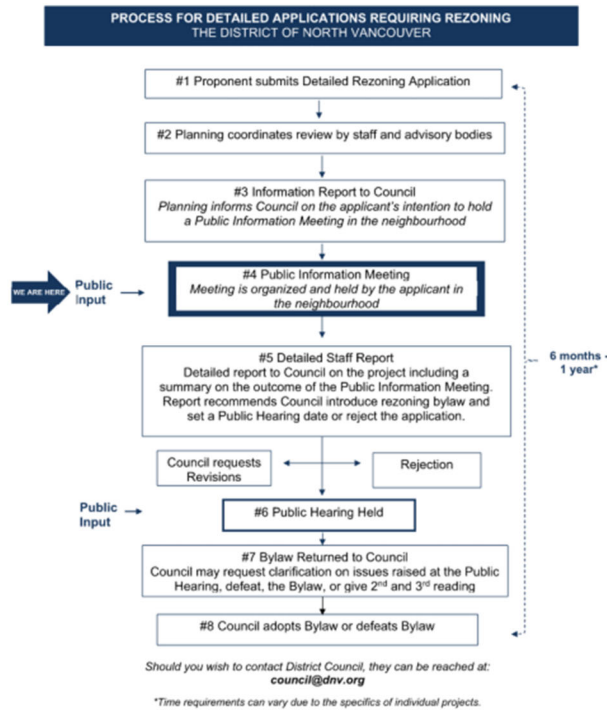
The proposal is for 408 strata & rental units in 4 six-storey buildings including 2,525sqm of commercial space.

The site will be accessed from Baird Road, with two levels of underground parking containing spaces for about 450 vehicles and about 730 bicycles.

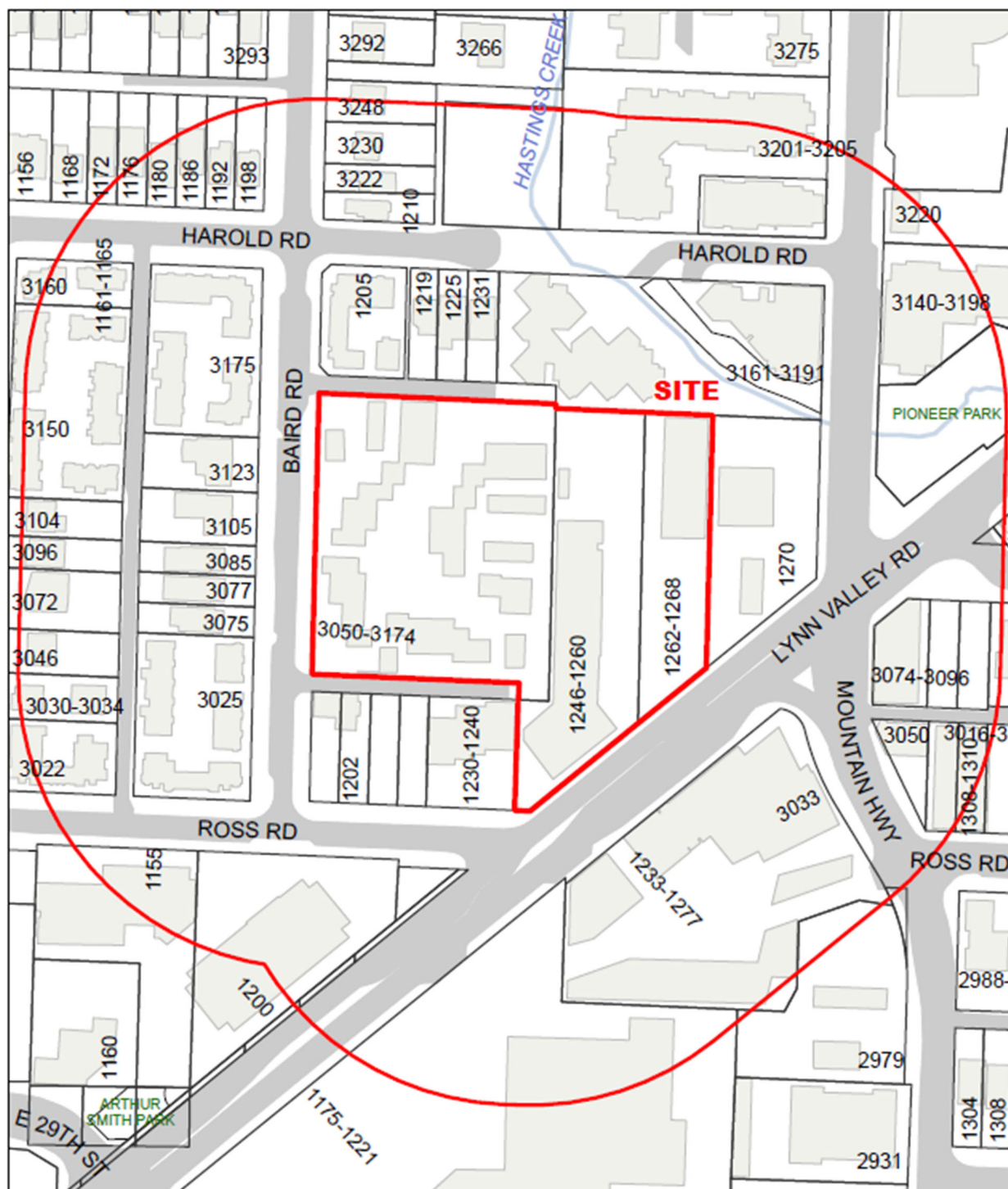
The project will be phased to allow the existing tenants on the Draycott Gardens property at 3050-3174 Baird Road first right of refusal to remain in the development at their same monthly rent.



Rezoning Process



Notification area map (100m radius)



Appendix B: Summary of Public Comments

Total – 87 pieces of public input from 3 sources:

- 1) Emails** – 29 comments were received via emails to the DNV Development Planner
- 2) Handwritten comment sheets** – 22 comments were received via handwritten comment sheets from the in-person PIM
- 3) Virtual PIM comments** – 36 comments were received via the virtual PIM

Thematic Summary of Public Comments

1) Traffic, Access, and Parking (most frequent theme)

- a. Nearly all commenters raised traffic and parking concerns.
- b. Recurrent issues: congestion at Baird Rd, Ross Rd, and McDonald's drive-through; existing lanes are narrow; long queues; and lack of pedestrian safety measures.
- c. Many mention Argyle Secondary students using Baird, creating conflicts between vehicles and pedestrians.
- d. Several suggest access should be off Lynn Valley Road, not solely Baird.
- e. Concerns regarding effective emergency access after build-out.
- f. Parking concerns: insufficient spaces for residents, visitors, and commercial users; fear of spillover onto nearby streets; need for truck and trades vehicle spaces; calls for more EV charging and car-share options.

2) Building Height, Massing, and Neighbourhood Fit

- a. Many object to the six-storey height along Baird, citing loss of sunlight, privacy, and mountain views.
- b. Calls for step-backs, sloped roofs, or reduction to four storeys at edges adjacent to homes.
- c. Some note the proposal appears inconsistent with the five-storey flexible planning framework.
- d. A few supportive comments praise the architectural quality, material variety, and colour design.

3) Infrastructure and Public Services

- a. Strong sentiment that schools and childcare are already at capacity.
- b. Concerns that added residents will strain roads, transit, medical services, and recreation facilities.
- c. Requests for clear phasing and coordination with infrastructure upgrades (e.g., traffic lights, sidewalks, active transportation, bus service).

4) Environment and Hastings Creek

- a. Multiple comments note proximity to Hastings Creek and potential streamside impacts from excavation and run-off.
- b. Requests for rain gardens, rehabilitation of salmon habitat, retention of mature trees, and permeable surfaces.
- c. Some compare to past developments that caused creek damage.

5) Housing Mix and Affordability

- a. General support for more housing options, but concern that the proposal offers too few rentals and lacks true affordability.
- b. Requests for mid- to low-income units, and assurances for existing tenants (e.g. rent matching, pet-friendly leases).
- c. Some commend the developer's plan to assist existing residential tenants.

6) Commercial Space and Community Character

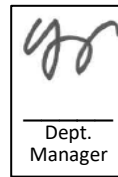
- a. Mixed feedback: some want more local-serving shops and services (e.g. restaurants, gyms, childcare), others worry about commercial viability.
- b. Support for revitalizing the area and creating walkable connections similar to the library.
- c. Requests for public plazas, green space, and community gathering areas.

7) Construction Impacts

- a. Concerns about noise, dust, debris, rodents, and traffic during construction.

8) Positive Themes and Supportive Views

- a. Support for more housing and density in town centres to reduce sprawl.
- b. Recognition that new housing will help young families stay on the North Shore.
- c. Appreciation for tenant relocation commitments, pedestrian design, and architectural improvements.
- d. A few urge the District to accelerate sustainable transport investments (e.g. cycling, transit).



The District of North Vancouver INFORMATION REPORT TO COUNCIL

September 11, 2025

Case: PLN2025-00020

File: 08.3060.20/020.25

AUTHOR: Mackenzie Stonehocker, Development Planner

SUBJECT: Public Information Meeting – 1246-1268 Lynn Valley Road (Lynn Valley Mall)
and 3050-3174 Baird Road (Draycott Gardens)

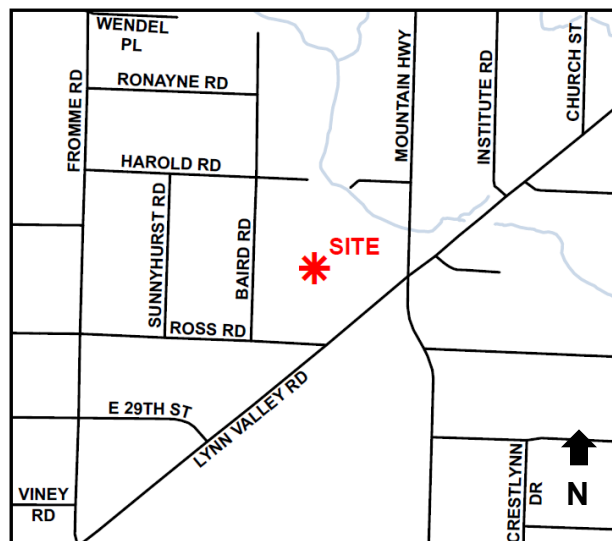
REASON FOR REPORT:

To inform Council of an upcoming Public Information Meeting (PIM) for a detailed planning application at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

SUMMARY:

The applicant, Polygon Development 395 Ltd, is holding an in-person open house and virtual Public Information Meeting (PIM) as part of a rezoning application to redevelop a commercial strip mall (Lynn Valley Mall, at 1246-1268 Lynn Valley Road) and a townhouse complex (Draycott Gardens, at 3050-3174 Baird Road) into a commercial / residential mixed-use development with four 6-storey buildings.

A summary of public input will be provided to Council as part of the consideration of Bylaw Introduction.



Under the current (2011) Official Community Plan (OCP), the current proposal would require an amendment to the OCP in addition to rezoning and development permits. If the proposal advances to Bylaw Consideration in its current form and under the current OCP, a Public Hearing would be required.

Document: 6590624

PROJECT DESCRIPTION:

The project includes four six-storey buildings, with 2,525 m² (27,187 sq. ft.) of commercial space and 408 residential units, and a total Floor Space Ratio (FSR) of 2.5. The proposal includes two levels of underground parking, including approximately 450 vehicle parking spaces (for residents, visitors and commercial) and about 730 bicycles.



Building 1 would include commercial and residential rental units:

- Level 1 (ground floor) would include 1,072 m² (11,541 sq. ft.) of commercial retail space, divided into approximately nine commercial retail units (CRUs);
- Level 2 would include 1,454 m² (15,651 sq. ft.) of commercial office space, divided into approximately nine spaces for commercial uses; and
- Levels 3 through 6 would include 68 residential rental units (see below).

Buildings 2, 3 and 4 would contain residential strata units.

Access would be via the lane off Baird Road (behind 1202 Ross Road and Ross Plaza).

The residential units are a mix of 68 rental units (located in Building 1) and 340 strata units (located in Buildings 2, 3 and 4). Homes range in size from one- to three-bedrooms. Of the 68 rental units, 32 units are three-bedroom units earmarked for rental replacement (see below).

Please note this application is at an early stage of the review process. The proposal may be revised based on feedback from staff, the Advisory Design Panel, and public consultation.

RENTAL REPLACEMENT AND DRAYCOTT GARDENS TENANTS

The existing Draycott Gardens is a townhouse development built in 1972, with 32 three-bedroom units. The proposal is for pre-existing tenants (as of the date of rezoning application) to have right of first refusal to move into the new rental building at their same monthly rent. If pre-existing tenants do not wish to move into the new building, other options will be available under the Residential Tenant Relocation Assistance Policy. During the rezoning process, the applicant has appointed a Tenant Relocation Coordinator to communicate with tenants.

The proposal is designed to minimize disruption and displacement to these existing tenants. The proposed phasing plan (see figure on the previous page) includes Phase 1 (including Building 1 with the new rental units) is to be completed first and ready for occupancy, prior to demolition of the existing rental units and construction of Phase 2.

In addition to the PIM scheduled on October 8, the applicant has also invited tenants to a Tenant Information Meeting on September 18, dedicated to existing tenants, to provide tenant-specific information (e.g. anticipated timeline and key milestones) and the chance to ask questions.

FORMAT OF PUBLIC INFORMATION MEETING:

The PIM includes an in-person open house on **Wednesday, October 8, 2025** and a two-week long virtual PIM from **Monday October 6 to Monday October 20, 2025**.

The in-person open house will include presentation boards and attendance by the applicant and staff to provide information and answer questions.

The two-week virtual PIM includes the creation of a webpage, visual materials, and a video prepared by the applicant. From October 6 to 20, 2025, the webpage will include a Q&A to enable staff or the applicant to provide information to interested community members.

Council will receive both a summary of public input and a copy of all public feedback collected prior to consideration of Bylaw Introduction.

PUBLIC NOTIFICATION:

In accordance with District's Non-Statutory Public Consultation for Development Applications, the notification for the meeting includes:

1. Notification flyers (Attachment 1) mailed to properties within 100 metres (328 ft) of the site (Attachment 4);
2. Notification flyer sent to the Lynn Valley Community Association, as well as Squamish Nation and Tsleil-Waututh Nation (Attachment 1);
3. Signs, including one bidirectional sign on Lynn Valley Road and two one-sided signs on Baird Road (Attachment 5); and
4. A newspaper ad placed in three editions of the North Shore News (Attachment 6).

Respectfully submitted,



Mackenzie Stonehocker
Development Planner

Attachments:

1. Notification Flyer
2. Centres Context Map
3. Process Flow Chart
4. Notification Area
5. Sign Locations and Layout
6. North Shore News Ad

REVIEWED WITH:		
☐ Community Planning _____	☐ Clerk's Office _____	External Agencies:
☐ Development Planning _____	☐ Communications _____	☐ Library Board _____
☐ Development Engineering _____	☐ Finance _____	☐ NS Health _____
☐ Utilities _____	☐ Fire Services _____	☐ RCMP _____
☐ Engineering Operations _____	☐ ITS _____	☐ NVRC _____
☐ Parks _____	☐ Solicitor _____	☐ Museum & Arch. _____
☐ Environment _____	☐ GIS _____	☐ Other: _____
☐ Facilities _____	☐ Real Estate _____	
☐ Human Resources _____	☐ Bylaw Services _____	
☐ Review and Compliance _____	☐ Planning _____	

Attachment 1: Notification Flyer (page 1)

Notice of Public Information Meeting

Polygon Development 395 Ltd is hosting a Public Information Meeting to present the development proposal for a multi-family residential and commercial development located at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

In addition to an in-person meeting, a two-week virtual public input opportunity will be held through the District of North Vancouver's platform. This is an opportunity for neighbours to share their feedback and ask questions to staff and Polygon Development 395 Ltd regarding the development proposal.

For further information, please contact:

Development Manager: Devon Smart | Polygon Development 395 Ltd
Email: dsmart@polyhomes.com
Phone Number: 604 871 4473

Planner: Mackenzie Stonehocker | District of North Vancouver
Email: stonehockerm@dnv.org
Phone Number: 604 990 2411 ext. 7124



In-Person Public Information Meeting

Wednesday, October 8, 2025, 6 – 8 pm

Ross Road Elementary School, Gymnasium

2875 Bushnell Place, North Vancouver

Virtual Public Information Meeting

Monday, October 6 to Monday, October 20, 2025

Please visit the following link:

URL www.DNV.org/public-meeting

This information is being distributed to owners and occupants situated within 100 meters of the proposed development site in accordance with District of North Vancouver policy.



Attachment 1: Notification Flyer (page 2)

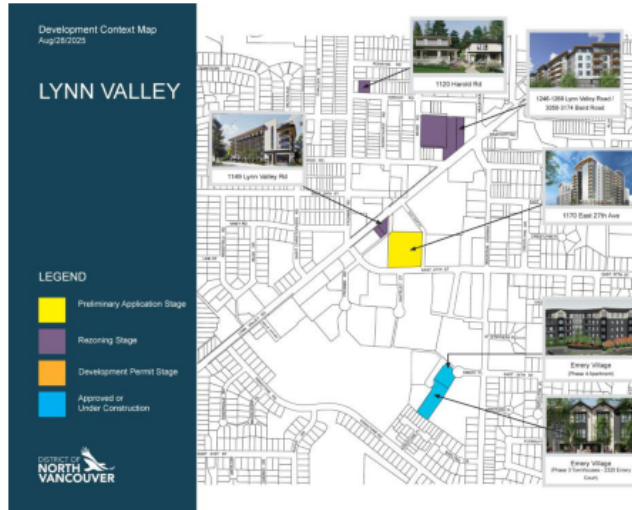
Development Proposal

Polygon Development 395 Ltd. proposes to construct a multifamily residential and commercial development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

The proposal is for 408 strata & rental units in 4 six-storey buildings including 2,525sqm of commercial space.

The site will be accessed from Baird Road, with two levels of underground parking containing spaces for about 450 vehicles and about 730 bicycles.

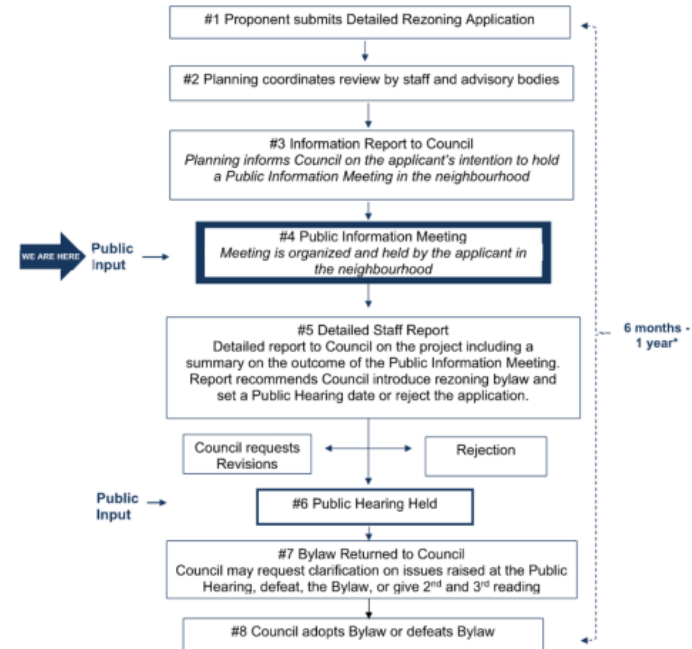
The project will be phased to allow the existing tenants on the Draycott Gardens property at 3050-3174 Baird Road first right of refusal to remain in the development at their same monthly rent.



POLYGON

Rezoning Process

PROCESS FOR DETAILED APPLICATIONS REQUIRING REZONING THE DISTRICT OF NORTH VANCOUVER

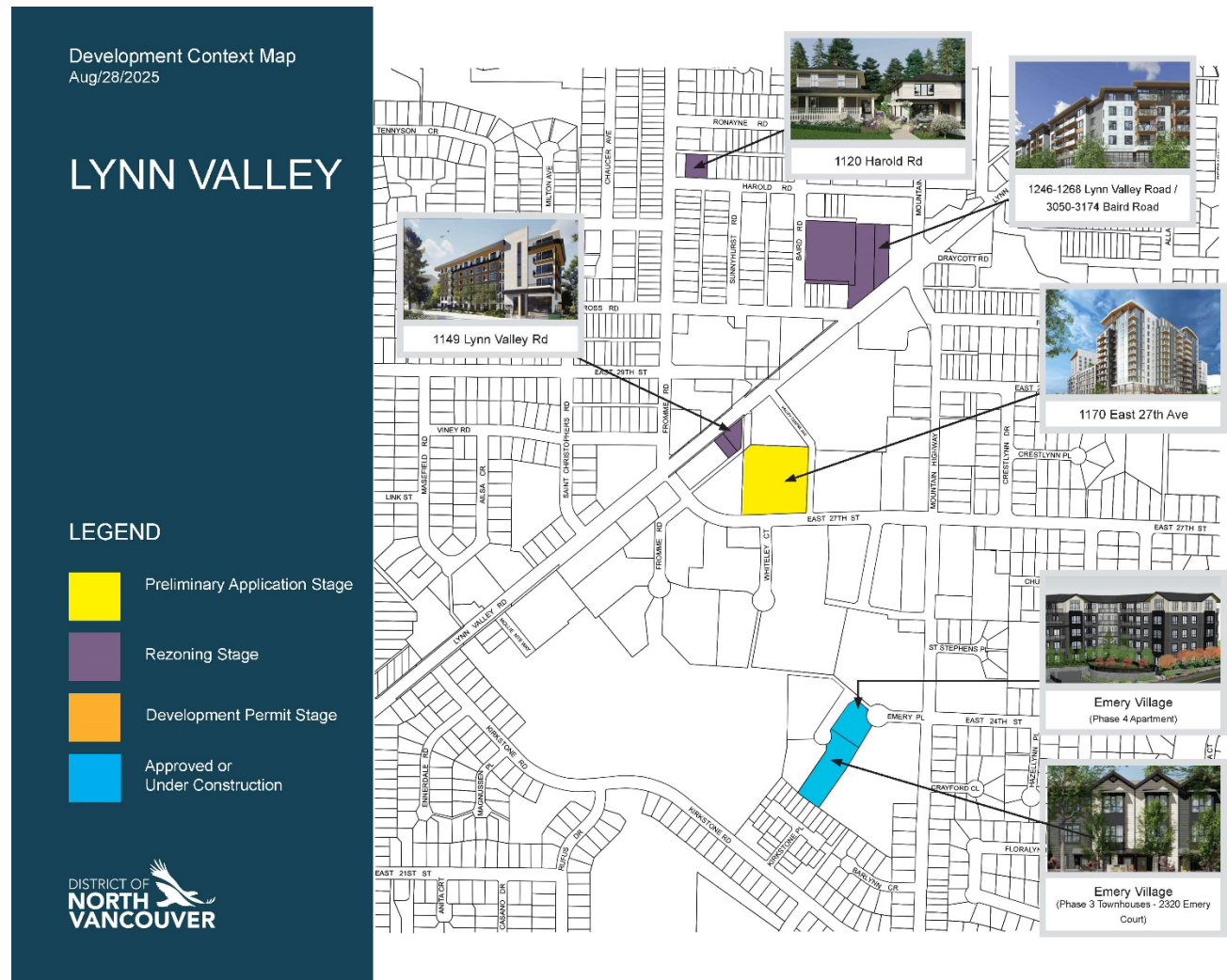


Should you wish to contact District Council, they can be reached at:
council@dnv.org

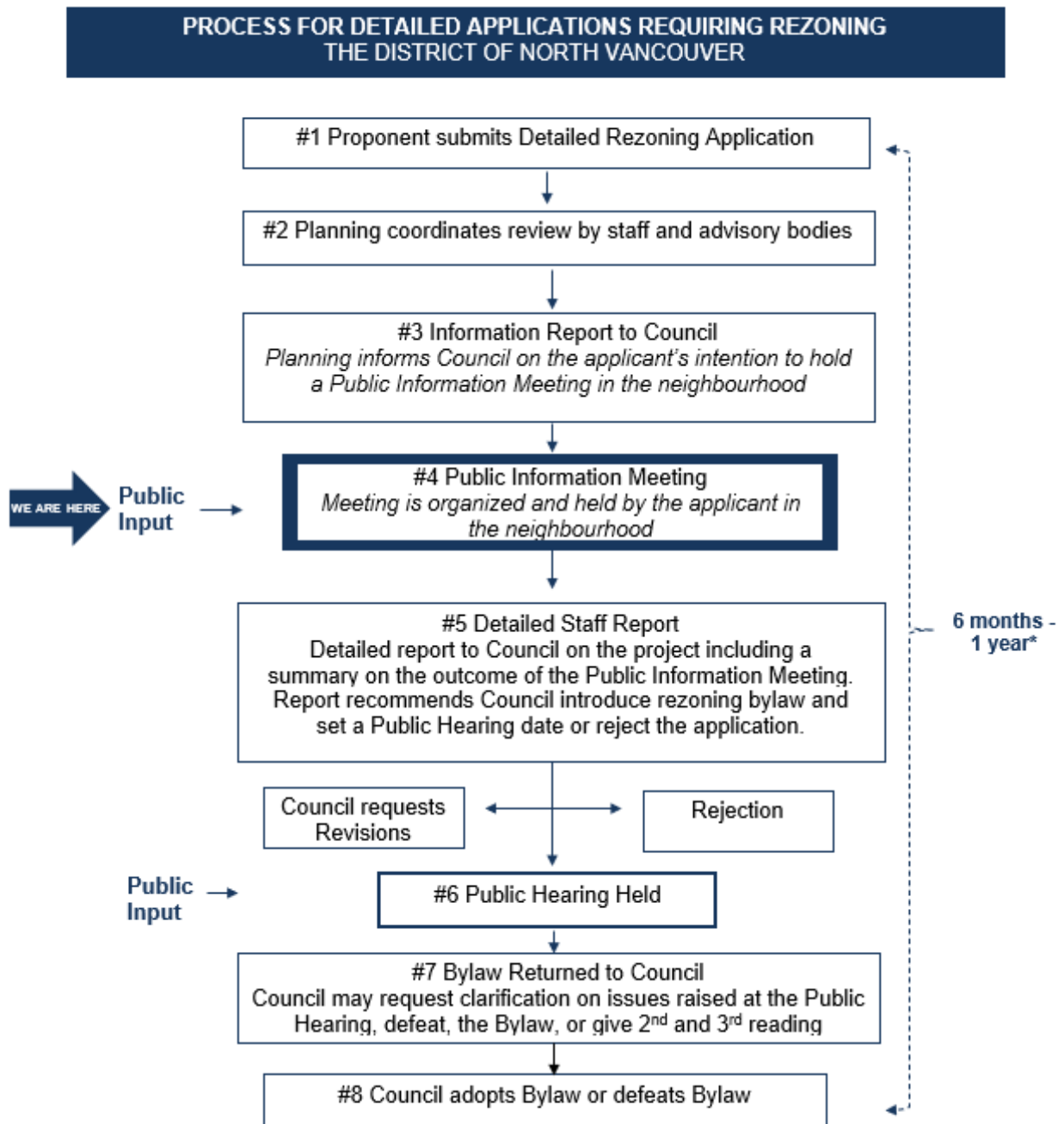
*Time requirements can vary due to the specifics of individual projects.

POLYGON

Attachment 2: Centres Context Map



Attachment 3: Process Flow Chart



Should you wish to contact District Council, they can be reached at:
council@dnv.org

*Time requirements can vary due to the specifics of individual projects.

Attachment 5: Sign – Locations



Attachment 5: Sign – Layout

Development Proposal

PUBLIC INFO MEETING:

Wednesday, Oct. 8, 6:00–8:00pm
Ross Road Elementary School,
Gymnasium, 2875 Bushnell Place
Participate virtually Oct. 6–Oct. 20 at
[DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL:

*Information is preliminary
and subject to change*

**1246-1268 Lynn Valley Road and
3050-3174 Baird Road**



68 rental units
340 strata units
2525 m² commercial space

WE ARE HERE

PUBLIC INFO MEETING → **PUBLIC HEARING** →

 **POLYGON**

Contact: Devon Smart
Polygon Development 395 Ltd
dsmart@polyhomes.com
604-871-4473

Attachment 6: North Shore News Ad

Development Proposal

PUBLIC INFO MEETING

**Wednesday, Oct. 8,
6:00–8:00pm**
Ross Road Elementary
School, Gymnasium,
2875 Bushnell Place

Participate virtually
Oct. 6–Oct. 20 at
DNV.org/public-meeting

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68
rental units

340
strata units

2525 m²
commercial space

WE ARE HERE

PUBLIC INFO MEETING — **PUBLIC HEARING** →

 **POLYGON**

Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473

Virtual PIM comments – 34 comments were received via the virtual PIM:

- Virtual PIM Comment #1 - 2025-10-07 08:19:09
 - As a resident of the area, I support increasing density in the Lynn Valley mall area. However increasing the # of homes on the site by over 12 times is absolutely ridiculous. The infrastructure can barely support the current population. I would support an option that is 1/2 the current size, and only if there was no access to it from Baird Rd. The amount of traffic on Ross between Lynn Valley Road and Baird is already clogged up regularly, and there is usually no street parking on Baird now.
- Virtual PIM Comment #2 - 2025-10-08 09:33:27
 - I think this looks relatively fine & I like that there is no access directly onto Lynn Valley Rd. My question pertains to where are people meant to park to access the commercial businesses? If it is underground that is fine, but with the limited underground space for both tenants, visitors & commercial business I'm not sure the parking sufficient & needs to be expanded.
- Virtual PIM Comment #3 - 2025-10-08 09:37:22
 - Will the city be putting in an overpass to get from one side to the other of LV Road? With the increased density what is the District thinking in terms of future light rail infrastructure, bus lanes, etc? The LV Road/Mountain Hwy is already busy & this will add to it. The current design is very poor as you come north on LV Road and pass LV Center.
- Virtual PIM Comment #4 - 2025-10-08 11:43:23
 - I support this proposal.
- Virtual PIM Comment #5 - 2025-10-08 12:20:37
 - I support this proposal. I have two concerns 1) the parking seems insufficient, the vast majority of people living in Lynn valley will have 1-2 cars per living space , this includes one bedrooms as most couples living here require two cars. 2) Lynn valley elementary is at a breaking point the school is over crowded, underfunded and the info structure is falling apart so an increase of this magnitude must come with a guarantee to upgrade the school. Thank you
- Virtual PIM Comment #6 - 2025-10-08 12:22:53
 - Getting out of Lynn Valley after 3:00 is already a nightmare. What is the infrastructure plan to support an additional 450 vehicles in the area?
- Virtual PIM Comment #7 - 2025-10-08 01:25:37
 - I support this proposal. We need more modest density to attract more restaurants and services. For example no car share business (e.g. Evo) is willing to serve Lynn Valley since our density is too low to generate the minimum

business required. I do not support any parking minimums. This location is well served by multiple bus routes and cycling infrastructure is slowly improving. Underground parking will add \$80,000-\$100,000 per stall.

- Virtual PIM Comment #8 - 2025-10-08 02:05:25
 - o I am deeply concerned about the scale of this project and its impact on livability in our neighborhood . Increased population density combined with reduced parking through changes at LV mall, bike/transit lanes, and traffic calming have made a less desirable situation. With a condo glut on the market, this proposal should be delayed, deliver fewer units, more parking, with no direct access to major routes, and expanded infrastructure. The schools and roads are at/beyond capacity.
- Virtual PIM Comment #9 - 2025-10-08 02:55:07
 - o The commercial space under the building should focus on the services that Lynn Valley lacks, such as gym/fitness studios and more local restaurant options so its not only Browns or Romers as the most popular places to go.
- Virtual PIM Comment #10 - 2025-10-08 03:38:46
 - o I don't support the proposal in its current form. We are already dealing with a high surplus of condo units all over the Metro Vancouver region which no one can afford. We need mid to low income friendly rental units for singles and families. Furthermore, there are many current tenants (families) in the existing building which will not be able to afford the proposed market-rate rents (who can?). What is the plan for the displaced tenants? Where are they supposed to go?
- Virtual PIM Comment #11 - 2025-10-08 03:41:08
 - o I think this development is necessary to refresh and revitalize the area. I am pleased to see the that the residential component including 2 and 3 bedroom units for families. The proposal suggests replacing the commercial space of 25,000sf with approximately the same 27,000sf. I would like to see an increase in this commercial space with a focus on businesses that will be used by residents of the surrounding area and create community as opposed to banks and real estate offices.
- Virtual PIM Comment #12 - 2025-10-08 03:47:11
 - o How are the developers and different levels of government going to address the need for additional services and infrastructure in Lynn Valley? Elementary and high school spaces, even with the addition to Lynn Valley elementary school, the school is full. Child care spots, there are already huge waitlists for before and after school care. How is additional traffic going to be managed, pointing to additional bike lanes is not a sufficient answer. Safety concerns with crossing the street...

- Virtual PIM Comment #13 - 2025-10-08 06:05:46
 - o My concern is that traffic already gets backed up between Lynn Valley Rd and Baird Rd as there are three driveways and a cross walk in that small space. There is one drive way into a small plaza on the north side of Ross Rd and then two driveways/entrances into the McDonalds complex. Cars often stop on Ross Rd, waiting to get into the McDonalds drive through and impede traffic from moving in both directions. How is the applicant going to minimize added congestion to this area?

- Virtual PIM Comment #14 - 2025-10-10 08:16:45
 - o DNV development and council where are the public amenities and public green space that should be required by any large development in our village centre? This large development backs onto a salmon stream that has been damaged by development. This should be an opportunity to rehabilitate at least this portion of the stream. This was required when the Argyle turf field was built. Why are we holding a private developer to a lower standard?

- Virtual PIM Comment #15 - 2025-10-11 09:44:31
 - o Traffic congestion on Baird, Ross, and exiting Lynn Valley on Mountain Highway, Lynn Valley Rd, and 29th, are of concern. There is pre-existing congestion on Ross at the McDonald's entrance. Baird is too narrow at the McDonald's end of the road, does not accommodate two way flow of vehicles esp. during school drop off. With additional density of vehicles exiting Lynn Valley on work days, the lights on Lynn Valley Rd are not synchronized to facilitate flow, and exiting LV already takes 10+ min.

- Virtual PIM Comment #16 - 2025-10-11 04:19:02
 - o The North Shore desperately needs more housing. I am in support of this project.

- Virtual PIM Comment #17 - 2025-10-12 02:14:05
 - o I don't understand how this was considered feasible from a traffic-flow point-of-view. The traffic at the end of Baird Rd is already a bottleneck due to only one car being able to pass through at a time and the opposing traffic having to wait. That combined with the number of school children from Argyle school walking/cycling/scootering through this area means this will be a serious hazard as if traffic increases and drivers become more frustrated.

- Virtual PIM Comment #18 - 2025-10-12 03:09:05
 - o While I understand the need for more housing n DNV, I disagree with some of the planning. The traffic exiting to Baird Rd adds increased safety concerns in the area considering the already congested traffic. No school capacities in the neighbourhood to support the potential students population expected from this complex. With such significant number of traffic increase, rain gardens or other environmental considerations should also be included to address the impact on the creek nearby.

- Virtual PIM Comment #19 - 2025-10-12 07:54:07
 - This appears like a good use of the site with supportable heights and density. I support the project moving forward, but look forward to improved building and landscaping design so the development doesn't look as generically bad as the polygon building at 27th and Mountain Highway.
- Virtual PIM Comment #20 - 2025-10-15 08:01:10
 - As a local resident it is evident the streets are filled with parked cars. The quantity of parking is inadequate and the site should not be permitted to build more than the OCP density. Street parking should be used for occasional parking or visitors, possibly basement suites with renters; not for residents. The project should also allow residential and commercial parking access off Lynn Valley Road. Baird road is already busy with pedestrians and cars and will not have capacity for all traffic.
- Virtual PIM Comment #21 - 2025-10-17 01:13:08
 - I am supportive of more housing. However, I have concerns about the impacts of low-occupancy vehicle traffic that accompanies the density and scale of the proposed development. DNV must invest much more into active transportation and get people out of cars to make developments such as this viable. Baird Rd, the proposed exit street, doesn't even have continuous sidewalks! This investment needs a district-wide focus, or people will just keep driving. Until then, the plan as proposed won't work.
- Virtual PIM Comment #22 - 2025-10-17 04:42:21
 - As a long-time North Shore resident, I've seen how hard it's become for young people to stay in the community they grew up in. This development offers the kind of attainable housing we desperately need. It gives the next generation a chance to live close to family and stay connected to the place they call home. I am in full support of this project.
- Virtual PIM Comment #23 - 2025-10-17 07:24:23
 - Please find a solution to parking issues around large developments in town centres. I am not confident this development won't pose multiple parking issues for residents. Compare bylaw complaints and complaints from garbage/recycling companies and emergency vehicles whose access is often impeded due to poorly managed/enforced parking around these massive developments. What's currently being allowed as acceptable parking is not working.
- Virtual PIM Comment #24 - 2025-10-19 11:15:31
 - Good project. • Nice to have the inside walkways public. • Needs stopping pull out in front of the 2 lobbies on Baird. • The height of the breezeway should be two floor high to be welcoming. • Suitable number of parking should be provided for the businesses customers, underground and also diagonally in the back (North) of the stores at ground level. • A bus stop space pullout should be reserved on

the Lynn Valley Road side of the development. • Parking access is between buildings 1 and 4.

- Virtual PIM Comment #25 - 2025-10-19 01:05:31
 - Another thought/question - why is DNV adding so much density to town centres while maintaining sprawling, low-density single family home neighbourhoods? I would like to see density more dispersed across neighbourhoods, with more “missing middle” housing added to support a vibrant community.
- Virtual PIM Comment #26 - 2025-10-19 08:13:51
 - Biggest concerns are the congestion & parking on Ross & Baird Road (already an issue) & access on the lane for Draycott residents. The lane will not support the traffic for 408 parking spots proposed nor service vehicles. Will the roads be upgraded and parking increased in the area? Can the proposed underground parking be accessible via Lynn Valley Road? How can current residents in the area feel supported and safe re: emergency services? DNV please care.
- Virtual PIM Comment #27 - 2025-10-20 10:26:05
 - It is great to see the new homes being built close to amenities in Lynn Valley. I am concerned there is little thought (none?) going into infrastructure. The District can't even build a continuous bike lane down Lynn Valley Road and after 3pm traffic backs up to 18th street on Mountain Highway crippling the community. Hopefully infrastructure to accommodate this increase in population is being considered? Riding my bike down Lynn Valley Road I think infrastructure must be a low priority
- Virtual PIM Comment #28 - 2025-10-20 11:28:28
 - Not opposed, but some concerns. Of the 408 units, only 36 are rentals. Should be higher to improve accessibility. Market rent isn't always affordable; therefore add. accessibility option such as mid-to-low income rentals or rent-to-own options should be considered. LV also needs community infrastructure upgrades—more childcare, medical services, schools, and a rec centre with enough programs and space to support population growth. Finally, similar traffic concerns as others have stated.
- Virtual PIM Comment #29 - 2025-10-20 02:28:48
 - Like many on this forum, I am deeply concerned about the plan for a project of this scale and its impact on livability and nature (the removal of all 92 onsite trees) of the surrounding neighborhoods. We are not against responsible development but increasing housing/commercial density in this area by 10 fold when the existing infrastructure, roads and parking can barely support the current population seems like a recipe for disaster. Will our concerns be taken seriously?

- Virtual PIM Comment #30 - 2025-10-20 02:40:50
 - Will the outdoor "landscape" amenities for residents be gated & secure from public access? With growing communities of vagrants in the area & influx of consumers visiting the proposed businesses and commercial spaces, residents will want to ensure privacy in the gardens. Where will the garbage refuse be on the developed site? Has Polygon & DNV planned for garbage removal, pertaining to: amount and content? Also concerned about the stream & our natural environment
- what is the plan for this?
- Virtual PIM Comment #31 - 2025-10-20 03:35:52
 - How will construction be managed in terms of debris, sound & rodents? It's understood that DNV has bylaws in place but the build is in two phases (5yrs?), on a small piece of land with four large proposed structures. Sunshine and the view of the mountains (and sky) are food for our souls. Will Polygon and/or DNV ensure natural light will not be diminished in anyway by the taller and larger buildings being proposed?
- Virtual PIM Comment #32 - 2025-10-20 03:53:45
 - Questions from current tenants: regards the rental units, will there be sufficient sound proofing? What size are the parking bays? Will Polygon use cheaper finishes for the rental units? If so, what is the durability - some tenants have been in Draycott over 20yrs, most of us are long-term. Currently there is no lighting down the lane, residents parking on Baird are stumbling in the dark - can lighting be installed? Will the lane be used for the build? How will fire/ambulance/police access?
- Virtual PIM Comment #33 - 2025-10-20 04:15:45
 - Why is the old house plot not being included in the building plans? As well as the small strip building on Ross (Sushi & Chinese)? It makes sense to incorporate these to allow better access & more land for the proposed build. Overuse of the lane is a public liability and risks potential claims including lack of income due to timely delays getting in and out of parking area. Infrastructure needs serious upgrades to support community and living conditions. Hopefully DNV will make these happen.
- Virtual PIM Comment #34 - 2025-10-20 04:29:13
 - Excited by the idea of this project but need more thought behind supporting residents in the area with better day-to-day living experiences rather than making things worse. Traffic, parking, services, green space must be improved. Remember most residents need a car for work purposes and many families have two cars. Good to know you're trying to keep the Draycott community together - more than 20yrs of friendship, love and support is important to nurture.

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Baird Road is the main artery of walking traffic to and from Argyle High School. We are concerned about the proposed 450 residential units plus retail traffic all being directed onto Baird Rd. This causes safety and congestion concerns. Baird Rd being the main proposed road in and out of the Polygon project causes another safety concern around access for emergency vehicles. There is already a lack of parking and traffic congestion with the staff and customers of the medical building and McDonalds on Ross road. Given the congestion and safety concerns that already exist, we trust the district of NV to vote on the OCP Plan to remain with low density housing.

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

Document: 6603087

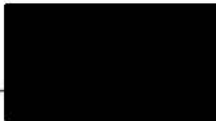
PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

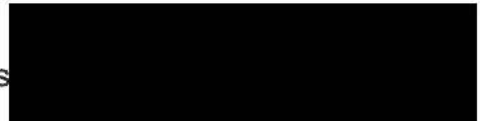
To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Looks exciting. Much needed revitalization to the
area. Happy to see commercial space to serve the
community and increase walkability for services

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- A. concerns with TRAFFIC
1. Parking, congestion, response times by emergency services (during construction and after occupancy)
 2. Building Heights & impacts on daylight and shadowing on existing properties.
 3. Impacts on habitat & at-risk species
 4. Impacts on infrastructure & public services (Police, Fire, Ambulance, Hospital, Schools, and community centers)
- B. Proposed buildings & site development do not fit with the neighbourhood

Your Name [REDACTED]

Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

*I am generally supportive of the development.
The option for Draycott Golus rebus is positive.
I am curious whether there really is the demand for
all the commercial space.*

*Traffic is also a significant issue with Baird Road
being the only access/egress route. With direct access
on Lynn Valley Rd only being westward, has any
consideration been given to installing (yet more!) lights
and re-aligning the L.V. median to allow access to
both East and West traffic?*

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

I think The Lynn Valley area is already over populated
and changing the zoning from 1.75 to 2.25 is a big mistake
Traffic in that area can not handle the load now.
But the real reason for concern is it is a downgrader
to the Residential tenement Displacement Policy that will
happen with the plan to develop this area. in a show
of good faith they could increase the policy to help
people move out of the neighbourhood.

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Glad to see there are more rental units,
and market units as well. There are already
good bus routes setup for this development, with
easy access to the mall. Overall this is a great
location for this development!

Your Name _____ Street Address _____

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

The information provided regarding traffic and pedestrian safety did not give me enough reassurance that this development will enhance our community. The traffic flow off Baird will create a big safety concern for the students who walk along this road every school day. Delivery vehicles only add to an already confusing set up. More thought is required to make this something I could support.

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

Additionally, the intersection from Lynn Valley Rd to Ross leading to Baird needs much closer examination.

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- Interesting proposal
- Considerate of current residents of Draycott Gardens
- Good use of existing property
- Will miss some current retail stores/shops → first opportunity to relocate into new retail spaces???
- Appears gas station will remain
- How long to complete project ???

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- In flow + out flow traffic impact with children to + fro from school. Pedestrian activated cross walk lights, multiple high speed bumps.
- Greatly concerned with an increase of cars in an already really congested Lynn Valley central + surrounding roads.
- keep large trees protected on Baird.

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

I work in real estate I support added density.

I ~~do~~ do not support access to this development

being of Baird Rd exclusively. It simply makes no

sense if you have any familiarity w traffic flows,

~~student~~ student flows, and the quiet and calm nature of the neighbourhood.

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

AND
⊗ no changes to the residential displacement policy.

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Access via Baird Street is a horrible idea. Already cars are backing up onto Lynn Valley Rd to access the medical building & McDonalds.

Peak times ie 1:15 & 3:15 there are 100's off kids walking down Baird this is an accident waiting to happen

This is way too many units proposed for this area & adding in the proposed development @ LV centre & the proposed development down the block by the Waldorf school. We cannot accommodate this many people!! The roads are jammed, the schools are overflowing & the hospitals are overflowing!!! Fix the infrastructure 1st then revisit adding more housing!!

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

I personally feel this development will positively impact the surrounding community. Local improvements generally lead to broader improvement & helps with the updating/upgrading the surrounding infrastructure.

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

DEVELOPMENT IS TOO BIG FOR THIS AREA.
TRAFFIC IS ALREADY AT OVERLOAD – ADDING MORE
DENSITY ON THIS SITE WILL CREATE PROBLEMS
LANE TO GET IN + OUT OF SITE – NOT BIG ENOUGH
NOT ENOUGH PARKING FOR ALL THE SUITES
+ COMMERCIAL
ACCESS VIA BAIRD RD ONLY IS A BAD IDEA
– AT LUNCHTIME BAIRD RD IS FULL OF STUDENTS
→ REDUCE DENSITY + INCREASE PARKING.
6 STORY BLDGS AT BACK/SIDE WILL IMPACT
EXISTING BLDGS – REDUCE THEIR SUITE

Your Name [REDACTED]

Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

I quite like the design of the building and the attempt to stick to the same "language" in terms of design for the area.

The densification should also be good to provide more homes for people in the area.

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

TRAFFIC – cannot all come via Baird
– All access to + from
will go through more
residential streets
4 stories only.
– shadow study?
Baird
Ross
Harold
Fromme
High school kids
→ Retail needs to come off
+ Building of LVR
1st – not Baird
(Baird only for Residential access)

Your Name _____ Street Address _____

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

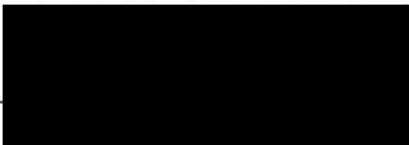
PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

The excess fumes from the gas station
could pose problematic for the outdoor
space. Recommend ensuring ~~any~~ some sort of
barrier be added.

Otherwise no major comments

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

The current OCP & options A+B
presented on Oct 6 are very confusing
Current OCP states 4 story in some
area's and display boards suggest
something else. ie A 12 storey -
B current =

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- Suggest that EVO-car operate in the Lynn Valley area, or all of DNV. Mitigate car/parking congestion.
- The whole situation concerning traffic, vehicle flow, pedestrian safety, etc is not at all satisfactory with the given proposal. I would like a visit from DNV Engineering (as suggested by Mayor Mike Little) to do a walk+talk tour with interested people, so as to address traffic concerns.
- I do not feel that Polygon (through Bunt & Assoc. Eng) has done a thorough evaluation of traffic issues, if this development proceeds, as shown.

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

(over please)

- on a very basic level, I cannot see how this intensive densification of population & housing units can be handled with the current infrastructure (electrical; water; sanitary sewer; storm sewers; etc), how much would this proposed development stress or compromise services & infrastructure for current residents in the surrounding area.
- The public needs to have more opportunity to review & comment on any modifications or iterations that the developer may put forward.

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Baird Rd can not handle 400⁺ more cars of
residents + commercial shoppers accessing the laneway
→ Separate residents + shopper traffic (people + cars + delivery)
→ Have designated plg for delivery vehicles. Presently they
park in the middle of the streets or illegally (no park zones)
→ Parkade should have wider, longer stalls for
residents with TRADES Vehicles – safer to keep trucks
with tools/merchandise on own property than street plg.
400⁺ more people, bikes, ^{visitors, delivery vehicles} cars, crossing LV Rd to shop is
going to need better pathways.
Need (wider) sidewalks + straight sidewalks for people →

Your Name [REDACTED]

Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

Need wide sidewalks like near Sutherland School
to pass with walkers, strollers, runner,
pedestrians, kids on striders, dogs on leash.
— I don't even bother with the silly token
sidewalks along Baird Rd; Lynne Valley etc.

Rainwater
Drainage!! The residents are presently cleaning debris
from drain grates before + during big rains.

- + How is the sewage, greywater going to be managed.
 - 6 storey too high 4 stories is high enough.
 - 408 units (1000⁺ toilets, 800⁺ showers, cars is
too much density — 4 x 6 story is too much
the community, streets, people can not handle.
- Our forest ^{trails} walks (Hastings Creek is dying)
are beaten down by present foot traffic.
Need more parks, recreation facility spaces
^{classrooms}
schools, doctors, to service the needs of more people.

Suggestion: Baird Rd be 'one way' with VERY wide
pedestrian, cycle, wheelchair walkway.

Question: What is the plan for the the pathway on west
side of Hastings Creek. It is a riparian area for
the creek/fish. With ↑ density this pathway will get
even ~~more~~ more use. The forest floor will be very
difficult to revive even as it is at present.
With increased use the creek banks are eroding
drastically.

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- DOES ZONING ALLOW 6 STORIES
- WHY SO DENSE OF UNITS, WHEN THERE IS A ABUNDANCE OF VACANT UNITS ALREADY IN NORTH VAN
- HOW WILL THE TRAFFIC BE HANDLED ON ROSS RD - TRAFFIC IS BACKED UP ALREADY
- IF EXIST. RESIDENTS GET FIRST CHOICE ON THE UNITS, HOW LONG BEFORE THEIR RENT GOES UP
- CAN THE EXISTING INFRASTRUCTURE HANDLE THE INCREASE FLOW ON THE PIPES
- WHERE DO EXIST. COMMERCIAL TENANTS GO
- BUILDING TOO HIGH, BLOCKS VIEW FROM VALLEY

Your Name [REDACTED] Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☒

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

OVER FOR MORE COMMENTS

- WHAT HAPPENS TO THE EXISTING TREES THAT HAVE BEEN THERE OVER A 100 YEARS
- THOUGHT LYNN DALLER WAS ABOUT PRESERVING NATURE
- BUILDING TOO HIGH STICK TO 4 STOREYS
RESIDENTS WOULD PREFER THAT, IT WILL BLEND IN MORE WITH SURROUNDING UNITS
~~AND~~ AND WILL DEAL WITH TRAFFIC CONGESTION

PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

- The boards are very thin on detail, more accurate representation of floor plans, street sections and a "model" would have been helpful for a lay audience to judge this proposal
- No street views or renderings to judge scale + massing
- Exterior detailing is not reminiscent of LV... it could be Coquitlam, Maple Ridge
- Parking (450 stalls??) + commercial delivery trucks all onto Baird. A 20ft lane as a single access point will not work
- Finding Commercial u/grd (P) is ~~as~~ very unclear + complicated
- Scale of building on LV road is too high... max 4 storeys only.

Your Name



Street Address



Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

PTD

Please return by mail or email by October 20, 2025 to:

DNV Development Planner: Mackenzie Stonehocker

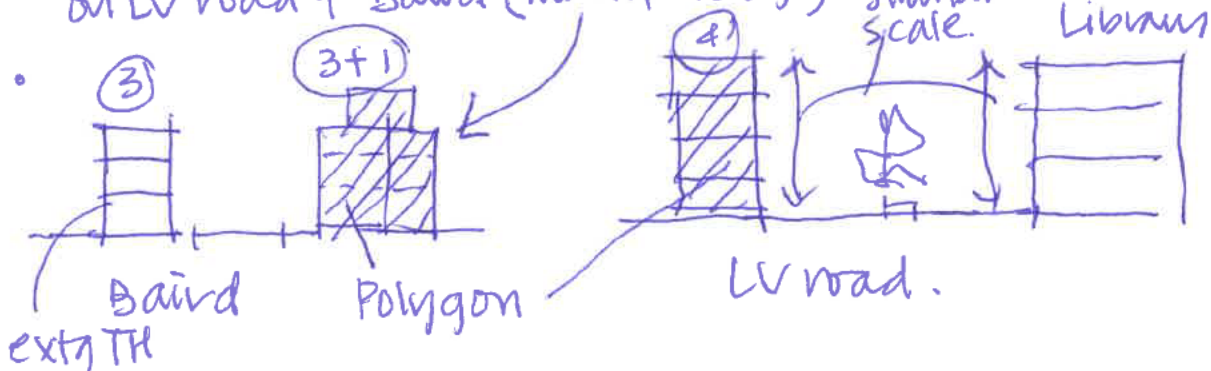
Phone: 604-990-2411 extension 7124

Email: stonehockerm@dnv.org

District of North Vancouver – Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

- Baird / Lane entry point too narrow for traffic movement... needs to be wider
- Vehicle movement onto Baird, then to LV Road junction on tight streets will cause local congestion
- Passage way through building ① will encourage jay walking across LV road to Library - needs closed median with planting to stop this.
- Setback on LV road is tight, especially if future bike lanes (?) get added to this section of LV road.
- Scale of building ① is much higher than Library opposite... why don't we see sections across LV road + Baird to show impact of buildings on lower height neighbors.
- Not convinced tenants (families) in 2 storey town houses will desire to move into 3bd condos and at rental values at time of completion. Saying it is replacing this rental type is a stretch at best.
- CPU alongside gas station seems hidden (+ not viable); Is there a community use better located there (daycare?)
- Landscaped courtyard needs to be more private + for residents currently it is public accessible and will lead to cut throughs + crime risk.
- On balance, too much density... height needs to come down on LV road + Baird (max 4 storeys)



PUBLIC INFORMATION MEETING – COMMENT SHEET
The District of North Vancouver

PROPOSAL: **Applicant:** Polygon Development 395 Ltd.
 Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
 Application for a commercial residential mixed-use development

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

possible - of Polygon
We are concerned about the ~~sole~~ ^{possible} access to the site being a shared lane with Ross Plaza. We understand an agreement, with vague info, is being looked at between DNV + Polygon re: the lane. This leaves us in a situation where we may lose our access to the lane, or Polygon has primary use, and to us this is not an acceptable outcome. We ask that this get reviewed as our tenants need unrestricted access to the backlane + increased traffic (side entrance) is also concerning. Thanks

Your Name

Street Address

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Please return by mail or email by October 20, 2025 to:
DNV Development Planner: Mackenzie Stonehocker
Phone: 604-990-2411 extension 7124
Email: stonehockerm@dnv.org
District of North Vancouver – Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: November 05, 2025 12:41 PM
To: [REDACTED]
Subject: RE: Draycott Gardens

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [REDACTED]

Thank you for the email regarding the Official Community Plan amendment / rezoning application for Draycott Gardens and Lynn Valley Mall. I'm going to rearrange your questions to match with how the planning process unfolds:

- Do you convey the public's recommendations, concerns, support for the development directly to Polygon or are they conveyed via Council?
 - o Both. Polygon has received a redacted compilation of the comment sheets filled out at the in-person Public Information Meeting (PIM) as well as a summary of all of the feedback received from the public (which includes the comment sheets, the online comments, and emails I've received). That summary will also be included in my report to Council.
- Will there be any revisions to the current proposal based on the current public input?
 - o Yes. For a project of this scale, there are always revisions, and sometimes several iterations. The applicant revises their proposal based on public feedback, staff comments, and other stakeholders (e.g. Translink would comment on transit).
- If so, when will the public be able to view and be informed of any revisions to the current proposal?
 - o When we receive a revised proposal, we'll update our website.
 - o If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.
- Will there be any additional opportunities for public input?
 - o Yes, see next question.
- If so, what will be the format of those opportunities ie. written submissions, in person presentations at a public forum, Council meetings, etc?
 - o At this point, I'm not sure whether it would be a second in-person PIM or virtual PIM (not mandatory, but sometimes a good idea), or a public hearing at Council (mandatory for rezoning applications which include an OCP amendment). It will depend on the revised proposal.
- What is the timeline for Council to give final approval and the subsequent start of the development?

- There is no specific timeline. Some rezonings get through the Council approval process within about a year, others take longer. After the rezoning is adopted, there is also a development permit, and then a building permit, so even when rezonings go ‘fast’ it’s quite a bit of time before demolition or construction.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Peter Ewens [REDACTED]
Sent: November 03, 2025 5:16 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Draycott Gardens

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mackenzie

I am a resident of Lynn Valley and am seeking information about the Draycott Gardens proposed development by Polygon.

I know there were Public Meetings held in October however, I was not able to attend or provide input at the time.

I am seeking clarification on the following:
-will there be any additional opportunities for public input

- if so, what will be the format of those opportunities ie. written submissions, in person presentations at a public forum, Council meetings, etc
- will there be any revisions to the current proposal based on the current public input
- if so, when will the public be able to view and be informed of any revisions to the current proposal
- what is the timeline for Council to give final approval and the subsequent start of the development
- do you convey the public's recommendations, concerns, support for the development directly to Polygon or are they conveyed via Council

Thank you in advance for your response

Sincerely,

Peter Ewens



Mackenzie Stonehocker

From: Rhiannon Coppin [REDACTED]
Sent: October 30, 2025 10:42 AM
To: Mackenzie Stonehocker
Subject: Re: Input on Polygon Development Proposal for 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mackenzie,

Thank you for the email acknowledgement. I was sort of wondering if someone would read my long email -- so thank you (and I'm sorry it was so long!)

I'm a bit of a "systems thinker", so that's where some of my observations come from.

Thank you again, and I will sign up for the updates on the portal as you suggested.

Rhiannon

On Fri, Oct 24, 2025 at 1:26 PM Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hello Rhiannon,

Thank you for the email regarding vehicle congestion and traffic, planning ahead for dog waste and smokers, and environmental protection / stormwater management. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Rhiannon Coppin [REDACTED]

Sent: October 20, 2025 6:37 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Input on Polygon Development Proposal for 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I'm writing to submit some thoughts about the proposed development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

I realize that the likelihood of densification proceeding at this site in the next five years is very likely. That being said, there are several serious deficiencies in the proposal put forward by Polygon at the Oct. 8 public information session. Most of the deficiencies have to do with how adding people and traffic to this site in the current plan will create negative outcomes for existing street and sidewalk network users, park/green space users, and the riparian habitat in general. I will describe these impacts that I am concerned with below:

1. The Traffic plan is flawed:

The intersection of Ross and Lynn Valley roads will become more unsafe for vehicle traffic and pedestrian traffic. Access to this site for residents, visitors, and commercial traffic should use Lynn Valley Road. The alley off Baird makes sense for commercial loading and short-term delivery access, but can't function as the one single point of ingress and egress:

- The closest access to the Baird Rd parkade entrance from main arterials is the intersection at Ross Road and Lynn Valley Road (LVR). It is already clogged at some points during the day, and hazardous to pedestrians walking east any time a left turner on LVR is waiting to turn onto Ross Road (due to the difficult, over-the-back, obtuse view angle).
- This intersection is already regularly blocked to some degree by vehicles lining up for the McDonalds Drive-Thru, which means getting onto or off of Baird Rd will be difficult at times (in reality, McDonald's is creating this blockage, but that's what it is.)
- The intersection of Ross and LVR is not configured to allow left-turns from Ross onto Lynn Valley Road. Presumably, traffic leaving the site on Baird Road will have to go west on Ross to Fromme, and then go south to get back to Lynn Valley Road to get anywhere east, including Mountain Highway. This will add congestion to Fromme at 29th, which is already bad at rush hour, and will add more traffic specifically to the 4-way stop at Fromme and 29th, which is anecdotally too often ignored or missed.

I would implore the DNV to seriously consider undertaking a traffic study for this immediate area to determine what modifications the road network would need to adjust to accommodate the planned traffic on Baird Rd under Polygon's plan. The DNV should then add those costs into the development charges that Polygon must pay to the District. For example: If the intersection of Ross and Lynn Valley Road needs to be upgraded to have traffic lights and a left-turn bay to make future traffic from this development coming out Baird Rd workable for the neighbourhood, then the development should fund that intersection reconfiguration. If there is a better plan from Polygon that uses Lynn Valley Road directly as the ingress/egress, then that might reduce the impact on the existing Baird Rd/Ross Rd users, and might also reduce Polygon's costs..

2. There is no plan to handle the waste from an additional 150 dogs.

The DNV estimates there is 1 dog for every 5 residents [<https://www.dnv.org/parks-trails-recreation/dog-plan>]. This means that replacing 32 residential units with 418 residential units -- assuming there are an average of 2 people per unit -- means an increase of roughly 770 people living on these sites, and an increase of around 150 dogs, and these dogs need to go to the bathroom somewhere. There is no mention in the plan of integrating any dog waste collection facilities into this building site. This is a problem:

- In less dense neighbourhoods in the District, dogs end up relieving themselves on the boulevards, and some residents have put up signs asking people to keep their dogs' waste off the grass or plantings that are adjacent to their yards. In denser areas, where tower developments put up their own signs asking residents to keep their dogs from relieving themselves onsite (e.g. go see the signs put up at the Hunter at Lynn towers at Seylynn), the dog owners take their dogs to relieve themselves at the nearest park or greenspace. I haven't patrolled for dog waste in Seylynn, but I walk through Kirkstone Park often and have found the amount of trailside feces has significantly increased since people (and their dogs) have moved in next door at the new Mosaic Lynn towers development. Below is a photo of one of the Kirkstone trails which has become covered in dog feces this year. It appears someone has bought and put a "clean up after your dog" sign here. This wasn't the same degree of problem before hundreds of new residents moved in to Mosaic's advertised "pet friendly" units [<https://rentatmosaic.com/lynn/>], where the only selling point as to why they are pet-friendly is because they are next to these exact trails.



- Back to the proposal over at Baird Rd: Either dog waste will be left on nearby boulevards and gardens, creating a serious quality-of-life issue for those immediate neighbours or, more likely, dogs will be allowed to roam freely in the nearby Hastings Creek greenspace, and deposit their feces there. Dog feces in and around creeks adds unnatural bacteria to the creek ecosystem, and also creates a fecal coliform health hazard for anyone working or playing in the creek downstream.

- It might not be a DNV planning policy to require sites to manage their own dog waste, but in this era of densification and loss of private yards, dog waste production and removal should be a system managed like any other in residential dwellings (water delivery, human sewage, garbage pickup, etc.) -- there should be a plan for managing it.

3. There is no plan to create an area for smokers.

Similarly to the dog waste issue, I don't see any plans for the Polygon project to incorporate a smoking area for residents. What this means is, if smokers are not allowed to smoke on the property, they will navigate to whatever sheltered space or green space is closest and comfortable.

- For the Baird Road project, the preferred smoking area might mean the Hastings Creek greenspace/trail (which appears to be an easement on private property), or it might mean the sidewalks outside along Baird, or it might mean the green space near the McDonalds.
- None of these locations currently have cigarette butt disposal facilities. Some of these locations are adjacent to other homes, where residents may want to have open windows and not have to invite cigarette smoke in from the street on a regular basis.
- What I have observed at other dense tower developments where residents aren't allowed to smoke on the property, is that "smoking pits" will be set up wherever - sometimes along pathways, in parks, or wherever. Though smoking on a sidewalk might be legal, it isn't great for any one specific stretch of sidewalk to always be a smoke pit (annoying if a non-smoker regularly walks that route). It's also gross to have containers of butts around (like the photo below, at someone's smoke pit outside the Lynn towers at Kirkstone Park), and it's worse to have the cigarette butts end up on the street, as the storm drains lead directly to the creeks.



- I would really like to see any development of this size (400+ units) provide smoking facilities on-site, so that smoking and smoking waste doesn't become a neighbourhood externality.

4. Environmental protection and stormwater management should be more prominent in a large development this close to a major salmon-bearing creek.

This development is within the Streamside Protection DPA, and I didn't see anything in the plan to significantly improve setbacks from the creek, or limit the depth of the underground structures closest to the creek. There are a number of negative impacts that this development will bring to the Hastings Creek riparian and fish habitat in its current configuration:

- Even at only six storeys, the building closest to the creek will add shade, limiting the growth of vegetation. It would be better if its height could be moved back, or added elsewhere on the site.
- Similarly, any displacement of groundwater for deep foundations and parkades this close to a large creek like Hastings Creek starts to detract from its ability to sustain itself. Groundwater is needed to flow in dry periods to allow the creek to refill, and access to the ground to absorb rainwater helps prevent flash-erosion in heavy rain runoff events. I didn't see any mention of how rainwater would be managed onsite, so as to contribute to the re-charging of the groundwater. At the information session, one of the developers' representatives mentioned something about

tanks to store water, but it was unclear if they meant just during construction, or if they would constantly be pumping groundwater into tanks somehow for slow release into the creek (?).

- On that note: Can the DNV confirm that geotechnical drilling studies have already been done and haven't found an adjacent aquifer or a thick saturation layer (underground river) throughout this site? I think there are surprises in the district when you start digging down near a creek.
- Landscaping should be carefully planned to include mostly, or only, native vegetation this close to the Hastings Creek riparian zone. I don't think the DNV can command what can be planted, but invasive plants like laurels, ivy, holly etc. should be banned, and native species and landscaping that doesn't require pesticides or herbicides should be promoted. The whole point of being in a riparian (creekside) zone is that the ground needs to be healthy to grow bugs for the aquatic species to eat. So the use of pesticides and herbicides in landscaping next to a creek just pollutes the creek and kills any potential food for the resident trout and the salmon that are rearing in the creek.
- The presentation materials don't mention any surfaces being paved with crumb rubber, but it should be specified this isn't used in this development. Tire crumb is a creek-polluting surfacing treatment, as the crumbs, which do release 6PPD-Q (incredibly toxic to coho salmon), get tracked onto roadways and go into storm drains and into the creek. A good example of this is the tire-crumb surface ending up in the environment is at End of The Line at LVR and Dempsey -- where a weekly leaf-blow of the tire crumb surface blows more and more tire crumbs into the road, and into the water cycle when it rains (the storm drains on that block empty right into Lynn Creek above the suspension bridge).
- In terms of garbage management: If this site is going to place garbage bins containing food waste of any kind outdoors, they will need to create bear-proof enclosures to secure it. I couldn't see from the presentation materials what the garbage facilities were, and I didn't have time to ask during the information session. Ideally, garbage management is done mainly inside, with perhaps a loading bay for garbage trucks, so as not to attract rats to the exterior of the building. Being so close to the Streamside Protection DPA, this site should be prohibited from using rodent bait traps for pest control, as these systems end up polluting the creek habitat with poisoned rodents (targeted and non-targeted), and besides ending up in the water, we have already seen an owl poisoning in this part of Hastings Creek within the past 4 years, right outside other multi-family buildings that all still use rodent bait boxes outside along their perimeters: [\[https://www.facebook.com/LynnValleyLife/posts/this-owl-was-found-today-near-hastings-creek-and-died-before-it-could-be-deliver/5603195396361720/\]](https://www.facebook.com/LynnValleyLife/posts/this-owl-was-found-today-near-hastings-creek-and-died-before-it-could-be-deliver/5603195396361720/).

Thank you for taking the time to read and consider my comments. I recognize there are limits to what the DNV already has in terms of planning and development bylaws, but I think a development of this scale within throwing distance of a major creek needs to set a good example in terms of considering how it might negatively impact the creek, and implement designs and systems to minimize that impact. I also think a DNV-led traffic study should be conducted before inviting hundreds of additional trips through the intersection of Baird and Ross roads.

Thank you,

Rhiannon Coppin



Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 27, 2025 1:00 PM
To: JULIE COLES
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Julie,

Thank you for the email regarding building height, vehicle congestion and parking, and tree retention. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to ‘watch’ the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

(I was checking my responses to public feedback, and realized I had the wrong name in my reply to you, so wanted to send a proper email saying “Hello Julie” instead of “Hello Brian”...)

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: JULIE COLES [REDACTED]
Sent: October 20, 2025 9:15 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello MacKenzie,

I would like to voice my concerns about the proposed Polygon Development in our lovely Lynn Valley community.

The reason we all moved here was to enjoy the quiet, nature-filled environment. Our neighbourhood is beautifully unique in that we are surrounded by nature. We have strived to fit in with nature not only for the enjoyment and serenity of the human population but also the sustainability of the plants and animals in the area. To propose a large scale development that will directly take away from our peace and tranquility is deeply troubling for the local residents. We moved here specifically to not be in highly commercialized area and to be surrounded by the sights and sounds of nature. This proposal is in direct contradiction to why people move to Lynn Valley.

I am not opposed to densification as long as it is a good fit with the neighbourhood. Here are some of my concerns:

- **HEIGHT:** This 6 story proposal will have buildings that are twice as high as its surroundings that will block out views to the mountains, and sunshine for the surrounding neighbours. These structures, no matter how well decorated, will become a focal point of concrete rather than our current view looking up into that area of the neighbourhood. What we see now are beautiful mature trees and mountain sightlines. In my mind this is what Lynn Valley is all about. If you want to add more tall buildings perhaps they should stay below Lynn Valley road where all the other ones are and that can remain the hub of taller towers. I firmly believe that above Lynn Valley Road should remain at residential height to blend in with the neighbourhood. Minimally the two buildings that are proposed to be on the Baird Road side should remain at 3 stories as this will compliment the rest of the area.
- **SEPARATING THE TWO PROPOSALS:** An acceptable alternative would be to separate the two proposals. The Baird Road two building development could be reconfigured to be 3-4 stories condos that compliment the immediate neighbourhood and that they would have their own parking. The plan can be reconfigured for more units if needed to appease the developer. There are multiple school playgrounds within minutes of the intersection and miles of trails of nature that can be enjoyed by these homeowners. Only residents of these two buildings

should travel along Ross Road to Baird to enter their private parkade. The Lynn Valley Road project should be only 3 stories of units above retail. Their access to their parkade for both the residents and the retail staff and customers must access in a separate entrance off of Lynn Valley Road. The current Lynn Valley Mall has an both an entrance and exit that can be re-formulated for the driveway to an underground parkade. It is imperative that any traffic related to the front two buildings does not go down our residential streets.

- **TRAFFIC:** This is the most critical subject to review. Baird Road, Ross Road, Harold Road, and Sunnyhurst are quiet residential streets, giving this area of Lynn Valley a feeling of a special neighbourhood within the community. Children play here: children on bikes, going to and from school multiple times a day, playing with their friends in front of their own houses. Wildlife thrives here and should not be discounted. Hastings Creek and its surrounding plant life is an important part of our area. All of these things need to be vehemently protected. The current proposal to have ALL traffic travel down Ross Road to Baird Road is short sighted to the devastating impact this would have on the neighbourhood. There can be traffic backlogs now from people waiting to go into the McDonalds drive thru or going in and out of the other small mall on the corner across from McDonalds that is not part of the current proposal. To add hundreds and hundreds of vehicle trips in this very small area is inconceivable. There must be a division that the two front buildings have a separate parking access that does NOT come down Ross/Baird roads. The retail and office traffic needs to stay directly underneath the front complex and not interfere with the serenity of the local neighbourhood...even if that includes a smaller complex of one or two 3 story residential buildings.
- **PARKING:** I must repeat that the only acceptable solution is that Baird road buildings access their own parkade and that Baird road remains completely residential. The Lynn Valley project needs to have its own access for the stated traffic reasons, but also for signage and accessibility to the retail and office spaces. Customers coming to the commercial units will want to have easy signage and direct access to parking. Case in point: the parkade under Save on Foods has one entrance by the retail side for retail customers and another on Library Lane for the residents. The retail customers can easily find their parking directly under the building.
- **CHANGES TO NEIGHBOURHOOD:** this proposal will bring an influx of cars - not just daily but permanently. We are a small neighbourhood. Most people will come with more than one car - where will they park? The customers and staff of the retail and offices - where will they park? We all know they will try to park on our quiet streets. If a smaller scale proposal goes through we will still need traffic calming and parking restrictions. Street parking on Ross, Baird, Sunnyhurst and Harold should be restricted for the existing residents of all of the existing buildings first as

this is our home. We did not ask for the potential addition of hundreds of cars clogging our quiet streets. There is NO way the current road structure can handle this increased traffic. Do you propose a 3 way stop at Ross and Fromme? How do you think all those cars are going to try to go west? There is a one block long alley between Sunnyhurst and Baird - this would need to be a local only access to disallow any other travellers . Children of this block are in playing in this alley every single day. Please insist that Polygon comes up with a better solution and a new development model that limits the impact of traffic and parking in our neighbourhood.

- TREES: the City of North Vancouver is dedicated to preserving older trees and advocating that they are respected and allowed to remain on new developments. Why cannot Polygon do the same and keep the large Trees on Baird, in addition to all of the trees by Hastings Creek, to remain?

In summary, I think the current Polygon Development proposal is not in alignment with the neighbourhood esthetics and community goals. It is much larger than our neighbourhood deserves without appropriate though taken to the ecological impact on the area, the numerous traffic and parking impacts, and other disruptions to all of the wonderful people who live in our little pocket of Lynn Valley. Please do not allow this proposal to go through, and ask them to prepare another option for discussion. One that is smaller. One that keeps a much smaller Baird Road complex separate from the Lynn Valley development in efforts to address the traffic and parking concerns, and that will blend better into our community.

The residents in the surrounding blocks of this proposed development , and the in the larger area as well, are passionate about the preservation of our neighbourhood and the Lynn Valley way of life.

We look forward to District of North Vancouver working with Polygon to come up with a more suitable plan for presentation and discussion.

Thank you,

Julie Coles

•

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:42 PM
To: kurt mclaren
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Kurt,

Thank you for the email regarding the proposed built form, vehicle congestion and the neighbourhood street network, and the high numbers of pedestrians on Baird Road. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: kurt mclaren [REDACTED] >
Sent: October 23, 2025 10:58 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

This project does not appear to follow the approved Lynn valley official community plan for the town center area. This zone in question was marked for **maximum 5 stories** and was not any where close to envisioning a tenement style sized block with such high density and no through access to Lynn valley road. Where is the minimum 2.4 meter required step back at upper levels? Where is the consideration for the houses across Baird Road? Leave the 6 stories on Lynn valley Road.

I do not understand the drive for such high density without providing adequate infrastructure to support it first. Schools are already full. Are there more schools being proposed for this density? Traffic is bad enough as it is? Are more access routes in and out to the Highway being provided? More parking for Lynn Valley centre?

Baird road is a major thoroughfare for Argyle students walking to school in the morning, at lunch and after school. Is this project proposing vehicular access to the 450 parking garage off this road? Seems a bit ridiculous. Baird Road was not meant for this level of traffic, 6 stories do not belong on Baird. It is a residential street that goes to a dead end. That means Ross road and Harold will take the brunt of the additional traffic. Are road improvements etc. happening to those? There isn't even a stop sign at Baird and Harold. No additional access to Lynn Valley road is being provided in this scheme. This development should be accessed mainly off Lynn Valley Road so the burden isn't taken by residential streets that are 30km/hr.

This project needs to be rejected until it can provide more appropriate consideration to the community plan (reduced density and scale break down), adherence to the design guidelines and appropriate integration with the existing scale of homes adjacent.

Disappointed with this proposal and that these issues haven't already been pointed out and addressed.

Hope they still can be.

Regards,

Kurt McLaren
Lynn Valley Resident

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:40 PM
To: Michelle King
Subject: RE: Concerns re Polygon proposal to develop Draycott Gardens & Lyn. Valley Mall

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Michelle,

Thank you for the email regarding the applicable OCP policies, the proposed housing mix of tenure and unit types, community amenities, concerns about traffic and vehicle congestion, wildlife and environmental protection, and existing tenants (both residential and commercial).

Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application. The proposal will be revised to address comments from staff, the public and other stakeholders. For a planning application like this one (which requires an amendment to the Official Community Plan), there will be a public hearing before Council makes any decisions.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Michelle King <[REDACTED]>

Sent: October 20, 2025 11:58 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Cc: Mayor's Office DNV <mayor@dnv.org>; Mayor and Council - DNV <council@dnv.org>; Betty Forbes <forbesb@dnv.org>; Jordan Back <backj@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>

Subject: Concerns re Polygon proposal to develop Draycott Gardens & Lyn. Valley Mall

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michelle King
[REDACTED]

October 20 2025

Mackenzie Stonehocker, DNV Planer
stonehockerm@dnv.org

Ms. Stonehocker,

Re: proposed Poloygon development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

I would like to share my extensive concerns regarding the proposed development at the current Lynn Valley Mall & Draycott Gardens sites.

While I support densification in the of Lynn Valley townsite area, I believe that the current version of this development has enough significant issues that sweeping changes will need to be implemented before Council should consider allowing it to move forward.

My concerns are in a number of areas. I will try to summarize these as much as possible

1. Lynn Valley OCP

I do not believe that the current proposal for the redevelopment of the Draycott Gardens and Lynn Valley Mall sites complies with the requirements and intent of the current Lynn Valley [Official Community Plan](#) in multiple areas.

a. OCP policies:

The OCP contains the following policies (page 18):

- Respect residential neighborhood character and limit growth in these areas

- Both sections of the site are within the Form & Character DPA , and the visual depiction of the current plan is not consistent with the neighbourhood area. It is directly across the street from a Residential 3 zone made up of townhomes and single-family homes.
 - Work collaboratively with the City of North Vancouver, the District of West Vancouver, Squamish and Tsleil-Waututh First Nation governments, the regional transportation authority, Metro Vancouver, and Provincial and Federal agencies to effectively coordinate community and infrastructure planning
 - There has been nothing from the developer so far that indicates any collaboration with any of these organizations has taken place.
- b. Town center policies is (page 22):
- One of the town center policies is: Transition sensitively outwards from the Town Centre with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighborhoods
 - As noted above the current proposal “transition sensitively” to the adjacent neighborhood.
 - The current zoning for the Daycott Gardens site is Residential 5 – which is supposed to be a mix of low rise apartments and townhouses (OCP, page 26). Low rise is usually 2 to 4 stories; the current plan is for 6-storey buildings which would generally be considered mid-rise. As a result the current format of the proposal **does not fall within the current land use designation**. The developer’s information boards at the in-person meeting which indicated that 6-storey buildings are allowed under Residential 5 zoning appears to be erroneous and misleading.
- c. OCP Housing target (page 90)
- OCP target for housing is an net increase in rental units. This development does not contribute to this goal
 - The 2010 baseline indicated 18% of housing in the District was rental.
 - This development plans for 68 rental units out of a total of 408. This is less than 17%, and will therefore result is a small decrease in overall rental units in the municipality.
- d. Community Amenity Contributions (OCP s 12.3.3, page 95)
- The OCP states: New development in the District will typically be expected to provide benefits to the community beyond the development itself.
 - The only “amenity” currently outlined in the development proposal is for a small playground that will be in the middle of the complex. Since this is a very boxed-in footprint, this playground will only be visible within the site, and thus not likely to be utilized by anyone other than residents of the development.
- e. OCP objectives for Town Centres (page 103):
- Provide an engaging an interconnected open space network and public realm
 - The planned development has 4 buildings that essentially form a circle enclosing a small green space that will only be visible from the inside of the development
 - The green space not be visible from either Lynn Valley Road nor Baird Road.
 - This will create a visual barrier that is the opposite of an open space, and it is will not feel a connected to the rest of the town center or the Lynn Valley community as a whole.
 - Support local employment opportunities and economic activities
 - This project will displace over a dozen local independent small businesses

- Small businesses are vital to the local economy. They create jobs close to home, support local causes, contribute to the unique nature of the neighbourhood, and reinvest more within the local economy than do larger organisations.
 - There is no plan identified in the publicly available to support the business that will be displaced during and after construction (more on this later).
 - Integrate planning with surrounding neighbourhoods and adjacent jurisdictions
- and
- Reinforce the center's identity and respond to local climate, context, history, landscapes and landmarks.
 - Contrary to the developer's position, this development does not integrate with the local community.
 - On the other side of Baird Road from the site are townhomes and single family homes. 4 densely packed 6-story buildings are not well integrated to the surrounding area.
 - The plan will remove a row of well established evergreen trees along Baird Road, and from available drawings it appears the plan is to replace them with deciduous trees. These 'replacements' do not maintain the context, history or landscape of the local Lynn Valley area

2. Housing and affordability

- The need for more – and more diverse - housing in BC is clear, This need is heightened in Metro Vancouver. This development would certainly move the District towards the Provincially mandated housing targets. However, Polygon has provided limited information on the affordability and sizing of both their strata and rental units, so there is no way to know if the proposed configuration meet the needs of the community.
- The District's Housing Needs Report indicates that over a quarter of all households are in Core Housing Need (spending more than 30% of their income on housing). The report also indicates that 18% of new rentals should be 3 bedrooms or larger.
- Developments that help address issues of affordability and housing diversity should be a priority for Council's approval. There is insufficient information in Polygon's proposal to confirm if will contribute to the District needs

3. Traffic and safety

Traffic and safety are among the most pressing and visible concerns related to this proposed development. **The existing road infrastructure and parking availability in the immediate area are already struggling to meet current demand.**

The current road configuration is not is definitely equipped to handle the level of increased traffic that will result from the additional 408 residential units , 2,500 m² of retail space, their visitors, customers and deliveries. Without significant upgrades, the development risks seriously exacerbating the current serious congestion and safety issues.

Simply expanding the narrow alleyway off Baird Road is not a viable solution. This approach fails to address the broader implications for traffic flow, emergency access, pedestrian safety, and parking overflow into surrounding residential streets.

Areas of particular concern include:

- a. In the immediate area surrounding the development sites (especially Ross and Baird Roads). These issues are:
 - The short stretch between Ross and Lynn Valley roads is already often impassible many times during the day due to cars travelling westbound trying to get in/out of the MacDonalds and medical building at 1200 Lynn Valley Road.

- In addition if these cars want to travel into Lynn Valley Center, they need to cut across two lanes of traffic and into a left hand turn lane that is only about 2 car lengths long – all in about a 60 m stretch. There are already regular backups on Ross as a result
 - Cars exiting Ross eastbound can only turn right on to Lynn Valley Road to head west. Residents and employees/patrons of the commercial spaces who want to travel eastbound will need to exit the development via either Ross or Harold to Fromme where there is a 4-way stop. Already it can be difficult to turn onto Fromme during busy periods.
 - Baird and Ross roads were designed for a residential neighbourhood with single family homes. In the last 20 years there have been a gradual increase in density without any road changes. In addition there is insufficient parking for employees at MacDonalds, 1200 Lynn Valley Road and Lynn Valley Mall. As a result, these people often park on Ross and Baird.- essentially making both single lane streets.
- b. Additional concerns in nearby residential roads & pedestrian use.
- Baird Road is used constantly throughout the day and early evening by students travelling to and from Argyle Secondary. They walk down the middle of the street – probably due to the inconsistent and poorly designed side walks.
 - The other roads in the area (including Sunnyhurst, the laneway between Sunnyhurst and Baird, and Harold) are all also narrow roads designed for traffic in a low density area. They are also, for all intents and purposes, single lane streets.
 - As a result of the width of these streets and parked cars, it is already difficult for emergency vehicles to travel along them.
 - The alleyway between Baird and Sunnyhurst is used regularly by neighbourhood children as a play area.
 - Even with the current density configuration, cars use Sunnyhurst and the laneway to bypass Baird, and avoid the congestion on Ross between Baird and Lynn Valley Road.
- c. Parking
- As mentioned above, there are already parking issues in the immediate area of the planned development.
 - The parking proposed for the development is for only 450 spaces for over 400 residential units and their visitors, as well as employees of and visitors to the retail spaces. This appears to be woefully insufficient, especially considering Lynn Valley's current reliance on personal vehicles. Without adequate parking, overflow will likely spill into surrounding residential streets, worsening congestion and creating safety and accessibility issues.
 - While there is bike parking specified that is in line with District requirements, there is no information on Electric Vehicle charging stations in the development.
 - I encourage Council to require additional parking spaces, for both the residential and for the retail spaces. Additionally, the parking and delivery spaces for the retail units need to be dedicated spaces that are separate from the spaces residents and their visitor. This needs to include dedicated all-day parking for employees of the retail spaces.
- d. Safety

Traffic safety is a significant concern for residents in Lynn Valley, particularly in light of the proposed development and the increased density it will bring.

- Traffic Congestion and Emergency Access:

The area already experiences traffic congestion, which poses challenges for emergency response. Some local roads are narrow and difficult for emergency vehicles to navigate, especially during peak hours. While I haven't personally

experienced delays, several neighbours have shared instances where police and ambulance response times were affected by traffic. Increased density will only exacerbate these issues, potentially putting residents at risk during emergencies.

- Reduced Site Access Points:

The current site layout includes four access points—two from Baird Road serving Draycott Gardens townhouses, and two (one entry, one exit) from Lynn Valley Road serving Lynn Valley Mall. The proposed development would reduce these to a single access point – for residents and their visitors, staff and patrons of the retail spaces, and all deliveries. A single access point could severely limit ingress and egress during emergencies. In a crisis situation, such as a fire or medical emergency, limited access could delay response times and evacuation efforts.

I recognize that traffic planning is complex, and I don't claim to have a solution for the challenges this development will bring. However, it's clear that any significant increase in density on this site will require meaningful changes to the surrounding road infrastructure.

Simply widening the existing alleyway off Baird Road is not a sufficient response. This approach fails to address the broader traffic impacts, including increased congestion, safety concerns, and the strain on existing roadways.

A comprehensive traffic plan should be developed in consultation with transportation experts and community members, and should consider:

- Traffic flow and volume projections (the ones presented by the developer at the in-person meeting do not reflect the reality that I see on a daily basis).
- Pedestrian and cyclist safety
- Effective and safe ingress and egress from the site.
- Emergency vehicle access
- Parking and delivery logistics

Without thoughtful planning and investment in infrastructure, this development risks creating long-term traffic problems that will affect residents, businesses, and visitors alike.

- e. Safety

- The traffic congestion in the area already presents an issue for safety. As noted, some of the local roads are difficult for emergency vehicles to use.
- I haven't experienced this personally, but I have heard from neighbours that there been cases in the last few years where there were delays in emergency responses (e.g., police, ambulance) because of traffic. The increase in traffic will only exacerbate this situation.

- Lack of ingress/egress - the development site reduces site access points from 4 to just 1. There are currently two access points to the Draycot Garden townhouses from Baird, and 2 access points to Lynn Valley Mall (one entry and one exit) from Lynn Valley road. In an emergency situation, it is not hard to imagine that this lack of access to the site may present additional problems

4. Environmental concerns.

As you're well aware, Lynn Valley is cherished for its natural beauty—it's one of the main reasons people choose to live here. But it's not just a home for people. The area is also habitat to a wide range of wildlife, including fish in the creeks, birds in the trees, and mammals in the surrounding green spaces.

Many residents are deeply concerned about the environmental protections associated with this development. Meeting only the bare minimum regulatory requirements is not enough to preserve the ecological integrity of this unique neighbourhood.

I live just half a block from the proposed development site, and I regularly observe a variety of wildlife in the area: numerous bird species (including migratory birds, squirrels, raccoons, and skunks, and also occasional sightings or signs of larger wildlife such as bears, coyotes, and cougars. In fact, the most recent bear sighting at Baird & Harold occurred just last month, in September.

This is a clear indication that the area is part of a living ecosystem, and any development must take into account its impact on local wildlife corridors, habitat preservation, and long-term sustainability.

I am deeply concerned about the potential impact this development may have on the local wildlife and natural environment.

- None of the publicly available information speaks to any environmental protections that have/will be factored into the project.
- During the in-person session, the Polygon representative provided only vague assurances regarding environmental protection. Their statement that they would “meet all requirements” lacked detail and did not inspire confidence in their commitment to ecological stewardship.
- I understand that the District has already had to intervene to ensure that Building 2 is set back the minimum 30 metres from Hastings Creek. This suggests that environmental considerations were not adequately prioritized in the initial plans, which raises doubts about the developer’s willingness to proactively mitigate environmental impacts during and after construction.
- According to the Pacific Streamkeepers Federation [Hastings Creek](#), which is salmon bearing, is endangered and that there are already water quality issues due to urban development.
- The compact design of the site is likely to displace significant portions of local wildlife habitat, further exacerbating ecological disruption.
- The site will also replace the greenspaces on the Draycott Gardens site with impermeable surfaces, which is likely to negatively impact the water runoff into Hastings Creek.
- I am particularly concerned about the removal of the large, mature trees bordering Baird Road.
 - These trees are not only ecologically valuable but also contribute to the character and biodiversity of the area.
 - Their removal is counter to the District’s desire to [protect urban trees](#).
 - These trees currently buffer the sound of Lynn Valley Road for the residents on Baird Road, and help modulate surface temperatures and absorb rainwater.

5. Impacts on small business / current Draycott Gardens residents

This proposal appears to largely overlook the real impacts on both the residents and businesses currently located on the development site.

- The plan offers Draycott Gardens residents first access to suites in Building 1 at their current rent, which sounds promising. However, it’s unclear how the size and layout of these new units compare

to their existing homes. A modern condo on a busy street may not be a desirable replacement for a townhouse on a quiet, tree-lined street, even at the same rent.

- There is no information in the available documents about what support will be provided to business owners in Lynn Valley Mall during or after the redevelopment.
- The majority of these businesses are independent and long-standing members of the community. They are local favourites, unique to Lynn Valley, and their loss would negatively affect both the local economy and the character of the neighbourhood. Residents do not want to see Lynn Valley businesses replaced with generic chain stores.
- Some questions to be answered:
 - Will current businesses be given priority access to retail spaces in the new development? And if so, will they be offered comparable rental rates to what they currently pay?
 - What support mechanisms will be in place during the construction phase? Will businesses be offered temporary operating spaces to help them stay afloat during this disruptive period?

I would also like to share several concerns regarding the public consultation process for this project.

Unfortunately, communication with residents and workers in Lynn Valley has been less than adequate, and has left many of us feeling uninformed and excluded from meaningful participation.

- The information flyer distributed to residents contained minimal details, insufficient for us to make informed decisions or provide thoughtful feedback.
- The signboards about the development appear to have been placed in low-visibility areas, seemingly designed to limit public awareness.
- Most communications reference the plan for four 6-storey buildings, yet the possibility of one or more buildings being 12 storeys was only mentioned on the website and at the in-person meeting—this lack of transparency is concerning.

The in-person meeting on October 8th was particularly disappointing:

- As noted in the OCP section, some of the information presented appeared to be inaccurate or potentially misleading.
- Representatives from Polygon and their engineering consultant did not seem genuinely interested in community feedback. Their demeanor suggested the meeting was a formality, with little intention to incorporate public input.
- I observed no effort to document the concerns raised by attendees. For instance, when asked about traffic impacts, the response was dismissive—consisting of vague platitudes and shrugs, implying that these issues would somehow resolve themselves, or were not a serious concern. .
- You were the only representative from the District of North Vancouver (DNV) present. No other staff appeared to be there to listen or engage with the community.
- It would have been extremely helpful to have DNV staff available to provide information on key topics such as:
 - Roads and transportation, including transit planning
 - Utilities, such as electricity, water, and sewer infrastructure
 - Community amenities, including schools and recreation centres
 - Public safety, including police, fire services, and emergency planning

Summary

I strongly encourage the District to require Polygon to make substantial changes to the proposed development before granting any further consideration or approvals. At a minimum, the following adjustments should be made to better align the project with the OCP, and community needs and values:

Reduce Building Height on Draycott Gardens Portion

Limit the height of buildings on the Draycott Gardens section to a maximum of 4 storeys, to meet the zoning requirements, better reflect the surrounding residential character and reduce visual and environmental impact.

Improve Site Layout and Community Integration

Redesign the site to provide a more gradual transition to neighbouring homes, and ensure greater public access to green spaces and meaningful community amenity contributions.

Increase On-Site Parking

Expand parking capacity for both residential and retail uses to prevent overflow into surrounding streets and reduce traffic congestion.

Clarify Affordability Plans

Provide detailed information on the planned affordability of strata units, market and non-market rentals, and retail spaces, including pricing and eligibility criteria.

Align Rental Mix with District Housing Needs

Ensure the proportion of market and non-market rental units reflects the District's Housing Needs Report and supports long-term affordability and housing diversity.

Maintain Multiple Access Points

Retain or expand the number of ingress/egress points to the site to improve traffic flow and emergency access.

Support Existing Small Businesses

- Construct new retail spaces prior to demolition of existing ones to allow businesses to continue operating without interruption.
- Offer first priority access to current businesses at existing rental rates, to preserve Lynn Valley's unique local economy.

Respect Existing Residents' Needs

Ensure units offered to current Draycott Gardens residents are comparable in size and location to their existing homes—ideally situated away from busy streets, in quieter areas of the site.

9. Conduct Independent Impact Studies

Require comprehensive traffic and environmental impact assessments, conducted by independent experts. Polygon should also contribute to necessary road and infrastructure improvements to support both the development and surrounding neighbourhoods.

Meaningful engagement with stakeholders

As per the OCP, The Developer should be required to consult with the other municipalities on the North Shore, MetroVancouver, local first nations, Translink, and both federal and provincial departments/ministries – especially those involved in environmental protection, housing & affordability and transportation & infrastructure. Such engagement is essential to ensure that the development is coordinated, inclusive, and sustainable, and that it reflects the broader regional priorities and responsibilities.

Enhance Green Space and Tree Preservation

Increase the amount of accessible green space, include robust native plantings, and preserve existing evergreen trees along Baird Road to maintain Lynn Valley's natural character.

I also strongly encourage the District to require a second round of public consultations once the updated development plan is available, and to make the results of independent studies and stakeholder engagement available to the public for their review. Meaningful community engagement is essential, and residents deserve the opportunity to review and respond to any changes before final decisions are made. This would help ensure that the revised proposal reflects the values, needs, and concerns of the Lynn Valley community.

Thank you for your consideration of the numerous points I have raised, and I look forward to seeing future improvements to the proposed development.

Sincerely,

Michelle King

Cc: DNV Mayor and Councillors

Sent from my iPad

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:33 PM
To: Gary T
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Gary,

Thank you for the email regarding building height, vehicle congestion and parking. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Gary T [REDACTED]
Sent: October 20, 2025 9:31 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Hi Mackenzie,

I am writing to express my concern regarding the proposed Polygon development project in Lynn Valley, specifically for the development between 3050- 3174 Baird Rd.

Like many of my neighbours, I have significant reservations about the height of the proposed development. The immediate area around the proposed development is a neighborhood mostly made up of three storey buildings. Polygon's proposed **six storey development** will double the existing building heights and will negatively affect the Baird Road's character. Given the proposed structure's height, I also expect morning to midday daylight to be negatively affected in the Winter months.

Secondly, while the development proposes to have 450 parking spaces for 408 units, from my 12 years living in the neighborhood, many residents and retail business employees will simply park on the street to avoid the added cost of buying/renting a parking space. On a near daily basis I see Lynn Valley Medical Centre's employees and customers parking on Baird Rd in an effort to skirt parking hourly restrictions. Even if Polygon's parking were free, it has been well documented that modern personal vehicles are significantly larger than the historical models and will likely not fit in a space 'conservatively engineered by Polygon's traffic engineering subcontractor. I lived in Vancouver and wrestled with traffic and limited street parking 13 years ago, I don't want to do it again.

Fundamentally, I understand the premise of a local CBD and the idea behind "build it (housing density) and they will come (local businesses)". However in this case, i) I believe that **doubling the local building height** to six storeys is **excessive**, and ii) much greater attention should be paid to **enforce affordable in-building parking** for the Polygon development to mitigate spillover onto local streets negatively affecting local residents and traffic.

Sincerely,

Gary Tosh


Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:31 PM
To: Ian McMillan
Subject: RE: Development Application: Mixed Use Project at Lynn Valley Road (1246-1268) and Baird Road (3050-3174)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ian,

Thank you for the email regarding building scale, infrastructure capacity, traffic concerns, and school crowding. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Ian McMillan [REDACTED]
Sent: October 20, 2025 8:48 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Development Application: Mixed Use Project at Lynn Valley Road (1246-1268) and Baird Road (3050-3174)

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Mackenzie Stonehocker DNV Development Planner District of North Vancouver

Subject: Concerns Regarding Proposed Polygon Development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Dear Ms. Stonehocker,

While I understand the importance of addressing housing needs in our community, this development proposal presents several serious concerns that warrant thorough review before any approval is granted. The proposed scale and timing could create substantial challenges for our neighborhood's safety, infrastructure, and overall livability.

Scale and Community Character Issues: The proposed density of 408 residential units across four six-story buildings represents a dramatic increase that seems inconsistent with Lynn Valley's established residential character. This level of density lacks appropriate transition to adjacent properties and may establish a troubling precedent for future developments. A more incremental approach to increasing density would better maintain community character while still contributing to housing supply.

Infrastructure Capacity Concerns: While the proposal includes improvements such as bike lanes and sidewalks, the fundamental issue remains that 408 new homes will generate roughly 800-1,200 additional vehicle trips each day. Our existing road network—including Lynn Valley Road, Ross Road, and connecting streets—already faces congestion challenges during busy periods. The proposed infrastructure enhancements may not be adequate to accommodate this significant traffic increase, especially when considering school and construction-related traffic.

Parking Sufficiency Issues: The proposed ratio of 450 parking stalls for 408 homes (roughly 1.1 spaces per unit) seems inadequate for our suburban setting where many households need multiple vehicles. This parking deficit will inevitably lead to spillover parking on nearby residential streets, creating persistent problems for current residents and potentially hindering emergency vehicle access.

Impact on Community Services: Adding 408 homes will substantially increase demand for local services including educational facilities, healthcare, recreation centers, and emergency services. The proposal fails to adequately address how these services will manage the considerable population increase, which could result in diminished service quality for current residents.

Lynn Valley Elementary School Overcrowding Crisis Lynn Valley Elementary is currently operating at or extremely close to capacity, making this issue particularly pressing. With 408 new residential units, we can anticipate 80-120 additional elementary school children requiring enrollment. This influx would result in:

- **Immediate overcrowding** necessitating portable classrooms that diminish playground and outdoor educational space;
- **Increased class sizes** that may negatively impact educational quality for all students;
- **Possible boundary adjustments** that could require existing families to transfer schools;
- **Dramatically increased school-related traffic** that exacerbates current safety issues.

Critical Traffic Safety Concerns: The school overcrowding issue compounds existing traffic safety problems. Presently, hundreds of students from local schools utilize roads such as Baird Road and Ross Road as their main pedestrian routes. These roads are narrow, single-lane thoroughfares without sidewalks that were intended for light residential traffic, not heavy vehicle use.

The convergence of construction traffic, additional residential traffic, and increased school-related traffic on roads without adequate pedestrian infrastructure poses serious safety threats, especially to children.

Construction-

Related Disruptions: The extended construction period will generate significant community disruption including noise, dust, traffic delays, and safety hazards. The construction impact on local businesses could be substantial, potentially threatening the long-term sustainability of our neighborhood commercial district.

Rather than opposing development entirely, I recommend these adjustments:

1. **Scale Reduction:** Consider a phased development with shorter buildings (3-4 stories) and fewer units to better align with infrastructure capacity and community character;
2. **School Capacity Planning:** Mandate comprehensive school capacity evaluation and secure funding for concrete solutions prior to development approval;

3. **Comprehensive Traffic Safety Assessment:** Require detailed traffic impact studies including school peak periods, with mandatory safety enhancements (sidewalks, traffic calming) completed before construction commences;
4. **Construction Traffic Routing:** Establish alternative access for construction vehicles to avoid residential roads used by student pedestrians;
5. **Enhanced Parking Requirements:** Increase parking ratios to prevent residential street overflow parking problems;
6. **Infrastructure Sequencing:** Ensure promised infrastructure improvements are completed before construction begins rather than simultaneously;
7. **Expanded Community Consultation:** Provide additional meaningful opportunities for resident input on design and mitigation strategies.

While I support responsible development that helps address housing challenges, this proposal in its present form creates risks that could seriously affect our community's safety and quality of life. The combination of an already overcrowded elementary school and insufficient pedestrian infrastructure raises particular concerns for families with school-age children.

I encourage a revised approach that addresses infrastructure and school capacity limitations while reducing the overall project scale to something more appropriate for existing community capacity. The objective should be sustainable development that improves rather than burdens our neighborhood. I hope the community can work collaboratively with Polygon and the District to develop a proposal that better balances housing objectives with community infrastructure capacity and resident safety. I would welcome a response detailing how the District plans to address these traffic, safety, and infrastructure challenges related to this development proposal.

Please accept this email as a formal letter in response to the residential application for development of 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

Respectfully,
Ian McMillan

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:30 PM
To: Adelena Perfonic
Subject: RE: Polygon Development 395 - Comment Sheet

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Adalena,

Thank you for the PIM sheet with feedback regarding vehicle congestion and pedestrian safety. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Adelena Perfonic [REDACTED]
Sent: October 20, 2025 7:40 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Polygon Development 395 - Comment Sheet

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Please see attached comment sheet from the Public Information Meeting regarding Polygon Development 395.

Adelena & Darin Perfonic

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:28 PM
To: Lyle Vallie
Subject: RE: Feedback on Polygon development at Baird and Lynn Valley road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Lyle,

Thank you for the email regarding vehicle congestion and access, the difference in access to a parkade compared to the current surface parking, and stormwater management / environmental protection. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Lyle Vallie [REDACTED]
Sent: October 20, 2025 7:19 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Feedback on Polygon development at Baird and Lynn Valley road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello DNV Development,

I am writing to voice my opposition to the proposal.

The access to the site seems absurd. Daily, Ross road is backed up in this area from the McDonald's drive through, and there are already many people living in the nearby homes walking to and from Lynn Valley centre. The idea of rerouting all the commercial traffic (which currently uses the entrance and exit onto Lynn Valley Road), as well as 376 new homes worth of cars onto Baird street sounds like an accident waiting to happen to me. It will make for worse pedestrian safety and frustration for all the immediate neighbours who have already invested in this area.

It seems like anyone attempting to try and visit these refreshed commercial entities would find it so difficult to get into and out of the underground parkade, that they would likely park in the Lynn Valley centre mall parking lot, and cross the street from there.

As well, the current space has above-ground parking. This means that during the summer months, when tourists are visiting Lynn Valley for its natural beauty and world class mountain biking, then can pull smaller RVs into the parking lot to visit the restaurants and liquor store after coming down from the mountain. These users will no longer be able to patronize the replacement businesses. (Without parking across at the mall of course)

I am also curious about the proposed parklet in the centre? Will it be private and gated? Or possible for patrons of the on-site businesses to enjoy?

As well, I'm concerned about the lack of permeable surfaces, and building a two storey underground parkade right next to Hastings creek in the DPA streamside protection area. Such a large development will certainly impact the creek during its construction, as we've seen with other large developments (Argyle highschool) near this salmon bearing creek. I would love to be proven wrong if this development does go ahead, but I have little faith in developers to manage their sites in a manner suitable for our environment.

Thank you for your consideration,
Lyle Vallie

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:27 PM
To: Tara Griggsmiller
Subject: RE: Application for mixed use development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Rd

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Tara,

Thank you for the email regarding vehicle congestion and parking, pedestrians and sidewalks, and alternate access routes. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Tara Griggsmiller [REDACTED]
Sent: October 20, 2025 6:57 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Fwd: Application for mixed use development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Rd

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

October 20, 2025

To:
Mackenzie Stonehocker
DNV Development Planner
District of North Vancouver

Subject: Concerns Regarding Proposed Polygon Development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Rd.

and Traffic Impact on Baird Rd, North Vancouver.

Dear Ms. Stonehocker,

I am writing as a resident of Baird Rd to express serious concerns about the proposed new development by Polygon in our neighborhood. While we appreciate the need for thoughtful urban growth, the current plan of this development will significantly disrupt traffic flow and create unsafe conditions on streets that were never designed to handle high volumes of vehicles.

Baird Rd, as it initiates off of Ross Rd, is a narrow, single-lane roadway with no sidewalks, designed for light local traffic rather than high-volume use. It currently serves as a main pedestrian route for students from Argyle High School, particularly during the morning commute, lunch breaks, and after-school periods. Each school day, hundreds of teenagers walk this route—many in groups of 5 to 10, that already share limited space with passing vehicles. With vehicles and pedestrians already sharing the same limited space, the addition of construction and future residential traffic from this development will further compromise safety and accessibility.

Introducing construction activity and, eventually, increased vehicle access to the new Polygon development will greatly intensify congestion on this already constrained road. Delivery vehicles, trades traffic, and future resident cars will have no safe place to pass or park, leading to inevitable blockages and hazards.

Most importantly, the proposed traffic increase will endanger students and pedestrians who currently rely on this street as their primary walking route. The lack of sidewalks and limited sightlines leave no margin for error. Adding construction and resident traffic to this environment could have serious safety consequences.

I respectfully urge the City and the development team to reassess the access and traffic plans associated with this project. Specifically, I ask that the City:

1. Conduct a comprehensive traffic and pedestrian safety assessment of Baird Rd and Ross Rd including peak school hours. Provide your findings to the neighborhood occupants, Polygon

construction, and to the planners involved in the development permitting process. Discuss with all parties what options can be considered when accessing the property.

2. Explore alternate access routes for the parking of the 400 residential units to minimize impact on existing residential streets.
3. Prevent construction vehicle access on Baird Rd or Ross Rd if development proceeds.
4. Require sidewalk installation on Ross rd and Baird rd. traffic calming, or construction access hours if development proceeds.

We value our neighborhood's safety and livability, and we hope the City will ensure that new developments integrate responsibly within existing residential infrastructure.

Thank you for considering these concerns. I would appreciate a response outlining how the City intends to address traffic and pedestrian safety in relation to this proposal.

Please accept this email as a formal letter in response to the residential application for development of 1246-1268 Lynn Valley Road and 3050-3174 Baird Rd.

Sincerely,
Tara Griggsmiller

A large black rectangular redaction box covering the signature and any handwritten notes or dates that might have been present.

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 24, 2025 1:25 PM
To: Alan McCammon
Subject: RE: Initial submission/request: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Alan,

Thank you for the email regarding the public engagement process, lack of a preliminary application, and comments on the proposal regarding building height; vehicle access, traffic and parking; and potential contamination. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

For the timeline/FOI issue and your suggestion to post materials on the website, I will bring this issue to my manager for further consideration. In the meantime, please know that we do accept submissions from the public throughout the entire rezoning process, though it's ideal to submit feedback during (or close to) the public engagement period.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: Alan McCammon [REDACTED]
Sent: October 20, 2025 2:45 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Initial submission/request: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mackenzie,

Please see my letter of today's date, attached.

I look forward to DNV's response.

Regards,
Alan McCammon

Mackenzie Stonehocker

From: Lori Fillo [REDACTED]
Sent: October 22, 2025 9:00 AM
To: Mackenzie Stonehocker
Subject: Re: Polygon Development Baird Road Real Concerns - Thanks

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mackenzie,

Thank you for taking the time to answer my question, this makes sense. This proposed development of 4 residential 6 story buildings (RS-5) is in alignment with the current OCP but Polygon will need to request an amendment to the OCP to build one or more 8-12 story buildings (RS-6) facing Lynn Valley road - in which the DNV is allowed by the province to hold a formal public hearing. I am guessing this is because level 6 developments are usually built around major transit hubs like Phibbs Exchange or Capilano. It is all very complicated to balance development, with community needs, the cost of building and providing sufficient family owned / rental attainable accommodation in the area.

Thanks, and I will keep my eyes on the DNV site to watch for any more public hearings in relation to this development.

Have a good day.

Lori

From: "Mackenzie Stonehocker" <stonehockerm@dnv.org>
To: "Lori Fillo" [REDACTED]
Sent: Tuesday, October 21, 2025 2:24:37 PM
Subject: RE: Polygon Development Baird Road Real Concerns

Hi Lori,

Thanks for the email. Yes, you're correct that the proposal will evolve before it gets to Council, based on public engagement, staff comments, Advisory Design Panel, etc. The amount of revision varies quite a bit from project to project.

You're generally correct about large projects typically going through a public hearing process at Council, but there's some fine print:

- Recent updates to the Local Government Act mean that *if a residential proposal is in alignment* with the Official Community Plan (OCP), then Council is actually prohibited from holding a public hearing.
- However, Polygon is requesting an amendment to the Official Community Plan (to increase the OCP designation of the Draycott Gardens property from Residential Level 5 to Residential Level 6) – as long as the proposal requires that OCP amendment, it is *not* in alignment with the Official Community Plan, so a public hearing would be required.

Due to provincial legislation, [the District is currently going through an OCP update](#), but after last night's Council meeting, it looks like the 'new OCP' would keep the same OCP designations for these properties (therefore the project would still require an OCP amendment, and therefore a public hearing).

I hope that makes sense; it's a bit complicated in terms of how the legislation applies...

Thank you,

Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Lori Fillo [REDACTED]
Sent: October 20, 2025 4:02 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Re: Polygon Development Baird Road Real Concerns

Hello Mackenzie,

From what I understood from the public information session on Oct.08, Polygon's plan could change between what they presented and their final development proposal based on several factors (DNV Planning department's feedback/direction, etc.).

With the size of a project like this, can we expect that there will be a Formal Public Hearing where the community can view Polygon's final proposal and ask questions before things move forward. I am asking only because it wasn't clear on the website.

Thanks,

Lori

From: "Mackenzie Stonehocker" <stonehockerm@dnv.org>
To: "Lori Fillo" [REDACTED]
Sent: Monday, October 20, 2025 2:16:27 PM
Subject: RE: Polygon Development Baird Road Real Concerns

Hello Lori,

Thank you for the email regarding tree removal, traffic, parking and pedestrian safety. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,

Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Lori Fillo [REDACTED]
Sent: October 20, 2025 12:50 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Polygon Development Baird Road Real Concerns

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

[REDACTED]; I too am deeply concerned about the plan for a project of this scale and its impact on livability and nature (with all 92 on-site trees are scheduled for removal) of the surrounding neighborhoods. Increasing the housing density and number of vehicles in the area by a least 10 times when the existing infrastructure, roads and parking can barely support the current population seems like a recipe for disaster.

The current plan shows only one entrance to this entire housing/commercial off of Baird Road how with this be workable and safe with an increase of 400-800+ residents in a condensed area? This entrance on Baird and Ross road is currently too narrow to support to support 2-way traffic, not to mention the hoards of school kids that walk down the centre of this road at lunchtime and after school.

And I wondering if the developer is only providing 0.93 of a parking space to residents where are the other cars going to park in our neighbourhood?

Residents like myself aren't against responsible development in our area, but we are not happy when we feel like we don't have a say when there appears to be a lack of smart planning and consideration for the current residents.

I hope the District of North Vancouver will work at planning growth within the district to ensure it aligns with the community's vision for a sustainable and livable future.

Thanks,

Lori

Mackenzie Stonehocker

From: Bertrand Lamaison [REDACTED]
Sent: October 21, 2025 11:56 AM
To: Mackenzie Stonehocker
Subject: Re: Public Information meeting - Comment Sheet

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you very much Mackenzie.

Sincerely,

Bertrand

On Mon, Oct 20, 2025 at 3:00 PM Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Oops, I'm sorry for missing the first R in your name.

From: Mackenzie Stonehocker <stonehockerm@dnv.org>
Sent: October 20, 2025 2:01 PM
To: Bertrand Lamaison [REDACTED]
Subject: RE: Public Information meeting - Comment Sheet

Hello Betrand,

Thank you for the email regarding building scale, traffic congestion and parkade access. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Bertrand Lamaison [REDACTED]
Sent: October 19, 2025 9:32 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Public Information meeting - Comment Sheet

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Applicant: Polygon Development 395 Ltd.
Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
Application for a commercial residential mixed-use development

Dear Mackenzie,

I am writing to share the concerns of our family regarding the proposed development project located at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road. We are residents directly impacted by this proposal [REDACTED]

[REDACTED] we researched the existing zoning bylaws (specifically DNV Bylaw 3210) to ensure the stability and character of the neighborhood. Our primary concerns, which we respectfully request be addressed and fully considered, are detailed below.

1. Project Scale and Zoning Compliance

We are deeply concerned about the size of the proposed buildings. Our understanding was the area designated for this development was previously zoned RM3, which limits structures to a maximum of 4 storeys or 40 feet in height. The current proposal for 6 storeys significantly exceeds this established limit. In our opinion, this substantial increase in density and height contradicts the neighborhood's existing development expectations and the harmonious housing character that attracted us, and likely many others, to this location.

2. Commercial Component and Neighborhood Impact

The proposed inclusion of 27,000 square feet of commercial space is alarming. While mixed-use developments are beneficial, a commercial area of this scale will inevitably draw a large volume of non-residential traffic, resulting in increased noise (higher operational and delivery noise throughout the day and evening) and a significant surge in vehicular traffic beyond what the local infrastructure can handle.

3. Critical Safety Hazard: Parkade Access on Baird Road

Our most pressing concern involves the proposed parkade access connecting directly to Baird Road. This road is already exceptionally narrow, barely accommodating two vehicles passing simultaneously. Introducing a constant stream of resident and commercial traffic via this access point will create a severe and unacceptable safety hazard. Baird Road is not designed for high-volume traffic associated with a development of this scale. And Baird Road is heavily utilized by students and young children walking to and from school (especially Argyle). The added traffic volume and complexity of a parkade entry/exit on such a narrow road will directly endanger pedestrians and compromise the safety of our family neighborhood.

4. Existing Traffic Congestion

The immediate consequence of diverting new traffic onto Baird Road is its funneling effect toward the main thoroughfare. Traffic seeking access to Lynn Valley Road currently relies on Ross Road, which is already prone to congestion during peak hours. Adding the vehicular load from a six-storey residential and commercial complex will exacerbate current congestion issues, severely impacting local accessibility.

We purchased our home here specifically because it is a family-oriented, non-through traffic area. This project, particularly the Baird Road access, threatens to fundamentally undermine the quality of life, safety, and tranquil nature of our community.

We respectfully ask the District of North Vancouver to thoroughly reconsider the scale of this project, the size of the commercial component, and, most importantly, the hazardous parkade access location on Baird Road. What opportunities will be provided for residents to engage further in the review process?

Thank you for your consideration

Sincerely,

Bertrand Lamaison

A solid black rectangular box used to redact the signature of Bertrand Lamaison.

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 2:16 PM
To: Don Harder
Subject: RE: Polygon Development comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Don,

Thank you for the email regarding the architectural style, suggestion of upper floor setbacks, and traffic congestion combined with large numbers of pedestrians. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, using the MyDNV portal (<https://www.dnv.org/what-is-mydvn>), you can sign up to 'watch' the webpage for this application (<https://www.dnv.org/business-development/1246-1268-lynn-valley-road-and-3050-3174-baird-road>) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner

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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sk̓wxwú7mesh úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

-----Original Message-----

From: Don Harder <[REDACTED]>
Sent: October 19, 2025 11:02 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Polygon Development comments

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms Stonehocker,

Thanks for providing the opportunity for the public to comment on this project.

Positive comments first..

I like how the buildings look. The materials and colour schemes are varied and interesting. The strong vertical and horizontal lines keep the buildings from looking like long boring slabs. The darker colours at the upper floors will help offset the effect of the building's height. It is tough to make large buildings look interesting, but I think the design team has done a good job with this project.

I like the look of the commercial / retail areas. Pedestrian traffic is missing from Lynn Valley road. This development will provide another site similar to the very successful Library Square.

Concerns..

[REDACTED]
[REDACTED] A six story building on the property line along the lane will be devastating to our garden. A further setback would certainly help. Losing one story would certainly make a difference to the shade issue. If there was a way to setback the upper floor, that too would make a big difference.

Impossible issues..

The traffic access to the entire site via the alley off Baird Road is a huge problem.

Baird is a narrow road, filled with kids from Argyle three times a day. These kids walk in great clumps, totally oblivious to traffic.

Four hundred suites and various commercial sites with service vehicles all traveling on Ross Road, Baird Road, and a narrow lane is fraught with trouble. Currently the traffic along Ross Road has to get past the unruly lineup for the MacDonalds drive-through. A friend in the neighbourhood calls it the MacDonald's Labyrinth. It is a totally unrealistic and dangerous plan.

Change is always difficult, but if a community is to grow, change needs to happen.

Indeed, we can't stop change just because it affects the aesthetics of our personal space. But, we can lobby for sensible buildings and safe traffic.

Thanks again for the opportunity to pitch in some thoughts on this issue.

Don Harder

[REDACTED]
(Yes, you can provide my comments to the applicant)

Sent from my iPad

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 2:07 PM
To: BL M
Subject: RE: Polygon Development 395 Ltd

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Brian,

Thank you for the email regarding vehicle congestion and parking, the suggestion of traffic calming, pedestrians and sidewalks, and parkade security. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: BL M [REDACTED]
Sent: October 18, 2025 12:41 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>; Mayor's Office DNV <mayor@dnv.org>
Subject: Polygon Development 395 Ltd

I am sending this email as my comment sheet to voice my opinion on aspects of this development.

Has a traffic study been made of the neighborhood ? That being east of Fromme Rd. between Ross Rd and Ronayne Rd.(the complete neighborhood that provides access & egress . There was no mention of street parking at meeting . Why ? With 27,178 square feet of commercial space residents would appreciate resident only parking. Parking has been a struggle over the past few years. Where will the service and supply trucks and sanitation trucks be going to at this development ?

There is a parcel of land at the corner of Baird Rd and Ross Rd. What about that development ? Where will the access to that property be ? It is most likely to be 6 story building. I don't believe the district will restrict the height of that development to a single story. Too much money was paid for that property, it won't be a strip mall.

How will access from Lynn Valley Rd to Ross Rd be changed ? That left and right turn is a total bottle neck at rush hour. What about another 200 cars ? What can you do to change that...it's going to be a problem especially with the McDonalds drive thru line ups. So now the rest of the other quiet streets suffer from the traffic. No sidewalks on Ronayne Rd and the last 2 blocks of Baird Rd leading to Argyle Secondary School.

The sidewalks in front of the odd numbered Condo complexes on Baird Rd are terrible. They may as well be cobblestones . They don't drain when it rains, they are hard to clear when it snows. They then freeze. The elderly , people in wheelchairs or using crutches walk on the street. The McDonalds building has Dentist offices, physio therapy clinic, a Drug store ,a LIFELABS and a Medical Clinic. The poor quality sidewalks are a terrible inconvenience for everyone !

The students from Lynn Valley Elementary and Argyle Secondary use Baird Road to go to and from school . It's a large number of students who don't use the sidewalks at all. As well as walking the students use skateboards, scooters, E bikes, motorcycles and cars on this same street. With added traffic from development the chances for an accident are very much increased.

neighborhood. Due to traffic calming on Fromme Rd visibility - sight lines are poor. The parked cars are too close to the corner to see oncoming traffic or the gardens in the bumpouts are obstructing the sight lines. This is a problem as traffic on Fromme Rd has very much increased before and after school hours.

I have a suggestion for Planning Department for Baird Rd. If you were to cul-de-sac Baird Rd North of the driveway into the new complex it would keep the neighborhood traffic at present levels and keep Baird Rd walking friendly.

What kind of security will the new underground parking have ? The New Library parking lot had people living in their cars. Other complexes like Library Lane have high crime now with break & enter into condos and parked cars ! With all the gardens and greenbelt in and around the new complex how will you combat homeless people from living there ? Our neighborhood has had problems before with people living in their cars and motorhomes .

Who is the dedicated point of contact for the neighborhood during construction and post construction ? There will definitely be issues like noise, muddy roads, dirt and airborne dust ! As well safety issues with children getting near equipment .

Where is the plans showing footprint of the buildings in relation to the rest of the neighborhood ? Pictures and renderings are great but they are not the actual drawings of placement of foundations, driveways and street parking. It would alleviate some anxiety . I have found that other developments on Baird were not exactly as explained in the proposals. There were omissions and no one knew about changes until they were being built. What variances have Polygon asked for ? I know the DNV will be receiving a lot of tax revenue from this project. Please don't ignore the surrounding neighborhood.

With this higher density population what new infrastructure will there be for TRAFFIC in and out of Lynn Valley. We are all held hostage by traffic as we have 3 to 4 routes out of LV which are all blocked due to BRIDGE TRAFFIC !!! Ambulance and Fire response are most important why is there no east to west corridors that do not go to a bridge crossing ? The Dempsey connector is great to Capilano but it should fly over Lynn and Seymour rivers and continue to at least above Parkgate.

Thank you
Brian Musgrave



Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 2:02 PM
To: Liad Negev
Subject: RE: Community Concerns Following Public Information Meeting on October 8, 2025

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Liad and Patrick,

Thank you for the email regarding parking and traffic, tree preservation, and the real estate market. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Liad Negev [REDACTED]
Sent: October 19, 2025 9:32 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Community Concerns Following Public Information Meeting on October 8, 2025

To Whom It May Concern,

Following the in-person public information meeting held on Wednesday, October 8, 2025, we would like to share the following concerns raised by members of the community:

1. Parking

With 408 residential units planned and a total of 450 underground parking stalls proposed, this allocation allows for only one stall per unit, with the remaining stalls designated for commercial use. Given the already limited availability of street parking in the surrounding area, this will result in significant overflow onto neighboring streets which is already exceeding the capacity of available spots.

2. Traffic Flow

Baird Street is currently a high-traffic area due to existing residential developments, visitors to Lynn Valley Centre, high school drop-off/pick-up, and a large number of pedestrians—particularly students from the nearby high school. The addition of 408 new units could further strain the current traffic infrastructure and raise safety concerns for pedestrians and cyclists.

3. Environmental Impact – Tree Preservation

We are particularly concerned about the mature trees lining Baird Street. These trees not only contribute to the neighborhood's character but also provide environmental and wildlife value. We urge careful consideration of how the development will impact these trees and whether preservation measures can be implemented.

Lynn Valley previously was a home for a small population of bald eagles. However, due to rising urban density and increased traffic, sightings have become increasingly rare, raising concerns about the impact on local wildlife habitats. Some of the trees that previously served as nesting sites for the bald eagles are located within the proposed development area.

4. Current Real Estate Market Conditions

The North Shore is presently experiencing a saturation of both condos for sale and rental properties. Introducing an additional 408 units may exacerbate this issue, potentially leading to prolonged vacancies and impacting housing values in the area.

Here are some references:

<https://www.realestatenorthshore.com/stats/>

<https://lynnvalleylife.com/news-events/lynn-valley-real-estate-market-analysis-september-2025-1>

We will be happy to meet and discuss the above further. Thank you in advance for your time and consideration.

Best regards,

Liad Negev and Patrick Kerr



Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 2:00 PM
To: David Lee
Cc: Julie M Coles; Lisa Muri
Subject: RE: Public Information Meeting - Polygon Development 395 Ltd. 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd - Application for a Commercial Residential Mixed-Use Development

Follow Up Flag: Follow up
Flag Status: Flagged

Hello David and Julie,

Thank you for the email with a list of issues (e.g. architecture, transportation and public process), questions, and recommendations. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to ‘watch’ the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the *səlilwətał* (Tsleil-Waututh), *Sḵwxwú7mesh* *Úxwumixw* (Squamish), and *xʷməθkʷəy̓əm* (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: David Lee [REDACTED]
Sent: October 19, 2025 8:52 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: Julie M Coles [REDACTED]; Lisa Muri <muril@dnv.org>; Newsroom, North Shore News <editor@nsnews.com>
Subject: Public Information Meeting - Polygon Development 395 Ltd. 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd - Application for a Commercial Residential Mixed-Use Development

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Mackenzie Stonehocker, Mayor and Council,

Hi Mackenzie,

Thank you for taking the time to meet and discuss the proposed development at 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd during the in-person public information meeting held on October 08, 2025. Julie and I would like to express some of our additional concerns and request additional clarification on various issues as outlined in the attached PDF and duplicated in the email below.

We look forward to hearing from Mayor and Council, DNV Development Planning Department and the various other levels of Government, Regulatory Agencies, Authorities and Special Interest Groups on the Application for a Commercial Residential Mixed-Use Development at the captioned addresses.

Sincerely,
David Lee and Julie Coles
[REDACTED]
District of North Vancouver

We are writing to formally express my concerns regarding the proposed Polygon development projects in Lynn Valley, particularly the site at Lynn Valley Mall and Draycourt Gardens—and the broader implications of these and other developments for the Lynn Valley community.

1. Summary of Concerns Regarding The Proposed Development:

1. Transparency and Public Consultation

We were deeply disappointed that elected representatives from all levels of government (Federal, Provincial, and Municipal) were not present to address public questions and concerns during the recent in-person consultation session. Conflicting information across various platforms—leaflets, signage, presentation boards, and online documentation—has caused significant confusion about the nature and scope of the proposed developments.

It is vital that the public receives consistent, accurate, and comprehensive information to properly evaluate and respond to these proposals. We respectfully request that the District ensure a unified, updated summary of the project be released, and that a follow-up public consultation be conducted to allow for proper review and engagement.

2. Impacts of Increased Density and Height

Like many residents, we have serious reservations about the scale and density of the proposed developments. The area surrounding the proposed development is a neighborhood prized for its character, natural beauty, and community feel—qualities that are threatened by the construction of 4 x 6-storey buildings in an area predominantly of single-family dwellings and low-rise buildings such as 2 and 3-storey townhouse buildings and 4-storey office buildings.

The proposed scale raises numerous concerns:

- Overburdening infrastructure such as roads, public transit, schools, and utilities.
- Long-term construction noise, dust, and disruption.
- Aesthetic and environmental degradation.
- Risk of losing the very character that makes Lynn Valley a desirable place to live.

Due to various social and economic factors the housing markets has slowed, and the pace of sales has dropped leading to more homes sitting on the market, increasing the number of active listings. Currently estimated at more than 2,500 units (potential more based on how active / available units are currently determined).

This suggests that this is an affordability issue and not an availability issue. Housing prices remain relatively high when compared to incomes which mean a large portion of the population cannot afford to buy or sell.

Like many residences we have questions and concerns over how adding additional units to Lynn Valley will solve the housing crisis as there is a commonly repeated yet unproven assertion that increasing density will lead to affordability. However, the data indicates that affordability remains elusive despite rising unit counts.

3. Environmental and Wildlife Protection

Lynn Valley is known as a mountain biking, hiking destination, and for easy access to the local unspoiled forested area which consists of Lynn Canyon Park (approximately 250 hectares (620 acres) of land area) and various smaller parks in and around the Lynn Valley area.

The proposed development is also adjacent to critical natural areas like Hunter Park, various public trails, and Hastings Creek, home to a wide array of flora and fauna, including species at risk such as the Northern Saw-whet Owl and Western Brook Lamprey, and endangered species like the little brown myotis (bat).

Many of the mammals such as bears, skunks, raccoons, and even deer, although less frequently seen, can be found wander the neighborhood in search of food. As people push further and further into their habitat through development and densification it not only puts people at risk, but also the various birds, fish, mammals and flora and fauna at risk.

Residents asked reasonable questions regarding environmental protections and the responses were vague or dismissive and include:

- The 30 m streamside protection will be provided as required by Department of Fisheries and Oceans (DFO).
- The existing trees on the site will be cleared to allow for the development.

This lack of clarity is deeply concerning, especially given the potential for long-term harm to:

- Local ecosystems and wildlife corridors.
- Stream and watershed health.
- Tree canopy and biodiversity.
- Risks associated with wildland-urban interface fires.

Lynn Valley's diverse eco-systems, helps to drive tourism through hiking, mountain bike, easy access to local parks, and the film and television industries. The importance of the unspoiled forested area, streams, lakes, hiking trails provides an escape for residence and visitors alike and helps to support local business.

The District has a responsibility to ensure that meaningful, science-based environmental protections are prioritized and that all environmental studies and consultations (including those with First Nations; federal, provincial, and local agencies) are made publicly available.

4. Traffic Management and Parking

Current street conditions in areas like Baird Road, Ross Road, 29th Ave, 27th Ave and Fromme Road and Sunnyhurst Road are already strained. These roads serve not only as residential access points but also as school routes, community gathering spaces, and overflow parking zones.

Currently the two sites are accessible by vehicular traffic by four different access points. Two of the access points are off Lynn Valley Road and serve the existing Lynn Valley Mall site, and two of the access points are off Baird Road and serve the 32 rental units at the existing Draycourt Garden. The southern most access point (existing lane) off Baird Road all provides service / delivery vehicle access to Ross Plaza (existing commercial building to remain).

Under the proposed plan, all vehicular access—including service and delivery—would funnel through a single lane off Baird Road, a configuration that is shortsighted and entirely unsuitable.

The intersection of Ross Road and Lynn Valley Road presents its own unique challenges as the primary access points for 1200 Lynn Valley Rd, including the MacDonalds Drive-thru are off Ross Road. The section of Ross Road east and west of Baird Road are typically congested by vehicles waiting to use the MacDonalds Drive-thru.

Ross Road, 29th Ave, 27th Ave and Fromme Road also serves as alternate routes for those trying to avoid backlogs on Lynn Valley Road and Mountain Highway during rush hour.

Baird, Sunnyhurst, and Harold Roads, and the laneway between Baird and Sunnyhurst also serves as a primary pedestrian route for students attending Argle Secondary School, and Lynn Valley Elementary School. At various times throughout the school days (morning, lunch and end-of the school day) the

roads become so congested by pedestrians (students and parents alike) that vehicles are unable to traverse the neighborhood.

Baird Road also serves as a secondary vehicle access route for those parents the drop-off and pick-up they children from school via the foot bridge located at the cul-de-sac at the end of Baird Road next to Hastings Creek.

More importantly Baird Road and the laneway between Baird and Sunnyhurst Road and the intersection of Baird and Harold Road serves as a place of community gathering for the neighborhood. It is:

- an un-official bike route and pedestrian route, due to the low traffic volume, for those traversing Lynn Valley,
- a place of gathering for family, friends, cyclists, dog walkers, alike,
- a play area (e.g. hockey, basketball, etc.) and ad-hoc rest area for local children and parents.

Because this is a low traffic area many of the of the noted activities occur with minimal supervision and children can be seen safely “whizzing” up and down the roads, and lanes on their bicycles, and scooters. School children, children, cyclists, dog walks and pedestrians will lose their gathering places and sense of community as parking demands and street traffic increase in the neighborhood. There is also a likely hood of increase motor vehicle accidents involving pedestrian, cyclist, and other vehicles. The increased parking and traffic demands may also impact emergency response to the area.

Additionally, parking projections appear severely underestimated. Information provided as part of the mail-out indicates parking for approximately 450 vehicles. During the public presentation it was indicated that there would be one parking stall for each residential unit (e.g. 408 parking stalls), so it is assumed the remaining parking (e.g. 42 parking stalls) would be residential visitor parking and/or commercial parking

Based on average vehicle ownership in the region. A subsequent internet search for the average number of vehicles per household in Greater Vancouver Areas indicates the average number of cars per household approximately 1.56 vehicles. Based on the 408 residential units proposed for this development a total of 637 additional vehicles would be expect ($408 \times 1.56 = 637$).

There are no clear statics on the number of parking stall typically required for commercial spaces (e.g. retail, office). However, If the number of parking stalls required for commercial spaces (e.g. staff, patrons, etc.) and visitors is similarly undervalued and should be increased by a similar percentage then a total of parking stalls required for the commercial space would be 66 (42×1.56).

Based on the above a total of 703 parking spaces would be required for the proposed development. Currently there may be a shortfall of over 250 parking stalls. This will inevitably push more vehicles onto already full residential streets, endangering children, pedestrians, cyclists and wildlife.

Residents have asked reasonable questions regarding about the parking and traffic issues along with impacts due to increased-on street parking, delivery vehicle access, increase traffic (e.g. congestion, rush hour, etc.), public safety and emergency access to the area.

The traffic engineer indicated that he had advised that he had visited the area on a couple of occasions and his response received were vague, inconclusive, and laissez-faire in nature. Based on discussions with various people in attendance examples of the responses included:

- I don't foresee any issues.
- It will work itself out.
- Just use public transit.
- Find other ways / times to commute / travel.
- People (e.g. Local residence, or people that live outside Lynn valley, but work in Lynn Valley) can just change when they leave for work to avoid the issue(s).

This area of Lynn Valley, along with many other areas, currently struggles with at capacity street parking and large pockets of localized traffic congestion. The District has a responsibility to ensure that meaningful, science-based responses. Responses, such as those noted are insensitive to the needs of the residence and the community. It suggests that the DNV has adopted a policy or attitude of letting things take their own course, without interfering (e.g. things will just work themselves out), or considering the public.

5. Highway 1 and Regional Traffic Impacts

Currently there are three (3) ways for residence to leave Lynn Valley should they need to head to areas outside Lynn Valley (e.g. Burnaby, Vancouver, Surrey, Wet Vancouver, etc.). These include Mountain Highway, Lymm Valley Road and 29th Avenue. These three routes converge on Highway 1 or are impacted by traffic using Highway 1.

Highway 1 on the North Shore experiences significant traffic issues, including chronic congestion during rush hours, frequent accidents, and delays from construction and roadwork. The eastern portion of the corridor, particularly the eastbound direction towards the Ironworkers Memorial Bridge, is heavily congested, and local trips on the highway also contribute to the burden.

In addition to the local traffic issues, Lynn Valley already experiences significant traffic issues, including chronic congestion, especially during rush hours, and frequent disruptions from accidents and construction. The area suffers from gridlock on major roads like Mountain Highway and Lynn Valley Road, due to it being a bottleneck for both local and highway traffic, and roadwork projects.

The cumulative impact of this and other developments in Lynn Valley will significantly increase vehicle traffic—estimated at over 3,500 additional vehicles across the five medium / high density proposed sites (703 x 5 – 3515). With limited access routes and existing congestion on Mountain Highway, Lynn Valley Road, and Highway 1, residents already face chronic traffic issues, delays, and safety risks.

The North Shore transportation network is simply not prepared to absorb this kind of rapid densification without:

- Expanded public transit service.
- Improved highway interchanges and municipal road networks.
- Proactive planning to reduce car dependence while preserving emergency access and community livability.

List of Questions for District of North Vancouver Council

1. Public Engagement & Transparency

- Why was there no representation from elected officials (Federal, Provincial, Municipal) at the public information session?
- When will the public be given a follow-up opportunity to review a clarified and consistent version of the development proposal?
- Will Council commit to standardizing public information (leaflets, signs, website, presentations) to eliminate contradictions?
- Can the District commit to publishing all studies, assessments, and consultation results (e.g. with First Nations, DFO, environmental groups) before further approvals?

2. Development Scope & Density

- How does the proposed scale (height and density) of the development align with the existing Community?
- Will the District consider scaling back height/density to better match surrounding 2, 3, or 4 storey buildings?
- What justification is there for high-density buildings in a neighborhood predominantly of single-family dwellings and low-rise buildings?
- How will the project address the visual and privacy impacts of taller buildings on existing homes?

3. Infrastructure Capacity

- Has a comprehensive infrastructure capacity study been conducted (water, sewer, hydro, etc.) for Lynn Valley, factoring in all six proposed Polygon sites?
- What plans are in place to ensure schools, childcare facilities, healthcare, and emergency services can accommodate the increased population?
- Will developers be required to contribute to community amenity or infrastructure funding?

4. Traffic & Transportation

- How will the District address the increased traffic volumes through Baird Road and surrounding residential streets?
- Has a detailed traffic impact study been completed and made publicly available?
- What traffic calming and pedestrian safety measures will be introduced along Baird Road and the surrounding streets and near Argle Secondary and Lynn Valley Elementary?
- Is the single vehicular access point on Baird Road sufficient for all residential, commercial, and delivery traffic?
- What contingency is there if emergency vehicle access is obstructed?

5. Parking

- Why is the proposed number of parking stalls (approx. 450) significantly below expected demand (est. 703 vehicles)?
- What percentage of the parking will be allocated to:
 - Residential units?
 - Visitors?
 - Commercial tenants and customers?
- What strategies are being considered to protect residential street parking from overflow?
- Will Council consider resident-only parking zones or permit only parking on nearby streets?

6. Environmental Protection

- How will Hastings Creek and adjacent watershed be protected during and after construction?
- What specific measures will be taken to protect:
 - Endangered and at-risk species (e.g. Northern Saw-whet Owl, Little Brown Myotis)?
 - Tree retention and wildlife corridors?
 - Air and water quality in the area?

- What fire mitigation strategies are in place for wildland-urban interface risks?
- How will noise and light pollution be minimized to protect diurnal, crepuscular, and nocturnal species?

7. Housing Affordable

- How will the proposed development impact housing affordability in the neighbourhood?
- What is the actual number of affordable and below-market units included in the proposal?
- Will the District mandate a percentage of units be permanently affordable or protected through housing agreements?
- Is there a plan to partner with non-profit or co-operative housing organizations?

8. Highway 1 & Regional Traffic Impact

- What intergovernmental plans exist to address:
 - Congestion and bottlenecks at Highway 1 interchanges?
 - Local trips on Highway 1 due to poor municipal road connectivity?
 - Emergency response delays caused by traffic congestion.
- Are there short- or long-term plans to develop a continuous parallel municipal road network across the North Shore?
- How will public transportation be expanded in response to the population increase from all six development sites?

9. Community Identity and Quality of Life

- How is the District balancing growth and densification with the preservation of Lynn Valley's unique character?
- What efforts are being made to preserve community gathering spaces, pedestrian routes, and informal play areas like those on Baird Road?
- How will the District protect sense of community, livability, and safety for existing residents during and after construction?

Summary of Recommended Changes to Improve the Proposed Development in Lynn Valley

1. Transparency & Public Engagement

- Unify and clarify all development details across leaflets, signage, websites, and public meetings.
- Host a follow-up public consultation with clear, updated project plans and presence of elected officials from all levels of government.
- Provide public access to all environmental studies, traffic impact assessments, and consultation results with First Nations and federal agencies.

2. Scale and Density Adjustments

- Reduce building heights and density to reflect the surrounding neighborhood (primarily 2–3 storey homes).
- Limit high-rise structures in favor of mid-rise or townhouse-style developments that maintain the area's character.
- Prioritize context-sensitive design that blends with existing residential patterns.

3. Infrastructure & Community Services

- Ensure upgrades to public infrastructure (roads, utilities, schools, childcare, and transit) are planned and funded before development proceeds.
- Include expanded public amenities (e.g. parks, community centers, healthcare access) to serve new and existing residents.
- Require developers to contribute to community amenity funds or directly invest in needed infrastructure.

4. Environmental Protections

- Commit to expanding tree preservation, stream protection, and wildlife habitat especially around Hastings Creek and adjacent riparian zones.
- Implement meaningful wildlife and habitat protection plans, including for at-risk, endangered and migratory species.
- Reduce construction footprint through low-carbon building practices and site-sensitive landscaping.
- Enforce strict noise and light pollution controls during and after construction.
- Include urban-wildland interface fire mitigation measures.

5. Traffic & Parking Management

- Redesign site access to distribute traffic flow more evenly—avoid funnelling all traffic through Baird Road.
- Redesign site access so that access to commercial parking and deliveries avoids Baird Road and is accessed off Lynn Valley Road.
- Reassess parking requirements:
 - Increase total parking to match actual vehicle ownership rates (approx. 1.56 vehicles per unit).
 - Review allocation of dedicated commercial parking and visitor stalls.
- Implement traffic calming measures and improved pedestrian infrastructure, especially along Baird Road and the access routes to the nearby schools.
- Protect community gathering and play areas on low-traffic residential streets.

6. Highway and Regional Mobility

- Collaborate with Provincial and Federal governments to:
 - Upgrade Highway 1 interchanges and municipal road networks.
 - Expand public transit access and frequency to/from Lynn Valley.
 - Reduce reliance on single-occupancy vehicles by integrating multi-modal transportation options.
 - Explore a North Shore transportation plan to manage cumulative development impacts.

7. Affordable & Inclusive Housing

- Include a significant percentage of genuinely affordable units (not just market rentals).
- Partner with non-profits and housing co-operatives to deliver long-term affordable housing.
- Align unit mix (e.g. 2–3 bedroom family units) with community needs.

In Summary

We understand the need for thoughtful development and housing solutions. However, the current approach appears to prioritize density over livability, speed over sustainability, and profit over preservation. As a resident of Lynn Valley, I urge the District of North Vancouver to:

1. Mandate transparency in all communications related to proposed developments.
2. Pause approvals until thorough and independent environmental, infrastructure, and traffic studies are publicly reviewed.
3. Engage meaningfully with residents, Indigenous groups, and environmental organizations.
4. Revise development plans to better reflect the scale, values, and vision of the Lynn Valley community.

I respectfully ask that Council consider these points not as opposition to change, but as a call for smarter, more inclusive planning that protects the well-being of current and future residents.

Sincerely,

David Lee and Julie Coles



District of North Vancouver

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 1:58 PM
To: Martin Skertchly
Subject: RE: Comments and questions regarding the proposed Polygon Development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Martin,

Thank you for the email regarding traffic flow and parking, pedestrian safety, and setbacks or other transitions to the neighbourhood. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Martin Skertchly [REDACTED]
Sent: October 19, 2025 4:43 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Comments and questions regarding the proposed Polygon Development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mackenzie,

It was a pleasure to meet you at the in person public information meeting on October 8th.

Please find below my formal comments and questions regarding the proposed Polygon Development on Baird Road. I would appreciate it if these concerns are recorded as part of the public consultation process.

We are residents of 3025 Baird Road, located directly across from the proposed Polygon development on Baird Road. We are writing to express our serious concerns about the scale, design, and safety implications of this project as currently proposed.

When we purchased our home, we understood that developments along Baird Road were restricted to three storeys under Bylaw 3210 (RM3), which limits height to approximately 40 feet. The proposed six-storey (65-foot) towers significantly exceed this height, representing a major departure from existing bylaws and the established character of our neighbourhood.

Public Safety.

Very concerned for the safety of the school children who walk down the center of Baird Road daily with no consideration or awareness of the dangers. With increased traffic and no improvements or accommodation for additional cars in the neighbourhood there is an increased risk of injury or death.

Currently there are a total of four entrances/exits to this site. The number of homes is being increased by a factor of 12. There is also an increase in commercial space.

The crosswalk across Lynn Valley Road is already dangerous as a result of combining a cross walk with an intersection, where drivers entering and exiting the entrance are not always paying attention to the right of way of pedestrians. During busy periods traffic entering backs up into the intersection.

1. How will traffic congestion, traffic flow and pedestrian safety be improved by this development?
2. What is the logic in placing all the traffic flow directly onto a side street where there is a large number of children walking down the center of the road at least 4 times a day?
3. Will one entrance from a residential side street with choke points at MacDonald's/Ross Road/Lynn Valley Road and the Ross Rd/ Fromme Rd junctions be sufficient for emergency vehicles to respond to emergencies where minutes can make all the difference between life and death?

4. What changes are going to be made to ensure pedestrian safety at the crossing opposite MacDonalds?
5. What are the improvements planned as a direct result of the local population increase due to this development?

We all live in an era of reduced mental health and a social media age that promotes the normalization of violent and aggressive behaviour. We have all seen the reports of local road rage leading to injury and hospitalization. It would be very sad to see any school children or anyone else maimed or injured as a direct result of routing all the traffic onto Baird Road and forcing an increased number of people to park on side streets.

General traffic flow and local congestion.

6. What is the planned routing for vehicles to gain access to Mountain Highway? Currently the shortest, available routes involve either school zones, crossing a shopping mall or a carpark.

McDonald Drive Thru is all ready a local choke point at times the cars trying to access take out block Ross Road. With increased demand and traffic, it could soon back up onto Lynn Valley Road.

7. Will it be relocated? If not, how will this be addressed?

Turning left onto Fromme Road from Ross Road is already challenging with opposing traffic turning right and a pedestrian crossing also impeding the left-hand turn. During the school day morning rush Fromme Road gets backed up as a result of the four way stop at 29th and Fromme.

8. With the proposed increase in people and traffic how will this be mitigated?

Local area Parking.

Baird Road already serves as an overflow parking area for local businesses. Patrons and staff of The Valley Center building park on Baird Road during open hours. When parking is not available at The Lynn Valley Center parking lot the surrounding streets become a parking lot. It is common for our visitors to have to park more than a block away. Areas close to hiking and biking trails have become resident only parking streets to the benefit of those elite neighbours.

9. Will Baird Road and the other congested side streets become resident only parking?

Whenever there has been construction in the area the contractor's vehicles will also be found on side streets.

10. How will Polygon and future developments mitigate this during construction?

Supporting a proposal that has insufficient tenant parking and charges rent for it will only add to the local burden. Anyone who is struggling with the cost of living will likely try and save on the cost of renting a parking spot. Most families I know have at least two cars.

The proposal as presented does not address parking overflow or local improvements to traffic flow.

Connectivity.

11. How will the occupants of this proposed development safely cross a very busy 4 lane road, especially the elderly, handicapped and mothers and father with young children?

12. An overhead walk way or under ground connection with wheel chair/scooter accessibility would make sense. Is this part of the plan?

Building Set back.

It appears from the proposal all the existing trees will be removed and the planned set back is in line with the Covo development. Many of the existing three, four and five storey buildings in the neighbourhood have a much larger set back. If a larger set back for trees, side walk and angle parking was incorporated it would provide a better transition to a four-storey building. This creates a larger space for the growth of trees, adding shade, improving air quality, heat and CO2 absorption.

13. Why not ensure a larger set back than the adjacent three storey Covo building?

This increase would allow a better transition to the adjoining neighbourhood and incorporate angle parking to provide a slight increase in street parking to better serve the local community.

Compliance with current By-Laws

Bylaw 3210 shows the area of Draycott Gardens as being RM3. The Bylaw restricts the height to 40 feet along Baird Road. The polygon development proposes heights in excess of 65 feet.

14. Is Bylaw 3210 still valid?

Bylaw 7900 states one of the policies is to:

“Transition sensitively outwards from the Town Center with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighbourhoods”.

How is this proposed development a sensitive transition within the guidelines of the OCP?

The current town center currently consists of ground level parking, single story shopping mall. An area of two storey commercial plus the three-storey library.

I would not be as opposed to development, if 4 storey buildings were adjacent to Baird Road provided there was an increased set back to allow angled parking on Baird Road and a sufficient amount of car parking within the development. The proposed development as presented will not be an enhancement to the neighbourhood unless the traffic flow, parking and public safety issues are addressed.

Lynn Valley Center Outlook

One of the joys of living in Lynn Valley is its outlook at the mountain scenery. When this is obscured by trees it is very natural and adds to its harmony and connects people to the natural environment which supports humans and wild life. When the trees are torn out for development and the buildings replacing them are

higher, the view of the landscape changes forever. The mountain backdrop will be lost and Lynn Valley Center will join so many other communities that have already lost that unique outlook from Street level.

Conclusion

We respectfully urge Council to:

- Enforce Bylaw 3210 RM3 and restrict building height to a maximum of 40 feet.
- Require a true transition zone between the Town Centre and Baird Road, ideally with low-rise or townhouse-style buildings.
- Ensure meaningful improvements to pedestrian safety, parking, and traffic flow.
- Address the community's concerns through transparent consultation before final approval.

We appreciate your attention to these important matters and request that our concerns be formally recorded as part of the public consultation process.

Sincerely,

Martin Skertchly

[Redacted signature block]

[Redacted signature block]

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 1:56 PM
To: L Townsend
Subject: RE: Comments re: Polygon proposal Lynn Vally and Baird Roads

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Laurie,

Thank you for the email regarding building massing, height, transition to the neighbourhood, shadows and vehicle access. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: L Townsend [REDACTED]
Sent: October 19, 2025 12:43 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Comments re: Polygon proposal Lynn Vally and Baird Roads

Dear Ms. Stonehocker,

I was happy to attend the Public Information Meeting on October 8th at Ross Road School in Lynn Valley to learn about the Polygon development proposal for properties at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

Please find attached my comment sheet submission. I've included the text below as well.

I would very much appreciate acknowledgement that it has been received.

Thank you, and everyone who will take the time to read my submission, and hope the issues raised will be thoughtfully considered by the District Council and District Planners.

Kind regards,

Laurie Townsend

Date: October 19, 2025

To: DNV Development Planner: Mackenzie Stonehocker

e-mail: sonehockerm@dnv.org

address: 355 Queens Road, North Vancouver, BC V7N 4N5

Re: Public Information Meeting – Comment Sheet
District of North Vancouver

Public Information Meeting Wednesday October 8, 2025

PROPOSAL: Applicant: Polygon Development 395 Ltd.
Address: 1246-1268 Slyn Valley Road and 3050-3174 Baird Road
Application for a commercial residential mixed-use development

From: Laurie Townsend


Dear Ms. Stonehocker,

I was pleased to attended the Public Information Meeting on October 8th and appreciated being able to talk to yourself and representatives from Polygon.

Thank you for this opportunity to provide input about the proposal for this very large project in my neighbourhood. I hope that this feedback can be shared with the members of the District Council.

There is much to address about the Polygon proposal. . .

The look and feel

From my perspective, this development with all of the four buildings in close proximity appears to be a large dense box. This large heavy box does not have very much space around it as the buildings extending as close as possible to the exterior property lines, roads and lanes. This only magnifies the effect of a very large box as seen from the adjacent and neighbouring areas. Nobody will know there is an interior courtyard, they will only see a big solid mass.

From the internal courtyard, there is similar feeling of bulk as people in this space will be surrounded by six-story walls with only slivers of space between buildings allowing limited light to enter (especially in winter). It appears that the courtyard being envisioned will create a mostly dark and shaded confined outdoor private space for the residents. The lush plantings and interior cladding of courtyard walls may invite lots of dampness and moss while the exterior building cladding of the courtyard may be home to lots of green algae, (which will be masked by the black, but amplified by the white concrete fibreboard). I know about the algae from experiencing it on the North face of my own home.

Design details certainly attempt to mitigate mass and bulk with minor variations to the depth of exterior walls and segmented overlapping roofing along with visual effects such as lighter cladding on bottom floors and dark/black cladding on higher floor(s) to provide the appearance of receding, or in effect hiding and camouflaging the visual and physical bulk of the building.

Black is a stark and heavy building colour when Lynn Valley is known for its natural beauty and evergreen trees on the fringe of the forest.

The proposal claims the design has a “Mountain Village aesthetic”

I do not see this Polygon development fulfilling this claim at all.

I attended the public information meeting some years ago for the Lynn Valley Centre redevelopment of the mall that had Zellers, Save-On Foods and the former Public Library building. The original proposal was for a monolith tower that looked like it would be at home in downtown Vancouver. At this meeting, Mark Sager, representing (the developer), told those assembled crowd that they were changing the design to create a whole new look and feel, to be like a “Mountain Village”. The result matches that pretty well. The buildings are at different heights, there are lots of set-backs, the roofs have peaks, there is lots of wood and there is space on the ground between the buildings. A stroll along Library Lane is pleasant. Looking at the buildings on the East side one sees: a variety of heights (mostly four and five stories with one building partly at seven stories), there is expansive space on the streetscape with room for sizeable trees and other

plantings, plus one can see there are mountains and forest to the North and East and sunlight opens the spaciousness further the south. It really does feel like a mountain village.

In contrast, the Polygon project is six-stories tall for the full extent of its four buildings. With the mechanical equipment on the top of buildings, these buildings are in effect Seven (7) stories for physical and visually significant areas of the building.

Even the view from up the hill looking down on this development will be of a very large dark box.

The “Program”

Everything I saw, and heard from representatives, at the October 8th meeting was that the goal, or “program” was to create the highest density buildings at the lowest possible cost. The designer was given a very narrow set of parameters to work with. It shows.

Why is everything six-stories? Answer: These are wood frame buildings and you can’t build higher than six-stories with wood

Why wood frame? Answer: It’s cheap. We have lots of wood here.

Why flat roofs?

Why not have peaked roofs?

Why not set back half of the upper floors? Answer: too expensive

The assigned program for this project seems to have limited the design options significantly. In light of the restrictions, I certainly appreciate the efforts of the architect/designer to try and mask the true nature of this development.

However. . . the truth is, the four buildings combine to be a very large box, with a plan to building it as cheaply as possible.

This project does not fit the true nature of Lynn Valley, which isnature – the forest, the creeks, the mountains, and the fresh air. Nature is what attracts people to want to live here. And the Bosa development (Library Lane and The Residences) in the Lynn Valley Centre, by changing direction in their design, helped attain the goal of a “Mountain Village” aesthetic. This Polygon proposed project (and BTW, also the Safeway redevelopment and other current building proposals on the Lynn Valley Centre property) does not.

Shadow casting study

At the meeting on October 8th, I heard one of the Polygon representatives indicate that a shadow study had been submitted, however I have not been able to find this document. Can this be made public? Could someone send it to me (or a link to it)?

From looking at shadow studies for other similar height buildings, it appears to me that this project will cast significant shadows onto the properties to the north and west of this development (especially in the fall, winter and spring) not to mention in the outdoor space within the development itself. For example, the courtyard created by buildings 3 & 4 on the Draycott Gardens property, would have areas in shadow most of the time for most of the year. The Polygon representative indicated that the narrow opening into the courtyard in the south east area would provide some morning sun into a small area of the courtyard, same would therefore be the case for the narrow opening on the west side.

Transitions from detached single-family residences to high density

In this area, the DNV has previously included in the OCP designations to provide transitions from the areas with detached single-family residences to high density developments.

For example, in the same hundred block as this proposed project is on Baird Road, for several blocks west to east, a smooth transition has been created from single family homes, to a few blocks with triplexes, then to three-story townhouses.

In the Polygon applicant's presentation (uTube link on DNV website <https://dnv.civilspace.io/en/projects/1246-1268-lynn-valley-road-and-3050-3174-baird-road>), the speaker indicates that the properties to the west of this proposed development of the Draycott Gardens property are "designated to allow three-story triplexes serving as a transition".

From the north, unfortunately the DNV has not followed these same transition plan

The COVO development, on the corner of Baird and Harold roads (completed in 2018), has three-story attached townhouses (with more or less a 4th story comprising their roof top decks and deck access structures). To the north of COVO are single-family homes. There is no density transition here at all.

AND. . . also from the Polygon applicant's presentation, in talking about the current single family homes that are on Harold Road adjacent to COVO, the speaker indicates that these are "designated" to become three and **six-story** multi-family units. Definitely no transition. In fact, a drastic and dramatic height change from the single-family home on the north side of Harold Road.

My request to DNV: Please consider requiring the creation of transitions within the Polygon Development Proposal

From three-story triplexes or even attached townhouses, it is quite a leap to six-stories. Not the gradual transition that has occurred over time in area from Fromme Road towards Baird.

Why not build four or five-stories for some parts of these Polygon buildings to create transitions?

(on the outer sides, north and west, buildings 3 & 4 on the Draycott Gardens property)

Variety in the building heights and roof angles would go a long way to help the giant box aesthetic of this project and help the neighbours to the west and north live in more daylight.

This also leads me to. . .

I really care. I love Lynn Valley and am affected by the proposed development.

My home is across the lane from Draycott Gardens (north side), therefore it looms large. The view will be of Building 4, all six floors of it (and the virtual 7th floor where the mechanical equipment will be). Looking out into the garden from the main floor, I will need to crane my neck to see the sky. There will be no opening to break the height or breadth (or provide some visual depth) as I look from left to right. For most of the year, the currently productive berry, apple, vegetable and herb garden will be in shadow all day long. What I will see as I look at Building 4 is a wall and the black cladding of the upper floors, only adding to the darkness provided by the shadow.

My neighbours, next door in the COVO townhouses, will have much the same experience, except they will be much, much closer to Building 4. There will only be the lane between them as both are built so close to their property lines. Building 4 will not only cast them in shadow, their rooftop deck privacy will be lost.

Traffic congestion will be problematic, as will parking on local streets (more on that below)

There has been a lot of development in Lynn Valley and other areas of the DNV in recent years. I invite you to: Contrast the Polygon proposal with. . .

- The buildings on 27th south of Lynn Valley Centre Mall which are shorter at 4 or 5 stories.
- The new six-story buildings near Phibbs Exchange which not only have space between them, they have space on the streetscape. There are plantings and public art pieces. It feels somewhat expansive. The sun shines on the street, the buildings are not in eternal shadow.
- The new buildings along Marine Drive (Fell and on towards Capilano Road) are mostly four-story buildings.

Other important issues many people were talking about at the October 8th meeting (so I won't say too much, just add to the chorus)

Parking

- Parking on the surrounding streets, including in our cul-de-sac will be used by Polygon residents. Trust me on this. We already have people from Mill House and the other apartments on the other side of the creek parking in the cul-de-sac. In the complex

Would the district consider designating “resident only” parking in our Harold Road cul-de-sac?

Vehicle Access to the Polygon development – Only one way in and out.

- For 408 residential units plus commercial units there is Only one vehicle access point.
- The vehicle access will very likely be congested especially with the current vehicle line-ups for the McDonalds on Ross Road
- It will be dangerous for the pedestrians, many of whom are children as the elementary and high school students walk on Baird and Ross Roads several times a day. And everyone in the neighbourhood walks down the middle of the road as there are no sidewalks for most of Baird leading towards the high school.

Volume of vehicle traffic will be significantly higher. Congestion (and frustration) guaranteed.

It seems logical to expect that the volume of traffic for 409 units, plus commercial businesses will be significantly more than the estimates provided on the information board at the meeting.

For residential units alone, the Draycott Garden property currently has 32 units. With more than 10 times the number of residential units can it be remotely possible that the vehicle traffic will only be marginally different?

With no direct access from Lynn Valley Road vehicles will have to snake their way (as there currently is for the property with the Dairy Queen), and with very limited indirect access from Lynn Valley Road [northbound]) via a very short left turn lane onto Ross Road, then a right turn on Baird often blocked by the line-up of cars that is often waiting to get into the McDonald’s drive through, then a turn into the Polygon developments from the lane off of Baird Road.

Or . . .

Cars will find their way via other routes. No doubt there will be significant increases in car traffic, and congestion on Fromme Road, Ross Road, Harold Road and Ronayane.

The congestion of the entire central arterial roads (both Lynn Valley Road and Mountain Highway) will be clogged at various times of the day.

How is it possible to avoid traffic blockages throughout the area?

Local Infrastructure

With 408 new units (in addition to all the other developments currently being built and the other developments in the approval process), how is the District going to address the needs of all these new residents who will be a mix of adults (young to elderly) and children.

Transit, Schools, Municipal water service and sewage and Community services: Recreation and Culture facilities will all be stressed to serve the needs of the rapid and significant population.

And a final thought. . .

Just because you can does not mean you should.

Thank you for your time, attention and consideration. I sincerely hope that these observations are presented to the councillors and everyone involved in decision making for this project.

Submitted with respect and kind regards,

Laurie Townsend

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 20, 2025 1:52 PM
To: Diane Dasler
Subject: RE: Concerns Regarding Proposed Polygon Development – Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Diane,

Thank you for the email regarding building height and density, traffic and parking, pedestrian safety and emergency services. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to ‘watch’ the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Diane Dasler [REDACTED]
Sent: October 19, 2025 10:33 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Concerns Regarding Proposed Polygon Development – Baird Road

Dear Mackenzie,

Please find below my formal comments regarding the proposed Polygon Development on Baird Road. I would appreciate it if these concerns are recorded as part of the public consultation process.

[REDACTED]. We are writing to express our serious concerns about the scale, design, and safety implications of this project as currently proposed.

[REDACTED], we understood that developments along Baird Road were restricted to three storeys under Bylaw 3210 (RM3), which limits height to approximately 40 feet. The proposed six-storey (65-foot) towers significantly exceed this height, representing a major departure from existing bylaws and the established character of our neighbourhood.

Density and Neighbourhood Impact

We are deeply concerned about the increase in density and how it will affect the sustainability, livability, and character of our community. The transition from low-rise townhomes to six-storey towers is not consistent with the intent of Bylaw 7900, which emphasizes “sensitive transition” from the Town Centre through appropriate ground-oriented housing forms such as townhomes.

Traffic and Pedestrian Safety

Traffic congestion on Baird Road and surrounding streets (Ross Road, Fromme Road, and Lynn Valley Road) is already a significant problem. The proposed development will greatly increase vehicle volume on narrow residential streets that are already used heavily by school children from Argyle Secondary School during the morning, lunchtime, and after school hours. They typically walk in the middle of the road as there are limited sidewalks and cars parked on both sides.

Currently, there are four entrances to the site, yet the plan appears to reduce access to a single entrance, creating potential choke points near MacDonald’s (where Ross Road is continually blocked by vehicles waiting for the drive-through) and the Ross/Fromme intersection. This raises major safety concerns.

The crosswalk across Lynn Valley Road is already dangerous, and with additional residents, the risk to pedestrians—particularly children—will rise. We ask what safety improvements are being planned to mitigate this danger.

Parking and Infrastructure

The proposal does not adequately address parking overflow or local infrastructure improvements. Working families typically require two vehicles, and the limited on-site parking will inevitably spill over

into surrounding streets, worsening congestion and access for emergency services. Workers from the Valley Centre Building already use Baird Road for parking due to their own lack of space.

We also note that the proposal includes **703 bicycle spaces**. While encouraging active transportation is commendable, these bike spaces do **not replace the need for vehicle parking stalls**. Assuming that residents will primarily use bicycles is unrealistic given our local climate, topography, and the fact that many residents commute to work locations outside the immediate area.

Emergency Access and Essential Services

There are frequent periods when local traffic is gridlocked. How will essential services such as police, ambulance, and fire be maintained during these times? This has not been addressed in the development proposal.

Mental Health and Community Wellbeing

We live in an era where community safety and mental wellbeing are already under strain. Increasing traffic, noise, and density without proper planning will only heighten frustration, anxiety, and conflict. We ask that Council consider these broader social impacts when evaluating this proposal.

Conclusion

We respectfully urge Council to:

- Enforce Bylaw 3210 RM3 and restrict building height to a maximum of 40 feet.
- Require a true transition zone between the Town Centre and Baird Road, ideally with low-rise or townhouse-style buildings.
- Ensure meaningful improvements to pedestrian safety, parking, and traffic flow.
- Address the community's concerns through transparent consultation before final approval.

We appreciate your attention to these important matters and request that our concerns be formally recorded as part of the public consultation process.

Sincerely,

Diane Dasler

[Redacted signature block]

Sent from my iPhone

Mackenzie Stonehocker

From: Duncan Wilcock [REDACTED]
Sent: October 19, 2025 6:29 AM
To: Mackenzie Stonehocker
Subject: Re: Lynn Valley & Baird Road Development - follow-up to our conversation

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks so much Mackenzie. Signed up for the watch page. That was a very helpful suggestion - thank you.

Keep up the great work. Best wishes,

Duncan Wilcock

[REDACTED]

On Tue, Oct 14, 2025 at 10:13 AM Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hello Duncan,

Thank you for the comments (provided in two emails) and for attending the PIM. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḱwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: Duncan Wilcock [REDACTED]
Sent: October 09, 2025 8:00 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Re: Lynn Valley & Baird Road Development - follow-up to our conversation

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mackenzie,

A follow-up with a couple more neighbourhood needs with the increased population - especially for those on foot and active transportation:

A. The current foot bridge across Hastings Creek is narrow, and over capacity for the busy use it gets. There is only room for 1 person to walk, so alternating travel is required for both direction travel. A lot of kids use it with scooters, and it's part of the Lynn Valley Loop, as well as a safe bike route many people take through Harold - across Mountain Highway - through the lovely, but low capacity walking alley to the cross walk at Lynn Valley Road. See DNV case PRB2024-12749.

This bridge should be widened to allow 2 way traffic on foot. A separate active transportation bi-directional lane should be added too. There have been serious micromobility and foot collisions on Baird including in Sept 2025. (two high school students)

B. The whole Harold section could use revisiting for the foot and active transportation traffic it gets. The bridge, the path/sidewalk to the east of the bridge needs widening. The Let down on to Harold west of the bridge could be improved.

More foot and active transportation space is needed in front of the church on Harold - active transportation routinely takes the road in the wrong direction. Between Mountain Highway and Harold the walking path is lovely, but low capacity due to trees, encroaching bushes, and a winding route. It deserves easy 2 way walking and easy 2 way active transportation space. Not MUP (Multi use paths) but separated space for rolling - separate from people on foot.

C. Harold starting at Fromme needs a cross-walk and active transportation space. This should include a sidewalk on the North Side of Harold. It's part of the Lynn Valley Loop, and as I've mentioned - is a well used bike and micromobility route, as it is quieter and safer than taking Lynn Valley Road - where there is no bike lane between Mountain Hwy and Mollie Nye.

D. I'll echo the comments of the person who was talking about Hastings creek between Harold and Argyle School/Baird:

That section is overdue for some improvements and these should be community amenities addressed as this new group of homes is built. The banks are severely degraded, and are overdue on a list for improvement. Dogs and kids go into the stream. Bikes travel that route. It's lovely to have the stream and some access is desirable, but it needs shoring up as it has degraded substantially in the 10 years I've lived here. I've seen 30cm salmon in there in the fall of 2024. I know they are there. Please use this development as urgency to make changes there.

Thanks for taking this input and these improvements into consideration and acting on them.

Best wishes,

Duncan Wilcock

[REDACTED]

eBikes: No traffic. Easy parking. Join the Fun!

On Wed, Oct 8, 2025 at 8:40 PM Duncan Wilcock [REDACTED] wrote:

Hi Mackenzie,

Lovely to talk with you this evening about the Polygon development in Lynn Valley.

I wrote up the comments I noted down and sent them to Polygon. I'm forwarding them to you as they are not much changed for your needs.

I'll add that in order to give these new neighbours and existing residents freedom to move, we need to put in a dedicated bus lane down Mountain Highway ASAP. See the proposal from DNV staff from Nov 2024 for effective plans that could include a downhill (SB) bus lane. Bus service will need to be more frequent to serve the needs - every 5 minutes from 7am to 10pm on the 210 line to Phibbs Exchange would meet that need. Unimpeded bus service on Lynn Valley Road, and the filling of the bike lane gap on Lynn Valley Road between Mountain Highway and Mollie Nye will also be required.

As we discussed, I think Baird road is a very unique street, the most pedestrian street in the DNV, and it needs special consideration. Perhaps half a street of pedestrian space, and active transportation lanes to separate the too-fast kids on electric scooters from the pedestrians. Perhaps only one lane of vehicle traffic.

I'll leave you and your team to consider my main point which is that **access to this property might be better from Ross Road or Lynn Valley Road, so as to keep the many many kids travelling on Baird safe.** I would otherwise like the single lane access for cars from Baird, but this is such a unique street, I believe it deserves special consideration.

Thanks again for your time & your work on this project. I'd be available for further discussion or questions if that would be helpful. [REDACTED]

Best wishes,

Duncan Wilcock

[REDACTED]

eBikes: No traffic. Easy parking. Join the Fun!

----- Forwarded message -----

From: **Duncan Wilcock** [REDACTED]
Date: Wed, Oct 8, 2025 at 8:29 PM
Subject: Lynn Valley & Baird Road Development - follow-up to our conversation
To: [REDACTED]

Hi Rene,

Thank you again for your time this evening, and the good conversation.

I'm writing to summarize the points I made verbally, and to make a connection. I believe I gave you a card for the group I've co-founded: www.BetterNorthShore.ca

As you hopefully recall, I'm generally favourable on the proposal. Here are some points I wanted to comment on:

1. **Baird Road is I believe the busiest pedestrian street in the DNV** - by far. It is chockablock with high school kids all weekdays. I'd like to see more pedestrian space on that street.
2. Because of #1 - **I think the car access should be off Ross, or Lynn Valley Road.** In general I like the design with a single access road. You and the DNV will have to work out what is feasible, but I think Baird is such a unique street with 4x daily migrations of high-school students - this question deserves to be thoroughly investigated and considered.
3. I want to highlight the opportunity for your commercial spaces to have **access on foot off Baird and even Harold if possible.** Multiple safe, and porous access - including the alley at the north of the property would serve the community well, even if that was not so well liked by immediate neighbours (the town houses at Harold & Baird). This will increase the value of your commercial space to have easy access on foot - without having to cross busy Lynn Valley Road.
4. I'm concerned about increased traffic and speed on Ross & Harold to & from Fromme to access the new property. This is more of a DNV need, but I think all streets near by - **Ross, Baird, Harold, Sunnyhurst, Ronayne should be converted to 30km/h** and given pedestrian and active transportation improvements. 30km/h should be non-negotiable in that neighbourhood.
5. We discussed this is unlikely to happen, but I'll say that for me: **You are permitted 12 floors, but only going to 6. We need more homes, it's a housing crisis, I think you should go taller than 6.**
7. **Bike parking: Lynn Valley is a very bike-centric community.** Many families will have mountain bikes, electric bikes, and perhaps even a 3rd bike for each family member/household member. Be sure there is abundant, secure bike parking. We discussed some challenges, but as few unit holders as possible per bike parking area, and as private/not visible as possible. The opposite of a big chain-link fenced treasure pot to be raided by thieves

HUB Cycling has a thorough document on End of Trip Facilities

https://bikehub.ca/sites/default/files/hub_cycling_amenities_report.pdf

I would be willing to meet with designers to provide input at a future stage. A Bike wash station is also important.

Thanks for bringing your plans for new homes and investing in our community.

Best wishes,

Duncan Wilcock

[REDACTED]

eBikes: No traffic. Easy parking. Join the Fun!

[REDACTED]

Mackenzie Stonehocker

From: John Boyle [REDACTED]
Sent: October 16, 2025 3:33 PM
To: Mackenzie Stonehocker
Cc: [REDACTED]
Subject: Re: Polygon

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mackenzie

Thank you for your feedback and apologies for spelling your name incorrectly in my email below.

Best regards

John Boyle
[REDACTED]

On Oct 16, 2025, at 1:43 PM, Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hello John,

Thank you for the email regarding the building height and roof design. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner

<image001.jpg>

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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: John Boyle [REDACTED]
Sent: October 14, 2025 7:02 PM
To: [REDACTED]; Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Polygon

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Devon and Mckenzie:

Thank you for the Public Information Meeting at Ross Road on October 8 2025, regarding the proposed Polygon development at Lynn Valley Road and Baird Road.

This development will be a much improved addition to the existing buildings that presently occupy that area.

My only comment and request is for consideration of an alternative to the sloped roofing proposed for the new developments.

[REDACTED] the proposed Polygon 6 floor building is already going to block some view [REDACTED] The sloping roof concept is going to block the better part of a 7th floor addition. The comment I heard at the Open House was that the sloping roof is to give the development a "Whistler" feel to the design. In stating the obvious, Whistle has a comparatively significant amount of additional snowfall and I understand the rationale for roofs there requiring a substantial slope. Lynn Valley on the other hand typically needs to mainly address the ability to discharge rainwater. Other than the peak style roofing in parts of the Polygon Residence community many of the recent buildings in Lynn Valley have a flat style overhang, including other ones constructed by Polygon.

So my comment comes with a request to reconsider the present sloping roof overhang design and more of a flat slope concept.

I appreciate the design and drawings appear to be at an advanced stage. However the Public Information meeting asked for input and so this is mine for possible consideration

Best regards
John Boyle P.Eng. [retired]

[REDACTED]



Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 15, 2025 11:20 AM
To: Alan McCammon; Smart, Devon
Subject: RE: Lynn Valley Mall - Alan McCammon requesting information

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Alan,

I can speak to the last paragraph of your email. As you note, we have two types of planning applications at the District: preliminary and detailed. A preliminary planning application gives the applicant a preliminary review of their proposal, so they can revise the proposal prior to preparing more detailed plans for the detailed planning application.

While the District recommends applicants go through a preliminary application, the Local Government Act doesn't allow us to require it. If the applicant understands the risks (e.g. preparing the materials for a detailed application without preliminary comments from staff is expensive, and work will likely need to be redone), and management concurs, it's possible to go straight to detailed.

Because this proposal went straight to detailed, there is no preliminary summary letter from DNV.

Regardless of whether a proposal starts with the preliminary process, it inevitably goes through a series of revisions as the design progresses and details are resolved, during the preliminary/detailed planning applications, development permit, and building permit.

@Devon can send you the initial plans that were submitted for their rezoning application, but please note the plans will eventually be revised to address staff comments and public engagement.

Please let me know if you have any further questions.

Thanks,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: Alan McCammon [REDACTED]
Sent: October 15, 2025 9:16 AM
To: Smart, Devon [REDACTED]
Cc: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Re: Lynn Valley Mall - Alan McCammon requesting information

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Devon, thanks for the reply and suggestions.

I shouldn't need to take your/Mackenzie's time for a call at this point but may like to take you up on the offer later... after I've received the requested information from Polygon and DNV and had a little time to go through it.

In case it's helpful, the attached document highlights (in yellow) those parts of the detailed development application that I'd be pleased to receive via Wetransfer while I wait for DNV's response to the broader FOI request.

Also, I've more recently noted DNV's "*Rezoning Application Procedure*" which references a mandatory "preliminary planning application" step that is described as a public process involving, amongst others, adjacent neighbours. As an adjacent neighbour myself, I don't recall receiving notice or being approached about the proposed application to amend the applicable zoning bylaw prior to receiving, on Sep 24, the public information mailout regarding both the development and rezoning proposals. Are you or Mackenzie able to clarify how Polygon's application steps to date have met DNV's procedural requirements?

Thanks again,
Alan

On Tue, Oct 14, 2025 at 3:00 PM Smart, Devon [REDACTED] wrote:

Hi Alan

Thank you for your email.

Are you able to briefly meet Mackenzie and I, at your convenience, to go through what you need precisely?

In the meantime, I can send you our architectural package, that was submitted as part of our detailed application. Would Wetransfer work for you?

Kind regards

Devon Smart

Development Manager

Polygon Development 395 Ltd.

[REDACTED]

[REDACTED]

[REDACTED]

From: Alan McCammon [REDACTED]
Sent: October 14, 2025 1:26 PM
To: Smart, Devon [REDACTED]
Cc: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Re: Lynn Valley Mall - Alan McCammon requesting information

(thanks Mackenzie!)

Hi Devon, are you able to share with me (email or ftp are fine) a complete copy of the detailed development application, inclusive of forms, documents etc. and any letter received from DNV regarding the preliminary application?

Thanks,

Alan

On Fri, Oct 10, 2025 at 2:10 PM Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hi Devon,

Alan McCammon (cc'ed) has put in a FOI request for the application materials (because we don't post all of the documents or sets of plans) which will go through our records department, but the FOI timeline is longer than the rezoning public engagement period.

Alan was going to reach out to you via your contact info on our website, to see if you would share plans with him, so he can comment within the public engagement period.

Thanks,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

[355 West Queens Road](#)

[North Vancouver, BC V7N 4N5](#)

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 14, 2025 10:12 AM
To: 'Amelie Pelland'
Subject: RE: Feedback re: Polygon Development application

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Amelie and Clemens,

Thank you for the letter (and for attending the meeting in person last week). Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Amelie Pelland [REDACTED]
Sent: October 09, 2025 9:52 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Feedback re: Polygon Development application

Hi Mackenzie,

Nice to see you yesterday! I hope the rest of the evening went well for you.

This is the feedback we wanted to provide:

We are two early to mid-career, working-age professionals [REDACTED] We have lived here since 2020, and Clemens has been a resident of Lynn Valley since 2014.

We have concerns regarding the scope and size of the application for development by Polygon at 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd.

While we understand the need to increase residential capacity and the need for renewal and development, it is overwhelming to consider adding more than 400 residential units on 1-2 city blocks' worth of space. [REDACTED] Lynn Valley has felt more and more crowded. The local infrastructure supporting the current community size often feels insufficient. Given that there is no more physical space to develop and that the proposal is to increase density, it is difficult to imagine that the infrastructural development will be able to match population growth.

Lines at grocery stores are long and staff seem overwhelmed. It is difficult to get appointments for various services, including medical and dental care. The wait times for a table at a restaurant are hours long around meal times. North Vancouver is generally quite crowded as well so things are similar when we leave Lynn Valley to seek different services that are not available here. For instance, I've had to abandon working out after showing up to the gym because it was full and there was just no space for an extra person. Trying to plan our days to minimize stress, wait times and adding to congestion is very difficult. Everything is busy all the time. It feels like we're becoming a big city on a small town template, with small town resources.

A more specific concern we have is around transportation and traffic planning. The proposal to have traffic routed through a lane accessed via Baird Road is ill-advised. The junction of Baird Road with Ross Road is currently essentially only one way. Street parking is allowed on both sides of Baird Road, narrowing passage and allowing only single vehicle circulation. Ross Road is very congested at any given time of day due to vehicles sitting on the road, waiting to access the drive-through lane at McDonald's. Pedestrian traffic is extremely dense around school start, lunch and end times. Baird and Ross Roads are essentially impassible at those times. The proposal to add parking for 450 vehicles is simply ludicrous given the existing situation. It would greatly exacerbate existing congestion and would decrease overall safety.

Traffic getting in and out of Lynn Valley is also already a concern. Lynn Valley Road and Grand Boulevard are regularly grid-locked in both directions on weekdays and weekends. This is especially severe when the highway is congested. I have gotten stuck longer than 45 minutes on Grand Boulevard in my car, trying to get home from my work at Lions Gate Hospital, which is 3.5 km away from my residence. I try to cycle to work as much as I can but I am often scared, as a long section of Lynn Valley Road does not have a separate cycling lane. It is so frightening to have large trucks and SUVs whizz close by with no

protection, not to mention vehicle drivers not looking out for cyclists while making turns. I also try to use public transportation as much as possible, but Lynn Valley is not that well connected to the system. It often takes over an hour one way to get into Vancouver by bus and buses don't run that frequently. None of these problems will be improved by adding 450 cars to the system with no mitigating actions.

In summary, we are greatly concerned with this proposal to increase density so dramatically. We would urge the district to consider limiting the size of this project. We would also urge the district to consider the current situation and ways to address the existing problems that would only be exacerbated by a sudden increase in density of this magnitude.

I give you the permission to share my contact information with the applicant and remain available to discuss these concerns.

Thank you,

Amélie Pelland, and Clemens Enke

Amélie Pelland, MSc MD FRCPC
Head, Department of Anesthesia, Lions Gate Hospital
Past Chair, Perioperative Medicine Section, Canadian Anesthesiologists' Society
Clinical Instructor, Department of Anesthesiology, Pharmacology & Therapeutics, University of British Columbia

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: October 01, 2025 12:55 PM
To: Gayle Thom
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Gayle,

Thank you for your email about the [rezoning application at Lynn Valley Mall and Draycott Gardens](#). I understand your concern about the removal of large established conifer trees.

You are welcome to give feedback via email, as well as during the public information meetings coming up in October:

- In-person – Wednesday October 8th from 6-8 pm at Ross Road Elementary (Gym)
- Virtual – Monday October 6th to Monday October 20th at <https://dnv.civilspace.io/en> (this project will appear on Oct 6th)

At this point, I will ensure your comments are added to the record of the file and taken into consideration in the project review.

Thank you,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: Gayle Thom [REDACTED]
Sent: September 28, 2025 1:13 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

[REDACTED] writing to express concern about the removal of the large Douglas Fir tree across the street due to the rezoned development at 3050-3174 Baird Road. This tree, and others in the area, is a home to eagles, ravens and other birds and creatures. I understand that "easy" development demands the removal of conifers, and almost every time I see only deciduous trees included to "replace" the living giants (evergreens) that make North Vancouver District what it is. The removal of conifers due to this development will affect the habitat for raptors, animals and other birds and add to the ongoing urbanization of North Vancouver District. Deciduous trees are leafless for half the year. Many people live in the district because, despite more rain, we want to be surrounded by nature, and I mean big trees.

Are any conifers expected to be replacing the GIANTS that will be removed?

I will express my concern at the upcoming meeting.

Thank you
Gayle Thom

[REDACTED]

Mackenzie Stonehocker

From: Joanne McFadden [REDACTED]
Sent: September 26, 2025 3:06 PM
To: Mackenzie Stonehocker
Subject: Re: Polygon

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mackenzie

Thank you so much for this.
Much appreciated
Enjoy your day
Joanne

On Fri, Sep 26, 2025 at 2:41 PM Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hello Joanne,

Thank you for your email about the [rezoning application at Lynn Valley Mall and Draycott Gardens](#).

Decisions on rezoning applications are made by Council. Residents can participate by:

- writing a letter or email to staff,
- attending an in-person or virtual public information meeting, or
- attending a public hearing in front of Council.

For this application, the first opportunity for public engagement is in October:

- In-person – Wednesday October 8th from 6-8 pm at Ross Road Elementary (Gym)
- Virtual – Monday October 6th to Monday October 20th at <https://dnv.civilspace.io/en> (this project will appear on Oct 6th)

In the meantime, I will ensure your comments are added to the record of the file and taken into consideration in the project review.

Thank you,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Joanne McFadden [REDACTED]
Sent: September 24, 2025 12:10 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Polygon

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

Do the Lynn Valley residents get to vote against this new development on Baird Road? It will make everything more expensive and make the street insane - it's already a difficult street to navigate with students and vehicles. We can support hundreds more.

Thank you

Joanne

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: September 15, 2025 1:34 PM
To: 'Hazen Colbert'
Cc: Tash Cheong; Dan Milburn
Subject: RE: Errata in Polygon Detailed Application

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Colbert,

Thank you for your email following the ADP meeting last Thursday September 11th.

I understand the issue you are raising: Even if the number of vehicles happens to be similar, the traffic impacts may be different.

For example, “X” number of vehicles coming and going from Lynn Valley Mall directly onto Lynn Valley Road is different from “X” number of vehicles coming and going via the lane off Baird Road, especially so close to the McDonalds drive-through.

This application is still in early stages, so we have not received detailed comments or recommendations from Engineering or Transportation, but I will ensure this issue is relayed to those departments as they consider the proposal and the local road network.

Thank you,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Hazen Colbert [REDACTED]
Sent: September 11, 2025 9:25 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>; Tash Cheong <cheongt@dnv.org>
Cc: Dan Milburn <milburnd@dnv.org>; Mike Little <mike@mikelittle.ca>
Subject: [REDIRECTED]Errata in Polygon Detailed Application

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Stonehocker and Ms. Cheong,

I write in the context of my general support for the Polygon redevelopment of the Lynn Valley Mall and the townhouses.

There was a material error in the traffic logistics presented by Polygon tonight which I caught because I live so close to the site and have traveled **all the roads** well over 1,000 times, probably 2,000 times in more than 16 years, 90% of the time walking a series of dogs I have owned going back many years.

Polygon used traffic counts from the Lynn Valley Mall which was fine. BUT the redevelopment requires the ADDITION of vehicle movements on Ross Road, unrelated to the Mall. Those vehicle counts peak from 11:30AM to 1:00PM as vehicles attempt to access the McDonalds drive-through. The huge problem is that every day the McDonalds drive through overflows onto Ross Road in both directions effectively shutting down any traffic not going to McDonalds, and also overflows into the internal traffic lanes of the building housing the McDonalds. That occasion occurs at the same time that 300+ students from Argyle walk down the middle of Baird, cross Ross Road and then go into the McDonalds or over to the Lynn Valley Town Center.

There has to be a material change to Lynn Valley Road, Ross Road and Baird.

I am copying Mr. Milburn and Mayor Little ONLY because they know my detailed experience with the roads. I am genuinely reaching out to each of them to trust me as an authority.

Sincerely,

Hazen S. Colbert

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: August 27, 2025 12:46 PM
To: Luciana Holmes
Subject: RE: Draycott Gardens, Lynn Valley

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Luciana,

Thanks for your reply. I'm sorry that I don't have any info on average unit size at this time. If you happen to attend the Tenant Info Meeting, that's a good question to ask; the applicant might have an idea already.

Thank you,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Luciana Holmes [REDACTED]
Sent: August 27, 2025 12:33 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Re: Draycott Gardens, Lynn Valley

Thank you for your response, it was helpful. Just one question, though. I can appreciate that the units will be 3 bed/2 bath, but can you allude to what the average unit square footage will be?

Thank again,

Luciana

On Wed., Aug. 27, 2025, 12:20 p.m. Mackenzie Stonehocker, <stonehockerm@dnv.org> wrote:

Good morning Luciana,

Thank you for the email about the [rezoning application at Lynn Valley Mall and Draycott Gardens](#).

Yes, the current proposal is that pre-existing tenants of Draycott Gardens would be given first right of refusal to move into new units in the new development, at your current monthly rent (subject to annual increases as per the Residential Tenancy Act). Alternatively the District's [Residential Tenant Relocation Policy](#) also provides options for any pre-existing tenants who *don't* want to move into the new building.

The construction phasing plan is that the Lynn Valley Mall site would be redeveloped first, so the new building would be ready before tenants need to move out of Draycott Gardens.

Please note that since this is a rezoning application, nothing is finalized until Council makes their decision (which takes several meetings), so there is no rush for tenants to make any decisions. Even after a rezoning is approved, it takes some time to get through the permitting process before construction can start.

To help explain things to the folks currently living at Draycott Gardens, the applicant will be hosting a Tenant Information Meeting. They're also required to host a virtual and in-person Public Information Meeting (which tenants are also welcome to attend). Dates are not yet confirmed, but as a resident, you'll receive notice of both meetings.

Finally, to answer your question about floor plans: At this stage of a rezoning application, we don't have architectural plans with detailed unit floor plans – it's more conceptual at this point. However, I can say that the rental replacement units would be apartment-style units of similar size as the existing townhouses (e.g. 3-bedrooms and 2-bathrooms).

I hope this is helpful; please let me know if you have any other questions.

Thank you,

Mackenzie

Mackenzie Stonehocker (she/her)

Development Planner



District of North Vancouver

[355 West Queens Road](#)

[North Vancouver, BC V7N 4N5](#)

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Luciana Holmes [REDACTED]
Sent: August 26, 2025 11:33 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Draycott Gardens, Lynn Valley

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mackenzie;

I currently live in Draycott Gardens on Baird Rd in Lynn Valley. Residents were recently sent a letter from the management company reporting first steps had been taken toward plans being submitted to the District and the process after that.

The letter stated that we will be given first right of refusal for suites in the new building going up, and I was wondering where I could find blueprints or floorplans so as to help me understand if the new suites would be appropriate for my family.

Would you have copies of floorplans? If yes, would you be able to send them to me?

Thank you for your help,

Luciana Holmes

[REDACTED]

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: August 14, 2025 3:03 PM
To: Greg Laakmann
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Laakmann,

Thank you for your comments regarding the [Polygon proposal in Lynn Valley](#). I understand your concerns regarding traffic, both in the immediate neighbourhood and across the wider region. Your comments will be included in the summary of public feedback as this proposal moves through the process.

One of the next steps will be an in-person public information meeting (PIM) along with a virtual PIM website. This will be scheduled after the proposal goes to the Advisory Design Panel. Eventually a report (including a summary of public feedback) will go forward to Council for their consideration and decision.

Please let me know if you have any further questions, and I apologize for the belated reply – I've just returned from vacation.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Greg Laakmann [REDACTED]
Sent: August 06, 2025 5:12 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I just received a significant application notification for 1246-1268 Lynn Valley Road and 3050-3174 Baird Road. It states there will be 408 units as well as two levels of underground parking, containing spaces for around 450 vehicles (residents, visitors and commercial), and 730 bicycles.

My question is how do you plan to efficiently add potentially 450 more vehicles that will require ingress and egress to that part of Lynn Valley without further clogging up the flow of traffic on roads that are already quite busy especially at rush hour. At the very minimum, additional vehicular lanes of traffic need to be added both along Lynn Valley Rd and Mountain Hwy to access Hwy 1 and other parts of the North Shore along side dedicated bike lanes (but not to sacrificing vehicular lanes for bike lanes). Also with the current poor traffic flow not only across the North Shore but especially out of the North Shore to Vancouver, improvements in Hwy 1 crossing as well as rapid transit expansion to the North Shore should be done before approving this application. Historically it seems the DNV over stresses the local resources and infrastructure in favour of developments and densification (and the collection of development fees and property taxes) and then only later will it reluctantly address some of those infrastructure deficiencies by seeking additional funds from the DNV residents.

Would you kindly improve all the related infrastructures that will be affected prior to approving these developments.

Thank you.

Greg Laakmann

[REDACTED]

North Vancouver, BC

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: August 14, 2025 11:43 AM
To: [REDACTED]
[REDACTED] Lynn Valley Mall / Draycott Gardens - Neighbouring property at Ross Plaza
Attachments: Rezoning Flowchart.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Angela,

Thank you for speaking on the phone this morning about the rezoning proposal for Lynn Valley Mall and Draycott Gardens.

Here is the link to our webpage for this application: [1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#). If you want, you can sign up for MyDNV (there's a button on the top right) to 'watch' that page and receive an email notification when it gets updated.

I've attached a flowchart showing how rezoning applications work their way through the process. This proposal is at #3 "Planning coordinates review by staff and advisory bodies" so it's still early stages.

In terms of next steps, the proposal will go to the Advisory Design Panel. After that's done, we will schedule an in-person and virtual public information meeting (PIM). As a neighbour, you'll get a letter, plus it will be advertised in the North Shore News and with signs onsite.

The lane behind your property is currently 6m wide (in terms of property lines; I'm not sure if it's actually built to that width). The current proposal is to maintain the lane at 6m (which is wide enough for vehicles to pass with care) plus add a sidewalk on the north side.

Staff have just started to review the proposal. I would expect *some* revisions to the proposal, depending what we hear from the Advisory Design Panel and staff such as Engineering, Fire, Urban Design etc, but at this stage, I don't know what those revisions might be.

Finally, please feel free to contact Devon Smart from Polygon (his contact info is on the webpage linked above) if you feel there are specific issues or questions best discussed between property owners.

Please let me know if you have any other questions.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

Mackenzie Stonehocker

From: Mackenzie Stonehocker
Sent: August 14, 2025 11:16 AM
To: Kelly Bond
Cc: Holly Adams; Tina Atva; Zeralynne Te; Dan Milburn; Yan Zeng
Subject: RE: Grave Concern for Tenants at Draycott Gardens

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Ms Bond,

Thank you for your email regarding the [Polygon proposal in Lynn Valley](#).

I understand you are very concerned about market rents in new construction and whether existing tenants of Draycott Gardens will be able to afford rents in the new building.

To address this issue, the developer's proposal is that existing tenants who choose to move into the new units will move at their existing rents.

Let me know if you have any questions about the proposal; unfortunately it isn't possible to include all details of a complex rezoning on our webpages. Alternatively, there will be more information available at the in-person public information meeting (PIM) and the virtual PIM website (which will happen after the proposal goes to the Advisory Design Panel).

Please let me know if you have any further questions at this time.

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Kelly Bond [REDACTED]
Sent: August 14, 2025 7:18 AM
To: Mayor and Council - DNV <council@dnv.org>
Cc: Holly Adams <AdamsH@dnv.org>; Tina Atva <AtvaT@dnv.org>; Zeralynne Te <tez@dnv.org>; Dan Milburn <milburnd@dnv.org>; Yan Zeng <zengy@dnv.org>; Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Grave Concern for Tenants at Draycott Gardens

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

Yesterday I learned that Polygon Homes has submitted a development application in Lynn Valley which includes the multifamily 32 unit purpose-built rental complex.

The DNV landing page appears to offer "comfort" in that "pre-existing tenants of Draycott Gardens will have first right of refusal to move into the new building."

This "first right of refusal in the market rental" component of the DNV's relocation assistance is --for all intents and purposes--- useless for most renters in DNV. **Median income of renter households (before tax): C\$80,000** (according to your housing needs report). "Affordable" Housing by definition for these renters (30% of income) is +/- \$1200/mth (and that excludes calculating the "additional" of utilities etc that CMHC includes in their definition). You'll recognize by annual rental surveys that \$1200/mth rents don't exist in new buildings.

The astronomical market rental rates in new developments are VASTLY outside the realm of possibility for tenants from older pbr and simply exclude them from being able to return -- without some substantial additional assistance.

Case in point, market rental at Emery Village for 4 bdrms tallied in at \$6600/mth when the building opened for occupancy in 2023. This means a household needs a gross income of \$265,000 for such family sized units to be affordable for household budgets. (In fact, because of this unattainable rent rate, Mosaic has split these 4 bdrm units and rent the "lockoff 1 bd unit" separately in at least 2 of the 4 bd market units there now.) The "older" 4 bdrm units at Emery were larger and were \$2100/mth.

While the RTRAP underwent some improvements in May 2021 at the recommendation of the DNV Housing Task Force, there were several additional suggested provisions at the time that were ignored by staff. These included similar assistance provisions offered in Burnaby's assistance policy--including rent top up and a right to return to new builds at their displaced rent + allowable increases.

Here is the cold hard truth: IF you want to retain your citizens who work in service industry in our municipality who currently live in older purpose-built rental and avoid them emigrating off the North Shore, you MUST explore implement further assistance provisions that make life affordable for displaced tenants *during* their displacement AND welcome them back ---including MODEST OR MIDDLE INCOME EARNERS --- into the rebuilt market housing at an affordable rate. You MUST! Council,

this is in YOUR authority and in decision making abilities. You just need the political will to do so and to not allow developers to push back claiming hardship to meet these provisions.

Two summers ago I spoke with some of the families in Draycott Gardens on Baird Road. One particular comment stood out because it echoed the remnants of our former Emery Village community:

"We are extremely concerned about losing our home. This development is filled with nurses, teachers, paramedics, pilots, and other essential workers who will effectively be homeless if this is redeveloped. The new "affordable" housing is unaffordable for all of us and at the same time, we earn too much to qualify for any low-income housing. Many of our neighbours are newcomers to Canada and this is their only option for housing. We are members of the community who provide valuable support to our society and we should not be pushed out of the city due to greed and short-sighted city planning."

I urge----no--- IMPLORE--- you, on behalf of tenants remaining in older PBR in DNV, to revisit the provisions so displaced tenants are not pushed away permanently but rather have a reasonable opportunity to return to safe, new homes.

Please have staff explore these additions (by consulting planning dept in Burnaby as a start) to the RTRAP as they work towards presenting tenant assistance as a "bylaw" this Fall.

I would like to be part of the discussions and have a number of fellow tenants who also want to share their perspectives.

A very small portion of my correspondence to you over the past 4 years expressing these same concerns about Tenant Assistance are attached. I'm sure a Google search will bring up dozens from me. I am passionate and focused on helping DNV renters stay here.

Thank you for your time.

Kelly Bond

Mackenzie Stonehocker

From: Geoff Cooper [REDACTED]
Sent: August 06, 2025 4:56 PM
To: Mackenzie Stonehocker
Subject: RE: Polygon's Proposal for Lynn Valley Mall & Draycott Gardens (resident comments)

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for the quick response Mackenzie, I look forward to the Public Information Meeting.

Geoff.

From: Mackenzie Stonehocker <stonehockerm@dnv.org>
Sent: August 6, 2025 3:04 PM
To: Geoff Cooper [REDACTED]
Subject: RE: Polygon's Proposal for Lynn Valley Mall & Draycott Gardens (resident comments)

Hello Mr. Cooper,

Thank you for your email. The proposal includes 2525 m2 of commercial space, which would be located on the ground floor and second floor of 'Building 1' which would front along Lynn Valley Road. This would be slightly more commercial space than currently exists on-site.

Our website only shows a brief overview of the proposal; more details will be available at an in-person and virtual Public Information Meeting, to be scheduled after the summer break and after the proposal goes to the Advisory Design Panel. This would be a similar process to what you remember from other proposals.

I hope this email answers your initial questions; I will be away for a week, returning to work on August 14th if you have any further questions.

Warm regards,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org

Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: Geoff Cooper [REDACTED]

Sent: August 06, 2025 2:16 PM

To: Mackenzie Stonehocker <stonehockerm@dnv.org>

Subject: Polygon's Proposal for Lynn Valley Mall & Draycott Gardens (resident comments)

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi MacKenzie,

I just saw Polygon's proposal on DNV's website to redevelop 1246-1268 Lynn Valley Road (Lynn Valley Mall) and 3050-3174 Baird Road (Draycott Gardens). DNV's website says Polygon has submitted a "detailed application" but there are very few details shown.

My main issue is that I hope the developer will be forced to include some small stores and/or restaurants at street level to compensate for the loss of existing stores such as the Dairy Queen, the Laundry, Liquor store, Suishi restaurant, Kumon school, etc. If not, then the developer wins (again), and the community loses out.

Will there be an opportunity for community feedback (via website) as was done for the Safeway Store / Black Bear Pub proposals?

Thanks,

Geoff Cooper
[REDACTED]

From: Kelly Bond [REDACTED]
Sent: March 16, 2026 10:18 AM
To: Mayor and Council - DNV
Subject: Bylaws 8779 + 8780 -OCP Amendment and Rezoning of LV Road and Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good Morning Council,

1) The proposed Lynn Valley Polygon development and accompanying staff report speak very little about the potential and significant **loss of more than 14 small businesses** currently serving Lynn Valley residents and providing local employment. This displacement is not insignificant for either the community or the District's small business ecosystem.

For example, Labada Laundry is the last and only coin-operated laundromats in Lynn Valley—a critical walkable service for residents in homes without in-suite laundry. While staff correctly and concernedly note that the proposal ***“replaces the existing neighbourhood-serving commercial space on site,”*** there is no reassurance that these existing neighbourhood-serving businesses will have an opportunity to return once the new commercial units are built. The loss of older, more affordable commercial rental spaces should remain central to Council's consideration of redevelopment proposals and not brushed off as a minor side-effect. I have previously expressed similar concerns when other commercial sites (in Maplewood) have been subject of rezonings and, over numerous years, have called for more policy support by DNV for small business impacted by vastly strata/market residential redevelopments.

Has Polygon offered any assistance or remediation to the affected businesses? Even if so, Council must recognize that the gap between their eviction and any potential return—if return is even offered—along with the cost of new leases for temporary relocation during construction could make it impossible for many of these small businesses to remain viable.

It is also worth noting that this site already demonstrates the very mixed-use pattern Council has advocated for and identified as a goal of the zoning bylaw rewrite: office-type businesses operating successfully on second-storey units with retail at ground level.

2) In addition, I remain ***strongly opposed*** to the redevelopment of older purpose-built rental housing, particularly the remaining rental townhomes in our municipality. As Council is aware, purpose-built rental townhomes such as those at Draycott Gardens are rarely constructed today. In exercising your land-use authority, I encourage you to uphold the commitments in the Official Community Plan and the Rental and Affordable Housing Strategy: "Encourage the maintenance and retention of existing affordable rental housing."

Through conversations with current Draycott Garden tenants, I have learned how much residents value the quiet space on which they currently reside, the ground-level access and green space associated with these family-sized homes. The current Draycott Gardens includes a diverse mix of residents—many families, with approximately 30 children living on site, alongside immigrant families and seniors. Many tenants work in essential and public-serving roles, including nurses, teachers, paramedics, bus drivers, welders, and pilots.

While tenants have been offered a right of first refusal in the proposed new rental building, the replacement units—smaller apartments with internal corridor access and on a major Town Centre thoroughfare—may not meet the needs of larger families currently living in these townhomes and will therefore lead to the loss of long-serving valuable members of our municipality.

3) Finally, it is inconceivable that a development seeking such densification would come forward without an offer to provide a segment of below-market housing for the broader community need. If the current families reject their right to return to one of the new rental units at their 'current' rental rates, those 3 bedroom units default to market rental rates, according to the Staff report. In a proposal of this size, more MUST be done to provide a more affordable unit mix for the broader community wanting to live in Lynn Valley but not able to afford market rent. I would ask that a development covenant require, at the very least, that any of those 3 bedroom units NOT accepted by current tenants to be secured at 20% below market in perpetuity. If necessary, perhaps attach an income tested requirement, but please mandate some additional benefit of below-market housing here. Doing so would check boxes off our 'housing mandate' from the province for both *below-market* and *family-sized units.*

Thank you for considering these concerns as you consider this rezoning application and OCP amendment this evening.

Kelly Bond

From: [Ivan Rubcic](#)
To: [Mayor and Council - DNV](#)
Subject: Lynn valley mall redevelopment
Date: March 20, 2026 10:40:09 AM

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello everyone,

I just read in NSNews about the nearly 400 units proposed for Lynn Valley and again am disappointed with cramming more people into the town centre, already traffic is a nightmare and this will only make things worse, changes in buses will not work as planned, people will mostly drive.

Stop this madness and alleviate the traffic congestion in the DNV.

There needs another access point to get over the highway to get to Deep Cove

Ivan

Sent from my iPhone

From: DNV Input
Sent: April 01, 2026 8:27 AM
To: Mayor and Council - DNV
Subject: FW: 1202 Ross Road - The Card Residence
Attachments: CDNV_DISTRICT_HALL-#4591270-v1-Public_Information_Sheet_-_1202_Ross_Road.pdf; 1202 Ross Road July 27, 2022.pdf

From: Jennifer Clay [REDACTED]
Sent: March 30, 2026 10:14 PM
To: Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>; Mayor's Office DNV <mayor@dnv.org>
Subject: Fw: 1202 Ross Road - The Card Residence

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Mayor and Council

Please see below regarding the concerns North Shore Heritage has with respect to the heritage register home at 1202 Ross Road not being included as part of the development being proposed by Polygon on the adjacent lot. Please start with my original email to Mackenzie at the bottom of this email, and then her response and finally my response tonight.

As you may recall, when our Heritage Committee did the Council walking tour of Lynn Valley, we ended up in front of the house at 1202 Ross Road, right behind the McDonalds and we were all quite shocked at the neglected state of the house.

We feel that by excluding the house and its lot from the discussion regarding the proposed development, it's a missed opportunity to require the restoration and retention of the home as an incentive for the development.

North Shore Heritage would appreciate your advocacy in support of the retention of this house. We believe that now is the time for this discussion with the owner, Polygon.

Regards,
Jennifer Clay
President, North Shore Heritage
[REDACTED]

----- Forwarded Message -----

From: Jennifer Clay [REDACTED]
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: Jessica Lee <leej@dnv.org>; Jim Paul [REDACTED]
Sent: Monday, March 30, 2026 at 09:54:40 p.m. PDT
Subject: Re: 1202 Ross Road - The Card Residence

Hello Mackenzie

Thank you for your detailed response and for clarifying that you feel that if 1230-1240 Ross Road was included in the rezoning, then 1202 Ross Road would likely have been included as well. However, if Ross Plaza is not owned by Polygon, and hence, may never be owned by Polygon, then the potential to leave 1202 Ross Road as an orphan property seems quite high, in my estimation and this could be quite detrimental to the long term existence of the building as the DNV would have less power in negotiating its retention on the small lot on which it currently sits versus as part of the development currently being proposed.

What I find frustrating is that the DNV did not take the opportunity, during their conversations with the developer, to "request" that they restore and/or repurpose the house as an amenity contribution. It need not have been integrated into the proposed development directly but I feel like the DNV would have had the best chance of getting Polygon to retain and restore the house if the discussion took place as part of the recent conversation.

Would there be a chance to open up the conversation with Polygon again?

Also, thank you for advising that Community Planning has advocated to improve maintenance of 1202 Ross Road. When did that conversation take place and what was the outcome? In my recent visits, it looks worse than ever. It is disappointing that it seems very little has been done to maintain the building, despite the meeting that HAC had with Devon Smart of Polygon in 2022.

And finally, would it be possible for you, or whoever is in conversation with Polygon on their current development to ask them to advise what their plans are for 1202 Ross Road, if not to be incorporated into their current development? Or perhaps they could be invited to an upcoming HAC meeting to tell the HAC Committee members directly what their plans are. If that could be arranged, I would be happy to attend as a guest.

One last point - please note that the Property Information Sheet that I referenced in my original email was produced by the DNV and not by the listing agent. It is a document that the DNV prepares when a Heritage Register home is listed for sale, and it is available to any prospective buyer or realtor who phones the DNV with questions about the building's inclusion on the Heritage Register and what could be done to the building or property.

I look forward to your reply.

Thank you!

Jennifer

On Monday, March 30, 2026 at 02:18:05 p.m. PDT, Mackenzie Stonehocker <stonehockerm@dnv.org> wrote:

Hello Jennifer (Jim and Jessica),

Thank you for your email regarding Polygon's application to rezone 1246-1268 Lynn Valley Road (Lynn Valley Mall) and 3050-3174 Baird Road (Draycott Gardens). As you correctly note, the Card House at 1202 Ross Road is not included in the redevelopment proposal.

I appreciate you laying out the recent history regarding this property (such as its listing in the Heritage Register, listing for sale, purchase by Polygon, HAC meeting, walking tour, and noted decline), and I understand your desire to see a key historical building in Lynn Valley repurposed.

Polygon has explored many options over the years to redevelop these properties. It's before my time at the District, but at First Reading at Council on March 16th, the Mayor and Devon Smart alluded to some of the past iterations (e.g. with/without commercial space, with/without a tower), so I think there were redevelopment concepts both with/without 1202 Ross Road.

The applicant chose to submit a rezoning application that didn't include 1202 Ross Road. I was aware that Polygon owned the Card House, but it was the applicant's prerogative to apply for a rezoning that did not include that property.

The lot layouts likely influenced Polygon's choice. For example, if 1230-1240 Ross Road was included in the rezoning application, then 1202 Ross Road would also be included in one comprehensive redevelopment. However, Ross Plaza is not owned by Polygon and is not up for redevelopment at this time (as far as staff know).

Although the house is not included in the rezoning proposal, Community Planning has advocated for Polygon to improve maintenance of 1202 Ross Road, to forestall further decline.

I understand your frustration and disappointment that the rezoning application doesn't include the restoration of this historical building.

Please let me know if you have any questions.

Thank you,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Jennifer Clay [REDACTED]
Sent: March 23, 2026 10:18 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: Jessica Lee <leej@dnv.org>; Jim Paul [REDACTED]
Subject: 1202 Ross Road - The Card Residence

Mackenzie Stonehocker,

Development Planner

I am writing you as the President of North Shore Heritage and as a 14-year member of the DNV Heritage Advisory Committee (last term completed Dec 31, 2025). We have been made aware of the proposed development to build 397 units in Lynn Valley by Polygon which received 1st reading by Council on Monday March 16th. I did not attend the meeting but read the article in the North Shore News which showed the following map of the proposed development.



We are very concerned about the lot at 1202 Ross Road which we understood was also owned by Polygon but which appears to have been excluded from the proposed development. We are concerned, because that lot contains a very important heritage house that is one of the few remaining buildings related to the logging history of Lynn Valley, and we were hopeful through discussions with Polygon and the DNV that any development done by Polygon on the rest of their assembled land would include the retention of the house as part of the development. In fact, we counted on the DNV to also make sure that the retention of the house would become a condition of the development.

I'd like to provide you with a chronology of DNV documents and discussions (either with the DNV or Polygon) regarding this property and the heritage house (Card Residence) that sits on it.

DNV Heritage Register

The Card House was identified by the DNV as being historically significant and is included on the DNV Heritage Register (originally published in 2013) with the following description:

A superb example of the Craftsman Bungalow style, this house is notable for its projecting wrap around verandah, its ground level basement, and its hip-on-gable roof. The Craftsman style was the most popular residential style during this period, and buildings like this were often constructed from pattern book plans acquired from magazines and bungalow

publications. The Craftsman Bungalow style flourished on the West Coast, where its development was spurred by a benign climate, and easy availability of wood and skilled carpenters. This house was built for Edith and William Card. William Card, a painter by trade, was employed as a labourer at the Lynn Valley Lumber Company, and was in active service during the First World War. In 1922, William and Alice Simpson acquired the house, and added the verandah the next year.

Excerpt from the Property Information Sheet prepared by the DNV

The house and lot were put up for sale in the fall of 2020 and as per usual practice when a heritage register house is being listed, our DNV HAC Committee asked the DNV to put together a Property Information Sheet outlining the importance of the building and incentives which could be offered to the buyer in return for retention of the building. This document was intended to be sent to any potential buyer who enquired with the DNV about the house and/or the development potential of the lot. The Property Information Sheet is attached but I wish to highlight one particular piece of information that was included in this document.

*Lynn Valley Local Plan (1992) Policy 7.1.7 to “**preserve heritage buildings in the Town Centre**” has identified 1202 Ross Road as a “**Primary Heritage Site**” to preserve as a component of the earlier “Logging Town settlement” around the intersection of Lynn Valley Road and Mountain Highway.*

I mention this because when I attended a public information session a decade or so ago, when the Lynn Valley Town Centre was first being proposed, I recall this specific clause being present on one of the boards and I asked the DNV staff who were present that night what it meant. They mentioned that there were 3 buildings in the proposed Lynn Valley Town Centre and mentioned that they would be preserved. Their list of buildings included 1202 Ross Road, the Fromme Block on the corner of Lynn Valley Road and Mountain Highway and one other building for which I cannot remember the address.

Meeting with Devon Smart

After the lot was sold (to Polygon), our Heritage Advisory Committee noticed a marked decline in the condition of the building and the DNV gave our Heritage Advisory Committee permission to reach out to Polygon to express our concern. We sent the attached letter and were contacted by Devon Smart with an offer to meet, which we did in September 2022. He advised us that the lot was part of a larger land assembly that would be part of an OCP amendment that would take some time to put together. In the ensuing time period, he agreed to put a tarp on the roof and would consult with the property manager to see if they could put the heat on to ensure that the building did not further decay. We never heard back from him after that although we continued to notice further decline in the appearance of the building.

Walking Tour of Lynn Valley

In September 2024, as part of our DNV HAC annual program, I personally conducted a Walking Tour of Lynn Valley exclusively for Councillors, highlighting key heritage buildings in Lynn Valley with an emphasis on the many buildings there which were moved and/or repurposed over the years. We ended at the Card House at 1202 Ross Road where I mused about another opportunity for a key historical building in Lynn Valley to be repurposed, referring to its ownership by Polygon and the rumours about a potential development. I know that the Councillors who attended were shocked by the deterioration of the building. Of course, since that time, the building has continued its decline.

And with this history now in writing, this brings me back to my original question:

Why has this lot containing one of the oldest homes in Lynn Valley been excluded from the proposed development plan?

I thank you in advance for your timely response.

I have copied the current HAC Staff Liaison, Jessica Lee, and the current HAC Chair for their information.

Regards,

Jennifer Clay

President, NSH

[REDACTED]



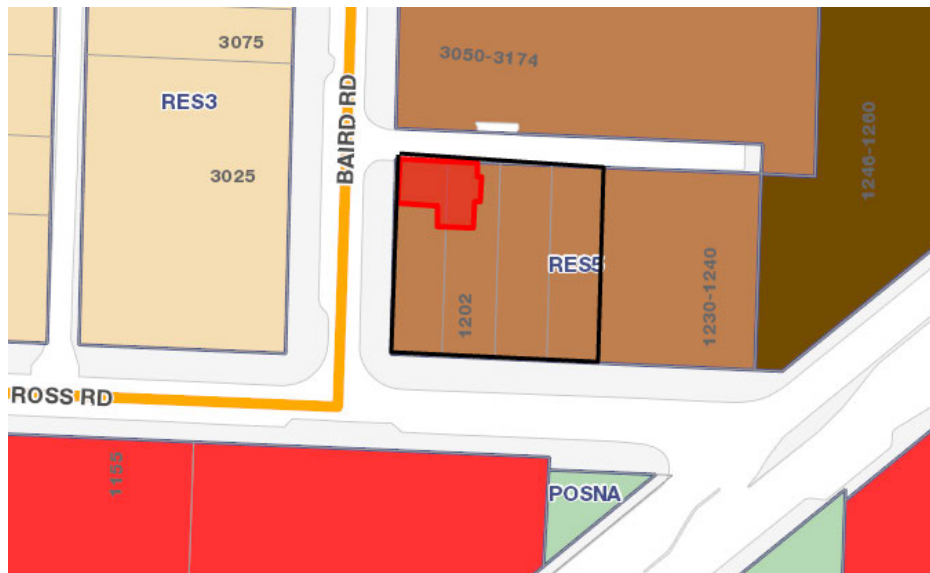
Public Information Sheet for 1202 Ross Road

Release: November 23, 2020

Sutton Group-West Coast Realty has listed the house and lands at 1202 Ross Road for sale and distributed a marketing profile to the development community. The District of North Vancouver Planning Department has compiled a "Public Information Sheet" to assist prospective purchasers.

Disclaimer: This information is provided for information purposes and does not represent advice or consideration of all plans, policies or bylaws that may be relevant for a proposal, application or potential purchase. Please contact Planning staff for more detailed information.

Map of Parcel, Existing Housing, and Immediate Vicinity



Property Profile:

Lots: 4
 Site Area: 1490m²
 Lot 1: 370m²
 Lot 2: 379m²
 Lot 3: 373m²
 Lot 4: 368m²

Heritage Property: Yes

- Listed on the Heritage Register

Zoning: RM3 (Multiple-Family Residential):

- Land uses: single family and secondary suite; townhouse or low-rise apartment
- Density: 1 unit per 2400 ft² (or 223m²) for both townhouses and low rise apartment
- "Siting Area" Plan Section R/11: exempted

OCP: Residential Level 5: Low Rise Apartment

"Reference Document": Lynn Valley Local Plan

Zoning Bylaw

- The site is located in the RM3 (Multiple-Family Residential) Zone, which permits:
 - A single family dwelling with a secondary suite; or
 - Single family detached units that are part of a multiple-family development as long as the number of single family dwellings does not exceed 50% of the total units on the site or exceed one (1) dwelling unit per 2400 ft²; or
 - A townhouse or low-rise apartment building with maximum total density of one (1) dwelling unit per 2400 ft².
- The RM3 Zone has additional regulations for a “Siting Area” Plan (“R/11”), which restrict the siting of buildings only on certain parcels in a “Plan” map. The subject property is on this map, but exempted.

Heritage Status

- The house on the property (“Card House”, c.1913), is listed on the municipal Heritage Register for its architectural and historical value to the Lynn Valley community. See the appendix for Google Street View images and the house description in the Heritage Register.
www.dnv.org/property-and-development/heritage-register-conserving-our-heritage-properties
- Properties on the Heritage Register are eligible for District Heritage Grants and potentially eligible for funding from the Heritage Society of British Columbia and the provincial and federal governments.
- Listing on a Heritage Register and/or bylaw protection also enables the use of the BC Building Code’s “Heritage Building Supplement” (code equivalencies) and *BC Homeowner Protection Act* exemptions.
- Alterations to a property that is listed on the Heritage Register, but not protected, only requires a Building Permit, as long as the work fully complies with zoning. Applicants discuss the BP plans with Planning staff and the applicant is referred to Heritage Advisory Committee for advice and comment.
- The District *Heritage Procedures Bylaw* allows staff to use the power in the *Local Government Act* to temporarily withhold a Building, or Demolition, Permit that would result in a “significant adverse impact on the heritage value of a building”. See: www.dnv.org/sites/files/bylaws/bylaw7945.pdf
- Legal protection of the heritage house is a requirement for any Heritage Revitalization Agreement (HRA). An HRA is a negotiated, voluntary legal agreement between a local government and an owner of a heritage property. The terms of the agreement may vary local government bylaws, e.g. zoning regulations for use, density or siting, in exchange for heritage property protection and conservation.

REDEVELOPMENT POTENTIAL

Council approval is required for development that is not outright permitted in the RM3 Zone. Key facts are provided in this sheet, but not all pertinent information. Developers are encouraged to review and respond to all relevant plans, policies, guidelines and bylaws in any proposal.

Official Community Plan (OCP)

- The Official Community Plan (2011) is the citywide vision for the management of change to 2030, through a policy framework that directs 75-90% of housing and job growth to Town Centres.
- The subject site is located within the boundaries of the Lynn Valley Town Centre Land Use Map where it is designated “Residential Level 5: Low Rise Apartment”. See the OCP for more details:
- The maximum allowable density is approximately 1.75 FSR in apartment buildings up to four-storeys. Townhouses are also envisioned. Note: 1.75 FSR is not an entitlement. Actual achievable density

will require Council approval through a rezoning and/or a Heritage Revitalization Agreement. Site development must comply with OCP and Lynn Valley Local Plan policies, and all other applicable plans, policies, guidelines and bylaws.

- The subject property is located in the following Development Permit Areas:
 - Form and Character of Multifamily Development; and
 - Energy and Water Conservation and Green House Gas Emission reduction.
- Please note there are significant projects under construction in Lynn Valley Town Centre and public concerns have been expressed regarding “construction fatigue”.

Lynn Valley Local Plan

- OCP Policy 12.3.2 provides direction for land use decisions for Town Centre concepts to be informed by local plan “reference documents” until more detailed Implementation Areas planning is complete.
- *Lynn Valley Local Plan* (1992) Policy 7.1.7 to “preserve heritage buildings in the Town Centre” has identified 1202 Ross Road as a “Primary Heritage Site” to preserve as a component of the earlier “Logging Town settlement” around the intersection of Lynn Valley Road and Mountain Highway.

Affordable and Rental Housing

- Council Priorities include increasing the rental and affordable housing stock towards addressing the housing crisis through the *Rental and Affordable Housing Strategy* (2016) and OCP Targeted Review: www.dnv.org/council-directions-2019-2022
www.dnv.org/programs-services/rental-and-affordable-housing-strategy
www.dnv.org/community-environment/official-community-plan-targeted-review
- Developers are encouraged to consider, and respond to, the District’s housing policies and priorities.

APPLICATION TYPE

- Use of a Heritage Revitalization Agreements, which may include variances to land uses, density, and other regulations, would be considered for this site.
- Continuing legal protection of the heritage house and a high standard of conservation is encouraged, and may be secured through:
 - A Heritage Designation Bylaw; and
 - A Statement of Significance and Heritage Conservation Plan prepared by a qualified heritage professional and to Council’s satisfaction.
- The following may be considered in exchange for an acceptable heritage amenity:
 - Subdivision (i.e. lot consolidation or realignment);
 - Density up to approximately 1.75 or modestly above for conservation costs;
 - An expanded range of housing forms and types, including but not limited to: low-rise apartment, townhouses and other multiple family residential, e.g. a triplex or four-plex;
 - Relocation of the heritage house within the site to accommodate new infill; and
 - Other development of merit in relation to District policies on case-by-case bases.
- An HRA application is required to have community engagement and is similar to a rezoning process, is subject to a public hearing, and is ultimately considered by District Council.

Staff contact for enquiries:

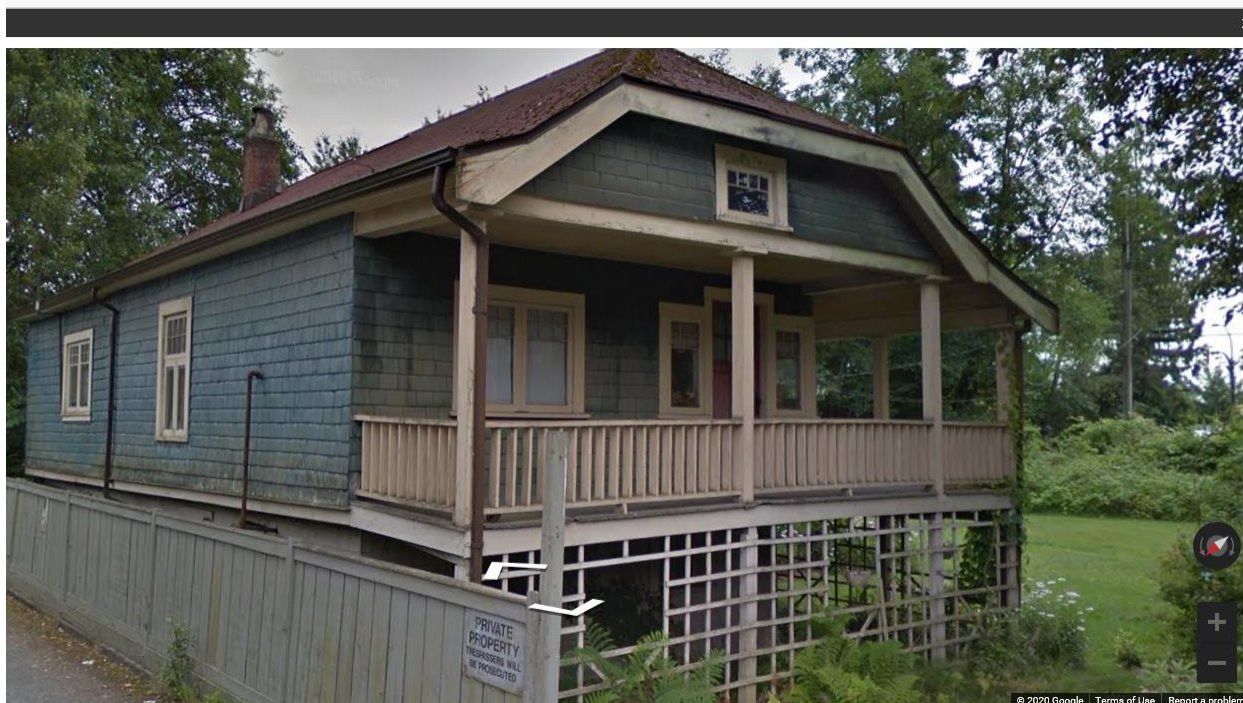
Arielle Dalley, Community Planner: Phone: 604-990-2261. Email: DalleyA@dnv.org

The District of North Vancouver Heritage Register has the following entry for 1202 Ross Road:

A superb example of the Craftsman Bungalow style, this house is notable for its projecting wrap-around verandah, its ground level basement, and its hip-on-gable roof. The Craftsman style was the most popular residential style during this period, and buildings like this were often constructed from pattern book plans acquired from magazines and bungalow publications. The Craftsman Bungalow style flourished on the West Coast, where its development was spurred by a benign climate, and easy availability of wood and skilled carpenters. This house was built for Edith and William Card. William Card, a painter by trade, was employed as a labourer at the Lynn Valley Lumber Company, and was in active service during the First World War. In 1922, William and Alice Simpson acquired the house, and added the verandah the next year.

Google Street View© has recent photographs of the front south and west side elevations.

1202 Ross Road: South elevation looking north



1202 Ross Road: Partial south elevation, looking north



1202 Ross Road: Full south elevation, from Ross Road



Devon Smart

Development Manager
 Polygon Development 395 Ltd.
 email: dsmart@polyhomes.com
 tel: 604.871.4473
 cell: 604.506.6314

Anne Savill

Chair,
 District of North Vancouver
 Community Heritage Advisory Committee
annesavill@shaw.ca
 tel: 604.985.2219

July 29, 2022

Dear Mr. Smart,

Re: "Card Residence" at 1202 Ross Road, North Vancouver

This letter concerns the important heritage house located on your property at 1202 Ross Road in North Vancouver. The appearance of your house indicates it may be at risk of premature deterioration, to a state where it would be challenging, if not impossible, to repair and preserve. We are writing to you as members of the Community Heritage Advisory Committee¹ today to highlight the heritage value of your house, flag options for the long-term protection of your house and request an update on your preservation strategy for this resource

The Card Residence

Referred to as the *Card Residence* in the District's official Heritage Register², your house is a superb example of the Craftsman Bungalow style, made popular in the early years of the last century and admired for its wraparound verandah, ground level basement, and hip-on-gable roof. These are likely some of the reasons Edith and William Card purchased the house plans and contracted to have it built for them in 1913. William Card, a painter by trade, was employed as a labourer at the Lynn Valley Lumber Company, and was in active service during the First World War. In 1922, William and Alice Simpson acquired the house, and added the verandah the following year.

Options for the Long-Term Protection of Your House

Your house was recognized for displaying heritage significance and placed on the District's Heritage Register, based on extensive research conducted by heritage professionals. The fact that your house sits on the Register means that you can negotiate a Heritage Revitalization Agreement (HRA) with the District and subsequently benefit from potential development advantages such as zoning relaxations, added density in adjacent buildings, and setback variations in return for legally protecting the house. As a heritage register house owner, you are also eligible to apply for heritage grant money that is not available to regular homeowners. The District has at its disposal expertise and supports that can help you preserve this unique heritage building while simultaneously realizing the full value of this and neighbouring properties you own. District staff and members of the CHAC would welcome the opportunity to discuss this assistance with you in greater detail.

Our Requests

The CHAC is grateful to you for your interest in the history of North Vancouver and the links to the past that buildings like yours foster. We would like to request that the house is adequately heated, ventilated and monitored for pests and other threats so as to avoid permanent loss of its valuable heritage characteristics.

The CHAC would also like to invite you to one of its monthly meetings where conservation and preservation options can be explored that may enhance your development aspirations for the house.

If you require more information about the DNV's Heritage Program, please feel free to contact Arielle Dalley, DNV Community Planner, at: dalleya@dnv.org or 604-990-2261.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne Savill'.

Anne Savill,
Chair, District of North Vancouver Community Heritage Advisory Committee
annesavill@shaw.ca
604-985-2219

Footnotes

¹*The Community Heritage Advisory Committee*

The CHAC consists of nine residents of the District of North Vancouver selected for their expertise and interest in heritage preservation. The Committee performs four principal functions:

1. Advises District staff and Council on heritage conservation matters and provides support for such activities that benefit and provide for the advancement of heritage conservation in the District.
2. Supports public education and awareness raising programs related to the conservation of heritage properties or resources
3. Supports opportunities and activities that promote the value of heritage in the community
4. Supports the District of North Vancouver's Official Community Plan by helping to ensure that the community has a clear sense of identity and place, and a legacy linking the past, the present and the future.

² *The Heritage Register*

The Heritage Register allows the District of North Vancouver to formally recognize properties that are deemed to have historic merit and importance. Heritage significance is determined by an assessment of a property's heritage character and heritage value. Heritage character refers to the overall effect produced by traits or features which give a property its distinctive quality or appearance, and heritage value refers to the historical, cultural, aesthetic, scientific or educational worth or usefulness of a property.

From: Mackenzie Stonehocker
Sent: March 30, 2026 12:08 PM
To: DNV Input
Cc: [REDACTED]
Subject: FW: Lynn Valley Mall redevelopment application by Polygon

Hello Ahren,

Thank you for providing your comments on the proposed rezoning at Lynn Valley Mall / Draycott Gardens. I am forwarding your message (below) to input@dnv.org so it can be included in the submissions for the public hearing.

Thanks,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Ahren Britton [REDACTED]
Sent: March 26, 2026 10:42 AM
To: Mackenzie Stonehocker <Stonehockerm@dnv.org>
Subject: Lynn Valley Mall redevelopment application by Polygon

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Mackenzie,

I understand you are the Planner responsible for reviewing comments/community input on the proposed redevelopment of the Lynn Valley mall by Polygon.

As a resident of the neighborhood [REDACTED] I wanted to write in in support of the application, as I feel it will enhance the neighborhood and am particularly keen to see the addition of additional commercial space maintained in the development to broaden the food and entertainment options for the community. The Dairy Queen in that mall has been a staple for my kids since moving to Lynn Valley and we would love to see some additional restaurant options come to the neighborhood while maintaining commercial space for a range of services that allow us to stay local for our services as much as possible.

Regards,

[Redacted]

From: DNV Input
Sent: April 01, 2026 8:22 AM
To: DNV Input
Subject: FW: Current Lynn Valley Centre Housing Proposal - Input from Better North Shore

From: Duncan Wilcock <duncan@wilcock.ca>
Sent: March 31, 2026 7:47 AM
To: Mayor and Council - DNV <council@dnv.org>
Cc: Heather Drugge <hdrugge@gmail.com>; Martyn Schmoll <martyn.schmoll@gmail.com>; Hello Better North Shore <hello@betternorthshore.ca>
Subject: Current Lynn Valley Centre Housing Proposal - Input from Better North Shore

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I am writing to express our broad support for the proposed housing development at Lynn Valley Centre, while highlighting a significant missed opportunity regarding its parking strategy. We recently published an article on Better North Shore detailing our perspective on this project, which we encourage you to read here:

<https://www.betternorthshore.ca/blog/building-for-future-generations>

In short, this project delivers exactly the kind of transit-adjacent, mixed-income housing we need, complete with breakthrough protections for existing renters. However, mandating 390 parking spaces for 397 units right on a frequent transit corridor unnecessarily inflates building costs and works against the active transportation goals of the DNV, and the region.

We urge you to read the full piece linked above. We have an opportunity here not just to approve good housing, but to actively decouple that housing from car ownership and set a stronger precedent for sustainable growth in the DNV.

Best regards,

Duncan Wilcock, Heather Drugge, Martyn Schmoll
BetterNorthShore.ca

duncan@wilcock.ca || +1.604.379.0224
eBikes: No traffic. Easy parking. Join the Fun!

From: DNV Input
Sent: April 01, 2026 3:54 PM
To: Mayor and Council - DNV
Subject: Letter from Ann Sotres
Attachments: Letter from Ann Sotres.PDF

The attached is provided for information.

March 31, 2026

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

Dear Mayor Little and Council,

Re: Polygon's Redevelopment Proposal for the Lynn Valley Mall and Draycott Gardens

I am writing as a long-time resident of the District of North Vancouver, having lived in this community for over 30 years, including many years close to Polygon's Lynn Valley Centre site. Over that time, I have seen the area evolve, but I have also seen the core of Lynn Valley begin to age and lose some of the vibrancy that once defined it. For this reason, I strongly support Polygon's proposed redevelopment.

Quite simply, the heart of Lynn Valley needs a refresh. The existing housing and commercial spaces are aging, and without thoughtful reinvestment, the heart of the community risks falling further behind. This proposal represents an important opportunity to re-energize the area with well-designed, appropriately sized mid-rise buildings. This mixed-use development, with a combination of rental and strata housing, strikes the right balance for this location.

Equally important is the role that the increased density will play in supporting local businesses. Over the years, I have watched too many shops and services struggle or close their doors. A key reason is that there simply are not enough people living within easy walking distance to sustain them. Bringing more residents into the core will provide the economic lift needed to help existing businesses survive and give new ones a chance to thrive.

There is also an opportunity here to restore some of the community spirit that has been lost. Many residents still fondly remember places like the Black Bear Pub, which served as a local gathering spot and is greatly missed. I know as I regularly frequented this wonderful community hub. A revitalized Lynn Valley core could once again foster that kind of social connection—creating new spaces where people come together and where local favourites can emerge.

The diversity of housing proposed is another major strength. This project offers options for a wide range of residents—from seniors looking to downsize out of detached homes into accessible, single-level, climate-controlled residences, to young families hoping to put down roots in Lynn Valley through either rental or homeownership. As a dog owner who spends a great deal of time walking in the area, I also appreciate that the development is designed to be pet-friendly, which reflects the lifestyle of many people in this community.

What this proposal ultimately delivers is a healthy mix of ages, households, and lifestyles living in one place. That kind of diversity is exactly what helps create a vibrant, resilient, and economically sustainable community. With more people living, shopping, and spending time in the area, Lynn Valley can once again become a lively and desirable destination.

After three decades of calling this place home, I believe this is the kind of thoughtful evolution our community needs. I encourage Council to support this proposal.

Sincerely,

Ann Sotres

From: [REDACTED]
Sent: April 02, 2026 6:14 PM
To: DNV Input
Subject: Public Hearing April 14 - 1246-1268 Lynn Valley Road & Baird

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Regarding the proposal below, I am generally in favor of the proposal below, however, it will bring many more pedestrians, and many youngsters attending Lynn Valley Elementary, into the neighborhood.

The pedestrians will be crossing Lynn Valley road to go to the library & shopping etc. The Mountain Highway and Lynn Valley Intersection is already a **pedestrian death trap**.

Does someone have to be killed here before it is improved. **Please implement a “do not turn right on red” at this intersection.**

I live at [REDACTED], and cross south bound from the Petro Station to the library regularly and on several occasions, the visibility for drivers turning south west onto Lynn Valley Road from Mountain Highway is so poor, I risk getting hit by a car from behind.

The Petro Can corner vision is obstructed by the Petro Can Sign and a large hydro box, making it difficult for drivers to see around that corner .

Crossing Lynn Valley North, from the TD Bank is similar, drivers cannot see around the TD Bank corner.

Thanks for your consideration.

Jane O’Flaherty
[REDACTED]

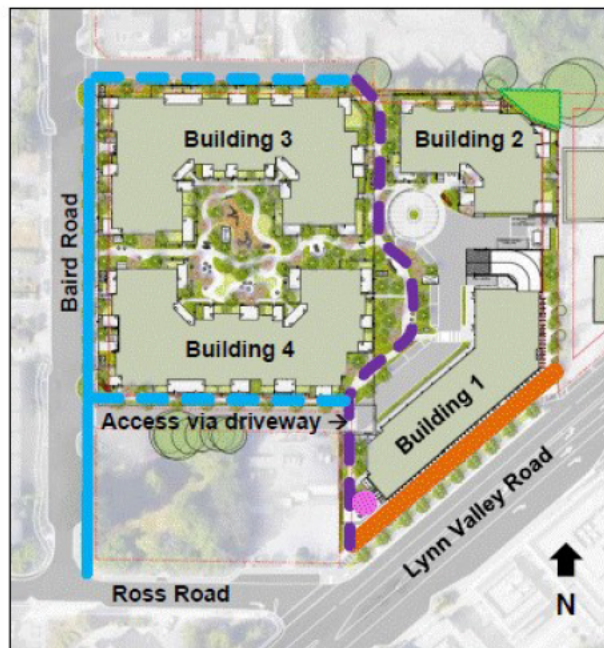
Located in the centre of Lynn Valley, the site includes 3050-3174 Baird Road ('Draycott Gardens'), 1246-1268 Lynn Valley Road ('Lynn Valley Mall') and a lane off Baird Road (between 1202 Ross Road and 3050 Baird Road).

The proposal includes 397 residential units in 4 six-storey buildings over two levels of underground parking (see Attachment 3 for the project drawing package):

- **Building 1** – two storeys of commercial and four storeys of market rental residential (64 units in total, with 32 rental replacement units; see RTRAP section)
- **Buildings 2, 3 and 4** – strata residential (333 units)

Significant dedications and public realm improvements are proposed:

- 8.5 m right of way and dedication along Lynn Valley Road to accommodate future transit upgrades, as well as sidewalk improvements and a bike lane (shown in **orange**)
- Street improvements along Baird Road, with new sidewalk extending south to crosswalk at Ross Road (shown in **solid blue**)
- Sidewalks along the existing lanes (shown in **dashed blue**)
- A pedestrian path running north-south through the site (shown in dashed **purple**), as envisioned under policy



From: DNV Input
Sent: April 07, 2026 9:29 AM
To: DNV Input
Subject: FW: Polygon Lynn Valley Project - Letter of Support
Attachments: Polygon LV Proposal.pdf

From: Grant Proctor [REDACTED]
Sent: April 03, 2026 5:05 PM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; hansonj@dnv.com;
Herman Mah <mahh@dnv.org>; Lisa Muri <Muril@dnv.org>; Catherine Pope <popec@dnv.org>; Planning <planning@dnv.org>
Subject: Polygon Lynn Valley Project - Letter of Support

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

Please see the attached letter in support of Poylgon's proposed project in Lynn Valley.

Regards,

Grant & Genevieve Proctor

Subject Line: Support for the Lynn Valley Redevelopment Proposal by Polygon Homes

Dear Mayor Little and Council,

We raised our family in North Vancouver and have spent much of our lives here. Over time, Lynn Valley has become part of our family's story and has shaped our understanding of what makes a community truly strong.

As we look ahead, we hope to remain here, but in a home that better reflects our changing needs. Options to downsize while staying close to the places and routines we rely on are limited. Polygon's proposal for Lynn Valley Mall and Draycott Gardens offers a thoughtful step in that direction.

Being within walking distance of shops, medical services, and the library would make it easier for us to remain independent. At the same time, welcoming younger families into the neighbourhood brings continuity and renewed energy, helping ensure that Lynn Valley remains vibrant for years to come.

Strong communities evolve in ways that support people at every stage of life. In our view, this proposal helps achieve that, and we respectfully ask Council to support it.

With our thanks,



Genevieve Proctor



Grant Proctor

From: Brian [REDACTED]
Sent: April 05, 2026 7:44 AM
To: DNV Input
Subject: April 14th Public Hearing : 1246-1268 Lynn Valley Road & 3050-3174 Baird Road, Letter of Support
Attachments: Apr 14.26 Public Hearing letter, pg 1.jpg; Apr 14.26 Public Hearing letter, pg 2.jpg

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To the attention of the Corporate Officer :

Enclosed is my letter of support for the proposed Zoning Bylaw Amendments concerning the sites at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

Please ensure that this letter of support is entered into the project record, and distributed to Mayor and Council for their consideration in advance of the April 14/26 Public Hearing.

Sincerely,

Brian Ellis
[REDACTED]
North Vancouver, BC
[REDACTED]

Brian Ellis

North Vancouver, BC

April 4, 2026

District of North Vancouver City Hall
355 West Queens Road
North Vancouver, BC
V7N 4N5

Attn : Mayor and Council

Re : Public Hearing - April 14, 2026 : Zoning Bylaw Amendments
1246-1268 Lynn Valley Road & 3050-3174 Baird Road

As a long-time resident of the District of North Vancouver, I am writing to express my support of the proposed Zoning Bylaw amendments for the sites at 1246-1268 Lynn Valley Road (a.k.a. "Lynn Valley Mall") and 3050-3174 Baird Road (a.k.a. "Draycott Gardens") to be heard at the April 14/26 Public Hearing.

After review of the applicant's development proposal and the Feb 18/26 DNV staff Report to Council, I strongly urge DNV Council to approve the associated Zoning Bylaw Amendments for the following reasons :

- a) Significant improvements to the public realm will result, including but not limited to ; a) a ROW dedication along Lynn Valley Road for future transit, bike lane, and sidewalks, b) street improvements along Baird Road, c) sidewalks added along existing lanes, d) a dedicated pedestrian path running north-south through the site, e) upgrades to nearby sanitary/storm/water mains nearby, and f) upgrades to mitigate traffic impacts on nearby streets.
- b) The development proposal on the Lynn Valley Mall portion complies with the existing OCP designation as RES Level 6 : Medium Density Apartment density of up to 2.5 FSR.
- c) The development proposal increases the amount of housing available in the Lynn Valley Town Centre and includes a wide range of residential unit types which is consistent the District's OCP.
- d) The residential aspects of the development will be built to BC Energy Step Code Level 3 in order to assist with GHG emissions reductions.
- e) The number of rental residential units on site will be doubled from 32 to 64, and the proposed phasing of the development will minimize potential displacement concerns of the eligible tenants from the Draycott Gardens buildings into new rental replacement units.

...2

2.

- f) The applicant's development proposal includes Residential Tenant Relocation Assistance Policy (RTRAP) options for the eligible tenants from the Draycott Gardens site. These tenant assistance packages provide significant financial options to choose from for those eligible tenants.
- g) The proposed building form along Lynn Valley Road creates a needed 'streetwall' condition to maintain an appropriate pedestrian scale along that very wide street frontage.
- h) The three other proposed building forms are reasonable in height relative to their neighbours and allow for a transition down in height from the taller Lynn Valley Town Centre core buildings. In addition, the two building forms facing toward Baird Road are proposed to be stepped back approx. 1.8m at their upper two floors and will include distinct architectural treatments to further 'soften' their visual presence relative to the neighbouring buildings.
- i) The development proposal includes significant Traffic Demand Mitigation (TDM) features, and has a DNV staff supported Transportation Impact Assessment (TIA) report.

In closing then, my review of the DNV staff report and the development proposal for the site at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road shows a very thoughtful and complete approach by the applicant with the community's desires and ambitions fully in mind.

As such, I would urge Mayor and Council to support this proposed Zoning Bylaw Amendment as I do.

Sincerely,



Brian Ellis

From: Peter Roskell [REDACTED]
Sent: April 06, 2026 1:00 PM
To: DNV Input
Subject: Development Proposal: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I live in the City of North Vancouver, however I was born and raised in the District and now own two Polygon homes in Lynn Valley. I possess a unique and clear sense of the quality of Polygon's work and their commitment to our community.

I strongly believe that Polygon Homes is the right developer for this site. Polygon has a proven track record of delivering quality homes through well-designed and executed projects throughout metro Vancouver and specifically in the District of North Vancouver.

I believe the proposed homes respond to local needs through the introduction of new housing without overwhelming the neighbourhood. Concerns regarding building height, scale, and also traffic management will often be voiced. However I believe the Lynn Valley Town Centre is a sensible focus for density, allowing people to live close to shops, services, and public transit, while optimizing the use of existing infrastructure and reducing pressure for growth within detached home neighbourhoods.

I also believe Polygon Homes' six storey building design is a sensible fit for the area, aligning with the OCP and providing an appropriate transition to the surrounding area while delivering the housing that is greatly needed.

I understand that this project also brings real and valuable benefits to the District. Development contributions will support infrastructure and amenities, while improvements to pedestrian areas and land for future rapid transit will shape how people move through Lynn Valley.

Furthermore, the work planned along Hastings Creek reflects a responsible approach to the environment and ongoing stewardship.

Polygon Homes is proposing a significant redevelopment; one that I believe is well-conceived and delivering clear benefits to the community. It is an opportunity that should be seized and I respectfully urge Council to support Polygon's proposal.

Sincerely,

Peter

Peter Roskell
Parapar Holdings Ltd.
North Vancouver, BC
Canada

From: Hayley E [REDACTED]
Sent: April 06, 2026 1:18 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road
Attachments: Lynn Valley Draycott Gardens.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi there,

Please see attached letter in support of the Lynn Valley Draycott Gardens proposed project.

Best,
Hayley

Subject line: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Dear Mayor Little and Council,

I am writing to express my support for Polygon's housing proposal for the Lynn Valley Mall and Draycott Gardens.

As a young professional living on the North Shore, I value the balance that makes this community special, access to green space, walkability, and a strong sense of connection. As a dog owner, I experience that every day, and it is something worth building on.

What stands out to me about this proposal is how it reinforces those qualities. More homes in a walkable location, alongside revitalized commercial space, will help continue the positive momentum we have already seen in Lynn Valley. The existing shops and services have brought new life to the centre, and this project builds on that.

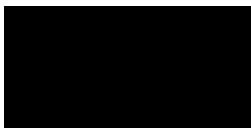
I also appreciate the scale. Six storeys feel appropriate here, which introduces much-needed housing without overwhelming the area with large towers.

Just as importantly, this project creates more attainable options. As a recent first-time homebuyer, I know how difficult it is to enter the market. Before that, I rented in North Vancouver for several years, and I saw how limited that supply is. Having both ownership and rental options is critical for a healthy community.

This proposal reflects the kind of growth that strengthens what people already value about Lynn Valley.

I respectfully ask you to support it.

With sincere thanks,



From: Kent Pretorius [REDACTED]
Sent: April 06, 2026 5:12 PM
To: DNV Input
Subject: Public Hearing for 1246-1268 Lynn Valley Road & 3050-3174 Baird Road (Lynn Valley Mall and Draycott Gardens)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My wife and I are a young family raising our one-year-old daughter in the District of North Vancouver — or trying to be. We own a one-bedroom-and-den here, but it no longer fits our needs, so we are currently renting a larger townhome elsewhere. We would prefer to stay in the District, but the right housing options have been hard to find.

From both a professional and practical standpoint, this proposal represents a sound approach to growth. Locating family-oriented housing within a walkable Town Centre supports more efficient land use, reduces dependence on vehicles, and aligns with long-term infrastructure planning. Proximity to schools, childcare, groceries, and community services is not simply convenient — it is essential for how families function day to day.

This type of development offers a concrete pathway for families like ours to return to the District and put down lasting roots.

I encourage Council to recognize the long-term value of this approach and support its advancement.

Sincerely,

Kent Pretorius

From: Lucy Barton [REDACTED]
Sent: April 06, 2026 6:42 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am writing in support of Polygon Homes' proposed redevelopment in Lynn Valley.

As a professional living on the North Shore, I value thoughtful development that enhances both how a place looks and how it functions. Polygon has a strong reputation for delivering well-designed, aesthetically pleasing communities. They have built a number of successful projects in the District and that gives me confidence in what is being proposed here.

What stands out most to me is the continued focus on walkability. Lynn Valley already has a strong foundation, and this project builds on that by improving how people move through the area. As someone who regularly walks, takes the bus, and bikes for everyday trips, I am particularly encouraged by the additional infrastructure being proposed.

Improvements like these meaningfully change how a place is experienced day to day. They make it easier to move around safely and stay connected without relying on a car.

To me, this is a well-considered approach to growth that improves both the feel and functionality of the community.

I urge you to support it.

Sincerely,
Lucy Barton

From: DNV Input
Sent: April 07, 2026 8:55 AM
To: DNV Input
Subject: Polygon Lynn Valley Project - Letter of Support
Attachments: Polygon's LV Proposal.pdf

From: Dylan Proctor [REDACTED]
Sent: April 07, 2026 6:34 AM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; hansonj@dnv.com;
Lisa Muri <muril@dnv.org>; Herman Mah <mahh@dnv.org>; Catherine Pope <popec@dnv.org>; Planning <planning@dnv.org>
Subject: [SUSPECTED SPAM] Polygon Lynn Valley Project - Letter of Support

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

Please see the attached letter in support of Poylgon's proposed project in Lynn Valley.

Regards,
Dylan Proctor

SUBJECT LINE: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Dear Mayor Little and Council,

I was born at Lions Gate Hospital, raised in North Vancouver, and I'm now raising my own young family here. That perspective makes me think not only about today, but about the kind of community we are planning for over the long term.

I support Polygon Homes' proposed redevelopment in Lynn Valley because it aligns with the principles that have guided growth across the District: focusing density in Town Centres, supporting transit, and creating complete, walkable communities.

Lynn Valley is one of the designated Town Centres, and this site sits at its heart. If we are serious about reducing pressure on established single-family neighbourhoods, while also addressing housing demand, then this is exactly where new housing should be located.

The proposal delivers a meaningful mix of housing types, including both rental and ownership. That diversity is critical. As someone raising a family, I know how limited the options can feel — particularly for those trying to stay in the community close to work, childcare, and extended family. This kind of housing mix helps foster stability for varying needs throughout the greater community.

From a land use perspective, the scale is also appropriate. Six storeys provides the level of density needed to support local businesses and future transit investments, while still offering a respectful transition to surrounding residential areas. It reflects a measured approach to growth, rather than over-development.

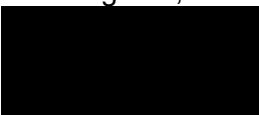
Polygon's project also advances key infrastructure and environmental objectives. Improvements to walking and cycling routes, as well as land dedication for future transit, are exactly the kinds of investments needed to reduce reliance on cars over time. At the same time, enhancements to Hastings Creek and updated environmental standards demonstrate that growth and stewardship can go hand in hand.

What matters to me, as a parent, is that we are building a community that will remain liveable, connected, and resilient for the next generation. That requires thoughtful decisions today about where and how we grow.

In my view, this proposal reflects that kind of thinking.

I encourage Council to support it and help get Polygon building as soon as possible.

Best regards,



Dylan Proctor

From: [DNV Input](#)
To: [DNV Input](#)
Subject: Polygon Proposal - for 1246 – 1268 Lynn Valley Road & 3050-3174 Baird Road
Date: April 07, 2026 10:45:48 AM

From: [REDACTED]
Sent: 2026-04-02 1:45:15 PM
To:
mayor@dnv.org; backj@dnv.org; forbesb@dnv.org; hansonj@dnv.org; mahh@dnv.org; [ril@dnv.org](mailto:mu
ril@dnv.org); popec@dnv.org; planning@dnv.org

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I have spent my entire life in Lynn Valley, and what has always defined this community for me is the way families are able to stay connected and support one another over time.

That is becoming harder to hold onto.

My daughter is now trying to return to the neighbourhood she grew up in, and like many young adults, she is finding very few housing options that are within reach. As a parent, it's difficult to watch. You want your children to be able to come home—not just to visit, but to build their lives here. Right now, that feels increasingly out of reach for many families.

This is why I support Polygon's proposed redevelopment of Lynn Valley Mall and Draycott Gardens. It introduces a broader range of housing options that the centre of Lynn Valley is currently lacking. Without that range, we risk losing the very people who grew up here and want to stay connected to this community.

I also appreciate the broader planning considerations at play. Traffic congestion across the North Shore is a real and growing concern, and it's clear that these challenges extend beyond any single neighbourhood. Focusing growth within the Town Centre is, in my view, a practical and forward-looking approach. It creates the conditions needed by Translink to prioritize rapid transit service here. In addition, this redevelopment proposal includes the necessary land dedication along Lynn Valley Road for a future rapid transit stop. People like my daughter would appreciate having housing within easy reach of rapid transit.

Lynn Valley Town Centre has long been the heart of this community. It is the appropriate place to accommodate growth in a way that brings housing, services, and infrastructure

together in a more complete and sustainable form.

I respectfully ask Council to support this proposal so that families like mine can continue to be part of the community we have called home for generations.

Most sincerely,

Jennifer Anderson

From: [DNV Input](#)
To: [DNV Input](#)
Subject: Corporate Officer at input
Date: April 07, 2026 10:47:00 AM

From: Edith Baer [REDACTED]
Sent: April 06, 2026 12:28 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Corporate Officer at input

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I am greatly concerned of the height being six story high which is double the height of our buildings.

I do hope the trees along the border between the existing Draycott Gardens and adjacent parking lot by Dairy Queen will stay as they provide privacy and emit oxygen.

The trees convert carbon dioxide, water and sunshine into oxygen which in this day and age seems more than important.

I do hope those trees will stay! Thank you for listening.

Edith Baer
[REDACTED]
North Vancouver, BC

From: Dave Dog [REDACTED]
Sent: April 07, 2026 2:23 PM
To: DNV Input
Subject: Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application
Attachments: Re Polygon Development Lynn Valley Road - Kennedy.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Please see attached ...

Note: we are not opposed to the development. We are concerned about the heavy traffic bound for Baird Road and the tiny access to the massive site.

Dave
[REDACTED]

"I pulled into Nazareth, I was feeling' about half-past dead" - The Band

October 11, 2025

Mackenzie Stonehocker, DNV Development Planner, stonehockerm@dnv.org

District of North Vancouver- Development Planning Department

355 West Queens Road

North Vancouver, BC V7N 4N5

Re: Polygon Development 395 LTD

Address: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Concerns re traffic and safety in the new development.

The current development plans propose 450 vehicle stalls. This is an increase of approximately five times the existing parking at Drayton Court. The new developments only planned access to parking is the current alley off Baird Road.

With the additional 450 parking stalls, the ultimate increase in vehicular traffic would be even greater than that. Visitors to retail shops and to residents, moving vehicles, garbage and recycling trucks, multiple daily Amazon delivery trucks, and emergency vehicles, will all contribute to a higher vehicle number. Polygon's estimates of vehicular traffic of 144 vehicles in morning hours and 161 vehicles in afternoon hours, is an optimistic underestimation. Without additional multiple lanes to Baird Road, increased traffic congestion may significantly delay emergency vehicles' access because there is only one in and out to the new proposed complex.

The intersection of Baird and Ross Road is already a pinch point. Currently, Ross Road has delays from vehicles waiting on Ross Road to access MacDonald's drive through and double-parked Amazon delivery vans.

The information available doesn't mention the current pedestrian traffic flow on Baird Road. At the north end of Baird Road is Argyle Secondary, which has over 1,400 students. Weekdays year-round, several hundred students walk up Baird Road to access the school. At lunch and when school is finished, there is a wave of students walking down Baird Road to access Lynn Valley Mall, McDonald's, or transit on Lynn Valley and Mountain Highways. While sidewalk improvements are planned for Baird Road, I'm concerned that it can't accommodate hundreds of students at once. Currently, the students walk down the middle of Baird Road. Even with a new sidewalk, the number of students will exceed the sidewalk

capacity, and with a minimum 5-fold increase in traffic, this will significantly increase the possibility of vehicles striking pedestrians.

DNV future development plans propose low to medium density apartments on the adjacent properties on the corner of Baird and Ross Roads and Ross Plaza. When this happens, it will further increase traffic congestion and safety concerns.

I'd like to see better and alternative parking access, preferably via Lynn Valley Road or Mountain Highway. These are already major thoroughfares.

This area, Lynn Valley, is becoming densely populated and the road and related infrastructure require improvement and modernization to ensure reasonable ingress and egress, emergency access, and a safe living environment.

Thank you for hearing our concerns and we look forward to seeing an improved development plan.

Sincerely,

Dave and Cynthia Kennedy

[REDACTED], North Vancouver

From: DNV Input
Sent: April 08, 2026 11:29 AM
To: Mayor and Council - DNV
Cc: DNV Input
Subject: FW: Support for 1246 – 1268 Lynn Valley Road & 3050-3174 Baird Road

From: Nick Anderson [REDACTED]
Sent: April 07, 2026 7:04 PM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>; Planning <planning@dnv.org>
Subject: Re: Support for 1246 – 1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My name is Nicholas Anderson. I was born and raised here in Lynn Valley, and Lynn Valley is still my home so I can stay close to my family.

As a professional [REDACTED] here in the lower mainland, I see every day how important it is for people to have strong support systems—especially in times of stress or emergency.

Being close to family and community isn't just a preference, it really matters.

Unfortunately, the reality is, it's getting harder for young adults & families to be here in Lynn Valley.

A lot of my friends and colleagues would like to live in Lynn Valley, but, there just aren't enough rental options or homes that are attainable for first-time buyers.

That's why I support the proposed Lynn Valley Centre and Draycott Gardens redevelopment.

This project isn't just about housing—it's about keeping people connected to their community.

It creates more opportunities for people like myself to stay on the North Shore, instead of being pushed farther away.

It also brings real improvements to infrastructure—things like better sidewalks, bike lanes, and land set aside for future transit.

From my perspective, those upgrades matter. They make it safer for people to get around, whether that's families, seniors, or first responders trying to move through the area quickly.

Having more homes close to shops, services, and amenities will also strengthen Lynn Valley as a complete community, not just a place people are priced out of.

At the end of the day, this is about keeping communities strong, connected, and livable for the next generation.

I encourage Council to support this project.

I wish to be able to raise my family here too, just like I was.

Sincerely,

Nicholas Anderson, [REDACTED]

[REDACTED]

[REDACTED]

From: DNV Input
Sent: April 08, 2026 11:30 AM
To: Mayor and Council - DNV
Cc: DNV Input
Subject: FW: Polygon's Redevelopment Proposal for Lynn Valley is Needed

From: Allyson Playle [REDACTED]
Sent: April 08, 2026 7:58 AM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <Muril@dnv.org>; Catherine Pope <popec@dnv.org>; Planning <planning@dnv.org>
Subject: Polygon's Redevelopment Proposal for Lynn Valley is Needed

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I grew up in Lynn Valley and I'm just finishing university now. Like a lot of people my age, I've been hoping to move back home—but honestly, it's been really hard to see how that's possible.

When you start looking seriously, there just aren't many options. Rentals are limited, and buying a first home feels completely out of reach. It's frustrating, because this is where my family is and where I want to build my life. Spending time away has actually made that clearer to me. You realize how important it is to be close to your support system—your parents, your friends, your community. That's not something you can easily replace.

What stands out to me about this proposal is that it actually reflects those values. The fact that it allows existing Draycott Gardens residents to stay in the community matters. It shows an understanding that people aren't just units—they have history here.

I like this housing proposal because it also creates a mix of options, which is exactly what's missing right now. We need a range of home types —rental and ownership – and all at different price points, so that people like me don't get pushed out.

That's the reality we're facing: if we don't create more options, younger people simply won't be able to come back.

I want to come home to Lynn Valley. This project actually makes that feel possible.

I hope you'll support it.

Thank you,

Allyson Playle

From: robert tsumura [REDACTED]
Sent: April 08, 2026 8:25 AM
To: DNV Input
Subject: New housing proposal
Attachments: SKM_45826040808350.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Robert Tsumura
Sales Manager
Kermode Forest Prod

Tel: (604) 525-9123
Cel: (604) 868-7232
Fax: (604) 525-9113
Website <http://www.kfp.ca>



SUBJECT LINE:

1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Dear Mayor Little and Council,

My wife and I have lived in Lynn Valley for over 20 years. We raised our family here, and now our son is trying to buy a home in the same neighbourhood he grew up in. What we are seeing is how difficult that has become. Finding something attainable is a real challenge.

Polygon's proposal starts to fix that. It creates housing that works both ways, giving younger people a way into the market, and offering long-time residents options if they choose to downsize. That kind of balance between the generations is what keeps a community functioning.

I'm also encouraged by what this project does for accessibility and the local economy. More homes in a walkable, mixed-use area will bring more activity back to the core and support local businesses. That energy comes from people living nearby.

And while many of us still rely on our cars, this project is also planning ahead. The land set aside for future rapid transit is a real benefit. When Translink learns Lynn Valley is adding density to its core and that there is a new land dedication built along Lynn Valley Road, the community will finally have a tangible chance at securing better public transit sooner rather than later.

I also trust Polygon. They understand Lynn Valley and have a strong track record of building quality homes in this District.

For me, this comes down to whether Lynn Valley becomes a place that families only remember, or one where they can still build a future.

I urge you to approve this proposal.

Thank you.



KERMODE FOREST PRODUCTS LTD.

ROBERT TSUMURA
Sales Manager

71 Braid Street
New Westminster, B.C.
Canada, V3L 3P2
Tel: (604) 525 9123
Cell: (604) 868 7232
E-mail: robert@kfp.ca
www.kfp.ca

From: Mike Cliff [REDACTED]
Sent: April 09, 2026 10:41 AM
To: DNV Input
Subject: Redevelopment 1246-1268 Lynn Valley Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am writing with regards to Polygon's redevelopment proposal. I live in Lynn Valley and support this proposal.

Right now, the Town Centre doesn't invite you in. The strip mall is set behind a wide expanse of parking, and it feels more like a place to pass through than a place to spend time. It seems to me that this plan changes that as it reorients the space around people instead of cars. The addition of internal walkways and better connections will make it easier to move through the site and link into the surrounding neighbourhood.

I also understand the concerns from Draycott Gardens residents. Those concerns deserve to be taken seriously. At the same time, the replacement homes offer clear upgrades, and the commitment to allow tenants to return at their current rents is a strong and fair approach.

Overall, this is a chance to reshape the core into something more welcoming and more usable for Lynn Valley.

Thanks,
Mike Cliff

From: DNV Input
Sent: April 09, 2026 2:43 PM
To: Mayor and Council - DNV
Subject: FW: 1246 -1268 Lynn Valley Road & 3050 - 3174 Baird Road

From: Pancho Fonseca [REDACTED]
Sent: April 09, 2026 10:25 AM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <Muril@dnv.org>; Catherine Pope <popec@dnv.org>; Planning <planning@dnv.org>
Subject: 1246 -1268 Lynn Valley Road & 3050 - 3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am writing as a resident of the District of North Vancouver for the past eight years, and as a single father raising my family in this community. I am pleased to express my support for Polygon's proposed Lynn Valley redevelopment.

Like many families here, I have experienced firsthand how quickly life circumstances can change, and how difficult it can be to find suitable housing that allows you to remain in the community you call home. One of the most compelling aspects of this proposal is the diversity of housing it provides—ranging from rental to strata ownership and offering a mix of unit sizes from studios to three-bedroom homes. This range is essential for families navigating transitions, whether that means downsizing, renting, or working toward homeownership.

Too often, families in North Vancouver are forced to leave their neighbourhood's when their housing needs shift. This project offers a more attainable path, giving people options to stay close to their support networks, their children's schools like Lynn Valley Elementary and Argyle Secondary, and the daily amenities that make life manageable. Access to shops, public transit, the Lynn Valley Library, parks, and other community services is not just a convenience—it is critical to maintaining stability, especially during times of change.

As a parent, I can say that having a walkable, supportive environment makes a meaningful difference. It reduces financial strain, eases the mental load of coordinating daily life, and provides a sense of continuity for children. Developments like this help ensure that families don't have to start over somewhere new simply because they can no longer find appropriate housing locally.

Lynn Valley needs thoughtful, well-located solutions to support its long-term wellbeing. Creating diverse and attainable housing right in the heart of the community is exactly the kind of approach that will help residents stay connected and supported over time.

I encourage the Council to support this proposal.

Sincerely,

Pancho Fonseca
[REDACTED]

North Vancouver, BC



--
PANCHO FONSECA

From: Peter Ewens [REDACTED]
Sent: April 10, 2026 1:06 PM
To: DNV Input; Mackenzie Stonehocker
Subject: Fwd: Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Friday, April 10, 2026/ 1:00pm

To Whom It May Concern

I am writing to formally register my safety concerns regarding the traffic design of the Draycott Gardens project.

I am not opposed to the housing development.

My concern is the concentration and volume of vehicular egress and access at the intersection of the "laneway" with Baird Road.

If this proposal goes ahead, the current "laneway" will be expanded to accommodate traffic entering and leaving the planned development of Draycott Gardens.

However, expansion of the "laneway" does not address the traffic flow issues for the many vehicles and pedestrians which use Baird Road.

All of the safety issues that are a consequence of the egress and access on to Baird Road can be addressed with a solution that will not detract from the quality of life that we so value in Lynn Valley.

I strongly and emphatically recommend that the current plan be modified to eliminate the "laneway", and redesigned to accommodate the flow of traffic DIRECTLY onto either Lynn Valley Road and/or Mountain Highway.

It cannot be overstated, that vehicular traffic must be routed DIRECTLY onto one of two main arterial routes that are designed to accommodate the volume of traffic and most importantly, remove the serious safety concerns as a result of the

"indirect" routing that will inevitably come to pass through parking lots and side streets that are not intended to accommodate vehicles trying to navigate a "maze like" pattern of streets to enter and exit from the Draycott Gardens development.

Safety Concerns for the Traffic Engineering Dept:

The issues are as follows:

- Baird Road is not an arterial street or route and does not have the capacity to safely accommodate the hundreds of vehicles and pedestrians that will be using it every day
- the increased volume and concentration of traffic on Baird will present serious safety and conflict issues to both pedestrian and vehicular traffic
- the safety issues are directly related to the volume of pedestrian traffic in the form of hundreds of students walking to and from Argyle, in the morning, lunch hour and after school
- it is noted that the volume of student traffic may not be safely accommodated by improving the sidewalks on both sides of Baird, rendering the street allowance even less than it is already
- the addition of sidewalks, to safely accommodate the required vehicle allowance will mean the loss of on-street parking
- vehicles leaving the "laneway" onto Baird, will be forced to turn either north or south, with the greatest number turning south to exit to the closest arterial route

- the closest arterial route is Lynn Valley Road, requiring vehicles to go south to enter the intersection of Ross Road and Baird
- it must be noted, that at various times of the day, and approximately 50 feet to the east of the intersection, vehicles are frequently stopped on Ross Road waiting to turn into the MacDonald's Drive through
- during these incidents of congestion, Ross Road is reduced to one lane creating a safety hazard for cars turning west on to Ross Road requiring navigating around the line of cars waiting to turn into MacDonald's
- at the same time vehicles travelling east on Ross Road, are met head-on by those travelling west as vehicles negotiate what is essentially one shared lane for through traffic
- traffic accessing the intersection of Ross Road and Lynn Valley Road are required to "right turn only"
- vehicles forced to turn right/south, is a serious limitation for those vehicles who are trying to exit Lynn Valley to the south but do not want to use the entirety of Lynn Valley Road as their main route out of Lynn Valley to access Highway 1
- it is common knowledge that the best way to exit Lynn Valley to the south, is to use Mountain Highway as it eliminates the section of Highway 1, known as the "Cut" which is frequently congested
- if one's plan is to exit Lynn Valley to the south, then vehicles at the intersection of Baird and Ross Road, will drive directly through the MacDonald's and the Medical Clinic's parking area to exit onto 29th street to try and access the intersection of 29th and Lynn Valley Road
- vehicles then have the option of either going straight through the Lynn Valley Centre Avenue (20km) to 27th and turn east on 27th to Mountain Highway OR, turn north at 29th and Lynn Valley Road to the intersection of Lynn Valley Road and Mountain Highway to turn south on Mountain Highway to Highway 1
- it should also be pointed out, that vehicles who turn east at the intersection of Ross Road and Baird, and turn south onto Lynn Valley Road, with the intention of accessing Mountain Highway, will turn east at Lynn Valley Road and 29th to access the Lynn Valley Centre Avenue as a through street to 27th to avoid the back up of traffic on the "Cut" at various times of the day
- vehicles at the intersection of Baird and Ross Road who are travelling south and do not avail themselves of the "shortcut" through MacDonald's and Medical Clinic, will be forced to turn west on Ross Road to the uncontrolled intersection of Ross Road and Fromme Road
- vehicles at the intersection of Baird and the "laneway" who are choosing to travel north to avoid the issues with egress by travelling south, will be forced to access Fromme Road via residential streets which are currently rendered narrow with parking on both sides of the streets and ultimately navigate intersections of residential streets all of which have uncontrolled intersections with limited visibility due to parked cars, at Fromme Road (meaning no traffic light).

The housing development is a relatively "static" enterprise; however, the engineering of traffic is profoundly "dynamic" as it has far reaching consequences if not done with future safety, growth and expansion factors considered in the planning stages

It is incumbent upon Council and Polygon to be mindful of the presence of the Draycott Gardens both in terms of additional housing, but most importantly, the dynamics of vehicular access and egress to a development of this stature.

Sincerely

Peter Ewens

[REDACTED]
[REDACTED]

From: Mariah Dutnall [REDACTED]
Sent: April 10, 2026 3:13 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road - Letter of Support
Attachments: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road - Support Letter.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi there,

Please find attached my letter of support for the 1246-1268 Lynn Valley Road and 3050-3174 Baird Road project.

Thank you,

Mariah Dutnall

Dear Mayor and Council,

I am a nearby tenant and lifelong resident of North Vancouver, and I am writing to express my support for the proposed redevelopment of the Lynn Valley Mall and Draycott Garden sites.

Having grown up in this neighbourhood, I have a strong personal connection to this area. I attended Kumon in the Lynn Valley complex and have many memories of stopping for a Blizzard at the mall. I have also seen how Lynn Valley has evolved, and I would welcome the opportunity to continue living in this community long-term. The addition of new housing options through this project helps make that possible.

This is a key site in the heart of Lynn Valley, and its current use no longer reflects the direction Lynn Valley is going. Redeveloping it into a complete, walkable community is a logical next step as the area continues to grow.

The proposal delivers a strong mix of housing, retail, and public space. Importantly, it includes a 1:1 replacement of commercial space, ensuring local businesses can continue to serve the community in an improved setting.

I also appreciate the approach to existing tenants, allowing Draycott Garden residents to remain during construction and return to new homes at their current rents.

The infrastructure improvements are a major benefit. The addition of a dedicated bike lane along Lynn Valley Road is especially important, as this route is a key access point to Fromme and the Demonstration Forest and has long lacked safe cycling infrastructure. New sidewalks and street upgrades will further improve safety and connectivity for residents, including families and students.

Overall, this project delivers needed housing, supports businesses, and invests in infrastructure while helping the Lynn Valley core evolve in a positive way.

I encourage Council to support this application.

Sincerely,

Mariah Dutnall

From: Kristy James [REDACTED]
Sent: April 10, 2026 4:00 PM
To: DNV Input
Subject: Public Hearing for 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

District of North Vancouver Council
355 West Queens Road
North Vancouver, BC

Re: Support for Proposed Development (Baird and Lynn Valley)

Dear Mayor and Council,

I am writing to express my support for the proposed 397-unit residential development in Lynn Valley.

My perspective is both personal and rooted in long-term connection to this community. My children grew up in Lynn Valley, attended local schools, and continue to volunteer and stay engaged here. Like many families, we are now facing a difficult reality - without additional housing options, it is increasingly unlikely that our kids will be able to live in the very community that they grew up in and love.

This project represents an important opportunity to address that challenge. It introduces much-needed housing, including rental options, in a location that is already part of the community fabric. The site itself is currently underutilized, and redevelopment here is a logical and responsible way to accommodate growth without expanding outward into more sensitive areas of Lynn Valley.

I understand that traffic is a real concern for many in our community. While the traffic studies show impacts are below maximum thresholds, the day-to-day experience of getting through Lynn Valley, particularly during school drop-off times can feel busy and at times challenging. But it is also worth recognizing that our community is evolving. As long-time residents begin to retire and travel patterns shift, there may be changes in how and when people are moving through these key areas. Planning for growth now, in a thoughtful way, allows us to adapt alongside those changes rather than react to them later.

Importantly, this proposal also reflects thoughtful planning through phased development and tenant considerations, which helps maintain continuity for existing residents while adding new housing supply.

For families like mine, this is about more than a single project. It is about whether our children -and others like them - will have a path to remain in the communities they know, contribute to, care about – and hope to raise families in one day.

I encourage Council to support this application and take a step toward a more inclusive and sustainable future for Lynn Valley.

Sincerely,
Kristy James

From: Tara Griggsmiller [REDACTED]
Sent: April 10, 2026 4:25 PM
To: DNV Input; Mayor and Council - DNV
Subject: Fwd: Public Hearing Submission – Polygon Development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
Attachments: Baird Road Parking.png

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear District of North Vancouver Council,

I am writing to provide a formal submission regarding the development of 1246-1268 Lynn Valley Road and 3050-3174 Baird Road. I will be traveling for work and not able to attend the Public Hearing. Please accept this letter as submission as public input for the Public Hearing on April 14th at 7pm.

While I acknowledge the development of the Lynn Valley Town Centre and Draycott Gardens has potential, the future development should **not require amendments to Bylaws 8779 and 8780** and therefore request that DNV Council abandon the request for such amendments.

The requested bylaw amendments are not consistent with the intent of the District of North Vancouver Official Community Plan (OCP) and the Lynn Valley Town Centre Plan, both of which emphasize context-sensitive growth, infrastructure readiness, and **compatibility with existing neighborhoods**. The applicants recent design revisions, does not adequately address these foundational principles. The addition of a sidewalk along Baird Road and setbacks to buildings on Draycott Gardens, fails to resolve transportation capacity, pedestrian safety, site access, urban form, environmental impact, and community infrastructure.

The OCP outlines a framework for complete, compact, and connected communities, supported by infrastructure that is delivered in tandem with growth. It further emphasizes:

- **Protection of established residential neighbourhoods** and their livability
- **Safe, accessible pedestrian networks**, particularly along school routes
- **Transportation systems that align capacity with density**
- **Environmental stewardship**, including retention of mature trees and natural systems

Similarly, the Lynn Valley Town Centre Plan is built on principles of:

- Graduated density, transitioning from higher-density mixed-use core areas to lower-density residential edges
- Concentration of height and density within the Town Centre core, not within adjacent residential interfaces

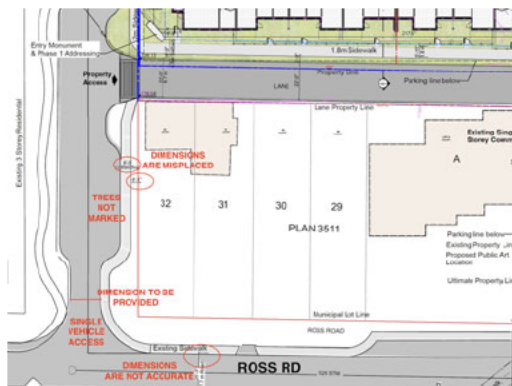
The proposed amendments to increase density and height at the Draycott Gardens site are not aligned with these principles. They introduce town-centre scale development into a designated residential transition area without sufficient infrastructure capacity, appropriate site access, or demonstrated compatibility with surrounding land uses.

Furthermore, the District's stated **Priority Actions** do not adequately reflect the needs of **existing, long-standing residents**, nor should residents rely on individual developments for delivery. It's a shame that there are not objectives to respect the current residences of the surrounding neighborhood. Specifically:

- Priority Actions 2, 4, 6, and 7 relate to core municipal responsibilities—including transportation safety, infrastructure upgrades, and public realm improvements—which should be addressed proactively through City planning and capital investment, not deferred to development applications.
- Priority Action 5 (increased density) can be achieved more appropriately within designated Town Centre sites, without increasing the Draycott Gardens to 2.5FSR. More suitable locations for higher-density development include key redevelopment sites such as the Safeway property and former Lions Pub site, where intensification would:
 - Align with the Town Centre Plan's vision for a vibrant commercial core
 - Utilize existing infrastructure more efficiently
 - Reinforce a logical urban structure and density gradient

Accordingly, the Draycott Gardens site—currently designated **RES Level 5 (1.75 FSR)**—should remain as designated.

Taken together, the requested amendments represent a level of density and intensity that is not supported by the existing





2. Pedestrian Safety & School-Area Conflicts

Baird Road serves as a primary pedestrian corridor for a large number of students traveling to and from nearby schools. Peak pedestrian activity occurs during: 08:00–09:00, 11:30–13:30, and 15:00–16:00

During these periods, there is intense multimodal conflict, with pedestrians and vehicles sharing limited road space.

Including a video and pictures of lunch hour for context.

 [School traffic.mov](#)



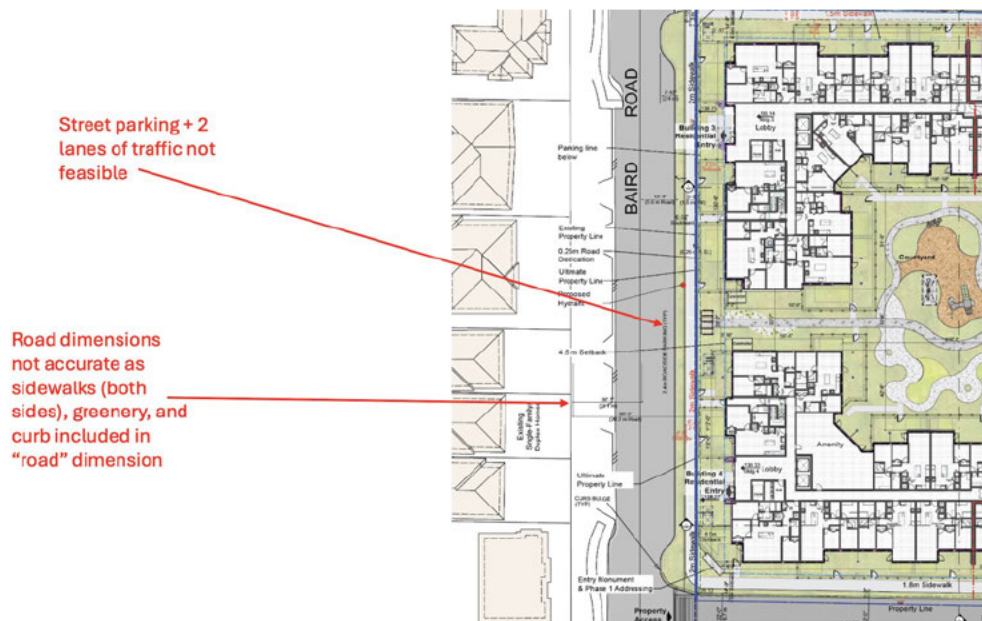
The addition of a sidewalk along the development of Baird Road is a partial and insufficient mitigation measure. It does not address broader pedestrian safety issues, including lack of continuity, constrained passing conditions, and interaction with Ross Road congestion. The result remains a high-risk environment for vulnerable road users.

3. Parking Displacement & Curbside Management

The proposed sidewalk appears to require the removal of existing on-street parking along Baird Road, which is a critical component of the current residences and employees of nearby offices.

This represents a direct loss of resident parking supply, increased parking spillover onto adjacent streets, and additional localized traffic from vehicles searching for parking

This impact has not been clearly disclosed or analyzed and should be formally addressed as part of the development application. Baird Road width is not accurately represented on development plans as two lanes of traffic, parking on both sides, and 2m sidewalk up to the property line is not feasible.



4. Site Access, Circulation & Connectivity

A development of this scale relying on a single access point is not consistent with best practices in site planning and transportation engineering. Distributed access is necessary to reduce congestion concentration, Improve emergency access and Enhance overall network efficiency

Additional access points—potentially connecting between Building 1 and Ross Plaza to Lynn Valley Road—should be required to better distribute traffic demand.

 [Existing traffic access.png](#)

5. Environmental Impact & Urban Form

The development will result in the removal of mature trees and disruption to existing ecological systems, including nearby creek and bird habitats. Replacement landscaping cannot replicate the environmental value of established canopy.

Additionally, the proposed six-storey massing is incompatible with the surrounding two-storey residential context, resulting in reduced daylight access, Increased shadowing, A less open and inviting streetscape.

6. Height, Zoning Context & Appropriate Density Strategy

The proposed six-storey form does not align with the established zoning transition along Lynn Valley Road.

The north side of Lynn Valley Road is characterized by low-density residential forms (2–3 storeys), while the south side accommodates higher-density commercial and residential uses within the town centre. This reflects a planned transition in scale.

The proposal disrupts this transition by introducing town-centre density into a residential interface, resulting in excessive height, massing, and incompatibility with the surrounding neighborhood.

It will also result in the loss of important view corridors toward Mount Fromme and Mount Seymour, which are key elements of the area's character and livability.

Higher-density development would be more appropriately located at designated growth sites such as the Safeway redevelopment area and former Lions Pub site, where it can support town centre revitalization and increased density objectives.

A more appropriate form for this site would be 2–3 storeys, consistent with the surrounding context and principles of gentle densification.

7. Zoning Stability & Reasonable Expectations of Existing Residents

Existing residents have made long-term housing and financial decisions based on the current zoning framework,

permitted densities, and established building heights within the Lynn Valley area. These regulations form the basis of reasonable planning expectations regarding neighbourhood character, scale, and livability.

Amending Bylaws 8779 and 8780 to permit increased height and density at this location undermines this foundational principle of **zoning stability and predictability**.

From a planning and governance perspective, frequent or site-specific upzoning that is not clearly aligned with adopted policy direction can:

- Erode public trust in the planning process
- Create uncertainty for existing homeowners
- Result in perceived inequity, where the impacts of intensification are disproportionately borne by adjacent residents

The OCP emphasizes the importance of transparent, consistent, and policy-driven decision-making, where land use changes are implemented through comprehensive planning rather than incremental amendments that depart from established intent.

In this case, residents surrounding the site have reasonably relied on the **RES Level 5 designation (1.75 FSR)** and the corresponding scale of development. A significant increase in density and height—absent clear alignment with broader planning objectives—represents a material shift in those expectations.

Maintaining consistency with established zoning not only supports fairness, but also reinforces the integrity of the District's long-term planning framework.

8. School Capacity & Community Infrastructure Impact

This development also raises concerns regarding capacity at Lynn Valley Elementary School, which is already operating at or above functional capacity.

Additional residential density will increase student enrollment demand, resulting in overcrowding, strain on shared facilities and faculty.

There is no clear evidence that school capacity has been adequately considered or that mitigation measures are in place. Council should seek review of application by the Administration that is affected at Lynn Valley Elementary.

9. Construction Traffic Management

The proposal does not include a detailed Construction Traffic Management Plan. Given the narrow road conditions, high pedestrian volumes, and proximity to a school route, construction activity will introduce significant safety hazards, Roadway obstructions from large truck and Increased conflict between vehicles and pedestrians.

Conclusion & Recommendation

For the reasons outlined above, the proposal does not adequately address **transportation capacity, pedestrian safety, parking impacts, environmental considerations, appropriate building scale, or community infrastructure readiness**, nor does it align with the policy intent of the Official Community Plan or the Lynn Valley Town Centre Plan.

Accordingly, I respectfully request that Council **not grant First Reading nor approval of** the proposed amendments to Bylaws 8779 and 8780 in their current form.

A more appropriate approach would be to require the applicant to **reassess the proposal in alignment with established Bylaws**, including infrastructure capacity, neighbourhood compatibility, and appropriate density transitions, before any further consideration is given.

Please feel free to reach out to me if attachments or letter clarity is needed.

Thank you for your time.

Sincerely,

Tara A Griggsmiller



 [Pedestrians at Baird.png](#)

 [Pedestrians at Ross.png](#)

 [School traffic.png](#)

 [Baird and Ross plan view.png](#)

Street parking + 2
lanes of traffic not
feasible

Road dimensions
not accurate as
sidewalks (both
sides), greenery, and
curb included in
"road" dimension



From: Submissions <input@cnv.org>
Sent: April 13, 2026 8:55 AM
To: debdunham@ymail.com
Cc: DNV Input
Subject: FW: Development Draycott Gardens and Lynn Valley Mall

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Ms. Dunham

The development you are referring to is located in the District of North Vancouver. You've contacted the City of North Vancouver legislative department.

Submissions to Mayor and Council at the **District** can be emailed to input@dnv.org. I have copied the District to this email to ensure it has been redirected appropriately.

Kindly,
Hayley

Hayley van Gelderen | City of North Vancouver

Legislative Services Advisor

Legislative Services

T: 604 990 4234 | E: hvangelder@cnv.org

141 W 14th Street, North Vancouver, BC | V7M 1H9

CNV.ORG | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: Debra Dunham [REDACTED]
Sent: April-11-26 12:55 PM
To: Submissions <input@cnv.org>
Subject: Development Draycott Gardens and Lynn Valley Mall

Hi

I am a resident of Lynn Valley and have some concerns about the proposed development by Polygon - Draycott Gardens and Lynn Valley Mall.

Of greatest concern is the single entryway off of Baird Rd. Two entries, one for phase 1 off of Lynn Valley Road, or Harold Rd at Mountain Highway (where a current building has an entrance), and phase 2 entrance off of Baird would be preferable.

Lynn Valley Rd can get quite congested already, and traffic will divert onto Fromme, Harold, and Ross Rd's to avoid. Currently, if you've driven down Baird, there is barely room for two cars travelling in opposite directions to get through and having a single access point in this area will make it worse, unless there is no street parking, which would also be an issue for the area businesses and guests of the development.

Secondly is that a height of 6 stories for phase 1, and 3 stories for phase 2 would allow for more daylight to the buildings adjacent to phase 2. There is already a fairly new unit on the corner of Baird and Harold and keeping that height would be preferred.

Thank you for your consideration.

Kindly
Debra Dunham
Lynn Valley Resident

From: Jennifer Spencer [REDACTED]
Sent: April 11, 2026 7:16 PM
To: DNV Input
Subject: Input in opposition to the proposed development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

I write to provide input on the proposed Polygon development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road which I understand is being heard on Tuesday, April 14.

As much as we need rental housing and the Draycott Gardens complex is in poor repair, I have to oppose the Polygon development proposal.

My primary concern is access / traffic. I live [REDACTED] from Baird Road at Ross Road at [REDACTED]

We have already had to ask the District to put up a 'no-parking to the driveway' sign beside our property to improve safety given the poor sightlines onto Ross from our driveway and how busy this part of Ross Road is. Parking is at a premium in the neighbourhood and people were frequently parking in the small space between our driveway and the entrance to the medical building beside us on Ross. It created a blind exit onto Ross. For reference, our driveway is one point of the triangle on Ross Road which is the start of Baird Road and the medical centre parking lot entrance. All are very close together - two car lengths on the longest side.

This gives you a bird-eye view of this area – the red roofed building is ours. The drive-way right beside us in the medical centre entrance. You can't see our drive-way because of the tree closest to the medical centre drive way / parking.



Traffic congestion is already poor given cars lining up, sometimes in both directions, on Ross Road to get into the MacDonald's drive-through. There is also all the traffic coming off Lynn Valley Road onto Ross, one property length away.

In terms of pedestrians, there are large groups of students from Argyle who walk in clumps (!) along Ross, onto Baird, and up to the high school, back and forth, to get to school, to get to Lynn Valley Centre for lunch, and then to go home. We also have a lot of pedestrians multiple times a day.

The proposed Polygon development adds 400 residential units - all of whom will exit onto Ross from Baird. A number of these units are two and three bedrooms. I know from our 40-unit strata that means a lot of cars, despite every effort to promote public transit and bike lanes.

The proposed development will generate a lot of vehicle and pedestrian traffic to an already congested area. I don't think it is either safe or practical.

There needs to be more than one access driveway to the development. Is there any way access can go behind the commercial onto Lynn Valley Road? Or behind the development onto Mountain Highway? Both of those routes are designed for high traffic volumes than Ross Road by a large measure.

Thank you for considering my comments. Some development is definitely welcome and an improvement to our area. This, however, is going to cause major traffic problems by design.

Jennifer Spencer



From: Submissions <input@cnv.org>
Sent: April 13, 2026 8:56 AM
To: shirleyandjim
Cc: DNV Input
Subject: RE: Lynn Valley Mall And Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Ms. Gregor,

The development you are referring to is located in the District of North Vancouver. You've contacted the City of North Vancouver legislative department.

Submissions to Mayor and Council at the **District** can be emailed to input@dnv.org. I have copied the District to this email to ensure your email has been redirected appropriately.

Kindly,
Hayley

Hayley van Gelderen | City of North Vancouver

Legislative Services Advisor

Legislative Services

T: 604 990 4234 | E: hvangelder@cnv.org

141 W 14th Street, North Vancouver, BC | V7M 1H9

CNV.ORG | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: shirleyandjim [REDACTED]
Sent: April-12-26 6:29 PM
To: Submissions <input@cnv.org>
Subject: Lynn Valley Mall And Draycott Gardens

I wish to express my opposition to this proposed development. It is not that I am against density but it is too much for this area. The infrastructure does not keep up with growth, not only roads but also schools, hospitals, doctors and rec centers. The amenities offered are quite generous, but won't make a difference for what is needed.

Thank you
Shirley Gregor
N.V. district

From: Jan Lander [REDACTED]
Sent: April 12, 2026 10:53 AM
To: DNV Input
Subject: Concerns for Polygon Development Proposal: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Please submit these concerns on Lynn Valley Mall & Draycott Gardens for meeting of April 14, 2026 at DNV

My concerns are due to the displacement/diversion of a large underground water stream network and the Development's proximity to Hastings Creek.

Hastings Creek is a Coho Salmon bearing stream/Creek and subject to RAPR - BC

- 1) Does "new lush natural landscapes" equate to planting NATIVE TREES, SHRUBS & PLANTS.
- 2) Development needs PERMEABLE SURFACES for sidewalks and any covered surface - allowing rain to seep into aquifer. I didn't see any mention of this.
- 3) RainwaterFlow DETENTION TANK SYSTEM. We are prone to dry and atmospheric river conditions as cited in many water challenge articles. I saw no mention of how proposal was addressing this.
- 4) SETTLING TANKS DURING CONSTRUCTION. Mentioning this as history in Lynn Valley had some burps when it comes to these.
IT IS IMPERATIVE, that SETTLING TANKS be in number enough on site to ensure no muddy water enters stream/creek, storm drains, during construction, including during heavy rains.

as a note;

DNV have stated; Water leaving site must be clean, Road must be clean, and only clean water can enter storm drain.

my note: Catch Basins never seem to be maintained.

I am in support, in part of the application, bearing in mind this and other concerns cited by citizens.

Thanks for this opportunity to share,

K Jan Lander
Lynn Valley,
District of North Vancouver

From: Matt R. Council [REDACTED]
Sent: April 12, 2026 12:48 PM
To: DNV Input
Subject: Lynn Valley Mall & Draycott Gardens (1246-1268 Lynn Valley Road & 3050-3174 Baird Road) – Letter of Support
Attachments: Letter of Support - Draycott Gardens and Lynn Valley Mall.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and District Council,

Please find letter of support attached for this proposal.

Thank you,
Matt

—

Matt Council

April 12, 2026

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

Re: Lynn Valley Mall & Draycott Gardens (1246-1268 Lynn Valley Road & 3050-3174 Baird Road) – Letter of Support

Dear Mayor and Council,

As a Lynn Valley resident for six years and a long-term resident of the District, I am writing to express my full support for the proposed redevelopment of the Draycott Gardens and strip mall site.

My primary priority and most important consideration is the commitment to the existing tenants; I am very pleased to see the proposal includes a first right of refusal for residents to move into the new replacement homes at their current rent. Ensuring our neighbors are not displaced is essential. Furthermore, replacing an under-utilized plaza with 397 attainable homes and over 24,000 square feet of new commercial space is exactly the kind of gentle densification our local shops need to thrive. This project thoughtfully modernizes a central block while keeping the "village" feel of Lynn Valley intact.

Sincerely,

Matt Council



From: Riley Richardson [REDACTED]
Sent: April 12, 2026 4:03 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am writing to you in support of Polygon's proposed projects in Lynn Valley.

My wife and I were born and raised on the North Shore, recently having to move back home with our parents as we approach the birth of our first child in June. Over the past few months we looked for a new home in North Vancouver with more space to prepare for the expansion of our family, but we were unable to find affordable options in the Lynn Valley area.

The issue isn't demand—it's supply. There just isn't enough housing being built, especially in neighbourhoods like Lynn Valley that provide incredible amenities and services nearby and are desirable areas to raise a family.

The project meets with the objectives of the OCP, provides much needed rental housing along with new condominiums in an under-supplied market, while replacing all of the existing commercial space that will be impacted by redevelopment of the site.

If more homes aren't added in places like this, the gap between renting and owning will keep widening and allow young people to stay in North Vancouver to raise their families. It is critical to advance projects which not only build new units for the rental and purchasing market, but also those which enable existing renters to hold onto their housing security.

Supporting Polygon's proposed housing project in Lynn Valley is a logical step toward closing that gap. We are hopeful that you will see this value as well and take action to ensure North Vancouver's young people can live and contribute to their community.

Sincerely,
Riley & Jordanna Richardson

From: Thomas Rowe [REDACTED]
Sent: April 12, 2026 4:55 PM
To: DNV Input
Subject: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Letter of Support
Attachments: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Support Letter.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To the Corporate Officer,

Please see attached my letter of support for the redevelopment of 1246–1268 Lynn Valley Road & 3050–3174 Baird Road.

Thank you for your consideration.

Best,
Thomas

SUBJECT: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

Dear Mayor Little and Council,

I am writing to express my strong support for the proposed redevelopment of the Lynn Valley Mall and Draycott Gardens properties.

Lynn Valley has played a defining role in my life from a young age. I grew up just up the hill from the site on 29th Street by St. Christopher's Road. I attended Boundary Elementary and graduated from Argyle Secondary in [REDACTED]. Much of my childhood was spent in the community - whether through school, local events, or playing in Lynn Valley soccer leagues.

As I prepare to get married this summer, we've been thinking a lot about where we want to build our future and Lynn Valley is high on that list. It's where I grew up, and it's the kind of community I would love to return to - close to family, familiar places, and the strong sense of connection that makes Lynn Valley special.

However, like many young couples, we've found that there are very limited housing options that allow us to realistically make that move back. This proposal introduces the type of housing that would make it possible - well-located homes in the centre of the community, within walking distance of amenities, parks, and services.

I also recognize that the project is focused on gentle densification and revitalizing an underused site in a way that strengthens the town centre. It creates an opportunity for people who already have deep ties to Lynn Valley to return and contribute to its next chapter, rather than being pushed away due to a lack of options.

This is exactly the kind of thoughtful growth that allows communities to evolve while keeping their character and connections intact.

I respectfully ask that Council support this proposal and vote in favour.

Sincerely,

[REDACTED]

Thomas Rowe

Date: April 12, 2026

From: [David Lee](#)
To: [DNV Input](#); [Mackenzie Stonehocker](#)
Cc: [Lisa Muri](#); [Mayor and Council - DNV](#); [Betty Forbes](#); [Jordan Back](#); [James Hanson](#); [Catherine Pope](#); [Mayor's Office DNV](#); [Herman Mah](#)
Subject: [SUSPECTED SPAM] 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application
Date: April 12, 2026 5:19:16 PM
Attachments: [Re Public Information Meeting - Polygon Development 395 Ltd. 1246 1288 Lynn Valley Rd and 3050 3174 Baird Rd - Application for a Commercial Residential Mixed-Use Development.msg](#)
[Letter DNV - 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd - Public hearing on April 14 for Lynn Valley Mall Draycott Gardens rezoning application R2 combined.pdf](#)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To:
Mayor and Council
District of North Vancouver
355 W. Queens Road
North Vancouver, BC V7N 4N5

From:
David Lee

District of North Vancouver, BC

Date: April 12, 2026

Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed-Use Redevelopment

Dear Mayor and Council,

I am writing to formally reiterate and expand upon concerns previously raised regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road. While additional reports and materials have been released since residents first voiced objections, it remains clear that many substantive community concerns have not been meaningfully addressed, but rather reframed as resolved through policy compliance and technical minimum standards.

This letter is not an objection to change or growth. It is a concern about process, proportionality, neighbourhood fit, and risk, and how these factors appear to have been subordinated to enabling a specific development proposal.

1. Official Community Plan Amendments Undertaken After Community Objection

One of the most troubling aspects of this process is that when residents first raised concerns about scale, density, and fit, the District subsequently amended the Official Community Plan (OCP) and zoning framework in a manner that enabled the proposal rather than reassessing

whether the proposal itself was appropriate.

While Council is legally permitted to amend the OCP, doing so in response to a specific development application—rather than through a broader, community-driven planning process—undermines public trust. The OCP is intended to guide development in the public interest, not to be rewritten when community opposition reveals incompatibility.

From a resident perspective, this has created the perception that:

- Planning policy was adjusted to fit the proposal, rather than the proposal being adjusted to fit the community.
- Community feedback triggered procedural changes, not substantive design reconsideration.

This concern has not been acknowledged or addressed in the materials presented to Council.

2. Neighbourhood Fit and Building Scale Remain Unresolved

The proposal consists of four six-storey buildings at a scale that is fundamentally out of character with the surrounding area, which remains predominantly:

- Two-storey single-family homes
- Low-rise townhouses
- Small-scale commercial and office uses

While reports state that the building height is “consistent with Town Centre policies,” policy conformity does not equate to neighbourhood compatibility. The materials do not adequately address:

- Transition to adjacent lower-scale housing
- Perceived mass and dominance
- Privacy, overlook, and loss of human scale

Residents have repeatedly raised concerns regarding visual impact and loss of neighbourhood character. These concerns have been reframed as policy matters rather than addressed as lived realities on the ground.

3. Single Vehicular Access via Baird Road Creates Disproportionate Risk

The consolidation of all residential, commercial, and service access onto a single lane off Baird Road presents a serious planning and safety concern.

Baird Road is not simply a “local street”:

- It is a primary pedestrian route for school children.
- It functions as a low-volume, shared-use neighbourhood street regularly used by

pedestrians, cyclists, dog-walkers, and residents accessing nearby homes and community connections.

- It already functions as an informal overflow drop-off and pick-up route for Argyle Secondary School, due to congestion and capacity constraints at the primary school access off Frederick Road. This overflow traffic already causes localized congestion and circulation challenges throughout the neighbourhood, making daily movement more difficult for residents. Additional development-related traffic would further compound and magnify these existing issues.
- It experiences periods of intense pedestrian activity and congestion, particularly during school arrival and dismissal times.

The technical finding that a single access point is “acceptable” from an engineering standpoint does not consider:

- Social vulnerability created by the mix of users and modes.
- Day-to-day behavioural patterns associated with shared neighbourhood streets and school-related traffic spillover.
- The consequences of failure or blockage when all site access is concentrated at one location.

Emergency access that “can be maintained” represents a minimum standard, not an appropriate justification for concentrating risk in such a sensitive and heavily used neighbourhood context.

Neither the Lynn Valley Town Centre Transportation Study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions. This omission is significant given the North Shore’s limited route redundancy and documented congestion impacts when regional traffic stalls. A transportation assessment that does not examine emergency access during peak congestion or network disruption is incomplete from a public safety perspective, particularly where development design choices concentrate access through a single neighbourhood street.

4. Traffic Study Scope and Statistical Validity Are Insufficient

Residents were informed that traffic analysis relied on limited short-duration counts, reportedly conducted over a single day. From a statistical and planning perspective, this is inadequate to capture:

- School-related pedestrian surges
- Seasonal and weather-related variation
- Weekend and non-commuter travel patterns

Short-term modelling may satisfy engineering minimums, but it does not provide confidence when decisions significantly alter neighbourhood function and safety. No material provided explains:

- Why this limited dataset is sufficient
- What margins of error exist
- How worst-case conditions were assessed

It is also important to note that the Lynn Valley Town Centre Transportation Study, which underpins much of the District's planning framework, evaluates local intersection performance under average peak conditions only. It does not assess the reliability of access to or from Lynn Valley via Highway 1 or the Ironworkers Memorial Bridge, which has become the dominant transportation constraint affecting the community. A study that excludes regional chokepoints cannot credibly conclude that traffic impacts are minimal when those chokepoints routinely dictate local congestion and accessibility.

The Lynn Valley Town Centre Transportation Study was completed in 2013 and relies on assumptions that predate current congestion realities on the North Shore. Applying its conclusions without updated validation ignores substantial changes in regional traffic patterns, population growth, and post-pandemic travel behaviour. Reliance on an outdated study to justify present-day impacts further undermines confidence that the traffic conclusions reflect conditions residents experience today.

As a result, residents are being asked to accept conclusions unsupported by transparent, comprehensive data.

5. Cumulative Impacts Have Not Been Assessed

The proposed development is being evaluated largely in isolation, despite the fact that Lynn Valley is experiencing multiple medium- to high-density development applications within a geographically constrained area.

The reports before Council do not assess the cumulative effects of existing, approved, and proposed developments on:

- Traffic congestion and network reliability
- Emergency vehicle access
- Parking saturation
- Environmental stress
- Overall neighbourhood livability

Without a cumulative impact assessment, it is not possible to determine whether the underlying systems that support Lynn Valley can continue to function safely and effectively as density increases.

6. Massing and Shadow Impacts Are Understated

Shadowing and massing analyses appear to focus narrowly on compliance with guideline thresholds rather than meaningful impact assessment. The materials do not adequately address:

- Shoulder-season shading
- Morning and evening shadow impacts
- Compounded shading from multiple large buildings

Compliance does not negate impact. Loss of sunlight and openness affects quality of life regardless of alignment with technical limits.

7. Environmental Impacts Are Framed as Neutral or Positive Without Credible Basis

While environmental reports demonstrate regulatory compliance, they do not establish that impacts are neutral or positive in real terms. Residents remain concerned about:

- Large-scale loss of mature tree canopy
- Construction disturbance near Hastings Creek
- Wildlife displacement and cumulative edge effects

Mitigation does not equal improvement. The materials provided do not acknowledge the short- to medium-term ecological degradation that will occur, nor the long recovery timeline required for lost environmental value to be restored.

8. Risk Allocation and Lack of Post-Approval Accountability

The proposal relies on optimistic assumptions regarding traffic behaviour, parking demand, transit use, and environmental recovery. If those assumptions prove incorrect, the consequences—congestion, safety concerns, parking spillover, and environmental loss—will be borne almost entirely by existing residents.

There is no clear, enforceable framework presented for:

- Monitoring real-world impacts after occupancy
- Establishing thresholds for action if impacts exceed projections
- Implementing corrective measures should neighbourhood conditions deteriorate

Approving the project without such accountability mechanisms effectively transfers long-term risk from the applicant to the surrounding community.

9. Resident Concerns Have Been Documented but Not Meaningfully Engaged

The District's public materials confirm that engagement sessions occurred. However, there is no clear explanation of how resident concerns influenced project form, access design, building scale, or phasing.

From the community perspective, participation appears to have satisfied procedural requirements rather than informed decision-making.

10. Timing and Democratic Accountability

Municipal elections are scheduled for October 17, 2026. This proposal represents a significant and irreversible change to Lynn Valley, with long-term implications for traffic, infrastructure, neighbourhood character, and environmental health.

I recognize that the District is operating within a provincial policy framework that prioritizes housing supply and density. However, provincial mandates are necessarily broad and designed to address province-wide conditions. Municipal governments retain an essential responsibility to ensure that local implementation protects neighbourhood safety, infrastructure capacity, environmental integrity, and community livability. Where provincial policies do not fully address local constraints—such as transportation bottlenecks, emergency access limitations, or cumulative impacts—the District has both the authority and obligation to exercise judgment in the public interest.

Given the scale of the proposal, the number of unresolved concerns, and the degree of discretionary judgment required, it would be reasonable and prudent for Council to avoid granting final approvals until after the election, allowing residents to express their views through the democratic process.

This is not a request to halt development indefinitely, but to ensure decisions of lasting consequence reflect a clear and current public mandate.

11. In Summary

This proposal may be technically compliant, but compliance alone is not a sufficient standard for good planning. The process has left residents with the clear impression that:

- Policy was adapted to fit the proposal
- Technical studies were used to dismiss rather than meaningfully engage concerns
- Neighbourhood function, safety, and character were undervalued

We respectfully ask Council to acknowledge that key concerns raised by residents remain unresolved and to consider whether the approval framework truly reflects the public interest.

Requested Actions

We urge Council to consider:

1. Acknowledging the implications of post-objection policy changes
2. Reassessing access design and risk concentration on Baird Road
3. Requiring more robust, transparent, and cumulative traffic analysis
4. Re-evaluating massing, transition, and shadow impacts
5. Establishing enforceable post-approval monitoring and corrective measures
6. Deferring final approval to allow for electoral accountability

Residents are not opposing growth — we are asking for better planning, proportional development, and genuine consideration of neighbourhood impact.

Appendix A – Prior Correspondence

For reference, and to provide continuity in the public record, my letter dated **October 19, 2025**, outlining initial concerns regarding this proposal, is attached as **Appendix A**. Many of the issues raised at that time remain unresolved and are reflected in this updated submission.

Sincerely,
David Lee

A solid black rectangular box used to redact the signature of David Lee.

District of North Vancouver, BC

To:

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

From:

David Lee

[REDACTED]

District of North Vancouver, BC

Date: April 12, 2026

Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road
Polygon Development 395 Ltd. – Mixed-Use Redevelopment

Dear Mayor and Council,

I am writing to formally reiterate and expand upon concerns previously raised regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road. While additional reports and materials have been released since residents first voiced objections, it remains clear that many substantive community concerns have not been meaningfully addressed, but rather reframed as resolved through policy compliance and technical minimum standards.

This letter is not an objection to change or growth. It is a concern about process, proportionality, neighbourhood fit, and risk, and how these factors appear to have been subordinated to enabling a specific development proposal.

1. Official Community Plan Amendments Undertaken After Community Objection

One of the most troubling aspects of this process is that when residents first raised concerns about scale, density, and fit, the District subsequently amended the Official Community Plan (OCP) and zoning framework in a manner that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

While Council is legally permitted to amend the OCP, doing so in response to a specific development application—rather than through a broader, community-driven planning process—undermines public trust. The OCP is intended to guide development in the public interest, not to be rewritten when community opposition reveals incompatibility.

From a resident perspective, this has created the perception that:

- Planning policy was adjusted to fit the proposal, rather than the proposal being adjusted to fit the community.
- Community feedback triggered procedural changes, not substantive design reconsideration.

This concern has not been acknowledged or addressed in the materials presented to Council.

2. Neighbourhood Fit and Building Scale Remain Unresolved

The proposal consists of four six-storey buildings at a scale that is fundamentally out of character with the surrounding area, which remains predominantly:

- Two-storey single-family homes
- Low-rise townhouses
- Small-scale commercial and office uses

While reports state that the building height is “consistent with Town Centre policies,” policy conformity does not equate to neighbourhood compatibility. The materials do not adequately address:

- Transition to adjacent lower-scale housing
- Perceived mass and dominance
- Privacy, overlook, and loss of human scale

Residents have repeatedly raised concerns regarding visual impact and loss of neighbourhood character. These concerns have been reframed as policy matters rather than addressed as lived realities on the ground.

3. Single Vehicular Access via Baird Road Creates Disproportionate Risk

The consolidation of all residential, commercial, and service access onto a single lane off Baird Road presents a serious planning and safety concern.

Baird Road is not simply a “local street”:

- It is a primary pedestrian route for school children.
- It functions as a low-volume, shared-use neighbourhood street regularly used by pedestrians, cyclists, dog-walkers, and residents accessing nearby homes and community connections.
- It already functions as an informal overflow drop-off and pick-up route for Argyle Secondary School, due to congestion and capacity constraints at the primary school access off Frederick Road. This overflow traffic already causes localized congestion and circulation challenges throughout the neighbourhood, making daily movement more difficult for residents. Additional development-related traffic would further compound and magnify these existing issues.

- It experiences periods of intense pedestrian activity and congestion, particularly during school arrival and dismissal times.

The technical finding that a single access point is “acceptable” from an engineering standpoint does not consider:

- Social vulnerability created by the mix of users and modes.
- Day-to-day behavioural patterns associated with shared neighbourhood streets and school-related traffic spillover.
- The consequences of failure or blockage when all site access is concentrated at one location.

Emergency access that “can be maintained” represents a minimum standard, not an appropriate justification for concentrating risk in such a sensitive and heavily used neighbourhood context.

Neither the Lynn Valley Town Centre Transportation Study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions. This omission is significant given the North Shore’s limited route redundancy and documented congestion impacts when regional traffic stalls. A transportation assessment that does not examine emergency access during peak congestion or network disruption is incomplete from a public safety perspective, particularly where development design choices concentrate access through a single neighbourhood street.

4. Traffic Study Scope and Statistical Validity Are Insufficient

Residents were informed that traffic analysis relied on limited short-duration counts, reportedly conducted over a single day. From a statistical and planning perspective, this is inadequate to capture:

- School-related pedestrian surges
- Seasonal and weather-related variation
- Weekend and non-commuter travel patterns

Short-term modelling may satisfy engineering minimums, but it does not provide confidence when decisions significantly alter neighbourhood function and safety. No material provided explains:

- Why this limited dataset is sufficient
- What margins of error exist
- How worst-case conditions were assessed

It is also important to note that the Lynn Valley Town Centre Transportation Study, which underpins much of the District’s planning framework, evaluates local intersection performance under average peak conditions only. It does not assess the reliability of access to or from Lynn Valley via Highway 1 or the Ironworkers Memorial Bridge, which has become the dominant transportation constraint affecting the

community. A study that excludes regional chokepoints cannot credibly conclude that traffic impacts are minimal when those chokepoints routinely dictate local congestion and accessibility.

The Lynn Valley Town Centre Transportation Study was completed in 2013 and relies on assumptions that predate current congestion realities on the North Shore. Applying its conclusions without updated validation ignores substantial changes in regional traffic patterns, population growth, and post-pandemic travel behaviour. Reliance on an outdated study to justify present-day impacts further undermines confidence that the traffic conclusions reflect conditions residents experience today.

As a result, residents are being asked to accept conclusions unsupported by transparent, comprehensive data.

5. Cumulative Impacts Have Not Been Assessed

The proposed development is being evaluated largely in isolation, despite the fact that Lynn Valley is experiencing multiple medium- to high-density development applications within a geographically constrained area.

The reports before Council do not assess the cumulative effects of existing, approved, and proposed developments on:

- Traffic congestion and network reliability
- Emergency vehicle access
- Parking saturation
- Environmental stress
- Overall neighbourhood livability

Without a cumulative impact assessment, it is not possible to determine whether the underlying systems that support Lynn Valley can continue to function safely and effectively as density increases.

6. Massing and Shadow Impacts Are Understated

Shadowing and massing analyses appear to focus narrowly on compliance with guideline thresholds rather than meaningful impact assessment. The materials do not adequately address:

- Shoulder-season shading
- Morning and evening shadow impacts
- Compounded shading from multiple large buildings

Compliance does not negate impact. Loss of sunlight and openness affects quality of life regardless of alignment with technical limits.

7. Environmental Impacts Are Framed as Neutral or Positive Without Credible Basis

While environmental reports demonstrate regulatory compliance, they do not establish that impacts are neutral or positive in real terms. Residents remain concerned about:

- Large-scale loss of mature tree canopy
- Construction disturbance near Hastings Creek
- Wildlife displacement and cumulative edge effects

Mitigation does not equal improvement. The materials provided do not acknowledge the short- to medium-term ecological degradation that will occur, nor the long recovery timeline required for lost environmental value to be restored.

8. Risk Allocation and Lack of Post-Approval Accountability

The proposal relies on optimistic assumptions regarding traffic behaviour, parking demand, transit use, and environmental recovery. If those assumptions prove incorrect, the consequences—congestion, safety concerns, parking spillover, and environmental loss—will be borne almost entirely by existing residents.

There is no clear, enforceable framework presented for:

- Monitoring real-world impacts after occupancy
- Establishing thresholds for action if impacts exceed projections
- Implementing corrective measures should neighbourhood conditions deteriorate

Approving the project without such accountability mechanisms effectively transfers long-term risk from the applicant to the surrounding community.

9. Resident Concerns Have Been Documented but Not Meaningfully Engaged

The District's public materials confirm that engagement sessions occurred. However, there is no clear explanation of how resident concerns influenced project form, access design, building scale, or phasing.

From the community perspective, participation appears to have satisfied procedural requirements rather than informed decision-making.

10. Timing and Democratic Accountability

Municipal elections are scheduled for October 17, 2026. This proposal represents a significant and irreversible change to Lynn Valley, with long-term implications for traffic, infrastructure, neighbourhood character, and environmental health.

I recognize that the District is operating within a provincial policy framework that prioritizes housing supply and density. However, provincial mandates are necessarily broad and designed to address province-wide conditions. Municipal governments retain an essential responsibility to ensure that local implementation protects neighbourhood safety, infrastructure capacity, environmental integrity, and community livability. Where provincial policies do not fully address local constraints—such as transportation bottlenecks, emergency access limitations, or cumulative impacts—the District has both the authority and obligation to exercise judgment in the public interest.

Given the scale of the proposal, the number of unresolved concerns, and the degree of discretionary judgment required, it would be reasonable and prudent for Council to avoid granting final approvals until after the election, allowing residents to express their views through the democratic process.

This is not a request to halt development indefinitely, but to ensure decisions of lasting consequence reflect a clear and current public mandate.

11. In Summary

This proposal may be technically compliant, but compliance alone is not a sufficient standard for good planning. The process has left residents with the clear impression that:

- Policy was adapted to fit the proposal
- Technical studies were used to dismiss rather than meaningfully engage concerns
- Neighbourhood function, safety, and character were undervalued

We respectfully ask Council to acknowledge that key concerns raised by residents remain unresolved and to consider whether the approval framework truly reflects the public interest.

Requested Actions

We urge Council to consider:

1. Acknowledging the implications of post-objection policy changes
2. Reassessing access design and risk concentration on Baird Road
3. Requiring more robust, transparent, and cumulative traffic analysis
4. Re-evaluating massing, transition, and shadow impacts
5. Establishing enforceable post-approval monitoring and corrective measures
6. Deferring final approval to allow for electoral accountability

Residents are not opposing growth — we are asking for better planning, proportional development, and genuine consideration of neighbourhood impact.

Appendix A – Prior Correspondence

For reference, and to provide continuity in the public record, my letter dated **October 19, 2025**, outlining initial concerns regarding this proposal, is attached as **Appendix A**. Many of the issues raised at that time remain unresolved and are reflected in this updated submission.

Sincerely,

David Lee

[REDACTED]

District of North Vancouver, BC

Appendix A

October 19, 2025, letter to Mayor and Council

David Lee and Julie Coles



October 19, 2025

MacKenzie Stonehocker, DNV Development Planner
Mayor and Council,
District of North Vancouver
355 W. Queens Rd
North Vancouver BC
V7N 4N5

E: stonehockerm@dnv.ord

Dear Ms. Stonehocker
Mayor and Council,

**RE: Polygon Development 395 Ltd.
1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd
Application for a Commercial Residential Mixed-Use Development**

We are writing to formally express my concerns regarding the proposed Polygon development projects in Lynn Valley, particularly the site at Lynn Valley Mall and Draycourt Gardens—and the broader implications of these and other developments for the Lynn Valley community.

Summary of Concerns Regarding The Proposed Development:

1. Transparency and Public Consultation

We were deeply disappointed that elected representatives from all levels of government (Federal, Provincial, and Municipal) were not present to address public questions and concerns during the recent in-person consultation session. Conflicting information across various platforms—leaflets, signage, presentation boards, and online documentation—has caused significant confusion about the nature and scope of the proposed developments.

It is vital that the public receives consistent, accurate, and comprehensive information to properly evaluate and respond to these proposals. We respectfully request that the

District ensure a unified, updated summary of the project be released, and that a follow-up public consultation be conducted to allow for proper review and engagement.

2. Impacts of Increased Density and Height

Like many residents, we have serious reservations about the scale and density of the proposed developments. The area surrounding the proposed development is a neighborhood prized for its character, natural beauty, and community feel—qualities that are threatened by the construction of 4 x 6-storey buildings in an area predominantly of single-family dwellings and low-rise buildings such 2 and 3-storey townhouse buildings and 4-storey office buildings.

The proposed scale raises numerous concerns:

- Overburdening infrastructure such as roads, public transit, schools, and utilities.
- Long-term construction noise, dust, and disruption.
- Aesthetic and environmental degradation.
- Risk of losing the very character that makes Lynn Valley a desirable place to live.

Due to various social and economic factors the housing markets has slowed, and the pace of sales has dropped leading to more homes sitting on the market, increasing the number of active listings. Currently estimated at more than 2,500 units (potential more based on how active / available units are currently determined).

This suggests that this an affordability issue and not an availability issue. Housing prices remain relatively high when compared to incomes which mean a large portion of the population cannot afford to buy or sell.

Like many residences we have questions and concerns over how adding additional units to Lynn Valley will solve the housing crisis as there is a commonly repeated yet unproven assertion that increasing density will lead to affordability. However, the data indicates that affordability remains elusive despite rising unit counts.

3. Environmental and Wildlife Protection

Lynn Valley is known as a mountain biking, hiking destination, and for easy access to the local unspoiled forested area which consists of Lynn Canyon Park (approximately 250 hectares (620 acres) of land area) and various smaller parks in and around the Lynn Valley area.

The proposed development is also adjacent to critical natural areas like Hunter Park, various public trails, and Hastings Creek, home to a wide array of flora and fauna, including species at risk such as the Northern Saw-whet Owl and Western Brook Lamprey, and endangered species like the little brown myotis (bat).

Many of the mammals such as bears, skunks, raccoons, and even deer, although less frequently seen, can be found wander the neighborhood in search of food. As people push further and further into their habit through development and densification it not only puts people at risk, but also the various birds, fish, mammals and flora and fauna at risk.

Residents asked reasonable questions regarding environmental protections and the responses were vague or dismissive and include:

- The 30 m streamside protection will be provided as required by Department of Fisher's and Oceans (DFO).
- The existing trees on the site will be cleared to allow for the development.

This lack of clarity is deeply concerning, especially given the potential for long-term harm to:

- Local ecosystems and wildlife corridors.
- Stream and watershed health.
- Tree canopy and biodiversity.
- Risks associated with wildland-urban interface fires.

Lynn Valley's diverse eco-systems, helps to drive tourism through hiking, mountain bike, easy access to local parks, and the film and television industries. The importance of the unspoiled forested area, streams, lakes, hiking trails provides an escape for residence and visitors alike and helps to support local business.

The District has a responsibility to ensure that meaningful, science-based environmental protections are prioritized and that all environmental studies and consultations (including those with First Nations; federal, provincial, and local agencies) are made publicly available.

4. Traffic Management and Parking

Current street conditions in areas like Baird Road, Ross Road, 29th Ave, 27th Ave and Fromme Road and Sunnyhurst Road are already strained. These roads serve not only as residential access points but also as school routes, community gathering spaces, and overflow parking zones.

Currently the two sites are accessible by vehicular traffic by four different access points. Two of the access points are off Lynn Vally Road and serve the existing Lynn Valley Mall site, and two of the access points are off Baird Road and serve the 32 rental units at the existing Draycourt Garden. The southern most access point (existing lane) off Baird Road all provides service / delivery vehicle access to Ross Plaza (existing commercial building to remain).

Under the proposed plan, all vehicular access—including service and delivery—would funnel through a single lane off Baird Road, a configuration that is shortsighted and entirely unsuitable.

The intersection of Ross Road and Lynn Vally Road presents it own unique challenges as the primary access points for 1200 Lynn Valley Rd, including the MacDonalds Drive-thru are off Ross Road. The section of Ross Road east and west of Baird Road are typically congested by vehicles waiting to use the MacDonalds Drive-thru.

Ross Road, 29th Ave, 27th Ave and Fromme Road also serves as alternate routes for those trying to avoid backlogs on Lynn Valley Road and Mountain Highway during rush hour.

Baird, Sunnyhurst, and Harold Roads, and the laneway between Baird and Sunnyhurst also serves as a primary pedestrian route for students attending Argle Secondary School, and Lynn Valley Elementary School. At various time throughout the school days (morning, lunch and end-of the school day) the roads become so congested by pedestrians (students and parents alike) that vehicles are unable to traverse the neighborhood.

Baird Road also serves as a secondary vehicle access route for those parents the drop-off and pick-up they children from school via the foot bridge located at the cul-de-sac at the end of Baird Road next to Hastings Creek.

More importantly Baird Road and the laneway between Baird and Sunnyhurst Road and the intersection of Baird and Harold Road serves as a place of community gathering for the neighborhood. It is:

- an un-official bike route and pedestrian route, due to the low traffic volume, for those traversing Lynn Valley,
- a place of gathering for family, friends, cyclists, dog walkers, alike,
- a play area (e.g. hockey, basketball, etc.) and ad-hoc rest area for local children and parents.

Because this is a low traffic area many of the of the noted activities occur with minimal supervision and children can be seen safely “whizzing” up and down the roads, and lanes on their bicycles, and scooters.

School children, children, cyclists, dog walks and pedestrians will lose their gathering places and sense of community as parking demands and street traffic increase in the neighborhood. There is also a likely hood of increase motor vehicle accidents involving pedestrian, cyclist, and other vehicles. The increased parking and traffic demands may also impact emergency response to the area.

Additionally, parking projections appear severely underestimated. Information provided as part of the mail-out indicates parking for approximately 450 vehicles. During the public presentation it was indicated that there would be one parking stall for each residential unit (e.g. 408 parking stalls), so it is assumed the remaining parking (e.g. 42 parking stalls) would be residential visitor parking and/or commercial parking

Based on average vehicle ownership in the region. A subsequent internet search for the average number of vehicles per household in Greater Vancouver Areas indicates the average number of cars per household approximately 1.56 vehicles. Based on the 408 residential units proposed for this development a total of 637 additional vehicles would be expected ($408 \times 1.56 = 637$).

There are no clear statistics on the number of parking stalls typically required for commercial spaces (e.g. retail, office). However, if the number of parking stalls required for commercial spaces (e.g. staff, patrons, etc.) and visitors is similarly undervalued and should be increased by a similar percentage then a total of parking stalls required for the commercial space would be 66 (42×1.56).

Based on the above a total of 703 parking spaces would be required for the proposed development. Currently there may be a shortfall of over 250 parking stalls. This will inevitably push more vehicles onto already full residential streets, endangering children, pedestrians, cyclists and wildlife.

Residents have asked reasonable questions regarding about the parking and traffic issues along with impacts due to increased on street parking, delivery vehicle access, increase traffic (e.g. congestion, rush hour, etc.), public safety and emergency access to the area.

The traffic engineer indicated that he had advised that he had visited the area on a couple of occasions and his response received were vague, inconclusive, and laissez-faire in nature. Based on discussions with various people in attendance examples of the responses included:

- I don't foresee any issues.
- It will work itself out.
- Just use public transit.
- Find other ways / times to commute / travel.
- People (e.g. Local residence, or people that live outside Lynn valley, but work in Lynn Valley) can just change when they leave for work to avoid the issue(s).

This area of Lynn Valley, along with many other areas, currently struggles with at capacity street parking and large pockets of localized traffic congestion. The District has a responsibility to ensure that meaningful, science-based responses. Responses, such as those noted are insensitive to the needs of the residence and the community. It

suggests that the DNV has adopted a policy or attitude of letting things take their own course, without interfering (e.g. things will just work themselves out), or considering the public.

5. Highway 1 and Regional Traffic Impacts

Currently there are three (3) ways for residence to leave Lynn Valley should they need to head to areas outside Lynn Valley (e.g. Burnaby, Vancouver, Surrey, West Vancouver, etc.). These include Mountain Highway, Lynn Valley Road and 29th Avenue. These three routes converge on Highway 1 or are impacted by traffic using Highway 1.

Highway 1 on the North Shore experiences significant traffic issues, including chronic congestion during rush hours, frequent accidents, and delays from construction and roadwork. The eastern portion of the corridor, particularly the eastbound direction towards the Ironworkers Memorial Bridge, is heavily congested, and local trips on the highway also contribute to the burden.

In addition to the local traffic issues, Lynn Valley already experiences significant traffic issues, including chronic congestion, especially during rush hours, and frequent disruptions from accidents and construction. The area suffers from gridlock on major roads like Mountain Highway and Lynn Valley Road, due to it being a bottleneck for both local and highway traffic, and roadwork projects.

The cumulative impact of this and other developments in Lynn Valley will significantly increase vehicle traffic—estimated at over 3,500 additional vehicles across the five medium / high density proposed sites (703 x 5 – 3515). With limited access routes and existing congestion on Mountain Highway, Lynn Valley Road, and Highway 1, residents already face chronic traffic issues, delays, and safety risks.

The North Shore transportation network is simply not prepared to absorb this kind of rapid densification without:

- Expanded public transit service.
- Improved highway interchanges and municipal road networks.
- Proactive planning to reduce car dependence while preserving emergency access and community livability.

List of Questions for District of North Vancouver Council

1. Public Engagement & Transparency

- Why was there no representation from elected officials (Federal, Provincial, Municipal) at the public information session?

- When will the public be given a follow-up opportunity to review a clarified and consistent version of the development proposal?
- Will Council commit to standardizing public information (leaflets, signs, website, presentations) to eliminate contradictions?
- Can the District commit to publishing all studies, assessments, and consultation results (e.g. with First Nations, DFO, environmental groups) before further approvals?

2. Development Scope & Density

- How does the proposed scale (height and density) of the development align with the existing Community?
- Will the District consider scaling back height/density to better match surrounding 2, 3, or 4 storey buildings?
- What justification is there for high-density buildings in a neighborhood predominantly of single-family dwellings and low-rise buildings?
- How will the project address the visual and privacy impacts of taller buildings on existing homes?

3. Infrastructure Capacity

- Has a comprehensive infrastructure capacity study been conducted (water, sewer, hydro, etc.) for Lynn Valley, factoring in all six proposed Polygon sites?
- What plans are in place to ensure schools, childcare facilities, healthcare, and emergency services can accommodate the increased population?
- Will developers be required to contribute to community amenity or infrastructure funding?

4. Traffic & Transportation

- How will the District address the increased traffic volumes through Baird Road and surrounding residential streets?
- Has a detailed traffic impact study been completed and made publicly available?
- What traffic calming and pedestrian safety measures will be introduced along Baird Road and the surrounding streets and near Argle Secondary and Lynn Valley Elementary?
- Is the single vehicular access point on Baird Road sufficient for all residential, commercial, and delivery traffic?
- What contingency is there if emergency vehicle access is obstructed?

5. Parking

- Why is the proposed number of parking stalls (approx. 450) significantly below expected demand (est. 703 vehicles)?

- What percentage of the parking will be allocated to:
 - Residential units?
 - Visitors?
 - Commercial tenants and customers?
- What strategies are being considered to protect residential street parking from overflow?
- Will Council consider resident-only parking zones or permit only parking on nearby streets?

6. Environmental Protection

- How will Hastings Creek and adjacent watershed be protected during and after construction?
- What specific measures will be taken to protect:
 - Endangered and at-risk species (e.g. Northern Saw-whet Owl, Little Brown Myotis)?
 - Tree retention and wildlife corridors?
 - Air and water quality in the area?
- What fire mitigation strategies are in place for wildland-urban interface risks?
- How will noise and light pollution be minimized to protect diurnal, crepuscular, and nocturnal species?

7. Housing Affordable

- How will the proposed development impact housing affordability in the neighbourhood?
- What is the actual number of affordable and below-market units included in the proposal?
- Will the District mandate a percentage of units be permanently affordable or protected through housing agreements?
- Is there a plan to partner with non-profit or co-operative housing organizations?

8. Highway 1 & Regional Traffic Impact

- What intergovernmental plans exist to address:
 - Congestion and bottlenecks at Highway 1 interchanges?
 - Local trips on Highway 1 due to poor municipal road connectivity?
 - Emergency response delays caused by traffic congestion.
- Are there short- or long-term plans to develop a continuous parallel municipal road network across the North Shore?
- How will public transportation be expanded in response to the population increase from all six development sites?

9. Community Identity and Quality of Life

- How is the District balancing growth and densification with the preservation of Lynn Valley's unique character?
- What efforts are being made to preserve community gathering spaces, pedestrian routes, and informal play areas like those on Baird Road?
- How will the District protect sense of community, livability, and safety for existing residents during and after construction?

Summary of Recommended Changes to Improve the Proposed Development in Lynn Valley

1. Transparency & Public Engagement

- Unify and clarify all development details across leaflets, signage, websites, and public meetings.
- Host a follow-up public consultation with clear, updated project plans and presence of elected officials from all levels of government.
- Provide public access to all environmental studies, traffic impact assessments, and consultation results with First Nations and federal agencies.

2. Scale and Density Adjustments

- Reduce building heights and density to reflect the surrounding neighborhood (primarily 2–3 storey homes).
- Limit high-rise structures in favor of mid-rise or townhouse-style developments that maintain the area's character.
- Prioritize context-sensitive design that blends with existing residential patterns.

3. Infrastructure & Community Services

- Ensure upgrades to public infrastructure (roads, utilities, schools, childcare, and transit) are planned and funded before development proceeds.
- Include expanded public amenities (e.g. parks, community centers, healthcare access) to serve new and existing residents.
- Require developers to contribute to community amenity funds or directly invest in needed infrastructure.

4. Environmental Protections

- Commit to expanding tree preservation, stream protection, and wildlife habitat especially around Hastings Creek and adjacent riparian zones.

- Implement meaningful wildlife and habitat protection plans, including for at-risk, endangered and migratory species.
- Reduce construction footprint through low-carbon building practices and site-sensitive landscaping.
- Enforce strict noise and light pollution controls during and after construction.
- Include urban-wildland interface fire mitigation measures.

5. Traffic & Parking Management

- Redesign site access to distribute traffic flow more evenly—avoid funnelling all traffic through Baird Road.
- Redesign site access so that access to commercial parking and deliveries avoids Baird Road and is accessed off Lynn Valley Road.
- Reassess parking requirements:
 - Increase total parking to match actual vehicle ownership rates (approx. 1.56 vehicles per unit).
 - Review allocation of dedicated commercial parking and visitor stalls.
- Implement traffic calming measures and improved pedestrian infrastructure, especially along Baird Road and the access routes to the nearby schools.
- Protect community gathering and play areas on low-traffic residential streets.

6. Highway and Regional Mobility

- Collaborate with Provincial and Federal governments to:
 - Upgrade Highway 1 interchanges and municipal road networks.
 - Expand public transit access and frequency to/from Lynn Valley.
 - Reduce reliance on single-occupancy vehicles by integrating multi-modal transportation options.
 - Explore a North Shore transportation plan to manage cumulative development impacts.

7. Affordable & Inclusive Housing

- Include a significant percentage of genuinely affordable units (not just market rentals).
- Partner with non-profits and housing co-operatives to deliver long-term affordable housing.
- Align unit mix (e.g. 2–3 bedroom family units) with community needs.

In Summary

We understand the need for thoughtful development and housing solutions. However, the current approach appears to prioritize density over livability, speed over

sustainability, and profit over preservation. As a resident of Lynn Valley, I urge the District of North Vancouver to:

1. Mandate transparency in all communications related to proposed developments.
2. Pause approvals until thorough and independent environmental, infrastructure, and traffic studies are publicly reviewed.
3. Engage meaningfully with residents, Indigenous groups, and environmental organizations.
4. Revise development plans to better reflect the scale, values, and vision of the Lynn Valley community.

I respectfully ask that Council consider these points not as opposition to change, but as a call for smarter, more inclusive planning that protects the well-being of current and future residents.

Sincerely,

David Lee and Julie Coles
Residents of Lynn Valley
District of North Vancouver

From: [David Lee](#)
To: [Mackenzie Stonehocker](#)
Cc: [Julie M Coles \(ICE\)](#)
Subject: Re: Public Information Meeting - Polygon Development 395 Ltd. 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd - Application for a Commercial Residential Mixed-Use Development
Attachments: [Letter DNV - Polygon Development 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd.pdf](#)

Hi Mackenzie,

I assume you're busy today being it's October 20/25 and it being the last day for the public to provide input on the development proposal. Further to my earlier telephone message I wanted to confirm that you received my October 19/25 email regarding the captioned address.

Regards
David Lee

On Oct 19, 2025, at 8:52 PM, David Lee [REDACTED] wrote:

Dear Ms. Mackenzie Stonehocker, Mayor and Council,

Hi Mackenzie,

Thank you for taking the time to meet and discuss the proposed development at 1246 – 1288 Lynn Valley Rd and 3050 – 3174 Baird Rd during the in-person public information meeting held on October 08, 2025. Julie and I would like to express some of our additional concerns and request additional clarification on various issues as outlined in the attached PDF and duplicated in the email below.

We look forward to hearing from Mayor and Council, DNV Development Planning Department and the various other levels of Government, Regulatory Agencies, Authorities and Special Interest Groups on the Application for a Commercial Residential Mixed-Use Development at the captioned addresses.

Sincerely,
David Lee and Julie Coles
Residents of Lynn Valley
District of North Vancouver

We are writing to formally express my concerns regarding the proposed Polygon development projects in Lynn Valley, particularly the site at Lynn Valley Mall and Draycourt Gardens—and the broader implications of these and other developments for the Lynn Valley community.

Summary of Concerns Regarding The Proposed Development:

1. **Transparency and Public Consultation**

We were deeply disappointed that elected representatives from all levels of government (Federal, Provincial, and Municipal) were not present to address public questions and concerns during the recent in-person consultation session. Conflicting information across various platforms—leaflets, signage, presentation boards, and online documentation—has caused significant confusion about the nature and scope of the proposed developments.

It is vital that the public receives consistent, accurate, and comprehensive information to properly evaluate and respond to these proposals. We respectfully request that the District ensure a unified, updated summary of the project be released, and that a follow-up public consultation be conducted to allow for proper review and engagement.

2. **Impacts of Increased Density and Height**

Like many residents, we have serious reservations about the scale and density of the proposed developments. The area surrounding the proposed development is a neighborhood prized for its character, natural beauty, and community feel—qualities that are threatened by the construction of 4 x 6-storey buildings in an area predominantly of single-family dwellings and low-rise buildings such as 2 and 3-storey townhouse buildings and 4-storey office buildings.

The proposed scale raises numerous concerns:

- Overburdening infrastructure such as roads, public transit, schools, and utilities.
- Long-term construction noise, dust, and disruption.
- Aesthetic and environmental degradation.
- Risk of losing the very character that makes Lynn Valley a desirable place to live.

Due to various social and economic factors the housing markets has slowed, and the pace of sales has dropped leading to more homes sitting on the market, increasing the number of active listings. Currently estimated at more than 2,500 units (potential more based on how active / available units are currently determined).

This suggests that this is an affordability issue and not an availability issue. Housing prices remain relatively high when compared to incomes which mean a large portion of the population cannot afford to buy or sell.

Like many residences we have questions and concerns over how adding additional units to Lynn Valley will solve the housing crisis as there is a commonly repeated yet unproven assertion that increasing density will lead to affordability. However, the data indicates that affordability remains elusive despite rising unit counts.

3. Environmental and Wildlife Protection

Lynn Valley is known as a mountain biking, hiking destination, and for easy access to the local unspoiled forested area which consists of Lynn Canyon Park (approximately 250 hectares (620 acres) of land area) and various smaller parks in and around the Lynn Valley area.

The proposed development is also adjacent to critical natural areas like Hunter Park, various public trails, and Hastings Creek, home to a wide array of flora and fauna, including species at risk such as the Northern Saw-whet Owl and Western Brook Lamprey, and endangered species like the little brown myotis (bat).

Many of the mammals such as bears, skunks, raccoons, and even deer, although less frequently seen, can be found wander the neighborhood in search of food. As people push further and further into their habitat through development and densification it not only puts people at risk, but also the various birds, fish, mammals and flora and fauna at risk.

Residents asked reasonable questions regarding environmental protections and the responses were vague or dismissive and include:

- The 30 m streamside protection will be provided as required by Department of Fisheries and Oceans (DFO).
- The existing trees on the site will be cleared to allow for the development.

This lack of clarity is deeply concerning, especially given the potential for long-term harm to:

- Local ecosystems and wildlife corridors.
- Stream and watershed health.
- Tree canopy and biodiversity.
- Risks associated with wildland-urban interface fires.

Lynn Valley's diverse eco-systems, helps to drive tourism through hiking, mountain bike, easy access to local parks, and the film and television industries. The importance of the unspoiled forested area, streams, lakes, hiking trails provides an escape for residents and visitors alike and helps to support local business.

The District has a responsibility to ensure that meaningful, science-based environmental protections are prioritized and that all environmental studies and consultations (including those with First Nations; federal, provincial, and local agencies) are made publicly available.

4. **Traffic Management and Parking**

Current street conditions in areas like Baird Road, Ross Road, 29th Ave, 27th Ave and Fromme Road and Sunnyhurst Road are already strained. These roads serve not only as residential access points but also as school routes, community gathering spaces, and overflow parking zones.

Currently the two sites are accessible by vehicular traffic by four different access points. Two of the access points are off Lynn Vally Road and serve the existing Lynn Valley Mall site, and two of the access points are off Baird Road and serve the 32 rental units at the existing Draycourt Garden. The southern most access point (existing lane) off Baird Road all provides service / delivery vehicle access to Ross Plaza (existing commercial building to remain).

Under the proposed plan, all vehicular access—including service and delivery—would funnel through a single lane off Baird Road, a configuration that is shortsighted and entirely unsuitable.

The intersection of Ross Road and Lynn Vally Road presents it own unique challenges as the primary access points for 1200 Lynn Valley Rd, including the MacDonalds Drive-thru are off Ross Road. The section of Ross Road east and west of Baird Road are typically congested by vehicles waiting to use the MacDonalds Drive-thru.

Ross Road, 29th Ave, 27th Ave and Fromme Road also serves as alternate routes for those trying to avoid backlogs on Lynn Valley Road and Mountain Highway during rush hour.

Baird, Sunnyhurst, and Harold Roads, and the laneway between Baird and Sunnyhurst also serves as a primary pedestrian route for students attending Argle Secondary School, and Lynn Valley Elementary School. At various time throughout the school days (morning, lunch and end-of the school day) the roads become so congested by pedestrians (students and parents alike) that vehicles are unable to traverse the neighborhood.

Baird Road also serves as a secondary vehicle access route for those parents the drop-off and pick-up they children from school via the foot bridge located at the cul-de-sac at the end of Baird Road next to Hastings Creek.

More importantly Baird Road and the laneway between Baird and Sunnyhurst Road and the intersection of Baird and Harold Road serves as a place of community gathering for the neighborhood. It is:

- an un-official bike route and pedestrian route, due to the low traffic volume, for

those traversing Lynn Valley,

- a place of gathering for family, friends, cyclists, dog walkers, alike,
- a play area (e.g. hockey, basketball, etc.) and ad-hoc rest area for local children and parents.

Because this is a low traffic area many of the of the noted activities occur with minimal supervision and children can be seen safely “whizzing” up and down the roads, and lanes on their bicycles, and scooters.

School children, children, cyclists, dog walks and pedestrians will lose their gathering places and sense of community as parking demands and street traffic increase in the neighborhood. There is also a likely hood of increase motor vehicle accidents involving pedestrian, cyclist, and other vehicles. The increased parking and traffic demands may also impact emergency response to the area.

Additionally, parking projections appear severely underestimated. Information provided as part of the mail-out indicates parking for approximately 450 vehicles. During the public presentation it was indicated that there would be one parking stall for each residential unit (e.g. 408 parking stalls), so it is assumed the remaining parking (e.g. 42 parking stalls) would be residential visitor parking and/or commercial parking Based on average vehicle ownership in the region. A subsequent internet search for the average number of vehicles per household in Greater Vancouver Areas indicates the average number of cars per household approximately 1.56 vehicles. Based on the 408 residential units proposed for this development a total of 637 additional vehicles would be expect ($408 \times 1.56 = 637$).

There are no clear statics on the number of parking stall typically required for commercial spaces (e.g. retail, office). However, If the number of parking stalls required for commercial spaces (e.g. staff, patrons, etc.) and visitors is similarly undervalued and should be increased by a similar percentage then a total of parking stalls required for the commercial space would be 66 (42×1.56).

Based on the above a total of 703 parking spaces would be required for the proposed development. Currently there may be a shortfall of over 250 parking stalls. This will inevitably push more vehicles onto already full residential streets, endangering children, pedestrians, cyclists and wildlife.

Residents have asked reasonable questions regarding about the parking and traffic issues along with impacts due to increased-on street parking, delivery vehicle access, increase traffic (e.g. congestion, rush hour, etc.), public safety and emergency access to the area.

The traffic engineer indicated that he had advised that he had visited the area on a couple of occasions and his response received were vague, inconclusive, and laissez-faire in nature. Based on discussions with various people in attendance examples of the responses included:

- I don't foresee any issues.
- It will work itself out.
- Just use public transit.
- Find other ways / times to commute / travel.
- People (e.g. Local residence, or people that live outside Lynn valley, but work in Lynn Valley) can just change when they leave for work to avoid the issue(s).

This area of Lynn Valley, along with many other areas, currently struggles with at capacity street parking and large pockets of localized traffic congestion. The District has a responsibility to ensure that meaningful, science-based responses. Responses, such as those noted are insensitive to the needs of the residence and the community. It suggests that the DNV has adopted a policy or attitude of letting things take their own course, without interfering (e.g. things will just work themselves out), or considering the public.

5. Highway 1 and Regional Traffic Impacts

Currently there are three (3) ways for residence to leave Lynn Valley should they need to head to areas outside Lynn Valley (e.g. Burnaby, Vancouver, Surrey, Wet Vancouver, etc.). These include Mountain Highway, Lymm Valley Road and 29th Avenue. These three routes converge on Highway 1 or are impacted by traffic using Highway 1.

Highway 1 on the North Shore experiences significant traffic issues, including chronic congestion during rush hours, frequent accidents, and delays from construction and roadwork. The eastern portion of the corridor, particularly the eastbound direction towards the Ironworkers Memorial Bridge, is heavily congested, and local trips on the highway also contribute to the burden.

In addition to the local traffic issues, Lynn Valley already experiences significant traffic issues, including chronic congestion, especially during rush hours, and frequent disruptions from accidents and construction. The area suffers from gridlock on major roads like Mountain Highway and Lynn Valley Road, due to it being a bottleneck for both local and highway traffic, and roadwork projects.

The cumulative impact of this and other developments in Lynn Valley will significantly increase vehicle traffic—estimated at over 3,500 additional vehicles across the five

medium / high density proposed sites (703 x 5 – 3515). With limited access routes and existing congestion on Mountain Highway, Lynn Valley Road, and Highway 1, residents already face chronic traffic issues, delays, and safety risks.

The North Shore transportation network is simply not prepared to absorb this kind of rapid densification without:

- Expanded public transit service.
- Improved highway interchanges and municipal road networks.
- Proactive planning to reduce car dependence while preserving emergency access and community livability.

List of Questions for District of North Vancouver Council

1. Public Engagement & Transparency

- Why was there no representation from elected officials (Federal, Provincial, Municipal) at the public information session?
- When will the public be given a follow-up opportunity to review a clarified and consistent version of the development proposal?
- Will Council commit to standardizing public information (leaflets, signs, website, presentations) to eliminate contradictions?
- Can the District commit to publishing all studies, assessments, and consultation results (e.g. with First Nations, DFO, environmental groups) before further approvals?

2. Development Scope & Density

- How does the proposed scale (height and density) of the development align with the existing Community?
- Will the District consider scaling back height/density to better match surrounding 2, 3, or 4 storey buildings?
- What justification is there for high-density buildings in a neighborhood predominantly of single-family dwellings and low-rise buildings?
- How will the project address the visual and privacy impacts of taller buildings on existing homes?

3. Infrastructure Capacity

- Has a comprehensive infrastructure capacity study been conducted (water, sewer, hydro, etc.) for Lynn Valley, factoring in all six proposed Polygon sites?
- What plans are in place to ensure schools, childcare facilities, healthcare, and emergency services can accommodate the increased population?
- Will developers be required to contribute to community amenity or infrastructure funding?

4. Traffic & Transportation

- How will the District address the increased traffic volumes through Baird Road and surrounding residential streets?
- Has a detailed traffic impact study been completed and made publicly available?
- What traffic calming and pedestrian safety measures will be introduced along Baird Road and the surrounding streets and near Argle Secondary and Lynn Valley Elementary?
- Is the single vehicular access point on Baird Road sufficient for all residential, commercial, and delivery traffic?
- What contingency is there if emergency vehicle access is obstructed?

5. Parking

- Why is the proposed number of parking stalls (approx. 450) significantly below expected demand (est. 703 vehicles)?
- What percentage of the parking will be allocated to:
 - Residential units?
 - Visitors?
 - Commercial tenants and customers?
- What strategies are being considered to protect residential street parking from overflow?
- Will Council consider resident-only parking zones or permit only parking on nearby streets?

6. Environmental Protection

- How will Hastings Creek and adjacent watershed be protected during and after construction?
- What specific measures will be taken to protect:
 - Endangered and at-risk species (e.g. Northern Saw-whet Owl, Little Brown Myotis)?
 - Tree retention and wildlife corridors?
 - Air and water quality in the area?
- What fire mitigation strategies are in place for wildland-urban interface risks?
- How will noise and light pollution be minimized to protect diurnal, crepuscular, and nocturnal species?

7. Housing Affordable

- How will the proposed development impact housing affordability in the neighbourhood?
- What is the actual number of affordable and below-market units included in the proposal?
- Will the District mandate a percentage of units be permanently affordable or

protected through housing agreements?

- Is there a plan to partner with non-profit or co-operative housing organizations?

8. Highway 1 & Regional Traffic Impact

- What intergovernmental plans exist to address:
 - Congestion and bottlenecks at Highway 1 interchanges?
 - Local trips on Highway 1 due to poor municipal road connectivity?
 - Emergency response delays caused by traffic congestion.
- Are there short- or long-term plans to develop a continuous parallel municipal road network across the North Shore?
- How will public transportation be expanded in response to the population increase from all six development sites?

9. Community Identity and Quality of Life

- How is the District balancing growth and densification with the preservation of Lynn Valley's unique character?
- What efforts are being made to preserve community gathering spaces, pedestrian routes, and informal play areas like those on Baird Road?
- How will the District protect sense of community, livability, and safety for existing residents during and after construction?

Summary of Recommended Changes to Improve the Proposed Development in Lynn Valley

1. Transparency & Public Engagement

- Unify and clarify all development details across leaflets, signage, websites, and public meetings.
- Host a follow-up public consultation with clear, updated project plans and presence of elected officials from all levels of government.
- Provide public access to all environmental studies, traffic impact assessments, and consultation results with First Nations and federal agencies.

2. Scale and Density Adjustments

- Reduce building heights and density to reflect the surrounding neighborhood (primarily 2–3 storey homes).
- Limit high-rise structures in favor of mid-rise or townhouse-style developments that maintain the area's character.
- Prioritize context-sensitive design that blends with existing residential patterns.

3. Infrastructure & Community Services

- Ensure upgrades to public infrastructure (roads, utilities, schools, childcare, and

transit) are planned and funded before development proceeds.

- Include expanded public amenities (e.g. parks, community centers, healthcare access) to serve new and existing residents.
- Require developers to contribute to community amenity funds or directly invest in needed infrastructure.

4. Environmental Protections

- Commit to expanding tree preservation, stream protection, and wildlife habitat especially around Hastings Creek and adjacent riparian zones.
- Implement meaningful wildlife and habitat protection plans, including for at-risk, endangered and migratory species.
- Reduce construction footprint through low-carbon building practices and site-sensitive landscaping.
- Enforce strict noise and light pollution controls during and after construction.
- Include urban-wildland interface fire mitigation measures.

5. Traffic & Parking Management

- Redesign site access to distribute traffic flow more evenly—avoid funnelling all traffic through Baird Road.
- Redesign site access so that access to commercial parking and deliveries avoids Baird Road and is accessed off Lynn Valley Road.
- Reassess parking requirements:
 - Increase total parking to match actual vehicle ownership rates (approx. 1.56 vehicles per unit).
 - Review allocation of dedicated commercial parking and visitor stalls.
- Implement traffic calming measures and improved pedestrian infrastructure, especially along Baird Road and the access routes to the nearby schools.
- Protect community gathering and play areas on low-traffic residential streets.

6. Highway and Regional Mobility

- Collaborate with Provincial and Federal governments to:
 - Upgrade Highway 1 interchanges and municipal road networks.
 - Expand public transit access and frequency to/from Lynn Valley.
 - Reduce reliance on single-occupancy vehicles by integrating multi-modal transportation options.
 - Explore a North Shore transportation plan to manage cumulative development impacts.

7. Affordable & Inclusive Housing

- Include a significant percentage of genuinely affordable units (not just market rentals).
- Partner with non-profits and housing co-operatives to deliver long-term

affordable housing.

- Align unit mix (e.g. 2–3 bedroom family units) with community needs.

In Summary

We understand the need for thoughtful development and housing solutions. However, the current approach appears to prioritize density over livability, speed over sustainability, and profit over preservation. As a resident of Lynn Valley, I urge the District of North Vancouver to:

1. Mandate transparency in all communications related to proposed developments.
2. Pause approvals until thorough and independent environmental, infrastructure, and traffic studies are publicly reviewed.
3. Engage meaningfully with residents, Indigenous groups, and environmental organizations.
4. Revise development plans to better reflect the scale, values, and vision of the Lynn Valley community.

I respectfully ask that Council consider these points not as opposition to change, but as a call for smarter, more inclusive planning that protects the well-being of current and future residents.

Sincerely,

David Lee and Julie Coles

Residents of Lynn Valley

District of North Vancouver

From: Amelie Pelland [REDACTED]
Sent: April 12, 2026 5:20 PM
To: DNV Input
Subject: Feedback re: Polygon proposal for 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear members of the Council,

We are opposed to the proposal put forth by Polygon for redevelopment at 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd.

We are two early to mid-career, working-age professionals residing in [REDACTED]. We have lived here since 2020, and Clemens has been a resident of Lynn Valley since 2014. We love being a part of and contributing to this community and fear that going forward with this proposal as it is currently written will suffocate it.

We have concerns regarding the scope and size of the application. These and other concerns were not addressed by Polygon after the initial public consultation process.

While we understand the need to increase residential capacity and the need for renewal and development, it is overwhelming to consider adding almost 400 residential units on 1-2 city blocks' worth of space. During the time that we have lived here, Lynn Valley has been more and more crowded. The local infrastructure supporting the current community size is insufficient. Given that there is no more physical space to develop and that the proposal is to significantly increase density, it is difficult to imagine that the infrastructural development will be able to match population growth.

Lines at grocery stores are long and staff seem overwhelmed. It is difficult to get appointments for various services, including medical and dental care. The wait times for a table at a restaurant are hours long around meal times. North Vancouver is generally quite crowded as well so things are similar when we leave Lynn Valley to seek different services that are not available here. Trying to plan our days to minimize stress, wait times and adding to general congestion is very difficult. Everything is busy all the time.

A more specific concern we have is around transportation and traffic planning. The proposal to have traffic routed through a lane accessed via Baird Road is ill-advised, even with the proposed addition of a sidewalk along Baird Road. The junction of Baird Road with Ross Road is currently essentially only one way. Street parking is allowed on both sides of Baird Road, narrowing passage and allowing only single vehicle circulation. Ross Road is very congested at any given time of day due to vehicles sitting on the road, waiting to access the drive-through lane at McDonald's. Pedestrian traffic is extremely dense around school start, lunch and end times. Baird and Ross Roads are essentially impassable at those times. The proposal to add parking for 450 vehicles and 3 vehicle trips per minute at peak hours is simply ludicrous given the existing situation. It would greatly exacerbate congestion and would decrease overall safety.

Traffic getting in and out of Lynn Valley is also already a concern. Lynn Valley Road and Grand Boulevard are regularly grid-locked in both directions on weekdays and weekends. This is especially severe when the highway is congested. Cycling is not always an option and is unsafe as a long, narrow section of Lynn Valley Road does not have a separate cycling lane. It is so frightening to have large trucks and SUVs whizz close by with no protection, not to mention vehicle drivers not looking out for cyclists while making turns. Lynn Valley is not that well connected to the public transportation system. It often takes over an hour one way to get into Vancouver by bus and buses don't run that frequently. None of these problems will be improved by adding 450 cars to the system with no mitigating actions. A 30 foot road dedication for bus traffic near the development will not palliate the congestion issues down Lynn Valley Road, for which there are no redevelopment plans.

Finally, we are concerned with the height of the building representing a disconnect with the existing structures to the North and to the West. A 6-storey building as proposed would block out light to the townhomes and single family homes adjacent to the development. 4-storey buildings or townhouses on those two sides would represent a more seamless transition and better fit into the community. This may also allow for a more reasonable increase in density.

In summary, we are greatly concerned with this proposal to increase density so dramatically. Polygon is billing this as « gentle densification », which we would argue is not gentle at all. We would urge the district to consider limiting the size of this

project. We would also urge the district to consider the current situation and ways to address the existing problems that would only be exacerbated by a sudden increase in density of this magnitude.

We remain available to discuss these concerns.

Thank you,

Amélie Pelland and Clemens Enke



From: Carsen Chant [REDACTED]
Sent: April 12, 2026 10:44 PM
To: DNV Input
Subject: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am writing in support of Polygon's proposal for the Lynn Valley Mall and Draycott Gardens.

I grew up in Lynn Valley and recall renting VHS tapes at the Super Video in this mall back when there was a 7-11 where the library now stands. Five years ago, I was fortunate to move back to Lynn Valley, and am now living with my wife and children next door to my parents. Today, my children attend Lynn Valley Elementary, my old school. Being in this tight knit community isn't just meaningful, it's essential for my family's lifestyle; that's why I'm paying close attention to how this community grows.

The buildings at the Lynn Valley Mall strip plaza and Draycott Gardens have had a good run but are reaching the end of their life. In a location this central, it's time to use the land better for this growing community. This proposal offers a practical mix of housing and commercial space, while also creating a more attractive and welcoming town centre.

I understand the concerns about traffic; however, this project is walkable, close to services and transit, and supports the healthy lifestyle of Lynn Valley residents. I anticipate many residents will work from home, like my wife does, and do much of their shopping locally.

What further stands out to me is that the infrastructure upgrades have been well thought through. I support the removal of the vehicle access off Lynn Valley Road, to be replaced with new sidewalks, a bike lane, and land dedications for a future potential rapid transit node. In addition, the investment funding this project provides could support further improvements, like enhanced streetscapes along Lynn Valley Road.

Polygon has completed other projects in the neighbourhood, one of which my aunt happily resides in. I believe they have the ability to deliver a project that fits the character of Lynn Valley. This is the right moment to renew the town centre and set it up for the future.

Kind regards,

Carsen Chant

[REDACTED] North Vancouver

—
Carsen Chant

[REDACTED]

From: Kaitlin Hebron
Sent: April 13, 2026 10:02 AM
To: DNV Input
Subject: FW: Proposed Lynn Valley Development: Oppose Rezoning

From: Sue Irwin [REDACTED]
Sent: Monday, April 13, 2026 9:32:38 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: James Hanson <hansonj@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>
Subject: [SUSPECTED SPAM] Proposed Lynn Valley Development: Oppose Rezoning

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mackenzie Stonehocker,

I am writing today regarding the upcoming Lynn valley development proposed by [Polygon Development Ltd](#) at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

Unfortunately I am unable to make the public meeting April 14th.

Generally, I think this development can support more diverse affordable housing and amenities for our growing community. However, I oppose rezoning to allow six story height. The current four-story maximum flows well with the existing neighbourhood. In addition, as we know low-height development (also known as low-rise development or density restriction) protects communities by preserving community character, ensuring infrastructure capacity, promoting environmental sustainability, and enhancing quality of life. Such development typically consists of buildings 1–4 stories tall, which align with human-scale design and community-focused infrastructure. We also know that this aligns with the Lynn Valley Village (library area) directly across the street. This is clearly the balance between responsible growth and developing intentional healthy spaces for families and individuals to flourish.

Rezoning is not a power to be taken lightly or blindly with sights solely set on achieving profit. Please receive my concerns and formal opposition to rezoning to allow anything past four story buildings.

I look forward to continuing raising my family and enjoying beautiful Lynn Valley - a community we can all be proud of.

Sincerely, Sue Irwin
[REDACTED]



Sue Irwin
[REDACTED]



From: M Tsumura [REDACTED]
Sent: April 13, 2026 8:35 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My husband and I have lived in Lynn Valley for 30 years, where we raised our family in our home. This community has been very important to us, and we feel grateful to have been part of it for so long.

As we look ahead, we are beginning to think carefully about how we can continue to live comfortably in Lynn Valley as we get older. At present, there are limited choices that would allow us to remain in the neighbourhood while moving to a home that better suits our needs.

For this reason, we are supportive of Polygon's proposal. It appears to offer a thoughtful downsizing opportunity in a location that is close to shops, restaurants, banking, medical services and friends. Being able to walk to these everyday destinations would be very meaningful for us. We believe this type of housing can help people like us continue to be part of the community we value.

Thank you for your consideration, and we respectfully encourage you to support this proposal.

Most sincerely,

Michiko Tsumura

From: Sarah White [REDACTED]
Sent: April 13, 2026 9:02 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

Please join me in saying yes to Polygon's proposal for Lynn Valley and Baird Roads.

I live in North Vancouver and spend a lot of time in Lynn Valley enjoying mountain biking, walking the trails, and being part of all that our community offers. It's a great place. But I'm also seeing the strain. Friends who want to stay in Lynn Valley are struggling to find housing that works for them. There just aren't enough options, and that pressure is forcing them to look elsewhere. That doesn't make sense for a place like this.

Adding more homes in Lynn Valley's centre is the right approach. It focuses growth where it belongs, close to the commercial centre, public amenities, trails, transit and other existing infrastructure. Additionally, building in this urban location, helps mitigate housing sprawl that can negatively impact more sensitive environmental areas.

Help Lynn Valley residents stay in the place they love. Join us by also saying "yes" to Polygon's housing proposal.

Most sincerely,

Sarah

Sarah Emilie White (she/her)

From: Michelle Perrault [REDACTED]
Sent: April 13, 2026 9:08 AM
To: DNV Input
Subject: Lynn Valley Mall and Draycott Gardens Development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I'm writing to voice my support for the Polygon proposal to redevelop the site of the existing strip mall (where the vet and Dairy Queen are located) and adjacent lands (Draycott Gardens) in Lynn Valley. I like the design of the multi-residential buildings and look forward to the improved commercial and public spaces that will be part of this project.

I have lived in Lynn Valley for 35 years and believe our community needs access to a wider variety of housing options. This includes purpose-built, affordable rental and strata units. As well, I feel strongly that developers, like Polygon should upgrade community infrastructure and amenities as part of these projects, to ensure a livable and sustainable community for all residents. This project appears to address these priorities.

Thank you for the opportunity to provide input,

Michelle Perrault
[REDACTED]

From: Konstantin Masluk [REDACTED]
Sent: April 13, 2026 9:55 AM
To: DNV Input
Subject: Concerns Regarding Lynn Valley Mall / Draycott Gardens Redevelopment (Harold Road Resident)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I am writing as a resident of [REDACTED] in Lynn Valley regarding the proposed redevelopment of Lynn Valley Mall and Draycott Gardens.

While I understand and support the need for additional housing in the community, I have several concerns about how this project may impact surrounding streets, including Harold Road.

Traffic and site access are a primary concern. With approximately 400 new residential units and added commercial space, increased congestion on Baird Road is expected. My concern is that overflow traffic will divert onto nearby residential streets such as Harold Road, particularly during peak hours, as drivers attempt to avoid congestion on Lynn Valley Road.

Could Council please clarify whether traffic modelling has specifically assessed diversion impacts onto nearby local streets such as Harold Road, and what mitigation measures (e.g., traffic calming, turn restrictions, or resident-only measures) are being considered to prevent this?

Parking is another key issue. Based on the proposed parking ratios, it is likely that some residents and visitors will rely on street parking. This raises concerns about spillover parking affecting already limited availability on surrounding residential streets.

Has the District evaluated the potential for spillover parking on nearby streets such as Harold Road, and are there any plans to implement residential parking protections if impacts occur?

Finally, the overall scale and layout of the development raises questions about how well it integrates with the existing neighbourhood. The concentration of six-storey buildings near the site edges creates a noticeable transition to adjacent lower-density homes. I encourage Council to consider whether adjustments to massing or layout could better balance density with neighbourhood fit and preserve a sense of openness.

In summary, I am not opposed to redevelopment or increased density in principle. However, I believe this proposal would benefit from further refinement to address traffic diversion, parking impacts, and neighbourhood integration.

Thank you for your time and consideration.

Sincerely,
Kostiantyn Masliuk

[REDACTED]

From: Caitlin Jennings [REDACTED]
Sent: April 13, 2026 10:43 AM
To: DNV Input
Subject: POLYGON'S PROPOSED REDEVELOPMENT OF LYNN VALLEY STRIP MALL AND DRAYCOTT GARDENS

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I've lived in North Vancouver for over 10 years, and it's a place I care deeply about. This is why I am writing to express my strong support of Polygon's housing proposal for Lynn Valley.

What we are facing right now is a housing shortage that is affecting people at every stage of life. Older, long term Lynn Valley residents looking to downsize have limited options. Younger people trying to rent or buy their first home are struggling to find the right place. Families dealing with separation are struggling to find suitable housing that keeps their children in the same schools and close to their supportive networks.

The lack of housing is resulting in people leaving Lynn Valley. Not because they want to, but because they don't have a choice. All of this is unnecessary, when new homes could be built on an underutilized, aging area.

We need more housing options, and the centre of Lynn Valley is the perfect location. It has the shops, library, services, and infrastructure to accommodate growth in a way that is both practical and responsible.

The lack of housing is no longer a future concern, it's a current reality. Your community needs help now. I strongly encourage you to support this proposal.

Thank you,

Caitlin

From: Justine Bradshaw [REDACTED]
Sent: April 13, 2026 11:40 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I have lived in Lynn Valley for many years, and my husband has spent his entire life here in North Vancouver. This is a place defined by long-standing relationships, where neighbours become friends and families stay connected across generations.

What matters now is protecting that continuity. It is becoming harder for younger people to remain or even to return here, and for families like ours to stay close to one another. Without more housing options, we risk losing the very fabric that makes this community feel so grounded. This proposal helps address that. It creates space for people in different phases of life to remain part of the same neighbourhood, and for Lynn Valley to continue as a place where generations can live alongside one another.

If the project is approved, there will be disruption, and there will be adjustment. But this is growth that comes with the infrastructure to support it, and it is the kind of change that will leave Lynn Valley better off in the long run. To me, Polygon's proposal reflects a genuine sense of care and responsibility. Isn't that the type of housing developer we want to redevelop the heart of Lynn Valley? My answer is an emphatic "yes"!

I ask you to recognize this opportunity and to vote in favour.

Thank you,

Justine Bradshaw

From: Nick Richardson <nick@nickrichardson.ca>
Sent: April 13, 2026 11:42 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am a local realtor on the North Shore, and I see firsthand how limited the supply of new homes has become. There is a long list of clients I work with, many of them young people who grew up here and are actively looking to buy. The demand is there, but the options simply aren't.

The data supports what we are seeing on the ground. In the District of North Vancouver, nearly 70% of housing is low-density, largely detached homes, which are typically the least attainable form of housing. At the same time, less than 10% of the housing stock has been built in the past decade, highlighting how little new supply has been added relative to demand. That imbalance makes it difficult for new buyers to enter the market.

Meanwhile, demand continues to grow across the region while supply has not kept pace. As a result, many buyers are either waiting indefinitely or leaving the North Shore altogether.

Projects like Polygon's proposal for the Lynn Valley core begin to address this gap. It introduces new homes in a location that already makes sense, being close to services, transit, and community amenities. This project aligns supply with actual demand for the area.

From my perspective, more housing choice is not optional, it is essential. I urge you to support this proposal and begin closing the gap that so many people are facing today.

Warm regards,
Nick Richardson



Nick Richardson | Real Estate Advisor

a: 101-3151 Woodbine Drive, North Vancouver
e: nick@nickrichardson.ca | **w:** www.nickrichardson.ca
m: 604.837.9428

From: Eric Mills [REDACTED]
Sent: April 13, 2026 11:20 AM
To: Submissions
Cc: DNV Input
Subject: Re: 1246-1268 lynn valley road development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

FYI you also attached the wrong email address in the notice. How can we trust this council.

On Mon, Apr 13, 2026, 11:14 a.m. Submissions <input@cnv.org> wrote:

Hello Mr. Mills,

The development you are referring to is located in the District of North Vancouver. You've contacted the City of North Vancouver legislative department.

Submissions to Mayor and Council at the **District** can be emailed to input@dnv.org. I have copied the District to this email to ensure your email has been redirected appropriately.

Kindly,
Hayley

Hayley van Gelderen | City of North Vancouver

Legislative Services Advisor

Legislative Services

T: 604 990 4234 | E: hvangelderens@cnv.org

141 W 14th Street, North Vancouver, BC | V7M 1H9

CNV.ORG | [Twitter](https://twitter.com/CNV_VAN) | [Facebook](https://www.facebook.com/CNV.VAN) | [Instagram](https://www.instagram.com/CNV.VAN)

From: Eric Mills [REDACTED]
Sent: April-13-26 11:08 AM
To: Submissions <input@cnv.org>
Subject: 1246-1268 lynn valley road development

To whom it may concern,

I feel like this will fall on dead ears and wont matter, but i feel the need to write this email.

I am deeply concerned about this development, as you have not actually done a full study on how it will affect the area. This is another district of north Vancouver project that is rushing through the paces and will hurt the citizens and neighborhood.

Traffic is already a concern that I dont feel like district has address over the several years. Sunnyhurt, Ross, and Baird road are already tight due to narrow streets and you are adding in more cars using these roads and parking. How is this being address?

The rapid busses are not a great solution, but with that comes crime. What's the plan for this?

I do agree that the area needs to be developed but I noticed only 1 building have retail, seems like a waste. With that comes parking issues again. What's the parking solution?

Access is only off Baird? Seems like you're sending a lot of vehicles into a tight area. Again oversight.

Remember when you vote the citizens vote in the election and I will be voting to ensure that North van is a good place to live, and big changes are needed.

PLEASE LISTEN TO THE LOCALS AND TAKE WHAT THEY HAVE TO SAY. WE WANT TO BUILD A GOOD NEIGHBORHOOD NOT A DUMP.

Eric M

From: David Wysota [REDACTED]
Sent: April 13, 2026 12:49 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I live in Lynn Valley and work in real estate finance. From that perspective, I see this community as a clear example of where the “missing middle” is no longer hypothetical—it is a daily reality.

There is strong demand to live here. People want to stay connected to this neighborhood, yet the range of available housing does not reflect how people’s lives and needs evolve over time.

To keep our community vibrant, we need to create opportunities for people to enter and remain in Lynn Valley as their lifestyles change. Right now, young families and first-time buyers have very few entry points into the market, while long-time residents looking to downsize often have nowhere suitable to go. That disconnect slows mobility across the entire housing system.

This resonates with me personally. I grew up on the North Shore, and it has always been my goal to live here and raise my family here. When my wife and I transitioned from renting to ownership, there were very limited options that met our needs, particularly because our preference was not to live in the more urban City of North Vancouver / Lower Lonsdale environment.

As a result, we ultimately left the North Shore and moved to Port Moody. We truly enjoyed living there and built a strong community of friends, which made it difficult to leave. We seriously considered staying, and several of our friends in similar life stages have made that same decision and moved away from the North Shore altogether.

We were fortunate to eventually return, but many others are not.

My parents are now on the opposite end of that same spectrum. They are considering downsizing, yet they are finding it difficult to find suitable multi-family housing options in the kind of community they want to remain part of.

Projects like Polygon’s proposal begin to correct this imbalance.

Adding a broader mix of homes creates movement in the market. It allows first-time buyers to step in, gives existing residents a way to transition within their own community, and supports a healthier housing cycle over time. Without that movement, the system stalls and people are forced to look elsewhere.

This is not simply about adding units. It is about restoring function to a housing system that is currently out of balance.

Lynn Valley can support this kind of thoughtful growth, and the Town Centre is exactly where it should happen.

I urge Council to move this proposal forward.

Thank you.

From: Jessica Neville <j.neville@nsdrc.org>
Sent: April 13, 2026 4:12 PM
To: DNV Input
Cc: Kulvir Mann
Subject: Lynn Valley Mall & Draycott Gardens Redevelopment
Attachments: 2026-03 Polygon Letter of Support.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Please see the attached letter in support of the Lynn Valley Mall & Draycott Gardens Redevelopment.
Thank you.



Jessica Neville, MEd
Chief Executive Officer

[604-985-5371](tel:604-985-5371)

j.neville@nsdrc.org

<https://nsdrc.org>

THE NSDRC IS TURNING 50! 🎉

Join us for a wonderful evening with a sit down dinner, silent auction, 50/50 draw, entertainment, guest speakers and a keynote address from the Honourable Wendy Cocchia, Lieutenant Governor of British Columbia.

For more details and to purchase tickets: <https://nsdrc.org/attend-an-event/>



With grateful acknowledgement that the land on which we gather is the traditional, ancestral, and unceded territory of the sel̓il̓?witulh (Tsleil Waututh), s̓?wx_wú7mesh (Squamish) and x̓m̓?k̓?y̓?m (Musqueam) peoples.

PLEASE NOTE: The information in this email may be confidential and is intended for the use of the person(s) named above. If you have received it in error, please notify the sender immediately by reply email and then delete it. Any use, copying, or distribution of the information contained herein is prohibited.

***Please note I will be out of the office from March 9th-25th, 2026**



April 13th, 2026

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

Dear Mayor Little and Members of Council,

Re: Letter of Support – Lynn Valley Mall & Draycott Gardens Redevelopment

On behalf of the North Shore Disability Resource Centre (NSDRC), I am writing to express our strong support for the proposed Lynn Valley Mall and Draycott Gardens redevelopment.

This proposal represents an important opportunity to thoughtfully enhance the Lynn Valley Town Centre through gentle densification, while strengthening the community's capacity to support all residents at every stage of life. The project's inclusion of a mix of housing options, including rental replacement units and attainable homes, contributes meaningfully to a more inclusive and complete community.

From our perspective as a service provider supporting individuals with disabilities and their families, this development has the potential to deliver critical community benefit beyond housing alone. In particular, the creation of additional and flexible space within the town centre could enable the expansion of essential programs and services within North Vancouver, allowing people to remain connected to their home community.

The NSDRC has met with Polygon and is hopeful that, as this project advances, there will be opportunities for our organization to benefit from and access space within the development to deliver much-needed programs and services. Access to such space would directly support our ability to respond to growing community demand.

These opportunities include:

- Expanded *education and training programs* that support skill development and independence;
- Expanded *after-school programming for children*, providing inclusive and supportive environments for families;
- Dedicated space for our *Infant Development Program*, where referrals have more than doubled over the past year, demonstrating rapidly growing need; and,

- Potential for *additional supportive housing*, enabling individuals with disabilities to remain in the communities where they have established relationships, rather than being displaced due to lack of appropriate housing options.

The proposal's emphasis on a walkable, complete community with access to amenities and services aligns closely with best practices in inclusive community design. By locating housing and services in close proximity, the development helps reduce barriers to participation and fosters greater independence and quality of life for people with disabilities.

We also recognize the broader community benefits of the project, including new commercial space, public realm improvements, and significant contributions toward local infrastructure and amenities. These investments will help ensure that Lynn Valley continues to evolve as a vibrant, accessible, and sustainable neighbourhood.

We encourage Council to support this application as an opportunity to advance both housing and social infrastructure in a way that reflects the values of inclusion, accessibility, and community belonging.

Thank you for your leadership and for considering this important project.

Sincerely,



Jessica Neville, MEd
Chief Executive Officer
North Shore Disability Resource Centre (NSDRC)

From: Rebecca Towing <rebecca@nest-well.ca>
Sent: April 13, 2026 6:02 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I am writing in support of the proposed Lynn Valley Mall and Draycott Gardens redevelopment, particularly as it relates to the approach being taken to tenant relocation and retention.

Through my work in tenant relocation across redevelopment projects, I see firsthand how disruptive this process can be for renters when it is not handled properly. What stands out with this proposal is the clear effort to both minimize displacement and meaningfully support existing tenants through the transition.

This project is not only adding much-needed new rental housing to the District, but it is doing so while prioritizing the existing community. The commitment to allowing current Draycott Gardens residents to remain in their homes until new rental units are ready, along with the ability to move into the new development, reflects a thoughtful and structured approach to relocation.

From a relocation perspective, this significantly reduces the uncertainty and risk that tenants often face. Rather than forcing tenants into a competitive rental market, the plan provides continuity and a clear path forward within the new development.

The new rental homes themselves also represent a meaningful improvement. While slightly smaller on paper, they are more efficient, single-level, and better suited for long-term livability, particularly for aging residents. Features such as improved layouts, additional bathrooms, and modern building systems contribute to a higher quality of living overall.

In my experience, projects that take this level of care with tenant planning not only lead to better outcomes for residents but also result in smoother project delivery overall.

This proposal sets a strong precedent for how redevelopment can be approached in the District of North Vancouver — balancing the need for new housing supply with a responsible and well-managed transition for existing tenants.

I encourage Council to support this application.

Sincerely,

Rebecca Towing
Principal



T: (604) 338-5117
www.nest-well.ca

From: Kristin MacDonald <[REDACTED]>
Sent: April 13, 2026 7:39 PM
To: DNV Input
Cc: us
Subject: Address to Council: Concerns with regard to Polygon Lynn Valley Mall/Draycott Gardens Project at 1246–1268 Lynn Valley Road and 3035–3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To the District of North Vancouver Council Members and Staff:

I am writing today as a concerned 22+-year resident of the District of North Vancouver in response to the proposed Lynn Valley Mall/Draycott Gardens Project at 1246–1268 Lynn Valley Road and 3035–3174 Baird Road.

My concerns are multifold:

(i) Crombie REIT's project (see: https://ca-central-1.protection.sophos.com?d=crombie.ca&u=aHR0cHM6Ly93d3cuY3JvbWJpZSS5jYS9kZXZlbG9wbWVudC9seW5uLXZhbGxleS8=&i=Njk4M2U3ZWVmYTEyYjEzMzU2ZTI4YjU3&t=RndqSSStsOGRPVzI2QkdPdFh2ZHNhMUZmUjZva0R4cjlyb3ZROGtncj4Zz0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg) for additional strata towers with rental housing and amenities in what is now the Safeway supermarket and empty Black Bear Pub space remains vacant after the developer purportedly withdrew its application. Safeway has renovated its store in the intervening time, which likely points to no further plans for the foreseeable future. The Black Bear Pub, which was a down to Earth, local amenity, closed on 30 November 2023, or approximately 2.5 years ago. The Council was recorded as being tepid at best in its opinion of the proposed 417 residential units (269 condo units and 148 rental units, including below market/social housing) of the Crombie REIT project (https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2NhbC1uZXdzL2x5bm4tdmFsbGV5LXNhZmV3YXktcmVkZXZlbG9wbWVudC1wbGFuLWldHMtWl4ZWQtcmlV2aWV3cy02OTYxNTYw&i=Njk4M2U3ZWVmYTEyYjEzMzU2ZTI4YjU3&t=a29HTjU0VVYyQyK0hXZGMvMlBvb2Vfalk4dGNnTS8rZXI5a3BQMGMJuZWVmqT0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg). In the meantime, the Lynn Valley Road/Draycott Gardens project is even larger, which will negatively affect longtime residents and businesses along this corridor.

(ii) The Hastings Creek watershed report of 2013 identified significant concerns. I remain highly sceptical of Polygon's promise to mitigate watershed hazards properly. See: https://ca-central-1.protection.sophos.com?d=dnv.org&u=aHR0cHM6Ly9kb2N2ZmRudi5vcmcvcZG9jdW1lbnRzL2hhc3RpbmdzLWNyZWVrLXdhdGVyc2hiZC1hc3Nlc3NtZW50LnBkZg==&i=Njk4M2U3ZWVmYTEyYjEzMzU2ZTI4YjU3&t=UkRnBThYN1BQLOy3WVRRTmlYRzdqTVRmaG5xOUVCtE1jT2hDeTNhMk1nRT0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg.

(iii) Poor planning after unmitigated bad planning. Many feeder routes in and around Baird, Ross Road, Fromme Road, 29th, etc., lack sidewalks, speed mitigation, lights at busy intersections, controlled crosswalks, etc. One such example is the light at 29th and Fromme Road that has yet to be implemented. Vehicles are already speeding through side streets and roads to reach their destinations, e.g., Argyle High School, Cousteau School, Lynn Valley Centre, Upper Fromme Road, etc., yet we the taxpayers are expected to pay for our own neighbourhood speed mitigation despite paying thousands per year in property taxes. One sidewalk along Baird is simply NOT enough. The 'conservative traffic studies...[of] three additional trips per minute during any peak hour' sounds TOO conservative. The 2023 North Shore Transportation Survey noted 74% of trips are made by car, with a mere 14% choosing to walk and with 9% opting for transit. Whilst it is admirable to plan for and comply with guidelines to encourage people to use transit or other mode share alternatives, humans being humans mean the proposed closure of the Lynn Valley Road and Ross Road will cause continued traffic conflicts along the side and feeder routes. My family and I live short walk away from Baird Road and Ross Road, and traffic is already a problem during peak rush hours in this mixed neighbourhood of condos, townhouses, and homes, e.g., traffic from the poorly planned building that was shoehorned onto Lynn Valley Road that houses the McDonald's drive through off of Ross Road and frequently spills onto the road itself; Argyle High School teens walk to and from school on foot in a neighbourhood lacking in sidewalks; unmitigated speeding up and down Ross Road despite a posted 30 kph park zone, etc. Parking will become even more of a problem. For example, the Metro Vancouver parking utilisation analysis from June 2025 (https://ca-central-1.protection.sophos.com?d=metrovancouver.org&u=aHR0cHM6Ly9tZXRYb3ZhbmdXZlci5vcmcvc2VydmljZXMvcmVnaW9uYWwtdGxhbm5pbmcmRG9jdWVudC1wbGFuLWldHMtWl4ZWQtcmlV2aWV3cy02OTYxNTYw&i=Njk4M2U3ZWVmYTEyYjEzMzU2ZTI4YjU3&t=UkRnBThYN1BQLOy3WVRRTmlYRzdqTVRmaG5xOUVCtE1jT2hDeTNhMk1nRT0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg).

[1lbnRzL3JlZ2lvmFsLXBhcmtpbmctc3R1ZHktZmluYWwtcmVwb3J0LTlwMjUucGRm&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=Y0RZaHp0UHNAMGhBaVZ0bFRwT3VDAcTtHOVY0cWUreEJSRIJsdm15bGFGND0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg](https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2Nhbc1uZXdzL25vcnRoLXZhbmdVdXZlci1kaXN0cmldC1tZWV0cy04MS1vZi0yLXllyXitaG91c2luZy10YXJnZXQzMTE0NTEwODY=&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=Y0RZaHp0UHNAMGhBaVZ0bFRwT3VDAcTtHOVY0cWUreEJSRIJsdm15bGFGND0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg)) concluded, on average, residents of stratas, etc., are only using one-half of the supply of parking spots. According to the FAQ about this Polygon project, 480 parking spaces (for the record, the DNV link to the project says 481) are planned for residents, visitors, and commercial use. The developers say this aligns with the DNV's Alternative Vehicle Parking Rates report for which a sign-off date of 2020 is provided at the end. This parking report and the recent 2023 mode share survey in which 74% noted a primary use of cars for trips in the DNV has not magically translated to a higher utilisation of transit for trip purposes, the evidence of which can be seen in the many residents of the 'gentle densification' units who park along Ross and Baird Roads as it now stands.

(iv) The Polygon project will dwarf what it is already in this area, leaving existing homes in shadow, and this includes the relatively recent townhouses on Harold and Baird Roads. In the 6 November 2025 issue of the North Shore News (https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2Nhbc1uZXdzL25vcnRoLXZhbmdVdXZlci1kaXN0cmldC1tZWV0cy04MS1vZi0yLXllyXitaG91c2luZy10YXJnZXQzMTE0NTEwODY=&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=VWJCYU9WWUZPeU13SmdLOENqUERmV0VWdVEvbnBnOW81elpibyt2bIV3VT0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg), it was noted the DNV has met 81% of its two-year housing target, but cramming more density into an already problematic area is NOT the way to go about reaching the remaining 19%. I can't help ponder why such a dense project is on the table when the District has been hitting its mandated housing targets (see https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2Nhbc1uZXdzL25vcnRoLXZhbmdVdXZlci1kaXN0cmldC1tZWV0cy04MS1vZi0yLXllyXitaG91c2luZy10YXJnZXQzMTE0NTEwODY=&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=Z1YrdVZadkFhellFZjlkU01ZQudJTXRkOCtuOTNVeUVVSVB1WG5WcUVnOD0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg and https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2Nhbc1uZXdzL25vcnRoLXZhbmdVdXZlci1kaXN0cmldC1tZWV0cy04MS1vZi0yLXllyXitaG91c2luZy10YXJnZXQzMTE0NTEwODY=&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=VWJCYU9WWUZPeU13SmdLOENqUERmV0VWdVEvbnBnOW81elpibyt2bIV3VT0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg). Not everyone wants to deal with the politics and long-term costs of buying into a strata coupled with the current high cost of living.

(v) High rents are driving businesses and amenities out of Lynn Valley Town Centre (see: https://ca-central-1.protection.sophos.com?d=nsnews.com&u=aHR0cHM6Ly93d3cubnNuZXdzLmNvbS9sb2Nhbc1uZXdzL25vcnRoLXZhbmdVdXZlci1kaXN0cmldC1tZWV0cy04MS1vZi0yLXllyXitaG91c2luZy10YXJnZXQzMTE0NTEwODY=&i=Njk4M2U3ZWVmYUExYjEzMzU2ZTI4YjU3&t=aW5RbGpZU2IBdU8vV3Q3QWthTWhfQWtUb3A1Q1VvdW1WU3NDTXRNTHR2Yz0=&h=ac08f4b9a7a84652ae7f5a5055e9c6c6&s=AVNPUEhUTONFTkNSWVBUSVaTEZoAmT-eLqaTsi_e8AqjVavCwzAjnz_vzLQfeoEEkg). How is what Polygon is promising in terms of not only attracting, but actually keeping tenants in this new development be more successful than that of Lynn Valley Centre? There are extant businesses and services in the current mini-mall at 1246–1268 Lynn Valley Road that will be forced to pass on these higher leasing costs to their customers in the form of higher prices should they choose to occupy the new commercial spaces, e.g., Dairy Queen, Lynn Valley Meats (Fred, the owner of which has consistently worked to keep prices down for his customers), Kumon tutoring, Kourosh Bakery, etc., if they choose to remain in the area in the new build.

Ultimately, we bought our home in [REDACTED] and chose to renovate [REDACTED] because we liked the small mountain community vibe of Lynn Valley. We did not sign on to live in a forest of concrete and glass akin to Burnaby. As someone who spent three years interning and then working for an architectural planning group when I lived in the US and later went on to study urban planning as part of my MSc in Geography, I am acutely concerned about the future of our mountain community. The short-term benefits of the Polygon Lynn Valley Mall/Draycott Gardens Project at 1246–1268 Lynn Valley Road and 3035–3174 Baird Road simply do not outweigh the disadvantages to our community and its residents. I strongly urge the Council to vote against this project.

Thank you,
Kristin Selinder MacDonald [REDACTED]
[REDACTED]
[REDACTED]

Mobile: [REDACTED]

(null)

From: Odette Pretorius <[REDACTED]>
Sent: April 13, 2026 8:21 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

Right now, our family is in between places. We own a home in the District of North Vancouver, but it is no longer large enough for our lives as they are today. So we have moved away, temporarily, to a rental that gives our [REDACTED] daughter the space she needs as she grows. But our intention has never been to leave. We want to come back. We want to build our family's future in the District.

What stands out to me about Polygon's proposal is the kind of everyday life it makes possible. A home where you can walk your child to school, stop at the library, pick up groceries, and feel part of a vibrant neighbourhood. That kind of environment changes how a family experiences time together. It is not just about finding more space but about finding the right place.

Projects like this one help make that possible — not just for us, but for the many families trying to find their footing in this community.

I would ask Council to support this proposal so that more families have the opportunity to stay and grow in this community.

Sincerely,

Odette Pretorius

From: Callie Thom <[REDACTED]>
Sent: April 13, 2026 9:06 PM
To: DNV Input
Subject: Please Approve Polygon Homes Proposal for Lynn Valley

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

We are about to meet our daughter for the first time, and already, everything feels like it is shifting.

Where we live, how we move through the day, what is close by, it all suddenly matters in a different way.

We have already had to move once to find more space, even though we own a home. That experience made something clear: it is not just about having housing, it is about having the right kind of housing, in the right location.

We feel that Polygon's proposed housing project provides exactly that.

It brings homes into a setting where daily life can unfold more naturally, where errands are nearby, and where a family can feel settled without being stretched across distances.

I hope you will see this as a chance to shape that next chapter for many families and vote in favour of Polygon's proposal for Lynn Valley.

Sincerely,
Caroline Thom

From: Pretorius, Johnathan <[REDACTED]>
Sent: April 13, 2026 9:25 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am in my early thirties and currently rent in a Polygon building in the City of North Vancouver. Over the past year, I have been actively trying to purchase a home on the North Shore, particularly in North Vancouver, but have found that options are limited, even in this softer market, and often do not represent strong value.

From my perspective, increasing the supply of well-located housing is critical to the growth of Vancouver. Lynn Valley Town Centre is exactly where this kind of growth should occur, close to services, easy access to transit, and other daily amenities.

Living in one of Polygon's buildings, I have seen the quality of their work firsthand, which gives me confidence that this proposed project will be delivered to a high standard and quality. This type of development creates real opportunities for people like me to remain in the community long term.

Council, developments like this are crucial for the long term growth and sustainability of North Vancouver and I encourage you to approve this proposal.

Best,
Johnathan Pretorius

This e-mail may contain confidential and/or privileged information. If you are not the intended recipient (or have received this e-mail in error) please notify the sender immediately and destroy this e-mail. Any unauthorized copying, disclosure or distribution of the material in this e-mail is strictly forbidden.

From: Kirsty Pretorius <[REDACTED]>
Sent: April 13, 2026 10:19 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Mayor Little and Council,

I am writing to you regarding the proposed development at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

I am a young professional in my early thirties, currently renting an apartment in a Polygon building in the City of North Vancouver. I have been actively trying to purchase a home on the North Shore over the past year, particularly in North Vancouver around the Lynn Valley area, but despite the favourable market conditions for purchasers I have found the options to be very limited, and in many cases do not represent strong value.

From my perspective, increasing the supply of well-located housing on the North Shore is critical. Lynn Valley Town Centre is exactly the kind of area where this type of growth should occur, with convenient access to services, transit, and daily amenities.

This type of development will provide opportunities for people like me to invest and remain in the community long term. I know many young professionals and young families are looking for suitable housing to put down roots in a community, and a development like this would be the perfect opportunity for a first-time home buyer like myself to contribute to the community and local economy.

I also have confidence in Polygon as a developer. Living in a Polygon building that is already more than ten years old, I have seen the impressive quality and longevity of their work firsthand, which gives me confidence that the proposed project will be completed to a high standard.

Council, please approve Polygon's proposal and help create more diverse housing options in the centre of Lynn Valley.

Thank you for your consideration of this project.

Kind regards

Kirsty Pretorius

From: DNV Input
Sent: April 13, 2026 10:44 PM
To: DNV Input
Subject: Lynn Valley & Baird Roads (Dairy Queen site)

From: jessica howard <[REDACTED]>
Sent: April 13, 2026 10:18 PM
To: Mayor and Council - DNV <council@dnv.org>
Subject: Lynn Valley & Baird Roads (Dairy Queen site)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor & members of Council

I am [REDACTED] years old, have lived in Lynn Valley for nearly all of those years and currently raise my family here. I am writing to provide my feedback on the above development application.

While I am generally supportive of building new housing, particularly to replace aged-out housing stock and near transit in our Town Centres where daily needs are within close walking distance, I have a couple key concerns with this one:

1. **Traffic:** there are essentially two ways in and out of LV for most commuters who use Highway 1 – Mountain Highway and LV Road – and those routes experience considerable back-up during peak times. This will only add to the congestion.
 - a. As a side note, I am a resident of the [REDACTED] block of Mountain Highway and we experience traffic risks on a daily basis. I am happy to see some laning improvements coming but they only address left-turn queuing and will not result in reduced speed or improved safety for pedestrians, cyclists and other modes of travel. I am hoping to hear from staff on what the plan is to improve pedestrian safety along this key stretch of Mountain Highway which offers the only pedestrian access to nearby schools and parks for many kids including my own.
2. **Building Form along LV Road:** this is my biggest concern – the proposed 6-storey street wall along LV Road is uninspiring and offers very minimal public benefit on what is a highly prominent stretch of road at the heart of Lynn Valley kitty-korner to the Fromme Block (TD Bank heritage building) and directly across the street from the Lynn Valley Library, plaza, bus stop and Brown's restaurant. I truly feel that this is not an appropriate venue for these condos. This huge wall of condos does not belong on this stretch of LV road and in my opinion will cause a huge amount of traffic and congestion in an already busy corridor. This area should be reserved for retail and restaurant space.

Thank you for taking the time to read this email.

Jessica Howard.

From: Michelle King <[REDACTED]>
Sent: April 13, 2026 11:27 PM
To: DNV Input
Cc: Mayor's Office DNV; Mayor and Council - DNV; Mackenzie Stonehocker
Subject: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road an 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I am a resident of Baird Road in Lynn Valley and am writing to provide my input on the development application submitted by Polygon Homes for the redevelopment of the Draycott Gardens and Lynn Valley Centre sites. I support the redevelopment of the Lynn Valley Centre site and agree that increased housing density and variety within the Lynn Valley Town Centre is necessary.

However, I strongly believe that the current proposal, as presented, is a not an appropriate fit for this location. For the reasons outlined below, I respectfully request that Council reject the proposal and the associated zoning amendments.

I previously provided detailed information outlining my concerns with this development in an email to Mackenzie Stonehocker dated October 20, 2025. I would also like to note that, in my view, the summary of public input presented to Council does not accurately reflect the feedback expressed at the public hearing on October 8, 2025. Based on what I heard at that meeting, as well as subsequent conversations with neighbours and other attendees, the concerns raised by the public were broader and more substantive than is reflected in the report. The summary appears to present public feedback in a more positive and less critical light than what was expressed during the meeting and since then.

Here is a summary of some of my most significant concerns:

Inconsistency with OCP & community needs:

- The OCP identifies Town Centres as appropriate locations for increased density, while also emphasizing the need for sensitive transitions to adjacent neighbourhoods. The proposed development includes two six-storey buildings on the east side of Baird Road directly facing lower-scale residential development on the west side of the street. As currently designed, the proposal does not appear to provide a sufficient transition in massing or scale. The proposed changes to zoning to allow mid-rise buildings should be to the benefit of the community; not to the benefit of a for-profit developer. A change in zoning to the Draycott Gardens site is not to the benefit of the surrounding residential neighbourhood
- The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. As a result the community benefit of this space is likely to be limited.
- Tree retention is another stated objective of the OCP, including within urban contexts. The proposal would remove most of the existing trees on the site, including mature trees along Baird Road. The proposal indicates a reduced the site's tree canopy to approximately 20 percent. This represents a significant change to the area and is difficult to reconcile with OCP objectives related to environmental sustainability and neighbourhood character.

Traffic impacts.

- As someone who lives on Baird Road, the traffic impact study provided by the developer is incomplete and entirely inconsistent with my lived experience.
- The traffic impact study indicates that surrounding roads can accommodate the anticipated increase in

traffic volumes. However, existing congestion during peak periods suggests that capacity constraints already occur at certain times of day, including weekday mornings, school dismissal periods, and late-afternoon commuter hours

- The analysis does not sufficiently address Ross Road and Harold Road between Baird & Fromme, even though these streets will be critical access routes; the access to the site will not only be via Lynn Valley and Ross . Both Ross and Harold streets are narrow residential streets that have street parking on both sides, and already currently experience noticeable challenges when accommodating two-way traffic. Exit from the site via either of these streets funnels traffic to uncontrolled intersections at Fromme Road. During peak hours it already can be very difficult to turn left onto Fromme from either Ross or Harold
- The planned improvements (addition of lefthand turn signal on Lynn Valley Road onto Fromme Road and adding signals at the Fromme/29th St intersection) will be beneficial to the area even at the current traffic volumes, but on their own they are definitely insufficient to effectively address the projected increases.
- The current access to the commercial space at Lynn Valley mall is from Lynn Valley Road. It is unclear to me why access to the new commercial space couldn't continue to be from Lynn Valley Road. The only reason that I have seen is that it would be good for traffic on Lynn Valley Road – but to significant detriment of the surrounding residential streets.

Considerations for displaced residential & commercial tenants

- The proposal includes relocating existing residential tenants of Draycott Gardens from townhouse units located on a quieter, tree-lined street to apartment units fronting a busy arterial route. These represent materially different living environments in terms of form, noise, access, and overall character. The proposal to move the current tenants to Building 1 may have the practical effect of discouraging existing tenants from remaining within the redeveloped site.
- With respect to commercial tenants, the proposal does not clearly identify provisions to support existing businesses during the redevelopment period. There is also limited information regarding anticipated lease rates in the new commercial space and how these may compare to current rents. Many of the businesses on site are small, independent operations that contribute to the local character and provide everyday services to the surrounding community

In summary, Polygon's proposal, as currently designed, is not the right approach for the redevelopment of these two parcels of land. That said, should Council decide to advance the project, I strongly encourage that Council require significant changes be implemented, including – but not limited – to the following:

-
- Maintain the existing zoning for the Draycott Gardens site, and limit building heights facing Baird Road to a maximum of four storeys in order to provide a more appropriate transition to the surrounding residential context.
- Revise the site layout to provide a more open design, with public space that is clearly visible, accessible, and integrated into the broader town centre rather than inward-focused or isolated.
- Retain as much of the existing tree canopy as possible and strengthen tree-retention and replacement measures to preserve neighbourhood character and support environmental objectives.
- Undertake additional traffic analysis to explore alternative access arrangements, with the goal of minimizing the redirection of additional traffic onto quiet residential streets.
- Ensure that existing Draycott Gardens tenants who wish to remain on site are offered units in quieter areas of the development that are comparable in livability to their current homes.
- Provide meaningful and clearly defined supports for existing commercial tenants at Lynn Valley Centre, including measures to assist with continuity of operations and realistic opportunities to return following redevelopment.

Sincerely

Michelle King

[REDACTED]

District of North Vancouver

Sent from my iPad

From: Jared Thom <[REDACTED]>
Sent: April 13, 2026 11:52 PM
To: DNV Input
Subject: Please Approve Polygon Homes Proposal for Lynn Valley

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My wife and I are expecting our first child [REDACTED] and like many at our stage of life, we have already had to make trade-offs to find enough space for our growing family.

We own a two bedroom home, but it no longer fits how we live - the reality of the gap between what options are available and what families actually need.

What stands out about the redevelopment proposal by Polygon Homes for Lynn Valley is its practicality, such as the three bedroom units. These homes are also proposed for a central, service-rich location that would reduce friction from daily life. That's going to be important once we have children!

It also introduces options with the mix of rental and strata homes that create more than one path into the market. That kind of flexibility is what makes it possible for people to stay and build a future locally.

There is a real opportunity here to align housing with how families actually live today. I trust Council will give that due weight and vote to approve Polygon's project.

Thank you,
Jared Thom

From: N Franco <[REDACTED]>
Sent: April 14, 2026 12:09 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road - Comments

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council of the District of North Vancouver:

As a longtime resident of Lynn Valley, I do not support the proposed development at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

The following are some of the reasons I do not support the development:

- **Traffic Congestion** - Getting in and out of Lynn Valley by bus or car is currently a huge problem. Traffic jams are now a regular occurrence in the area. Adding hundreds or even thousands of residents and workers in Lynn Valley will exacerbate the traffic congestion problem since many of them will be using vehicles (buses and cars) to get around.
- **Lack of Infrastructure** - Why is a development of this scale being considered when there aren't adequate facilities and infrastructure to support the expected increase in population? There is only one hospital for the entire North Shore. The schools in the area are approaching capacity. The roads and sewage system are under pressure. Shouldn't the infrastructure be improved before a project of this magnitude breaks ground?
- **Public Safety Concerns** - The traffic congestion problem coupled with the single vehicle entry to the project site poses safety risks. From the proposal information and the current traffic situation, it doesn't appear that emergency vehicles can quickly and easily access the site as Baird Road and Ross Road are already heavily used by other vehicles and pedestrians.

There are currently many unsold condo units as well as stalled condo developments across the Lower Mainland. Does this project even need to happen?

Thank you for your time and consideration.

Sincerely,
Nicole Franco

From: Josh Latta <[REDACTED]>
Sent: April 14, 2026 1:17 AM
To: DNV Input
Subject: Support for Polygon's Proposed Redevelopment in Lynn Valley

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My partner and I want to buy a home in Lynn Valley and build our future here. It's where we see ourselves long term, but finding a way to stay is becoming increasingly difficult.

There simply aren't enough housing options. More and more, people who grew up on the North Shore are leaving, not because they want to, but because they have to. They're moving to Burnaby, downtown, or even further out, wherever they can find something that works.

What keeps us here is everything Lynn Valley offers, access to nature, a strong sense of community, and being close to family. That proximity matters, especially as our parents are getting older. It allows us to stay involved in a real and meaningful way.

Without more housing, that becomes harder to hold onto.

I therefore respectfully ask all of you to support this proposal unanimously. Families, like mine, are counting on you.

Sincerely,
Josh Latta

From: The Westcoastviews <[REDACTED]>
Sent: April 14, 2026 1:50 AM
To: DNV Input
Subject: PUBLIC HEARING SUBMISSION - RE. 1246-1268 Lynn Valley Road & 3050-3174 Baird Road Bylaw Amendments

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

My name is Gordon Der. My wife, Janice, and I are the owners and residents of [REDACTED].

We are not anti-development. We support the strategy to address housing affordability through increasing housing stock via densification, HOWEVER I don't agree with some aspects of the development proposal for the Draycott Garden and Lynn Valley Mall lands, and feel that I must speak out.

We are the original owners of our townhome and purchased it pre-construction. Our decision to move from our Central Lonsdale house to this particular townhome was based on a number of then-existing factors, including:

- Townhome Unit 1's sunlit south-facing windows and balconies, and the unobstructed sunlit rooftop deck with open views of the southeastern, southern and southwestern skies.
- the neighbourhood's mix of lower-density single family detached homes with 2-to-3 story townhomes, and
- ease of ingress and egress to-and-from the neighbourhood and other Northshore communities.

We did our homework before purchasing our townhome. We reviewed the then-existing OCP and zoning and concluded that no future tall structure developments would occur on adjacent lands. We assumed that the Draycott Garden land might one day be redeveloped with 3 or 4 story higher density homes.

We did not expect a 6-story box-like monolithic structure 40 feet from our home.

VESTED INTEREST IN AMENDMENTS

Our three-story townhome is located on the Baird Road side at the Southwest corner of the strata property. The Northwest corner of the proposed Building 3 will be directly across the (North) Lane from our home's south-facing side.

The North wall of Building 3 will be 40 feet from our home's South wall.

Building 3 will overlook our 2nd and 3rd floor balconies as well as our rooftop deck.

We will be directly affected by the outcome of Council's decision as to how to proceed with the proposed Bylaw 8779 amendments to the Official Community Plan and the proposed Bylaw 8780 as it affects the current Draycott Gardens portion. And, therefore we have a vested interest in the outcome of any redevelopment of that property.

BUILDING HEIGHT ALONG BAIRD ROAD AND NORTH LANE.

There are 1 and 2-story houses and 3-story townhomes west (along Baird Rd) of the proposed Buildings 3 and 4, and north (along Harold Rd) of the proposed Buildings 2 and 3. Many of these will be in the shadow of the proposed 6-story buildings. Our townhome will certainly be in the shadow of Building 3's 5th and 6th Floors as we will only be 40 feet north of that building.

I expected a more gradual height transition from the Draycott Gardens development: 4-stories there, to our 3-story townhome, to the 2-story house directly north across Harold Road. Houses on the North side of Harold across from the 3-story townhomes that line the South side of Harold Road towards Sunnyhurst Road are mostly 2-story

homes. A 6-story to 3-story transition is inconsistent and incongruent with any thought of gradual transition. 4-3-2 from South to North would make more aesthetic sense than 6-3-2 stories.

I understand that Polygon added step-backs at the 5th and 6th levels along Baird Road. Homeowners on the westside of Baird expressed concerns about the height and mass of the proposed Buildings 3 and 4. This however does not extend to those levels along the Lane to the north of Building 3, and yet our townhome is closer to Building 3 than those homes across Baird Road.

I expected that the proposed residential building immediately south of my townhome (Building 3) would be a 4-story, and I am disappointed that the Planning Department and Council is entertaining 6-story box-like buildings this close to the single family houses and townhomes to the North and to the west of the Draycott Gardens complex.

Height Solution. A possible solution to the housing stock challenge facing the District, and the return-on-investment challenge facing the Developer is to re-work the proposal to include a 12-plus story mixed-use building along the Lynn Valley Road frontage and lower height of the Buildings 2, 3, and 4 from 6-story buildings to 4-story.

(The tallest building at The Residences development at Lynn Valley Centre is 12 stories, and a 12 Plus-story mixed-use building on Lynn Valley Road across from the Library doesn't seem inconsistent with the town-centre concept.)

This could be done in a manner such that the total number of new residences remains in same range as currently proposed.

The non-commercial floors of the taller Building 1 could be designated for new strata homes; those highly marketable strata view-homes above the 4th floor would have largely unobstructed views.

A redesigned Building 2 could be designated for rental replacement homes and new market rental homes.

A taller building with higher density residential use at Lynn Valley Road would certainly be more palatable to the current residents within the residential area bounded by Lynn Valley-Ross-Fromme-Frederick-Mountain Hwy.

I ask that Council support the 12-plus story mixed-use building along Lynn Valley Road concept AND refer the proposed Bylaws 8779 and 8780 back to the Planning Department for further work with the Developer and subsequent amendment to enable the redevelopment of the lands in question with a 12-plus story building with Lynn Valley Road frontage and the 4-story buildings fronting onto Baird Road and one at the back of the existing Lynn Valley Mall land.

I further ask Council that if they do not support the aforementioned 12-plus story mixed-use building concept, Council direct the Planning Department to work with the Developer to ensure any step-backs planned for the 5th and 6th levels along Baird Road are also applied to the Building 3 levels along the North Lane.

Traffic and Safety. The current vehicle traffic situation during a school week-day is chaotic, and this will only worsen with the additional traffic that will be generated both during construction and once the new residential buildings are occupied.

Vehicles turning onto Ross Road from Lynn Valley, Fromme, and Baird Roads frequently encounter cars lined up on Ross Road queuing up for the McDonald's Drive Thru. Cars egressing the The Valley Centre building's parking

lot further add to this chaos. This 'choke-point' makes it difficult for neighbourhood residents to use Ross Road for egress and ingress.

Layered onto this congestion are the times during the school day when 500 or more Argyll students head to the Lynn Valley Centre businesses during lunch break. This is a period of the day when Baird Road is a sea of bodies moving south in the middle of the street. Their presence on the roadway forces vehicles to a crawl. Very few use the existing sidewalks; some may use the new sidewalk along the proposed Building 3 and 4, but the sheer volume leads me to believe that most will still walk down the middle of the road.

Garbage and large delivery truck have difficulty turning from Baird Road into the Lane between 1202 Ross Road and 3050 Baird Road. This is largely due to the cars parked on both sides of Baird Road and the narrow lane itself. The development plan to widen the lane will moderate this problem but not solve it completely. However, something must be done to this part of Baird Road to ensure unencumbered two-way traffic. If this is going to be accomplished through the removal of parking on both sides of Baird Road, the residents of The Vicinity townhome complex located at 3025 Baird deserve to know.

The increase in residential and commercial traffic volume will increase the risk for those crossing Ross Road at the Ross Road - Baird Road intersection. Flashing crosswalk lights should be installed.

There is also a need to reduce vehicular speed along Baird. Cars are driven at ridiculous speeds down Baird.

Increased traffic resulting from this redevelopment and vehicle speeds can be reduced with traffic calming speed bumps along Baird Rd between Ross Road and Ronayne Road. Installing 4-Way Stop signs at the Harold-Baird Road intersection will also help control speeds.

Has the District's Streets & Transportation Department any plans in place that might address any of this traffic and safety points?

I ask Council to direct the Streets & Transportation Department to:

- **create a plan to make the road and parking changes necessary to the ensure that Baird Road can handle unencumbered two-way traffic;**
- **install traffic calming speed bumps on the section of Baird Road between Ross Road and Ronayne Road;**
- **install a 4-Way Stop at the intersection of Baird and Harold Road;**
- **install flashing crosswalk lights at the Ross Road - Baird Road crosswalk.**

Please contact me for clarification.

Best regards,

Gordon Der

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Kaya Brossard <[REDACTED]>
Sent: April 14, 2026 8:05 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I'm a young professional living with my partner on the North Shore. One day, we are hoping to purchase a home here. Right now, that feels increasingly difficult. There simply aren't enough housing options, and as a result, many people who grew up here are being pushed to look elsewhere, often to other more distant municipalities, not because we want to, but because that's where housing exists.

Lynn Valley offers a quality of life that's hard to replace, access to nature, a strong sense of community, and being close to family. Staying nearby matters, especially as our parents get older and being present becomes more important. More housing in Lynn Valley is a practical way to address this. It gives people like us a chance to remain in our communities and build a future here, rather than being forced out.

I encourage you to vote in favour of Polygon Home's proposal.

Thank you,
Kaya Brossard

From: Jenna Mellor <[REDACTED]>
Sent: April 14, 2026 8:27 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

As a young person hoping to buy a home on the North Shore, I welcome the arrival of new housing opportunities. This is why I support Polygon's proposal for Lynn Valley.

Right now, the choices are very limited, which makes it difficult to see a clear path to staying in the community long term. New homes for rent or ownership in places like the heart of Lynn Valley create options. They give people like me something to work toward and a reason to believe that staying here is possible.

This kind of housing is exactly what Lynn Valley urgently needs more of. I urge you to not hesitate and to approve this project. Our community is counting on it.

Thanks,
Jenna

From: DNV Input
Sent: April 14, 2026 9:05 AM
To: DNV Input
Subject: FW: Support for Lynn Valley Mall development [Ticket Number: 0321628]

From: imroz@ingoodspiritsbc.com
Sent: 2026-04-13 10:11:16 AM
To: planning@dnv.org

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

We are writing to express our strong support for the proposed redevelopment of the Lynn Valley strip mall where our family-owned liquor store currently operates.

As a small, independently run business, we recognize the challenges and opportunities that come with operating in a rapidly evolving community. While the redevelopment will require us to temporarily close during construction, we fully intend to return once the project is complete. We believe this redevelopment represents a meaningful investment in the long-term vitality of the neighbourhood.

One of the most significant benefits of the proposed development is the introduction of higher residential density. An increase in population—particularly with an influx of younger families—will contribute to a more vibrant, sustainable, and economically active community. For small businesses like ours, this means a larger and more consistent customer base, which is essential for long-term viability, especially in a competitive retail environment.

The inclusion of commercial retail space within the new development is also critical. Lynn Valley has limited commercial real estate, and maintaining—and ideally expanding—retail opportunities ensures that residents can continue to access essential goods and services locally. A well-integrated mix of residential and commercial space supports walkability, reduces the need for longer commutes, and fosters a stronger sense of community.

We also want to emphasize the importance of accessibility and convenience for local businesses. Many of our customers rely on short, quick visits—often stopping by on their way home from work. As such, maintaining accessible short-term parking options along Lynn Valley Road, particularly during the interim period before rapid transit is operational, is essential to supporting small businesses like ours.

We also encourage Council, when making rezoning and planning decisions, to consider the importance of a well-balanced retail tenant mix that actively drives foot traffic. In particular, the inclusion of high-frequency, destination-oriented retailers—such as a national dollar store chain, coffee shops, a national pet store chain, quick-service restaurants, specialty grocers, pharmacies, and fitness studios—can significantly increase daily visitation to the site. These types of businesses create consistent customer flow, which in turn supports surrounding small businesses and contributes to the overall commercial success and vibrancy of the development.

In summary, we are supportive of the redevelopment and optimistic about the long-term benefits it will bring. Increased density, a growing and diversifying population, the inclusion of commercial retail space, and a thoughtfully curated mix of high-traffic retail tenants will help ensure that small, local businesses can continue to serve the community effectively.

Thank you for the opportunity to provide our input.

Sincerely,

Imroz Rupani | Managing Director



T. 778.386.4786

E. imroz@ingoodspiritsbc.com

From: Kelly Bond <[REDACTED]>
Sent: April 14, 2026 9:07 AM
To: DNV Input
Cc: Mayor and Council - DNV
Subject: Fwd: Baird Road Tenant Assistance

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

I am forwarding this to ensure this email discussion with questions and answers regarding the rental units in the Polygon development is included in the public input record for the Hearing. To date, it hasn't been uploaded.

Thank you.

Kelly Bond

----- Forwarded message -----

From: Mackenzie Stonehocker <stonehockerm@dnv.org>
Date: Mon, Mar 30, 2026, 2:45 p.m.
Subject: RE: Baird Road Tenant Assistance
To: Kelly Bond <[REDACTED]>

Hello Kelly,

Thanks for your patience. Here is some additional information:

Parking – Some tenants have parking included in their rent; some pay for parking separately. Their current arrangement will be transferred to their new lease.

Storage lockers – We have conceptual parkade plans which show *some* space for Building 1 storage lockers; however, at this stage of design, we can't say that there will *certainly* be lockers available for all 64 rental units.

(Parkade designs tend to evolve as we go through DP and then BP, and storage lockers are more flexible than some of the other functions provided in a parkade – although residents really appreciate storage lockers, so developers seem to do their best to include them.)

Utilities – Similar to the current situation, tenants will pay for heat / hot water / electricity, although the mechanical systems will be different (e.g. Draycott townhouses have individual hot water tanks, whereas Building 1 will have a central boiler system for metred hot water).

Development covenant – Although draft housing agreements are included in our reports to Council (because they require Council's approval of a Housing Agreement Bylaw), we do not include draft development covenants. Development covenants are drafted after 2nd/3rd reading and are executed / registered prior to adoption.

Thank you,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner



District of North Vancouver
[355 West Queens Road](#)
[North Vancouver, BC V7N 4N5](#)

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Mackenzie Stonehocker
Sent: March 19, 2026 10:26 AM
To: 'Kelly Bond' <[REDACTED]>
Subject: RE: Baird Road Tenant Assistance

Good morning Kelly, thanks for the email.

One quick answer (the public hearing binder will be available 14 days in advance, so that will be Tues March 31st) and I'll get back to you regarding the other questions.

Mackenzie Stonehocker (she/her)
Development Planner



District of North Vancouver
[355 West Queens Road](#)
[North Vancouver, BC V7N 4N5](#)

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: Kelly Bond <[REDACTED]>
Sent: March 19, 2026 8:41 AM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: Baird Road Tenant Assistance

Good morning Mackenzie,

I hope that you are well.

Can you clarify if a parking stall and storage locker will be included in the rent for the new replacement units for Draycott tenants given these amenities are currently included in their on site rent? If not, how much will these be?

Are there any other additional fees (ie utility, maintenance etc) that Polygon is proposing to Draycott tenants in addition to the base rent that they need to be aware of?

Will there be a draft development covenant on these units included in the public hearing materials? When will the public hearing binder be available?

Thanks in advance.

Kelly Bond

From: Kelly Bond <[REDACTED]>
Sent: April 14, 2026 9:09 AM
To: Mackenzie Stonehocker
Cc: DNV Input
Subject: Fwd: Bylaws 8779 + 8780 -OCP Amendment and Rezoning of LV Road and Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Mackenzie

As I submitted this feedback at First Reading, I do not see it included in the Public Input file thus far for the Hearing. I'm sending it again for that reason because I feel all correspondence related to a redevelopment over the rezoning process should be included as public input. I have some additional comments below:

Was there any further information shared by Polygon regarding the current Commercial tenants? Will they be assisted in any manner? (My #1 on the forwarded input).

I was speaking with one commercial tenant on the property who said they do get "first right of refusal" on a new unit but this person also said something odd that led me to believe they (commercial tenants) haven't been briefed (or taken opportunity to be informed on) on the overall project. They said they hoped "they keep the fence separating the commercial section from the town homes." It was a weird comment.

I am also curious to learn if anything more was discussed or shared by the applicant that would suggest that replacement rental units WILL remain as below market if Draycott tenants decline first right of refusal or when they move out? (My #3 on my email below).

Thanks,

Kelly Bond

----- Forwarded message -----

From: Kelly Bond <[REDACTED]>
Date: Mon, Mar 16, 2026, 10:17 a.m.
Subject: Bylaws 8779 + 8780 -OCP Amendment and Rezoning of LV Road and Baird Road
To: Mayor and Council - DNV <council@dnv.org>

Good Morning Council,

1) The proposed Lynn Valley Polygon development and accompanying staff report speak very little about the potential and significant **loss of more than 14 small businesses** currently serving Lynn Valley residents and providing local employment. This displacement is not insignificant for either the community or the District's small business ecosystem.

For example, Labada Laundry is the last and only coin-operated laundromats in Lynn Valley—a critical walkable service for residents in homes without in-suite laundry. While staff correctly and concernedly note that the proposal **"replaces the existing neighbourhood-serving commercial space on site,"** there is no reassurance that these

existing neighbourhood-serving businesses will have an opportunity to return once the new commercial units are built. The loss of older, more affordable commercial rental spaces should remain central to Council's consideration of redevelopment proposals and not brushed off as a minor side-effect. I have previously expressed similar concerns when other commercial sites (in Maplewood) have been subject of rezonings and, over numerous years, have called for more policy support by DNV for small business impacted by vastly strata/market residential redevelopments.

Has Polygon offered any assistance or remediation to the affected businesses? Even if so, Council must recognize that the gap between their eviction and any potential return—if return is even offered—along with the cost of new leases for temporary relocation during construction could make it impossible for many of these small businesses to remain viable.

It is also worth noting that this site already demonstrates the very mixed-use pattern Council has advocated for and identified as a goal of the zoning bylaw rewrite: office-type businesses operating successfully on second-storey units with retail at ground level.

2) In addition, I remain **strongly opposed** to the redevelopment of older purpose-built rental housing, particularly the remaining rental townhomes in our municipality. As Council is aware, purpose-built rental townhomes such as those at Draycott Gardens are rarely constructed today. In exercising your land-use authority, I encourage you to uphold the commitments in the Official Community Plan and the Rental and Affordable Housing Strategy: "Encourage the maintenance and retention of existing affordable rental housing."

Through conversations with current Draycott Garden tenants, I have learned how much residents value the quiet space on which they currently reside, the ground-level access and green space associated with these family-sized homes. The current Draycott Gardens includes a diverse mix of residents—many families, with approximately 30 children living on site, alongside immigrant families and seniors. Many tenants work in essential and public-serving roles, including nurses, teachers, paramedics, bus drivers, welders, and pilots.

While tenants have been offered a right of first refusal in the proposed new rental building, the replacement units—smaller apartments with internal corridor access and on a major Town Centre thoroughfare—may not meet the needs of larger families currently living in these townhomes and will therefore lead to the loss of long-serving valuable members of our municipality.

3) Finally, it is inconceivable that a development seeking such densification would come forward without an offer to provide a segment of below-market housing for the broader community need. If the current families reject their right to return to one of the new rental units at their 'current' rental rates, those 3 bedroom units default to market rental rates, according to the Staff report. In a proposal of this size, more **MUST** be done to provide a more affordable unit mix for the broader community wanting to live in Lynn Valley but not able to afford market rent. I would ask that a development covenant require, at the very least, that any of those 3 bedroom units NOT accepted by current tenants to be secured at 20% below market in perpetuity. If necessary, perhaps attach an income tested requirement, but please mandate some additional benefit of below-market housing here. Doing so would check boxes off our 'housing mandate' from the province for both **below-market** and **family-sized units.**

Thank you for considering these concerns as you consider this rezoning application and OCP amendment this evening.

Kelly Bond

From: Martin Skertchly <[REDACTED]>
Sent: April 14, 2026 9:42 AM
To: DNV Input
Subject: Public Hearing 1246-1268 Lynn Valley Road & 3050-3174 Baird Road Zoning Bylaw Amendments
Attachments: Public Hearing Apr 14 2026 Zoning Bylaw 8779 & 8780 Amendments.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Corporate Officer,

Please find attached my written submission for today's Public Hearing 1246-1268 Lynn Valley Road & 3050-3174 Baird Road Zoning Bylaw Amendments.

If you have any question or concerns please let me know.

Kind regards,

Martin Skertchly
Resident of : DNV
Opposed to the Bylaw Amendments

Martin Skertchly



14 April 2026

Mayor Little and Councillors
North Vancouver City Hall,
141 West 14th Street,
North Vancouver, BC, V7M 1H9

Re: Public Hearing – 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Municipality of residence: District of North Vancouver

I am Opposed to the proposed Bylaws.

References:

1. OCP Bylaw 7990 Amendment #57 dated December 8, 2025
2. Bylaw 3210 CD51 Sept 2018, (Bylaw 8239 not on district web site)
3. Proposed Bylaw 8780, 2026
4. Proposed Bylaw 8779, 2026 (Amendment 62)
5. Advisory Panel Meeting of September 11th 2025. (Document Number: 6647760)
6. 1246 – 1268 Lynn Valley Road and 3050 Baird Street Transportation Impact Assessment Version 7 dated March 26, 2026.

Please note that pages from the above references are included as Attachments 1 to 22 in the order they appear in this letter for quick reference.

Dear Mayor Little and Councillors,

I would like to express my concerns regarding the proposed redevelopment of Lynn Valley Mall and Draycott Gardens.

I live in the community and care deeply about Lynn Valley, so I wanted to share some concerns from a resident's perspective.

Executive Summary

I feel very strongly that the intent and guidelines included within the OCP are being ignored to push through a large project to the primary benefit of the Applicant.

The proposed rezoning sets a dangerous precedent regarding future development at the boundary of the Town Center with surrounding neighbourhoods.

Building Height and Density

I understand that we need more housing, and I support thoughtful development. But I'm struggling with the scale of what's being proposed here—especially along Baird Road. It appears that the development prioritizes maximizing density and financial return over neighbourhood fit. While I understand the need for increased housing, the proposed heights of Buildings 3 and 4 significantly exceed what seems appropriate for this area.

Reference 1, Map 2, p29 (Attachment 1) and Schedule A, p107 (Attachment 2). Show the Draycott Garden site as Low Density Apartment. Ref 1, p26 (Attachment 3) shows that this Residential Level 5: Low density apartment with an approximate 1.75 FSR.

Reference 2, p729 para 553 and Table 553.1 (Attachment 4) shows RM3 Zone Low-Residential Apartment maximum height as 40 feet or 4 Storeys.

Reference 3, plans to amend existing Bylaw 3210 and change the current zoning RM3 to CD162 as shown in Schedule A, p17 (Attachment 5). Reference 3, Table 2, p13 (Attachment 6) shows the maximum height as 21m (68.9 Feet) with an exception to increase the height by a further 3m (9.8 Feet) for roof top mounted items. Total maximum height of 24m (78.7 Feet) for 6 storeys. This almost doubles the height currently allowed in the OCP Ref 1.

In order to achieve this the change, the OCP (Ref 1) needs to be amended by Reference 4, Schedule A (Attachment 7) resulting in this site being rezoned to RES6 increasing the FSR to 2.5.

Ref 1, OCP outlines that such density increases should only occur under specific conditions, and it is unclear how those conditions are being met here.

The Baird Road neighbourhood is characterized by a mix of low-rise housing, including bungalows and smaller multi-family homes. The proposed scale of Buildings 3 and 4 will dominate the skyline and overshadow surrounding properties.

Reference 5, Minutes from September 11th ADP Meeting (Attachment 8). These minutes document the discussion regarding the development proposal. Question 1 to 4 on page 9 (Attachment 9) appear to go unanswered. Page 13 (Attachment 10) raises the dominance of the building relative to the eastern and northern neighbourhoods. It was emphasized that the continuous 6 storey form should ideally be stepped back to four storeys to better align with design guide lines and the Baird Road neighbourhood. It was concluded the proposal needs further resolution on site planning and building form to better fit the surrounding context. The Panel also expressed height reductions. On page 16 (Attachment 11) The applicant stated that they understand the surrounding context, and they had tried to articulate the elevations with material and colours. They also felt that the OCP encourages this level of density in this area as per Map 6 (Attachment 12). Currently the Reference 1 OCP only has the Lynn Valley Mall portion of the site as RES6. It was clarified that no decision had been made by Council regarding the OCP. The general guide lines from the Ref 1 OCP continue to apply at this time.

Ref 1, p232 (Attachment 13) outlines that new buildings need to relate and harmonize with, the height and scale of neighbouring buildings, by incorporating transitional heights.

While step-backs have been introduced at the 5th and 6th floors, the additional height still seems excessive and out of character with the neighbourhood. A more moderate height for Buildings 3 and 4 would better balance development goals with community fit.

The Ref 1 OCP is a well prepared, thoughtful and thorough document taking years of input and effort to develop and maintain. It is a great resource and shows the dedication of the community and DNV to plan and meet the challenges of the community and provide a sustainable path forward. I do not believe the intent and guidelines are being fully considered. I did a very brief review of the mandatory "Must" statements within the OCP. Several struck me as being applicable and of concern regarding this development. I included a few in attachments 17 – 22.

I am sure that Lynn Valley Mall and Draycott Garden site can be developed in a more thoughtful and innovative way while preserving the integrity of the OCP, but not as per the current application.

Shadowing and Sunlight Impacts

No shadow analysis was available for review in the provided materials.

Ref 1, p228, para B1.3 (Attachment 14) states that applications should be accompanied by a Shadow Analysis when siting development to minimize the impacts of shading on adjacent properties.

Given the scale of the development, a shadow study is essential to understand how surrounding homes and public spaces will be affected. Consideration should be given to how sunlight access changes throughout the year, particularly during equinoxes and solstices.

For a project of this size, this is an important missing piece. Sunlight matters—not just for comfort, but for how people experience their homes and outdoor spaces. I would really hope this is looked at more carefully.

Local Infrastructure

Lynn Valley already faces challenges in accessing healthcare and essential services. Increased population density will add further strain to these limited resources.

Traffic congestion is also a growing concern. From what I have observed over the past several years, road conditions and congestion have worsened. Without clear plans to address these issues, additional development will likely exacerbate the problem.

Walkability and Traffic Safety

I do appreciate the focus on walkability—it's important. But I'm concerned that increasing foot traffic without addressing existing problem areas could make things less safe.

The intersection at Mountain Highway and Lynn Valley Road is already busy and sometimes unsafe.

The same goes for crossing at Ross Road, this intersection with Lynn Valley Center entrance represents challenges. With more people moving through these crossings, I worry about the risks increasing.

Ref 6, Table 2.4 (Attachment 15). ICBC Crash Data Severity Summary

This table shows that between 2020 and 2024, a total of 270 crashes occurred across key intersections in the Lynn Valley area, including 61 casualty crashes and 209 property damage incidents. The intersection of Lynn Valley Road and Mountain Highway consistently recorded the highest number of collisions, with 34 casualty crashes and 126 property damage crashes over the five-year period, accounting for nearly 60% of all reported incidents. Casualty crashes showed a general upward trend. Additionally, the layout of the mall parking area does not appear to include meaningful improvements to key access points, such as at Ross Road. This intersection already presents challenges, and no clear solution has been proposed.

Ref 5, p15 (Attachment 16) also raised concerns of Jay Walking a more direct route across Lynn Valley Road. At a suitable location between Mountain Highway and Ross Road a new raised crossing could be considered with a modern efficient design with a center island.

Health and Community Impacts

Increased density brings broader community impacts, including access to healthcare, mental health support, and services for vulnerable populations. These factors should be carefully considered alongside development goals.

For me, this isn't just about buildings—it's about how this change will feel to live with day-to-day.

Lynn Valley has a certain character. It feels connected, livable, and human-scale, with Mountain Views. My concern is that the incorporation of Ref 3 and 4 Bylaws will change the character way beyond the current OCP policies and guidelines to satisfy the applicant, by increasing the density to the highest level possible. This would also set a dangerous precedent for all future developments adjacent to the boundary of the Lynn Valley Town Centre Land use area. There is an opportunity here to do something better than the current application.

The DNV have chosen to place all the construction traffic onto a small residential side street. There will need to be a large volume of heavy traffic using Baird Road to develop this site. This traffic with its noise and vibration will possibly take years and will add to the background construction noise. This is a huge burden on the residents impacted by this decision.

This activity can occur for 73 Hours per week as per the current Bylaws. Please reconsider the site access at least for the heavy excavation of the site.

The area around the local community suffers from a lack of on street parking. Many local people accessing the adjacent businesses and their employees park on the local streets. Any additional increase in volume from the development will increase this challenge. Previous input has been provided concerning this.

Regarding the tenant and rental aspects, I understand the shortage and the need to encourage this, however I do not know the number and current rents of the potentially displaced tenants to be able to draw any conclusions regarding their situation. I assume that the other 32 rental units will be at market rate which will not make them affordable for many people.

Public Engagement and Process

It is unclear whether sufficient community consultation has taken place to ensure that local voices are meaningfully incorporated into this proposal. They certainly were during the creation of the OCP.

Residents deserve transparency and clear communication about how decisions are made, particularly when changes of this scale are being considered.

This is a big change and I think people want to be confident that their concerns are being taken seriously and reflected in the final decisions.

Conclusion

While I support thoughtful development and recognize the need for additional housing, this proposal raises several concerns regarding height, density, infrastructure, safety, and neighbourhood character.

I encourage Council to carefully reconsider the scale of this project and ensure that it aligns more closely with the needs and identity of the Lynn Valley and adjacent Baird and Harold Road communities.

This is a big change and I think people want to feel confident that their concerns are being taken seriously and reflected in the final decisions.

I am perplexed and concerned that the two Bylaws proposed do not satisfy numerous mandatory "must" statements within the OCP. It is a requirement that "Bylaws enacted and works undertaken by the District after the adoption of the OCP must be consistent with the OCP." I am not sure that the proposed Bylaws meet the intent of the OCP

I therefore respectfully ask for a thorough review of all the mandatory "must" statements within the OCP, before the proposed Bylaws proceed to ensure the communities continued trust and confidence in local government.

Thank you for your time and consideration.

Sincerely,



Martin Skertchly

Phone:

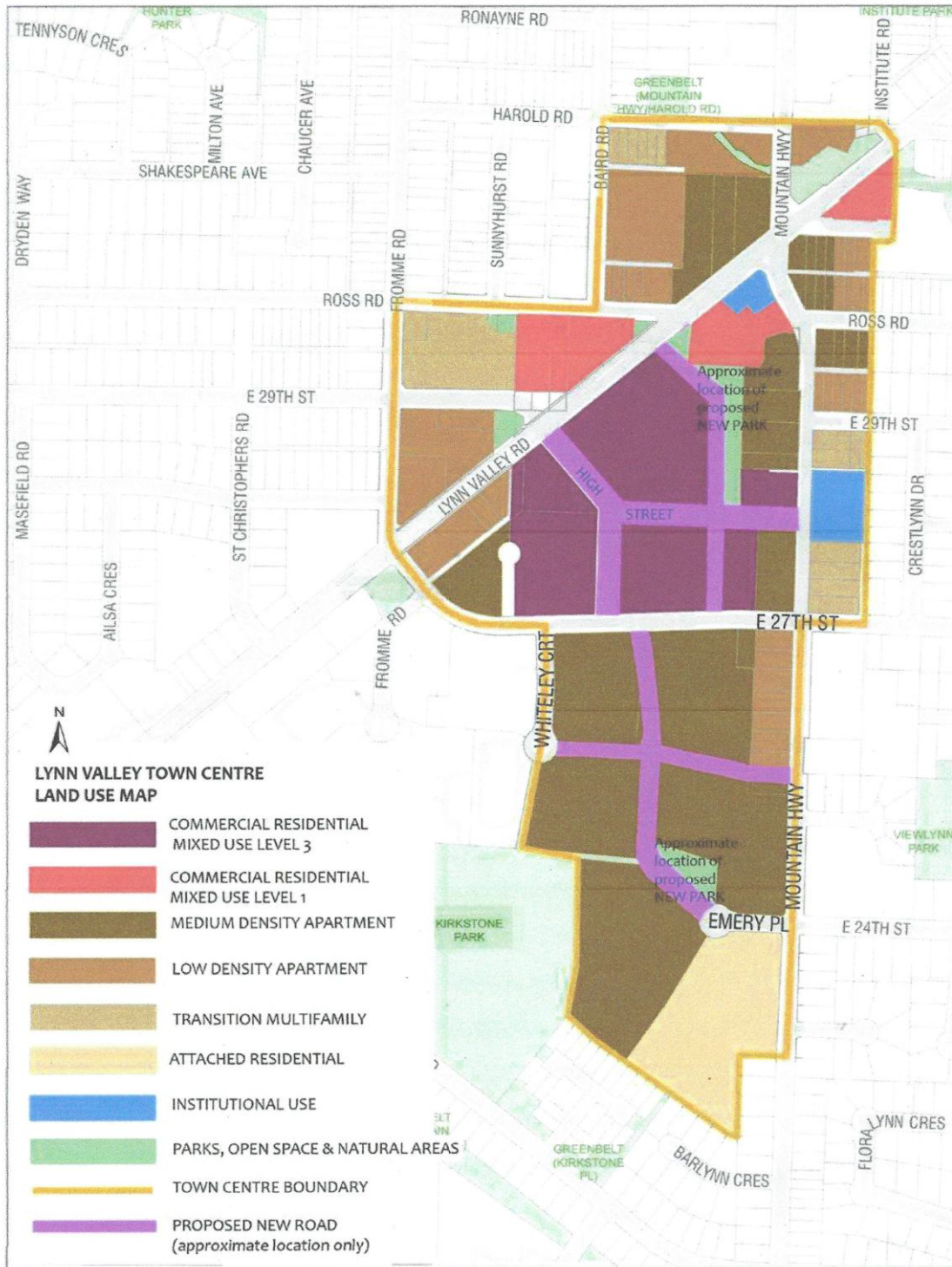
Email:



28



Attachment 2.



MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP

Attachment 3.

for details. The residential, commercial and institutional land use designations on Map 2 are described in the following table. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term “Floor Space Ratio”, as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does not regulate actual densities on individual lots, that being the function of the District’s Zoning Bylaw. Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL

Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL

Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL

Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex and attached row houses up to approximately 0.80 FSR.

RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY

Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT

Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT

Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

Attachment 4.

- ii. despite Subsection 552.4(i), if the maximum permitted gross floor area of a secondary suite calculated under Subsection 552.4(i) is less than 90m² (969 sq.ft.) then the maximum permitted gross floor area of the secondary suite shall be 90m² (969 sq.ft.).
(Bylaw 8036, 8525)

553 Size, Shape and Siting of Residential Buildings in the RM3 Zone

Residential buildings:

553.1 shall not exceed the height limits stipulated in Table 553.1 as follows:

BUILDING TYPE	MAXIMUM HEIGHT
Single-Family Residential Building	32 feet
Multiple-Family Residential Townhouse	32 feet
Low-Rise Residential Apartment	40 feet nor 4 storeys

Table 553.1

(Bylaw 6630)

- 553.2 (a) shall be sited within the areas designated and delineated as 'Siting Area' in the Plan Section of this Bylaw and in any case shall not, together with accessory buildings, parking spaces and driveways, occupy more than 50% of the lot area; or
- (b) if an area is not so designated and delineated, be sited in accordance with Section 408 of this Bylaw. (Bylaw 6751)

554 Size, Shape and Siting of Residential Buildings in the RM6 Zone

Residential buildings:

554.1 shall not exceed the height limits stipulated in Table 553.1 above;

554.2 shall not exceed a floor space ratio of 0.55.

555 Size, Shape and Siting of Residential Buildings in the RM7 Zone

Residential Buildings:

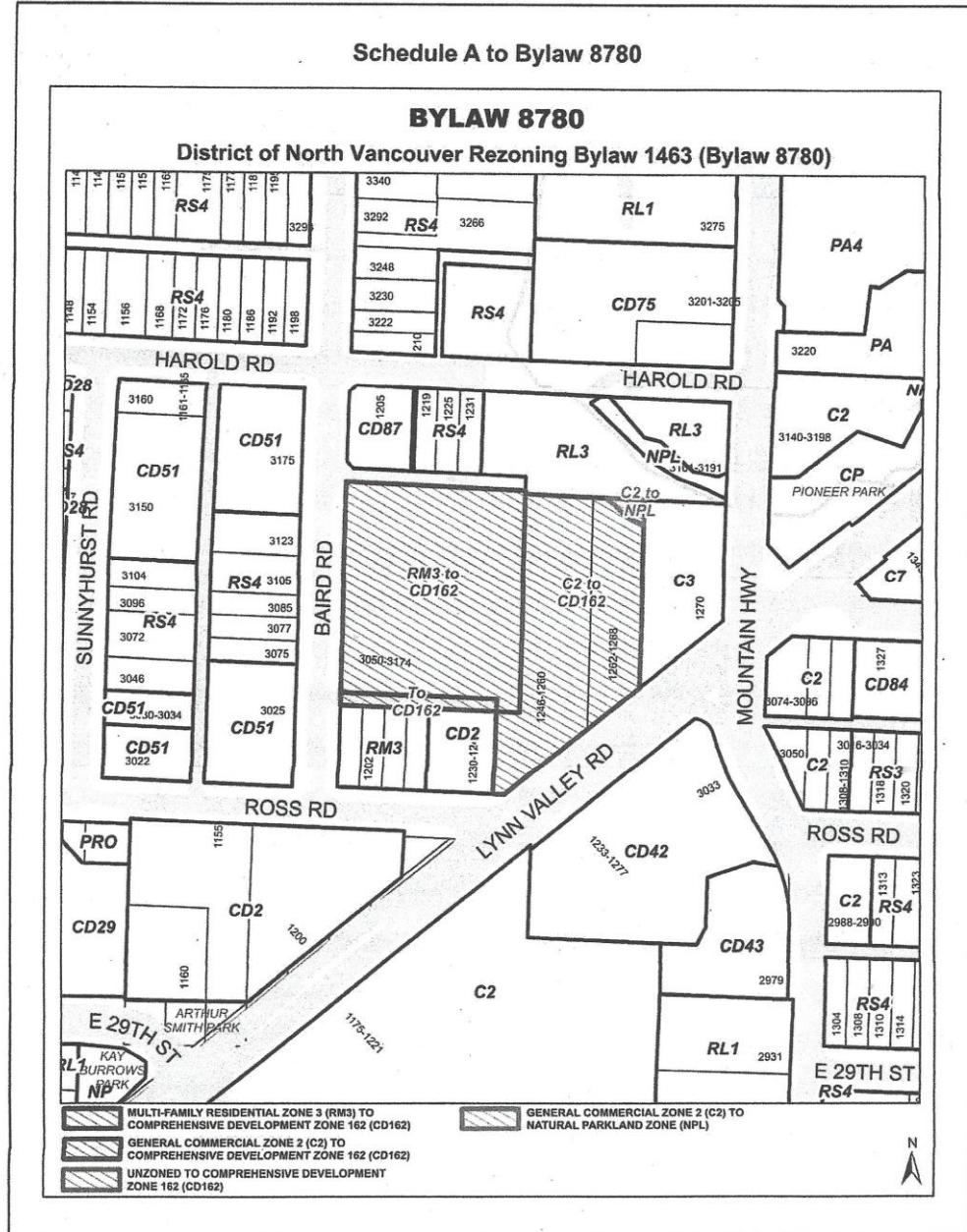
555.1 shall not exceed the height limits stipulated in Table 553.1 above:

555.2 shall not exceed a floor space ratio of 0.80;

555.3 shall not, together with accessory buildings, occupy more than 60% of the lot area;
(Bylaw 7014)

Attachment 5.

Schedule A to Bylaw 8780



Attachment 6

Table 1. Setbacks			
Phase	Identifier (Figure 1)	Building # – Building side	Minimum Required Setback
1	A	Building 1 – west	7.5 m (24.6 feet)
	B	Building 1 – south	1.5 m (5.0 feet)
	C	Building 1 – east	4.5 m (14.8 feet)
	D	Building 2 – east	4.5 m (14.8 feet)
	E	Building 2 – north	4.0 m (13.1 feet)
	F	Building 2 – west	4.5 m (14.8 feet)
2	G	Building 3 and 4 – west	4.5 m (14.8 feet)
	H	Building 4 – south	4.5 m (14.8 feet)
	I	Building 4 – east	1.8 m (6.0 feet)
	J	Building 3 – east	4.0 m (13.1 feet)
	K	Building 3 – north	4.5 m (14.8 feet)

- a) Underground parking structures are excluded from the setback requirement.
- b) Decks, patios, balconies, balcony columns, unit entry stairs, window wells, and roof overhangs and vertical projections and unit entrance canopies to a maximum depth of 1.3 m (4.2 ft) are excluded from the setback requirement.

4B 162 - 7 Height

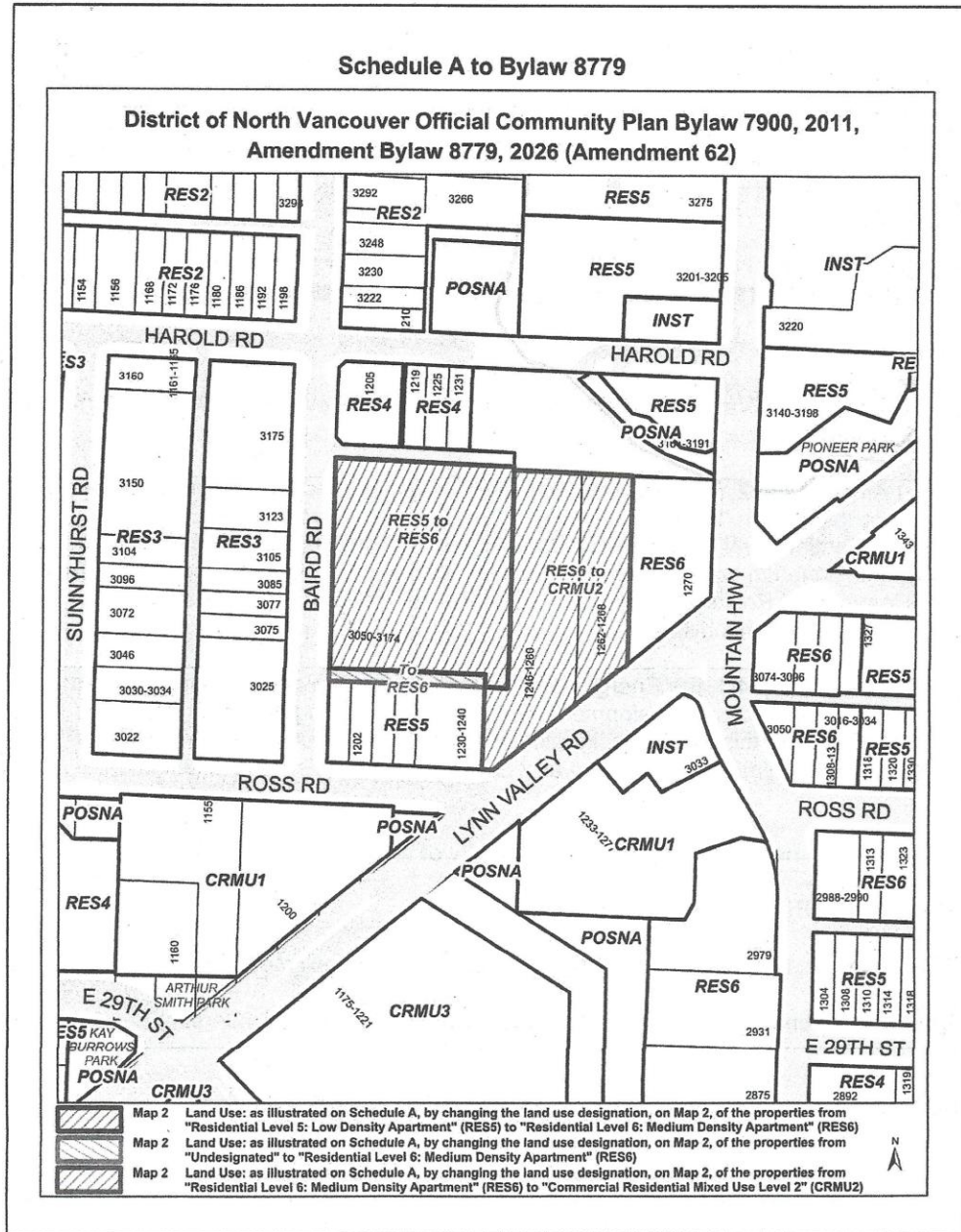
- a) The maximum permitted height for any building in the CD162 Zone is as follows:

Table 2. Building Height		
Building # (see Figure 1)	Maximum Height Measured from Level 1	Maximum Storeys (above parkade)
Building 1	24.0 m	6 storeys
Building 2	21.0 m	6 storeys
Building 3	21.0 m	6 storeys
Building 4	21.0 m	6 storeys

- b) The following height exemptions shall apply to the CD162 Zone;
 - i.) Rooftop stair enclosures, elevator penthouses, heating, cooling, planter boxes, guard rails and ventilation and mechanical equipment provided they do not extend more than 3.0 metres above the highest point of any roof surface.

Attachment 7.

Schedule A to Bylaw 8779



p12 of 27

Attachment 8

MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON September 11th, 2025 AT THE DISTRICT OF NORTH VANCOUVER

ATTENDING: Sgt. Kevin Bracewell
Mr. John Gilmour
Mr. Robert Greene
Mr. Tieg Martin
Mr. Stuart Rothnie
Mr. Joshua Bernsen
Ms. Emily Blair

REGRETS: Mr. Koosha Kheradmandnia
Ms. Farnaz Sharifi
Mr. David Parke
Ms. Mahnaz Mohamadloo,

STAFF: Ms. Tash Cheong (Staff Liaison), Development Planner
Mr. Alfonso Tejada, Urban Design Planner
Ms. Yan Zeng, Development Planning Department Manager
Ms. Mackenzie Stonehocker, Development Planner
Ms. Dorin Vaez Mahdavi, Planning Assistant

APPLICANT: Ms. Dayna Gilbert (Forum Asset Management)
Mr. Jason Santeford (Gensler)
Mr. Daryl Tyacke (ETA Landscape Architect)
Mr. Devon Smart (Polygon Development 395 Ltd.)
Mr. Peter Fodor (NSDA Architects)
Mr. Ken Larsson (Connect Landscape Architecture)

1. PANEL WELCOME AND DINNER

The meeting was called to order at 6:00 PM by Mr. Stuart Rothnie and attendance was taken.

2. ADMINISTRATION

The minutes of the Advisory Design Panel meeting held on July 10, 2025, were reviewed and amended. A motion to adopt the amended minutes was moved by Mr. Robert Greene, seconded by Mr. John Gilmour, and carried unanimously.

Attachment 4

9

floor retail space for a breezeway, and the numerous pedestrian paths and outdoor spaces on the ground plane.

She then posed the following questions for the Panel's input:

- Question 1 – Is the scale/separation of the buildings related to a functional human scale?
- Question 2 - Do the west sides of Buildings 3 and 4 create a good fit with the scale and height of existing (or potential future) development along Baird Road?
- Question 3 - Is the south side of Building 1 (facing Lynn Valley Road) integrated with the surrounding context, and potential future redevelopment to the east (Petro Canada) and west (Ross Plaza)?
- Question 4 – Are the materiality and scale proposed for these buildings contributing to, or detracting from the urban character of Lynn Valley Road and Baird Road?

The Chair thanked Ms. Mackenzie Stonehocker for the presentation and asked a clarifying question:

- **Q:** Could you clarify what you meant by mentioning that the applicant will be purchasing the lane?
 - **Staff Answer:** The applicant has gone through a process with our real estate department to negotiate purchasing that lane. The lane would have to remain open for access to the rear of Ross Plaza and it will be upgraded as part of the development proposal.
 - **Staff Answer:** Ms. Yan Zang, Manager of Development Planning, explained further that this is a usual practice in the District as this lane will be serving the private development in the future.
- **Q:** That provides the applicant the control on the design, feel and look of that laneway. Is that correct?
 - **Staff Answer:** Yes, and the District would not be responsible for the maintenance of the road and it would be a private road serving the development.
- **Q:** Would the lane still provide the right of access to the mall to the south (during and after the development)?
 - **Staff Answer:** As long as Ross Plaza is in operation, there is guaranteed access.
- **Q:** Regarding the bike lane on Lynn Valley Road, is it the District's intention for the future of bikes on Lynn Valley Rd.?
 - **Staff Answer:** The proposal has not fully gone through its engineering review yet, so the final street design is not confirmed yet.
- **Q:** Was there a rule against putting access to the commercial parkade from Lynn Valley Road?
 - **Staff Answer:** As per staff direction, parking access off in Valley Road at that location is not permitted.

site plan issue, citing conflicts between garbage staging, loading, ramp access, and incoming traffic in that area.

Mr. Tejada highlighted concerns about pedestrian mobility, privacy, and security - especially around the breezeway's open access to the garden. He also flagged potential future impacts from transportation changes on Lynn Valley Rd, including setbacks, commercial frontage, and bus stop relocation, urging careful attention to these for long-term project success. Additionally, he mentioned that the building form appears dominant relative to the eastern and northern neighborhoods. He raised concerns about tight spacing between buildings - narrowing from 9 to 7 meters internally - especially given the six-storey height and nearby vegetation, suggesting the proportions may feel constrained. He emphasized that the continuous six-storey form should ideally be stepped back to fourstoreys to better align with guidelines and the Baird Rd neighborhood. While the village-style character and materials seem appropriate, he flagged concerns about specific areas - particularly where the building bends on Mountain Hwy and Lynn Valley Rd - that may need closer architectural attention. There is a potential to have more defined character in this corner on the ground floor. Mr. Tejada concluded the proposal needs further resolution on site planning and building form to better fit the surrounding context.

Summary of Panel Commentary and Consensus Items:

The Chair thanked staff and the applicant team for their presentations and invited comments from the Panel.

General Design, Massing and Location:

- The mix of homes and commercial spaces was supported.
- Concern was raised regarding the need for more rental units due to strata affordability issues.
- There was an appreciation for the articulation of the building with recessed balconies rather than a flat building.
- It was noted that the distribution of the buildings on the site follows a clear logic.
- Mostly, the scale and separation of buildings were considered acceptable. A member agreed that regarding the scale of the units along the Baird Rd, a transition from 4- to 6-storeys would be a nice articulation.
- It was mentioned that the scale and height of the buildings mix well with the local context, and it reflects the materiality and shape of the library.
- One member was concerned about the scale of the project and believed that 6-storeys in this neighbourhood might be too high. It was suggested that building 1 should be lower (like 4 storeys).
- A member noted that the south side of the building complements the Lynn Valley Village development and once both developments are complete, that part of the street will be more vibrant.
- A concern was raised regarding the addressing, though it has yet to be determined.

- It was also recommended to keep the conversation on public art open-ended.
- There was a concern about the designation of the areas being public, semi-public, and private (especially regarding the breezeway) and it is not clear in the landscaping plan how the transition occurs in the social hub area.

The applicant made a few comments in response to the panel's feedback:

- This site is at the center of the Lynn Valley Village, and it is an appropriate location for placing the highest density and the new OCP encourages this level of density in this area.
- They understand the surrounding context, and they have tried to articulate the elevations with material and colours.
- They're aiming to allocate at least the same amount of commercial space that currently exists on-site, though they also need to allocate rental replacement homes.

Ms. Zeng also made a comment and clarified that no decision has been made by Council regarding the OCP and while this project is not too ambitious in terms of the density, the general guidelines suggest 5-storey buildings and that is the policy baseline staff are required to follow at this time. She also acknowledged that the applicant has considered many factors especially for the existing tenants. While this application is at the early stages of revisions, changes can be reviewed at a later time.

The Chair invited the Panel to compose a motion:

MOVED by Mr. Tieg Martin, and **SECONDED** by Mr. John Gilmour:

THAT the ADP has reviewed the proposal and SUPPORTS the general concept but recommends revisions to the proposal and a further presentation to address the items noted by the Panel in its review of the project.

CARRIED

The motion was approved, with a single vote in opposition.

4. ADJOURNMENT

The meeting was adjourned at 9:21 p.m.

5. NEXT MEETING

TBD

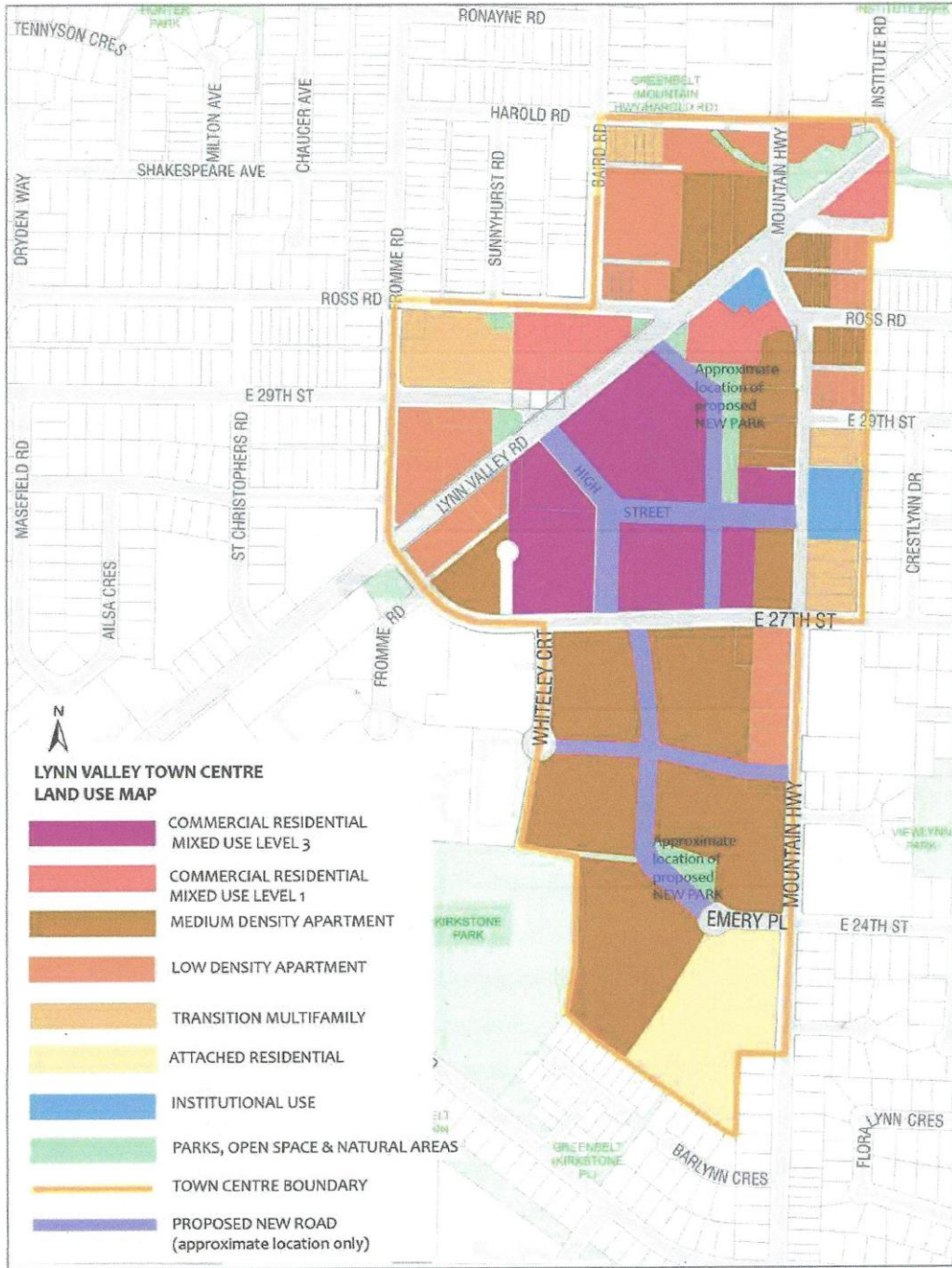
signed on behalf of
Chair John Gilmour

Chair

(Tash Chong)
Date

Jan 19 2026

Attachment 12



MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP

Attachment 13

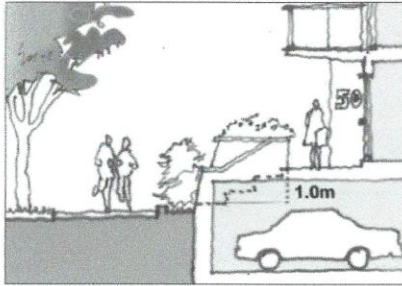


Figure 54

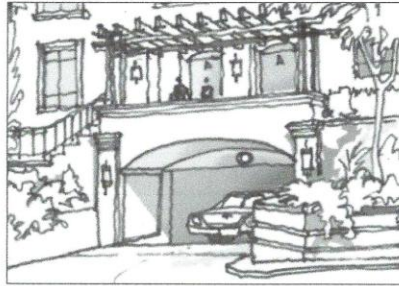


Figure 55

B2.8: Partially Above Grade Parking Structures: If parking structures must be partially above grade, exposed walls should be faced with attractive and durable materials and/or screened with planting. Parkades should not be more than 1 metre (3 feet) above grade (see Figure 54).

B2.9: Parking Structure Entrances: Vehicular entrances to parking structures should be unobtrusive, architecturally integrated and screened from view with landscaping, trellises or through other means (see Figure 55).

B2.10: Designing for Transit Ridership: Where there is an adjacent bus stop, lobbies should be designed to provide direct access and clear sight lines to enhance the safety and comfort of transit riders. Where appropriate, developers should consider designing the bus shelter so that it is coordinated with the building design.

3. Building Form And Architectural Elements

B3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid repetition while maintaining a harmony to the streetscape.

B3.2: Scale: New development should relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights (see Figures 56 & 57).

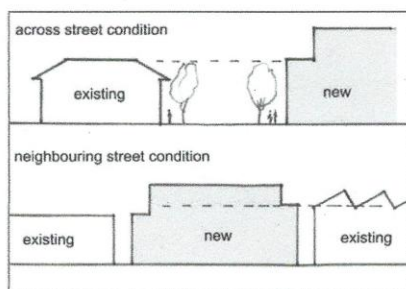


Figure 56

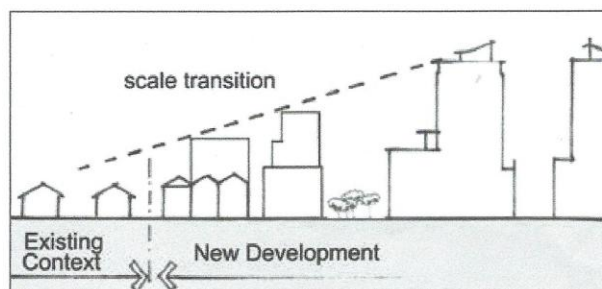


Figure 57

Attachment 14

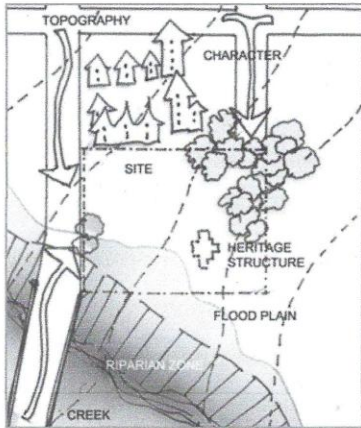


Figure 43

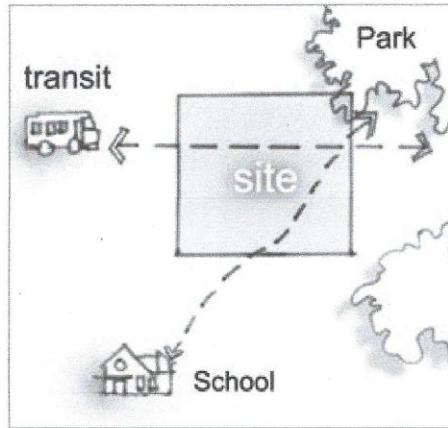


Figure 44

1. Site Planning

B1.1: Context: New development should fit the neighbourhood context. Consideration should be given to the local topography, vegetation and environmental features and to the established character of the built form including heritage buildings and local choices of colours, architectural styling and building materials (see Figure 43).

B1.2: Connectivity: The siting of new development should take into consideration how to enhance the pedestrian, bicycle and vehicle connections in the area, particularly those that lead to key destinations (see Figure 44).

B1.3: Solar Orientation: When siting development, careful consideration should be given to maximizing the benefits of sunshine exposure to public open spaces, and to minimizing the impacts of shading on adjacent properties (see Figure 45). To this end, applications should be accompanied by a shadow analysis that illustrates the impacts on March 21st, June 21st, and September 21st (spring and fall equinox and summer solstice) at 10 am, 12 noon, 2pm and 6pm (see Figure 45). (For high rises, also see related guideline B 4.4 Solar Orientation.)

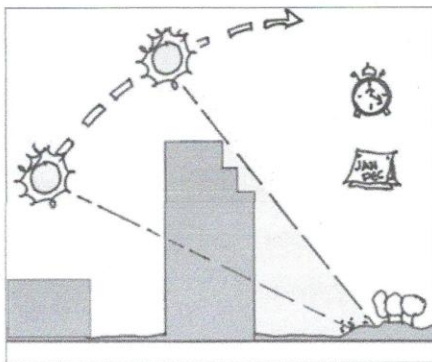


Figure 45

Attachment 15.

A summary of the data is presented in **Table 2.4**. Note: No collision data was reported explicitly at Lynn Valley Road & Mall Access intersection, however this has been covered in **Section 2.5.3**.

Table 2.4: ICBC Crash Data Severity Summary

CRASH SEVERITY	INTERSECTION	YEAR					TOTAL
		2020	2021	2022	2023	2024	
Casualty Crash (Motor vehicle crashes resulting in an injury or fatality)	Lynn Valley Road & Mountain Highway	6	7	4	7	10	34
	Lynn Valley Road & Ross Road	0	0	1	0	2	3
	Lynn Valley Road & 29 th Street / Valley Centre Avenue	0	3	1	1	1	6
	Lynn Valley Road & 27 th Street / Fromme Road	3	2	3	2	1	11
	Fromme Road & 29 th Street	1	1	1	1	2	6
	Fromme Road & Ross Road	0	0	0	1	0	1
	Fromme Road & Harold Road	0	0	0	0	0	0
	Baird Road & Ross Road	0	0	0	0	0	0
	Baird Road & Harold Road	0	0	0	0	0	0
	SUBTOTAL	10	13	10	12	16	61
Property Damage	Lynn Valley Road & Mountain Highway	30	30	24	24	18	126
	Lynn Valley Road & Ross Road	0	3	1	3	1	8
	Lynn Valley Road & 29 th Street / Valley Centre Avenue	2	8	4	12	7	33
	Lynn Valley Road & 27 th Street / Fromme Road	4	5	3	8	5	25
	Fromme Road & 29 th Street	2	0	1	2	2	7
	Fromme Road & Ross Road	2	0	1	1	0	4
	Fromme Road & Harold Road	0	1	0	0	0	1
	Baird Road & Ross Road	1	0	0	2	1	4
	Baird Road & Harold Road	0	0	0	1	0	1
	SUBTOTAL	41	47	34	53	34	209
TOTAL		51	60	44	65	50	270

Between 2020 and 2024, a total of 270 crashes occurred across key intersections in the Lynn Valley area, including 61 casualty crashes and 209 property damage incidents. The intersection of Lynn Valley Road and Mountain Highway consistently recorded the highest number of collisions, with 34 casualty crashes and 126 property damage crashes over the five-year period, accounting for nearly 60% of all reported incidents. Casualty crashes showed a general upward trend, rising from 10 in 2020 to 16 in 2024.

- Concerns were brought up about wayfinding in the area, and it was noted that the entrances need to pop where buildings 3 and 4 are located.
- It was recommended to have wider access points. Similarly on the north side, it is unclear how the access point will be used but it could benefit from a wider corridor.
- It was noted that the hierarchy of the pathways is clear.
- Questions were raised about the entrances of buildings 3 and 4: Where will the pick-up and drop-offs or deliveries take place? (Applicant responded that they are working with the District to use their off-street guidelines with regards to parallel parking and it will be incorporated with discussions with the engineering and transportation.)
- A concern was raised about the width of the lane and it was pointed out that 6 meters is not adequate for the level of traffic.
- Another concern was with the access point of Baird Rd, which may need to be widened.
- A concern was raised regarding the security of bike storage – there needs to be substantial and robust locking system in place.

Common Spaces and Landscaping:

- It was mentioned that there is sufficient green space in the project.
- A question was raised about whether the covered plaza will be a spot for children to hang out.
- It was recommended to consider a pub in the area.
- A member supported the balance between the public and private realm.
- It was discussed that the connection under the breezeway continuing on a public path could benefit from more material distinction or having wider space between the buildings to highlight the public access versus the private access for the internal pathway.
- It was recommended to have a double row of trees along the Lynn Valley Rd.
- There was support for the breezeway, but it was suggested that the horizontal stone cladding might be heavy and it is slightly low and long. It could be replaced with a large piece of timber, and it could be raised.
- A concern was raised about the connection point to Lynn Valley Rd especially if adolescents will be using that route. It may encourage jaywalking and the concern for jaywalking was highlighted by another member as well.
- There was a concern about the lighting, and it was brought up that the site lighting along the lane is not sufficient.
- A concern was raised about the northern side of the site – that is a hangout area and people will be drawn to that location with the bollard light.
- Another concern was about the trellis being a work of public art and it was noted that it will attract people to a semi-private area.
- A member said that Argyle students will be heading towards the Lynn Valley Centre and they will be drawn into the lane and the site. You can either deter them or invite them.
- Regarding the public art piece, it was suggested that if it will be places around the entrance, it might benefit from an area to pause – a seating area or a covered area. Additionally, if the children and young people are drawn to the space, how will the noise and other possible disturbances be handled?

This Official Community Plan

This Official Community Plan is the culmination of a two-year community engagement initiative called **Identity DNV 2030** and would not have been possible without the extensive participation of the public and stakeholders. This OCP was developed as an **Integrated Sustainable Community Plan** to provide a comprehensive policy framework that aligns social, environmental and economic planning to ensure a bright and sustainable future for the District. All of the area within the boundaries of the District of North Vancouver is covered by this OCP other than lands that are not subject to municipal jurisdiction.

This OCP is a guide to help District Councils, stakeholders and citizens effect positive change over a twenty-year time horizon. It includes policies that impact a broad range of municipal affairs. Implementation of those policies will occur through a number of specific plans and bylaws. **Bylaws enacted and works undertaken by the District after the adoption of the OCP must be consistent with the OCP.** In this way the OCP can be thought of as a policy framework, or “umbrella document,” that provides ongoing guidance to municipal decision-making and operations.

FIGURE 1: OCP POLICY FRAMEWORK

OCP Vision, Objectives and Policies		
Land Use and Development	Municipal Sector Strategies	Corporate Management
- Centres Implementation Plans - Neighbourhood Infill Plans - Development Permit Areas and Design Guidelines - Bylaws (e.g. zoning)	- Climate Action Plan - Parks and Open Space Strategic Plan - Transportation Plan - Economic Strategy - Housing Action Plans - Social Strategy - Land Strategy - Recreation Strategy - Cultural Strategy - Ecological Strategy - Emergency Preparedness Plans	- Corporate Plan - Capital Asset Plan - Financial Plan

The Planning Process - “Identity DNV 2030”

Identity DNV 2030 was launched in June 2009 with the goal of preparing the first District-wide Official Community Plan in twenty years. District of North Vancouver Council envisioned a rigorous, inclusive, open and highly participatory citizen process. To that end, the citizen OCP Roundtable, and its predecessor, the Community Planning Working Group, were established to ensure an effective public engagement process, adherence to a Public Engagement Charter, the creation of a robust community vision and the meaningful adherence of policies to that vision.

Through a combination of over seventy-five open houses, public and stakeholder workshops, coffee shop talks, town hall meetings, charrettes, telephone, online and event surveys, almost 5,000 voices shared their vision for the future of the community and contributed their ideas on how to get there. Citizens were not only given the opportunity to attend, but were provided meaningful opportunities to learn, to participate, to discuss and provide comment.

p 22 of 27

2.3 Neighbourhoods

The existing residential neighbourhoods in the District are largely comprised of detached houses. With a few exceptions, multifamily residences within neighbourhoods are ground-oriented (duplexes, triplexes or townhouses). Schools, corner stores and parks provide valuable amenities to surrounding residential uses. Neighbourhoods should be walkable, family-friendly places. Significant change is not anticipated in existing neighbourhoods. Sensitive residential infill opportunities may be considered to provide greater housing diversity or transition to adjacent uses through Neighbourhood Infill Plans and/or Housing Action Plans (Chapter 12).

Neighbourhood character and local support must be considered in these Plans and planning processes. The District's objective for Neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages.

POLICIES

1. Maintain ground-oriented detached and attached housing as the predominant residential forms
2. Accommodate the provision of schools, community facilities and other institutional uses and maintain public assembly uses where feasible
3. Integrate a network of parks and open spaces throughout neighbourhoods
4. Encourage the preservation of local commercial uses (corner stores) in neighbourhoods and encourage new local commercial uses where appropriate
5. Prepare Housing Action Plan(s) to identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate
6. Enable sensitive redevelopment in appropriate areas, such as locations adjacent to existing multifamily or commercial uses, through Neighbourhood Infill Plans



Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas

p 23 of 27

Attachment 19

For the Official Community Plan to be effective and comprehensive, an overall municipal perspective is required to formulate a growth management strategy, organize the preferred urban structure and transportation network, coordinate a system of parks and open space, promote social health and well-being, and guide municipal infrastructure, facilities and other capital programs. Importantly, the OCP contains land use and transportation maps, design guidelines and development permit areas that specify policies in these areas. Schedule A containing policies in relation to the 4 priority growth centres (Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood Village Centre and Lower Capilano - Marine Village Centre) also forms part of the OCP. Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans implement the District OCP and must therefore be consistent with OCP policy directions. These secondary plans should be thought of as strategic tools for achieving OCP goals at a more localized or sector-specific level.

Centres Implementation Plans are anticipated to be undertaken or updated, as a first priority, in areas where change is most likely to occur and where OCP goals can best be achieved. In accordance with the growth management and urban structure principles laid out in this plan, Centres Implementation Plans are primarily expected to address components of the network of centres concept: Town Centres and Village Centres. However, this plan also provides for other sub-areas, or special study areas such as Capilano University or employment districts, to emerge as the subjects of Centres Implementation Plans where necessary or appropriate.

Secondary planning will perform a number of functions such as addressing planning issues affecting specific areas of the District in more detail, facilitating the application of the general principles expressed in this District OCP, guiding the orderly redevelopment of specific areas of the District, establishing design guidelines that reflect the unique characteristics of a location, and providing effective transitions between adjacent land uses. The policy framework for Centres Implementation Plans is to be guided by the District OCP. The social, economic and environmental goals and policies laid out in this plan can be thought of as providing “terms of reference” for eventual sub-area planning; Centres Implementation Plans are expected to use the portfolio of land use designations provided by the OCP and may lead to amendment of the OCP land use map.

Neighbourhood Infill Plans may be undertaken for smaller areas where a change of land use or density may be appropriate. This may include portions of residential neighbourhoods in transition or under redevelopment pressure because of adjacency to a centre, corridor or existing commercial, institutional or higher density uses. Alternatively, neighbourhood infill planning may be undertaken to determine the potential for small-lot infill areas or pilot projects. The intent of infill level planning is to enable a more geographically focussed approach to meeting the housing and land use needs of neighbourhoods outside of the network of centres. Significant consideration will be given to ensure any land use changes fit sensitively with neighbourhood character. Neighbourhood Infill Plans are expected to use the portfolio of land use designations provided by this plan and may lead to amendment of the OCP land use map.

P 24 of 27

Attachment 20

A pedestrian friendly *development*:

- » Puts the pedestrian first
- » Facilitates transit and non-vehicular modes of transportation
- » Has a walkable, interconnected block pattern
- » Has enhanced way-finding
- » Orients buildings and their entries to the street
- » Connects or is enhanced by natural amenities and features

DESIGN EXCELLENCE - Creating outstanding and sustainable built form and character

Buildings that are functional for their intended use, appropriately fit into their surroundings and aesthetically attractive demonstrate design excellence. It takes tremendous amounts of energy and other resources to construct a building. Buildings are also major consumers of energy for heating, cooling and lighting. Building design influences the quality of life of residents or workers and the community at large when in a prominent location. Given that their lifetime can exceed 100 years, buildings represent a legacy for future generations.

Outstanding and sustainable *development*:

- » Is appropriately scaled and massed within the context of its location
- » Has well articulated, timeless architecture
- » Has variation and unique features from one building to the next
- » Incorporates green roofs, where appropriate, to maximize environmental benefits
- » Is solarly-oriented and designed to maximize passive heating and cooling
- » Incorporates opportunities for innovative rainwater management
- » Integrates the aesthetic, environmental and health benefits of trees and other natural elements
- » Incorporates and celebrates important natural features in design
- » Uses durable, locally sourced or recycled building materials
- » Provides discrete vehicle access to buildings and parking areas

GOOD NEIGHBOUR - Harmonizing with the scale and character of surrounding *development*

Development should be designed in a manner that is neighbourly and is in harmony with the scale and character of its surroundings and minimizes impacts on adjacent properties. *Development* often occurs incrementally; therefore, the design must carefully consider both existing and future relationships with surrounding properties and with the public realm. Potential impacts such as overlooking, noise, odour, glare and unsightly building designs or outdoor uses should be minimized through careful design.

P 25 of 27

Attachment 21

Neighbourly *development*:

- » Respects the tranquility, privacy and access to sunlight of nearby properties
- » Provides transitions to neighbouring massing and scale
- » Identifies and minimizes impacts on view corridors
- » Provides a street presence with visual interest

PLACEMAKING - Achieving a distinctive look and feel in the District's Town and Village Centres

The Town and Village Centres will each have a unique sense of place and identity based on their physical setting, landmarks, cultural history and other community assets, and be reflective of the shared values of its residents. A centre cannot be said to have a sense of place unless people care deeply about it and think of it as “theirs”. Sense of place is created by mental associations of positive experiences. There must be things to do and opportunities to meet people and socialize; in other words, reasons to want to go and spend time there. From an urban design perspective, the key is a well defined public realm.

A place worth caring about has:

- » Lasting architectural character
- » Places to gather, play, relax, enjoy nature or garden
- » Building heights and siting in proportion to street width
- » Coordinated and attractive landscaping, street furniture and amenities

SAFETY AND SECURITY - Improving safety and reducing opportunities for crime

Quality building design and site planning can play a role in reducing opportunities for crime and, nearly as importantly, the perception or fear of crime. There are trade-offs, however. Crime reduction strategies, if taken to the extreme, can result in stark or harsh conditions such as minimal landscaping, excessive lighting or unattractive fencing

Safe and secure *development* has:

- » Natural surveillance: putting “eyes on the street”
- » Access control: clearly guiding people and vehicles to and from proper entrances
- » Territorial control: distinguishing public areas from private areas
- » Maintenance: regular maintenance discourages neighbourhood decline

P 26 of 27

B Guidelines for Multi-Family Housing

Multi-Family development must fit the neighbourhood context, enhance the public realm and provide on-site amenities.

Discussion:

This section provides design guidelines for low-rise, mid-rise and high-rise multi-family residential buildings. The intent is to ensure that all new development enhances the community through design that is neighbourly, is in context with the surrounding area, enhances the public realm and provides appropriate on-site amenities for residents.

For the purposes of these guidelines low-rise is defined as six or fewer storeys; “mid-rise” as under twelve storeys and “high-rise” as twelve or more storeys. The first three sections of the guidelines apply to all forms of multi-family development while the last section is pertinent to mid-rise and high-rise buildings only.

P 27 of 27

From: DNV Input
Sent: April 14, 2026 9:44 AM
To: DNV Input
Subject: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

From: Tina Thomas <[REDACTED]>
Sent: April-14-26 8:51 AM
To: Submissions <input@cnv.org>
Subject: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd

My name is Tina Thomas, resident in the District of North Vancouver on [REDACTED] which is [REDACTED] block over from the proposed development.

I am concerned about a few elements of the proposed development:

1. I think that it is too dense for one small area, particularly filtering out only through Baird and onto Ross Rd. Ross is already an extension of the McDonalds drive through and is already heavily congested.
2. There is not enough parking. Even with existing home and businesses, neighbouring streets are so full that residents And visitors already cannot find parking and passing down Sunnyside is difficult (and likely impossible for emergency vehicles). I dont think it is a reasonable assumption that rental units wont have cars (esp in Lynn Valley which has poor transit). The neighbourhood also provides parking for health care workers in the medical services bldg and we need their services.
3. I am concerned on infrastructure... the schools are already oversubscribed. And no planned expansion of rec services or hospital. Transportation and highway infrastructure cannot handle current volumes (daily gridlock on the highway).
4. The buildings are too tall and loom over neighbouring buildings... reducing their privacy and light. They could be lower...or stagger upper stories so there is less of a "big block".
5. Current neighbours bear burden of disruption during construction (where are the workers parking?) for a promise of non specified "public realm improvements". What benefits will local residents see?
6. Pleased to see offerings for current renters on premises (although reduced size of new units is challenging) but commercial businesses also being priced out so what assurances do we have that locally owned bakeries and other small businesses can afford space in new building to provide needed community services and gathering spaces.
7. Your "traffic data" is a sampling from a single day which is ridiculous! No one would look at a single day as the source of truth for anything. I cannot see how hundreds of additional homes bring only 3 more cars/ hour onto the road— are you assuming their driving will not occur in peak times? On what basis is that assumption made?
8. Closing the left turn from Lynn Valley rd onto Ross directs all traffic to uncontrolled intersection of Ross and Fromme to enter this neighbourhood. This corner is very blind to emerge onto Fromme from Ross because of slope of Ross rd and parking on Fromme so we're increasing likelihood of accident by increasing volume of traffic, as well as increasing the traffic down Ross Rd to the development and McDonalds, where there is already a traffic (and speed!) issue past a playground and well used pedestrian route. I dont see traffic studies of this intersection.
9. With every development in our area so far, we have seen construction workers parking in neighbourhoods and an increase in litter. I see developer is asked to provide other parking but they need to enforce good neighbourly behaviour.
10. Very little "lawn space" in new development... when developers over landscape and hardscape new development, dog owners go to neighbours' lawns and community parks for dog relief which is unsanitary. Lots of dogs in Lynn Valley so developers should design with them in mind.

I would support something (smaller) that adequately addressed these concerns which I don't believe this does as is.

Thank you for your consideration of my concerns.

Tina Thomas

Sent from my iPhone

From: Joanna Lasoka <[REDACTED]>
Sent: April 14, 2026 9:57 AM
To: DNV Input; Mayor's Office DNV; Jordan Back; Betty Forbes; James Hanson; Herman Mah; Lisa Muri; Catherine Pope; Property Use
Subject: Public Hearing: 1246-1268 Lynn Valley Mall , 3050-3174 Baird Rd
Attachments: Rent Increase20263166 Baird Rd.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

I would like to address the developer's statement that tenants will be able to return at their "current rent," which has been presented as a key benefit of this proposal.

The concern is not just the statement itself — it's how it is being used.

This "current rent" commitment creates the impression that tenants will be protected from rising housing costs. But in reality, rents in this building are already increasing year after year, gradually moving toward full market levels. (Copy of the Rent Increase for 2026 attached)

So by the time tenants will be relocated to new apartment, their "current rent" may already be close to — or at — market rates.

In other words, what sounds like protection is, in practice, a moving target.

Adding to this, many units have already turned over, and newer tenants are paying significantly higher rents — in some cases around \$4,500 per month. This means the building is already much closer to market pricing than the term "current rent" might suggest.

The result is that this commitment can give a reassuring impression, while not actually preserving long-term affordability for most tenants.

Council decisions rely on a clear and accurate understanding. When a concept sounds beneficial but functions differently in practice, it risks influencing decisions based on an incomplete picture.

That is simply not our reality. Our rents increase every year, so "current rent" does not mean stable or affordable housing. It's also been suggested that many tenants are paying below market value. In our building, that's not accurate. Only about 6 or 7 tenants fall into that category. Most of us are already paying market or near-market rents. This is not a building of deeply discounted housing - it's a community of people already struggling with rising costs.

When redevelopment is discussed, it's important that decisions are based on the real situation-not assumptions. If rents are already high and continuing to rise, then the promise of maintaining "current rent" does not protect tenants in any meaningful way.

I respectfully ask Council to look beyond the wording of "current rent" and consider its real-world impact over time.

Thank you for your time.

Joanna Lasoka
[REDACTED]



[REDACTED]

January 22, 2026

Joanna Lasocki
[REDACTED]

British Columbia

Re: 2026 Rent Increase

Dear Residents,

We would like to inform you that your monthly rent will be increasing. Please find the enclosed Notice of Rent Increase which will take effect in three months.

If you pay by pre-authorized debit your monthly withdrawals will automatically change May 01, 2026 to reflect your new rent. If you pay by cheque, please forward new post-dated cheques reflecting the new rent payable to [REDACTED]
[REDACTED]

We value your tenancy with [REDACTED] should you have any questions please do not hesitate to contact us at [REDACTED]

Yours truly,

[REDACTED]
Agent for the Owner

[REDACTED]

Encl.

[REDACTED]

FORM DIRECTIONS: If you are accessing this form from the B.C. Government Web site, it can be filled out at a computer workstation or print and complete the form by hand. If completing sections by hand, please print clearly, using dark ink. If you are completing this form at a computer, simply type in your response in the boxes. If you cannot complete all the sections right away, you can print off what you have completed, and fill in the remaining fields by hand. It's important to note that you cannot save the completed form to your computer, therefore, after you complete the form, make sure you review the form for accuracy and print the number of copies you require before you leave the document or shut down the program/computer.

This form is used by the landlord to notify a tenant of a rent increase. The landlord must give the tenant at least three months' notice. See page 2 for further information.

To the Tenant(s):

first and middle name

Joanna

last name

Lasocki

first and middle name

last name

Mailing Address:

site/unit #

street # and name

city

North Vancouver

province

BC

postal code

main phone

other phone

Rental Address: (if different from above)

site/unit #

street # and name

city

province

postal code

From the Landlord: (if applicable enter full legal business name in last name)

first and middle name(s)

last name(s)

(agent for the owner)

site/unit #

street # and name

city

province

postal code

main phone

other phone

From: Diane Dasler [REDACTED] >
Sent: April 14, 2026 10:05 AM
To: DNV Input
Subject: [SUSPECTED SPAM] Public Hearing-April 14, 2026

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Re: Public Hearing – Lynn Valley Mall & Draycott Gardens

Dear Mayor Little and Council,

I am writing as a resident of Lynn Valley to share my perspective on the proposed redevelopment of Lynn Valley Mall and Draycott Gardens.

I support the need for additional housing and recognize that our community will continue to grow. However, I have concerns about whether this proposal reflects a balanced approach to that growth—particularly in relation to scale, infrastructure, and day-to-day livability.

From a practical standpoint, Lynn Valley is already experiencing the effects of increased density. Traffic congestion has become more noticeable over time, especially during peak hours, and key intersections are often difficult to navigate. The addition of a development of this size will place further pressure on roads and access points that are already strained.

In particular, the intersection at Mountain Highway and Lynn Valley Road is a known bottleneck, and increased density will bring more vehicles, pedestrians, and overall activity to an already busy area. It is not clear that sufficient measures are in place to address these challenges in a meaningful way.

Access and safety are closely connected. As density increases, so does the need for well-planned movement through the area. At present, there are existing pressure points, and this proposal appears to intensify them without clearly resolving them.

I am also concerned about whether local services and infrastructure will be able to keep pace with this level of growth. Access to healthcare, community services, and everyday amenities is already under pressure. Any increase in population should be matched with a clear and realistic plan to support it.

The scale of the proposed buildings is another key concern. The height and overall massing represent a noticeable departure from the existing character of Lynn Valley, which has traditionally been defined by lower-rise, human-scale development. This shift will have a lasting impact on how the community looks and functions.

Lynn Valley is valued for its livability, accessibility, and sense of community. Growth is important, but it should build on these qualities rather than diminish them.

This proposal represents a significant increase in scale and intensity, and I encourage Council to carefully consider whether it is appropriate for this location.

Thoughtful development is not just about adding density—it is about ensuring that growth is supported, balanced, and sustainable for the people who live here.

Thank you for your time and consideration.

Sincerely,

Diane Dasler

[REDACTED]

[REDACTED]

From: Maryna Kostenko <[REDACTED]>
Sent: April 14, 2026 11:15 AM
To: DNV Input
Subject: Resident Feedback on Lynn Valley Mall & Draycott Gardens Redevelopment

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

As a resident of [REDACTED] in Lynn Valley, I would like to share some comments regarding the proposed redevelopment of Lynn Valley Mall and Draycott Gardens.

I recognize the need for additional housing in the community and support thoughtful redevelopment. However, I have several concerns about the potential impacts on nearby residential streets, including Harold Road.

One of my main concerns relates to traffic. With approximately 400 new residential units and expanded commercial space, traffic volumes around the site will inevitably increase. I am concerned that congestion on Baird Road may lead drivers to seek alternate routes through neighbouring residential streets, particularly Harold Road, during peak periods. It would be helpful to understand whether the traffic studies have examined the potential for this type of diversion and whether any measures—such as traffic calming or turn restrictions—are being considered to protect nearby streets.

Parking is another area of concern. Given the proposed parking ratios, it seems possible that some residents and visitors may rely on street parking. This could place additional pressure on surrounding streets where parking availability is already limited. I would appreciate clarification on whether the District has assessed the likelihood of spillover parking and whether residential parking protections might be introduced if needed.

I also hope Council will consider how the overall scale and building placement will relate to the existing neighbourhood. The presence of six-storey buildings near the edges of the site creates a noticeable transition to adjacent lower-density homes. It may be worth exploring whether adjustments to the massing or layout could create a more gradual transition and better integrate the development with the surrounding area.

While I am not opposed to redevelopment or additional density, I believe the proposal would benefit from further consideration of traffic, parking, and neighbourhood compatibility.

Thank you for your time and attention.

Best Regards,
Maryna Kostenko
[REDACTED]

From: Signup
Sent: April 14, 2026 11:53 AM
To: DNV Input
Subject: FW: Marnie Rice Request to Speak to for OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens
Attachments: 2024 04 14 Marnie Rice Request Council Votes No to OCP Amendment and Rezoning of Draycott Gardens.pdf

From: Marnie Rice [REDACTED]
Sent: April 14, 2026 11:34 AM
To: Signup <signup@dnv.org>
Subject: Marnie Rice Request to Speak to for OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Attention North Vancouver District Mayor and Council,

I wish to speak at the 7pm Public Hearing on April 14, 2026. I am opposed to the proposed OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens.

My letter about the rationale to oppose the development as it currently stands is attached.

Marnie Rice
[REDACTED]

To: North Vancouver District Council

355 W Queens Road, North Vancouver, BC V7N 4N5

From: Marnie Rice

[REDACTED], Lynn Valley, North Vancouver

2026-04-14

Re: Public Hearing for OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens

I strongly urge you to vote **“no”** to Bylaws 8779 and 8780 – OCP Amendment and Rezoning for a Mixed-Use Development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road (“Lynn Valley Mall” and “Draycott Gardens”).

The development proposal has not sufficiently mitigated the previous concerns from neighbours about traffic, the site’s single lane access off Baird Road, existing parking issues, pedestrian safety (especially for the hundreds of Argyle Secondary students who walk 10-abreast down the middle of Baird Road four times daily), increasing **density to 2.5 FSR (!)**, building massing, lack of building variation, and of **utmost concern, height** (compared to adjacent townhomes & modestly-sized homes).

I take offense to Polygon’s deceptive assertion that the four six-storey buildings are *“consistent with adjacent Town Centre developments.”* This might be technically true for the Bosa development above the former Zellers (an appropriately high-density commercial/residential property which had no immediate neighbours). However, a short walk around the perimeter of Lynn Valley Centre, shows that condos and rentals built in the last 10 years are built within the existing OCP and so limited to **four and five storeys**—notably with setbacks on the top floor:

- Walter’s Place (five-storeys) at 1335 Draycott includes a top floor setback for detached homes across the back alley
- The Mill House (four-storeys) at Lynn Valley United Church at 3205 Mtn Hwy
- Canyon Springs (mix of four & five-storeys) at 2665 Mountain Highway
- Taluswood, Juniper, & Hawthorne buildings (five-stories) at 2651 Library Lane
- The Residences (four-storeys) at 2738 Library Lane
- The Residences at 1295 Conifer includes pedestals of two-storey townhomes

Why would you allow an illogical, single access road on Baird to this site and then approve such high buildings to loom over single-family cottages, modestly-sized homes, Hastings Creek, and the Lynn Valley Link trail and forest? It’s disrespectful.

Furthermore, the proposal omits any design concept for the development of the Card House property and Ross Road Plaza, so we can't understand the true density and impacts of all developments on the immediate neighbourhood. Why not pause the development, bundle these sites together into a more comprehensive plan that more gradually transitions from the large scale developments at Lynn Valley Centre to single family homes, and move vehicle access to/from the development from Ross Road or Lynn Valley Road?

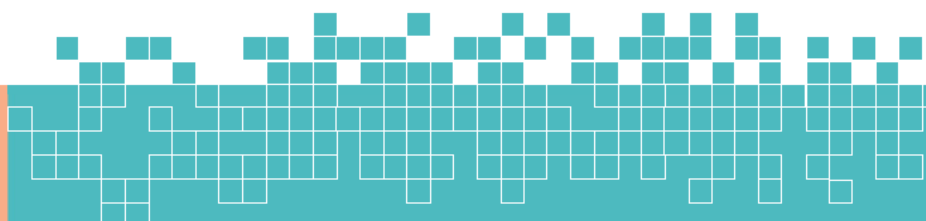
Last, inexplicably, as part of the neighbouring infrastructure "improvements," you are being asked to consider closing access to Ross Road from Lynn Valley Road to solve traffic issues with the MacDonald's drive-through! How does this align with any Council priorities? Instead, why not close the MacDonald's altogether or require it to move to a smaller footprint at Lynn Valley Centre? This is a better fix for the traffic problems that your predecessors on Council created when they approved a drive-through on a site that has created decades of unsafe road conditions. If closed or moved, the future BRT platform could be moved 30 metres west to the former MacDonald's site and an access point into the Polygon site could be created on Ross or Lynn Valley Roads.

In conclusion, **I urge you not to allow an increase to the OCP with higher density on the site.** Send the proposal back to Polygon for a more reasoned development—especially for Phase 2, Buildings 3 & 4—and plan that includes the Card House property and Ross Road Plaza.

Sincerely,

Marnie Rice

15-year resident at [REDACTED]



From: Hedley, Erin [VCH] [REDACTED]
Sent: April 14, 2026 11:57 AM
To: DNV Input
Subject: Polygon 1246 Lynn Valley Rd Development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear District,

I am writing to you about my concerns for the proposed development at 1246 Lynn Valley Rd (Draycott Gardens).

I have been a Lynn Valley resident for 15 years and I realize building new residences is important, however, it should not come at the expense of a beautiful community. The proposed density is my main concern about this new development. I feel that a 6 story development is too large for the area. The height of the building will be blocking our beautiful mountain views and will set a precedent for more density in this area. I have a friend and neighbour who lives on Harold Rd and her lovely house will be surrounded by this massive development and will completely block the sun from reaching her garden.

I also don't believe that Ross Rd and Baird Rd can handle the car capacity for this development. The road is very narrow and already difficult to access due to the MacDonalds. One point of entry and exit for a development this size is not enough. I'm also concerned about parking for the current residents of these streets.

Please consider a lower density development (and a lower height) in keeping with current neighbourhood density plan. This development does not fit this area of Lynn Valley!

Thank you, Erin Hedley

From: L Townsend [REDACTED]
Sent: April 14, 2026 12:05 PM
To: Mayor and Council - DNV
Subject: Concern re Hearing tonight & available information re: Polygon proposal.
Attachments: CDNV_DISTRICT_HALL-#6696838-v1-1246_LYNN_VALLEY_RD_-_DRAWING_-_Lynn_Valley_Mall_-_Shadow_Studies_2025.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Councillors of the District of North Vancouver.

I'm going to attend the public hearing tonight. While preparing over the last weeks, I have had an impossible time finding some particular information about the proposed redevelopment.

In searching the documents listed below I discovered that the word "shadow" does not appear in any of them, not even once (according to the Adobe search function).

8.2-0 Bylaws 8779 & 8780 – OCP Amendment & Rezoning for a Mixed-Use Development at 1246-1268 Lynn Valley Rd & 3050-3174 Baird Rd (LV Mall) & Draycott Gardens) Staff Report.pdf

8.2 Bylaws 8779 & 8780 – OCP Amendment & Rezoning for a Mixed-Use Development at 1246-1268 Lynn Valley Rd & 3050-3174 Baird Rd (LV Mall) & Draycott Gardens).pdf

260414PH.Additional Information.pdf (Public Hearing Binder)

In searching on-line there is nothing about a shadow study being done. The only DNV reference I found was that the District requires a shadow study to be submitted with the proposal (and interestingly only for 3 times a year, missing winter when the shadows are the longest).

In frustration as time is tight I wrote Mackenzie Stonehocker this morning. She just sent me the study that was part of Polygons presentation to the Advisory Design Panel.

I am dumbfounded that it has not been included in the materials provided to the public any of the documents listed above.

It is attached to this email. Please have a look before the meeting this evening.

You will see that there are lots of shadows cast onto the homes, decks and gardens all along the north side of the Polygon properties. Not as much for the homes along Baird.

We received notice from Polygon in a letter dated March 10th that Polygon was "adding step-backs at the 5th and 6th levels along Baird Road". There was no mention of doing anything to the north. I was stunned by this and especially now that I see the shadow study.

Why has this study been so hard to find? Why is it not in any of the materials you and the public have been provided leading up to the hearing tonight?

[REDACTED] shadow cast by this development. One of the joys of living here has been picking ripe cherry tomatoes and eating them beside the vine, growing blue berries and raspberries to put in breakfasts and growing various herbs and greens for cooking. Hummingbirds, chickadees and bees visit often when we are on the garden. I'm not the only one who will now be in shade. Sunshine and daylight are so important for living.

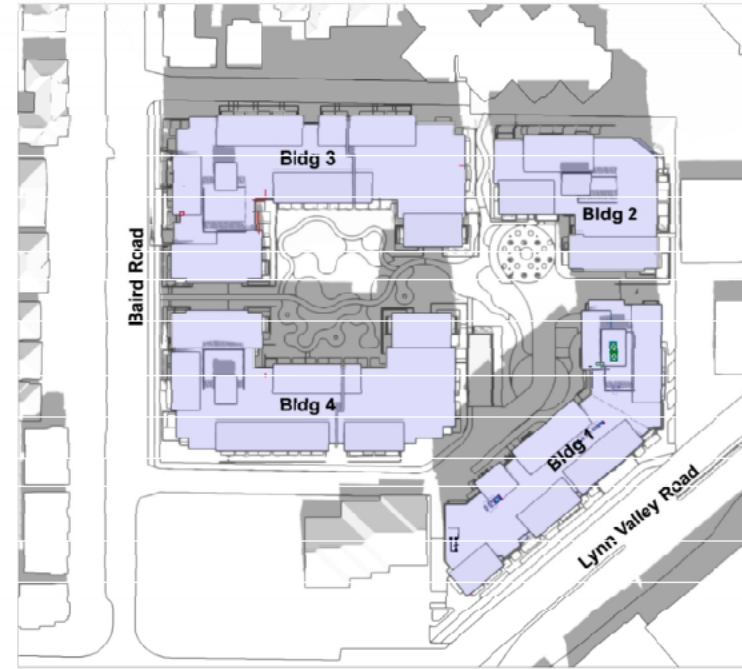
Thank you for reading my email and please do look at the study.

Kind regards,

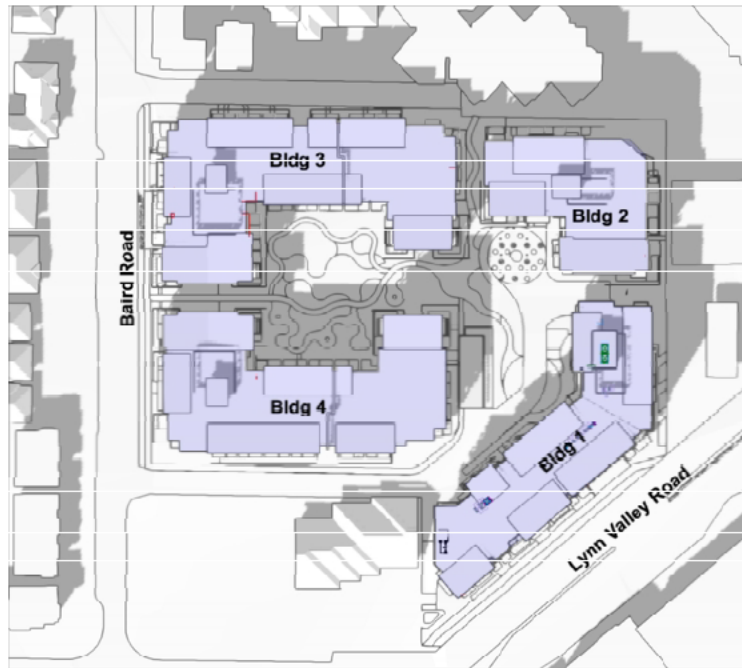
Laurie Townsend
Resident of Lynn Valley



March 21, 10:00 am



March 21, 12:00 pm

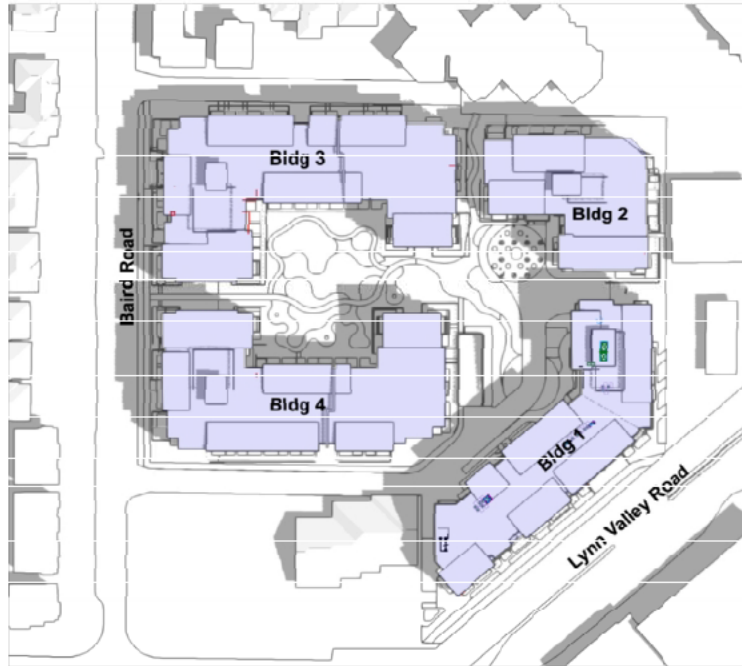


March 21, 2:00 pm

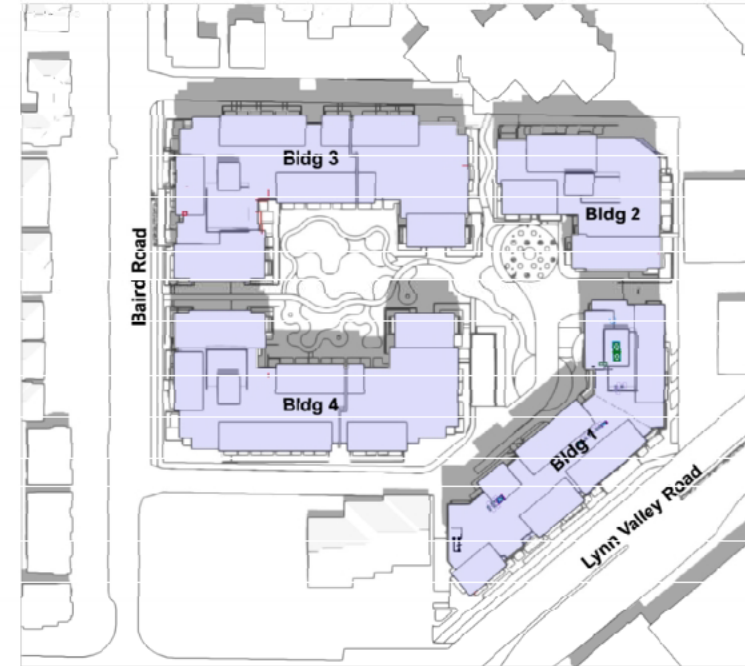


March 21, 6:00 pm





June 21, 10:00 am



June 21, 12:00 pm



June 21, 2:00 pm

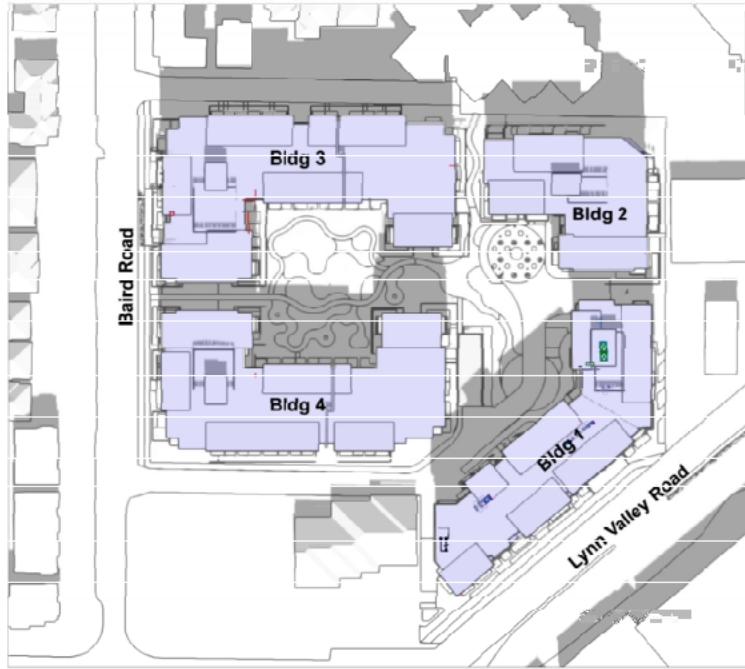


June 21, 6:00 pm

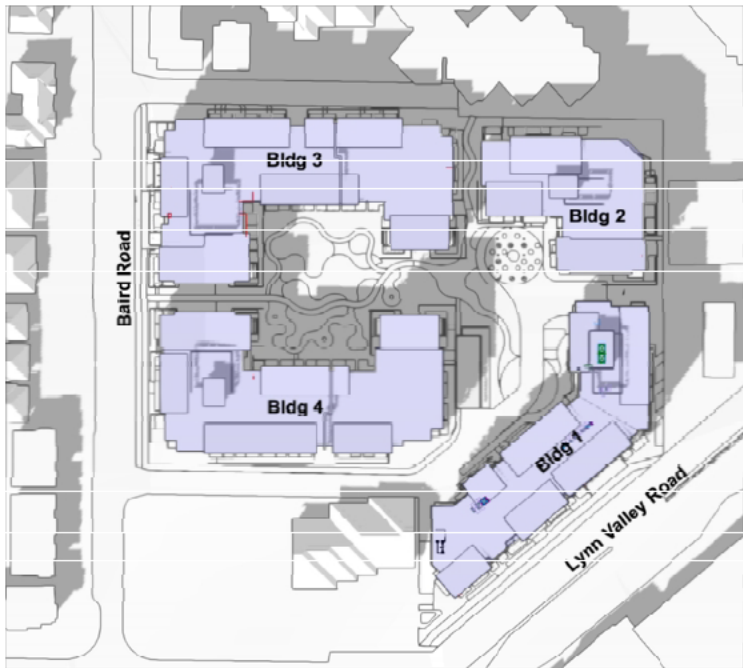




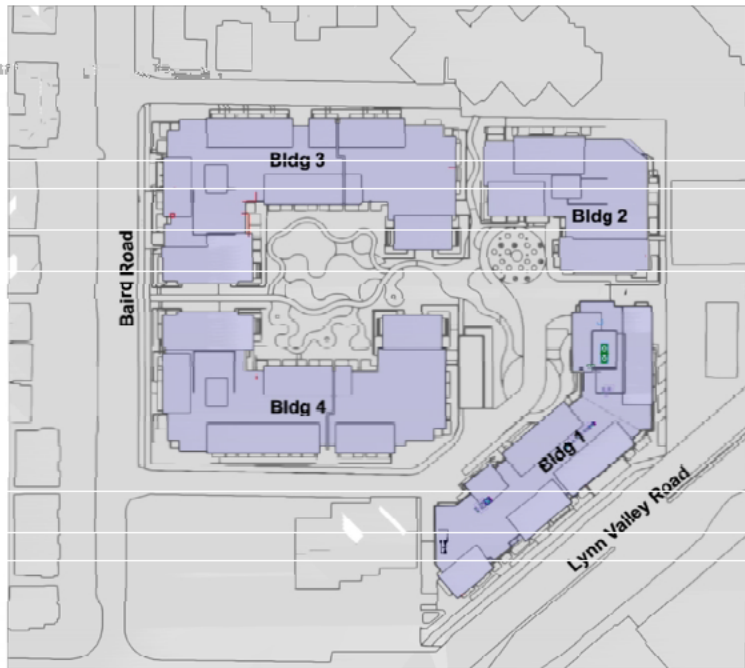
September 21, 10:00 am



September 21, 12:00 pm



September 21, 2:00 pm



September 21, 6:00 pm



From: Alan McCammon [REDACTED]
Sent: April 14, 2026 1:00 PM
To: DNV Input; Mackenzie Stonehocker
Cc: Mayor's Office DNV; Lisa Muri; Betty Forbes; Jordan Back; James Hanson; Catherine Pope; Herman Mah; Mayor and Council - DNV
Subject: Apr 14 Public Hearing - Key Concerns with Proposed Bylaw Amendments - Redevelopment of Lynn Valley Mall / Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council:

Re: Key Concerns with Proposed Bylaw Amendments (8779 and 8780) - Redevelopment of Lynn Valley Mall and Draycott Gardens
- Excessive Building Heights/Mass
- Negative Impacts on Traffic/Parking/Pedestrians

According to public input so far, 90% of respondents have raised various concerns with Polygon's development proposal including key concerns about 1) the excessive proposed building heights and structural mass (particularly along the western/Baird and northern transitional boundaries of the site), and 2) the reasonably anticipated negative impacts on traffic, parking and pedestrian/cycle safety in the area.

Here's why Council should decline to advance the bylaw amendments any further at this time, and direct Polygon to come back with an updated proposal which substantively addresses community concerns:

1) **Excessive building heights/mass** – the two 6-storey buildings proposed for the Draycott Gardens portion of the site are wholly inconsistent with the community's recently updated (Dec 2025 OCP) land use policies for the Lynn Valley Town Centre. Specifically...

a) Buildings of 6-storeys in height situated directly opposite 1, 2 and 3-storey residences along the site's western/Baird and northern boundaries do not achieve the OCP policy objective of "***ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding low density residential areas***" [Policy 2]. Although the present zoning permits 4-storeys, the proposal for a minimum of twice the height of existing adjacent residences is not a transition, it's an abrupt step-change.

b) The proposed near-continuous placement of 6-storey buildings around the perimeter of the site will provide little "***private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing***" (Policy 3). With all due respect to the building design team, the only things missing from this massive perimeter-focused proposal are a moat and some drawbridges. Minor setbacks and 'architectural softening' of the 5th and 6th levels do little to remedy the building height/mass concern; there are numerous creative architectural opportunities to transition more sensitively from the north and western boundaries of the site towards Lynn Valley Road and the Town Centre's 'centre of mass'.

2) **Negative impacts on existing traffic, parking, pedestrian/cycle safety** – Assessment of existing traffic and parking volumes and dynamics surrounding the site is woefully inadequate and therefore unable to provide the necessary baseline for predicting the development proposal's impact (particularly long-term, post-construction). A single day of traffic/parking observations combined with very dated (e.g., 2013) previous studies — and the absence of cumulative effects consideration — cannot support meaningful predictions of the development's impacts along, and at the intersections of, Lynn Valley/Ross/Baird/Fromme/Harold roads. It's also unclear if qualified DNV staff have yet reviewed the most recent Transportation Impact Assessment (Mar 26th). Additionally notable, given the most likely nexus of traffic impacts at Lynn Valley, Ross and Baird roads, is the apparent absence of a more coordinated and creative planning approach by the primary landowners (Polygon and DNV) to address existing traffic/parking challenges (McDonald's/LV Physio/LifeLabs, Ross Plaza, transit parkers etc.), to account for development-related challenges, and to seek a more comprehensive overall solution in this area.

For a sizeable, multi-centre municipality like DNV, recent provincial housing imperatives in no way limit flexibility and the wise

application of discretion by Council regarding planning, growth, and the subject bylaw amendment proposals.

When the project eventually reaches the DP stage under more suitable amended zoning bylaws, Polygon should also find itself in a better position to meet the required Form and Character DPA objectives such as 'Design Excellence', 'Good Neighbour' etc.

I look forward to seeing what Polygon and its team can come up with in terms of further updates to their development proposal and I encourage DNV to participate more actively (and comprehensively) on behalf of our growing community.

Sincerely,

Alan McCammon

From: Ursula Warawa [REDACTED]
Sent: April 14, 2026 1:01 PM
To: Mayor and Council - DNV
Subject: Polygon Development - Draycott Garden

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I am opposed to the proposed OCP Amendment and Rezoning for Draycott Garden.
1.

From: Ursula Warawa [REDACTED]
Sent: April 14, 2026 1:28 PM
To: Mayor and Council - DNV
Subject: Polygon Draycott Garden

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I am opposed to the proposed OCP Amendment and Rezoning for Draycott Garden.

1. Traffic issues on Ross Road and Baird Road
2. The density of the project far exceeds the area's capacity.
3. Height of 6 storey buildings brings up the issue of shadowing around the area.
- 4 Parking - Most families have 2 cars where 2 people are working so the local area will have to contend with extra cars parking on the street which is already an issue.
5. Buildings design have no character of the community. They are just cheap box designs. Polygon should look at the Bosa building design.

Ursula Warawa
[REDACTED]

From: Submissions <input@cnv.org>
Sent: April 14, 2026 2:49 PM
To: kurt mclaren
Cc: DNV Input
Subject: RE: 3050-3174 Baird Rd

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Mr. McLaren,

The development you are referring to is located in the District of North Vancouver. You've contacted the City of North Vancouver legislative department. Submissions to Mayor and Council at the District can be emailed to input@dnv.org. I have copied the District to this email to ensure your email has been redirected appropriately.

Kindly,
Hayley

Hayley van Gelderen | City of North Vancouver

Legislative Services Advisor
Legislative Services
T: 604 990 4234 | E: hvangelderens@cnv.org

141 W 14th Street, North Vancouver, BC | V7M 1H9
CNV.ORG | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: kurt mclaren [REDACTED]
Sent: April-14-26 2:16 PM
To: Submissions <input@cnv.org>
Subject: 3050-3174 Baird Rd

Hello,

This project does not follow the approved Lynn valley official community plan for the town center area. This zone in question was marked for **maximum 5 stories** and was not any where close to envisioning a tenement style sized block with such high density and no through access to Lynn valley road. Where is the consideration for the houses across Baird Road? 6 stories adjacent to single family homes is not considered appropriate in responsible residential community planning anywhere. Baird is a single family home residential street. Leave the 6 stories on Lynn valley Road.

I do not understand the drive for such high density without providing adequate infrastructure to support it first. Schools are already full. Are there more schools being proposed for this density? Traffic is bad enough as it is. Are more access routes in and out, to and from Baird to Lynn Valley road being provided? Is the intersection at Lynn Valley and Ross Road being revised to handle increased traffic? This intersection to access Ross Road at MacDonalds gets backed up all the time going in and out. Its not a good set up as it is. How is adding more traffic through here to get to the under ground parking off Baird going to work? People will be forced to come in from other directions adding more traffic to Harold Road

Furthermore Baird road is a major thoroughfare for Argyle students walking to school in the morning, at lunch and after school. How can this project propose vehicular access to the 450 parking garage off this road? Seems a bit ridiculous. Baird Road was not meant for this level of traffic, there is parking on both sides of the road and adding a single sidewalk for this project area alone does not address that the students will still walk on the road as they do for most of Baird without sidewalks and also in the locations where a sidewalk is available. It is a residential street that goes to a dead

end people should be able to use this road, it is not a major vehicular artery. Ross road and Harold will take the brunt of the additional traffic. Are road improvements etc. happening to those? There isn't even a stop sign at Baird and Harold. No additional vehicular access to Lynn Valley road from Baird is being provided in this scheme. This development should be accessed mainly off Lynn Valley Road so the burden isn't taken by residential streets that are 30km/hr.

Also, where are the existing trees? I do not see any of the existing mature trees being retained in this scheme? These trees along Baird Rd should be retained. Has an arborist report been provided? This project has ample land to be able to design around these and provide a larger set back at the road side.

This project needs to be rejected until it can provide more appropriate consideration to the community plan (reduced density and scale break down), adherence to the design guidelines and appropriate integration with the existing scale of homes adjacent.

Still disappointed with this proposal and that these issues haven't already been properly addressed after already being pointed out.

Regards,

Kurt McLaren
Lynn Valley Resident

From: DNV Input
Sent: April 14, 2026 4:30 PM
To: DNV Input
Subject: FW: Draycott Gardens and Lynn Valley Mall Redevelopment

From: Barbara Marshall [REDACTED]
Sent: April 14, 2026 3:12 PM
To: Mayor and Council - DNV <council@dnv.org>
Subject: Draycott Gardens and Lynn Valley Mall Redevelopment

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To Mayor Little, Councillors and DNV staff

1. Shadowing of Buildings 2 and 3 on laneway , Harold Rd residents and Baird Road

Six stories, plus maintenance building structures, will darken all the residents along Harold Road and will be awful. Moss will thrive. My yard has been impacted by the COVO (1205 Harold Rd) height of 3 stories plus roof top access. With taller 6 story buildings winter time will be very dark . My yard is now in more shadow and is colder during the Fall to Spring time. I have less sun (duration and intensity).

Also, the dark flat look of the proposed buildings in not in sync with the beauty of the Lynn Valley Mall Mountain feel.

Please LOWER to 3 stories and SET BACK the building 2 & 3 significantly from laneway to ensure the daylight still falls on residents homes.

2. Parking Issues.

I see small parking access noted for the commercial building. People , trades and delivery vehicles are larger. These people are left with the "NO PARKING" zones to leave their vehicles for shopping. There must be parking for people who have larger cars, kids getting out of cars, and trucks due to their trade work or recreation vehicles. We want the trades to live on the North Shore and to have safe parking where they live - Not nearby Street parking for the nights and weekends. Adequate parking for larger vehicles makes it safer for pedestrians and people with wheels !

People are giving up their cars but they are increasing their use of delivery services. Inadequate parking causes people to use unsafe street parking ie theft to vehicles and challenges for pedestrians and people with wheels to navigate.

3. Sidewalk along Baird Rd

Hopefully a WIDENED WALKWAY where people with wheels, striders, groups of 3 students etc can pass one another. It needs to feel open and safe from obstruction for people to want to use it.

Thank you for considering these issues as this project can still be modified.

Barbara Marshall
Resident of Lynn Valley



From: Submissions <input@cnv.org>
Sent: April 14, 2026 3:30 PM
To: JULIE COLES
Cc: DNV Input
Subject: RE: Proposed Redevelopment – 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Ms. Coles,

The development you are referring to is located in the District of North Vancouver. You've contacted the City of North Vancouver legislative department.
Submissions to Mayor and Council at the District can be emailed to input@dnv.org. I have copied the District to this email to ensure your email has been redirected appropriately.

Kindly,
Hayley

Hayley van Gelderen | City of North Vancouver

Legislative Services Advisor
Legislative Services
T: 604 990 4234 | E: hvangelderens@cnv.org

141 W 14th Street, North Vancouver, BC | V7M 1H9
CNV.ORG | [Twitter](https://twitter.com/CNV_VANCO) | [Facebook](https://www.facebook.com/CNVVANCO) | [Instagram](https://www.instagram.com/CNVVANCO)

From: JULIE COLES [REDACTED]
Sent: April-14-26 3:25 PM
To: Submissions <input@cnv.org>
Cc: juliemcoles [REDACTED]
Subject: Re: Proposed Redevelopment – 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

To:
Mayor and Council
District of North Vancouver
Cc:
Ms. Mackenzie Stonehocker, Development Planner

Re: Proposed Redevelopment – 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

Dear Mayor and Council,

I am writing as a follow-up to my email of October 20, 2025 regarding the proposed Polygon redevelopment at the Lynn Valley Mall and Draycott Gardens sites.

After reviewing the additional reports and materials released since that time, I remain deeply concerned that the core issues raised by myself and many neighbours have not been meaningfully addressed. Like others in this community, I chose to make my home in Lynn Valley because it offers something increasingly rare: a quiet neighbourhood that exists in close relationship with nature. We live here not to be surrounded by large-scale development, but to enjoy a sense of calm, safety, and connection—to the environment and to one another. While I understand the need for housing and am not opposed to thoughtful densification, the current proposal feels fundamentally at odds with the character and values of our neighbourhood.

Neighbourhood Scale and Character

One of my original concerns was building height, particularly along Baird Road. The proposal still

calls for six-storey buildings that are dramatically out of scale with the surrounding two- and three-storey homes. From our homes, what we currently see are mature trees and views toward the mountains. Under this proposal, those sightlines would be replaced with large concrete structures that dominate the landscape rather than blend into it.

The suggestion that this scale is appropriate simply because policy allows it does not address how it will actually feel to live beside it. Neighbourhood compatibility is about lived experience, not just compliance with guidelines. I continue to believe that any development fronting Baird Road should be significantly lower in height and designed to complement the existing residential context.

Traffic, Access, and Safety

Traffic remains my most serious concern, and unfortunately, the additional information provided has not alleviated it. Our neighbourhood streets—Baird, Ross, Harold, and Sunnyhurst—are quiet residential streets that function as shared spaces. They are used daily by pedestrians, cyclists, dog-walkers, children traveling to and from school, and neighbours interacting outside their homes. These streets were not designed to accommodate large volumes of through-traffic.

Importantly, Baird Road already experiences traffic pressure because it functions as an informal overflow drop-off and pick-up route for Argyle Secondary School when congestion occurs at the Frederick Road access. This existing condition already creates congestion and circulation challenges for residents. Adding all residential, commercial, and delivery traffic from a 397-unit mixed-use development onto these same streets will only magnify problems that we are already managing.

The current plan still concentrates all site access through a single point near Baird Road. Being told that emergency access can technically be “maintained” does not address the real-world risks created when congestion, school traffic, and regional backups occur simultaneously. These are not hypothetical concerns—they reflect how the neighbourhood already functions on a daily basis.

Parking and Spillover Impacts

Parking has also not been convincingly resolved. With hundreds of new residents, visitors, employees, and customers, it is difficult to understand how the proposed parking supply will meet demand. Experience tells us that overflow parking will inevitably spill onto surrounding residential streets.

These streets are already narrow and heavily used, and additional parking pressure will further impact safety, access, and quality of life. Many of us live here precisely because these streets are calm and residential. Without clear, enforceable protections for neighbourhood parking, residents will bear the consequences of this development long after construction is complete.

Environmental Loss and Tree Removal

The planned removal of mature trees along Baird Road and near Hastings Creek remains deeply troubling. These trees are not decorative—they are part of what defines Lynn Valley. They buffer noise, moderate temperature, support wildlife, and contribute enormously to the sense of peace that characterizes the area.

While reports state that requirements will be met, meeting minimum standards does not replace the value of what is being lost. Replanting over time cannot replicate the immediate ecological and community benefits of mature trees. The long-term environmental cost, particularly when combined with increased hard surfaces and traffic, has not been convincingly addressed.

Process and Community Voice

Finally, I want to express ongoing concern about the process itself. While public input has been collected, there is little indication that it has meaningfully shaped the proposal. Many of the issues raised last fall—scale, access, traffic, parking, and neighbourhood fit—remain fundamentally unchanged.

It is difficult to feel heard when major elements of a proposal remain fixed, despite consistent and thoughtful feedback from residents who live with the consequences.

In Closing

Lynn Valley is not opposed to change. What we are asking for is planning that respects the unique character of this area, protects neighbourhood safety, and genuinely responds to community concerns.

I ask Council to require Polygon to return with a revised proposal—one that is smaller along Baird Road, separates access points more responsibly, protects mature trees, and limits traffic intrusion into residential streets. This area deserves a development that fits with the neighbourhood, not one that overwhelms it.

Thank you for taking the time to consider this submission.

Julie Coles
Lynn Valley Resident

From: Karen Loverock [REDACTED]
Sent: April 14, 2026 2:52 PM
To: DNV Input
Subject: In regards to proposed amendments to the OCP & zoning bylaws of 1246-1268 Lynn Valley Road and 3050-3174 Baird.

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To the corporate officer and Mayor and councilors of District of North Vancouver municipality.

I am extremely concerned about this proposed change to increase density yet further in this area. We haven't even seen the extent of changes in already approved developments. The Mosaic development in Lynn Valley looks to be almost completed; but is not yet occupied by residents. The development proposed for the opposite side of Lynn Valley at the former Black Bear public house and houses adjacent hasn't even 'dug ground yet; and you want to add ANOTHER 400 units directly across the street! And displace current residents and small businesses?!

The term 'construction fatigue' doesn't even come close to describing how so many residents feel. At a very basic level you are ignoring the required infrastructure at all levels before approving yet another development.

I already plan any shopping etc around a timeframe to exclude travel as much as possible between 2 and 7 pm. Even the other evening, I was travelling to a home care shift at 8:30 pm travelling southwest along Lynn Valley Road when I could hear sirens and see flashing lights in my rear view mirror. There was a domino effect of vehicles (even at that hour) trying to get out of the way for first responders. The traffic gets pinned between bike lane bollards and the planted cement meridian at the centre of the road; and about 7 traffic light intersections. After some juggling, vehicles were able to clear a path; but it was not easy, and that was at a time of day, outside of the gridlock sometimes experienced on the 2 routes out of Lynn Valley.

It's not just the roadways that can't handle the increased density to the small community of Lynn Valley.

Schools! Policing levels. Paramedics and firefighters. Accessibility in general. And availability to doctors and pharmacies and groceries. VETS! (One of the small businesses that will be affected by this change). It can be as difficult to find a vet as it is to find a family doctor. I feel like the community is being pillaged by big developers. I'm so disappointed in the current mayor and council. My immediate concerns in this email don't even tackle the very long string of traffic getting in, and out of the community. Starting around 2:30, the lineup starts building up mountain highway and curling around the road sometimes past Kirkstone. In the other direction, traffic starts to backup the 29th street hill coming into Lynn Valley...again, often as early as 2:30, and sometimes backing up west of the top of the 28th street hill.

I think it's absolutely crazy to increase the density of this small area yet again, especially with other projects already approved that haven't even been occupied yet. I also think it's dangerous (traffic and frustrations); and reducing the quality of life by ignoring the impact on schools/hospitals/seniors etc.

I will be paying attention closely; and certainly be voting in (and encouraging others to vote) in the upcoming municipal elections.

I've lived in Lynn Valley for 65 years. I understand there needs to be increased density; but this is over the top...way too much, way too quickly without thinking through the consequences.

Regards, Karen Loverock [REDACTED]

Sent from my iPhone
Karen Loverock

From: Michelle King [REDACTED]
Sent: April 14, 2026 2:59 PM
To: DNV Input
Subject: Re: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I'm resending just in case. I know others received a confirmation email, but I didn't.

Apologies if this is a duplicate

Thank you

Michelle

Sent from my mobile.

On Apr 13, 2026, at 11:26 PM, Michelle King [REDACTED] wrote:

I am a resident of Baird Road in Lynn Valley and am writing to provide my input on the development application submitted by Polygon Homes for the redevelopment of the Draycott Gardens and Lynn Valley Centre sites. I support the redevelopment of the Lynn Valley Centre site and agree that increased housing density and variety within the Lynn Valley Town Centre is necessary.

However, I strongly believe that the current proposal, as presented, is not an appropriate fit for this location. For the reasons outlined below, I respectfully request that Council reject the proposal and the associated zoning amendments.

I previously provided detailed information outlining my concerns with this development in an email to Mackenzie Stonehocker dated October 20, 2025. I would also like to note that, in my view, the summary of public input presented to Council does not accurately reflect the feedback expressed at the public hearing on October 8, 2025. Based on what I heard at that meeting, as well as subsequent conversations with neighbours and other attendees, the concerns raised by the public were broader and more substantive than is reflected in the report. The summary appears to present public feedback in a more positive and less critical light than what was expressed during the meeting and since then.

Here is a summary of some of my most significant concerns:

Inconsistency with OCP & community needs:

- The OCP identifies Town Centres as appropriate locations for increased density, while also emphasizing the need for sensitive transitions to adjacent neighbourhoods. The proposed development includes two six-storey buildings on the east side of Baird Road directly facing lower-scale residential development on the west side of the street. As currently designed, the proposal does not appear to provide a sufficient transition in massing or scale. The proposed changes to zoning to allow mid-rise buildings should be to the benefit of the community; not to the benefit of a for-profit developer. A change in zoning to the Draycott Gardens site is not to the benefit of the surrounding residential neighbourhood.
- The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. The OCP also highlights the importance of

open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. As a result the community benefit of this space is likely to be limited.

- Tree retention is another stated objective of the OCP, including within urban contexts. The proposal would remove most of the existing trees on the site, including mature trees along Baird Road. The proposal indicates a reduced the site's tree canopy to approximately 20 percent. This represents a significant change to the area and is difficult to reconcile with OCP objectives related to environmental sustainability and neighbourhood character.

Traffic impacts.

- As someone who lives on Baird Road, the traffic impact study provided by the developer is incomplete and entirely inconsistent with my lived experience.
- The traffic impact study indicates that surrounding roads can accommodate the anticipated increase in traffic volumes. However, existing congestion during peak periods suggests that capacity constraints already occur at certain times of day, including weekday mornings, school dismissal periods, and late-afternoon commuter hours
- The analysis does not sufficiently address Ross Road and Harold Road between Baird & Fromme, even though these streets will be critical access routes; the access to the site will not only be via Lynn Valley and Ross . Both Ross and Harold streets are narrow residential streets that have street parking on both sides, and already currently experience noticeable challenges when accommodating two-way traffic. Exit from the site via either of these streets funnels traffic to uncontrolled intersections at Fromme Road. During peak hours it already can be very difficult to turn left onto Fromme from either Ross or Harold
- The planned improvements (addition of lefthand turn signal on Lynn Valley Road onto Fromme Road and adding signals at the Fromme/29th St intersection) will be beneficial to the area even at the current traffic volumes, but on their own they are definitely insufficient to effectively address the projected increases.
- The current access to the commercial space at Lynn Valley mall is from Lynn Valley Road. It is unclear to me why access to the new commercial space couldn't continue to be from Lynn Valley Road. The only reason that I have seen is that it would be good for traffic on Lynn Valley Road – but to significant detriment of the surrounding residential streets.

Considerations for displaced residential & commercial tenants

- The proposal includes relocating existing residential tenants of Draycott Gardens from townhouse units located on a quieter, tree-lined street to apartment units fronting a busy arterial route. These represent materially different living environments in terms of form, noise, access, and overall character. The proposal to move the current tenants to Building 1 may have the practical effect of discouraging existing tenants from remaining within the redeveloped site.
- With respect to commercial tenants, the proposal does not clearly identify provisions to support existing businesses during the redevelopment period. There is also limited information regarding anticipated lease rates in the new commercial space and how these may compare to current rents. Many of the businesses on site are small, independent operations that contribute to the local character and provide everyday services to the surrounding community

In summary, Polygon's proposal, as currently designed, is not the right approach for the redevelopment of these two parcels of land. That said, should Council decide to advance the project, I strongly encourage that Council require significant changes be implemented, including – but not limited – to the following:

-
- Maintain the existing zoning for the Draycott Gardens site, and limit building heights facing Baird Road to a maximum of four storeys in order to provide a more appropriate transition to the surrounding residential context.
- Revise the site layout to provide a more open design, with public space that is clearly visible, accessible, and integrated into the broader town centre rather than inward-focused or isolated.

- Retain as much of the existing tree canopy as possible and strengthen tree-retention and replacement measures to preserve neighbourhood character and support environmental objectives.
- Undertake additional traffic analysis to explore alternative access arrangements, with the goal of minimizing the redirection of additional traffic onto quiet residential streets.
- Ensure that existing Draycott Gardens tenants who wish to remain on site are offered units in quieter areas of the development that are comparable in livability to their current homes.
- Provide meaningful and clearly defined supports for existing commercial tenants at Lynn Valley Centre, including measures to assist with continuity of operations and realistic opportunities to return following redevelopment.

Sincerely

Michelle King



District of North Vancouver

Sent from my iPad

From: JOAN BURKE [REDACTED]
Sent: April 14, 2026 3:24 PM
To: DNV Input
Subject: Zoning Bylaw Amendments

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good Afternoon

I am a resident of Lynn Valley and live close to the proposed site where bylaw amendments are being proposed—1246-1268 Baird Rd and 3050-3174 Lynn Valley Rd.

I attended the public open house and shared my concerns but it appears that the proposal is proceeding. The concerns I have are related to traffic and the lack of access to the new proposed building. Currently the corner of Lynn Valley Rd and Ross Rd is a traffic nightmare and that is without this new promised medium density housing development. Students from the neighborhood use Baird as a means to walk to and from school and the Argyle High School students also travel back and forth on this road to Lynn Valley Mall. There is a high degree of foot traffic on Baird and this does not seem to have been addressed. No explanation has been offered for how deliveries will be made to the businesses in this development alley access seems like a foolish idea. Additionally, the housing development that is currently there provides affordable housing and the new development does not provide a comparable place of residence for these individuals, even if compensation is being offered. There is also an old abandoned house sitting on the corner of Baird and Ross which has not been addressed or discussed. This plan seems to be short sighted in the realm of public safety and for this reason I oppose the bylaw changes. I've provided my address and phone number should any one from the district wish to discuss things further or provide reassurances for my concerns.

Sincerely,
Joan Burke

[REDACTED]

From: [REDACTED]
Sent: April 14, 2026 3:34 PM
To: DNV Input
Cc: Barry Fenton ; Adele Wilson
Subject: Public Hearing -April 14, 2026- Polygon-- Lynn Valley Mall and Draycott Gardens Proposal
Attachments: Polygon Lynn Valley Mall and Draycott Gardens Project - April 14, 2026.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Mayor, and Council members,
I am submitting the attached submission for the Public Hearing on April 14, 2026 for the Polygon- Lynn Valley Mall and Draycott Gardens Proposal.
Thanks.

Best regards,
Barry
Barry Fenton
[REDACTED]

This email is intended for the addressee only and is confidential. If this message has been misdirected please respect our privacy by deleting this message without copying or forwarding it and contact this writer. Thankyou.

Polygon's Lynn Valley Mall and Draycott Gardens development project Tuesday, April 14, 2026

Good evening, Mayor and Council,

My name is Barry Fenton and I am a long-term resident of the District of North Vancouver (DNV) and live at [REDACTED]. I am also a member of the Community Housing Action Committee. [CHAC]. I have participated in many community meetings as the Lynn Valley Town Centre OCP was developed.

I'm writing to provide my support for the Polygon Lynn valley development project as both a DNV resident and a member of CHAC.

CHAC's primary purpose is to support and advocate for increasing the stock of affordable housing for lower and moderate income and vulnerable populations on the North Shore.

More recently, due to recent development projects that rely on demolishing existing housing stock, CHAC also supports and advocates for the provision of tenant relocation support policies as part of the development process.

CHAC supports Polygon's Lynn Valley Mall and Draycott Gardens development project based on the following:

- Developing the lands in 2 phases to allow the residents of Draycott Gardens to stay in their current townhouses until replacement housing units are completed and ready for occupancy. This gives all existing tenants the opportunity to move directly in new 3-bedroom rental units at the same rent they currently pay.
- The possibility of maintaining these same 32 units as affordable and below market in perpetuity. CHAC discussed this possibility with Polygon and offered CHAC's assistance in creating a financially viable rental model.
- Diverse housing mix of 1-, 2-and 3-bedroom units suitable for North Shore's housing needs.
- Adding 32 market rental units in addition to the 32 replacement rental units = 64 rental units.
- Building community in the development's design.
- One of the main benefits that existing tenants in older townhouse complexes is the sense of community that develops organically due to the design

components that ensure neighbours have places to meet each other and gather for special events.

- Most apartments do not offer community gathering places and offer little in the design to encourage residents to meet each other. This development project offers community gathering spaces within the complex whereby residents may get to know each other and become friends, which brings about a sense of community and safety, which is conducive to healthy living.

CHAC supports this development project due to its seamless tenant relocation plan, potential agreement to maintain affordable rental units in perpetuity, appropriate diverse housing mix for North Shore residents, and building community as part of the design.

Additional comments in support of project

- Replacement of 25,000 sq. ft. of commercial space.
- Total of 397 housing units (rental and strata) in North Van. 16% are rental.
- Excellent diverse mix of units- 65% are 2 and 3 bedroom which is much higher than most projects.
- Creates opportunity for future transit infrastructure in Lynn Valley.
- Improves network of walking and cycling infrastructure.
- Sale of lane DNV receives approximately \$ 2 million.
- Proposal includes significant dedications for infrastructure upgrades, public realm improvements.
- Significant Positive Financial Implications to DNV and Lynn Valley highlighted in staff reports.
- Polygon is a respected homebuilder and has built previously in Lynn Valley and many other projects in North Vancouver.
- Polygon contributes to the arts community and giving back as a corporate donor and good community partner.

This proposal is a key site in the Lynn Valley Town Centre and consistent with the OCP and as a member of CHAC and as a DNV resident, I support this project.

Submitted by Barry Fenton

From: JULIE COLES [REDACTED]
Sent: April 14, 2026 3:43 PM
To: DNV Input
Subject: Proposed Redevelopment – 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

Importance: High

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I WOULD LIKE THIS LETTER ACKNOWLEDGED AND RECEIVED IN GOOD FAITH AS THE LETTER THAT WAS SENT OUT HAD THE INCORRECT ADDRESS OF input@cnv.org

To:
Mayor and Council
District of North Vancouver
Cc:
Ms. Mackenzie Stonehocker, Development Planner

Re: Proposed Redevelopment – 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

Dear Mayor and Council,

I am writing as a follow-up to my email of October 20, 2025 regarding the proposed Polygon redevelopment at the Lynn Valley Mall and Draycott Gardens sites.

After reviewing the additional reports and materials released since that time, I remain deeply concerned that the core issues raised by myself and many neighbours have not been meaningfully addressed. Like others in this community, I chose to make my home in Lynn Valley because it offers something increasingly rare: a quiet neighbourhood that exists in close relationship with nature. We live here not to be surrounded by large-scale development, but to enjoy a sense of calm, safety, and connection—to the environment and to one another. While I understand the need for housing and am not opposed to thoughtful densification, the current proposal feels fundamentally at odds with the character and values of our neighbourhood.

Neighbourhood Scale and Character

One of my original concerns was building height, particularly along Baird Road. The proposal still calls for six-storey buildings that are dramatically out of scale with the surrounding two- and three-storey homes. From our homes, what we currently see are mature trees and views toward the mountains. Under this proposal, those sightlines would be replaced with large concrete structures that dominate the landscape rather than blend into it. The suggestion that this scale is appropriate simply because policy allows it does not address how it will actually feel to live beside it. Neighbourhood compatibility is about lived experience, not just compliance with guidelines. I continue to believe that any development fronting Baird Road should be significantly lower in height and designed to complement the existing residential context.

Traffic, Access, and Safety

Traffic remains my most serious concern, and unfortunately, the additional information provided has not alleviated it. Our neighbourhood streets—Baird, Ross, Harold, and Sunnyhurst—are quiet residential streets that function as shared spaces. They are used daily by pedestrians, cyclists, dog-walkers, children traveling to and from school, and neighbours interacting outside their homes. These streets were not designed to accommodate large volumes of through-traffic. Importantly, Baird Road already experiences traffic pressure because it functions as an informal overflow drop-off and pick-up route for Argyle Secondary School when congestion occurs at the Frederick Road access. This existing condition already creates congestion and circulation challenges for residents. Adding all residential, commercial, and delivery traffic from a 397-unit mixed-use development onto these same streets will only magnify problems that we are already managing.

The current plan still concentrates all site access through a single point near Baird Road. Being told that emergency access can technically be “maintained” does not address the real-world risks created when congestion, school traffic, and regional backups occur simultaneously. These are not hypothetical concerns—they reflect how the neighbourhood already functions on a daily basis.

Parking and Spillover Impacts

Parking has also not been convincingly resolved. With hundreds of new residents, visitors, employees, and customers, it is difficult to understand how the proposed parking supply will meet demand. Experience tells us that overflow parking will inevitably spill onto surrounding residential streets.

These streets are already narrow and heavily used, and additional parking pressure will further impact safety, access, and quality of life. Many of us live here precisely because these streets are calm and residential. Without clear, enforceable protections for neighbourhood parking, residents will bear the consequences of this development long after construction is complete.

Environmental Loss and Tree Removal

The planned removal of mature trees along Baird Road and near Hastings Creek remains deeply troubling. These trees are not decorative—they are part of what defines Lynn Valley. They buffer noise, moderate temperature, support wildlife, and contribute enormously to the sense of peace that characterizes the area.

While reports state that requirements will be met, meeting minimum standards does not replace the value of what is being lost. Replanting over time cannot replicate the immediate ecological and community benefits of mature trees. The long-term environmental cost, particularly when combined with increased hard surfaces and traffic, has not been convincingly addressed.

Process and Community Voice

Finally, I want to express ongoing concern about the process itself. While public input has been collected, there is little indication that it has meaningfully shaped the proposal. Many of the issues raised last fall—scale, access, traffic, parking, and neighbourhood fit—remain fundamentally unchanged.

It is difficult to feel heard when major elements of a proposal remain fixed, despite consistent and thoughtful feedback from residents who live with the consequences.

In Closing

Lynn Valley is not opposed to change. What we are asking for is planning that respects the unique character of this area, protects neighbourhood safety, and genuinely responds to community concerns.

I ask Council to require Polygon to return with a revised proposal—one that is smaller along Baird Road, separates access points more responsibly, protects mature trees, and limits traffic intrusion into residential streets. This area deserves a development that fits with the neighbourhood, not one that overwhelms it.

Thank you for taking the time to consider this submission.

Julie Coles
Lynn Valley Resident

From: Carolyn Anderson [REDACTED]
Sent: April 14, 2026 3:54 PM
To: DNV Input
Subject: Opposition to Proposed Development – Lynn Valley Mall / Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I'm writing to share my concerns about the proposed redevelopment at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

I want to be clear that I'm not opposed to development. I supported the Lynn Valley Centre redevelopment and understand the need for more housing. But this proposal, as it's currently designed, feels far too large for this specific area.

The project includes close to 400 units across four six-storey buildings. That's a significant amount of density for a site surrounded by mostly single-family homes and low-rise buildings, and it raises a number of concerns.

Building height and impact on surrounding homes

Six storeys across the entire site is a big shift from what's there now. It's hard to see how buildings of that size won't block light and affect privacy for neighbouring homes. The scale feels out of place.

Traffic on local streets

Ronayne, Baird, Harold, and Ross are all quiet residential streets. They already get busy at certain times, and they're not designed to handle a large increase in traffic. With this many new units, it's inevitable that a lot of that traffic will end up spilling into these streets, affecting the safety of those who live in the area. The proposal has the access point to be on Baird, this should not be considered and access should be directly on to Lynn Valley Road which is better suited for this kind of development.

Traffic on Lynn Valley Road and Mountain Highway

These streets are already struggling with existing traffic with backups into and out of Lynn Valley. Transit is time-consuming and unlikely to improve to the scale it would need to for people to opt out of having or using their car daily. People simply will not elect for a commute that will take significantly longer - particularly families who have activities to get to with limited time.

Safety for kids walking to school

This is probably my biggest concern. There are a lot of kids walking to Lynn Valley Elementary and Argyle every day. As it is, sidewalks feel too narrow for the number of students, and most walk in groups directly on the road, especially along Baird. Adding a significant amount of new traffic into that situation raises real safety concerns. I do not believe this concern could be addressed simply with the creation of sidewalks. Additionally, should the units be accessed by vehicles off of Baird, there is increased risk of pedestrian/vehicle collisions.

School capacity

Argyle Secondary is already under significant pressure. It was designed for 1,300 students, but this year has 1,558 enrolled, about 20% over capacity. That's the current reality, before adding hundreds of new units in the immediate area.

Lynn Valley Elementary is in a similar position. It has a capacity of 295 students but currently has 376 enrolled, roughly 28% over capacity, and has already had to turn away in-catchment families.

While the planned expansion will bring Lynn Valley Elementary up to 440 spaces, that added capacity will likely be absorbed almost immediately. Many families who would have attended if space had been available will take those spots right away, meaning the pressure on the school system won't ease in any meaningful way.

With both schools already over capacity, it's unclear where additional students from a development of this size are expected to go.

Intersection and turning issues

Left turns onto Lynn Valley Road are not permitted from Ross, and right turns can be difficult with a busy crosswalk immediately upon the right turn - already backing traffic up down Ross Rd. With the added traffic from this development, it's hard to see how the volume could be managed safely. The crosswalk is right there, and with the McDonald's drive-through entrance nearby, it feels like congestion will be a significant problem, spilling back onto Ross and Baird pretty quickly. The proposal to have all access be on Baird is unsafe and poorly thought out. Lynn Valley Road should be the only road in consideration.

Parking pressure

Street parking is already tight and difficult to find in this area - particularly in the evening. Even with underground parking, developments of this size inevitably create spillover, particularly if residents are charged for a spot in the building. There are simply not enough parking spots being created in this proposal for the amount of units. It's difficult to see how this won't put additional and unsustainable pressure on surrounding streets.

Overall scale and fit

More than anything, this proposal feels too big for this site. This area sits right at the edge of the town centre and a residential neighbourhood, and it should feel like a transition. Right now, it doesn't. It feels overbuilt for the space and the surrounding community.

I would ask that Council take another look at the scale, height, and density of this proposal and consider something that better fits the neighbourhood.

Thank you for your time and consideration.

Sincerely,
Carolyn Anderson



From: [DNV Input](#)
To: [Mayor and Council - DNV](#)
Subject: FW: Polygon project
Date: April 14, 2026 6:12:14 PM
Attachments: [Letter to DNV Council.docx](#)

The below and attached are provided for information.

From: Quinn Anderson [REDACTED]
Sent: April 14, 2026 5:46 PM
To: DNV Input <input@dnv.org>
Subject: Polygon project

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Please include my letter in tonight's meeting.

4160 Lynn Valley Rd

Quinn Anderson
[REDACTED]
[REDACTED]

Re: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Dear Mayor Little and Council,

As a single father living in Lynn Valley, I want to express my support for Polygon's project.

When families go through change, staying in a familiar community matters. It brings stability and support at a time when it's needed most. Right now, there simply aren't enough housing options to make that possible. This project though helps to address that gap.

Two- and three-bedroom homes provide real options for families, whether renting or buying, and the smaller units support others like downsizers and first-time buyers.

I also value the long-term thinking around transit. As a commuter, I know how important creating more efficient options for Lynn Valley are. Setting aside land for a future rapid transit stop here is a meaningful step toward that.

In closing, I believe Polygon's project is about giving families a chance to regroup and move forward without leaving the community they call home.

Please support this proposal.

Sincerely,

Quinn Anderson

From: Lynn Valley Community Association <lynnvalleyca@gmail.com>
Sent: April 14, 2026 7:40 PM
To: DNV Input
Subject: Public Hearing: Draycott Gardens/Dairy Queen site

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good Evening Mayor and Council,

Polygon has advised us of the update to their proposal which will allow existing tenants to return to the new rental units at their current rental rate. And that 32 units will remain below market in perpetuity.

Our concern is parking:

There is insufficient parking included in this proposal.
400 units, including 3 bedroom family oriented units. But only 480 parking spaces.

Has any consideration been given to residents who might own a trade vehicle?

We reference the Emery Village development. Overflow parking, including cars, trucks, trade vehicles and trailers is spilling onto 24th Street, Hazelynn and even Viewlynn. Evidently, there is insufficient parking in the development.

And so we urge Council to consider carefully the suggested parking units for the Draycott Gardens proposal to ensure that there is sufficient parking and that the deficiency of Emery Village will not be repeated.

On behalf of Lynn Valley Community Association,
Gillian Konst

From: [Adele Wilson](#)
To: [Mayor and Council - DNV](#)
Subject: Letter to Mayor and Council regarding April 14 Public Hearing
Date: April 14, 2026 9:16:12 PM
Attachments: [Public Hearing Letter to Mayor and Council.docx](#)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Sear Mayor and Council,

Please accept the attached letter on behalf of the Community Housing Action Committee regarding this evening's Public Hearing on Polygon's development proposal at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road. My apologies for not staying at the\is evening's meeting to speak in person, but I felt I would not get the chance to speak this evening and have another meeting to attend tomorrow evening.

Thank you for considering the attached letter in support of this development proposal in Lynn Valley.

Adele Wilson



Adele Wilson

North Vancouver, BC

April 14, 2026

Dear Mayor and Council,

First of all, I want to apologise as I intended to speak at this evening's Public Hearing. However, I did not register in time and did not have time to wait until all speakers had spoken. I also have another engagement tomorrow evening so am unable to return to speak at the continuation of this Public Hearing tomorrow evening.

I write this letter as a member of the Community Housing Acton Committee (CHAC), and as a representative of CHAC to express our position in support of Polygon's Lynn Valley Mall and Draycott Gardens development project.

CHAC's primary purpose is to support and advocate for increasing the stock of affordable housing for lower and moderate income and vulnerable populations on the North Shore. More recently, due to development projects now relying on demolishing existing housing stock, we also support and advocate for the provision of strong tenant relocation policies as part of the development process.

Our support of this project is based on satisfying the following priorities we support in any new development. These are:

- Adding 32 market rental units in addition to the 32 replacement rental units for a total of 64 rental units
- Developing the lands in 2 phases to allow the residents of Draycott Gardens to stay in their current housing until replacement units are completed and ready for occupancy, giving all existing tenants the opportunity to move directly into new 3-bedroom rental units at the same rent they currently pay.
- A few members of CHAC met with Polygon to discuss the possibility of maintaining these same 32 units as affordable and below market in perpetuity, which they agreed to consider. They also agreed to work with some of us to create a financially viable affordability model for these units in perpetuity.
- Excellent diverse mix of units with 65% of them being 2 and 3 bedroom which is much higher than most projects and suitable for North Shore's housing needs
- Building community in the development's design.

- One of the main benefits that existing tenants in older townhouse complexes value is the sense of community that develops organically due to the design components that ensure neighbours have places to meet each other and gather for special events.
- Most apartments are not conducive to creating community connection within the design components. This development project offers outdoor community gathering spaces within the complex whereby residents may get to know each other and become friends, which brings about a sense of community and an overriding sense of safety and security, which is conducive to healthy living.

CHAC also appreciates other positive aspects of the Polygon proposal such as:

- Replacement of 25,000 sq. ft. of commercial space
- Creates opportunity for future transit infrastructure in Lynn Valley
- Improves network of walking and cycling infrastructure
- Sale of lane create revenue for the DNV
- Proposal includes significant dedications for infrastructure upgrades and public realm improvements
- Positive Financial Implications to DNV and Lynn Valley
- Polygon is a respected homebuilder and has built previously in Lynn Valley and many other projects in North Vancouver
- Polygon contribution to arts community and giving back as a corporate donor and good community partner
- This proposal is a key site in the Lynn Valley Town Centre and consistent with the OCP
- Total of 397 housing units (rental and strata) in North Vancouver with 16% rental units.

After a thorough review of the preliminary design and discussions with Polygon, CHAC supports this development project, primarily due to 1) its seamless tenant relocation plan, 2) agreeing to maintain affordable rental units in perpetuity, 3) appropriate housing mix for North Shore residents, and 4) building community as part of the design.

Submitted on behalf of the Community Housing Action Committee

Adele Wilson
CHAC Member and DNV Resident

Submission to DNV Public Hearing April 14, 2026
Re: Polygon Draycott Gardens and Lynn Valley Mall redevelopment
proposal
From: Laurie Townsend [REDACTED]

Good evening ^{your Worship} [Mayor Little] and members of Council.

Thank you for this opportunity to speak.

My name is Laurie Townsend and I live on [REDACTED]
among the houses and townhouses immediately North of
this proposal.

I am against the bylaw changes and this development.

SUBMITTED AT THE
APRIL 14, 2026
PUBLIC HEARING

Why? Because Lynn Valley deserves better.

The people of Lynn Valley, and the people who **will** live here
in the future, deserve much better.

There is a lost opportunity here to do something truly
beautiful while also fulfilling OCP goals without changing
zoning.

This proposal with 4 large boxy buildings. It is too massive,
too dense, too tall, too flat, is without any variety of shapes,
and does not fit with the character of the neighbourhood it
is part of, or the character of the natural beauty, the forest
and mountains, that surrounds us.... which **is what** attracts
people to live here.

There are so many problematic issues that any of the good
is completely overshadowed.

The impacts of a single vehicle access from a side street
will be staggering. On the Draycott Gardens property
alone there will be ²⁷⁰~~260~~ dwellings where there are now
32. Total for project is ~~400~~. 397

A few more concerns. . . .

- Zig Zaging, contorted vehicle routes to enter.
- Choke points that will cause severe traffic congestion.
- Pedestrian safety.
- Parking will increase on surrounding side streets.
- ~~Lack of supporting infrastructure.~~
- Possible damage to Hastings creek and harm to fish.
- Loss of bird and pollinator habitats.

I believe that the OCP was prepared thoughtfully with a vision for Lynn Valley that includes significant growth. So why are you not trusting the recently updated OCP that designated buildings up to 4 storeys for these properties?

around 4 storeys on one property & 6 in the other mall

Here are a few quotes from the OCP that are clearly not being followed in this proposal.

(from Page 232 & Page 243):

“New development should relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights”

(Page 243):

“....complement[s] the neighbourhood character, with **minimum impact** on adjacent properties. “

“....design must carefully consider both the existing and future relationships to surrounding properties.”

“....stepped building forms are encouraged “

(Page 109):

“Focus ground-oriented multifamily housing along the **edges** of the Town Centre and transition sensitively to surrounding low density residential areas”

Well. . . These properties **are** on the North and North West borders of the Town Centre. The proposed buildings will dwarf immediate neighbours living in 1 to 3 storey homes. Definitely not a “sensitive transition”.

In October, I attended the information meeting and found the answers provided by Polygon staff very interesting:

Why is everything 6 storeys? – Wood frame maximum height is 6 storeys.

Why wood frame? – It’s cheap. We have lots of wood here.

Why flat roofs? – cheaper to build.

Why no set-backs? – Too expensive.

Why so much black cladding? – Dark colours make surfaces look recessed.

REALLY?

How much more uninteresting and against OCP guidelines can this get?

The exterior surface colour pallet of black, brown and white is supposed to give a Mountain Village feel they said – That’s definitely not the feeling I’m getting. My new view will be an expansive wall of mostly black and will be pretty depressing to look at on a dreary drizzly winter day. Not so cheery in the summer either.

Last month, Polygon made a change to the plan putting step-backs on the west side of floors 5 & 6 for the buildings facing Baird Road.

I have to ask . . . Why didn’t they think of doing the same for the north side?

according to the shadow study

There are homes all along the north side. Our homes, decks and gardens will lose direct sunlight for significant periods of the year and much reduced daylight the rest of the time.

The other day, I met an exasperated neighbour.

After a big sigh she said:

"But **We** can't do anything about it".

I really hope she is wrong.

So here we are, citizens who don't do this kind of thing day in and day out. Yet, here we are. . . because tonight is our last opportunity to advocate for something different than the "cheap and lots" plan on offer.

You are representatives of the people, making decisions on our behalf to do the right things for our community,
This **IS** what YOU do day in and day out.

Tonight, I am here to ask you to vote against the bylaw amendments to the OCP, and say no to this proposal.

Please send Polygon back to the drawing board.

Give them the directive to let their architects design creative and interesting places while working within the OCPs carefully chosen FSR and zoning for these properties.

+ change ^{Ratna} ~~Whitana~~ with more rentals.

This is a rare opportunity to create something spectacularly good for this community.

Because . . . Lynn Valley deserves spectacular.

Thank you

From: David Lee <[REDACTED]>
Sent: April 14, 2026 9:20 PM
To: DNV Input; Mackenzie Stonehocker
Cc: Lisa Muri; Mayor and Council - DNV; Betty Forbes; Jordan Back; James Hanson; Catherine Pope; Mayor's Office DNV; Herman Mah
Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To:
Mayor and Council
District of North Vancouver
355 W. Queens Road
North Vancouver, BC V7N 4N5

From:
David Lee
[REDACTED]
District of North Vancouver, BC

Date: April 14, 2026

Speaking Notes:

Opening

Good evening Mayor and Council. My name is David, and I live on [REDACTED] Road in Lynn Valley.

While I support thoughtful densification in Lynn Valley. My concern is not growth itself—it is whether this proposal, as designed, works for the surrounding neighbourhood and whether it reflects the broader public interest.

Point 1 — Single Access & Neighbourhood Risk

This proposal funnels all residential, commercial, and service traffic through a single access off Baird Road.

Baird Road is not just a local street. It functions as a low-volume, shared-use neighbourhood road regularly used by pedestrians, cyclists, dog-walkers, and residents, and it already experiences intense pedestrian activity during school hours.

Because the primary school access off Frederick Road is already congested, Baird Road also functions as an overflow drop-off and pick-up route for Argyle Secondary. This already causes localized congestion, and additional development-related traffic would further magnify these existing conditions.

Being told that access “can be maintained” may meet a minimum engineering standard, but it does not address day-to-day behaviour, social vulnerability, or what happens when congestion, incidents, or blockages occur at this single access point.

Point 2 — Traffic Studies vs. Real-World Conditions

Much reliance appears to be placed on the Lynn Valley Town Centre Transportation Study. That study evaluates local intersections under average peak conditions only.

It does not assess the reliability of access to or from Lynn Valley during congestion or incidents on Highway 1 or the Ironworkers Memorial Bridge—conditions residents experience regularly and which routinely dictate local congestion.

A traffic assessment that excludes regional chokepoints and emergency access reliability cannot credibly conclude that traffic impacts are minimal when those chokepoints are, in practice, the primary drivers of neighbourhood gridlock. For residents, the issue isn't whether an intersection technically functions on paper—it's whether they can reliably leave or return home, reach work, or access essential services in real-world conditions.

Point 3 — Emergency Response & Safety

Neither the Town Centre study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions.

Given the North Shore's limited route redundancy, this omission is significant. Design choices that concentrate all access through a single neighbourhood street increase risk rather than mitigate it—particularly during peak periods or regional disruptions.

Point 4 — Cumulative Impacts & Accountability

This development is being evaluated largely in isolation, even though Lynn Valley is facing multiple medium- to high-density projects that all rely on the same constrained road network, emergency routes, and infrastructure systems.

If assumptions about traffic behaviour, parking demand, or environmental recovery prove optimistic, the resulting impacts—congestion, safety concerns, and parking spillover—will be borne almost entirely by existing residents.

There is no clear or enforceable framework for monitoring real-world impacts after occupancy, nor for requiring corrective action if neighbourhood conditions deteriorate.

Point 5 — Process & Timing

From a process standpoint, residents raised concerns about scale, access, and risk, and planning policies were subsequently amended in a way that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

Given the scale of change, the number of unresolved issues, and the discretionary judgment involved—and with municipal elections scheduled for October 2026—it would be reasonable and prudent to defer final approvals until residents have the opportunity to express their views through the democratic process.

Closing

I respectfully ask Council to acknowledge that the concerns first raised in October 2025—and reiterated today—remain unresolved, and to reconsider whether this proposal, as currently designed, reflects the public interest.

Sincerely,
David Lee



District of North Vancouver, BC

From: David Lee <[REDACTED]>

Sent: April 13, 2026 12:18 AM

To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>

Cc: MuriL@dnv.org <muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>; backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org <mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>

Subject: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:

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

From:

David Lee
[REDACTED]

District of North Vancouver, BC

Date: April 12, 2026

Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed-Use Redevelopment

Dear Mayor and Council,

I am writing to formally reiterate and expand upon concerns previously raised regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road. While additional reports and materials have been released since residents first voiced objections, it remains clear that many substantive community concerns have not been meaningfully addressed, but rather reframed as resolved through policy compliance and technical minimum standards.

This letter is not an objection to change or growth. It is a concern about process, proportionality, neighbourhood fit, and risk, and how these factors appear to have been subordinated to enabling a specific development proposal.

1. Official Community Plan Amendments Undertaken After Community Objection

One of the most troubling aspects of this process is that when residents first raised concerns about scale, density, and fit, the District subsequently amended the Official Community Plan (OCP) and zoning framework in a manner that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

While Council is legally permitted to amend the OCP, doing so in response to a specific development application—rather than through a broader, community-driven planning process—undermines public trust. The OCP is intended to guide development in the public interest, not to be rewritten when community opposition reveals incompatibility.

From a resident perspective, this has created the perception that:

- Planning policy was adjusted to fit the proposal, rather than the proposal being adjusted to fit the community.

- Community feedback triggered procedural changes, not substantive design reconsideration.

This concern has not been acknowledged or addressed in the materials presented to Council.

2. Neighbourhood Fit and Building Scale Remain Unresolved

The proposal consists of four six-storey buildings at a scale that is fundamentally out of character with the surrounding area, which remains predominantly:

- Two-storey single-family homes
- Low-rise townhouses
- Small-scale commercial and office uses

While reports state that the building height is “consistent with Town Centre policies,” policy conformity does not equate to neighbourhood compatibility. The materials do not adequately address:

- Transition to adjacent lower-scale housing
- Perceived mass and dominance
- Privacy, overlook, and loss of human scale

Residents have repeatedly raised concerns regarding visual impact and loss of neighbourhood character. These concerns have been reframed as policy matters rather than addressed as lived realities on the ground.

3. Single Vehicular Access via Baird Road Creates Disproportionate Risk

The consolidation of all residential, commercial, and service access onto a single lane off Baird Road presents a serious planning and safety concern.

Baird Road is not simply a “local street”:

- It is a primary pedestrian route for school children.
- It functions as a low-volume, shared-use neighbourhood street regularly used by pedestrians, cyclists, dog-walkers, and residents accessing nearby homes and community connections.
- It already functions as an informal overflow drop-off and pick-up route for Argyle Secondary School, due to congestion and capacity constraints at the primary school access off Frederick Road. This overflow traffic already causes localized congestion and circulation challenges throughout the neighbourhood, making daily movement more difficult for residents. Additional development-related traffic would further compound and magnify these existing issues.
- It experiences periods of intense pedestrian activity and congestion, particularly during school arrival and dismissal times.

The technical finding that a single access point is “acceptable” from an engineering standpoint does not consider:

- Social vulnerability created by the mix of users and modes.
- Day-to-day behavioural patterns associated with shared neighbourhood streets and school-related traffic spillover.
- The consequences of failure or blockage when all site access is concentrated at one location.

Emergency access that “can be maintained” represents a minimum standard, not an appropriate justification for concentrating risk in such a sensitive and heavily used neighbourhood context.

Neither the Lynn Valley Town Centre Transportation Study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions. This omission is significant given the North Shore’s limited route redundancy and documented congestion impacts when regional traffic stalls. A transportation assessment that does not examine emergency access during peak congestion or network disruption is incomplete from a public safety

perspective, particularly where development design choices concentrate access through a single neighbourhood street.

4. Traffic Study Scope and Statistical Validity Are Insufficient

Residents were informed that traffic analysis relied on limited short-duration counts, reportedly conducted over a single day. From a statistical and planning perspective, this is inadequate to capture:

- School-related pedestrian surges
- Seasonal and weather-related variation
- Weekend and non-commuter travel patterns

Short-term modelling may satisfy engineering minimums, but it does not provide confidence when decisions significantly alter neighbourhood function and safety. No material provided explains:

- Why this limited dataset is sufficient
- What margins of error exist
- How worst-case conditions were assessed

It is also important to note that the Lynn Valley Town Centre Transportation Study, which underpins much of the District's planning framework, evaluates local intersection performance under average peak conditions only. It does not assess the reliability of access to or from Lynn Valley via Highway 1 or the Ironworkers Memorial Bridge, which has become the dominant transportation constraint affecting the community. A study that excludes regional chokepoints cannot credibly conclude that traffic impacts are minimal when those chokepoints routinely dictate local congestion and accessibility.

The Lynn Valley Town Centre Transportation Study was completed in 2013 and relies on assumptions that predate current congestion realities on the North Shore. Applying its conclusions without updated validation ignores substantial changes in regional traffic patterns, population growth, and post-pandemic travel behaviour. Reliance on an outdated study to justify present-day impacts further undermines confidence that the traffic conclusions reflect conditions residents experience today.

As a result, residents are being asked to accept conclusions unsupported by transparent, comprehensive data.

5. Cumulative Impacts Have Not Been Assessed

The proposed development is being evaluated largely in isolation, despite the fact that Lynn Valley is experiencing multiple medium- to high-density development applications within a geographically constrained area.

The reports before Council do not assess the cumulative effects of existing, approved, and proposed developments on:

- Traffic congestion and network reliability
- Emergency vehicle access
- Parking saturation
- Environmental stress
- Overall neighbourhood livability

Without a cumulative impact assessment, it is not possible to determine whether the underlying systems that support Lynn Valley can continue to function safely and effectively as density increases.

6. Massing and Shadow Impacts Are Understated

Shadowing and massing analyses appear to focus narrowly on compliance with guideline thresholds rather than

meaningful impact assessment. The materials do not adequately address:

- Shoulder-season shading
- Morning and evening shadow impacts
- Compounded shading from multiple large buildings

Compliance does not negate impact. Loss of sunlight and openness affects quality of life regardless of alignment with technical limits.

7. Environmental Impacts Are Framed as Neutral or Positive Without Credible Basis

While environmental reports demonstrate regulatory compliance, they do not establish that impacts are neutral or positive in real terms. Residents remain concerned about:

- Large-scale loss of mature tree canopy
- Construction disturbance near Hastings Creek
- Wildlife displacement and cumulative edge effects

Mitigation does not equal improvement. The materials provided do not acknowledge the short- to medium-term ecological degradation that will occur, nor the long recovery timeline required for lost environmental value to be restored.

8. Risk Allocation and Lack of Post-Approval Accountability

The proposal relies on optimistic assumptions regarding traffic behaviour, parking demand, transit use, and environmental recovery. If those assumptions prove incorrect, the consequences—congestion, safety concerns, parking spillover, and environmental loss—will be borne almost entirely by existing residents.

There is no clear, enforceable framework presented for:

- Monitoring real-world impacts after occupancy
- Establishing thresholds for action if impacts exceed projections
- Implementing corrective measures should neighbourhood conditions deteriorate

Approving the project without such accountability mechanisms effectively transfers long-term risk from the applicant to the surrounding community.

9. Resident Concerns Have Been Documented but Not Meaningfully Engaged

The District's public materials confirm that engagement sessions occurred. However, there is no clear explanation of how resident concerns influenced project form, access design, building scale, or phasing.

From the community perspective, participation appears to have satisfied procedural requirements rather than informed decision-making.

10. Timing and Democratic Accountability

Municipal elections are scheduled for October 17, 2026. This proposal represents a significant and irreversible change to Lynn Valley, with long-term implications for traffic, infrastructure, neighbourhood character, and environmental health.

I recognize that the District is operating within a provincial policy framework that prioritizes housing supply and density.

However, provincial mandates are necessarily broad and designed to address province-wide conditions. Municipal governments retain an essential responsibility to ensure that local implementation protects neighbourhood safety, infrastructure capacity, environmental integrity, and community livability. Where provincial policies do not fully address local constraints—such as transportation bottlenecks, emergency access limitations, or cumulative impacts—the District has both the authority and obligation to exercise judgment in the public interest.

Given the scale of the proposal, the number of unresolved concerns, and the degree of discretionary judgment required, it would be reasonable and prudent for Council to avoid granting final approvals until after the election, allowing residents to express their views through the democratic process.

This is not a request to halt development indefinitely, but to ensure decisions of lasting consequence reflect a clear and current public mandate.

11. In Summary

This proposal may be technically compliant, but compliance alone is not a sufficient standard for good planning. The process has left residents with the clear impression that:

- Policy was adapted to fit the proposal
- Technical studies were used to dismiss rather than meaningfully engage concerns
- Neighbourhood function, safety, and character were undervalued

We respectfully ask Council to acknowledge that key concerns raised by residents remain unresolved and to consider whether the approval framework truly reflects the public interest.

Requested Actions

We urge Council to consider:

1. Acknowledging the implications of post-objection policy changes
2. Reassessing access design and risk concentration on Baird Road
3. Requiring more robust, transparent, and cumulative traffic analysis
4. Re-evaluating massing, transition, and shadow impacts
5. Establishing enforceable post-approval monitoring and corrective measures
6. Deferring final approval to allow for electoral accountability

Residents are not opposing growth — we are asking for better planning, proportional development, and genuine consideration of neighbourhood impact.

Appendix A – Prior Correspondence

For reference, and to provide continuity in the public record, my letter dated **October 19, 2025**, outlining initial concerns regarding this proposal, is attached as **Appendix A**. Many of the issues raised at that time remain unresolved and are reflected in this updated submission.

Sincerely,
David Lee


District of North Vancouver, BC

From: Caroline Hay [REDACTED]
Sent: April 14, 2026 9:26 PM
To: DNV Input

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I am writing as a single mother and long-time North Shore resident, born and raised, to express my opposition to the Draycott proposal.

Housing is, of course, essential, but a home is more than just a box to live in. A community is not simply hallways and shared walls where people pass each other without connection. For families like mine, especially as a single parent, community means something much deeper. It is about human connection, support, safety, and the presence of positive role models for our children.

My children and I rely on the fabric of our neighbourhood, the familiar faces, the sense of belonging, and the informal support systems that come from living in a truly connected community. These are not luxuries; they are essential to raising healthy, secure, and well-supported children.

I am concerned that this proposal does not adequately consider the social impact on families and the importance of preserving community cohesion. Development should not come at the cost of the very things that make a neighbourhood livable and supportive, especially for vulnerable families.

I urge Council to carefully consider the broader implications of this proposal and to prioritize developments that foster connection, stability, and a strong sense of community, not just increased density.

Thank you for taking the time to consider my perspective.

Sincerely,
Caroline Hay

Sent from my iPhone

From: V&R Bermudez [REDACTED]
Sent: April 14, 2026 9:28 PM
To: DNV Input
Subject: Concern for Polygon Development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Mayor and Council,

We are current residents of Draycott Gardens. We have lived here for 25 years and have deep roots in this community. We want to express our concern about the size of this development as this will add severe stress to the current infrastructure of this area. We barely have any parking on Baird Rd as it is and we agree that hundreds of students use Baird Rd daily.

We are also being relocated into 900 square foot units from our current 1200 square feet, a significant reduction. We have never been consulted on anything, only told what was going to happen.

We do know that development will happen, but current rents for new tenants at Draycott gardens are almost \$4500 per month.

We know people want more housing, but who will be able to afford these units?

We wanted to ask the council to make sure Polygon actually provides below market rent units for all renters. Otherwise, units in these new buildings will continue to be \$4500 and all these people that are happy with this development will not be able to afford the rent.

Before this development takes place we really need to be mindful about how this change will affect the residents that live in the actual area and surrounding areas. We should not just believe in promises being put forth by the proposal, but make sure all those promises are fully fulfilled.

Thank you for your consideration.

Vanja and Roberto Bermudez

Sent from my iPhone

From: Shannon Murphy [REDACTED]
Sent: April 14, 2026 9:36 PM
To: DNV Input
Subject: 1246 Lynn Valley Road, 3050 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear North Vancouver City Council and Planning Staff,

My name is Shannon, and I am and have been a resident of The District of North Vancouver nearly all my life. I am writing to express my extreme and unequivocal opposition to the proposed bylaw change that would demolish the current mall and replace it with high-density housing. I urge you in the strongest possible terms to reject this amendment and preserve the existing site.

North Vancouver has already absorbed an enormous amount of new density in a very short period, and this proposal would push our community past its breaking point.

Directly across the street from this mall, a large volume of housing has already been added, resulting in a massive increase in population and traffic. At the same time, density is surging dramatically in other parts of the district — particularly near Lonsdale and 29th, where multiple six-storey apartment buildings have recently been completed with several more already in the planning stages.

Additional high-density development is also expanding further out in the district. (Maplewood, East Keith) On top of all this, the other mall directly across the street has major redevelopment plans that will bring even more residents and vehicles into the immediate area.

The cumulative effect of these projects is already overwhelming. Traffic congestion has become a severe daily problem, with little to no meaningful infrastructure upgrades (widened roads, improved intersections, additional transit capacity, or pedestrian safety measures) to accommodate the growth. What was once a family-friendly neighbourhood with a genuine small-town feel is rapidly being transformed into an overcrowded urban environment. The pace and scale of this densification — all within such a compressed timeframe — is unsustainable and is fundamentally changing the character of our community in ways that long-time residents never supported.

I am not opposed to thoughtful, well-planned growth, but this specific proposal represents exactly the wrong approach at the wrong time. We have already exceeded reasonable capacity in this corridor. Approving yet another high-density project here would place unacceptable strain on our roads, schools, parks, and services while eroding the very qualities that make North Vancouver a desirable place to raise a family.

I respectfully but firmly request that Council deny this bylaw amendment and direct staff to explore alternative options that do not involve levelling the existing mall for more high-density housing. Our community simply cannot absorb any further intensification in this area without first addressing the serious infrastructure deficits that already exist.

Thank you for the opportunity to provide input during this question period. I trust Council will listen to the voices of residents who are watching our neighbourhood change too quickly and too drastically.

Sincerely,
Shannon
District of North Vancouver Resident

From: Ruth Ngo [REDACTED]
Sent: April 14, 2026 9:36 PM
To: DNV Input
Subject: Public Hearing for Bylaw 8779

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Input from Ruth Ngo

Hi Council,

Thank you for your time today to provide the opportunity to allow public input. I have been living in Lynn Valley since I was a teenager for the past 30+ years right off Harold Rd. I am not opposed to the developing and densification however do share similar concerns that have been raised this far. Traffic is a big part of this and impacts the residents that live near near this project both during construction and afterwards. Just for the record, I did go to Argyle and during my high school days we really truly did not care for side walks and even today with some parts of Baird sidewalks the students don't use it. The further addition to apartments only mean more densification that also increase bridge traffic - we seem to have forgotten about this as well. What does the DNV plan to do about this , as I must drive to commute and both bridges a nightmare and it's only been getting worse.

Second, the environmental impacts, the removal of trees, homes for the animals etc...what steps are we taking to ensure that these trees are being replaced? What commitment does Polygon plan to help to maintain the lush and beauty of the North Shore?

Lastly, the height of the proposed building does not fall in line with the esthetics of the local homes and impacts those around as raised by numerous others. People losing sunlight, not to mention then having people looking down into their balconies, the large six storey towering and causing uneven sightlines....

I understand the importance of building a variety of housing options in Lynn Valley and hope that Polygon and Council look to amend to also support the current residents that in that area.

Thank you for your time and for listening.

From: David Lee [REDACTED]
Sent: April 14, 2026 10:30 PM
To: DNV Input; Mackenzie Stonehocker
Cc: Lisa Muri; Mayor and Council - DNV; Betty Forbes; Jordan Back; James Hanson; Catherine Pope; Mayor's Office DNV; Herman Mah
Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To:
Mayor and Council
District of North Vancouver
355 W. Queens Road
North Vancouver, BC V7N 4N5

From:
David Lee
[REDACTED]
District of North Vancouver, BC

Dear Mayor and Members of Council,

I am writing to follow up on my letter dated April 12, 2026, my earlier submission from October 19, 2025, and my remarks at the April 14, 2026 public hearing regarding the proposed redevelopment at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

As previously stated, I support thoughtful densification in Lynn Valley and recognize the need for housing. My concern has never been growth in principle, but whether the scale, placement, and access design of this proposal, as currently configured, appropriately reflect neighbourhood context, public safety, infrastructure capacity, and long-term livability.

I also want to acknowledge that many residents support this proposal, often motivated by the need for housing, a more active Town Centre, and broader growth objectives. These priorities are valid, and I respect the perspectives of those who feel the anticipated benefits outweigh the risks.

For residents like me—who rely on the Ironworkers Memorial Bridge daily to travel to and from work—the issue is not theoretical. The District's own recently published data confirms that the Ironworkers Memorial Bridge is now the most congested major crossing in the region on a per-lane basis, and that even minor incidents can trigger hours-long gridlock, affecting transit reliability, emergency response, and residents' ability to move within and beyond their community.

For us, the issue isn't whether a local intersection technically functions on paper; it is whether the transportation system is reliable enough to allow people to leave home, return from work, reach medical care, or access essential services under real-world conditions. This lived reliability context is critical when evaluating proposals that add demand to an already constrained regional system.

I appreciate that transit improvements are frequently cited as part of the strategy to support increased density in Lynn Valley, and I agree that improved local transit service is important. At the same time, it is important to recognize that transit on the North Shore is not independent of regional transportation constraints. Transit vehicles rely on the same

east–west corridors and bridge crossings as private vehicles and emergency services, and when the Ironworkers Memorial Bridge or its approaches stall, transit reliability is directly affected. As a result, transit improvements alone cannot be assumed to offset increased demand when the primary regional chokepoint remains oversaturated and no committed capacity or resilience upgrades are in place.

With that context in mind, I would like to offer a constructive planning refinement that I believe could materially reduce neighbourhood impacts while still allowing density where it can be best supported.

A Context-Sensitive Approach to Site Restructuring

The subject site presents two very different frontages, each with distinct roles and constraints:

- Baird Road functions as a low-volume, shared-use neighbourhood street with significant pedestrian and cyclist activity, heavy school-related use, and informal community gathering.
- Lynn Valley Road is an arterial corridor and designated Town Centre frontage intended to accommodate higher-intensity residential and commercial uses, transit access, and greater traffic volumes.

A more appropriate design response would be to redistribute building mass and height accordingly, rather than applying a uniform scale across both edges of the site.

This could include:

- Stepping building heights down along Baird Road, using lower-rise forms such as townhouses or terraced buildings, to better reflect surrounding neighbourhood scale and reduce safety, privacy, and livability impacts; and
- Concentrating larger building mass along Lynn Valley Road, where infrastructure, transit access, activity levels, and planning policy more clearly anticipate higher density.

Graduated massing and transition of this type are well-established urban design principles and would better align Town Centre objectives with neighbourhood conditions.

Alignment with Original Planning Intent

It was also noted during the April 14, 2026 public hearing that the original Official Community Plan and early Town Centre planning for Lynn Valley emphasized the importance of responding to site context, including stepping building height and massing down toward adjacent neighbourhood streets and concentrating greater height along arterial frontages such as Lynn Valley Road.

I mention this not to reopen policy debates, but to highlight that placing lower-scale buildings along Baird Road while concentrating larger mass along Lynn Valley Road is not a departure from the District's planning framework. Rather, it appears consistent with the original intent of ensuring appropriate transitions between Town Centre development and surrounding neighbourhoods.

From a resident perspective, this reinforces the view that a redistributed massing approach represents a return to sound planning principles, rather than an objection to growth.

Adjacent Heritage Site and Integrated Planning Opportunities

The redevelopment site is immediately adjacent to a heritage-designated property under the same ownership. While I fully support the preservation of heritage assets, it is reasonable to question why this adjacent site has not been considered as part of a more integrated planning approach.

Treating the redevelopment site in isolation has resulted in all access, servicing, and traffic impacts being concentrated on Baird Road. A coordinated site strategy—while fully respecting heritage protections—could allow greater flexibility in circulation, servicing, or access alignment, thereby reducing pressure on a sensitive neighbourhood street.

I am not suggesting that the heritage building be removed or compromised. Rather, I am asking whether integrated planning across commonly owned adjacent properties could enable a better overall outcome—one that reduces neighbourhood impacts and improves access resilience.

Environmental, Wildlife, Traffic, and Parking Considerations

As outlined in my prior submissions, Lynn Valley’s ecological context—including proximity to Hastings Creek, wildlife presence, and sensitive habitat—warrants a cautious and proportionate approach to development intensity.

Reducing building scale and activity along Baird Road would:

- lessen edge effects near residential and natural transition areas,
- reduce construction disturbance adjacent to neighbourhood and creek corridors, and
- improve opportunities for landscaping, tree retention, and habitat buffering.

Similarly, redistributing density and access away from Baird Road would:

- reduce pedestrian–vehicle conflict during peak school periods,
- improve emergency access reliability by reducing dependence on a single neighbourhood access point, and
- better align traffic and parking demand with Lynn Valley Road, where impacts are more contextually appropriate.

As documented in earlier submissions, the area supports a range of at-risk and sensitive species. These concerns are closely tied to site configuration—building scale, proximity to ecological edges, construction intensity, and access routing all influence environmental outcomes. Design refinement therefore plays a critical role in mitigating harm, beyond simply meeting minimum regulatory thresholds.

Request for Council Consideration

I respectfully ask Council to reconsider advancing this proposal under the recently amended Official Community Plan framework, and instead assess whether the current approach is producing a development outcome that is genuinely appropriate for this site and its surrounding neighbourhood.

While the updated OCP enables increased density in principle, Council retains the discretion and responsibility to ensure that its application reflects site context, environmental sensitivity, infrastructure constraints, and livability considerations. In this case, proceeding under the revised framework appears to be driving a design that concentrates scale and access impacts on a sensitive neighbourhood street and departs from the transitional planning intent that originally guided development in the Lynn Valley Town Centre.

Rather than advancing the proposal as currently configured, I respectfully ask Council to direct the applicant to pursue a more context-responsive design, including a stepped-height, redistributed massing strategy—lower along Baird Road and higher along Lynn Valley Road—supported by more integrated site planning. This approach would better address neighbourhood character, environmental and wildlife sensitivity, traffic and parking impacts, commuting reliability, and public safety, while still allowing density where it can be best supported.

This is not a request to halt development or deny housing. It is an invitation for Council to pause, exercise judgment, and steer this project toward a development form that is demonstrably better aligned with original planning intent, real-world infrastructure constraints, and long-term community livability, rather than proceeding primarily on the basis of

expanded policy permissions.

Thank you for your time and consideration, and for the responsibility you carry in balancing growth with accountability, neighbourhood fit, and community resilience.

Sincerely,

David Lee

District of North Vancouver, BC

From: David Lee

Sent: April 15, 2026 4:19 AM

To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>

Cc: Muril@dnv.org <Muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>; backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org <mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>

Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:

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

From:

David Lee

District of North Vancouver, BC

Date: April 14, 2026

Speaking Notes:

Opening

Good evening Mayor and Council. My name is David, and I live on Baird Road in Lynn Valley.

While I support thoughtful densification in Lynn Valley. My concern is not growth itself—it is whether this proposal, as designed, works for the surrounding neighbourhood and whether it reflects the broader public interest.

Point 1 — Single Access & Neighbourhood Risk

This proposal funnels all residential, commercial, and service traffic through a single access off Baird Road.

Baird Road is not just a local street. It functions as a low-volume, shared-use neighbourhood road regularly used by pedestrians, cyclists, dog-walkers, and residents, and it already experiences intense pedestrian activity during school hours.

Because the primary school access off Frederick Road is already congested, Baird Road also functions as an overflow drop-off and pick-up route for Argyle Secondary. This already causes localized congestion, and additional development-related traffic would further magnify these existing conditions.

Being told that access “can be maintained” may meet a minimum engineering standard, but it does not address day-to-day behaviour, social vulnerability, or what happens when congestion, incidents, or blockages occur at this single access point.

Point 2 — Traffic Studies vs. Real-World Conditions

Much reliance appears to be placed on the Lynn Valley Town Centre Transportation Study. That study evaluates local intersections under average peak conditions only.

It does not assess the reliability of access to or from Lynn Valley during congestion or incidents on Highway 1 or the Ironworkers Memorial Bridge—conditions residents experience regularly and which routinely dictate local congestion.

A traffic assessment that excludes regional chokepoints and emergency access reliability cannot credibly conclude that traffic impacts are minimal when those chokepoints are, in practice, the primary drivers of neighbourhood gridlock. For residents, the issue isn’t whether an intersection technically functions on paper—it’s whether they can reliably leave or return home, reach work, or access essential services in real-world conditions.

Point 3 — Emergency Response & Safety

Neither the Town Centre study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions.

Given the North Shore’s limited route redundancy, this omission is significant. Design choices that concentrate all access through a single neighbourhood street increase risk rather than mitigate it—particularly during peak periods or regional disruptions.

Point 4 — Cumulative Impacts & Accountability

This development is being evaluated largely in isolation, even though Lynn Valley is facing multiple medium- to high-density projects that all rely on the same constrained road network, emergency routes, and infrastructure systems.

If assumptions about traffic behaviour, parking demand, or environmental recovery prove optimistic, the resulting impacts—congestion, safety concerns, and parking spillover—will be borne almost entirely by existing residents.

There is no clear or enforceable framework for monitoring real-world impacts after occupancy, nor for requiring corrective action if neighbourhood conditions deteriorate.

Point 5 — Process & Timing

From a process standpoint, residents raised concerns about scale, access, and risk, and planning policies were subsequently amended in a way that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

Given the scale of change, the number of unresolved issues, and the discretionary judgment involved—and with municipal elections scheduled for October 2026—it would be reasonable and prudent to defer final approvals until residents have the opportunity to express their views through the democratic process.

Closing

I respectfully ask Council to acknowledge that the concerns first raised in October 2025—and reiterated today—remain unresolved, and to reconsider whether this proposal, as currently designed, reflects the public interest.

Sincerely,

David Lee

[REDACTED]
District of North Vancouver, BC

From: David Lee [REDACTED]

Sent: April 13, 2026 12:18 AM

To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>

Cc: MuriL@dnv.org <muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>; backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org <mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>

Subject: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:

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

From:

David Lee

[REDACTED]
District of North Vancouver, BC

Date: April 12, 2026

Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed-Use Redevelopment

Dear Mayor and Council,

I am writing to formally reiterate and expand upon concerns previously raised regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road. While additional reports and materials have been released since residents first voiced objections, it remains clear that many substantive community concerns have not been meaningfully addressed, but rather reframed as resolved through policy compliance and technical minimum standards.

This letter is not an objection to change or growth. It is a concern about process, proportionality, neighbourhood fit, and risk, and how these factors appear to have been subordinated to enabling a specific development proposal.

1. Official Community Plan Amendments Undertaken After Community Objection

One of the most troubling aspects of this process is that when residents first raised concerns about scale, density, and fit, the District subsequently amended the Official Community Plan (OCP) and zoning framework in a manner that

enabled the proposal rather than reassessing whether the proposal itself was appropriate.

While Council is legally permitted to amend the OCP, doing so in response to a specific development application—rather than through a broader, community-driven planning process—undermines public trust. The OCP is intended to guide development in the public interest, not to be rewritten when community opposition reveals incompatibility.

From a resident perspective, this has created the perception that:

- Planning policy was adjusted to fit the proposal, rather than the proposal being adjusted to fit the community.
- Community feedback triggered procedural changes, not substantive design reconsideration.

This concern has not been acknowledged or addressed in the materials presented to Council.

2. Neighbourhood Fit and Building Scale Remain Unresolved

The proposal consists of four six-storey buildings at a scale that is fundamentally out of character with the surrounding area, which remains predominantly:

- Two-storey single-family homes
- Low-rise townhouses
- Small-scale commercial and office uses

While reports state that the building height is “consistent with Town Centre policies,” policy conformity does not equate to neighbourhood compatibility. The materials do not adequately address:

- Transition to adjacent lower-scale housing
- Perceived mass and dominance
- Privacy, overlook, and loss of human scale

Residents have repeatedly raised concerns regarding visual impact and loss of neighbourhood character. These concerns have been reframed as policy matters rather than addressed as lived realities on the ground.

3. Single Vehicular Access via Baird Road Creates Disproportionate Risk

The consolidation of all residential, commercial, and service access onto a single lane off Baird Road presents a serious planning and safety concern.

Baird Road is not simply a “local street”:

- It is a primary pedestrian route for school children.
- It functions as a low-volume, shared-use neighbourhood street regularly used by pedestrians, cyclists, dog-walkers, and residents accessing nearby homes and community connections.
- It already functions as an informal overflow drop-off and pick-up route for Argyle Secondary School, due to congestion and capacity constraints at the primary school access off Frederick Road. This overflow traffic already causes localized congestion and circulation challenges throughout the neighbourhood, making daily movement more difficult for residents. Additional development-related traffic would further compound and magnify these existing issues.
- It experiences periods of intense pedestrian activity and congestion, particularly during school arrival and dismissal times.

The technical finding that a single access point is “acceptable” from an engineering standpoint does not consider:

- Social vulnerability created by the mix of users and modes.

- Day-to-day behavioural patterns associated with shared neighbourhood streets and school-related traffic spillover.
- The consequences of failure or blockage when all site access is concentrated at one location.

Emergency access that “can be maintained” represents a minimum standard, not an appropriate justification for concentrating risk in such a sensitive and heavily used neighbourhood context.

Neither the Lynn Valley Town Centre Transportation Study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions. This omission is significant given the North Shore’s limited route redundancy and documented congestion impacts when regional traffic stalls. A transportation assessment that does not examine emergency access during peak congestion or network disruption is incomplete from a public safety perspective, particularly where development design choices concentrate access through a single neighbourhood street.

4. Traffic Study Scope and Statistical Validity Are Insufficient

Residents were informed that traffic analysis relied on limited short-duration counts, reportedly conducted over a single day. From a statistical and planning perspective, this is inadequate to capture:

- School-related pedestrian surges
- Seasonal and weather-related variation
- Weekend and non-commuter travel patterns

Short-term modelling may satisfy engineering minimums, but it does not provide confidence when decisions significantly alter neighbourhood function and safety. No material provided explains:

- Why this limited dataset is sufficient
- What margins of error exist
- How worst-case conditions were assessed

It is also important to note that the Lynn Valley Town Centre Transportation Study, which underpins much of the District’s planning framework, evaluates local intersection performance under average peak conditions only. It does not assess the reliability of access to or from Lynn Valley via Highway 1 or the Ironworkers Memorial Bridge, which has become the dominant transportation constraint affecting the community. A study that excludes regional chokepoints cannot credibly conclude that traffic impacts are minimal when those chokepoints routinely dictate local congestion and accessibility.

The Lynn Valley Town Centre Transportation Study was completed in 2013 and relies on assumptions that predate current congestion realities on the North Shore. Applying its conclusions without updated validation ignores substantial changes in regional traffic patterns, population growth, and post-pandemic travel behaviour. Reliance on an outdated study to justify present-day impacts further undermines confidence that the traffic conclusions reflect conditions residents experience today.

As a result, residents are being asked to accept conclusions unsupported by transparent, comprehensive data.

5. Cumulative Impacts Have Not Been Assessed

The proposed development is being evaluated largely in isolation, despite the fact that Lynn Valley is experiencing multiple medium- to high-density development applications within a geographically constrained area.

The reports before Council do not assess the cumulative effects of existing, approved, and proposed developments on:

- Traffic congestion and network reliability
- Emergency vehicle access

- Parking saturation
- Environmental stress
- Overall neighbourhood livability

Without a cumulative impact assessment, it is not possible to determine whether the underlying systems that support Lynn Valley can continue to function safely and effectively as density increases.

6. Massing and Shadow Impacts Are Understated

Shadowing and massing analyses appear to focus narrowly on compliance with guideline thresholds rather than meaningful impact assessment. The materials do not adequately address:

- Shoulder-season shading
- Morning and evening shadow impacts
- Compounded shading from multiple large buildings

Compliance does not negate impact. Loss of sunlight and openness affects quality of life regardless of alignment with technical limits.

7. Environmental Impacts Are Framed as Neutral or Positive Without Credible Basis

While environmental reports demonstrate regulatory compliance, they do not establish that impacts are neutral or positive in real terms. Residents remain concerned about:

- Large-scale loss of mature tree canopy
- Construction disturbance near Hastings Creek
- Wildlife displacement and cumulative edge effects

Mitigation does not equal improvement. The materials provided do not acknowledge the short- to medium-term ecological degradation that will occur, nor the long recovery timeline required for lost environmental value to be restored.

8. Risk Allocation and Lack of Post-Approval Accountability

The proposal relies on optimistic assumptions regarding traffic behaviour, parking demand, transit use, and environmental recovery. If those assumptions prove incorrect, the consequences—congestion, safety concerns, parking spillover, and environmental loss—will be borne almost entirely by existing residents.

There is no clear, enforceable framework presented for:

- Monitoring real-world impacts after occupancy
- Establishing thresholds for action if impacts exceed projections
- Implementing corrective measures should neighbourhood conditions deteriorate

Approving the project without such accountability mechanisms effectively transfers long-term risk from the applicant to the surrounding community.

9. Resident Concerns Have Been Documented but Not Meaningfully Engaged

The District's public materials confirm that engagement sessions occurred. However, there is no clear explanation of how resident concerns influenced project form, access design, building scale, or phasing.

From the community perspective, participation appears to have satisfied procedural requirements rather than informed

decision-making.

10. Timing and Democratic Accountability

Municipal elections are scheduled for October 17, 2026. This proposal represents a significant and irreversible change to Lynn Valley, with long-term implications for traffic, infrastructure, neighbourhood character, and environmental health.

I recognize that the District is operating within a provincial policy framework that prioritizes housing supply and density. However, provincial mandates are necessarily broad and designed to address province-wide conditions. Municipal governments retain an essential responsibility to ensure that local implementation protects neighbourhood safety, infrastructure capacity, environmental integrity, and community livability. Where provincial policies do not fully address local constraints—such as transportation bottlenecks, emergency access limitations, or cumulative impacts—the District has both the authority and obligation to exercise judgment in the public interest.

Given the scale of the proposal, the number of unresolved concerns, and the degree of discretionary judgment required, it would be reasonable and prudent for Council to avoid granting final approvals until after the election, allowing residents to express their views through the democratic process.

This is not a request to halt development indefinitely, but to ensure decisions of lasting consequence reflect a clear and current public mandate.

11. In Summary

This proposal may be technically compliant, but compliance alone is not a sufficient standard for good planning. The process has left residents with the clear impression that:

- Policy was adapted to fit the proposal
- Technical studies were used to dismiss rather than meaningfully engage concerns
- Neighbourhood function, safety, and character were undervalued

We respectfully ask Council to acknowledge that key concerns raised by residents remain unresolved and to consider whether the approval framework truly reflects the public interest.

Requested Actions

We urge Council to consider:

1. Acknowledging the implications of post-objection policy changes
2. Reassessing access design and risk concentration on Baird Road
3. Requiring more robust, transparent, and cumulative traffic analysis
4. Re-evaluating massing, transition, and shadow impacts
5. Establishing enforceable post-approval monitoring and corrective measures
6. Deferring final approval to allow for electoral accountability

Residents are not opposing growth — we are asking for better planning, proportional development, and genuine consideration of neighbourhood impact.

Appendix A – Prior Correspondence

For reference, and to provide continuity in the public record, my letter dated **October 19, 2025**, outlining initial concerns

regarding this proposal, is attached as **Appendix A**. Many of the issues raised at that time remain unresolved and are reflected in this updated submission.

Sincerely,

David Lee

A solid black rectangular box used to redact the signature of David Lee.

District of North Vancouver, BC

From: Ryan Fitzpatrick [REDACTED]
Sent: April 15, 2026 12:23 AM
To: DNV Input
Subject: Lynn Valley Rd & Baird Rd Development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi,

I live in North Vancouver, and I am writing to support the proposed redevelopment of Lynn Valley Mall and Draycott Gardens.

Lynn Valley Town Centre is the kind of place where additional housing makes sense. It is already a well-used neighbourhood hub, and this proposal would add homes, renew an aging site, and improve the public realm in a location that is close to shops, services, and other everyday amenities.

I also think the rental replacement component is important. Redevelopment can be disruptive, so it matters that there is a plan to replace existing rental homes and support current residents through the process.

There are legitimate questions around traffic, pedestrian safety, construction impacts, and environmental protection, and I hope those issues are reviewed carefully as the project moves forward. Even so, on balance, I believe this is a positive proposal for Lynn Valley.

Kind regards,
Ryan Fitzpatrick

From: Marnie Wu [REDACTED]
Sent: April 15, 2026 12:37 AM
To: DNV Input; Edith Upstairs
Subject: Draycott/Lynn Valley mall redevelopment by polygon

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Marnie Wu
[REDACTED]
North Vancouver, BC [REDACTED]

To: District of North Vancouver – Planning Department

Subject: Rezoning and Redevelopment at Lynn Valley Mall / Straycott Residences

Dear Mayor and Council,

I am writing as a resident of [REDACTED], representing nine families who live [REDACTED] north of the proposed Building 2 within the Lynn Valley Mall / Draycott redevelopment area.

First, I would like to acknowledge and express appreciation for several aspects of the proposal. The vision to revitalize Lynn Valley, introduce additional housing, improve transit access, and incorporate green space reflects important community goals. I also appreciate the commitment to supporting displaced residents through this transition. These are meaningful and necessary steps as our community evolves.

At the same time, I would like to share several concerns and questions regarding the interface between the proposed development and our existing building.

Our building consists of three storeys, with nine units whose living rooms, bedrooms, and balconies are located on the south-facing side—directly facing and about only 10 ft from the proposed development. Unlike many neighbouring properties, we do not have alternative exposures; all primary living spaces face the redevelopment site. Our balconies sit very close to the property line as outlined in red in the attached photo, making us uniquely and significantly impacted.

The current proposal appears to introduce a building of up to six storeys immediately in front of our balconies and bedrooms. This creates an abrupt transition in scale, rather than the “gentle increase in density” described in District planning policies. The result, as currently envisioned, would lead to substantial loss of natural light, elimination of direct sunlight all 12 months of the year, and reduced privacy for our homes.

Today, a line of mature trees provides partial light filtering, visual relief, and habitat for local wildlife including birds, squirrels, raccoons, and domestic animals. This natural buffer contributes meaningfully to our daily quality of life. Its removal, combined with the proximity and height of the proposed building, would fundamentally change the character and livability of our homes.

Given these considerations, I respectfully request clarification and further consideration of the following:

- What are the exact setbacks between the proposed building and our property line, and how were these determined in relation to existing residential interfaces?
- What will the immediate interface space look like, given that our balconies and living spaces will directly overlook it? Will this area include meaningful landscaping or buffering elements?
- Are there opportunities to introduce a more gradual transition in height (e.g., step-backs or reduced massing) along this edge to better align with the District’s stated objective of gentle densification? And allow some sunlight to our properties some months of the year.

- Will existing mature trees along the property line be preserved where possible, or replaced with equivalent or enhanced landscaping to maintain greenery and habitat?

In addition, I would like to raise a broader question regarding the stewardship of this land. As this area lies on unceded Indigenous territory, I am interested in understanding how the developer has engaged with local Nations, and what measures are being taken to honour the cultural and historical significance of the land through this redevelopment.

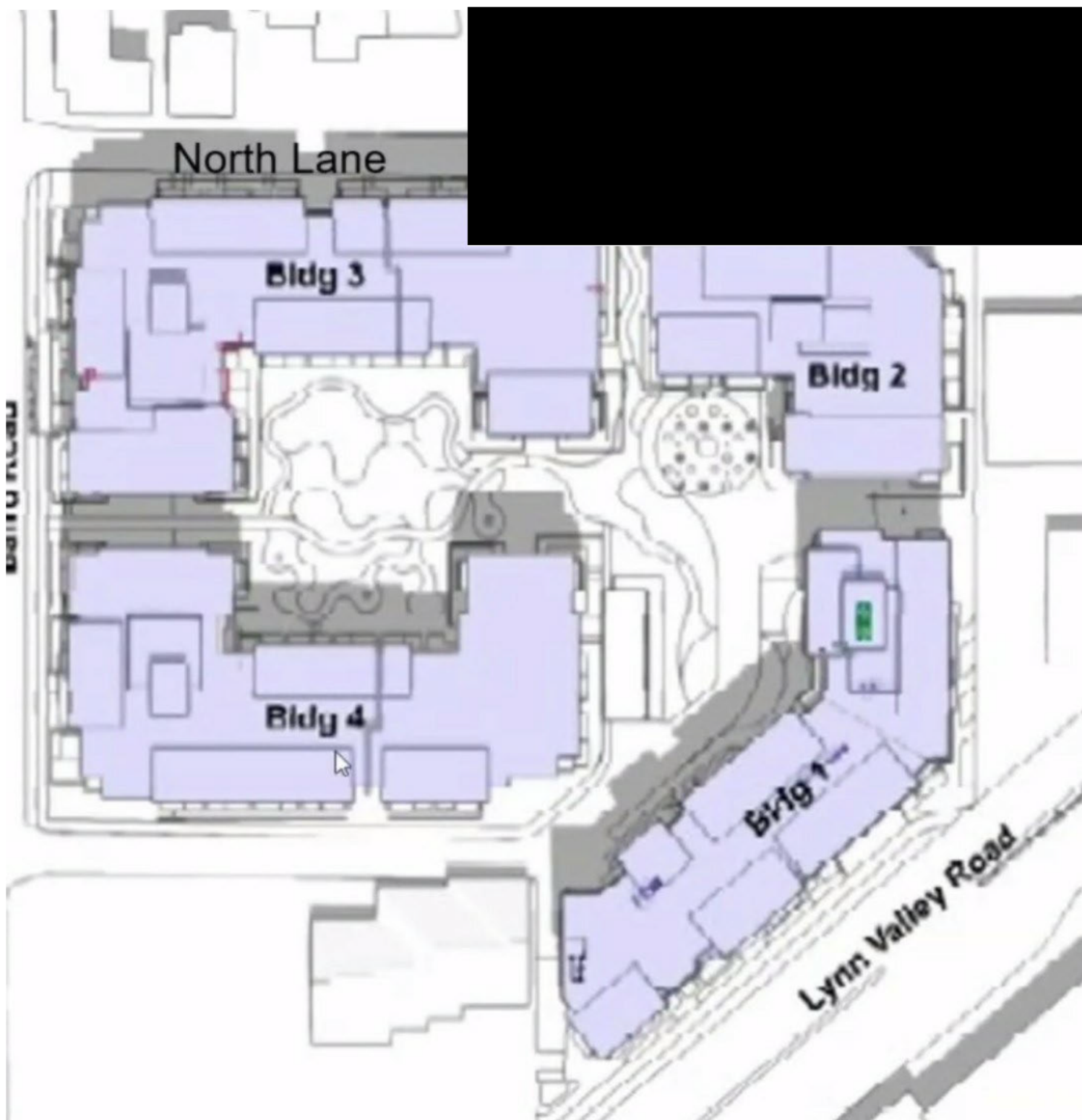
Finally, as a parent of a [REDACTED] year-old who regularly bikes along Lynn Valley Road, I would welcome consideration of enhanced cycling infrastructure as part of this project, to improve safety and accessibility for families in the area.

I want to reiterate that I support the broader goals of this redevelopment and recognize the need for increased housing and community amenities. My intention is to ensure that, as this vision is realized, the impacts on existing residents—particularly those of us at the closest interface—are thoughtfully and fairly addressed.

Thank you for your time and consideration.

Sincerely,
Marnie Wu

[REDACTED]



From: [Jennifer Clay](#)
To: [DNV Input](#)
Subject: Public Hearing April 14
Date: April 15, 2026 9:14:32 AM
Attachments: [1202 Ross Road speech.docx](#)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Public Hearing 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

I was the 5th speaker last night but forgot to leave a copy of my speech. It is attached. Could you pls add it to the records?

Thanks
Jennifer Clay

1202 Ross Road - The Card Residence

Mayor and Council

My name is Jennifer Clay. I am president of North Shore Heritage and am also a recent, 14-year member of the DNV Heritage Advisory Committee. I am here tonight to talk about a missed opportunity. As you will know, from my recent email, and also from the Lynn Valley Walking tour I lead for your Council in 2024, the proponent, Polygon, also owns the triple lot at 1202 Ross Road. This lot is directly adjacent to the development being proposed tonight. On this lot, stands the Card House, one of the oldest houses in the Lynn Valley Town Centre. This home, designed in the Craftsman Bungalow style, was constructed in 1913 for Edith and William Card who are linked, through William's employment at the Lynn Valley Lumber Company, to the logging industry which is the foundation of the development of Lynn Valley. William was also a First World War veteran.

Since Polygon owns this house and lot, it seems to us that the DNV missed the opportunity to request that Polygon include this house as part of the proposed development as a community amenity of some sort, for the residents of the proposed development or for the community at large. While we understand that ultimately the decision to assemble land for a development is the developer's choice, the DNV, in our opinion, could have offered any number of incentives to Polygon in return for the restoration and retention of this important heritage house.

So why is this house important?

Firstly, by virtue of its inclusion on the DNV's own Heritage Register, it is one of a select 133 buildings which were deemed by the DNV to be worthy.

Secondly, in the Lynn Valley Local Plan (1992) Policy 7.1.7, with the stated goal to "preserve heritage buildings in the Town Centre", the Card House at 1202 Ross Road was identified as a "Primary Heritage Site" to preserve as a component of the earlier "Logging Town settlement" around the intersection of Lynn Valley Road and Mountain Highway.

Thirdly, in the DNV Public Consultation regarding the Lynn Valley Town Centre years ago, the Card House was once again highlighted as one of three heritage buildings that were cited as important to preserve.

So, if it's not being included as part of the proposed development, what is the plan for its retention? The DNV, based on the past written policies outlined above, supposedly values its retention but over the years since its purchase by Polygon in 2020, the house appears to be in increasingly poor condition. This saddens us because when I sat on the HAC, our committee wrote a letter to Polygon and subsequently met with Devon Smart, their Development Manager, in 2022. We stressed the importance of the retention of the building and offered suggestions regarding incentives that Polygon could access in return for the retention of the building. At that time, Mr. Smart advised us that the lot was part of a larger land assembly that would be part of an OCP amendment that would take some time to put together.

But here we are today, with a land assembly and rezoning application in front of you, but without the inclusion of this important heritage home. And now this orphaned home sits, in seemingly

worse condition, with no public plan for its restoration and retention. The problem is, as you can imagine, that any building that is exposed to the rain, cold and potentially vermin, without adequate maintenance, will eventually get to the point where it cannot be saved. This is known in the heritage world as demolition by neglect.

We hope that this is not the case with the Card House but we look to both the DNV and Polygon to come up with a plan quickly. And if this current rezoning application does not go through tonight, we ask that consideration is given to the inclusion of the Card House in the next iteration.

And in the meantime, we request that Polygon revisits its maintenance plan for this important piece of Lynn Valley history.

Thank you.

From: Nadine Frankowski [REDACTED]
Sent: April 15, 2026 9:22 AM
To: DNV Input
Subject: Public Hearing April 14th of Baird Road Development

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good morning Mayor and Council,

I spoke at the meeting last night and have continued to reflect on the complex balance you are working to achieve between meeting density requirements and maintaining community character and cohesion.

One potential solution I have not heard discussed is a phased development approach beginning with the properties along Baird Road and moving eastward.

This concept could incorporate three complementary building forms to better address a range of community needs. First, a row of back-to-back townhomes along Baird Road, limited to a maximum of three storeys, would provide a gradual transition from the existing single-family homes and townhouses. Approximately 16 of these units could be designated as co-op housing, serving as replacement homes for Draycott tenants. Over time, these homes would continue to provide stable, family-oriented housing, supporting a diverse and intergenerational community.

This approach could also reduce construction costs through wood-frame construction and potential incentives, while preserving a meaningful mix of housing types and aligning with Official Community Plan goals.

East of the townhomes, a mid-rise building of four to five storeys could accommodate strata units. Further east, on the current mall site, a 10-storey mixed-use building could provide commercial space at grade with residential units above.

This stepped approach would achieve a comparable number of units while creating a more thoughtful transition from the residential edge to the commercial core.

I would also encourage reconsideration of the proposed central green space. Given its location surrounded by significantly taller buildings, it is likely to be shaded for much of the year and may not function as a welcoming public space.

Finally, traffic and parking impacts require further attention. Parking along Baird Road is already heavily utilized, in part due to limited staff parking at the McDonald's commercial site. Students from Argyle Secondary regularly use Baird Road as a direct route and are unlikely to shift to alternative pathways. Proposed changes such as restricting the left turn from Lynn Valley Road onto Ross Road may also have unintended consequences for local businesses (the small mall on Ross) and traffic flow.

If helpful, I would encourage Council members to observe traffic patterns firsthand during peak times (8:45–9:00 a.m., 1:00–1:50 p.m., and 3:00–3:30 p.m.) to better understand current conditions.

Thank you for your time and careful consideration.

Sincerely,
Nadine Frankowski

From: DNV Input
Sent: April 15, 2026 9:42 AM
To: Mayor and Council - DNV
Subject: FW: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Follow Up Flag: Follow up
Flag Status: Flagged

The below is provided for information.

From: Ftylor Ftylor [REDACTED]
Sent: April-14-26 5:10 PM
To: Submissions <input@cnv.org>
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

Dear Mayor and Council

I support this redevelopment on Lynn Valley Road. It is an excellent location for placing people next to services, amenities and public transit. However, the district's requirement that there be 1 parking space per unit for a potential 390 vehicles is madness in this day and age.

Parking minimums should be abolished, allowing the developer to decide what is right for their project. Or better yet, discourage the building of expensive parking spots in developments so close to services and transit.

The District should be encouraging a Lynn Valley centred on moving people around by other means than the single occupant vehicle. We all want less road congestion, less pollution and less noise from cars. Adding 390 cars is no way go about achieving these common aspirations.

I will add that while I live in North Vancouver City and may not have any specific interest in this development, I and my family will be impacted by the addition of 390 cars to our local roads. I am sure many drivers from Lynn Valley coming into Central Lonsdale are happy to roar down East 19th Street where we live. We don't want anymore cars coming down our residential street, regardless of what the City calls a feeder street. When municipal governments allow more private vehicles in projects already served by public transit and existing services, residents' quality of life is negatively impacted.

Please consider altering the parking requirements downwards for this and other residential projects.

Regards,
Forston Tylor

[REDACTED]
North Vancouver
[REDACTED]

From: DNV Input
Sent: April 15, 2026 9:41 AM
To: Mayor and Council - DNV
Subject: FW: Public Hearing/Meeting Registration

The below is provided for information.

From: no_reply@cnv.org <no_reply@cnv.org>
Sent: April-14-26 7:36 PM
To: Submissions <input@cnv.org>
Subject: Public Hearing/Meeting Registration

Your First and Last Name: **Marnie Wu**

Your Street Address: [REDACTED] **Mountain Highway**

City: **North Vancouver**

Province: **BC**

Date of the Public Hearing/Meeting: **2026-04-14 00:00**

Address of the development you wish to speak about at the Public Hearing or Meeting: **Draycott and Lynn Valley Mall**

Please indicate if you are In Support, Opposed or Concerned with this application: **Concerned**

Your Email Address: [REDACTED]

Your Phone Number: [REDACTED]

From: DNV Input
Sent: April 15, 2026 10:06 AM
To: DNV Input
Subject: FW: Councillor Inquiry: Question re Lynn Valley polygon proposal

Dear Mayor and Council,

A Councillor has inquired, “How much ground floor retail space will be lost?”, regarding the Lynn Valley Polygon proposal. Development Planning has responded with the following:

The proposal includes approximately 11,500 sq.ft of ground floor commercial, and 13,500 sq.ft of second floor commercial.

The total 25,000 sq.ft of proposed commercial space is approximately a 1:1 match of the existing Lynn Valley Mall, which is also configured over two levels.

The CD Zone outlines which uses are permitted on which floor, with a broad range permitted on the second floor (not just office) to allow flexibility. The ground floor is focused on active storefronts (e.g. retail and restaurant), and uses that would accommodate existing tenants (e.g. personal service and animal care).

With respect to tenant concerns:

- The proposed commercial units are being designed to accommodate a range of uses, including retail, restaurant, personal service, and animal care (e.g., veterinary clinics).
- The applicant has indicated that the new commercial space is intended to accommodate existing tenants should they wish to return, subject to future leasing arrangements.

At this stage, adequate servicing space has been allocated to the commercial spaces. Detailed design elements—such as servicing, loading, delivery and ventilation for restaurant and other uses—will continue to be reviewed through the Development Permit and Building Permit stages to ensure functionality of the commercial spaces.

From: Coles [REDACTED]
Sent: April 15, 2026 10:12 AM
To: Mayor and Council - DNV
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Mayor and Council,

After listening to presentations from Polygon Development and numerous residents concerns regarding the Lynn Valley Mall and Draycott Gardens development, it is clearly evident that a better option exists for this site. While recognizing that diverse housing of this kind is needed in Lynn Valley and the District in general, changing the OCP to allow for greater densification and allowing four, 6 story buildings to be built at this location is out of character with the surrounding neighbourhood.

I encourage Mayor and Council to direct Polygon Development to revise the building heights to a maximum of 4 stories and alter the design of the buildings to include more aesthetically pleasing features instead of a standard “box” design. An example would be the condos on the Lynn Valley Centre site that include large timbers that give a Westcoast style/feel to the buildings.

Regards,
Peter Coles
[REDACTED]

From: David Lee [REDACTED]
Sent: April 15, 2026 11:39 AM
To: DNV Input; Mackenzie Stonehocker
Cc: Lisa Muri; Mayor and Council - DNV; Betty Forbes; Jordan Back; James Hanson; Catherine Pope; Mayor's Office DNV; Herman Mah
Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

To:
Mayor and Council
District of North Vancouver
355 W. Queens Road
North Vancouver, BC V7N 4N5

From:
David Lee
[REDACTED]
District of North Vancouver, BC

Date: April 15, 2026

Dear Mayor and Members of Council,

Thank you for continuing the public hearing and allowing additional time for submissions. I appreciate the opportunity to reflect on the discussion that took place and to provide further context for consideration as you deliberate on the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

I want to begin by acknowledging that many participants spoke in support of the proposal for reasons that have clear merit. The need for more housing, the desire for additional rental supply, and the goal of supporting a vibrant Town Centre are all important public objectives. Input from people who wish to live and work in Lynn Valley, or who see value in concentrating growth near services, is meaningful and deserves consideration.

At the same time, what became increasingly clear during the hearing is that the impacts of this proposal are highly uneven, and that the costs of proceeding as currently designed would be borne disproportionately by the surrounding neighbourhood, existing residents, and the local environment.

Several themes raised at the hearing reinforce concerns already documented in my written submissions:

- **Affordability and rental supply:** While the addition of rental units is a positive step, the net increase is modest and does not meaningfully address the broader affordability crisis. Concerns were also raised that below-market rental units requiring paid parking may unintentionally increase pressure on already constrained residential streets, undermining both affordability and livability.
- **Loss of “missing middle” housing:** Current residents of Draycott Gardens spoke movingly about being displaced from townhouses with yards, play areas, and garden space into apartments that do not reflect what they are losing. This underscores that the proposal is not replacing like-for-like housing forms, and that it risks eliminating exactly the type of family-oriented “missing middle” housing that policy often purports to support.

- **Scale, massing, and shadow impacts:** Residents living along Baird Road and to the north described significant loss of sunlight resulting from the height and mass of the proposed buildings, with some homes facing shadowing for much of the year. These are not abstract design issues; they directly affect health, livability, and quality of life.
- **Environmental and wildlife impacts:** It was confirmed that none of the mature trees on the site will be retained. Combined with proximity to Hastings Creek and known wildlife corridors, this represents a meaningful loss of canopy and habitat that has not been convincingly mitigated through design.
- **Commuting and regional access realities:** Many speakers emphasized transit improvements and the Town Centre concept. However, for residents who rely daily on the Ironworkers Memorial Bridge, the issue is system reliability. As District-published data has shown, the bridge is already operating beyond per-lane capacity, and even minor incidents lead to hours-long gridlock. Transit, emergency services, and private vehicles are all constrained by the same regional chokepoint. Local density increases cannot be evaluated in isolation from this reality.
- **Concentration of growth and impact:** Some speakers suggested that development should be concentrated in the Town Centre while surrounding areas remain largely unchanged. From a neighbourhood perspective, this raises concerns about over-concentration of density, traffic, and service demand in one location, rather than distributing growth in a way that spreads impacts more equitably across the community and infrastructure network.

Taken together, the hearing reinforced the concern that while the proposal may meet technical policy thresholds, it does not yet represent a balanced or context-responsive outcome. The contrast between this proposal and other nearby Polygon projects—such as Juniper, Taluswood, and Branches—was striking. Those developments are more reflective of their settings and better embody the “mountain” character and human scale referenced during the hearing, whereas the Lynn Valley Mall proposal reads as a large, uniform mass with limited relationship to its immediate context.

For these reasons, I respectfully repeat—and strengthen—my request that Council not advance this proposal as currently configured, and instead direct the applicant to return with a revised design that:

- Better reflects the original intent of the Official Community Plan regarding transitions and site context;
- Places density where it can be best supported, while stepping scale down toward Baird Road;
- Reduces pressure on a sensitive neighbourhood street and improves access resilience;
- Addresses environmental and wildlife impacts through meaningful design change, not just regulatory compliance; and
- Engages honestly with the lived realities of residents, existing renters, and daily commuters.

This is not opposition to growth. It is a call for better planning, proportional development, and a proposal that is genuinely honest to the neighbourhood in which it is being imposed.

Thank you again for your time, and for the responsibility you carry in weighing these long-term decisions.

Respectfully,

David Lee

[REDACTED]

Lynn Valley

District of North Vancouver

From: David Lee [REDACTED]

Sent: April 15, 2026 5:30 AM

To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>

Cc: MuriL@dnv.org <muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>; backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org <mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>

Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:

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

From:

David Lee

District of North Vancouver, BC

Dear Mayor and Members of Council,

I am writing to follow up on my letter dated April 12, 2026, my earlier submission from October 19, 2025, and my remarks at the April 14, 2026 public hearing regarding the proposed redevelopment at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

As previously stated, I support thoughtful densification in Lynn Valley and recognize the need for housing. My concern has never been growth in principle, but whether the scale, placement, and access design of this proposal, as currently configured, appropriately reflect neighbourhood context, public safety, infrastructure capacity, and long-term livability.

I also want to acknowledge that many residents support this proposal, often motivated by the need for housing, a more active Town Centre, and broader growth objectives. These priorities are valid, and I respect the perspectives of those who feel the anticipated benefits outweigh the risks.

For residents like me—who rely on the Ironworkers Memorial Bridge daily to travel to and from work—the issue is not theoretical. The District’s own recently published data confirms that the Ironworkers Memorial Bridge is now the most congested major crossing in the region on a per-lane basis, and that even minor incidents can trigger hours-long gridlock, affecting transit reliability, emergency response, and residents’ ability to move within and beyond their community.

For us, the issue isn’t whether a local intersection technically functions on paper; it is whether the transportation system is reliable enough to allow people to leave home, return from work, reach medical care, or access essential services under real-world conditions. This lived reliability context is critical when evaluating proposals that add demand to an already constrained regional system.

I appreciate that transit improvements are frequently cited as part of the strategy to support increased density in Lynn Valley, and I agree that improved local transit service is important. At the same time, it is important to recognize that transit on the North Shore is not independent of regional transportation constraints. Transit vehicles rely on the same east–west corridors and bridge crossings as private vehicles and emergency services, and when the Ironworkers Memorial Bridge or its approaches stall, transit reliability is directly affected. As a result, transit improvements alone cannot be assumed to offset increased demand when the primary regional chokepoint remains oversaturated and no committed capacity or resilience upgrades are in place.

With that context in mind, I would like to offer a constructive planning refinement that I believe could materially reduce neighbourhood impacts while still allowing density where it can be best supported.

A Context-Sensitive Approach to Site Restructuring

The subject site presents two very different frontages, each with distinct roles and constraints:

- Baird Road functions as a low-volume, shared-use neighbourhood street with significant pedestrian and cyclist activity, heavy school-related use, and informal community gathering.
- Lynn Valley Road is an arterial corridor and designated Town Centre frontage intended to accommodate higher-intensity residential and commercial uses, transit access, and greater traffic volumes.

A more appropriate design response would be to redistribute building mass and height accordingly, rather than applying a uniform scale across both edges of the site.

This could include:

- Stepping building heights down along Baird Road, using lower-rise forms such as townhouses or terraced buildings, to better reflect surrounding neighbourhood scale and reduce safety, privacy, and livability impacts; and
- Concentrating larger building mass along Lynn Valley Road, where infrastructure, transit access, activity levels, and planning policy more clearly anticipate higher density.

Graduated massing and transition of this type are well-established urban design principles and would better align Town Centre objectives with neighbourhood conditions.

Alignment with Original Planning Intent

It was also noted during the April 14, 2026 public hearing that the original Official Community Plan and early Town Centre planning for Lynn Valley emphasized the importance of responding to site context, including stepping building height and massing down toward adjacent neighbourhood streets and concentrating greater height along arterial frontages such as Lynn Valley Road.

I mention this not to reopen policy debates, but to highlight that placing lower-scale buildings along Baird Road while concentrating larger mass along Lynn Valley Road is not a departure from the District's planning framework. Rather, it appears consistent with the original intent of ensuring appropriate transitions between Town Centre development and surrounding neighbourhoods.

From a resident perspective, this reinforces the view that a redistributed massing approach represents a return to sound planning principles, rather than an objection to growth.

Adjacent Heritage Site and Integrated Planning Opportunities

The redevelopment site is immediately adjacent to a heritage-designated property under the same ownership. While I fully support the preservation of heritage assets, it is reasonable to question why this adjacent site has not been considered as part of a more integrated planning approach.

Treating the redevelopment site in isolation has resulted in all access, servicing, and traffic impacts being concentrated on Baird Road. A coordinated site strategy—while fully respecting heritage protections—could allow greater flexibility in circulation, servicing, or access alignment, thereby reducing pressure on a sensitive neighbourhood street.

I am not suggesting that the heritage building be removed or compromised. Rather, I am asking whether integrated planning across commonly owned adjacent properties could enable a better overall outcome—one that reduces neighbourhood impacts and improves access resilience.

Environmental, Wildlife, Traffic, and Parking Considerations

As outlined in my prior submissions, Lynn Valley's ecological context—including proximity to Hastings Creek, wildlife presence, and sensitive habitat—warrants a cautious and proportionate approach to development intensity.

Reducing building scale and activity along Baird Road would:

- lessen edge effects near residential and natural transition areas,
- reduce construction disturbance adjacent to neighbourhood and creek corridors, and
- improve opportunities for landscaping, tree retention, and habitat buffering.

Similarly, redistributing density and access away from Baird Road would:

- reduce pedestrian–vehicle conflict during peak school periods,
- improve emergency access reliability by reducing dependence on a single neighbourhood access point, and
- better align traffic and parking demand with Lynn Valley Road, where impacts are more contextually appropriate.

As documented in earlier submissions, the area supports a range of at-risk and sensitive species. These concerns are closely tied to site configuration—building scale, proximity to ecological edges, construction intensity, and access routing all influence environmental outcomes. Design refinement therefore plays a critical role in mitigating harm, beyond simply meeting minimum regulatory thresholds.

Request for Council Consideration

I respectfully ask Council to reconsider advancing this proposal under the recently amended Official Community Plan framework, and instead assess whether the current approach is producing a development outcome that is genuinely appropriate for this site and its surrounding neighbourhood.

While the updated OCP enables increased density in principle, Council retains the discretion and responsibility to ensure that its application reflects site context, environmental sensitivity, infrastructure constraints, and livability considerations. In this case, proceeding under the revised framework appears to be driving a design that concentrates scale and access impacts on a sensitive neighbourhood street and departs from the transitional planning intent that originally guided development in the Lynn Valley Town Centre.

Rather than advancing the proposal as currently configured, I respectfully ask Council to direct the applicant to pursue a more context-responsive design, including a stepped-height, redistributed massing strategy—lower along Baird Road and higher along Lynn Valley Road—supported by more integrated site planning. This approach would better address neighbourhood character, environmental and wildlife sensitivity, traffic and parking impacts, commuting reliability, and public safety, while still allowing density where it can be best supported.

This is not a request to halt development or deny housing. It is an invitation for Council to pause, exercise judgment, and steer this project toward a development form that is demonstrably better aligned with original planning intent, real-world infrastructure constraints, and long-term community livability, rather than proceeding primarily on the basis of expanded policy permissions.

Thank you for your time and consideration, and for the responsibility you carry in balancing growth with accountability, neighbourhood fit, and community resilience.

Sincerely,

David Lee

District of North Vancouver, BC

From: David Lee

Sent: April 15, 2026 4:19 AM

To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>

Cc: MuriL@dnv.org <muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>; backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org <mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>

Subject: Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment - Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:

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

From:

David Lee

District of North Vancouver, BC

Date: April 14, 2026

Speaking Notes:

Opening

Good evening Mayor and Council. My name is David, and I live on Baird Road in Lynn Valley.

While I support thoughtful densification in Lynn Valley. My concern is not growth itself—it is whether this proposal, as designed, works for the surrounding neighbourhood and whether it reflects the broader public interest.

Point 1 — Single Access & Neighbourhood Risk

This proposal funnels all residential, commercial, and service traffic through a single access off Baird Road.

Baird Road is not just a local street. It functions as a low-volume, shared-use neighbourhood road regularly used by pedestrians, cyclists, dog-walkers, and residents, and it already experiences intense pedestrian activity during school hours.

Because the primary school access off Frederick Road is already congested, Baird Road also functions as an overflow drop-off and pick-up route for Argyle Secondary. This already causes localized congestion, and additional development-related traffic would further magnify these existing conditions.

Being told that access “can be maintained” may meet a minimum engineering standard, but it does not address day-to-day behaviour, social vulnerability, or what happens when congestion, incidents, or blockages occur at this single access point.

Point 2 — Traffic Studies vs. Real-World Conditions

Much reliance appears to be placed on the Lynn Valley Town Centre Transportation Study. That study evaluates local intersections under average peak conditions only.

It does not assess the reliability of access to or from Lynn Valley during congestion or incidents on Highway 1 or the Ironworkers Memorial Bridge—conditions residents experience regularly and which routinely dictate local congestion.

A traffic assessment that excludes regional chokepoints and emergency access reliability cannot credibly conclude that traffic impacts are minimal when those chokepoints are, in practice, the primary drivers of neighbourhood gridlock. For residents, the issue isn’t whether an intersection technically functions on paper—it’s whether they can reliably leave or return home, reach work, or access essential services in real-world conditions.

Point 3 — Emergency Response & Safety

Neither the Town Centre study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions.

Given the North Shore’s limited route redundancy, this omission is significant. Design choices that concentrate all access through a single neighbourhood street increase risk rather than mitigate it—particularly during peak periods or regional disruptions.

Point 4 — Cumulative Impacts & Accountability

This development is being evaluated largely in isolation, even though Lynn Valley is facing multiple medium- to high-density projects that all rely on the same constrained road network, emergency routes, and infrastructure systems.

If assumptions about traffic behaviour, parking demand, or environmental recovery prove optimistic, the resulting impacts—congestion, safety concerns, and parking spillover—will be borne almost entirely by existing residents.

There is no clear or enforceable framework for monitoring real-world impacts after occupancy, nor for requiring corrective action if neighbourhood conditions deteriorate.

Point 5 — Process & Timing

From a process standpoint, residents raised concerns about scale, access, and risk, and planning policies were subsequently amended in a way that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

Given the scale of change, the number of unresolved issues, and the discretionary judgment involved—and with municipal elections scheduled for October 2026—it would be reasonable and prudent to defer final approvals until residents have the opportunity to express their views through the democratic process.

Closing

I respectfully ask Council to acknowledge that the concerns first raised in October 2025—and reiterated today—remain

unresolved, and to reconsider whether this proposal, as currently designed, reflects the public interest.

Sincerely,
David Lee

[REDACTED]
District of North Vancouver, BC

From: David Lee [REDACTED]
Sent: April 13, 2026 12:18 AM
To: input@dnv.org <input@dnv.org>; stonehockerm@dnv.org <stonehockerm@dnv.org>
Cc: MuriL@dnv.org <muril@dnv.org>; council@dnv.org <council@dnv.org>; forbesb@dnv.org <forbesb@dnv.org>;
backj@dnv.org <backj@dnv.org>; hansonj@dnv.org <hansonj@dnv.org>; popec@dnv.org <popec@dnv.org>; mayor@dnv.org
<mayor@dnv.org>; mahh@dnv.org <mahh@dnv.org>
Subject: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed Use Redevelopment -
Public hearing on April 14 for Lynn Valley Mall / Draycott Gardens rezoning application

To:
Mayor and Council
District of North Vancouver
355 W. Queens Road
North Vancouver, BC V7N 4N5

From:
David Lee
[REDACTED]
District of North Vancouver, BC

Date: April 12, 2026

Re: 1246–1268 Lynn Valley Road & 3050–3174 Baird Road - Polygon Development 395 Ltd. – Mixed-Use Redevelopment

Dear Mayor and Council,

I am writing to formally reiterate and expand upon concerns previously raised regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road. While additional reports and materials have been released since residents first voiced objections, it remains clear that many substantive community concerns have not been meaningfully addressed, but rather reframed as resolved through policy compliance and technical minimum standards.

This letter is not an objection to change or growth. It is a concern about process, proportionality, neighbourhood fit, and risk, and how these factors appear to have been subordinated to enabling a specific development proposal.

1. Official Community Plan Amendments Undertaken After Community Objection

One of the most troubling aspects of this process is that when residents first raised concerns about scale, density, and fit, the District subsequently amended the Official Community Plan (OCP) and zoning framework in a manner that enabled the proposal rather than reassessing whether the proposal itself was appropriate.

While Council is legally permitted to amend the OCP, doing so in response to a specific development application—rather than through a broader, community-driven planning process—undermines public trust. The OCP is intended to guide

development in the public interest, not to be rewritten when community opposition reveals incompatibility.

From a resident perspective, this has created the perception that:

- Planning policy was adjusted to fit the proposal, rather than the proposal being adjusted to fit the community.
- Community feedback triggered procedural changes, not substantive design reconsideration.

This concern has not been acknowledged or addressed in the materials presented to Council.

2. Neighbourhood Fit and Building Scale Remain Unresolved

The proposal consists of four six-storey buildings at a scale that is fundamentally out of character with the surrounding area, which remains predominantly:

- Two-storey single-family homes
- Low-rise townhouses
- Small-scale commercial and office uses

While reports state that the building height is “consistent with Town Centre policies,” policy conformity does not equate to neighbourhood compatibility. The materials do not adequately address:

- Transition to adjacent lower-scale housing
- Perceived mass and dominance
- Privacy, overlook, and loss of human scale

Residents have repeatedly raised concerns regarding visual impact and loss of neighbourhood character. These concerns have been reframed as policy matters rather than addressed as lived realities on the ground.

3. Single Vehicular Access via Baird Road Creates Disproportionate Risk

The consolidation of all residential, commercial, and service access onto a single lane off Baird Road presents a serious planning and safety concern.

Baird Road is not simply a “local street”:

- It is a primary pedestrian route for school children.
- It functions as a low-volume, shared-use neighbourhood street regularly used by pedestrians, cyclists, dog-walkers, and residents accessing nearby homes and community connections.
- It already functions as an informal overflow drop-off and pick-up route for Argyle Secondary School, due to congestion and capacity constraints at the primary school access off Frederick Road. This overflow traffic already causes localized congestion and circulation challenges throughout the neighbourhood, making daily movement more difficult for residents. Additional development-related traffic would further compound and magnify these existing issues.
- It experiences periods of intense pedestrian activity and congestion, particularly during school arrival and dismissal times.

The technical finding that a single access point is “acceptable” from an engineering standpoint does not consider:

- Social vulnerability created by the mix of users and modes.
- Day-to-day behavioural patterns associated with shared neighbourhood streets and school-related traffic spillover.
- The consequences of failure or blockage when all site access is concentrated at one location.

Emergency access that “can be maintained” represents a minimum standard, not an appropriate justification for concentrating risk in such a sensitive and heavily used neighbourhood context.

Neither the Lynn Valley Town Centre Transportation Study nor the site-specific traffic materials evaluate emergency response reliability under congested or failure conditions. This omission is significant given the North Shore's limited route redundancy and documented congestion impacts when regional traffic stalls. A transportation assessment that does not examine emergency access during peak congestion or network disruption is incomplete from a public safety perspective, particularly where development design choices concentrate access through a single neighbourhood street.

4. Traffic Study Scope and Statistical Validity Are Insufficient

Residents were informed that traffic analysis relied on limited short-duration counts, reportedly conducted over a single day. From a statistical and planning perspective, this is inadequate to capture:

- School-related pedestrian surges
- Seasonal and weather-related variation
- Weekend and non-commuter travel patterns

Short-term modelling may satisfy engineering minimums, but it does not provide confidence when decisions significantly alter neighbourhood function and safety. No material provided explains:

- Why this limited dataset is sufficient
- What margins of error exist
- How worst-case conditions were assessed

It is also important to note that the Lynn Valley Town Centre Transportation Study, which underpins much of the District's planning framework, evaluates local intersection performance under average peak conditions only. It does not assess the reliability of access to or from Lynn Valley via Highway 1 or the Ironworkers Memorial Bridge, which has become the dominant transportation constraint affecting the community. A study that excludes regional chokepoints cannot credibly conclude that traffic impacts are minimal when those chokepoints routinely dictate local congestion and accessibility.

The Lynn Valley Town Centre Transportation Study was completed in 2013 and relies on assumptions that predate current congestion realities on the North Shore. Applying its conclusions without updated validation ignores substantial changes in regional traffic patterns, population growth, and post-pandemic travel behaviour. Reliance on an outdated study to justify present-day impacts further undermines confidence that the traffic conclusions reflect conditions residents experience today.

As a result, residents are being asked to accept conclusions unsupported by transparent, comprehensive data.

5. Cumulative Impacts Have Not Been Assessed

The proposed development is being evaluated largely in isolation, despite the fact that Lynn Valley is experiencing multiple medium- to high-density development applications within a geographically constrained area.

The reports before Council do not assess the cumulative effects of existing, approved, and proposed developments on:

- Traffic congestion and network reliability
- Emergency vehicle access
- Parking saturation
- Environmental stress
- Overall neighbourhood livability

Without a cumulative impact assessment, it is not possible to determine whether the underlying systems that support

Lynn Valley can continue to function safely and effectively as density increases.

6. Massing and Shadow Impacts Are Understated

Shadowing and massing analyses appear to focus narrowly on compliance with guideline thresholds rather than meaningful impact assessment. The materials do not adequately address:

- Shoulder-season shading
- Morning and evening shadow impacts
- Compounded shading from multiple large buildings

Compliance does not negate impact. Loss of sunlight and openness affects quality of life regardless of alignment with technical limits.

7. Environmental Impacts Are Framed as Neutral or Positive Without Credible Basis

While environmental reports demonstrate regulatory compliance, they do not establish that impacts are neutral or positive in real terms. Residents remain concerned about:

- Large-scale loss of mature tree canopy
- Construction disturbance near Hastings Creek
- Wildlife displacement and cumulative edge effects

Mitigation does not equal improvement. The materials provided do not acknowledge the short- to medium-term ecological degradation that will occur, nor the long recovery timeline required for lost environmental value to be restored.

8. Risk Allocation and Lack of Post-Approval Accountability

The proposal relies on optimistic assumptions regarding traffic behaviour, parking demand, transit use, and environmental recovery. If those assumptions prove incorrect, the consequences—congestion, safety concerns, parking spillover, and environmental loss—will be borne almost entirely by existing residents.

There is no clear, enforceable framework presented for:

- Monitoring real-world impacts after occupancy
- Establishing thresholds for action if impacts exceed projections
- Implementing corrective measures should neighbourhood conditions deteriorate

Approving the project without such accountability mechanisms effectively transfers long-term risk from the applicant to the surrounding community.

9. Resident Concerns Have Been Documented but Not Meaningfully Engaged

The District's public materials confirm that engagement sessions occurred. However, there is no clear explanation of how resident concerns influenced project form, access design, building scale, or phasing.

From the community perspective, participation appears to have satisfied procedural requirements rather than informed decision-making.

10. Timing and Democratic Accountability

Municipal elections are scheduled for October 17, 2026. This proposal represents a significant and irreversible change to Lynn Valley, with long-term implications for traffic, infrastructure, neighbourhood character, and environmental health.

I recognize that the District is operating within a provincial policy framework that prioritizes housing supply and density. However, provincial mandates are necessarily broad and designed to address province-wide conditions. Municipal governments retain an essential responsibility to ensure that local implementation protects neighbourhood safety, infrastructure capacity, environmental integrity, and community livability. Where provincial policies do not fully address local constraints—such as transportation bottlenecks, emergency access limitations, or cumulative impacts—the District has both the authority and obligation to exercise judgment in the public interest.

Given the scale of the proposal, the number of unresolved concerns, and the degree of discretionary judgment required, it would be reasonable and prudent for Council to avoid granting final approvals until after the election, allowing residents to express their views through the democratic process.

This is not a request to halt development indefinitely, but to ensure decisions of lasting consequence reflect a clear and current public mandate.

11. In Summary

This proposal may be technically compliant, but compliance alone is not a sufficient standard for good planning. The process has left residents with the clear impression that:

- Policy was adapted to fit the proposal
- Technical studies were used to dismiss rather than meaningfully engage concerns
- Neighbourhood function, safety, and character were undervalued

We respectfully ask Council to acknowledge that key concerns raised by residents remain unresolved and to consider whether the approval framework truly reflects the public interest.

Requested Actions

We urge Council to consider:

1. Acknowledging the implications of post-objection policy changes
2. Reassessing access design and risk concentration on Baird Road
3. Requiring more robust, transparent, and cumulative traffic analysis
4. Re-evaluating massing, transition, and shadow impacts
5. Establishing enforceable post-approval monitoring and corrective measures
6. Deferring final approval to allow for electoral accountability

Residents are not opposing growth — we are asking for better planning, proportional development, and genuine consideration of neighbourhood impact.

Appendix A – Prior Correspondence

For reference, and to provide continuity in the public record, my letter dated **October 19, 2025**, outlining initial concerns regarding this proposal, is attached as **Appendix A**. Many of the issues raised at that time remain unresolved and are reflected in this updated submission.

Sincerely,

David Lee



District of North Vancouver, BC

From: [Don Harder](#)
To: [DNV Input](#)
Subject: Polygon development comments
Date: April 15, 2026 2:46:17 PM
Attachments: [Polygon.docx](#)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

Here are my notes from Tuesday evening's Public Hearing. As I was reading, I realised I was about to exceed the five-minute limit, so I dropped a paragraph. I have included that paragraph here in this print copy, detailing my thoughts on the design aesthetic.

Once again , thanks for the opportunity to share my thoughts and to follow many other residents' submissions.

Best,

Don Harder



Over the past few years I have followed the ongoing saga of residential development on the North Shore. I have read about various proposals and observed the changes that came about due to negative public response. I've read about District Council trying to find the right balance between meeting the population goals set by the province, and the public's refusal to accept change. The public outcry is usually summarised with the phrase "Not in my Backyard"!

Well, this particular development is, literally, in my own backyard. I find my judgment of the design aesthetic and its integration with the existing neighbourhood has taken on a new critical level. The more I walk around the block and try to imagine how the proposed development would fit in, the more I think it is wrong for this area.

I expect a number of people here tonight will bring up the traffic issue. I think it is ridiculous to expect the vehicles from 400 residential suites and various commercial units to pass the "MacDonald's Labyrinth" on Ross Road and then pass through the crowds of Argyle students along Baird Road heading to the mall on their lunch break. Ridiculous, and dangerous.

The overall design really disappoints me. Have we not learned from the grim rectangular blocks of apartments from Stalinist Moscow? Observing the number of big rectangular block apartments south of 27th Street on Library Lane and Whitly Court indicate we clearly have not learned. Now, I'm not

advocating for Moshe Safdie's Habitat for Expo 67, but let's at least strive for some form of creativity. That the North Shore's embrace of West Coast Modern design styles can be so easily bypassed in favour of six story rectangles is a shame. When driving about Vancouver, I look out for new apartment designs. South Cambie, Oak and Granvill streets all have some wonderful new-built four to six story apartments. There are many creative designs that break out of the box with interesting angles, and shapes. Interestingly, almost all of them have set-backs on the top floors.

Good design is out there.

Looking through the recent District paper, I found a detailed plan of the buildings. I notice the lobbies for buildings Three and Four are located on Baird road. Have you made arrangements for short-term parking along Baird road? The number of deliveries from Door Dash and Food to Go could make for a rather nasty parking scene. The road already gets crowded with Amazon drivers double parking in the middle of the road. Short term visitors could go looking for parking on Harold road, where we already have parking issues with Mill House residents.

When I read further through the recent changes to the design I was cheered by the fact that the buildings along Baird Road would feature a set-back on the 5th and 6th floors. This will visually soften the edge and provide more sun light to the street level. Then, I realised this change was only for the Baird Road buildings. We live on Harold Road and [REDACTED]

██████████ of the development. There is no proposed change to the roof line of the buildings along the North Lane. From the COVO condos to the apartments at Lynn Terrace and the houses in between, there are many more residents along the North Lane than along Baird. The lane is much narrower than Baird Road, so the angle of shadow casting is that much greater. This is unacceptable to the people who live along Harold Road who count on a certain amount of sunlight in their backyards.

Is there a solution? Well, I think there is. Toss this whole design and go back the OCP that has been in place for years. There was supposed to be a transition area from the single family homes to the taller apartments in Lynn Valley Centre. This could still work in the Draycott development. Four story apartments around the perimeter with setbacks on the top floor would allow the extra light that is so valuable on this mountainside. As you get closer to Lynn Valley Road, build higher, eight to ten stories, where the sun shading won't affect so many existing residences. And make it interesting, add some curves or unusual angles.

At the risk of getting a bit too sentimental, let me tell you about my own backyard. On summer evenings my wife and I regularly eat on our back patio, enjoying the sounds of the kids in the playground at Draycott Gardens. Around seven o'clock, every evening, dozens of crows gather in the trees above Hastings Creek, then with a great racket, gradually head over to the trees above the kids in the playground. Then, picking up more crows, they head off, screeching, down to Burrard Inlet and their evening resting place. It's all part of why we love living in Lynn Valley. But, as we lose more and more trees, we will also lose the crows and other birds. Now, the Crows are very adaptable, and will find other flight paths down to the inlet, but they will wind up avoiding Lynn Valley, and that will be our great loss.

Yes, change has to happen, but the transition doesn't have to be so harsh.

And, ya, Not In My Backyard.

Don Harder



From: Anthony Stal [REDACTED]
Sent: April 15, 2026 11:47 AM
To: DNV Input
Subject: Proposed redevelopment - 1246–1268 Lynn Valley Road and 3050–3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

I am writing regarding the proposed redevelopment at 1246–1268 Lynn Valley Road and 3050–3174 Baird Road.

I want to begin by acknowledging that additional housing in Lynn Valley is sorely needed - as it is throughout the suburbs of the lower mainland.

The site in question has two very different interfaces. Baird Road functions as a quieter, neighbourhood-oriented street with significant pedestrian activity and strong ties to nearby schools and community use - it is full of children on tricycles and families walking to and from school. There is little traffic on Board Road, but on a daily basis about 200 children walk along that street, right past this proposed development. The calmed traffic setting that exists there currently supports their safe passage. In contrast, Lynn Valley Road serves as a primary arterial corridor, intended to accommodate higher traffic volumes, transit, and more intensive development - a place that is very appropriate for densification.

A more balanced design would respond to these differences. Lower-scale forms—such as townhouses or stepped-down buildings—would be more appropriate along Baird Road, helping to maintain neighbourhood character and reduce safety concerns. At the same time, greater building height and density could be directed toward Lynn Valley Road, where infrastructure and planning policy are better aligned to support it. This kind of graduated transition is a well-established planning principle and would allow the project to better integrate with its surroundings.

Environmental considerations further reinforce the need for a more measured approach. Lynn Valley's proximity to natural features such as Hastings Creek, along with the presence of wildlife and sensitive habitats, calls for careful attention to building scale, site layout, and construction impact. Reducing intensity along the neighbourhood edge would help mitigate these effects, while also allowing for better landscaping, tree retention, and ecological buffering.

There are also practical concerns related to safety and day-to-day function. Baird Road already experiences periods of high pedestrian activity, particularly around school hours. Increasing traffic and access demands in this area raises the potential for conflict and may also limit the reliability of emergency access. Shifting more of this activity toward Lynn Valley Road would better align with the intended function of each street.

Ultimately, I am asking Council to take a step back and consider whether the current configuration represents the best possible outcome for this site. While recent policy changes enable higher density, they do not require that every proposal maximize it without regard for context and for the communities that already live there. There remains an important role for judgment in ensuring that development aligns with neighbourhood conditions, infrastructure realities, and long-term livability.

A revised approach—one that redistributes building mass, steps down toward Baird Road, and takes a more integrated view of the broader site—would still deliver housing, while addressing many of the concerns raised by residents. In my view, this would represent a more thoughtful and balanced application of the District's planning objectives.

Thank you for your consideration.

Sincerely,

Anthony Stal

From: Marnie Rice [REDACTED]
Sent: April 15, 2026 12:12 PM
To: Signup; DNV Input
Cc: Mayor and Council - DNV
Subject: Marnie Rice Request to Speak a Second Time re: OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens
Attachments: 2024 04 15 Public Hearing Day 2 Marnie Rice Request Council Votes No to OCP Amendment and Rezoning of Draycott Gardens.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Attention North Vancouver District Mayor and Council,

I wish to speak a second time at the continuation of the Public Hearing at 7pm on April 15, 2026. I remain opposed to the proposed OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens.

My new letter (attached) summarizes what I heard last night to be the community's demands for local improvements, and a better-integrated, respectful, and properly-scaled development for Lynn Valley Mall, Draycott Gardens, the Card House property, and ideally the Ross Road Plaza.

Sincerely,

Marnie Rice
[REDACTED]

To: North Vancouver District Council

355 W Queens Road, North Vancouver, BC V7N 4N5

From: Marnie Rice

[REDACTED], Lynn Valley, North Vancouver

2026-04-15

Re: Day 2 Public Hearing for OCP Amendment and Rezoning for Lynn Valley Mall & Draycott Gardens

I was a first-time speaker on Tuesday evening who spoke in opposition OCP Amendment and Rezoning for Lynn Valley Mall and Draycott Gardens. I remain opposed after listening to the staff and developer presentation and public input.

I really appreciated listening to the collective wisdom in the room—especially of neighbours living on Harold and Baird who have a hyper-local understanding of the nuance, challenges, needs, and opportunities of these streets, lanes, and trails. I learned a lot from the two current renters in Draycott Gardens and the three speakers with homes backing onto the North Lane. We need to privilege their feedback. I had to distill out the Polygon boosters who spoke of the developer's ironclad reputation in the region and Michael Audain's benevolence as their founder and now philanthropist. I also had to appreciate, but minimize, the speakers who spoke generally of the need for rental housing for low- and middle-income earners. We have a national, regional, and local housing affordability crisis and 32 new rental units at this site is a *very* minor contribution to that pressure. The Province is requiring your compliance for new housing stock by June 30th and the site will help you check that box. Everyone agrees and accepts that densification is inevitable, so it is not "if" but "how" it is done.

What my neighbours told you last night is that we want you to follow through on the principles of the Lynn Valley Town Centre plan within the existing OCP density allowance. We want you to address the poor planning decisions of previous Councils, not compound those problems with traffic, zoning, loss of forested neighbourhood character, heritage loss, and safety. *So what can you, our decision makers, do?*

- Demand resolution of the issues that are outlined in the omitted shadow study
- Reduce height of buildings 3 and 4 and demand setbacks on the north lane
- Keep a respectful transition to the scale of existing homes on Harold and Baird

- Consider duplication of well-received condos like Walter's Place at 1327 Draycott or the smaller scale multi-unit application by EDG Homes for the Cross House development at 1120 Harold
- Extend sidewalks on Baird Ross Road right to the end of the cul de sac
- Limit vehicle (including e-bikes!!) speed to 30kms on Baird
- Preserve and revitalize the Card House at 1202 Ross Road as a community amenity—even if it lacks a designated heritage status. Otherwise, it is doomed.
- Include Ross Road Plaza in the development or place a covenant on density and height limits for future developments on that site
- Preserve and protect the existing cedar tree canopy on Baird & Hastings Creek Slopes
- Optimize traffic lights from Mountain Hwy to Williams and all the way to Hwy 1
- Require more points of access into/out of the site for emergency, commercial, and residential uses
- Restrict right turns on red lights from Mountain Hwy west onto Lynn Valley Road
- Transform existing Ross Road congestion & lack of safety with such actions as:
 - Close MacDonald's drive-through or move the outlet to Lynn Valley Centre
 - Move the BRT platform east to the parklet by the current MacDonald's
- Provide transparency of what so-called "affordable" rental costs are to the current Draycott Garden tenants and future renters
- Demand better transparency about this site's connection to upcoming high-density developments on the Safeway and Black Bear Pub sites
- Consider the pace of change and the existing community's tolerance for a decade of construction impacts in the neighbourhood

The above list of opportunities shows that the development proposal does not sufficiently mitigate legitimate concerns from neighbours. Let's not be enticed by the developer's contributions to the District's aging infrastructure or their ability to beautify a dilapidated mall that was left to decay, by design, for the last 10 years. We all know that \$10.4M is minor seed money to any community amenity improvements and cost levies paid to Translink are not a guarantee of improvements at this congested corner of Mountain Hwy and Lynn Valley Road.

In conclusion, **I urge you not to allow an increase to the OCP with higher density on the re-zoned site.** Send the proposal back to Polygon for a more reasoned development—especially for Phase 2, Buildings 3 & 4—and plan that definitely includes the Card House property and ideally Ross Road Plaza and incorporates other community demands.

From: Tim André Wee [REDACTED]
Sent: April 15, 2026 1:30 PM
To: DNV Input
Subject: Public Hearing Submission – 1246–1268 Lynn Valley Road and 3050–3174 Baird Road
Attachments: DNV_Public_Hearing_Submission_Tim_Wee.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council,

Please find my submission attached for the public hearing in regards to the development proposal at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

Thank you for your consideration.

Sincerely,
Tim André Wee

—
Tim André Wee

[REDACTED]

[REDACTED]
North Vancouver, [REDACTED]
Canada

Tim André Wee

North Vancouver, [REDACTED]

April 15, 2026

Subject: Public Hearing Submission – 1246–1268 Lynn Valley Road and 3050–3174 Baird Road

Dear Mayor and Council,

I am writing as a resident of Ross Road to provide input on the application for **1246–1268 Lynn Valley Road and 3050–3174 Baird Road**.

My primary concern relates to traffic impacts on nearby residential streets, particularly Ross Road and Baird Road.

I attended the first part of the public hearing in person on April 14 and learned that the left turn from Lynn Valley Road onto Ross Road is proposed to be removed. As a result, vehicles traveling to and from the development would use Ross Road for inbound traffic and some outbound traffic. This adds to my concern about increased traffic volumes on an already sensitive residential street.

Ross Road is a sloped residential street where vehicle speeds are already a concern. In my day-to-day experience, it is not uncommon to observe vehicles traveling above safe speeds, especially when moving downhill. Increased traffic resulting from this development is likely to further exacerbate this issue on both Ross Road and Baird Road.

Given these conditions, I respectfully request that traffic calming measures be incorporated into the overall plan associated with this application. Specifically, I recommend the introduction of a **30 km/h speed limit on both Ross Road and Baird Road**, along with supporting measures to encourage compliance.

This would help improve safety for residents, pedestrians, and cyclists, and ensure that nearby streets remain appropriate for residential use as density in the area increases.

Thank you for considering my input.

Sincerely,

Tim André Wee

From: Chris Harper [REDACTED]
Sent: April 15, 2026 2:06 PM
To: DNV Input
Subject: 1246-1268 Lynn Valley Road & 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I live in Lynn Valley, and I believe the Town Centre is exactly where growth belongs.

Over the past few years, I have watched local businesses struggle. Some have closed, and the energy in the core has changed. Polygon Home's mixed-use development proposal is a chance to bring that back.

The existing strip plaza has served its time, even if many of us here have a soft spot for Dairy Queen. Moving shops or a new restaurant out to Lynn Valley Road, where they are visible and active, will make a real difference for businesses. Moreover, the increased density from the surrounding new housing would help deepen the client-base for commercial operators, resulting in greater stability and a lift for the local economy.

Just as important, is the investment this project offers for improving Lynn Valley's infrastructure. The rapid transit land dedication is something this community has been asking for. This project helps make that possible.

I also know there are concerns about traffic, but patterns are changing. Many of us now work hybrid schedules, and with better transit, reliance on cars can shift over time.

This is the right amount of growth, in the right place, at the right time. I encourage you to bring more life back to Lynn Valley by approving Polygon's project.

Thank you.

From: Chelsea [REDACTED]
Sent: April 15, 2026 2:41 PM
To: DNV Input
Subject: Polygon's Redevelopment Proposal for Lynn Valley Mall and Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am a resident of Lynn Valley, and one thing is clear: there are not enough housing options in the Town Centre for the range of people who want to live here. That gap is affecting the community. It is harder for first-time buyers (many many of my friends who are starting families of their own) and downsizers to find a place, and without that social mix, the core loses some of its vitality and I personally loose "my village" as housing becomes challenging in my own backyard.

I support Polygon's proposal as it addresses the housing gap through thoughtful design. It introduces a range of homes from studios to three-bedroom units, offered as rental or strata options. That variety helps make homes more attainable for people with different needs and budgets, while placing them within easy walking distance of local amenities. That's smart planning.

The proposal is also appropriately scaled for the site. Six-storey mid-rises add meaningful housing while maintaining a comfortable transition to the surrounding neighbourhood.

Lastly, let's take into serious account how this proposal delivers tangible investment back into Lynn Valley. Contributions to the District, Metro Vancouver/TransLink can help fund improvements to infrastructure, transit, and local amenities that residents have been asking for.

Council, this is the kind of legacy decision that will shape a stronger Lynn Valley for years to come. I encourage you to approve Polygon's application.

With my thanks,
Chelsea Genest

From: DNV Input
Sent: April 15, 2026 3:21 PM
To: Mayor and Council - DNV
Cc: DNV Input; Mackenzie Stonehocker
Subject: Submission from Griff Marshall
Attachments: Letter from Griff Marshall.PDF

The attached is provided for information.

April 14, 2026

Re: Draycott Gardens / Lynn Valley Mall Redevelopment Proposal

Mayor and Members of Council,

My name is Griff Marshall. I am a resident of the District, living very near to the Draycott Gardens / Lynn Valley Mall site, just north of the Baird Road and Harold Road intersection.

Let me begin by saying that I welcome a redevelopment of the sites in question. It will be good to have new and updated commercial offerings, and a modern higher-density residential set up should be positive, overall.

However, I do have some significant concerns with the Polygon proposal, as it stands:

Imposing Footprint

- Monolithic block of structures, 6 stories high, will be imposing from street level, especially from Baird Road and the North lane sides. Baird Road and especially the North Lane are narrow roadways.
- Buildings 2 & 3 will completely block out sunlight and view for the houses on Harold Road and for houses such as ours, further north on Baird Road
- there is not any proposed transition between the 6 story Polygon buildings and what is currently single family houses
 - I suggest that there should be a graduation of building heights, with the low end being at the north end of the site (ie. Buildings 2 & 3). This would allow more sunlight to filter to the homes on Harold and north along Baird.
 - For the record, we noticed the impact on sunlight from the construction of the 3 story Covo complex (southwest corner of Baird & Harold)

Traffic Flow & Pedestrian Safety

- the complicated series of road intersections and driveways found from Lynn Valley Road, into Ross Road, into Baird Road and then into the sole entrance/exit for the proposed complex (South Lane) is problematic.
- It should be underlined that Baird Rd is narrow and has cars parked on both sides. The result is that vehicle traffic is essentially restricted to one lane, and cars have to alternate, one direction and then the other.
- I know that Bunt Associates has completed a study and has suggested recommendations, with which I pretty much in agreement. However, I do not concur with their overall conclusions that the proposed set up is adequate.
- With the current 32 condo units at Draycott Gardens, we already regularly encounter awkward congestion along Baird Rd, and then turning onto Ross Rd. By increasing

the number of residential units from 32 to almost 400, plus adding the commercial businesses that currently go in and out from Lynn Valley Rd., and having them all enter and exit from the same South Lane, it is impossible to believe that there will not be a snarl of vehicle and pedestrian congestion in the Baird/Ross area, at many times during the day.

- Yes, having a sidewalk on Baird all the way between Harold and Ross will help, but the daily parade of Argyle students will invariably take over Baird Rd, multiple times per day (morning rush to school; lunchtime back and forth; afternoon dismissal from school).

Lynn Valley Transportation Plan:

- there are several references to RapidBus, Frequent Transit Network (FTN), Translink Everyone Plan, but do we have an overall Transportation Plan for Lynn Valley ? If so, where can it be found ? The appropriate Transportation Plan should be in place or in progress, in advance of construction of a high density/high population project, such as the Draycott Gardens / LV Mall re-development project

Thank you for your time and your attention. I think that it is important to here the views of citizens.

Regards,

Griff Marshall

DNV Public Hearing

Draycott Gardens / LV Mall Redevelopment

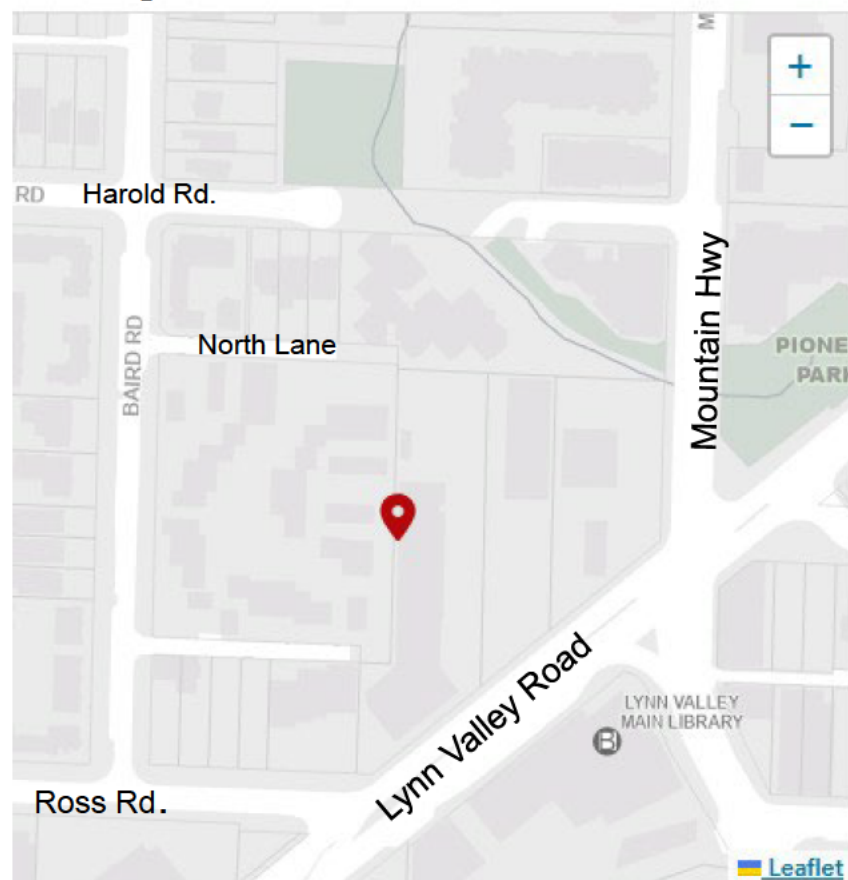
Griff Marshall

Lynn Valley resident

Areas of Concern

- Imposing Footprint of the Complex
- Traffic Flow and Pedestrian Safety
- Implementation of Transportation Plan

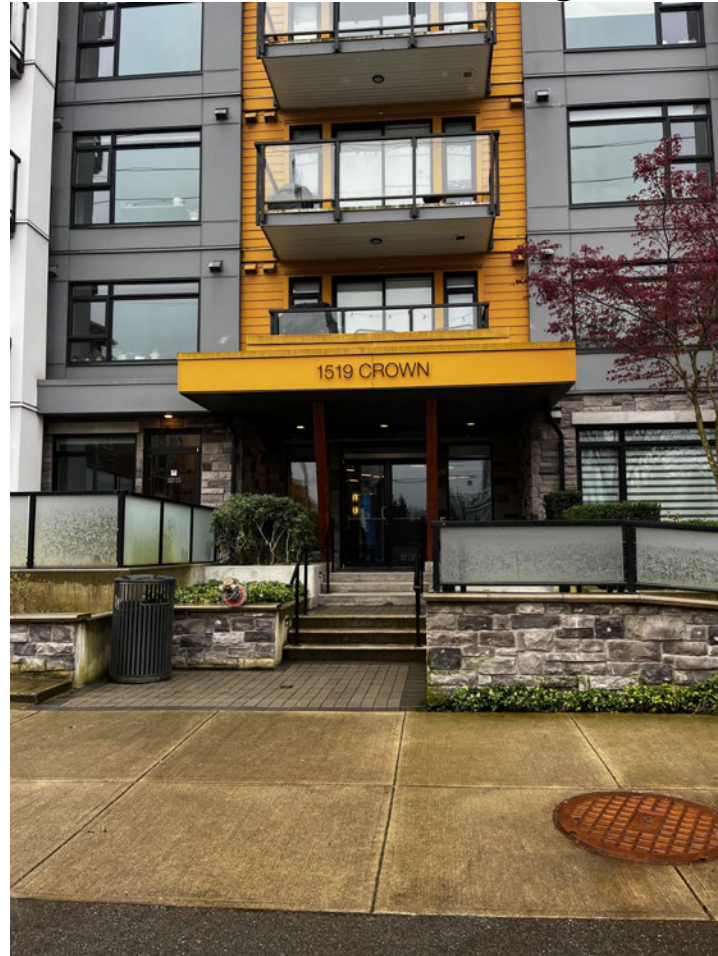
Map of Site Area



Polygon Building Layout



Similar 6 Story Building









Polygon Rendition – Bldg 1



Buildings 3 & 4 – from Baird Rd.



Rendition – Building 3



Rendition of Bldg 3



Baird Road - Single Lane Traffic



Argyle Foot Traffic





April 15, 2026

Dear Mayor and Counsellors,

My name is Agnes Frankowski and I am [REDACTED] years old.

I live at [REDACTED] and have lived there my

Whole life. I'm talking for all the Kids in

[REDACTED]. I was talking to my

friend the other day and I told her about the
apartments, they were going to build on top of
our lovely townhouses. She was very sad.

All the memories I've had in these lovely
townhouses. I don't think I could stand it

When they are gone. there are very few
townhouses left in North Vancouver

A lot of the world is apartments and
high towers now. The townhouses mean a
lot to me. I have lots of memories of
Playing in the grass field. We playing
Soccer and baseball.



It Would mean a lot to Keep these townhouses.

I don't think it's fair that I don't get

a choice in where I live. I really hope this

means a lot to you and changes your mind

Thank you for your time.

Sincerely,

Agnes Frankowski

From: L Townsend [REDACTED]
Sent: April 15, 2026 3:57 PM
To: DNV Input
Subject: Submission re: Draycott Gardens & Lynn Valley Mall redevelopment
Attachments: DNV Hearing submission April 15_Townsend.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Second opportunity to speak/submit at DNV Public Hearing April 15, 2026

Re: Draycott Gardens and Lynn Valley Mall redevelopment proposal

From: Laurie Townsend [REDACTED], North Vancouver

Note: the below text is in the PDF attached.

Dear Mayor Little and members of Council,

Last evening I spoke at the Public Hearing. I would have signed up to speak a second time during the continuation of the hearing tonight (April 15, 2026 at 7:00 pm), however I have a prior commitment that prevents me from being there in person. Please accept the following as my additional comments for inclusion in the hearing submissions.

I very much appreciated listening to the speakers last evening and learning more about different perspectives on the project and the many ideas to lessen the impacts of the massing, height, density, shadow casting and traffic issues.

Please advocate to have some of those ideas implemented such as:

- Changing the traffic light timing on Lynn Valley Rd for traffic flow
- Find a way to close/move the MacDonald's drive through entrance.
- Solve issue of single vehicle entrance. Consider what happens in emergencies when large vehicles like firetrucks are trying to get in while everyone else is trying to escape. Perhaps create an emergency vehicle entrance. Maybe where the north south walkway meets the lane on the north side? The walkway could be designed to accommodate emergency vehicles, just for those occasions.
- Protect the tree canopy, even expand it
- Protect and preserve the tree canopy along Hastings Creek.
- Protect and preserve the heritage house at 1202 Ross Road. This house and the one in the development set for Harold Road are disintegrating. We see it happening as we walk by each day. There must be something that can be done to save this historic artifact and have it become an amenity like the beautiful Molly Nye House. There must be a way!
- Reduce building heights of Buildings 3 & 4.

- Move buildings 2 & 3 away from the north property line, &/or limit to 4 storeys &/or require setbacks to deal with the shadows cast to the residences immediately north of buildings 2 & 4. Seeing the shadow study yesterday was a stark reality check. I really don't want for myself, or my neighbours, to live in shadow for most of the year.
- Also do something like above to alleviate the noted 40 foot space between Polygon buildings 2 & 4 and COVO & Lynn Terrace.
- Most importantly: Follow the Official Community principals and design guidelines as well as the FSR and zoning for these properties.

Why do you need to sell the lane that will be access to the project? That lane already is used for access to Draycott Gardens. I do not understand the need to sell it to become a private road.

General

These two properties close to the core, provide a perfect opportunity to add more housing in Lynn Valley. Because of their size, there is also the perfect opportunity to create the transition to the lower density outside of the core.

I must admit I'm not convinced by the speakers who boasted about Polygon's reputation or those who mentioned the founder who amassed a fast fortune in the development business. Clearly Polygon is *very* profitable.

One speaker mentioned **Walter's Place** as a good example of an attractive building that could be emulated that serves added density in a respectful way. I would agree. Plus other varieties of shapes and sizes for the edges of the core would be welcome to help with the transitions.

So many spoke about the need for rental housing, and owned homes that they could afford to move into either to come to Lynn Valley from elsewhere or to return to after growing up here. This project does not create affordable housing. It does not serve their desires. Welcome variety certainly, affordability, no.

The speaker who suggested a new standard has been achieved is overstating. The truth is it isn't practical. Building in phases so the Draycott Gardens residents can move directly into a newly built apartment is fantastic. However, Polygon is just taking advantage of having a large property that can be built in phases. Polygon got lucky. Perhaps they were guided and nudged by others to change their order of demolition (as stated in their presentation last evening) to avoid the public wrath that happened with the Emery Place redevelopment. **What we learned is that Polygon**

didn't think of the displaced people during initial planning when it would have been so easy to do so.

One speaker talked about the “missing middle”. This is a completely valid point. We absolutely need more housing to accommodate this demographic and the others represented at the meeting last evening. The 64 rental units (32 of which are reserved for the dislocated Draycott tenants leave a net of 32 new rental units) of the proposed 397 overall. This does very little to address the high hopes of those speakers.

The ratio of rental to ownership in the proposal speaks loudly for itself.

Developers request rezoning to build the most for the least cost. It's what they do. They push the boundaries asking for the moon with a proposal that gives the greatest return on investment hoping there won't be pushback. I believe they plan for it. No questioning, no pushback – BINGO they win.

Even if they make minor adjustments like the set-back to floors 5 & 6 along Baird Road. If this provides a perceived relief to the issues and they can proceed with everything else without other changes – it is also a big win.

I have hope

I am remembering Bosa's first proposal for Lynn Valley Centre was a very tall 20 something storey glass tower. The public spoke. Bosa went back to the drawing board with a new mountain village concept and created something interesting with variety of shapes and heights which were good looking that honoured the natural environment and brought a new character to the community which was ultimately welcomed. And they made a profit on it too. We all won.

Again, I will urge you to say no to the OCP amendments and no to this development.

Thank you,

Respectfully submitted,

Laurie Townsend

Second opportunity to speak at DNV Public Hearing April 15, 2026
Re: Draycott Gardens and Lynn Valley Mall redevelopment proposal
From: Laurie Townsend [REDACTED], North Vancouver

Dear Mayor Little and members of Council,

Last evening I spoke at the Public Hearing. I would have signed up to speak a second time during the continuation of the hearing tonight (April 15, 2026 at 7:00 pm), however I have a prior commitment that prevents me from being there in person. Please accept the following as my additional comments for inclusion in the hearing submissions.

I very much appreciated listening to the speakers last evening and learning more about different perspectives on the project and the many ideas to lessen the impacts of the massing, height, density, shadow casting and traffic issues.

Please advocate to have some of those ideas implemented such as:

- Changing the traffic light timing on Lynn Valley Rd for traffic flow
- Find a way to close/move the MacDonald's drive through entrance.
- Solve issue of single vehicle entrance. Consider what happens in emergencies when large vehicles like firetrucks are trying to get in while everyone else is trying to escape. Perhaps create an emergency vehicle entrance. Maybe where the north south walkway meets the lane on the north side? The walkway could be designed to accommodate emergency vehicles, just for those occasions.
- Protect the tree canopy, even expand it
- Protect and preserve the tree canopy along Hastings Creek.
- Protect and preserve the heritage house at 1202 Ross Road. This house and the one in the development set for Harold Road are disintegrating. We see it happening as we walk by each day. There must be something that can be done to save this historic artifact and have it become an amenity like the beautiful Molly Nye House. There must be a way!
- Reduce building heights of Buildings 3 & 4.
- Move buildings 2 & 3 away from the north property line, &/or limit to 4 storeys &/or require setbacks to deal with the shadows cast to the residences immediately north of buildings 2 & 4. Seeing the shadow

study yesterday was a stark reality check. I really don't want for myself, or my neighbours, to live in shadow for most of the year.

- Also do something like above to alleviate the noted 40 foot space between Polygon buildings 2 & 4 and COVO & Lynn Terrace.
- Most importantly: Follow the Official Community principals and design guidelines as well as the FSR and zoning for these properties.

Why do you need to sell the lane that will be access to the project? That lane already is used for access to Draycott Gardens.

I do not understand the need to sell it to become a private road.

General

These two properties close to the core, provide a perfect opportunity to add more housing in Lynn Valley. Because of their size, there is also the perfect opportunity to create the transition to the lower density outside of the core.

I must admit I'm not convinced by the speakers who boasted about Polygon's reputation or those who mentioned the founder who amassed a fast fortune in the development business. Clearly Polygon is *very* profitable.

One speaker mentioned **Walter's Place** as a good example of an attractive building that could be emulated that serves added density in a respectful way. I would agree. Plus other varieties of shapes and sizes for the edges of the core would be welcome to help with the transitions.

So many spoke about the need for rental housing, and owned homes that they could afford to move into either to come to Lynn Valley from elsewhere or to return to after growing up here. This project does not create affordable housing. It does not serve their desires. Welcome variety certainly, affordability, no.

The speaker who suggested a new standard has been achieved is overstating. The truth is it isn't practical. Building in phases so the Draycott Gardens residents can move directly into a newly built apartment is fantastic. However, Polygon is just taking advantage of having a large property that can

be built in phases. Polygon got lucky. Perhaps they were guided and nudged by others to change their order of demolition (as stated in their presentation last evening) to avoid the public wrath that happened with the Emery Place redevelopment. **What we learned is that Polygon didn't think of the displaced people during initial planning when it would have been so easy to do so.**

One speaker talked about the “missing middle”. This is a completely valid point. We absolutely need more housing to accommodate this demographic and the others represented at the meeting last evening. The 64 rental units (32 of which are reserved for the dislocated Draycott tenants leave a net of 32 new rental units) of the proposed 397 overall. This does very little to address the high hopes of those speakers.

The ratio of rental to ownership in the proposal speaks loudly for itself.

Developers request rezoning to build the most for the least cost. It's what they do. They push the boundaries asking for the moon with a proposal that gives the greatest return on investment hoping there won't be pushback. I believe they plan for it. No questioning, no pushback – BINGO they win.

Even if they make minor adjustments like the set-back to floors 5 & 6 along Baird Road. If this provides a perceived relief to the issues and they can proceed with everything else without other changes – it is also a big win.

I have hope

I am remembering Bosa's first proposal for Lynn Valley Centre was a very tall 20 something storey glass tower. The public spoke. Bosa went back to the drawing board with a new mountain village concept and created something interesting with variety of shapes and heights which were good looking that honoured the natural environment and brought a new character to the community which was ultimately welcomed. And they made a profit on it too. We all won.

Again, I will urge you to say no to the OCP amendments and no to this development.

Thank you,

Respectfully submitted,

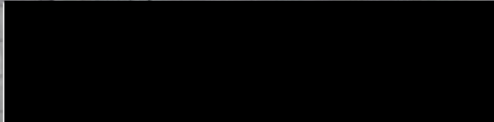
Laurie Townsend

From: Joanne Angus [REDACTED]
Sent: April 15, 2026 4:24 PM
To: DNV Input
Subject: Redevelopment of Draycott Garden

Dear mayor and council, my name is Rory Angus i'm [REDACTED] years old, a month ago my parents told me that we have to move to an appartement, when i heard that i was very sad! I've moved many times and the house i'm living in now, is my favourite house i've lived in. I love to get a good sleep but when i heard were going to live beside one of the most busiest streets in lynn valley when i move i don't think i'll ever get a good sleep again! Another thing is i love to go on bike rides with my friends and family right now i just walk out the door and go for a ride but when i move i'll have to take the elevator!! I've made good memories =)

here and i hope you have a good
rest of your day!

Rory Angus



EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Sent from my iPhone

From: Koos Du plooy [REDACTED]
Sent: April 15, 2026 4:48 PM
To: DNV Input
Subject: Support for Polygon's Proposed Redevelopment — 1246–1268 Lynn Valley Road & 3050–3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

My wife and I own a home in North Vancouver and are raising a young daughter here. The North Shore is where we have chosen to build our family's life, and part of why we chose it is the quality of the community it already is.

Polygon's proposal takes a tired strip mall and aging rental complex, replacing them with housing that the North Shore genuinely needs, alongside upgraded commercial space, a better public realm, and meaningful infrastructure improvements. The fact that it sits adjacent to transit, the library, trails, and amenities is exactly why this location makes sense for higher-density development, not despite our community character, but in support of it.

The protection of existing Draycott Gardens tenants through right-of-first-refusal at current rents is a meaningful commitment that I did not expect to see. It sets a precedent for future developments, and it matters.

As a North Vancouver homeowner thinking about the community my daughter will grow up in, I believe this is a well-placed, well-designed proposal that deserves Council's support.

Sincerely,
Koos Du Plooy
North Vancouver, BC

From: JULIE COLES [REDACTED]
Sent: April 15, 2026 5:06 PM
To: DNV Input
Subject: Fwd: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
Attachments: Julie - Final B.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello Mayor and Council,

Here are further thoughts.

In summary, a new development is needed and welcomed...just not of this size and dimension.

Please consider a redesign that

Meets the requirement of gentle densification by having 3 level townhouses on the Baird and/or north roads creating less shadow and supplies the missing middle (townhomes) that are also required for families in the area (Or only 5 stories with the top floor being well set back more than currently suggested)

Is a better architectural exterior design fitting of the community to include some peaks and use of varied wood textures and neutral colours that compliment the other buildings in the immediate neighbourhood and those in Lynn Valley center and beyond.

The mature evergreen trees are protected and nurtured.

Parking concerns are addressed with more on site parking.

Thank you

Julie Coles

Begin forwarded message:

From: Mackenzie Stonehocker <stonehockerm@dnv.org>
Date: October 27, 2025 at 12:59:43 PM PDT
To: JULIE COLES [REDACTED]
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Hello Julie,

Thank you for the email regarding building height, vehicle congestion and parking, and tree retention. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

(I was checking my responses to public feedback, and realized I had the wrong name in my reply to you, so wanted to send a proper email saying "Hello Julie" instead of "Hello Brian"...))

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner

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

stonehockerm@dnv.org
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: JULIE COLES [REDACTED]
Sent: October 20, 2025 9:15 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello MacKenzie,

I would like to voice my concerns about the proposed Polygon Development in our lovely Lynn Valley community.

The reason we all moved here was to enjoy the quiet, nature-filled environment. Our neighbourhood is beautifully unique in that we are surrounded by nature. We have strived to fit in with nature not only for the enjoyment and serenity of the human population but also the sustainability of the plants and animals in the area. To propose a large scale development that will directly take away from our peace and tranquility is deeply troubling for the local residents. We moved

here specifically to not be in highly commercialized area and to be surrounded by the sights and sounds of nature. This proposal is in direct contradiction to why people move to Lynn Valley.

I am not opposed to densification as long as it is a good fit with the neighbourhood. Here are some of my concerns:

- **HEIGHT:** This 6 story proposal will have buildings that are twice as high as its surroundings that will block out views to the mountains, and sunshine for the surrounding neighbours. These structures, no matter how well decorated, will become a focal point of concrete rather than our current view looking up into that area of the neighbourhood. What we see now are beautiful mature trees and mountain sightlines. In my mind this is what Lynn Valley is all about. If you want to add more tall buildings perhaps they should stay below Lynn Valley road where all the other ones are and that can remain the hub of taller towers. I firmly believe that above Lynn Valley Road should remain at residential height to blend in with the neighbourhood. Minimally the two buildings that are proposed to be on the Baird Road side should remain at 3 stories as this will compliment the rest of the area.
- **SEPARATING THE TWO PROPOSALS:** An acceptable alternative would be to separate the two proposals. The Baird Road two building development could be reconfigured to be 3-4 stories condos that compliment the immediate neighbourhood and that they would have their own parking. The plan can be reconfigured for more units if needed to appease the developer. There are multiple school playgrounds within minutes of the intersection and miles of trails of nature that can be enjoyed by these homeowners. Only residents of these two buildings should travel along Ross Road to Baird to enter their private parkade. The Lynn Valley Road project should be only 3 stories of units above retail. Their access to their parkade for both the residents and the retail staff and customers must access in a separate entrance off of Lynn Valley Road. The current Lynn Valley Mall has an both an entrance and exit that can be re-formulated for the driveway to an underground parkade. It is imperative that any traffic related to the front two buildings does not go down our residential streets.
- **TRAFFIC:** This is the most critical subject to review. Baird Road, Ross Road, Harold Road, and Sunnyhurst are quiet residential streets, giving this area of Lynn Valley a feeling of a special neighbourhood within the community. Children play here: children on bikes, going to and from school multiple times a day, playing with their friends in front of their own houses. Wildlife thrives here and should not be discounted. Hastings Creek and its surrounding plant life is an important part of our area. All of these things need to be vehemently protected. The current proposal to have ALL traffic travel down Ross Road to Baird Road is short sighted to the devastating impact this would have on the neighbourhood. There can be traffic backlogs now from people waiting to go into the McDonalds drive thru or going in and out of the other small mall on the corner across from McDonalds that is not part of the current proposal. To add hundreds and hundreds of vehicle trips in this very small area is inconceivable.

There must be a division that the two front buildings have a separate parking access that does NOT come down Ross/Baird roads. The retail and office traffic needs to stay directly underneath the front complex and not interfere with the serenity of the local neighbourhood...even if that includes a smaller complex of one or two 3 story residential buildings.

- **PARKING:** I must repeat that the only acceptable solution is that Baird road buildings access their own parkade and that Baird road remains completely residential. The Lynn Valley project needs to have its own access for the stated traffic reasons, but also for signage and accessibility to the retail and office spaces. Customers coming to the commercial units will want to have easy signage and direct access to parking. Case in point: the parkade under Save on Foods has one entrance by the retail side for retail customers and another on Library Lane for the residents. The retail customers can easily find their parking directly under the building.
- **CHANGES TO NEIGHBOURHOOD:** this proposal will bring an influx of cars - not just daily but permanently. We are a small neighbourhood. Most people will come with more than one car - where will they park? The customers and staff of the retail and offices - where will they park? We all know they will try to park on our quiet streets. If a smaller scale proposal goes through we will still need traffic calming and parking restrictions. Street parking on Ross, Baird, Sunnyhurst and Harold should be restricted for the existing residents of all of the existing buildings first as this is our home. We did not ask for the potential addition of hundreds of cars clogging our quiet streets. There is NO way the current road structure can handle this increased traffic. Do you propose a 3 way stop at Ross and Fromme? How do you think all those cars are going to try to go west? There is a one block long alley between Sunnyhurst and Baird - this would need to be a local only access to disallow any other travellers. Children of this block are in playing in this alley every single day. Please insist that Polygon comes up with a better solution and a new development model that limits the impact of traffic and parking in our neighbourhood.
- **TREES:** the City of North Vancouver is dedicated to preserving older trees and advocating that they are respected and allowed to remain on new developments. Why cannot Polygon do the same and keep the large Trees on Baird, in addition to all of the trees by Hastings Creek, to remain?

In summary, I think the current Polygon Development proposal is not in alignment with the neighbourhood esthetics and community goals. It is much larger than our neighbourhood deserves without appropriate though taken to the ecological impact on the area, the numerous traffic and parking impacts, and other disruptions to all of the wonderful people who live in our little pocket of Lynn Valley. Please do not allow this proposal to go through, and ask them to prepare another option for discussion. One that is smaller. One that keeps a much smaller Baird Road complex separate from the Lynn Valley development in efforts to address the traffic and parking concerns, and that will blend better into our community.

The residents in the surrounding blocks of this proposed development , and the in the larger area as well, are passionate about the preservation of our neighbourhood and the Lynn Valley way of life.

We look forward to District of North Vancouver working with Polygon to come up with a more suitable plan for presentation and discussion.

Thank you,

Julie Coles

•



Dear Mayor and Members of Council,

I am writing to follow up on my previous submission regarding the proposed redevelopment of 1246–1268 Lynn Valley Road and 3050–3174 Baird Road, and to share reflections from attending the public hearing in person.

I want to begin by acknowledging that many people spoke in favour of this proposal, and that several of the reasons raised—such as the need for more housing, additional rental units, and the desire to live close to services—are understandable and important. I respect those perspectives, particularly from people who hope to make Lynn Valley their future home.

At the same time, attending the hearing reinforced my concern that the impacts of this project are not being felt equally, and that those who live closest to the site—and who will experience the day-to-day consequences—are being asked to absorb a disproportionate share of the costs.

Several issues stood out clearly during the hearing.

Residents of Draycourt Gardens spoke about being displaced from townhouses with yards, gardens, and space for children, and being offered apartments that do not reflect what they are losing. This feels like a real loss of what is often described as “missing-middle” housing, and it was difficult to hear this characterized as a simple improvement when it removes exactly the type of home many families value.

Neighbours along Baird Road and the north side of the complex described how the height and mass of the proposed buildings would leave their homes in shade for much of the year. This is not a minor aesthetic concern—it affects health, livability, and the basic enjoyment of one’s home.

Traffic and access were also raised repeatedly. Baird Road already functions as a shared neighbourhood street, with school-related foot traffic, families, cyclists, and daily community interaction. Concentrating all residential, commercial, and service access onto this street feels incompatible with how the neighbourhood functions today.

There were also significant concerns about parking. While maintaining some below-market rental units was discussed, the idea that residents may need to pay separately for parking creates a real risk of spillover onto nearby residential streets, undermining both affordability and neighbourhood safety. The current Draycourt Gardens site provides 38 parking stalls, and these should be honoured so that every existing tenant is provided with a parking space.

One related concern that did not seem fully acknowledged is the gap between proposed parking supply and real-world behaviour. Many households—including renters—continue to rely on at least one vehicle, and often more, regardless of whether parking is bundled with housing or

offered at an additional cost. When developments assume lower vehicle ownership than what we see in practice, the result is predictable: vehicles end up on surrounding residential streets.

Given the scale of this proposal and the existing pressure on streets such as Baird Road, Ross Road, Harold Road, Sunnyhurst Road, 29th Avenue, and Fromme Road, it is difficult to see how on-street impacts will not increase. These streets already serve as pedestrian routes, school-hour gathering areas, and informal community spaces. Parking shortfalls affect more than convenience—they affect safety, emergency access, and the day-to-day functioning of the neighbourhood.

From an environmental perspective, it was confirmed that no mature trees on the site will be retained. For those of us who chose Lynn Valley for its connection to nature—tree canopy and wildlife—this represents a significant and permanent loss that does not feel adequately addressed. The removal of these trees will negatively impact sightlines along our residential road and harm existing wildlife, including bald eagles that have been observed nesting in these trees.

I respectfully ask that the proposal be redesigned to work around the very mature evergreen trees located in the centre of the site on Baird Road. The City of North Vancouver has demonstrated, through multiple developments, that preservation of mature trees and old-growth foliage is possible. I hope the District of North Vancouver will hold this proposal to a similar standard.

Much was said during the hearing about transit and the Town Centre concept. I chose to live in this area for its walkability, but I still require a vehicle. Reliance on the Ironworkers Memorial Bridge impacts a large majority of Lynn Valley residents, including myself, and according to District data, this bridge already carries the highest traffic volumes in Metro Vancouver.

I use the bridge to access stores, services, and venues not available in Lynn Valley or elsewhere on the North Shore, to visit family, and to commute regularly to Delta for my business—an area not served by transit. During congestion, my commute can take 1.5 hours or more each way. This reality underscores my concern that infrastructure constraints need to be meaningfully addressed before significant additional densification is considered.

When even minor incidents occur on the bridge, traffic quickly comes to a standstill, and those impacts ripple throughout Lynn Valley. Congestion spills onto major routes such as Lynn Valley Road and Mountain Highway, which then affects side streets like Ross Road, Harold Road, Sunnyhurst Road, 29th Avenue, and Fromme Road, all of which already struggle during peak periods.

Adding substantial new density without addressing these existing conditions raises serious livability and safety concerns. These streets are not designed to function as overflow routes for regional congestion, yet this is the role they are increasingly forced into. For example, increased

left-turning movements from Ross Road onto Fromme Road—particularly even with a new signal at Fromme and 29th—could significantly increase collision risk. This strain is already evident near the McDonald’s drive-through on Ross Road, where vehicle queuing routinely backs traffic up and affects surrounding streets.

As a resident of the immediate neighbourhood, these impacts are not theoretical. They create daily challenges related to safety, access, and quality of life.

What struck me most during the hearing was that many speakers in support of the project do not live in or near the neighbourhood and would not experience these impacts directly. Their perspectives matter—but so do the voices of those who live here now, raise families here, and interact daily with the streets, trees, and shared spaces that would be fundamentally changed.

From a neighbourhood planning perspective, the site calls for a more nuanced approach. Baird Road functions as a quiet residential street, while Lynn Valley Road serves as an arterial and Town Centre frontage. Applying the same scale and intensity along both edges fails to reflect these different contexts.

A more appropriate design would step building height and massing down along Baird Road and the north end of the complex while concentrating taller buildings along Lynn Valley Road, where higher-intensity development is better supported. This approach would reduce conflict with the surrounding neighbourhood and better align with how the area functions day to day.

It was also noted during the April 14 public hearing that the original Official Community Plan and early Town Centre planning emphasized context-sensitive transitions—specifically stepping height down toward neighbourhood streets and locating greater height along arterial frontages such as Lynn Valley Road. Designing lower-scale buildings along Baird Road and the northern internal road, while concentrating mass along Lynn Valley Road, appears consistent with that original intent. From a resident perspective, this feels less like opposition to growth and more like a return to sound planning principles.

I was also struck by the fact that this redevelopment site is immediately adjacent to a heritage-designated property under the same ownership. Like many at the hearing, I support heritage protection. It therefore seems reasonable to ask why this site is being planned largely in isolation. Concentrating all access, servicing, and traffic on Baird Road is a design choice. A more integrated approach across adjacent lands could reduce pressure on a sensitive neighbourhood street without compromising heritage values.

Lynn Valley’s ecological context—including proximity to Hastings Creek, wildlife corridors, and a mature tree canopy—warrants a cautious and proportionate approach to development intensity. Reducing building scale and activity along Baird Road would limit edge effects on residential and natural areas, reduce construction impacts near homes and creek corridors, and increase opportunities for meaningful buffering and tree retention.

Similarly, redistributing density and access away from Baird Road would reduce pedestrian-vehicle conflicts during school peak times, improve emergency access reliability, and better align traffic and parking demand with Lynn Valley Road. The area supports a range of wildlife, including at-risk and sensitive species, and these impacts are closely linked to site design choices—not just regulatory minimums.

There is one additional concern I feel is important to raise, informed by my professional experience. [REDACTED] I see firsthand the strain already placed on North Shore healthcare services. The hospital frequently operates at or beyond capacity. With the addition of over 1,000 residents in the new tower near Lonsdale and Highway 1, and 400 or more from Polygon's Lennox building further down Lonsdale—just to name two recent developments—we should be concerned about the cumulative pressure on medical infrastructure.

When this proposal is considered alongside additional Mosaic developments on Emery, future redevelopment of the Safeway site, and anticipated renewal of older townhome complexes, it becomes clear that infrastructure upgrades—traffic, healthcare, education etc—are lagging behind population growth.

From this perspective, I am concerned that this development, like others in Lynn Valley, is being evaluated largely in isolation rather than through a cumulative lens. Population growth has real implications for emergency care, inpatient capacity, and ambulance response times—especially when congestion already impedes access. Adding density without parallel planning for healthcare capacity raises serious resilience and public-safety questions.

Much of the hearing focused on whether the proposal should proceed as presented or not. From my perspective, that framing overlooks a reasonable middle ground. Alternative design approaches could meet housing objectives while significantly reducing neighbourhood harm. These include:

- Lower-rise, family-oriented housing along Baird Road and the northern road (to reduce shadowing on CoVo and adjacent homes);
- Concentrating taller buildings along Lynn Valley Road rather than distributing height across the site;
- Increased setbacks and step-backs to reduce shadowing and overlook;
- Retention of select mature trees; and
- Re-examining access and servicing so neighbourhood streets are not asked to absorb the greatest impacts.

Other Polygon developments referenced during the hearing demonstrate that design choices matter. Projects that respond thoughtfully to their surroundings integrate far more successfully into their communities. Asking for similar care here is reasonable.

Most residents in this area are not opposed to densification. However, the sheer magnitude of this proposal is out of step with the concept of *gentle densification*. Beyond height, the building form is overly boxy, with stark black-and-white materials that do not reflect the natural character of the neighbourhood. In contrast, existing buildings along Baird Road and Polygon developments such as Juniper, Taliswood, and Branches incorporate peaked roofs, wood elements, and muted, natural tones. These design choices contribute significantly to neighbourhood compatibility—something the current proposal lacks.

For these reasons, I respectfully ask Council to require the applicant to revisit this proposal rather than advance it as currently designed. In particular, I urge Council to seek a design that is lower and more residential in scale along Baird Road (and the northern road adjacent to CoVo), better reflects Lynn Valley's natural and neighbourhood character, preserves mature trees more meaningfully, distributes access and traffic impacts more responsibly, and feels honest to the community in which it is being placed.

This is not opposition to housing or change. It is a request for careful, context-sensitive planning that respects existing residents, future residents, and the natural environment that makes Lynn Valley unique.

Thank you for taking the time to consider this follow-up, and for listening to the many voices—both in favour and in concern—that came forward at the hearing.

Sincerely,
Julie Coles
Lynn Valley
District of North Vancouver

From: [REDACTED]
Sent: April 15, 2026 5:28 PM
To: DNV Input
Subject: Public Hearing for 1246-1268 Lynn Valley Road & 3050-3174 Baird Road (Lynn Valley Mall and Draycott Gardens)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Mayor and councillors, thank you for giving me this opportunity the voice my concerns. My name is Brian Hesch and I live at the [REDACTED] on Whiteley court.

My wife and I are opposed to this development by Polygon. We just moved to Lynn Valley approximately [REDACTED], and one of the reason for choosing this area was that you can see the trees and mountains when you look north. If they build a 6 storey building that view will be lost forever.

When they built Lynn Valley Mall, why do you thing they left the big open court yard by Starbucks Coffee? That was for people to sit out there and look towards the mountains and feel close to nature and not feel enclosed by buildings that are over 4 storeys, losing that view.

Back in Dec. of 2025, council had a meeting to increase the tree canopy in North Vancouver. In that meeting council endorsed a plan to increase the tree canopy to cover 24% by 2055, adding 24,800 trees. In this meeting it was said a lack of vegetation contributes to heat being trapped in areas, and the temperature can drop by 1C for an increase of 10% in tree canopy. I would like to know how council can say this 4 months ago, but approve the developer the cut down all of these trees that have been around for over 50 to 100 years and replace them with shrubs and little sapling trees.

With this proposal, there is no way that the existing roads around the site will be able to handle the increase in traffic. The traffic volume will increase by 4 times than what is there now, due to the size of the proposed development. There is no mention of reconstructing the surrounding roads. As it is now, cars are parked on both sides of Baird Rd. and they want to build a new sidewalk on the east side of Baird Rd. and buy doing that, it will narrow the road width, causing more congestion. Polygon talks about increasing the left turn lane on Lynn Valley rd. and buy doing this what happens to the existing lanes already there, do those lanes become narrower?

Polygon mentions a traffic management plan, can they tell us where those construction trades are going to park, when the existing streets are already full of on street parking.

With this proposed development, there is no mention of emergency vehicle access. If there is a fire or accident on the south lane and it becomes blocked by emergency vehicles, how are the vehicles inside the complex supposed to get out? Polygon may say the proposed lane will be wide enough, but you know when a fire truck or emergency vehicle comes racing in, they aren't gong to worry about parking nice and orderly.

With this size of complex, there will not be enough room for parking. Polygon is only allowing 1 spot per unit, and 0.89 for rental, and less for commercial. Everyone knows that most families have more than 1 car per household, and where do you buy a 0.89 wide car for the rental units? What happens when the businesses have more than one customer as which is the case all the time, where do they park?

Polygon mentioned in their report on how they are going to look after the residents of Draycott Gardens buy tearing down the commercial plaza first, and once phase 1 is complete, they can move into those units. They do not mention what happens to the existing commercial tenants, do they get kicked out onto the street?

Polygon mentions that they will be building 32-3 bedroom units, do they mention the square footage of these new units compared to what the residents of Draycott Gardens have now, will they be smaller?

In the RTRAP policy, Polygon mentions that the existing residents can move into the new building at their (current* rent), does this mean they are using the DNV median for rent prices? And how long after will their rent go up?

In conclusion, if this proposal gets the approved, I at least hope that council will reduce the number of floors from 6 down to 4, which would address a lot of the ongoing issues.

Thanks Brian Hesch

From: Mackenzie Stonehocker
Sent: April 15, 2026 5:46 PM
To: DNV Input
Subject: FW: 1246-1268 Lynn Valley Road and 3050-3174 Baird

-----Original Message-----

From: Stacy Fish <[REDACTED]>
Sent: April 15, 2026 5:45 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: Stacy Fish <[REDACTED]>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Mackenzie,

My name is Stacy Fish and I live at [REDACTED]

I am concerned about additional traffic being added to Baird Road. There are already three bad bottlenecks.

1. The McDonalds Drive thru backs up on to Ross Road at meal times. This is already a mess...we can have 2 or three cars in both directions waiting on Ross - we already have to weave through this.

The solution presented in the meeting was to paint a 'no stopping' on the road. I think this will largely be ignored. What is the plan for people who want to go in the drive through but can't because the line is too long? Where is this overflow line supposed to form? Without a clear plan for this; the no stopping painted on the road is not a going to be respected without active enforcement.

2. Before and after school and when the high school gets out for lunch - the kids fill the street. There is no consistent sidewalk from the school to Ross Road...so the street is where the mob goes. And it's a mob for 10 to 15 minutes multiple times a day. The solution presented in the meeting was to add a sidewalk from Ross Road to Harold on the east side of Baird. The kids are already ignoring the sidewalk on the west side...they will do the same with the east side. The kids are already in the street - as there is no sidewalk north of Harold to the school. It's fool hearted to expect the kids to go from being a mob north of Harold to suddenly becoming organized smaller groups taking the sidewalks that start at Harold.

3. The other bottleneck is when you turn (north) onto Baird, from Ross Road - if there are cars parked on both sides of Baird - Baird becomes a one lane throughway. This is already bad...you might be turning into oncoming south bound traffic and it's a head on cluster.

There was no solution presented for this - we are just reassured that this intersection can take the additional traffic. This is just nuts and I don't think it accounts for all the additional cars that will be parked on all of these local streets. 400 new families with only one parking space per unit is going to put pressure on local street parking. Most families are two car families. Baird, Harold, Sunnyside and Ronayne are all one lane through ways if cars are parked on both sides. We are already waving through on coming traffic on all of these streets. I am very surprised that widening Baird is not part of this proposal...or eliminating parking on one side so that traffic can go both ways.

Lastly, 1 for 1 retail replacement is not enough. You are going to add 397 families to this neighbourhood without creating additional retail space to support them. I am a small business owner and I have been looking for retail space in Lynn Valley for over 2 years!

I was excited about this project and I agree with increasing density. But I vote no to this project because I don't think these issues have been properly addressed.

Thanks,
Stacy

From: Kelly Bond <[REDACTED]>
Sent: April 15, 2026 6:06 PM
To: Mayor and Council - DNV; DNV Input
Subject: Draycott Gardens and The Retention and Maintenance of Affordable rental housing
Attachments: Goal 3 -Final Report to Council from the Task Force on Rental, Social and Affordable Housing.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Council,

As you continue to hear more community feedback on the Polygon re-development of Draycott Gardens this evening, I would like to highlight for you that once the desire to "**Encourage the Retention and Maintenance of Affordable Rental Housing**" was so significant and valuable a consideration by previous Councils—particularly after this same developer evicted 75 rental families from Lynn Valley's affordable Mountain Court in the mid-2010's— that this ambition made up an **ENTIRE Goal** in the District's Rental and Affordable Housing Strategy of November 2016.

Accept my apologies if I overlooked **a report in the public hearing binder on the condition of existing units at Draycott Gardens, the remaining useful life of the buildings and the overall rationale for demolition vs. retention?**

In light of the aforementioned goal to encourage the retention of affordable rental housing, I would have presumed such a report would make up part of the rezoning requirements when rental tenure homes are in play. **Can staff share or direct to where the building assessment report may be?**

Purpose-built rental townhomes are one of the most critical, endangered forms of family housing in British Columbia. Their hushed elimination through redevelopment is not progress; it is a direct erosion of stability for working families, children, and communities.

Unlike strata developments, these homes were designed and built to provide long-term rental security for families in BC. They offer something that is increasingly rare in today's housing landscape and indeed on the District's Housing Continuum: multi-bedroom layouts, ground-oriented access, functional living space, and most often, amenities like parking, storage and private green space—features that are **essential** for families, not luxuries. When these homes are demolished and replaced, they are never replicated in a way that maintains the same level of accessibility, affordability or dignity for renters.

What replaces them is smaller, denser, and more expensive. Even when new "rental" units are included, the blueprints do not meet the needs of today's families. Additional costs—parking, storage, higher rents—further erode affordability.

Truly, the result is displacement in all but name: families and neighbour connections easily formed and maintained through ground-oriented access are severed, children are cut-off from fresh air and friends that once came easy with an outer front door access, and solitude and exclusion in boxy, small homes accessed through long, stuffy hallways replace the freedoms of townhouse living.

This pattern is not an unintended consequence—it is a systemic failure to value the type of housing that supports long-term community health and cohesiveness. Purpose-built rental townhomes are finite. Once they are gone, they are impossible to replace due to land costs, zoning pressures, and developer economics that favour smaller, higher-yield units.

Protecting these homes is not about resisting change; it is about demanding smarter, more balanced growth from builders..growth that honours and respects the family unit. Municipalities and the Province must recognize that unit count alone is a misleading metric of housing success. A net increase in units means little if it comes at the cost of

losing livable, family-oriented homes and their household members who contribute to the very fabric of our communities.

Policies must be strengthened surrounding older purpose-built rental homes. The District's Rental, Social and Affordable Housing Task Force studied the issue and others from 2019-2021 and presented some recommendations on preserving rental, as attached from the final report, including offering incentives to landlords who preserve, maintain, or retrofit their properties. To date, not one of these actions have been explored or acted on, leaving the community to wonder truly if older purpose built rental matters or does it simply stand in the way of increasing property tax revenue for the municipality?

Failing to act will continue to hollow out communities under the guise of density. British Columbia cannot claim to address its housing crisis while systematically eliminating one of its most effective forms of family housing.

The protection and retention of purpose-built rental townhomes is not optional—it is essential.

Thank you once again for hearing my concerns for and behalf of families residing in older purpose-built rental properties in the District of North Vancouver.

Kelly Bond

GOAL 3: Support and facilitate the maintenance and retention of existing affordable rental

As stated in the RAH Strategy, existing, older purpose-built rental housing makes an important contribution to the affordable rental inventory in the District, and provides a key source of more affordable housing for low-to moderate-income families and other households. Progressive maintenance and restoration of these buildings is needed to extend their service life and to ensure their functionality and liveability for residents. Another important consideration is that maintaining an existing building or upgrading it to meet new energy-efficiency targets can have less of an environmental impact than demolishing the building and constructing a new structure on the site.

Recommendations to Council:

1. Broadcast District policy by creating a clear (and public) statement on the District website that confirms its policy intentions regarding the maintenance and retention of existing rental housing inventory.
2. Strengthen and enforce maintenance regulations and resources. Enable the appropriate enforcement of the Standards of Maintenance Bylaw in consideration of other applicable policies.
 - a. Review the Bylaw and update as necessary relative to acceptability and enforceability.
 - b. When revising the Bylaw, consider social, environmental and monetary impacts in that order.
 - c. Retain/designate qualified personnel to monitor and enforce Bylaw compliance.
 - d. Co-ordinate provincial and District resources.
 - i. To facilitate identification of non-compliance with the Bylaw, lobby for information sharing between the District and the BC Residential Tenancy Branch regarding tenant disputes that may indicate intentionally neglected properties.
 - ii. Explore partnerships with other North Shore municipalities and the Province to share staff and resources. Create a multi-municipal 'RENTSAFE' inspection agency to co-ordinate bylaw compliance activities.
3. Identify existing purpose-built multi-unit rental buildings and facilitate their retention.
 - a. Create a registry/matrix of existing purpose-built multi-unit rental buildings and populate with relevant information (e.g., number of units by type, bedrooms, age, Facility Condition Index (FCI)).
 - i. Update and populate the registry regularly to monitor maintenance and retention trends.
 - ii. Refer to the registry as a resource to inform proposals for new housing developments.

- b. Create a framework that will facilitate the maintenance, restoration and retention of purpose-built multi-unit rental buildings.
 - i. Establish incentives for landlords/owners to retain existing rental housing.
 - ii. Explore partnerships to support maintenance, retention and retrofit grants.
 - iii. Proactively alert and encourage owners to pursue grants for retrofits and upgrades.
 - iv. Streamline/prioritize building permits for renovation of existing purpose-built rental stock.
 - v. Create a Rental Housing Acquisition Program through partnership with non-profit agencies to purchase at-risk properties for permanent affordable housing.

From: Mackenzie Stonehocker
Sent: April 15, 2026 6:42 PM
To: DNV Input
Subject: FW: [SUSPECTED SPAM] Submission to DNV Mayor and Council re Development proposal for 1246-1268 Lynn Valley Rd and 3050-3174 Baird Road, North vancouver
Attachments: LV development letter .pages
Follow Up Flag: Follow up
Flag Status: Completed

From: Althea Gibb-Carsley <[REDACTED]>
Sent: April 15, 2026 6:37 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: [REDACTED]
Subject: [SUSPECTED SPAM] Submission to DNV Mayor and Council re Development proposal for 1246-1268 Lynn Valley Rd and 3050-3174 Baird Road, North vancouver

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Sent from my iPad

To: District of North Vancouver, Mayor and Council

I appreciate the opportunity to contribute my thoughts in response to the development application by Polygon for Lynn Valley Road (1246–1268 Lynn Valley Road / 830–3174 Baird Road).

I write to convey my request that several aspects of this plan be reconsidered before final approval. This is a rare and important parcel. I have been a fortunate property owner in this area since [REDACTED]. I live with my family in the [REDACTED] Argyle Secondary School. I raised my family here and have worked within the community for many years.

My now adult children have faced ongoing housing affordability challenges. One son commutes approximately forty minutes each way daily and relies on walking, biking, or transit when possible. This neighbourhood has been identified as one of the most beautiful places in Canada, and I strongly agree—particularly because of its unique location nestled among forest, trails, and streams.

The Lynn Valley environment is a true gem. Sightlines to the mountains, access to open sky, mature trees, and fully functioning ecosystems are not incidental features; they define the character and environmental value of this place. I consider myself fortunate to have travelled widely, and I can say with confidence that what we have here is exceptional.

The carbon sink value, cooling effect, and heat mitigation benefits provided by the surrounding tree canopy and natural systems are substantial. These ecological services will only grow in importance in the years ahead. Careful, forward thinking stewardship is essential.

The established neighbourhood fabric, developed largely from the 1950s onward, contributes to a sense of continuity, stability, and livability. These mature landscapes and long standing community structures make Lynn Valley both healthy and attractive. Hastings Creek in particular deserves cautious treatment and protection. Even small green corridors or remnant open spaces play an important role in preserving ecological and visual continuity.

I recognize the need for additional housing and support gentle densification where it is appropriate. However, density must be carefully executed. Building massing, height transitions, setbacks, and step backs should respect the scale of surrounding development. Excessive visual enclosure at street level should be avoided. Long, closed in corridors, harsh glass edges, and canyon like effects do not foster welcoming or livable public spaces.

Street level design is critically important. Pedestrian experience, accessibility, and safety must be prioritized, particularly given the site's proximity to Argyle Secondary School. Traffic speeds should be reduced to 30 km/h. Streets should encourage slow, predictable vehicle movement and place pedestrians, cyclists, children, and people with mobility challenges first.

Public realm elements such as accessible pathways, seating, landscaping, and small gathering spaces are not decorative extras—they are fundamental components of good urban design. Outdoor shared spaces should feel human scaled, open, and comfortable for residents and visitors alike.

I am not opposed to development. I ask only that Council ensure this proposal is refined in a way that respects the exceptional environmental, social, and visual qualities of Lynn Valley. Thoughtful adjustments at this stage will yield long term benefits for current residents, future occupants, and the District as a whole.

Thank you for the opportunity to comment and for your careful consideration.

Sincerely,

J. Althea Gibb Carsley

A solid black rectangular box used to redact the signature of J. Althea Gibb Carsley.

From: Mackenzie Stonehocker
Sent: April 15, 2026 6:42 PM
To: DNV Input
Subject: FW: [SUSPECTED SPAM] Submission to DNV Mayor and Council re Development proposal for 1246-1268 Lynn Valley Rd and 3050-3174 Baird Road, North vancouver
Attachments: LV development letter .pages

Follow Up Flag: Follow up
Flag Status: Completed

From: Althea Gibb-Carsley <[REDACTED]>
Sent: April 15, 2026 6:37 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Cc: [REDACTED]
Subject: [SUSPECTED SPAM] Submission to DNV Mayor and Council re Development proposal for 1246-1268 Lynn Valley Rd and 3050-3174 Baird Road, North vancouver

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Sent from my iPad

District of North Vancouver, Mayor and Council,

I appreciate the opportunity to contribute my thoughts in response to the development application by Polygon for the HEART of Lynn Valley (1246-1268 Lynn Valley Road and 3050-3174 Baird Road).

I write to convey my request for several aspects of this plan to be (re)considered before final approval by Council of a Plan for this rare and important parcel of land in Lynn Valley.

I have been a resident property owner in, Lynn Valley since 1994. I live with my family in the [REDACTED] above Argyle High School. I have raised my family here and worked on the North Shore (LGH) for many years. My now adult children have had to move away in order to afford to rent/own and one son now commutes 40 minutes each way daily to work on the North Shore. I walk, bike, transit and drive (in that order of frequency!) in the neighbourhood daily.

I know firsthand why North Vancouver has been identified as one of the very best places to live in Canada (I dare say the world!!). I believe that Lynn Valley in particular - with its unique location, nestled into a gateway to abundant (if at risk) forest and stream and trail - is a rare and beautiful gem of a place! The sightlines to the local mountains, the eye-access to the sky and the abundance of trees are vital aspects of the special feel of this place. I am lucky to have travelled widely and am so informed of the relative amazingness of our location!

The “carbon sink,” the cooling effect/ heat mitigation and the fresh water provided in largest part by our trees and the related and connected ecosystems in mountainside and valley community is priceless and will in these next years become more vitally important. I believe in a very careful, considered and forward-thinking respect for the trees that extend down into the earlier (1950’s-2000’s) developed neighbourhoods. The big established trees are in large part what make Lynn Valley as important and attractive and healthy as it is. The value of this place is in its nature and it is our responsibility I think to develop in a way that always reflects and respects the unique and natural surroundings.

The considerations for buffer and protection of Hastings Creek should err on side of protection. I hope that small green triangle at the north east corner of the site is large enough.

Also, I believe that given the proximity to the development site under consideration, some of the monies allotted to community infrastructure should really go towards repair and remediation of the Hastings Creekside trail between Harold St and Argyle. The bank and trail in this section are in very bad shape and it is a well used pathway between the Lynn valley centre and the back of Argyle school.

I have watched with interest and respect the development in Lynn Valley over the last years. I am in support of densification in the core and of the priority for truly affordable housing options, serious walkability, improved transit and cycling (and bike locking!) options. I also value outdoor spaces for community members to gather.

I have appreciated the “mountain esthetic” of the buildings built in and around the Lynn Valley centre. The Polygon- built buildings and their outdoor surround have been quite good looking in my subjective opinion! They, and the feeling of spaciousness created by the outdoor space at the current Lynn Valley Mall (read bear sculpture plaza!) are a key positive for residents and visitors alike. Given the rain and frequent lack of light in Lynn Valley, the outdoor spaces are key to the health and wealth of our community because they provide places for people to come out and rejoice when the sky brightens so that they may turn their faces up to the sky and recalibrate towards health.

The location of this current development proposal - at the heart, the key crossroad of our community - means that it will be THE most visible reflection of the character and value of Lynn Valley. I believe therefore that utmost, extra special care must be taken with this particular development. I appreciate the care and thoughtfulness that has clearly gone into this process so far. I would however like to identify the things that my family and I think should be considered and incorporated.

I believe Buildings 1 and 3 should be only 5 stories tall, to reduce shadow for and graduate the transition to the existing housing to the north of the development site. I further believe to these ends that there should be a set-back of the top floor of each of these buildings (on West side of Bldg 3 and on the South side of Bldg 1). I am concerned about the potential for Building 1, at its proposed 6 floor height, to block sightline access to the mountains from the public areas, to loom over the Lynn Valley Road and to create a closed-in-by tall buildings feel at the very heart of the community. The four lane road, as it is already up against the built stark concrete and glass edges of the library building and now a proposed tall squared box right up to the edge of the road will drastically impair the current visual access to our nature and create kind of a tunnel feel to our main intersection. I hope the setback from Lynn Valley Road could be increased to accommodate more plantings. I hope that the cladding of the building will not feel too industrial and common and that creative approaches to materials and surfaces can gentle the edges of the corridor through the main Community intersection.

Speaking of intersections....the main problem at the complicated intersection of LV Rd and Ross Road is the access to the drive through at McDonald's. Surely there is a way for Council to arrange for this traffic risk and regular snaggle to be stopped. It may at one time have been a non-issue but, the traffic volume in the area and to McDonald's in particular seems to have sadly increased. It must be time to revisit this allowance and insist on a change now that circumstances have changed.

I would ask that the speed limit for cars on Baird Road be lowered to 30km/h. No harm people moving more slowly and Baird has so many pedestriansmostly dopey distracted kids!

I wonder if a pull off/ brief loading zone has been considered for in front of the two building fronting onto Baird Road, since delivery of food and packages seems an increasingly frequent reality.

I really like the pedestrian walkways planned through the proposed complex! And the internal plantings.

I appreciate deeply what seems to be the respectful and accommodating treatment for the current residents of Draycott Gardens. I hope that it indeed is so that they will be able in a fairly seamlessly and without financial burden way into the new units.

I endorse the need for transit and appreciate the related dedication. I am concerned that the transit priority will take from the walkable feel of the neighborhood unless adequate setback and sidewalk and tree/planted landscape is considered. It is loud echoey and car fumeey unpleasant now to walk on the library side of the street between the Mall entrance and the corner of Mountain Hwy because it is so built up, narrow and spit upon. A few trees in small grated pits do not make the difference. I would hate for the opposite side (the proposed development side) to be built up the same and not provide a tree scape and generous, forward thinking softening. The edges of this key intersection do need to be softened I think for the wellbeing of all.

I believe that the Lynn Valley community in the District would be better served if the property at 1202 Ross Road was developed collaboratively with this project and in a way that restored and preserved the Heritage-identified house on this lot. In these days when there seems to be less

value placed on preserving evidence and artifact of historical times and the visible incorporation of a house like this becomes a rare chance to ensure a continued connection to the times and the people who have lived here before us. Molly Nye House stands as an example of how an old house along the main street can be a touchstone of time, a remembrance, which sets a tone for the community and contributes character and personality to an otherwise boxy panelled 2020's utilitarian architecture.

I would ask that there be some STREET-LEVEL parking close to the Building 1's retail / commercial businesses and that several will be allocated as DISABLED PARKING I expect that there will be disabled parking near elevator etc in underground parkade but this type of disabled parking is usually located with people in mind who use wheelchairs/people who need to roll and not for most of the people who require disabled parking - those who walk with difficulty and or pain and certainly risk and for whom a ramp (often a longer walk) presents actually more difficulty. Most disabled folks who arrive by car actually need proximity and level access and not ramps and long distances.

I hope there will be adequate bicycle parking to encourage the use of cycling transportation. I would ask that as part of the densification Council works to get the option of car share program options into Lynn Valley. It is an integral and missing link in the greening of transportation infrastructure.

I appreciate your consideration of my thoughts and feedback of your citizens.

I apologize for the long longwindedness of my communication. I believe that development of this site (along with 1202 Ross Rd) will have an extremely influential impact on the whole feel of Lynn Valley for years to come. It is perhaps THE most important site in Lynn Valley to develop really well!!

And, though there is absolute urgency to increase housing supply, I really think the time must be taken now for Council to insist on several tweaks in the development proposal from Polygon....for the future wellbeing of Lynn Valley. I hope Council members will be brave, steadfastly loyal to the intentions of the currently existing OCP and visionary in your shepherding this through.

I am yours sincerely,

- Carsley

A black rectangular redaction box covering the signature of the sender.

From: Sherry Ojagh <Sherry@instagrouprealty.com>
Sent: April 15, 2026 7:00 PM
To: DNV Input
Subject: Polygon's Proposal for Draycott Gardens and Lynn Valley Strip Mall

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council,

I am a long-time North Vancouver realtor, and for decades I have worked with local area residents to find both rental homes and places to purchase within Lynn Valley.

From that experience, I can say there is clear and urgent demand for the type of housing proposed here. Lynn Valley residents are actively seeking homes that are within walking distance to the stores and accessible for all ages. The blend of rental and strata homes, offered in a variety of sizes, reflects exactly what many people are looking for today.

In fact, a significant portion of my clients—**close to 40%—are downsizers**. They want to remain in Lynn Valley but are searching for well-located, accessible homes within a mid-rise form that fits the neighbourhood. This proposal responds directly to that need.

I have also sold Polygon homes for many years in Lynn Valley. They are a developer I trust because they are a consistently responsible and reliable builder, delivering quality homes that integrate well into the community.

In my view, this is a well-aligned proposal that meets current demand while supporting the long-term stability of Lynn Valley. Please vote in favour of Polygon's project.

With my sincere thanks,

Sherry Ojagh

Insta Group
Realty

SHERRY OJAGH

604.209.7766

www.instagrouprealty.com

406-850 Harbourside Drive,
North Vancouver, BC V7P 0A3

CONFIDENTIALITY NOTICE: This email and its attachments are confidential, may be privileged, and are intended for the recipient(s) only. If you are not the intended recipient, please notify me by telephone or return email immediately and delete all copies of this email and its attachments. Any inadvertent or unauthorized disclosure of this email is not intended as a waiver of the confidentiality or privileges that would otherwise apply. This communication is not intended to cause or induce a breach of any existing agreement or listing.

From: Caroline Hay <[REDACTED]>
Sent: April 15, 2026 7:57 PM
To: DNV Input
Subject: Re:

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I would also like to add a more personal perspective to my previous email.

I currently live [REDACTED] and my choice to live here was very intentional. Seven years ago, after a devastating house fire, I was displaced with my [REDACTED] child. It was an incredibly difficult time, and when I was rebuilding our lives, where we lived mattered deeply.

At that time, I explored many of the newer apartment developments—both around Lynn Valley Mall and the newer builds near Seylynn. While they offered convenience and modern amenities, they didn't offer what I truly needed: a sense of community, connection, and support.

I chose a townhome in Lynn Valley because it provided something more meaningful. It offered a place where neighbours know each other, where children grow up with familiar faces, and where there is a genuine sense of belonging. That environment played a huge role in helping me rebuild stability for my family after such a traumatic experience.

This is why I feel so strongly about the current proposal. I am not against growth or development—our community will naturally evolve—but I do hope that any future development reflects and preserves the character of Lynn Valley. The strength of this community lies not just in the buildings, but in the relationships, the shared spaces, and the feeling of connection that exists here.

My hope is that decisions moving forward consider not only density, but also the kind of lifestyle and support systems that families like mine rely on. Lynn Valley is special because of its community feel, and I believe any development should strive to protect and enhance that, rather than diminish it.

Sent from my iPhone

On Apr 15, 2026, at 9:18 AM, DNV Input <input@dnv.org> wrote:

Thank you for your email. The below has been circulated to Council and staff and will be included in the public input materials.

From: Caroline Hay <[REDACTED]>
Sent: April 14, 2026 9:26 PM
To: DNV Input <input@dnv.org>
Subject:

Dear Mayor and Council,

I am writing as a single mother and long-time North Shore resident, born and raised, to express my opposition to the Draycott proposal.

Housing is, of course, essential, but a home is more than just a box to live in. A community is not simply hallways and shared walls where people pass each other without connection. For families like mine, especially as a single parent, community means something much deeper. It is about human connection, support, safety, and the presence of positive role models for our children.

My children and I rely on the fabric of our neighbourhood, the familiar faces, the sense of belonging, and the informal support systems that come from living in a truly connected community. These are not luxuries; they are essential to raising healthy, secure, and well-supported children.

I am concerned that this proposal does not adequately consider the social impact on families and the importance of preserving community cohesion. Development should not come at the cost of the very things that make a neighbourhood livable and supportive, especially for vulnerable families.

I urge Council to carefully consider the broader implications of this proposal and to prioritize developments that foster connection, stability, and a strong sense of community, not just increased density.

Thank you for taking the time to consider my perspective.

Sincerely,

Caroline Hay

Sent from my iPhone

From: Alan McCammon <[REDACTED]>
Sent: April 15, 2026 8:21 PM
To: DNV Input
Subject: Re: Apr 14 Public Hearing - Key Concerns with Proposed Bylaw Amendments - Redevelopment of Lynn Valley Mall / Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor and Council:

Further to my submission from yesterday (below), the following summarizes, generally, the brief verbal presentation I made this evening (Apr 15):

- I'd like to begin by extending my compliments to all previous speakers... I've found the public hearing format and content helpful.
- I live [REDACTED] near Harold Rd.
- I share the same two primary concerns with this development proposal that many others do. The proposal is otherwise likely to be a positive addition to the Lynn Valley Town Centre and Canada's 'Most Livable City'.
 - ◊ **Firstly**, the proposed 6-storey building heights along the western and northern project boundaries does not nearly achieve a 'sensitive' transition to surrounding low density residential areas.
 - ◊ Ground-oriented multifamily housing and more gradual transitions are a key objective of the current OCP (and 'livability') and any decision to facilitate what is being proposed would undermine long-standing community desires for development, as reflected in that OCP.
 - ◊ I therefore support the suggestions I've heard to have higher density and heights in the southern portion of the site and lower heights along the west and north.
 - ◊ Perhaps a hybridized bylaw amendment could be made which achieves sensitive transitions when approaching land parcel boundaries.
 - ◊ **Secondly** — and I'll admit that this concern is likely the most challenging to address — the anticipated impacts on traffic, pedestrian and cycle volumes and dynamics are very worrisome.
 - ◊ I think the key here is that the challenge needs to be approached in a more comprehensive way... one that involves the two major landowners in the Ross/Baird area (Polygon and DNV; e.g., the Card House property, The Valley Centre, etc... even Ross Plaza) and seeks a more thorough and meaningful assessment of present conditions and likely future conditions... a future that factors in other development projects that are likely to follow in the Lynn Valley Town Centre area... and seeks a more complete and continuous configuration for transit and cycle routing.

I'll wrap up this brief presentation by thanking Mayor and Council for their attention to the presentations and, in advance, thank them for taking the time to carefully read and consider all written submissions.

Regards,
Alan McCammon

On Apr 14, 2026, at 12:59 PM, Alan McCammon <[REDACTED]> wrote:

Dear Mayor and Council:

Re: Key Concerns with Proposed Bylaw Amendments (8779 and 8780) - Redevelopment of Lynn

Valley Mall and Draycott Gardens

- Excessive Building Heights/Mass
- Negative Impacts on Traffic/Parking/Pedestrians

According to public input so far, 90% of respondents have raised various concerns with Polygon's development proposal including key concerns about **1)** the excessive proposed building heights and structural mass (particularly along the western/Baird and northern transitional boundaries of the site), and **2)** the reasonably anticipated negative impacts on traffic, parking and pedestrian/cycle safety in the area.

Here's why Council should decline to advance the bylaw amendments any further at this time, and direct Polygon to come back with an updated proposal which substantively addresses community concerns:

1) Excessive building heights/mass – the two 6-storey buildings proposed for the Draycott Gardens portion of the site are wholly inconsistent with the community's recently updated (Dec 2025 OCP) land use policies for the Lynn Valley Town Centre. Specifically...

a) Buildings of 6-storeys in height situated directly opposite 1, 2 and 3-storey residences along the site's western/Baird and northern boundaries do not achieve the OCP policy objective of ***“ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding low density residential areas”*** [Policy 2]. Although the present zoning permits 4-storeys, the proposal for a minimum of twice the height of existing adjacent residences is not a transition, it's an abrupt step-change.

b) The proposed near-continuous placement of 6-storey buildings around the perimeter of the site will provide little ***“private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing”*** (Policy 3). With all due respect to the building design team, the only things missing from this massive perimeter-focused proposal are a moat and some drawbridges.

Minor setbacks and 'architectural softening' of the 5th and 6th levels do little to remedy the building height/mass concern; there are numerous creative architectural opportunities to transition more sensitively from the north and western boundaries of the site towards Lynn Valley Road and the Town Centre's 'centre of mass'.

2) Negative impacts on existing traffic, parking, pedestrian/cycle safety – Assessment of existing traffic and parking volumes and dynamics surrounding the site is woefully inadequate and therefore unable to provide the necessary baseline for predicting the development proposal's impact (particularly long-term, post-construction). A single day of traffic/parking observations combined with very dated (e.g., 2013) previous studies — and the absence of cumulative effects consideration — cannot support meaningful predictions of the development's impacts along, and at the intersections of, Lynn Valley/Ross/Baird/Fromme/Harold roads. It's also unclear if qualified DNV staff have yet reviewed the most recent Transportation Impact Assessment (Mar 26th). Additionally notable, given the most likely nexus of traffic impacts at Lynn Valley, Ross and Baird roads, is the apparent absence of a more coordinated and creative planning approach by the primary landowners (Polygon and DNV) to address existing traffic/parking challenges (McDonald's/LV Physio/LifeLabs, Ross Plaza, transit parkers etc.), to account for development-related challenges, and to seek a more comprehensive overall solution in this area.

For a sizeable, multi-centre municipality like DNV, recent provincial housing imperatives in no way limit flexibility and the wise application of discretion by Council regarding planning, growth, and the subject bylaw amendment proposals.

When the project eventually reaches the DP stage under more suitable amended zoning bylaws, Polygon should also find itself in a better position to meet the required Form and Character DPA objectives such as 'Design Excellence', 'Good Neighbour' etc.

I look forward to seeing what Polygon and its team can come up with in terms of further updates to their development proposal and I encourage DNV to participate more actively (and comprehensively) on behalf of our growing community.

Sincerely,

Alan McCammon

From: Michelle King [REDACTED]
Sent: April 15, 2026 8:32 PM
To: DNV Input
Subject: Re: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road an 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I have a follow up question from tonight's public hearing.

I heard the developer say that a 6 storey building is allowed on the Draycott Gardens site under the current (RM3) or OCP proposed (RM5) zoning. Based on what I have read on the District website is that both of those have a maximum of low rise buildings- which most people would assume is 4 stories- this is also how StatsCanada defines low-rise.

Can you please provide the documents that confirm the maximum height allowed under RM3 and RM5

Thank you.

Michelle

Sent from my mobile.

On Apr 14, 2026, at 4:33 PM, DNV Input <input@dnv.org> wrote:

Thank you for your email. The below has been circulated to Council and staff and will be included in the public input materials.

From: Michelle King <[REDACTED]>
Sent: April 14, 2026 2:59 PM
To: DNV Input <input@dnv.org>
Subject: Re: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road an 3050-3174 Baird Road

I'm resending just in case. I know others received a confirmation email, but I didn't.

Apologies if this is a duplicate

Thank you

Michelle

Sent from my mobile.

On Apr 13, 2026, at 11:26 PM, Michelle King <[REDACTED]> wrote:

I am a resident of Baird Road in Lynn Valley and am writing to provide my input on the development application submitted by Polygon Homes for the redevelopment of the Draycott Gardens and Lynn Valley Centre sites. I support the redevelopment of the Lynn Valley Centre site and agree that increased housing density and variety

within the Lynn Valley Town Centre is necessary.

However, I strongly believe that the current proposal, as presented, is not an appropriate fit for this location. For the reasons outlined below, I respectfully request that Council reject the proposal and the associated zoning amendments.

I previously provided detailed information outlining my concerns with this development in an email to Mackenzie Stonehocker dated October 20, 2025. I would also like to note that, in my view, the summary of public input presented to Council does not accurately reflect the feedback expressed at the public hearing on October 8, 2025. Based on what I heard at that meeting, as well as subsequent conversations with neighbours and other attendees, the concerns raised by the public were broader and more substantive than is reflected in the report. The summary appears to present public feedback in a more positive and less critical light than what was expressed during the meeting and since then.

Here is a summary of some of my most significant concerns:

Inconsistency with OCP & community needs:

1. The OCP identifies Town Centres as appropriate locations for increased density, while also emphasizing the need for sensitive transitions to adjacent neighbourhoods. The proposed development includes two six-storey buildings on the east side of Baird Road directly facing lower-scale residential development on the west side of the street. As currently designed, the proposal does not appear to provide a sufficient transition in massing or scale. The proposed changes to zoning to allow mid-rise buildings should be to the benefit of the community; not to the benefit of a for-profit developer. A change in zoning to the Draycott Gardens site is not to the benefit of the surrounding residential neighbourhood.
2. The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. As a result the community benefit of this space is likely to be limited.
3. Tree retention is another stated objective of the OCP, including within urban contexts. The proposal would remove most of the existing trees on the site, including mature trees along Baird Road. The proposal indicates a reduced site's tree canopy to approximately 20 percent. This represents a significant change to the area and is difficult to reconcile with OCP objectives related to environmental sustainability and neighbourhood character.

Traffic impacts.

1. As someone who lives on Baird Road, the traffic impact study provided by the developer is incomplete and entirely inconsistent with my lived experience.
2. The traffic impact study indicates that surrounding roads can accommodate the anticipated increase in traffic volumes. However, existing congestion during peak periods suggests that capacity constraints already occur at certain times of day, including weekday mornings, school dismissal periods, and late-afternoon commuter hours.
3. The analysis does not sufficiently address Ross Road and Harold Road between Baird & Fromme, even though these streets will be critical access routes; the access to the site will not only be via Lynn Valley and Ross. Both Ross and Harold streets are narrow residential streets that have street parking on both sides, and already currently experience noticeable challenges when accommodating two-way traffic. Exit from the site via either of these streets funnels traffic to uncontrolled intersections at Fromme Road. During peak hours it already can be very difficult to turn left onto Fromme from either Ross or Harold.
4. The planned improvements (addition of left-hand turn signal on Lynn Valley Road onto Fromme Road and adding signals at the Fromme/29th St intersection) will be beneficial to the area even at the current traffic volumes, but on their own they are definitely insufficient to effectively address the projected increases.

5. The current access to the commercial space at Lynn Valley mall is from Lynn Valley Road. It is unclear to me why access to the new commercial space couldn't continue to be from Lynn Valley Road. The only reason that I have seen is that it would be good for traffic on Lynn Valley Road – but to significant detriment of the surrounding residential streets.

Considerations for displaced residential & commercial tenants

1. The proposal includes relocating existing residential tenants of Draycott Gardens from townhouse units located on a quieter, tree-lined street to apartment units fronting a busy arterial route. These represent materially different living environments in terms of form, noise, access, and overall character. The proposal to move the current tenants to Building 1 may have the practical effect of discouraging existing tenants from remaining within the redeveloped site.
2. With respect to commercial tenants, the proposal does not clearly identify provisions to support existing businesses during the redevelopment period. There is also limited information regarding anticipated lease rates in the new commercial space and how these may compare to current rents. Many of the businesses on site are small, independent operations that contribute to the local character and provide everyday services to the surrounding community

In summary, Polygon's proposal, as currently designed, is not the right approach for the redevelopment of these two parcels of land. That said, should Council decide to advance the project, I strongly encourage that Council require significant changes be implemented, including – but not limited – to the following:

- 1.
2. Maintain the existing zoning for the Draycott Gardens site, and limit building heights facing Baird Road to a maximum of four storeys in order to provide a more appropriate transition to the surrounding residential context.
3. Revise the site layout to provide a more open design, with public space that is clearly visible, accessible, and integrated into the broader town centre rather than inward-focused or isolated.
4. Retain as much of the existing tree canopy as possible and strengthen tree-retention and replacement measures to preserve neighbourhood character and support environmental objectives.
5. Undertake additional traffic analysis to explore alternative access arrangements, with the goal of minimizing the redirection of additional traffic onto quiet residential streets.
6. Ensure that existing Draycott Gardens tenants who wish to remain on site are offered units in quieter areas of the development that are comparable in livability to their current homes.
7. Provide meaningful and clearly defined supports for existing commercial tenants at Lynn Valley Centre, including measures to assist with continuity of operations and realistic opportunities to return following redevelopment.

Sincerely

Michelle King


District of North Vancouver

Sent from my iPad

From: Alan McCammon <[REDACTED]>
Sent: April 15, 2026 8:41 PM
To: DNV Input
Subject: Fwd: Apr 14 Public Hearing - Key Concerns with Proposed Bylaw Amendments - Redevelopment of Lynn Valley Mall / Draycott Gardens

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

The Polygon representative just incorrectly characterized the present zoning of the Draycott Gdns parcel... when they bought it it was RM3 (40 ft elev max) and it is not presently zoned for 6-storeys... that is the subject of their present application as I understand it.

Why did DNV officials not correct this apparent error at the time. I am concerned Council is not aware of this error and has been misinformed this evening.

Thank you for including this message and the messages below in the reading materials for Council before their decisions are made.

Alan McCammon

Begin forwarded message:

From: Alan McCammon <[REDACTED]>
Date: April 15, 2026 at 8:21:13 PM PDT
To: input@dnv.org
Subject: Re: Apr 14 Public Hearing - Key Concerns with Proposed Bylaw Amendments - Redevelopment of Lynn Valley Mall / Draycott Gardens

Dear Mayor and Council:

Further to my submission from yesterday (below), the following summarizes, generally, the brief verbal presentation I made this evening (Apr 15):

- I'd like to begin by extending my compliments to all previous speakers... I've found the public hearing format and content helpful.
- I live [REDACTED] near Harold Rd.
- I share the same two primary concerns with this development proposal that many others do. The proposal is otherwise likely to be a positive addition to the Lynn Valley Town Centre and Canada's 'Most Livable City'.
 - ◊ **Firstly**, the proposed 6-storey building heights along the western and northern project boundaries does not nearly achieve a 'sensitive' transition to surrounding low density residential areas.
 - ◊ Ground-oriented multifamily housing and more gradual transitions are a key objective of the current OCP (and 'livability') and any decision to facilitate what is being proposed would undermine long-standing community desires for development, as reflected in that OCP.
 - ◊ I therefore support the suggestions I've heard to have higher density and heights in the southern portion of the site and lower heights along the west and north.
 - ◊ Perhaps a hybridized bylaw amendment could be made which achieves sensitive transitions when

approaching land parcel boundaries.

- ◊ **Secondly** — and I'll admit that this concern is likely the most challenging to address — the anticipated impacts on traffic, pedestrian and cycle volumes and dynamics are very worrisome.
- ◊ I think the key here is that the challenge needs to be approached in a more comprehensive way... one that involves the two major landowners in the Ross/Baird area (Polygon and DNV; e.g., the Card House property, The Valley Centre, etc... even Ross Plaza) and seeks a more thorough and meaningful assessment of present conditions and likely future conditions... a future that factors in other development projects that are likely to follow in the Lynn Valley Town Centre area... and seeks a more complete and continuous configuration for transit and cycle routing.

I'll wrap up this brief presentation by thanking Mayor and Council for their attention to the presentations and, in advance, thank them for taking the time to carefully read and consider all written submissions.

Regards,
Alan McCammon

On Apr 14, 2026, at 12:59 PM, Alan McCammon <[REDACTED]> wrote:

Dear Mayor and Council:

**Re: Key Concerns with Proposed Bylaw Amendments (8779 and 8780) -
Redevelopment of Lynn Valley Mall and Draycott Gardens**
- **Excessive Building Heights/Mass**
- **Negative Impacts on Traffic/Parking/Pedestrians**

According to public input so far, 90% of respondents have raised various concerns with Polygon's development proposal including key concerns about **1)** the excessive proposed building heights and structural mass (particularly along the western/Baird and northern transitional boundaries of the site), and **2)** the reasonably anticipated negative impacts on traffic, parking and pedestrian/cycle safety in the area.

Here's why Council should decline to advance the bylaw amendments any further at this time, and direct Polygon to come back with an updated proposal which substantively addresses community concerns:

1) Excessive building heights/mass – the two 6-storey buildings proposed for the Draycott Gardens portion of the site are wholly inconsistent with the community's recently updated (Dec 2025 OCP) land use policies for the Lynn Valley Town Centre. Specifically...

a) Buildings of 6-storeys in height situated directly opposite 1, 2 and 3-storey residences along the site's western/Baird and northern boundaries do not achieve the OCP policy objective of "***ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding low density residential areas***" [Policy 2]. Although the present zoning permits 4-storeys, the proposal for a minimum of twice the height of existing adjacent residences is not a transition, it's an abrupt step-change.

b) The proposed near-continuous placement of 6-storey buildings around the perimeter of the site will provide little "***private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing***" (Policy 3). With all due respect to the building design team, the only things missing from this massive perimeter-focused proposal are a moat and some drawbridges. Minor setbacks and 'architectural softening' of the 5th and 6th levels do little to remedy the building height/mass concern; there are numerous creative architectural opportunities to transition more sensitively from the north and western boundaries of the site towards Lynn Valley Road and the Town Centre's

'centre of mass'.

2) Negative impacts on existing traffic, parking, pedestrian/cycle safety – Assessment of existing traffic and parking volumes and dynamics surrounding the site is woefully inadequate and therefore unable to provide the necessary baseline for predicting the development proposal's impact (particularly long-term, post-construction). A single day of traffic/parking observations combined with very dated (e.g., 2013) previous studies — and the absence of cumulative effects consideration — cannot support meaningful predictions of the development's impacts along, and at the intersections of, Lynn Valley/Ross/Baird/Fromme/Harold roads. It's also unclear if qualified DNV staff have yet reviewed the most recent Transportation Impact Assessment (Mar 26th). Additionally notable, given the most likely nexus of traffic impacts at Lynn Valley, Ross and Baird roads, is the apparent absence of a more coordinated and creative planning approach by the primary landowners (Polygon and DNV) to address existing traffic/parking challenges (McDonald's/LV Physio/LifeLabs, Ross Plaza, transit parkers etc.), to account for development-related challenges, and to seek a more comprehensive overall solution in this area.

For a sizeable, multi-centre municipality like DNV, recent provincial housing imperatives in no way limit flexibility and the wise application of discretion by Council regarding planning, growth, and the subject bylaw amendment proposals.

When the project eventually reaches the DP stage under more suitable amended zoning bylaws, Polygon should also find itself in a better position to meet the required Form and Character DPA objectives such as 'Design Excellence', 'Good Neighbour' etc.

I look forward to seeing what Polygon and its team can come up with in terms of further updates to their development proposal and I encourage DNV to participate more actively (and comprehensively) on behalf of our growing community.

Sincerely,

Alan McCammon

From: JULIE COLES <[REDACTED]>
Sent: April 15, 2026 8:50 PM
To: DNV Input
Subject: Re: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Additional info for traffic patterns

How about a longer left hand turn lane?

Commercial access should be off Lynn valley road. As mentioned by another. The transit hub is already set on the other side of the mall - a second one is redundant

Please keep commercial access to building one and two to Lynn valley road

Thank you

Sent from my iPhone

On Apr 15, 2026, at 5:06 PM, JULIE COLES [REDACTED] > wrote:

Hello Mayor and Council,

Here are further thoughts.

In summary, a new development is needed and welcomed...just not of this size and dimension.

Please consider a redesign that

Meets the requirement of gentle densification by having 3 level townhouses on the Baird and/or north roads creating less shadow and supplies the missing middle (townhomes) that are also required for families in the area

(Or only 5 stories with the top floor being well set back more than currently suggested)

Is a better architectural exterior design fitting of the community to include some peaks and use of varied wood textures and neutral colours that compliment the other buildings in the immediate neighbourhood and those in Lynn Valley center and beyond.

The mature evergreen trees are protected and nurtured.

Parking concerns are addressed with more on site parking.

Thank you

Julie Coles

Begin forwarded message:

From: Mackenzie Stonehocker <stonehockerm@dnv.org>
Date: October 27, 2025 at 12:59:43 PM PDT
To: JULIE COLES <[REDACTED]>
Subject: RE: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Hello Julie,

Thank you for the email regarding building height, vehicle congestion and parking, and tree retention. Your comments will be included with the other forms of public engagement (e.g. in-person PIM feedback forms, virtual PIM comments) for this application.

If you want, [using the MyDNV portal](#), you can sign up to 'watch' the webpage for this application ([1246-1268 Lynn Valley Road and 3050-3174 Baird Road](#)) which would send an email notification when the page is updated.

Please let me know if you have any questions.

(I was checking my responses to public feedback, and realized I had the wrong name in my reply to you, so wanted to send a proper email saying "Hello Julie" instead of "Hello Brian"...))

Sincerely,
Mackenzie

Mackenzie Stonehocker (she/her)
Development Planner

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

stonehockerm@dnv.org _
Direct: 604-990-2411 ext. 7124

Follow us on social media: @NVanDistrict

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

From: JULIE COLES <[REDACTED]>
Sent: October 20, 2025 9:15 PM
To: Mackenzie Stonehocker <stonehockerm@dnv.org>
Subject: 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello MacKenzie,

I would like to voice my concerns about the proposed Polygon Development in our lovely Lynn Valley community.

The reason we all moved here was to enjoy the quiet, nature-filled environment. Our neighbourhood is beautifully unique in that we are surrounded by nature. We have strived to fit in with nature not only for the enjoyment and serenity of the human population but also the sustainability of the plants and animals in the area. To propose a large scale development that will directly take away from our peace and tranquility is deeply troubling for the local residents. We moved here specifically to not be in highly commercialized area and to be surrounded by the sights and sounds of nature. This proposal is in direct contradiction to why people move to Lynn Valley.

I am not opposed to densification as long as it is a good fit with the neighbourhood. Here are some of my concerns:

- **HEIGHT:** This 6 story proposal will have buildings that are twice as high as its surroundings that will block out views to the mountains, and sunshine for the surrounding neighbours. These structures, no matter how well decorated, will become a focal point of concrete rather than our current view looking up into that area of the neighbourhood. What we see now are beautiful mature trees and mountain sightlines. In my mind this is what Lynn Valley is all about. If you want to add more tall buildings perhaps they should stay below Lynn Valley road where all the other ones are and that can remain the hub of taller towers. I firmly believe that above Lynn Valley Road should remain at residential height to blend in with the neighbourhood. Minimally the two buildings that are proposed to be on the Baird Road side should remain at 3 stories as this will compliment the rest of the area.
- **SEPARATING THE TWO PROPOSALS:** An acceptable alternative would be to separate the two proposals. The Baird Road two building development could be reconfigured to be 3-4 stories condos that compliment the immediate neighbourhood and that they would have their own parking. The plan can be reconfigured for more units if needed to appease the developer. There are multiple school playgrounds within minutes of the intersection and miles of trails of nature that can be enjoyed by these homeowners. Only residents of these two buildings should travel along Ross Road to Baird to enter their private parkade. The Lynn Valley Road project should be only 3 stories of units above retail.

Their access to their parkade for both the residents and the retail staff and customers must access in a separate entrance off of Lynn Valley Road. The current Lynn Valley Mall has an both an entrance and exit that can be re-formulated for the driveway to an underground parkade. It is imperative that any traffic related to the front two buildings does not go down our residential streets.

- **TRAFFIC:** This is the most critical subject to review. Baird Road, Ross Road, Harold Road, and Sunnyhurst are quiet residential streets, giving this area of Lynn Valley a feeling of a special neighbourhood within the community. Children play here: children on bikes, going to and from school multiple times a day, playing with their friends in front of their own houses. Wildlife thrives here and should not be discounted. Hastings Creek and its surrounding plant life is an important part of our area. All of these things need to be vehemently protected. The current proposal to have ALL traffic travel down Ross Road to Baird Road is short sighted to the devastating impact this would have on the neighbourhood. There can be traffic backlogs now from people waiting to go into the McDonalds drive thru or going in and out of the other small mall on the corner across from McDonalds that is not part of the current proposal. To add hundreds and hundreds of vehicle trips in this very small area is inconceivable. There must be a division that the two front buildings have a separate parking access that does NOT come down Ross/Baird roads. The retail and office traffic needs to stay directly underneath the front complex and not interfere with the serenity of the local neighbourhood...even if that includes a smaller complex of one or two 3 story residential buildings.
- **PARKING:** I must repeat that the only acceptable solution is that Baird road buildings access their own parkade and that Baird road remains completely residential. The Lynn Valley project needs to have its own access for the stated traffic reasons, but also for signage and accessibility to the retail and office spaces. Customers coming to the commercial units will want to have easy signage and direct access to parking. Case in point: the parkade under Save on Foods has one entrance by the retail side for retail customers and another on Library Lane for the residents. The retail customers can easily find their parking directly under the building.
- **CHANGES TO NEIGHBOURHOOD:** this proposal will bring an influx of cars - not just daily but permanently. We are a small neighbourhood. Most people will come with more than one car - where will they park? The customers and staff of the retail and offices - where will they park? We all know they will try to park on our quiet streets. If a smaller scale proposal goes through we will still need traffic calming and parking

restrictions. Street parking on Ross, Baird, Sunnyhurst and Harold should be restricted for the existing residents of all of the existing buildings first as this is our home. We did not ask for the potential addition of hundreds of cars clogging our quiet streets. There is NO way the current road structure can handle this increased traffic. Do you propose a 3 way stop at Ross and Fromme? How do you think all those cars are going to try to go west? There is a one block long alley between Sunnyhurst and Baird - this would need to be a local only access to disallow any other travellers. Children of this block are in playing in this alley every single day. Please insist that Polygon comes up with a better solution and a new development model that limits the impact of traffic and parking in our neighbourhood.

- TREES: the City of North Vancouver is dedicated to preserving older trees and advocating that they are respected and allowed to remain on new developments. Why cannot Polygon do the same and keep the large Trees on Baird, in addition to all of the trees by Hastings Creek, to remain?

In summary, I think the current Polygon Development proposal is not in alignment with the neighbourhood esthetics and community goals. It is much larger than our neighbourhood deserves without appropriate though taken to the ecological impact on the area, the numerous traffic and parking impacts, and other disruptions to all of the wonderful people who live in our little pocket of Lynn Valley. Please do not allow this proposal to go through, and ask them to prepare another option for discussion. One that is smaller. One that keeps a much smaller Baird Road complex separate from the Lynn Valley development in efforts to address the traffic and parking concerns, and that will blend better into our community.

The residents in the surrounding blocks of this proposed development, and the in the larger area as well, are passionate about the preservation of our neighbourhood and the Lynn Valley way of life.

We look forward to District of North Vancouver working with Polygon to come up with a more suitable plan for presentation and discussion.

Thank you,

Julie Coles

<image001.jpg>
<Julie - Final B.pdf>

From: Michelle King <[REDACTED]>
Sent: April 15, 2026 9:00 PM
To: DNV Input
Subject: Re: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road an 3050-3174 Baird Road

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I would like to clarify that the public info did NOT make the allowable building height for the various zoning clear.

Sent from my mobile.

On Apr 15, 2026, at 8:31 PM, Michelle King <[REDACTED]> wrote:

I have a follow up question from tonight's public hearing.

I heard the developer say that a 6 storey building is allowed on the Draycott Gardens site under the current (RM3) or OCP proposed (RM5) zoning. Based on what I have read on the District website is that both of those have a maximum of low rise buildings- which most people would assume is 4 stories- this is also how StatsCanada defines low-rise.

Can you please prove the documents that confirm the maximum height allowed under RM3 and RM5

Thank you.

Michelle

Sent from my mobile.

On Apr 14, 2026, at 4:33 PM, DNV Input <input@dnv.org> wrote:

Thank you for your email. The below has been circulated to Council and staff and will be included in the public input materials.

From: Michelle King <[REDACTED]>
Sent: April 14, 2026 2:59 PM
To: DNV Input <input@dnv.org>
Subject: Re: Public input - development & rezoning proposal: 1246-1268 Lynn Valley Road an 3050-3174 Baird Road

I'm resending just in case. I know others received a confirmation email, but I didn't.

Apologies if this is a duplicate

Thank you

Michelle

Sent from my mobile.

On Apr 13, 2026, at 11:26 PM, Michelle King <[REDACTED]> wrote:

I am a resident of Baird Road in Lynn Valley and am writing to provide my input on the development application submitted by Polygon Homes for the redevelopment of the Draycott Gardens and Lynn Valley Centre sites. I support the redevelopment of the Lynn Valley Centre site and agree that increased housing density and variety within the Lynn Valley Town Centre is necessary.

However, I strongly believe that the current proposal, as presented, is a not an appropriate fit for this location. For the reasons outlined below, I respectfully request that Council reject the proposal and the associated zoning amendments.

I previously provided detailed information outlining my concerns with this development in an email to Mackenzie Stonehocker dated October 20, 2025. I would also like to note that, in my view, the summary of public input presented to Council does not accurately reflect the feedback expressed at the public hearing on October 8, 2025. Based on what I heard at that meeting, as well as subsequent conversations with neighbours and other attendees, the concerns raised by the public were broader and more substantive than is reflected in the report. The summary appears to present public feedback in a more positive and less critical light than what was expressed during the meeting and since then.

Here is a summary of some of my most significant concerns:

Inconsistency with OCP & community needs:

1. The OCP identifies Town Centres as appropriate locations for increased density, while also emphasizing the need for sensitive transitions to adjacent neighbourhoods. The proposed development includes two six-storey buildings on the east side of Baird Road directly facing lower-scale residential development on the west side of the street. As currently designed, the proposal does not appear to provide a sufficient transition in massing or scale. The proposed changes to zoning to allow mid-rise buildings should be to the benefit of the community; not to the benefit of a for-profit developer. A change in zoning to the Draycott Gardens site is not to the benefit of the surrounding residential neighbourhood.
2. The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. The OCP also highlights the importance of open, visible, and accessible public spaces within Town Centres. While the proposal includes a public space, the current design is highly compact and inward-oriented, with limited visual or physical connection to the broader town centre. As a result the community benefit of this space is likely to be limited.
3. Tree retention is another stated objective of the OCP, including within urban contexts. The proposal would remove most of the existing trees on the site, including mature trees along Baird Road. The proposal indicates a reduced the site's tree canopy to approximately 20 percent. This represents a significant change to the area and is difficult to reconcile with OCP objectives related to environmental sustainability and neighbourhood character.

Traffic impacts.

1. As someone who lives on Baird Road, the traffic impact study provided by the developer is incomplete and entirely inconsistent with my lived experience.
2. The traffic impact study indicates that surrounding roads can accommodate the anticipated increase in traffic volumes. However, existing congestion during peak periods suggests that capacity constraints already occur at certain times of day, including weekday mornings, school dismissal periods, and late-afternoon commuter hours.
3. The analysis does not sufficiently address Ross Road and Harold Road between Baird & Fromme, even though these streets will be critical access routes; the access to the site will not only be via Lynn Valley and Ross. Both Ross and Harold streets are narrow residential streets that have street parking on both sides, and already currently experience noticeable challenges when accommodating two-way traffic. Exit from the

site via either of these streets funnels traffic to uncontrolled intersections at Fromme Road. During peak hours it already can be very difficult to turn left onto Fromme from either Ross or Harold

4. The planned improvements (addition of lefthand turn signal on Lynn Valley Road onto Fromme Road and adding signals at the Fromme/29th St intersection) will be beneficial to the area even at the current traffic volumes, but on their own they are definitely insufficient to effectively address the projected increases.
5. The current access to the commercial space at Lynn Valley mall is from Lynn Valley Road. It is unclear to me why access to the new commercial space couldn't continue to be from Lynn Valley Road. The only reason that I have seen is that it would be good for traffic on Lynn Valley Road – but to significant detriment of the surrounding residential streets.

Considerations for displaced residential & commercial tenants

1. The proposal includes relocating existing residential tenants of Draycott Gardens from townhouse units located on a quieter, tree-lined street to apartment units fronting a busy arterial route. These represent materially different living environments in terms of form, noise, access, and overall character. The proposal to move the current tenants to Building 1 may have the practical effect of discouraging existing tenants from remaining within the redeveloped site.
2. With respect to commercial tenants, the proposal does not clearly identify provisions to support existing businesses during the redevelopment period. There is also limited information regarding anticipated lease rates in the new commercial space and how these may compare to current rents. Many of the businesses on site are small, independent operations that contribute to the local character and provide everyday services to the surrounding community

In summary, Polygon's proposal, as currently designed, is not the right approach for the redevelopment of these two parcels of land. That said, should Council decide to advance the project, I strongly encourage that Council require significant changes be implemented, including – but not limited – to the following:

- 1.
2. Maintain the existing zoning for the Draycott Gardens site, and limit building heights facing Baird Road to a maximum of four storeys in order to provide a more appropriate transition to the surrounding residential context.
3. Revise the site layout to provide a more open design, with public space that is clearly visible, accessible, and integrated into the broader town centre rather than inward-focused or isolated.
4. Retain as much of the existing tree canopy as possible and strengthen tree-retention and replacement measures to preserve neighbourhood character and support environmental objectives.
5. Undertake additional traffic analysis to explore alternative access arrangements, with the goal of minimizing the redirection of additional traffic onto quiet residential streets.
6. Ensure that existing Draycott Gardens tenants who wish to remain on site are offered units in quieter areas of the development that are comparable in livability to their current homes.
7. Provide meaningful and clearly defined supports for existing commercial tenants at Lynn Valley Centre, including measures to assist with continuity of operations and realistic opportunities to return following redevelopment.

Sincerely

Michelle King


District of North Vancouver

Sent from my iPad