AGENDA

COMMITTEE OF THE WHOLE

Monday, January 13, 2014
7:00 p.m.
Committee Room, Municipal Hall
355 West Queens Road,
North Vancouver, BC

Council Members:
Mayor Richard Walton
Councillor Roger Bassam
Councillor Robin Hicks
Councillor Mike Little
Councillor Doug MacKay-Dunn
Councillor Lisa Muri
Councillor Alan Nixon

NORTH VANCOUVER
DISTRICT

www.dnv.org

THIS PAGE LEFT BLANK INTENTIONALLY

District of North Vancouver
355 West Queens Road,
North Vancouver, BC, Canada V7N 4N5
604-990-2311
www.dnv.org

COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, January 13, 2014
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. January 13, 2014 Committee of the Whole Agenda

Recommendation:
THAT the agenda for the January 13, 2014 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. November 25, 2013 Committee of the Whole p. 7-12

Recommendation:
THAT the minutes of the November 25, 2013 Committee of the Whole meeting be adopted.

2.2. December 10, 2013 Committee of the Whole p. 13-17

Recommendation:
THAT the minutes of the December 10, 2013 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Official Community Plan Design Guidelines for Multi-Family Housing and Lower Lynn Town Centre Built Form and Streetscape Design Guidelines p. 21-106

File No. 13.6480.30/002

Recommendation:
THAT it be recommended to Council:

THAT Council

i. Directs staff to prepare the bylaw for OCP Design Guidelines for Multi-Family Housing for Council's consideration; and,
ii. Directs staff to consult on the draft Lower Lynn Town Centre Design Guidelines prior to Council's consideration of their approval.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:
THAT the January 13, 2014 Committee of the Whole rise and report.

MINUTES

THIS PAGE LEFT BLANK INTENTIONALLY

DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE

Minutes of the Committee of the Whole of the Council for the District of North Vancouver held at 7:00 p.m. on Monday, November 25, 2013 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor M. Little
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor R. Bassam
Councillor R. Hicks

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Ms. N. Deveaux, General Manager – Finance & Technology
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Ms. D. Mason, Director, North Shore Emergency Program
Mr. J. Gordon, Manager – Administrative Services
Ms. C. Grant, Manager – Corporate Planning & Projects
Mr. S. Ono, Manager – Engineering Services
Ms. S. Haid, Manager – Sustainable Community Development
Ms. J. Pavey, Section Manager – Environmental Sustainability
Ms. M. Weston, Section Manager – Public Safety
Ms. L. Brick, Confidential Council Clerk

Also in Attendance: Mr. Mark Johncox, Finance Manager, Western Canada Marine Response Corp.
Ms. Stephanie Snider, Senior Specialist, Trans Mountain Expansion Project

1. ADOPTION OF THE AGENDA

1.1. November 25, 2013 Committee of the Whole Agenda

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT the agenda for the November 25, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. September 16, 2013 Committee of the Whole

MOVED by Councillor MURI
SECONDED by Councillor LITTLE

THAT the minutes of the September 16, 2013 Committee of the Whole meeting previously adopted be amended by adding the following to section 3.1:

> "Council requested that the Woodcroft community be included in the consultation. Council also requested that staff investigate the possibility of one way traffic in the laneways."

CARRIED

2.2. October 29, 2013 Committee of the Whole

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT the minutes of the October 29, 2013 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Developing a Climate Adaption Strategy for the District of North Vancouver

File No. 13.6770.01/005.000

Ms. Julie Pavey, Section Manager – Environmental Sustainability spoke regarding the District's Climate Change Adaption Strategy. Ms. Pavey provided an overview of the effects of climate change on the North Shore.

The predicted effects of climate change include increased temperatures, decreased snowfall, decreased summer precipitation, and increased autumn precipitation. There will be changing levels of flow in the creeks and increased storm intensity. It is expected that the impact of invasive species will be increased and that the pH balance in the oceans will be altered.

Ms. Pavey advised that the Metro Vancouver Region is collaboratively creating strategies to address rising sea levels; it is anticipated that there will be a 0.8 metre rise in sea level over the next 100 years. The District has been working with Vancouver, Delta, Surrey, City of North Vancouver, and Metro Vancouver on the five International Council on Local Environmental Initiatives planning milestones.

Staff confirmed that a funding request will be made as part of the 2014 budget process which will enable staff to become formally involved with the International Council on Local Environmental Initiatives framework as part of the efforts to implement the District's Official Community Plan. Staff anticipate that the initial cycle will be completed within two years.

Examples of adaption measures implemented by the District:

- Protecting the ecological health of the District by implementing the Environmental Development Permit Areas and Guidelines for Natural Environment and Streamside Areas;

- Protection of development from natural hazards through the implementation of the Natural Hazard Development Permit Areas and Guidelines;
- The Community Wildfire Protection Plan to improve community safety from interface fire risks;
- Flood risk modeling; and,
- Integrated storm water management.

Regional collaboration includes:
- Regional Action Plan Tables;
- Emergency planning;
- Burrard Inlet Working Group for Sea Level Rise; and,
- Other regional governmental committees.

Staff advised that they will be working with other Metro Vancouver local governments to create comprehensive best practices and develop proactive plans which can be used when applying for funding opportunities and to inform and support land use, utility, infrastructure, and environmental planning and development initiatives.

The next steps include:
- Inclusion in the 2014 Work Plan and 2014 Financial Plan request; and,
- Formalizing the Interdepartmental Working Group.

Ms. Dorit Mason, Director – North Shore Emergency Program, advised that the North Shore Wildfire Interface Management Committee manages the interface areas and monitors the forests.

Council queried if this is a duplication of efforts and encouraged staff to investigate ways to partner with other Metro Vancouver local governments for this planning work.

Staff advised that requirements have been changed and they now ask that professionals who provide reports on proposed developments to reference recent studies to ensure that their recommendations are in line with current best practices in regards to address climate change.

MOVED by Councillor NIXON
SECONDED by Councillor MACKAY-DUNN
THAT it be recommended to Council:

> THAT the report of the Section Manager – Environmental Sustainability, dated November 14, 2013 entitled Developing a Climate Adaption Strategy for the District of North Vancouver be received for information.

CARRIED

The meeting recessed at 8:03 pm and reconvened at 8:07 pm.

3.2. Kinder Morgan
File No.

Mr. David Stuart, Chief Administrative Officer, commented on the progress of Kinder Morgan regarding their pending application to expand their operation within Port Metro Vancouver and the spill management plan associated with their proposal.

Mr. Mark Johncox, Western Canada Marine Response Corporation (WCMRC), advised that the Western Canada Marine Response Corporation was formed in 1976 and is funded entirely by its shareholders and ships visiting the Port Metro Vancouver or transiting in Canadian waters. The shareholders are four major oil companies and a pipeline company; the major partners include the Canadian Coast Guard, Environment Canada, Transport Canada, and the BC Ministry of Environment.

The WCMRC's mandate is to provide marine oil spill response services for the 27,000 kilometres of BC coast line. Canadian regulations require that potential polluters pay for preparedness and the polluter pays for a reasonable response to spills. Mr. Johncox advised that the majority of spills in BC waters come from smaller vessels such as ferries, cargo ships, and large pleasure craft.

A review is currently being conducted at the federal level to investigate tanker requirements, the 10,000 tonne preparedness response regulations, and the future of spillage clean up requirements.

Mr. Johncox advised that the WCMRC has 30 employees who train emergency responders. It is anticipated that their 2014 budget will increase by $6 million, including an additional 30 staff members.

Mr. Johncox advised that the Transport Canada requirement for certification is for a response capability for 10,000 tonnes; it was noted that the WCMRC has capacity for 2 1/2 times the required capability thus enabling them to provide support in emergencies outside of their mandate.

In the event of an incident WCMRC will work with the contractors to ensure that they respond within the required time frame of two days on the Coast, it was noted that within the Vancouver Harbour they could respond immediately.

Discussion ensued regarding diluted bitumen and what happens when it is mixed with sand, fresh water, and salt water. Mr. Johncox advised that within three hours the lighter additives will evaporate and the remaining product will still be lighter than sea water; however, it could still sink eventually. Council requested further clarification.

Council expressed concern regarding the safety of Maplewood Mudflats; Mr. Johncox advised WCMRC has created a mapping project to identify areas of concern such as Maplewood Mudflats and have conducted exercises to identify how long it would take to set booms and have the anchor points identified. Mr. Johncox advised it would take six hours to have Maplewood Mudflats boomed.

Discussion ensued regarding prevention, response, and the risk of spills. It was noted that the risk will increase with more ships; however, prevention measures

such as escort tugs taking the tankers outside of the harbour and following them outside of local waters in Victoria at Harold Point reduce this risk substantially.

It was noted that the risks include:

- Dock side accidents;
- Exit from the Port Metro Vancouver harbour due to traffic density;
- The Harold Straight Pass 90 degree turns; and,
- Traffic issues at Boundary Pass and Harold straight.

It was confirmed that Aframax size tankers containing bitumen may only transit during daylight slack tides. It was noted that Aframax sized tankers do not leave fully loaded due to harbour depth.

In response to queries about Norway's oil transport industry it was noted that the areas of concern and risk derive from off-shore rigs and large scale on-shore pipelines offloading from tankers.

Mr. Johncox clarified that above the high tide mark the ownership is the Ministry of Environment; on water and at high tide the ownership is the WCMRC. In the event of an incident above the high tide level the Ministry of Environment will advise the District on response requirements.

It was noted that WCMRC is looking to increase stashes of booms in key locations and will increase training within local communities.

The current capability of the Kinder Morgan facility is:

- 300,000 barrels per day total capacity;
- 75,000 barrels per day average over the dock;
- 4-5 Aframax sized tankers per month; and,
- Single berth, three designated anchorages.

Ms. Stephanie Snider, Senior Specialist, Trans Mountain Expansion Project, advised that while the proposal is for the terminal to be increased to three berths, it is not anticipated that these ships will require an anchor point as they will be coming in, loading, and leaving again. The increase will be from one ship per week to one to two per day.

Councillor NIXON left the meeting at 9:19 pm.

Ms. Snider advised that the application will be submitted to the National Energy Board in mid December. The National Energy Board will then provide Trans Mountain with a schedule of the process. It was noted that the National Energy Board is reaching out at this point for responders. There will be limited opportunities to appear but Council can make a written submission which will be considered. It was noted that the Federal Government has committed to getting oil to the coast; however, they have not committed to any specific project. The National Energy Board will review all applications; the final decision will be made in Cabinet based on the National Energy Board decision.

Staff advised they will contact the National Energy Board to obtain more information on the timeline and process for engagement.

Council requested a digital display of the traffic patterns in the Port Metro Vancouver harbour. Council requested that staff report back at a future Committee of the Whole meeting which may need to be to be held in the Council Chamber.

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT the Kinder Morgan Westridge Terminal Expansion proposal be returned to a future Committee of the Whole meeting.

CARRIED

4. PUBLIC INPUT

Nil

5. RISE AND REPORT

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT the November 25, 2013 Committee of the Whole rise and report.

CARRIED
(9:29pm)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE

Minutes of the Committee of the Whole Meeting for the District of North Vancouver held at 7:00 p.m. on Tuesday, December 10, 2013 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor R. Hicks
Councillor M. Little
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor D. MacKay-Dunn

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. J. Gordon, Manager – Administrative Services
Ms. C. Grant, Manager – Corporate Planning & Projects
Ms. S. Haid, Manager – Sustainable Community Development
Mr. S. Ono, Manager – Engineering Services
Ms. S. Dal Santo, Section Manager – Planning Policy
Ms. E. Geddes, Section Manager – Transportation
Ms. S. Lunn, Social Planner
Ms. C. Rucci, Social Planner
Ms. T. Smith, Transportation Planner
Ms. S. Berardo, Confidential Council Clerk

Also in Attendance: Glenda Burrows, Vancouver Coastal Health
Jeffery Bushby, Senior Manager, Infrastructure Planning, TransLink
Margaret Gibbs, TransLink, Project Manager

1. ADOPTION OF THE AGENDA

1.1. December 10, 2013 Committee of the Whole Agenda

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT the agenda for the December 10, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. November 19, 2013 Committee of the Whole

MOVED by Councillor MURI
SECONDED by Councillor NIXON

THAT the minutes of the November 19, 2013 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Phibbs Exchange Update

File No.

Ms. Margaret Gibbs, Project Manager – TransLink, provided an update on the current Marine Drive transit lane. Ms. Gibbs noted that Marine Drive is the busiest frequent transit corridor in the District of North Vancouver. TransLink's review of the Marine Drive transit lane indicates that overall the lane is working well. However, buses are being delayed by general purpose traffic congestion as far back as Philip Avenue in the afternoon peak period, and so are delayed in reaching the transit priority lane. Ms. Gibbs advised that it would be beneficial for the District to continue working within the existing Marine Drive plan and ensure buildings on Marine Drive are setback enough for the transit lane to be extended.

Mr. Jeffery Bushby, Senior Manager, Infrastructure Planning - TransLink, provided Council with an update on the Phibbs Exchange study.

Mr. Bushby advised the main objectives of Phibbs Exchange include:

- Improve passenger security, access, circulation, access, and comfort;
- Accommodate current and future transit capacity needs, making it more efficient, and improving access for all modes;
- Integrate the exchange into the existing and future context of Lower Lynn so it feels a part of the community;
- Celebrate and restore ecological systems; and,
- Ensure best stewardship of public funds through cost effective design.

Mr. Bushby noted that the preferred charrette options include:

- Closer connection with Lower Lynn community;
- Off-ramp moved west;
- Larger facility and more efficient operations;
- More on-street bus activity;
- Better passenger safety and amenity; and,
- Access to Park and Ride from Main Street (east of exchange).

TransLink has continued to work closely with the District of North Vancouver and the Ministry of Transportation and Infrastructure to develop a final design concept for Phibbs Exchange. The refined concept:

- Responds to Council feedback that the exchange be a quality town centre place with weather protection and lighting and that a Park-and-Ride be considered in relation to the project;
- Responds to the Ministry of Transportation and Infrastructure's input and can move forward with or without significant interchange improvements; and,
- Addressed TransLink's future transit operating and customer needs.

Next steps include:

- Finalize conceptual design study report, including alternative option without moving off-ramp;
- Undertake further technical review of Park-and-Ride access and intersections with Ministry of Transportation and Infrastructure, including potential for alternative Park and Ride access to east;
- Continue to review demand potential for Park and Ride; and,
- Continue to work with Ministry of Transportation and Infrastructure to build transit-supportive case for the project.

Council Discussion:

- Noted the importance of a designated Park-and-Ride area;
- Stated that a representative from the Ministry of Transportation and Infrastructure should be present to answer questions;
- Commented that Main Street would be an ideal location for a taxi drop off area;
- Stated that it is critical for the MLA's to be involved in this process;
- Commented on the importance of weather protection; and,
- Requested providing community shuttle buses to students trying to get to Capilano University.

Public Input:

- Commented that this is the North Shore's major transportation exchange and should be done right;
- Commented that the District of North Vancouver needs to look at long term solutions; and,
- Commented on the importance of the District of North Vancouver, the Ministry of Transportation and Infrastructure, and TransLink meeting together.

MOVED by Councillor BASSAM
SECONDED by Councillor MURI
THAT it be recommended to Council:

THAT Council Direct staff to:

Continue to work with TransLink to finalize a Phibbs Exchange design that:

- Works with or without significant highway interchange improvements; and,
- Maintains the ability to entertain alternative options for park-and-ride entry in the long term.

MOVED by Councillor LITTLE
SECONDED by Councillor NIXON
THAT it be recommended to Council:

THAT Council Direct staff to:

Consider funding options with TransLink and senior governments to expedite completion of Phibbs Exchange improvements.

CARRIED

3.2. Group Child Care in Single-Family Residential Zones

File No. 10.4750.20/001.000

Ms. Cristina Rucci, Social Planner, and Ms. Suzy Lunn, Social Planner, provided an overview of group child care in single-family zones which is defined as more than eight children in care by the Provincial legislation. Ms. Rucci highlighted a number of opportunities to strengthen and enhance current practices and guidelines which include:

- Creation of a new Development Services Bulletin on Child Care Building Code Requirements;
- More robust child centred design criteria added to the Planning Guidelines for child care in residential zones;
- Enhanced engagement process with the neighbours at the early planning stages;
- Creation of a letter of introduction template for applicants' use;
- New parking requirements; and,
- New application checklist including the requirement for submission of information relating to transportation needs.

Ms. Glenda Burrows, Vancouver Coastal Health, spoke to requirements for approving and assessing Child Care programs. Vancouver Coastal Health has the primary role in approving child care operating licences in British Columbia, though municipal zoning and building requirements must be met. Child care falls under provincial legislation, the *Community Care and Assisted Living Act* and *Child Care Licencing Regulation*. Licenced child care provides care for three or more children. The regulations sets out health and safety requirements, licence application requirements, staffing qualifications, staff to child ratios, group sizes and program standards for licenced child care settings. Additionally, schedules include a list of approved Early Childhood Education programs and first aid requirements.

Once the child care operating licence is issued, Vancouver Coastal Health conducts regular inspections of the child care facilities. An inspection report is provided to the facility operator after each inspection that outlines their compliance with the requirements of the *Community Care and Assisted Living Act* and the *Child Care Licencing Regulations*.

During inspections, licencing officers look for items typically divided into ten broad categories: physical facility, equipment and furnishings, staffing, policies and procedures, care and/or supervision, nutrition and food services, medication, hygiene and communicable disease control, records and reporting, licencing and program.

Council Discussion:

- Commented that generally there is a good response from neighbours;

- Commented that most concerns are dealt with and challenges are overcome;
- Noted that siblings want to go to the same daycare;
- Commented that certain areas are saturated with daycares;
- Expressed concerns with traffic;
- Acknowledged the need to make people that are opposed to the situation comfortable in expressing their views;
- Commented on the need for quantitative guidelines;
- Would like to see a definition of a child care facility in different areas;
- Commented that a childcare cannot be solely judged by the facility as the operator is the most important aspect;
- Spoke in support of open houses;
- Commented that it is critical that a staff member or facilitator is in attendance at open houses; and,
- Commented that traffic and parking issues need to be addressed early in the process.

Staff advised that this item will be discussed at a Regular Council meeting in the New Year.

MOVED by Councillor BASSAM
SECONDED by Councillor HICKS
THAT it be recommended to Council:

> THAT Council approve the enhanced planning guidelines and process for considering applications for group child care in single-family residential zones as outlined in the report of the Social Planner dated December 2, 2013.

CARRIED

4. RISE AND REPORT

MOVED by Councillor BASSAM
SECONDED by Councillor NIXON
THAT the December 10, 2013 Committee of the Whole rise and report.

CARRIED
(9:08 pm)

Mayor

Municipal Clerk

THIS PAGE LEFT BLANK INTENTIONALLY

REPORTS

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
☑ Committee of the Whole	Date: JAN · 13 · 2014
☐ Finance & Audit	Date:
☐ Advisory Oversight	Date:
☐ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COMMITTEE

December 19, 2013
File: 13.6480.30/002

AUTHOR: Ross Taylor, Community Planner
Sarah Dal Santo, Section Manager Policy Planning

SUBJECT: **Official Community Plan Design Guidelines for Multi-Family Housing and Lower Lynn Town Centre Built Form and Streetscape Design Guidelines**

RECOMMENDATION:

THAT the Committee of the Whole recommends Council:

i. Direct staff to prepare the bylaw for OCP Design Guidelines for Multi-Family Housing for Council's consideration; and
ii. Direct staff to consult on the draft Lower Lynn Town Centre Design Guidelines prior to Council's consideration of their approval.

REASON FOR REPORT:
This report is provided as background for the January 13, 2014 Committee of the Whole (CoW) meeting to gain feedback on the (i) proposed District-wide Official Community Plan (OCP) *Guidelines for Multi-Family Housing*, and the (ii) proposed *Built Form and Streetscape Design Guidelines for the Lower Lynn Town Centre* prior to Council's consideration of approval of these respective guidelines.

A visual presentation by staff and consultants at the January 13, 2014 Committee of the Whole meeting will provide an overview of the key design guideline directions for each of the proposed sets of guidelines.

SUMMARY:
This report presents two sets of design guidelines for Council's feedback. The draft *Guidelines for Multi-Family Housing* have been prepared to address an existing gap in the District-wide Form and Character Guidelines in OCP Schedule B. These proposed guidelines build on the design principles and objectives contained in the *Guidelines for Commercial and Mixed-Use Buildings* and the *Guidelines for Ground-Oriented Housing* that are already in OCP and which have been in use since their adoption in 2012.

The proposed *Built Form and Streetscape Design Guidelines for the Lower Lynn Town Centre* build on the form and character design guidelines in the OCP while adding specific directions to support the vision for the Lower Lynn Town Centre (LLTC). Centres guidelines emphasize the distinct urban design and physical setting of each of the centres and are purposely different from one another.

BACKGROUND:
The draft *Guidelines for Multi-Family Housing* that would apply to new multi-family residential buildings in the District, have been prepared to address an existing gap in the District-wide Form and Character Guidelines in OCP Schedule B. Part 5 of the OCP Schedule B currently contains form and character design guidelines for the following types of uses:

- Commercial and Mixed Use
- Ground-Oriented Housing
- Industrial and Business Park Development

The draft *Built Form and Streetscape Design Guidelines for the Lower Lynn Town Centre* (LLTC) have been prepared as a supplement to the *LLTC Implementation Plan.*

EXISTING POLICY:
The *Official Community Plan* (Bylaw 7900) was adopted by Council in 2011. Development Permit Areas under Schedule B were subsequently updated to respond to the new OCP. The updated Schedule B was incorporated into the OCP in July 2012 (amending bylaw 7934). The Form and Character Development Permit Area Guidelines (Schedule B Part 5) include broad design principles and objectives that apply to all new commercial, industrial, mixed use and ground oriented multi-family development in the District. The OCP also indicates that the Form and Character Development Permit Area Guidelines are to be supplemented with specific urban design guidelines that apply in the designated Town and Village Centres, or other areas as may be needed, to guide the expression of a distinct urban design and character for each area.

Town and Village Centre Implementation Plans are guided by the growth management, urban structure and other policies in the OCP. The *LLTC Implementation Plan* (approved by Council in May 2013) provides more detailed policies to guide the development of this Centre over the next 20 years. It also refers to the LLTC Design Guidelines that will enable the establishment of a distinct identity and character for this Centre.

ANALYSIS:

OCP Schedule B: Multi-Family Form and Character Design Guidelines
The proposed new *Guidelines for Multi-Family Housing* are intended to apply to all new low-rise, mid-rise and high-rise residential development in the District. These guidelines build on the design principles and objectives seen in the *Guidelines for Commercial and Mixed-Use Buildings* and the *Guidelines for Ground-Oriented Housing* that are already in OCP Schedule B Part 5 and have been applied to several development applications. The new *Guidelines for Multi-Family Housing* are structured in the same manner as the existing form and character guidelines to include the following sections: site planning, public realm and streetscape elements, building form and architectural elements. A new section on mid and high-rise residential guidelines provides design guidance for tower elements. Enhanced drawings and labelling in these new

guidelines has been informed by lessons learned in applying the existing form and character design guidelines, and in response to comments from developers, the Advisory Design Panel and staff.

The new *Guidelines for Multi-Family Housing* are proposed to be added to Schedule B of the OCP through an OCP Amendment Bylaw that will require a Public Hearing prior to Council adoption.

Lower Lynn Town Centre Built Form and Streetscape Design Guidelines
The *LLTC Built Form and Streetscape Design Guidelines* build on the form and character design guidelines in the OCP while adding specific directions to support the unique vision for the Lower Lynn Town Centre. The *LLTC Design Guidelines* identify a number of common design elements (street furniture, lighting, paving materials, landscaping treatments, etc.) to be applied throughout the Town Centre. They also identify specific design attributes that will apply to one of three distinct neighbourhoods that are recognized in the emerging LLTC: (i) the Town Centre core, (ii) the low and medium density residential areas, and (iii) the light industrial and commercial areas. For example, in the Town Centre core design guidelines promote engaging public spaces with effective relationships to retail uses and building forms. In the quieter low and medium density residential areas, the design guidelines focus on strong visual connections and entranceways to the street with good pedestrian connectivity and access to neighbourhood parks and private open space. In the light industrial and commercial areas, the design guidelines encourage the use of common building materials, lighting and signage to celebrate business and industrial functions while promoting pedestrian interest and safety.

The new *LLTC Built Form and Streetscape Design Guidelines* are proposed to be appended to the LLTC Implementation Plan policy document following Council approval by resolution.

Timing/Approval Process: Both the *Guidelines for Multi-Family Housing* and the *LLTC Built Form and Streetscape Design Guidelines* are currently being used by staff and developers as draft guidelines to inform the design of developments District-wide and in the Lower Lynn Town Centre. Finalization and approval of both sets of design guidelines is needed to complete review of detailed applications that are in-stream.

Concurrence: Both sets of design guidelines have been reviewed by the Advisory Design Panel and by inter-departmental staff teams and revised accordingly.

Liability/Risk: Both the proposed *Multi-Family Housing Design Guidelines* and the *LLTC Built Form and Streetscape Design Guidelines* are generally consistent with the OCP and do not expose the District to any particular liability or risk.

Social Policy Implications: Both sets of guidelines promote sound urban design and healthy built environments that will promote active living, social inclusion and social well-being.

Environmental Impact: The proposed *Guidelines for Multi-Family Housing* and the proposed *LLTC Built Form and Streetscape Design Guidelines* must be applied in conjunction with other relevant sections of the OCP, District bylaws and plans. For example, all new multi-family, commercial and industrial development are subject to the OCP environmental policies and development permit area guidelines (including Protection of the Environment and Energy DPA,

and Water Conservation and GHG Emission Reduction DPA). The *LLTC Design Guidelines* include design measures to promote rainwater best practices, green buildings and infrastructure, street trees and urban landscaping improvements, waste management as well as energy and water conservation.

Public Input: Engagement on the OCP Form and Character Development Permit Area Guidelines took place during the OCP review process and as well as at the Public Hearing on June 19, 2012 to amend the OCP to include the revised and updated Development Permit Area Guidelines. Public input from these sessions was relatively minor. The proposed *Guidelines for Multi-Family Housing* have been reviewed and revised based on the input from the Advisory Design Panel and an inter-departmental staff team. Given that these new guidelines are based largely on the existing approved OCP form and character design guidelines, staff propose that the new *Guidelines for Multi-Family* be prepared as an amending bylaw and forwarded for Council consideration of first reading and referral to public hearing.

Public and stakeholder input at every major milestone in the implementation planning process informed the establishment of planning principles and a detailed Concept Plan for the Lower Lynn Town Centre Implementation Plan. At engagement events held on April 24 and 27, 2013 public and stakeholders indicated strong general support for the draft LLTC Implementation Plan and proposed design guideline directions. The proposed *LLTC Built Form and Streetscape Design Guidelines* have been refined since these engagement sessions and with Council approval, staff proposes to coordinate an open house/information session in early 2014 for local residents, businesses and development industry groups to review and provide feedback on these new *LLTC Design Guidelines*.

In addition to the above, both sets of design guidelines will be posted on the District's websites and made available for public review and comment.

CONCLUSION:
This report provides an introduction to two sets of design guidelines – *Guidelines for Multi-Family Housing* for OCP Schedule B, and the *LLTC Built Form and Streetscape Design Guidelines* – that will be discussed further with Council at the Committee of the Whole Meeting on Jan 13, 2014.

Options:

Council Committee of the Whole may choose to approve the recommendations of this report as follows:

THAT the Committee of the Whole recommends Council:

i. Direct staff to prepare the bylaw for OCP Design Guidelines for Multi-Family Housing for Council's consideration; and
ii. Direct staff to consult on the draft Lower Lynn Town Centre Design Guidelines prior to Council's consideration of their approval.

Alternatively, Council Committee of the Whole may:
i. Advise staff of specific revisions or alternative directions regarding these design guidelines.

Respectfully submitted,

Ross Taylor, Community Planner

and

Sarah Dal Santo, Section Manager Policy Planning

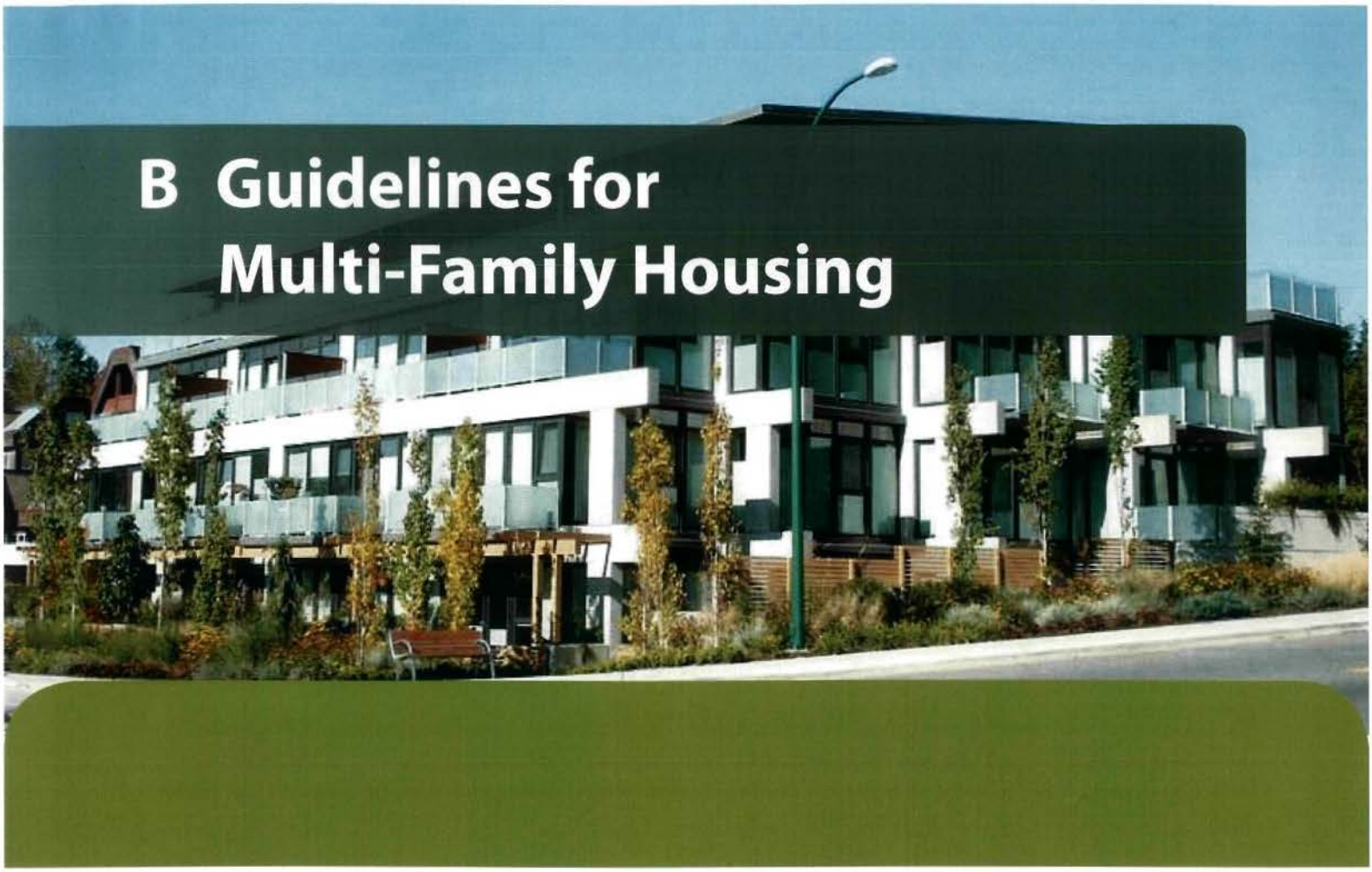
Attachments:

A. Guidelines for Multi-Family Housing (for OCP Schedule B, Part 5)
B. Lower Lynn Town Centre Built Form and Streetscape Guidelines

REVIEWED WITH:

☑ Sustainable Community Dev.	____	☐ Clerk's Office	____	External Agencies:	
☐ Development Services	____	☐ Communications	____	☐ Library Board	____
☐ Utilities	____	☐ Finance	____	☐ NS Health	____
☐ Engineering Operations	____	☐ Fire Services	____	☐ RCMP	____
☐ Parks & Environment	____	☐ ITS	____	☐ Recreation Com.	____
☐ Economic Development	____	☐ Solicitor	____	☐ Museum & Arch.	____
☐ Human resources	____	☐ GIS	____	☐ Other:	____

THIS PAGE LEFT BLANK INTENTIONALLY



B Guidelines for Multi-Family Housing

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 this document 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.

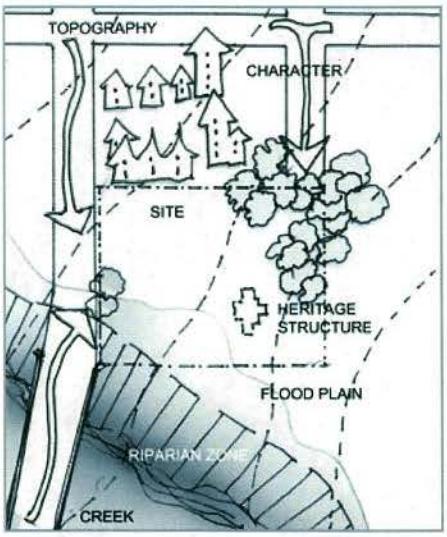


Figure 43

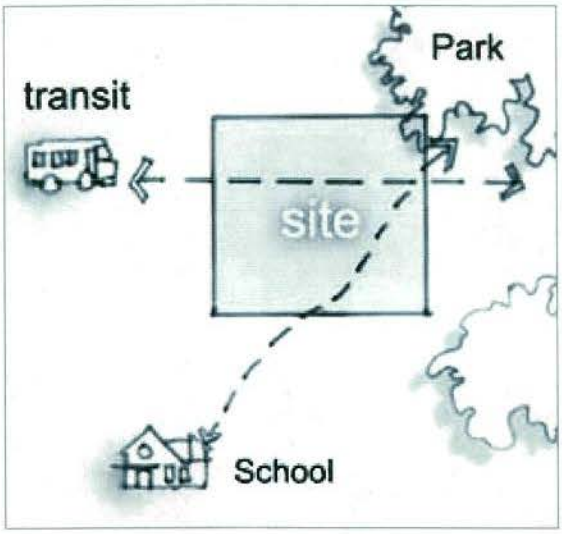


Figure 44

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.)

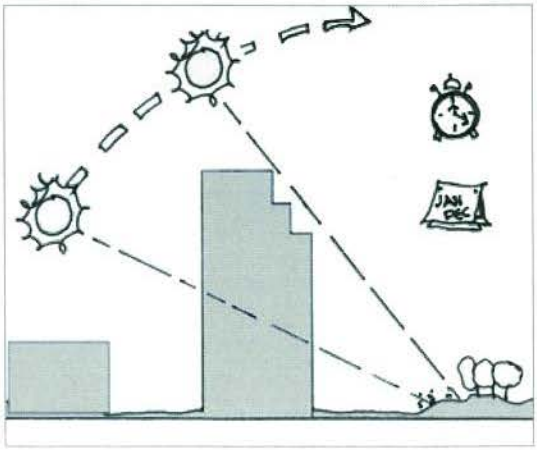


Figure 45

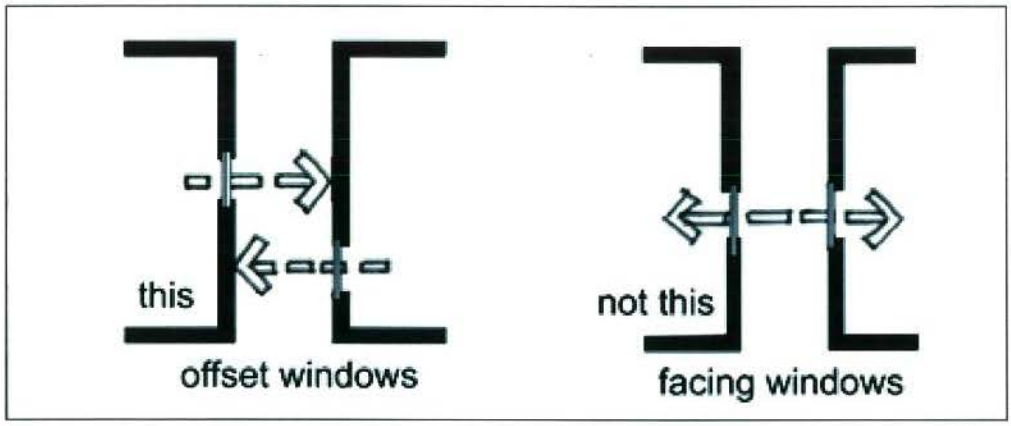


Figure 46

B1.4: Building Separation and Overlook: In order to maintain privacy between residential units, window placement in buildings within 9 metres (30 feet) of each other, or in courtyards, should be offset, not directly facing (see Figure 46).

B1.5: Hierarchy of Public and Private Space: In considering the connections through a development site, the adjacencies to public spaces and public streets, the project must define those spaces that are entirely public, and those which are semi-private and private, and design them accordingly.

B1.6: Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection (see figure 47).

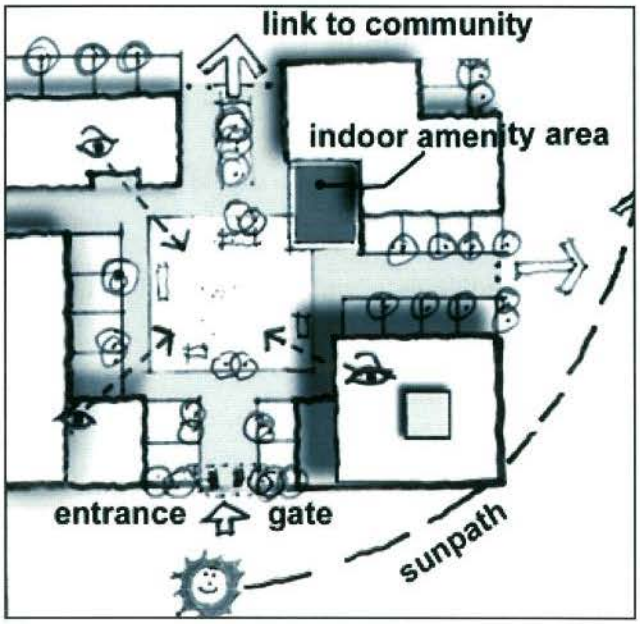


Figure 47

Larger residential projects should also consider providing:

- play structures;
- garden plots;
- dog walk areas; and
- social gathering areas.

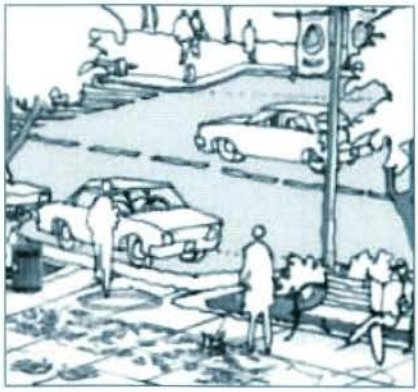


Figure 48

Figure 49

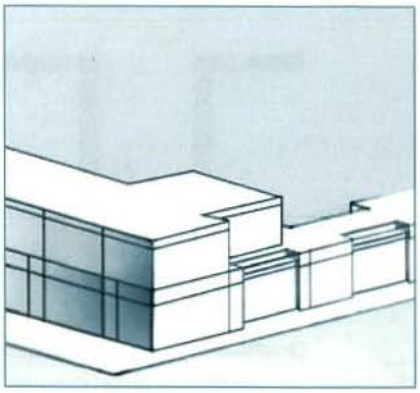


Figure 50

2. Public Realm and Streetscape Elements

B2.1 Unified Streetscape: Within a neighbourhood, a unified streetscape concept for public open spaces, landscaping elements and street furniture (benches, bike racks etc.) should be achieved in order to complement and enhance the neighbourhood's character (see Figure 48).

B2.2: Corner Sites: On corner sites, both frontages should be designed to face the street and the building should address the corner with strong massing (see Figure 49).

Where two intersecting streets have different architectural character (building heights, setbacks and key architectural elements) the building on the corner should make an effort to address both situations as it turns the corner (see Figure 50).

B2.3: Maximum Building Width: In order to create an interesting streetscape without overly wide buildings, large sites should be broken into multiple buildings with the following maximum building widths:

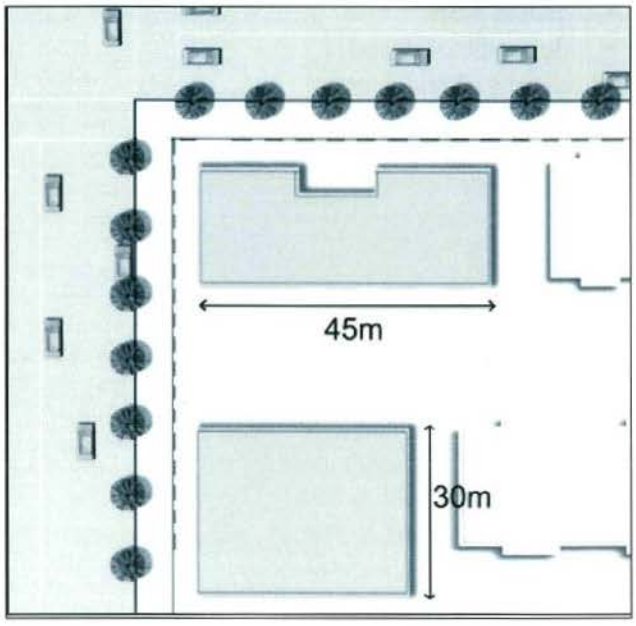


Figure 51

Low and Mid-Rise Buildings - should not exceed 45 m in length or width;

High-Rise Buildings - should not exceed 30 m in length or width.

B2.4: Accessible Pedestrian Routes: Pedestrian routes should be smooth, level and clear of encumbrances to ensure direct passage for those with visual impairments or who require mobility aids.

B2.5: Sustainable Landscape Design: Landscape design should be coordinated with building design, site servicing, utility placement and neighbourhood streetscape objectives and should incorporate:

- rainwater management;
- pedestrian way-finding and lighting;
- accessibility design features;
- the right space for the right tree;
- the use of appropriate native species;
- the consideration of species that do not require irrigation after they are established;
- species that provide visual and sensory interest throughout the seasons; and
- consideration of long term maintenance.

B2.6: Building Setback to the Street: To ensure there is sufficient room for a pleasant streetscape building facades should be setback a minimum distance of 4 metres (13 feet) from the ultimate curb face. The setback may be a combination of public and private property, and should be deep enough to accommodate a sidewalk, street trees, street furniture, utilities and semi-private outdoor space. To ensure buildings relate to the street and help "frame" the street buildings should be set back no more than 10 metres (33 feet) from the curb, with the expectation that there is approximately 4 metres from curb edge to property line and up to 6 metres to accommodate front patios and stoops in front of the main building face (see Figure 52).

B2.7: Integrated Streetscape and Parkade: Where an underground parkade will be close to street trees, it should be either stepped back or stepped down, to ensure the street trees and boulevard landscaping have sufficient growing medium to thrive (see figure 53).

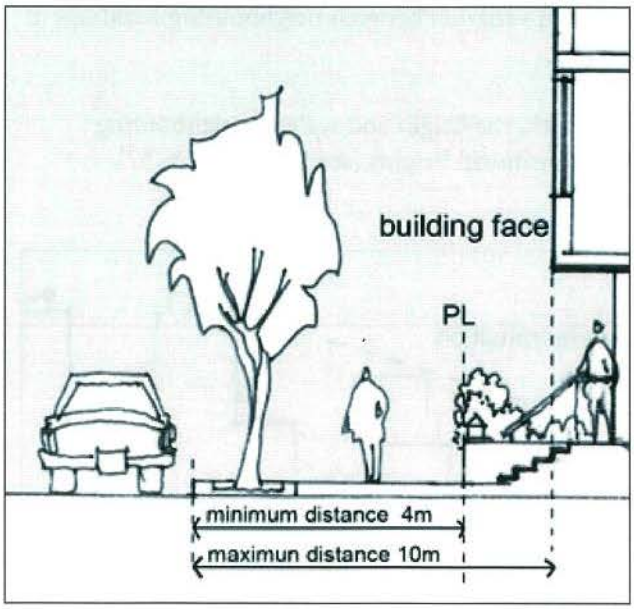


Figure 52

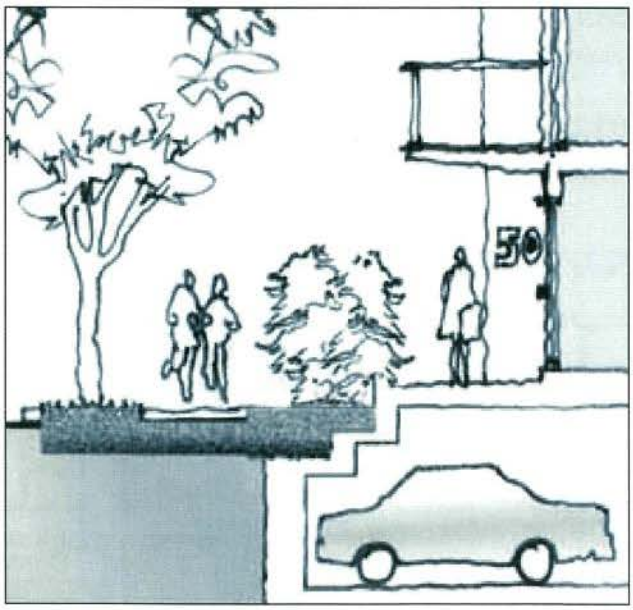


Figure 53

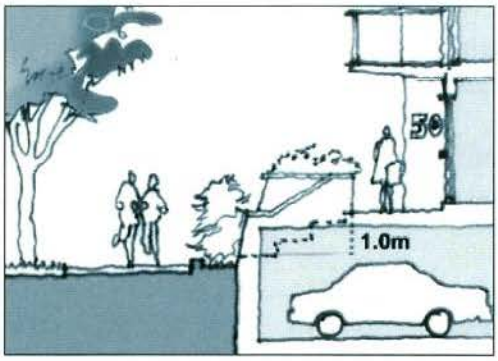


Figure 54

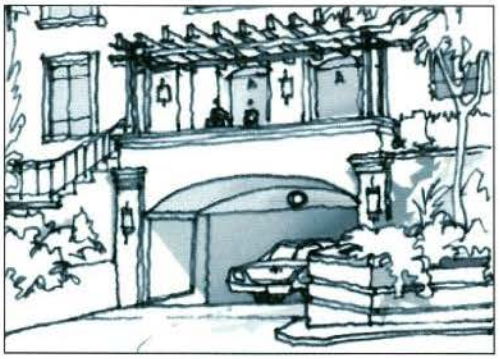


Figure 55

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 or by providing awnings or canopies that are of sufficient height and width to directly shelter transit riders.

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).

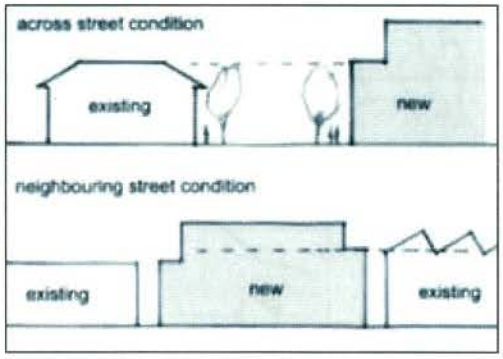


Figure 56

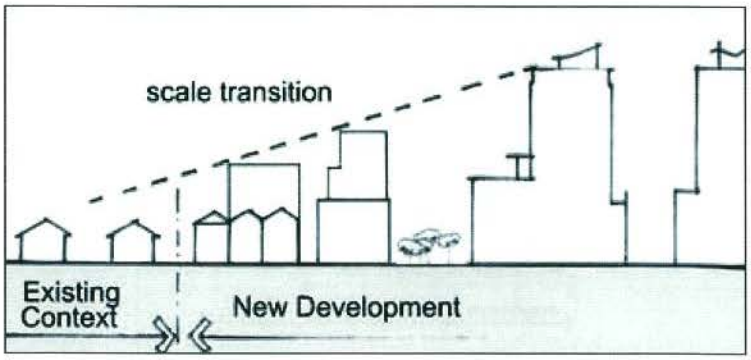


Figure 57

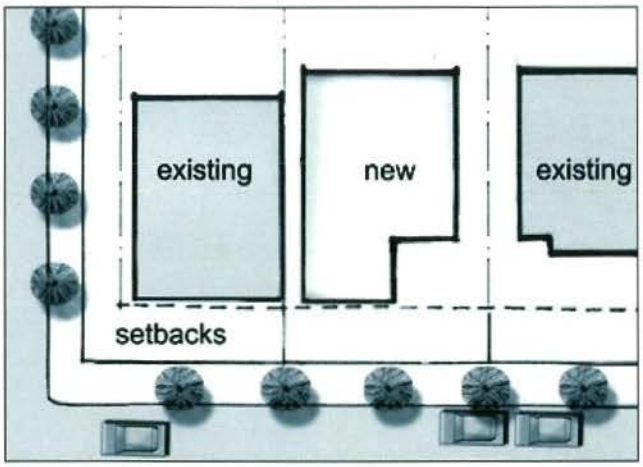


Figure 58

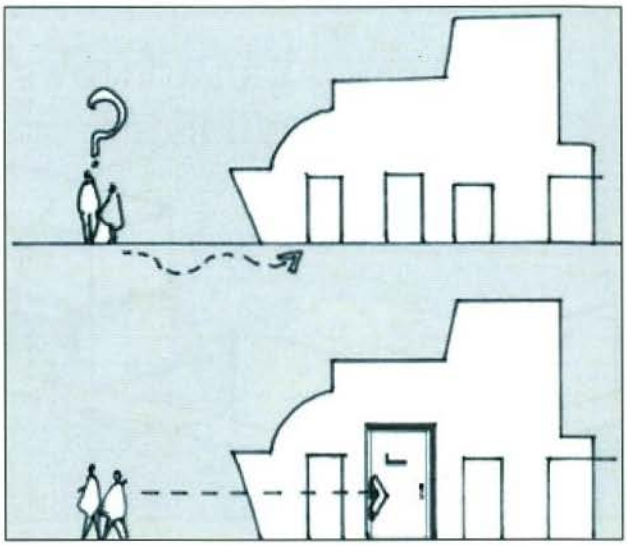


Figure 59

B3.5: Setbacks: Street-front setbacks should relate to, and harmonize with (but not necessarily equal), setbacks of existing adjacent development (see Figure 58).

B3.3: Legibility: Design of new development should ensure the identity, function and access to the building is easily understood (see Figure 59).

B3.4: Unit Identity and Relationship to the Street: Buildings should be designed to provide a rhythm to the street frontage. Ground level units are encouraged to have front doors on the street, and designs that celebrate the unit identity. To add to the "eyes on the street" unit layouts that provide living space that overlooks the street are encouraged (see Figure 60).

B3.6: Stepping down a slope: On sloping sites, building roof lines should step down the slope in keeping with the topography (see Figure 61).

Figure 60

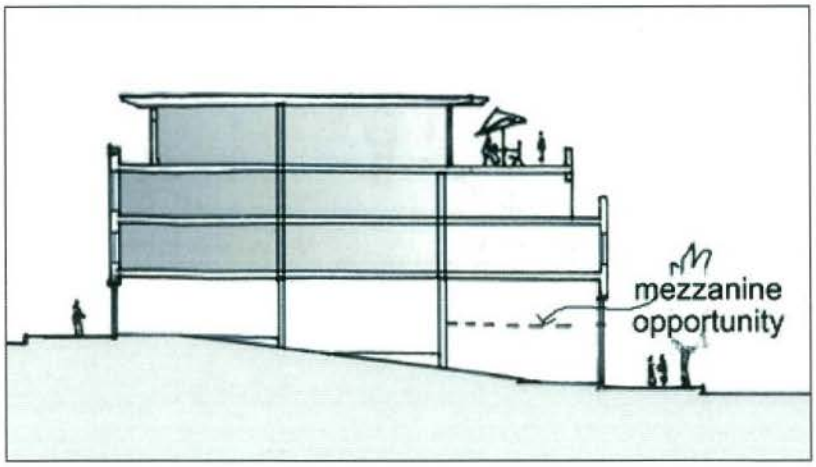


Figure 61

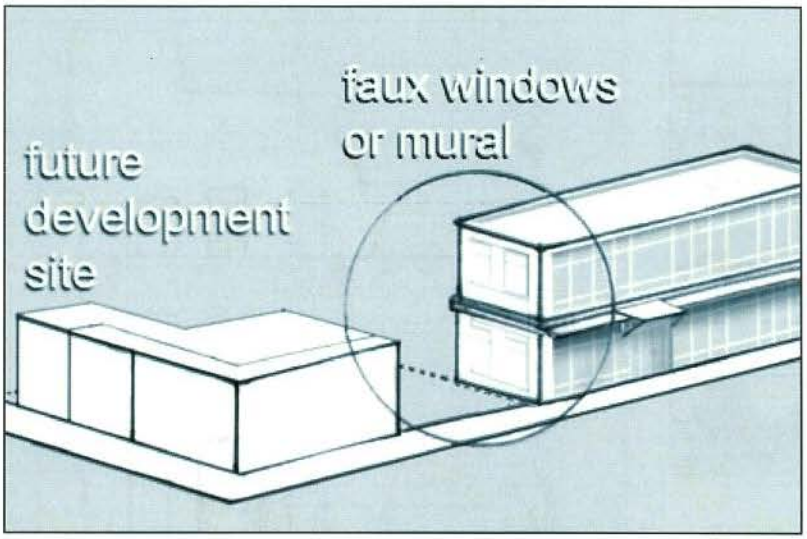


Figure 62

B3.7: Endwalls: Where there is an exposed end-wall, it should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose and key architectural elements like cornices, or colour bands should extend around the corner of the building onto the blank face of the wall (see Figure 62).

B3.8: Building Materials and Transitions: Building and structures should be faced with substantial and durable materials such as masonry, stone, ceramic tile, fibre-cement siding, metal and wood. Changes of exterior materials, colours and textures should occur at interior corners and offsets, not in the same horizontal or vertical plane. Detailing should be ample to avoid a "wallpaper" look (see Figure 63).

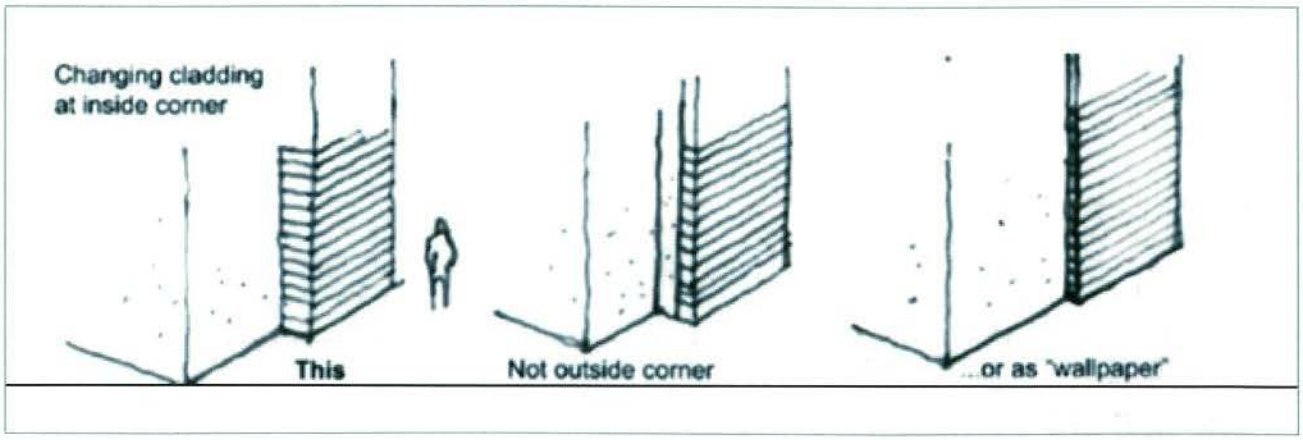


Figure 63

Figure 64

Figure 65

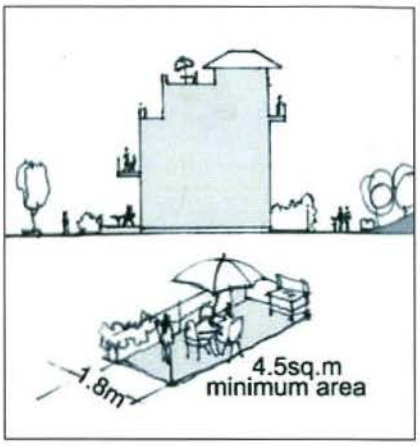


Figure 66

B3.9: Transparent Fronts: Viewing into and out of lobbies is encouraged, especially where lobbies overlook passenger drop off areas or bus stops (see Figure 64).

B3.10: Weather Protection: Weather protection that is architecturally integrated with the building design should be provided at the front doors and lobby entrances (See also B2.10, Designing for Transit Ridership).

B3.11: Lighting: Lighting should be fully considered and integrated with the building design.

B3.12: Signage on a Residential Building: Where live/work units or home based businesses are anticipated, the potential for signage should be considered and integrated with the building design in a manner that does not diminish the residential character of the building (see Figure 65).

B3.13: Adaptable Design: All new development should follow the District's adaptable design standards for designing buildings and units to ensure a supply of adaptable and accessible units is developed.

B3.14: Private Outdoor Space: Private or semi-private outdoor space should be provided for each dwelling unit in the form of patios, balconies or rooftop decks that allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m2 (48 sq. ft) (see Figure 66).

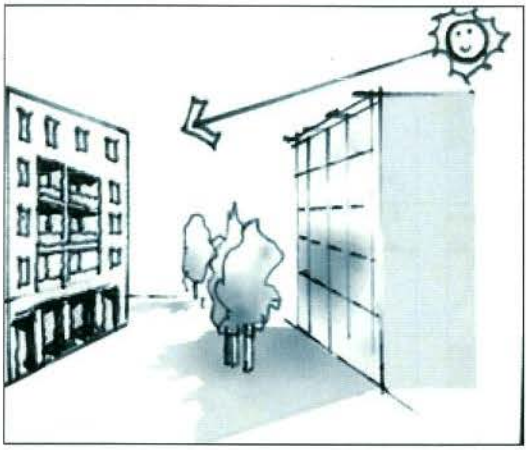


Figure 67

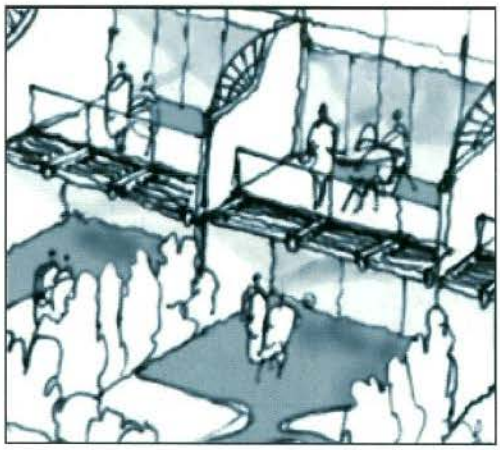


Figure 68

B3.15: Balconies: Balconies facing streets should be recessed into the main building façade. Guardrails should be transparent to maximize exposure to sunlight for each unit (see Figure 67).

B3.16: Privacy of New Units: New development should recognize the contribution to livability that privacy provides, and design windows, patios and balconies accordingly (see Figure 68).

B3.17: Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability. However, changes in elevation should not exceed 1.5 metres (see Figure 69).

B3.18: Surface Parking: Surface parking, where permitted, should be screened from view with trees, landscaping and architectural elements such as overhangs, trellises and planters (see Figure 70).

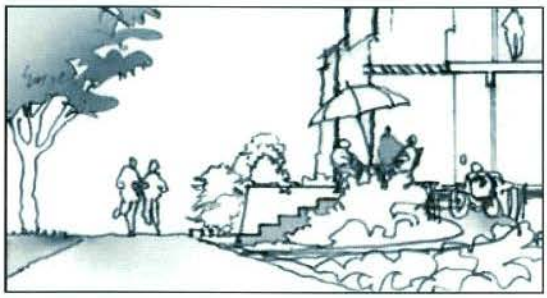


Figure 69

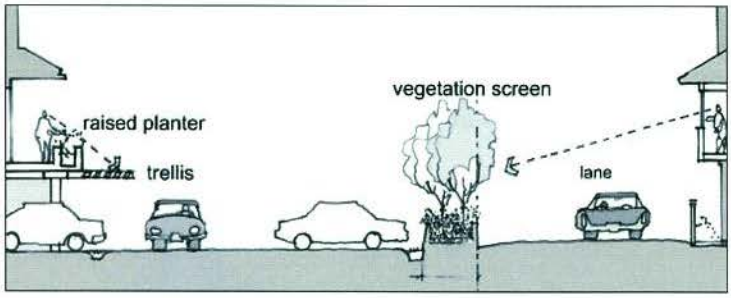


Figure 70

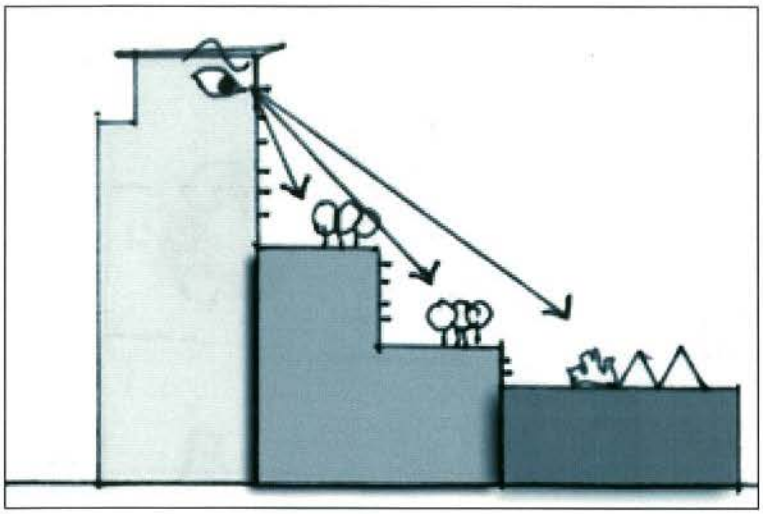


Figure 71

B3.19: Rooftops: Recognizing that rooftops are often visible, mechanical and utility equipment should be screened and integrated into the design and opportunities for roof top gardens should be explored (see Figure 71).

B3.20: Height of Elevator Penthouses and Roof Access Stairs: Elevator penthouses, roof decks and roof access stairs should be kept as low as possible in height and be sited to minimize overlook and view impacts.

B3.21: Noise Levels: Building designs should demonstrate that the A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Example techniques include the use of triple glazing, or improved insulation.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

B3.22: Rainwater Run-off: In accordance with the Development Services Bylaw and environmental requirements, oil and grit separators are required in all parking and loading areas and should be located so as not to interfere with pedestrian pathways and wheelchair access.

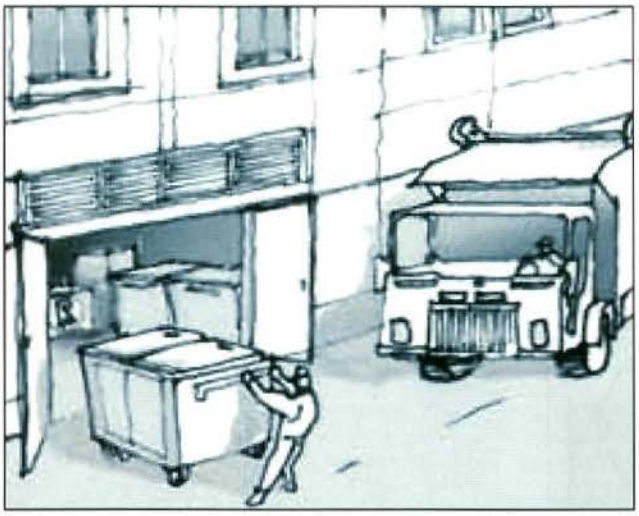


Figure 72

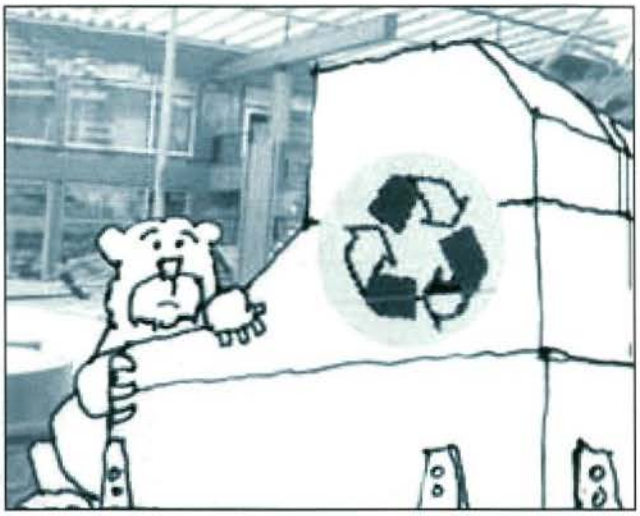


Figure 73

B3.23: Utility and Service installations: New development should be designed to carefully integrate utility installations, communication equipment and garbage, compost and recycling areas into the overall design of the project. These services should:

- be as unobtrusive as possible;
- be easy and safe for residents to use;
- be easy to service;
- be easy to keep clean;
- be animal proof; and
- be situated to minimize their impacts on neighbours. (see Figure 72 & 73).

4. Mid and High Rise Residential Tower Guidelines

In addition to the preceding general residential guidelines that apply to all residential development, tower elements including mid rise towers (6-12 storeys in height) and high rise towers (12 storeys and taller) should also comply with the following guidelines:

B4.1 Minimum Lot Frontage: It is recommended that development sites for towers have a minimum frontage of 60 metres (200 feet).

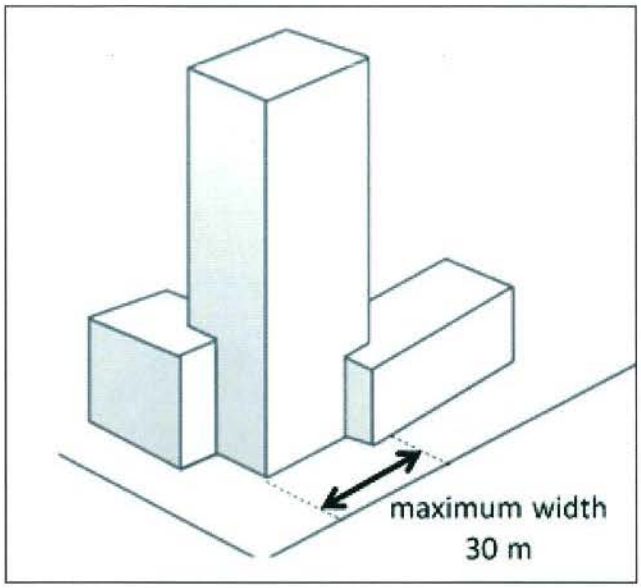


Figure 74

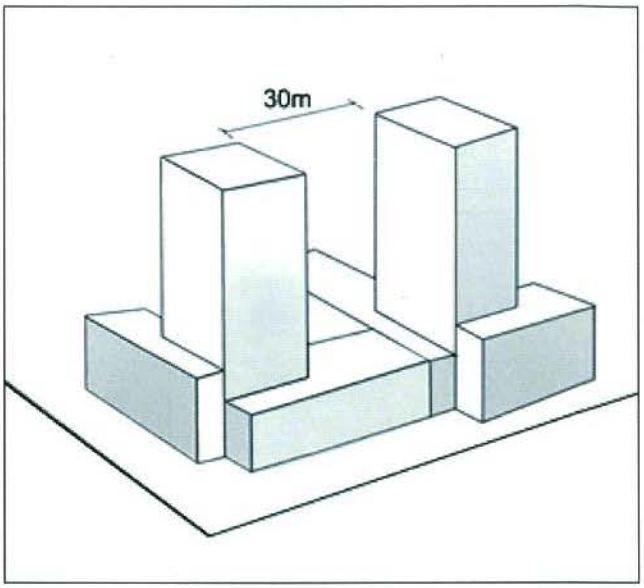


Figure 75

B4.2 Maximum Building Frontage: Further to section B2.3 Maximum Building Width, mid and high rise buildings should not have tower frontages in excess of 30 metres (98.5 feet) (see Figure 74).

B4.3 Building Separation: In order to minimize overlook between residential units, there should be a minimum separation between high rise buildings of at least 30 metres (98.5 feet) (see Figure 75).

B4.4: Solar Orientation: Further to section B1.3 Solar Orientation, which also highlights the need to maximize the benefits of sunshine and minimize the impacts of overshadowing, where towers are proposed that have a long side, that long side is encouraged to have a north-south orientation to reduce the impacts of shading on adjacent areas (See Figure 76).

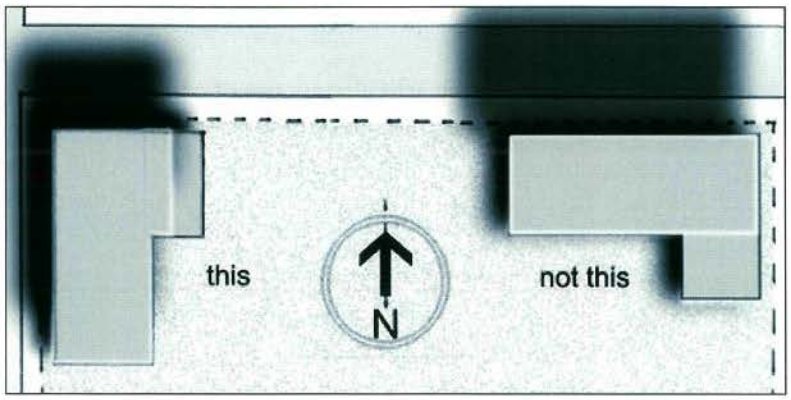


Figure 76

It is also important for towers to reduce the potential for heat gain on southern and western exposures to both ensure units are liveable and reduce energy consumption. This may result in southern and western elevations having different but complementary treatments that may include: reduced glazing, larger balconies, louvers, and cross ventilation.

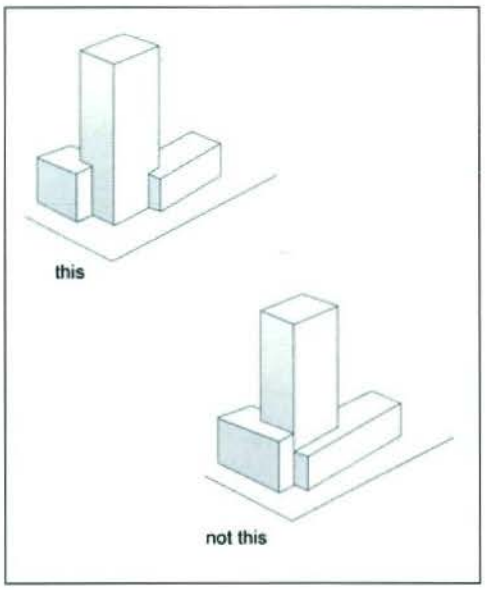


Figure 77

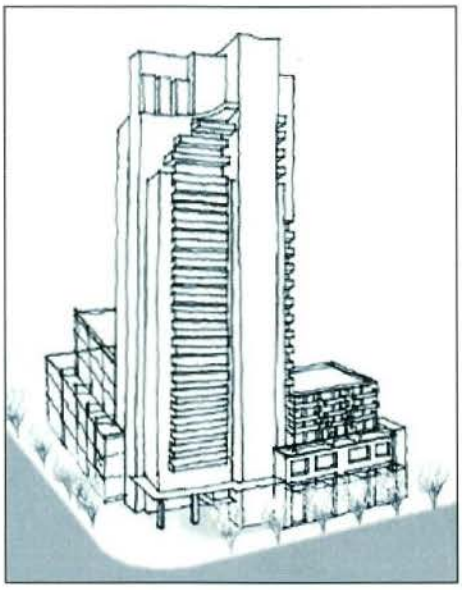


Figure 78

B4.5: Maximum Building Footprint: In order to ensure towers have a slim appearance, the total building footprint for a tower should not exceed 800 square metres (8,600 square feet).

B4.6: Articulation of the Floor-plate/Building Footprint: In addition to B4.5 above, where any portion of a tower footprint exceeds 25 metres x 25 metres (80 x 80 feet), the overall footprint should be articulated, or stepped (see Figure 79).

B4.7: Vertical Elements: Architectural elements should connect across the vertical length of the building from top to bottom and towers should connect to the ground plane, and not be completely hidden behind low rise, or town house units (see Figure 77).

B4.8: High Rise – Corner Treatment: Where high rise towers are located at the corner, deeper setbacks from the sidewalk should be considered (see Figure 78).

B4.9: Articulation of the Building: Sculptural elements, banding, building articulation, use of materials and stepping back of portions of the building should be considered to lessen the appearance of bulk and add visual interest. (See Figure 79)

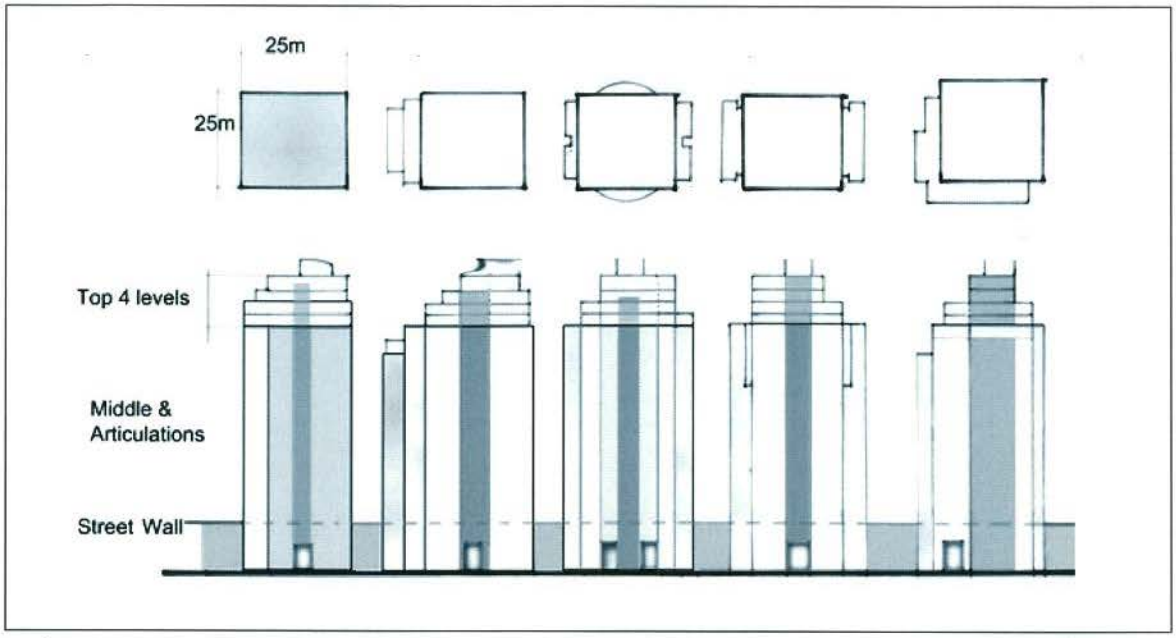


Figure 79

B4.10: Sculpting the Top of the Tower: To ensure buildings have a slim appearance at the skyline, consideration should be given to stepping back the size of the floor-plate of the top 4 stories, so that the upper most storey has a maximum size of 600 square metres (6,460 square feet) (see Figure 79).

B4.11: Balconies: While the inclusion of balconies in high rise development is both desirable and required, it is important that balconies are not so large that they significantly add bulk to the look of the building, and therefore it is recommended that in total balconies do not exceed 10% of the building's footprint.

Consideration of insetting the balconies to offset their bulk and ensure they are well integrated into the building is encouraged (see Figure 80).

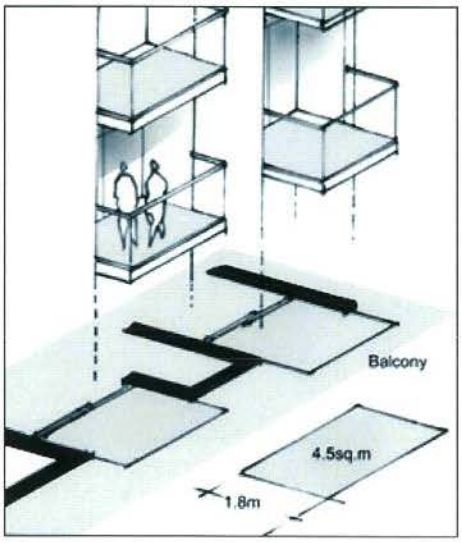


Figure 80

LOWER LYNN TOWN CENTRE

Built Form and Streetscape Design Guidelines

PFS STUDIO
PLANNING + URBAN DESIGN + LANDSCAPE ARCHITECTURE

TKA+D
TAYLOR KURTZ ARCHITECTURE+ DESIGN INC.

LL

TABLE OF CONTENTS

1. Overview

1.1 Introduction to the Design Guidelines for Lower Lynn Town Centre 1

1.2 Overall Planning and Design Principles for Lower Lynn 1

1.3 Policy Context 5
- 1.3.1 Lower Lynn Town Centre, DNV Official Community Plan, Schedule A 5
- 1.3.2 Guidelines for Commercial and Mixed-Use Buildings, DNV OCP, Schedule B 5
- 1.3.3 Guidelines for Ground-Oriented Housing, DNV OCP, Schedule B 5
- 1.3.4 Guidelines for Industrial and Business Park Development, DNV OCP, Schedule B 6
- 1.3.5 Draft Guidelines for Multi-Family Housing 6
- 1.3.6 Development Services By-Law (DSB) and Other Municipal Standards 6

2. Public Realm and Streetscape Design Guidelines

2.1 Overall Objectives for the Public Realm and Streetscapes 7
- 2.1.1 Town Centre Core 7
- 2.1.2 Residential Area 8
- 2.1.3 Commercial and Industrial Area 8

2.2 Common Elements of the Public Realm and Streetscapes 9
- 2.2.1 Paving Materials 9
- 2.2.2 Lighting 11
- 2.2.3 Street Furnishings for Seating 15
- 2.2.4 Street Furnishings for Bicycles 15
- 2.2.5 Transit Shelters and Weather Protection 17
- 2.2.6 Street Furnishings for Waste Management and Recycling 18
- 2.2.7 Street Trees and Landscape Guidelines 18
- 2.2.8 Surface Stormwater Management / Sustainable Opportunities 20
- 2.2.9 Public Art Opportunities 21

2.3 Streetscape Design Guidelines 23
- 2.3.1 High Street Section of Mountain Highway 23
- 2.3.2 Mountain Highway from Crown Street to Main Street 23
- 2.3.3 Crown Street 24
- 2.3.4 Hunter Street 24
- 2.3.5 Local Streets 24
- 2.3.6 Orwell Street 24
- 2.3.7 Oxford Street 24
- 2.3.8 Marie Place 35
- 2.3.9 Main Street 35
- 2.3.10 Industrial Streetscape West of Mountain Highway 35
- 2.3.11 Lanes and Mews 36

2.4 Plaza and Open Space Guidelines 39
2.4.1 Central Town Center Plaza 39
2.4.2 Marie Place Neighbourhood Park 40
2.4.3 Mid-Block Pedestrian Spine and New Local Neighbourhood Park 40
2.4.4 Semi-Private Courtyards 41
2.4.5 Seylynn and Bridgman Parks 42

3. Form and Character Design Guidelines

3.1 Overall Objectives for Form and Character 43
3.1.1 Design Principles and Intended Character 43
3.1.2 Height and Massing 43
3.1.3 Materials 45
3.1.4 Roof Design 46
3.1.5 Universal Design 46
3.1.6 Sustainable Design Elements 46
3.1.7 Defining District Neighbourhoods 47

3.2 Town Centre Core Area 47
3.2.1 Related Policy 47
3.2.1.1 Site Planning Elements 47
3.2.1.2 Building Form and Architectural Elements 47

3.3 Residential Area 56
3.3.1 Related Policy 56
3.3.2 Site Planning Elements 56
3.3.3 Building Form and Architectural Elements 58

3.4 Commercial and Industrial Area 60
3.4.1 Related Policy 60
3.4.2 Site Planning Elements 60
3.4.3 Building Form and Architectural Elements 62

1. OVERVIEW

1.1 Introduction to the Design Guidelines for Lower Lynn Town Centre

The Built Form and Streetscape Design Guidelines are intended to support the Official Community Plan for the Lower Lynn Town Centre with specific directions for the design and implementation of both the public realm and development on privately owned parcels. The content of the guidelines has been informed by the planning and public consultation processes for the Town Centre, by municipal policies and standards, and by discussions with District staff regarding planning and policy decisions that are shaping development review for projects in the Town Centre.

In order to make the guidelines compact and focused on placemaking for the Lower Lynn Town Centre (LLTC), the next two sections of the Overview chapter set out the Planning and Design Principles that have shaped the guidelines and list all District-wide guidelines and standards that pertain to development in Lower Lynn. These overall policy documents are relevant to development projects in Lower Lynn.

1.2 Overall Planning and Design Principles for Lower Lynn

The Official Community Plan presents the Vision for Lower Lynn Town Centre:

> ***Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people in all stages of life, all incomes, with accessible places of work and convenient shopping, amenities and civic uses and services. Over time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore's natural environment.***

The function of the Built Form and Streetscape Design Guidelines is to provide design direction for public realm and building design and character in support of this Vision.

Consultation with the community found that people living and working in Lower Lynn value its natural setting of mountains, forest, and the river and the outdoor recreation activities that can be pursued in the area. The industries, both past and present, that have shaped the economy and provide workplaces are seen as important elements of the local character. As Lower Lynn redevelops, the guidelines seek to protect and enhance the strong relationship to the Town Centre's natural surroundings and wide range of outdoor activities and to the area's industrial heritage and continuing mix of workplaces, local shopping, and residential uses of varying forms and densities.

FIGURE 1 *Lower Lynn natural setting*

FIGURE 2 *Images of current industrial, commercial, and residential land uses in Lower Lynn*

Overall Planning and Design Principles on which the guidelines are based include:

1. Appropriate design response to the climate and geography of the North Shore
2. Reflection of the history and culture of the Lower Lynn area
3. Expanding on the distinct identity and character of Lower Lynn
4. Facilitating an attractive, engaging, and functional Town Centre core
5. Enhancing the public realm for the enjoyment, safety, and security of pedestrians, cyclists, and transit users
6. Creating a public realm that integrates with industrial lands in the Lower Lynn Town Centre and anticipates potential redevelopment on commercial and industrial zoned land that will be compatible with the character of new residential development
7. Incorporating best practices in sustainable design.

Some cues for the evolving character of the Town Centre that build on its natural setting and industrial history that have emerged to inform the design guidelines include:

1. Contemporary, simple, functional design
2. Predominantly flat and/or "floating" roofs
3. Modular stepping both in heights and setbacks from the street to achieve articulated forms and simple geometries
4. A range of appropriate building materials: rough stone, steel, glass, wood, and bold coloured accents
5. Embedded use of sustainable best practices for stormwater management, energy efficient buildings, and social engagement including active public spaces and public art opportunities.

The Town Centre Core will be the focus of higher density development and mixed-use, including high rise buildings, achieved through redevelopment of larger parcels around Mountain Highway and Hunter Street and fronting Seylynn Park. Streetscapes and building guidelines seek to completely redevelop the public realm to achieve a strong pedestrian environment with wide sidewalks, street trees, weather protection, site furnishings, public art, and interesting, engaging building edges.

The medium to low density, predominantly residential redevelopment area, generally east of Mountain Highway, will be designed to support incremental redevelopment around a north-south pedestrian spine on axis with Marie Place, with vehicular access to development provided from adjacent low volume streets.

The stable industrial and commercial development area, generally west of Mountain Highway will see gradual renewal over time applying a design context that integrates with the overall character of LLTC while protecting industrial function.

Commercial and mixed-use redevelopment fronting on Main Street will be encouraged to respond to the pattern of recent new projects and contribute to the emerging urban character of Main Street, including animated storefronts at grade and weather protection for pedestrians.

The interface with the Phibbs Transit Exchange and frequent transit services along Mountain Highway and Oxford Street will be supported and enhanced by adjacent redevelopment and streetscape improvements.

FIGURE 3 *Architectural precedents for Lower Lynn*

1.3 Policy Context

The District of North Vancouver has established a policy context for Lower Lynn Town Centre in its Official Community Plan (OCP). These design guidelines were prepared to support the OCP policies and guidelines and are generally consistent with these plan documents.

The intent is that project proponents and their design consultants should reference relevant sections of the OCP for direction on the design of projects in Lower Lynn. For ease of use and updating, all policies and guidelines in the OCP are not repeated in the Built Form and Streetscape Design Guidelines.

1.3.1 Lower Lynn Town Centre, DNV Official Community Plan, Schedule A

The policy context for Lower Lynn Town Centre is established in Schedule A of the DNV Official Community Plan with the intent to create a complete community with frequent transit service and a mix of housing at a range of densities, commercial, employment, and other uses.

1.3.2 Guidelines for Commercial and Mixed-Use Buildings, DNV OCP, Schedule B

Schedule B, Section A, of the DNV Official Community Plan contains District-wide guidelines for Commercial and Mixed-Use Buildings. These guidelines apply to LLTC for applicable commercial and mixed-use projects and should be referenced in the design process. These guidelines address public realm and streetscape elements, site planning, and building form and architectural elements.

A few minor variations apply to LLTC in order to meet the overall design intentions for town centre character or to address specific site conditions:

1. Building design will be required to achieve floodproofing elevations for ground floor uses. This requirement may override design guidelines intended to establish certain relationships between commercial stores and adjacent public realm sidewalks and between residential uses set above adjacent public sidewalks. Specifically:

   OCP Design Guideline A1.7: Commercial Setback may include a change in elevation and not achieve a 4.0 meter minimum setback at one consistent level.

   OCP Design Guideline A3.4: Level Transition from Sidewalk is a desired guideline that may prove challenging to achieve in relation to floodproofing requirements.

   OCP Design Guideline A3.21: Layered Landscaping states that residential ground floor elevations to the public realm should be encouraged up to but not exceeding 1.5 meters; this maximum may need to be increased due to floodproofing requirements on some development sites in LLTC.

2. Architectural form intentions may conflict with guidelines for recessed balconies:

   OCP Design Guideline A3.11: Balconies states the balconies should be fully recessed in the facade; this is not the case for LLTC.

1.2.3 Guidelines for Ground-Oriented Housing, DNV OCP, Schedule B

Schedule B, Section B, of the DNV Official Community Plan contains District-wide guidelines for Ground-Oriented Housing. These guidelines apply to LLTC for applicable ground-oriented multi-family development and should be referenced in the design process. These guidelines anticipate that development will often occur incrementally as lots are assembled and consolidated.

1.3.4 Guidelines for Industrial and Business Park Development, DNV OCP, Schedule B

Schedule B, Section C, of the DNV Official Community Plan contains District-wide guidelines for Industrial and Business Park Development. These guidelines apply to LLTC for all redevelopment that occurs in the industrial zoned lands in the area west of Mountain Highway and should be referenced in the design process. Given the existing pattern of development, it will not always be feasible for infill development to achieve parking at the rear or side of buildings or the extent of landscaping specified in these guidelines which are more targeted to business park development than redevelopment of partial blocks. The guidelines that may be difficult to achieve under these conditions are:

> *OCP Design Guideline C4.5: Landscaping Strip, OCP Design Guideline C5.1: Location,* and *OCP Design Guideline C5.2: Loading Areas.*

1.3.5 Draft Guidelines for Multi-Family Housing

A new section of the DNV Official Community Plan is currently in draft form and will become Schedule B, Section E Guidelines for Multi-Family Housing. It is intended to address low rise, mid-rise, and high rise residential development, all forms that will be permitted in LLTC. These guidelines are general and largely applicable in LLTC with the following potential variations.

1. A few guidelines may not be feasible to achieve with floodproofing requirements as they relate to the extent to which buildings and landscapes are elevated above adjacent streetscapes: *OCP Design Guideline E2.9: Partially Above Grade Parking Structures* and *OCP Design Guideline E3.21: Layered Landscaping.*

2. *OCP Design Guideline E3.2*: *Scale* addresses the height and scale of buildings to relate to adjacent existing buildings and heights. This guideline and Figures 20, 21, and 22 are intended to address buildings in established areas and should not apply to sites located in Lower Lynn Town Centre in areas that are planned for redevelopment to higher densities from current, much lower densities in order to avoid compromising the planned yield of new housing units.

3. *OCP Design Guideline E3.12: Balconies* calls for recessed balconies. In Lower Lynn projection from the facade is permitted as a tool to achieve desired massing and also ensure balconies have sunlight for liveability. Refer to the architectural guidelines in Section 3 of these Form and Character and Streetscape Design Guidelines. *OCP Design Guideline E4.5 High Rise Sculpting the Top* and *OCP Design Guideline E4.6: High Rise Balconies* are also not in keeping with the desired architectural character for LLTC and should be modified by reference to the architectural guidelines in Section 3.

1.3.6 Development Services By-Law (DSB) and Other Municipal Standards

The Development Services By-Law (DSB) should also be used as a design reference for projects in LLTC. The DSB is in a hierarchy of standards that apply to development in the LLTC. National standards (e.g. Transportation Association of Canada (TAC), Bikeway Traffic Control Guidelines for Canada) should be followed first. The Master Municipal Construction Documents (MMCD) apply for topics not addressed by national standards. The DSB includes supplemental guidelines that will apply to LLTC unless replaced by servicing bylaws for growth centres in the future. The District's guidelines and standards for accessibility also should be referenced.

The District has developed guidelines for street tree planting to ensure that trees can mature in healthy condition. These standards are especially important in the Town Centre core where trees are located in paved areas near the curb. Along many other streets, trees will be located within the road right-of-way between the sidewalk and the property line where growing conditions will be more optimum.

2. PUBLIC REALM AND STREETSCAPE DESIGN GUIDELINES

2.1 Overall Objectives for the Public Realm and Streetscapes

The public realm of Lower Lynn Town Centre includes its streetscapes and publicly accessible open spaces. These guidelines are intended to coordinate design of the public realm to achieve a character and sense of place that expresses the area's history and evolution, its natural setting along Lynn Creek, and intentions for its emergence as a Town Centre within the District of North Vancouver.

A number of design elements are intended to be common throughout the Town Centre as tools to establish its identity as a special place, including paving materials, lighting fixtures, and street furnishings. Within this overall context, three areas are distinguished by specific attitudes towards urban design of the public realm with reference to their functions and land uses: the Town Centre Core, a Residential Area, and a Commercial and Industrial Area.

1. Mixed-use Town Centre core with a two-block long 'Heart'

2. Medium and low density residential neighbourhood

3. Light industrial and commercial area

FIGURE 4 *Lower Lynn Town Centre Areas with distinct design elements*

2.1.1 Town Centre Core

The Town Centre core is focused around the intersection of Mountain Highway and Hunter Street. The open space focus is a combination of Seylynn Park, a green community park with a variety of recreational and environmental amenities, and a new urban plaza and interconnecting mews, a place edged by buildings with daily and special event programming. The detailed design and programming response in these two complementary spaces should be integrated to offer Lower Lynn a wide and varied mix of public realm amenities.

Existing streetscapes will be redeveloped in step with new high density development, including fully rebuilt sidewalks from building face to curb, in order to achieve an urban and high amenity public realm designed to promote pedestrian activity and comfort and to support transit use.

FIGURE 5 *Early concept sketch of the Town Centre core streetscape and plaza*

2.1.2 Low and Medium Density Residential Area

The Residential Area is expected to redevelop through assemblies of several adjacent properties. To facilitate redevelopment of partial block parcels and avoid awkward transitions where current uses lag in their redevelopment, existing sidewalk and curb locations are retained for many residential streetscapes. These streets typically have low levels of traffic so there is less need to buffer pedestrians from traffic by an intervening boulevard strip as is specified for the Town Centre core. Several streets are designated as bike routes and have a wider paved cross-section to accommodate bike lanes.

The key public realm amenities in the Residential Area are two small public parks linked by a pedestrian green spine. This route will offer an alternative north-south connection central to the Residential Area. One park will expand the size of Marie Place Park and the other will be newly created through redevelopment along the spine in the area between Bond and Oxford Streets.

The pedestrian spine will benefit from opportunities for visual access into adjacent semi-private open spaces with the blocks through which it passes. Guidelines ensure that the pedestrian spine is built at the elevation of the adjacent sidewalks as it crosses each block to protect universal access and to maintain open sightlines. safety and security.

2.1.3 Commercial and Industrial Area

The streetscapes within the Commercial and Industrial Area are anticipated to have minor changes given the stability of the land uses in this section of the Town Centre. Where redevelopment occurs, it is more likely to be infill on one or more parcels than a full block assembly; sidewalk and underground utility corridors are therefore expected to remain generally in their current locations. This approach should help to retain existing mature trees and other landscape features that exist on a number of properties in this area, generally a private property.

FIGURE 6 *Green spine concept in the Residential Area*

2.2 Common Elements of the Public Realm and Streetscapes

A number of public realm design elements are intended to be used throughout Lower Lynn Town Centre. Together they will support an urban design character across areas although the core will have a greater concentration of public realm amenities due to its uses and density than surrounding residential, service commercial, and industrial areas.

Each streetscape has a typical cross-section illustrated in Section 2.3 of these guidelines. In each streetscape, the public realm has vehicular and pedestrian zones. Within the pedestrian zone or sidewalk area, there is a zone for pedestrian movement that is kept free of any furnishings, trees, or other vertical elements and a zone for furnishings where all street furniture, lights, trees, and other streetscape elements are located.

2.2.1 Paving Materials

The palette of paving materials is selected for durability and suitability to be installed incrementally over a number of years. MMCD and DSB standards apply for sidewalk minimum widths, corners, parking bays, and paving installation.

Paving in the street right-of-way and on adjacent private land where the public has right of passage should be designed to be integrated and seamless to present an appearance of a generous and accessible public realm using the same paving materials and patterning of saw cuts where appropriate. The paving scheme should extend into entries and publicly accessible plazas and courtyards. Where driveways cross a sidewalk, the concrete paving should be patterned with a finer texture to indicate to pedestrians that vehicles may be expected to cross their path.

APPLICATION	SURFACE MATERIALS
Streets, Lanes, and Mews – Vehicular Surfaces	Asphalt
Streets -- Curbs	Concrete with District standard curb letdowns at intersections
Sidewalks	Concrete: standard concrete sidewalks in all areas except the Town Centre core; saw-cut concrete in Town Centre core areas; saw cut patterns to be designed in relation to standard pattern or modified to respond to design elements in adjacent architecture (entries, columns, pilasters, storefronts etc.)
Pedestrian Paths and Upper Sidewalks along Mountain Highway	Saw-cut concrete or concrete pavers in concrete colour or asphalt in areas outside the Town Centre core
Multi-Use Paths – Off-Street	Asphalt

TABLE 1 *Surface materials for LLTC applications*

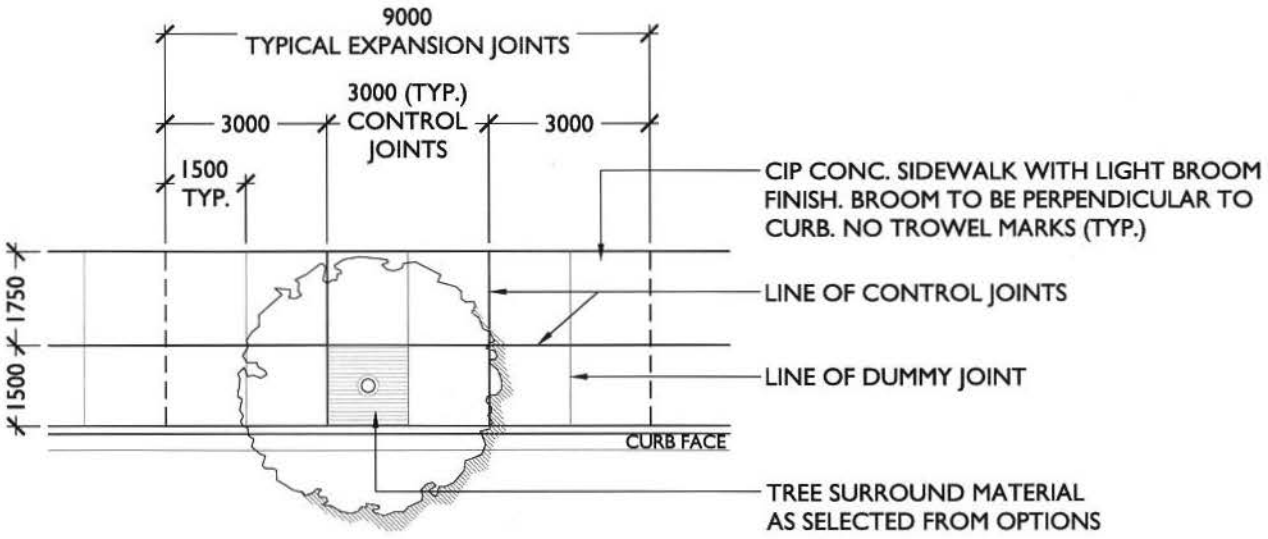


FIGURE 7 *Conceptual Town Centre core standard paving pattern*

In the Town Centre core, the typical paving pattern is intended to mark a 1.5 meter wide strip with a saw cut adjacent to the curb as shown in Figure 7. Depending on available space in the right-or-way and the volume of pedestrian traffic, the street tree surround material may include an extended tree grate (1.5 meters by 4.5 meters), landscaping, or pavers.

Tree grates are recommended to be used in this band around the base of trees where pedestrian traffic is anticipated to be heavy and, especially, where the sidewalk width is limited. Tree grates and tree grate extensions will maximize the area created where rain can reach tree roots directly from the surface. Long and, where possible, continuous, linked tree grates are recommended to maximize water infiltration to tree roots.

The recommended tree grate is the Oblio tree grate by Iron Aggregates which has a design inspired by the pattern of rain drops falling on water, or approved alternate. The tree grates design for use in the Town Centre will be determined during the conceptual design of the Town Centre Plaza.

Where pedestrian traffic is projected to be limited, the tree planting areas should be planted with soft landscape of low shrubs, perennials, and groundcovers rather than tree grates for increased soil volumes and better rainwater access as well as aesthetic benefits of increased green landscaping.

2.2.2 Lighting

A family of LED lighting fixtures has been selected for the LLTC. The size of fixture will be larger along Mountain Highway than on the plazas, parks, pedestrian paths, and multi-use paths within the LLTC. The fixtures are contemporary in character with flexibility to adapt size, arm extension length, and accessories like banner brackets to suit both streetscape and greenway/pedestrian path applications. All will be painted in RAL 7022 - umbra gray. This colour is to be matched as closely as possible for other painted furnishings such as garbage receptacles and bus shelters.

PLACE	LUMINAIRE	MOUNTING ARM	POLE AND BASE MOUNT	POLE SIZE	COLOUR
· Mountain Highway · Fern Street	Lumca CPG0401	CF23	Straight round pole with Nova Pole 'Seymour' base cover	9.1m	RAL 7022
· East Keith Road	Cooper OVF	N/A	Davit pole	9.1m	RAL 7022
Mountain Highway pedestrian lighting East Keith Road multi-use pathway	Lumca CPS0401	CF28	Straight round pole with Nova Pole 'Seymour' base cover	4.3m	RAL 7022
Park Pathway	Cree 'the Edge'	N/A	Octagonal post top pole	4.3m	RAL 7022
Plaza	Lumca CP1401	N/A	Straight round pole with Nova Pole 'Seymour' base cover	TBD	RAL 7022

TABLE 2 *Proposed District lighting applications*

*Refer to DNV Engineering plans UF 8259 to UF 8264 for further details. Plaza lighting to be finalized through the detailed design process.

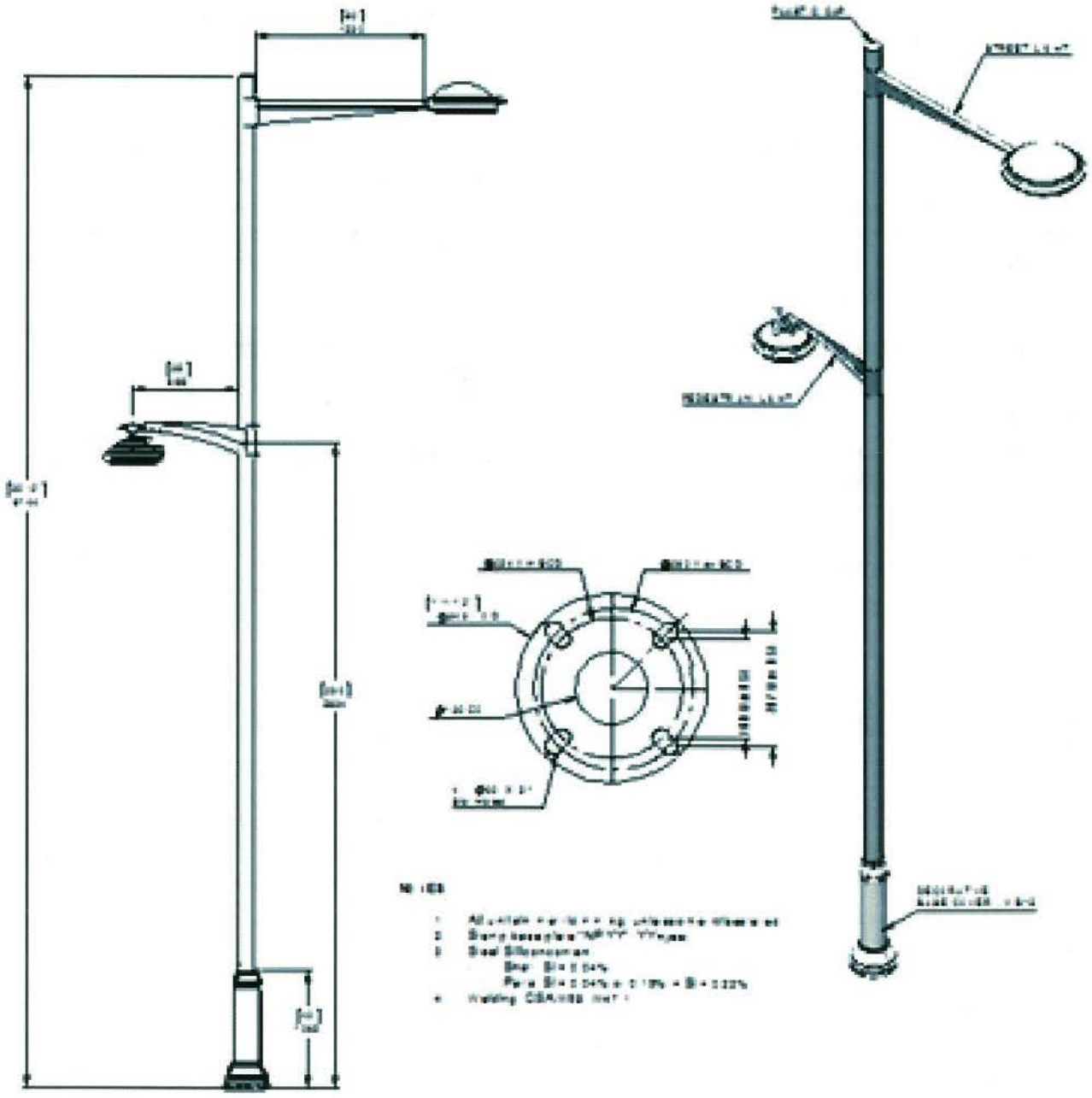


FIGURE 8 *Mountain Highway - Street and pedestrian lighting*

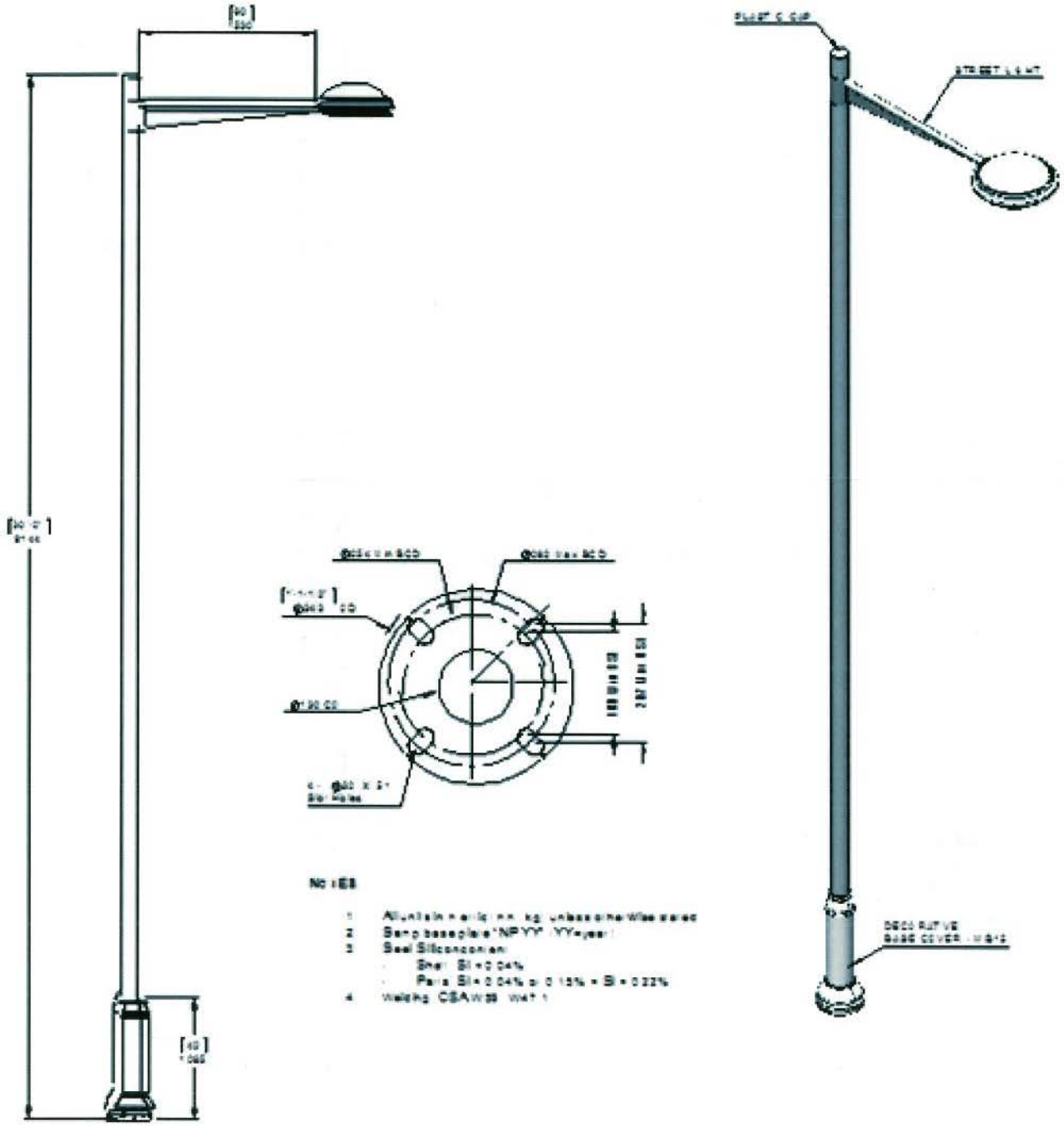


FIGURE 9 *Local Street - Street lighting*

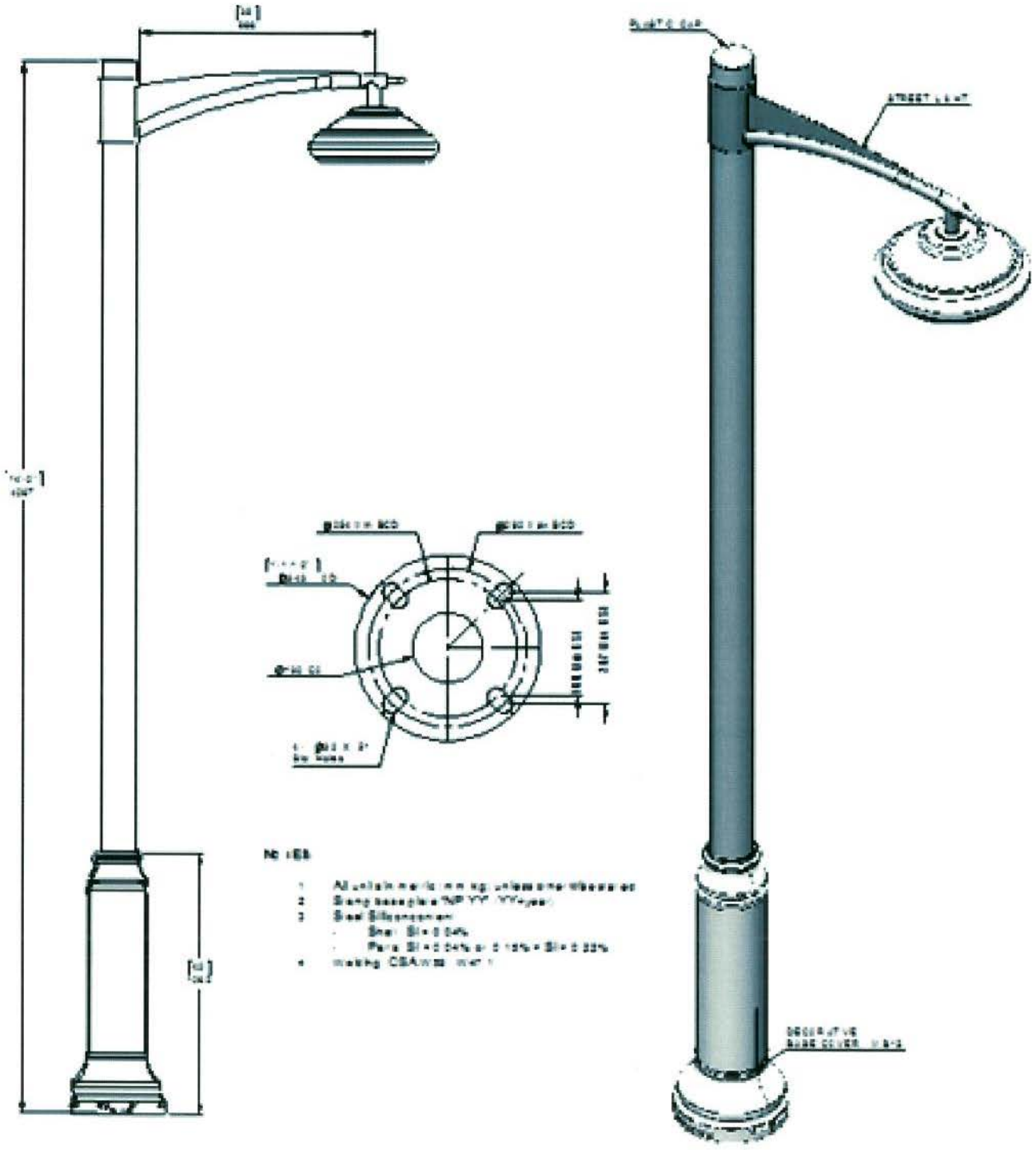


FIGURE 10 *Mountain Highway pedestrian lighting and East Keith multi-use pathway lighting*

2.2.3 Street Furnishings for Seating

For intensively used open spaces and plaza areas, seating should be designed as part of the overall landscape concept to invite a variety of seating opportunities, including in singles and groups and with and without backs. Generally a concrete base with seating areas in wood slats is appropriate. Metal stops to discourage skateboarding damage should be installed in locations where paving surrounds the bench.

FIGURE 11 *Examples of custom benches*

For applications where a comprehensive landscape plan is not available such as along existing sidewalks and in parks, single benches with a matte stainless steel frame with wood slat inserts and backing for support should be used. The preferred bench is the Neoliviano model by Landscape Forms:

FIGURE 12 *Recommended bench for use in LLTC*

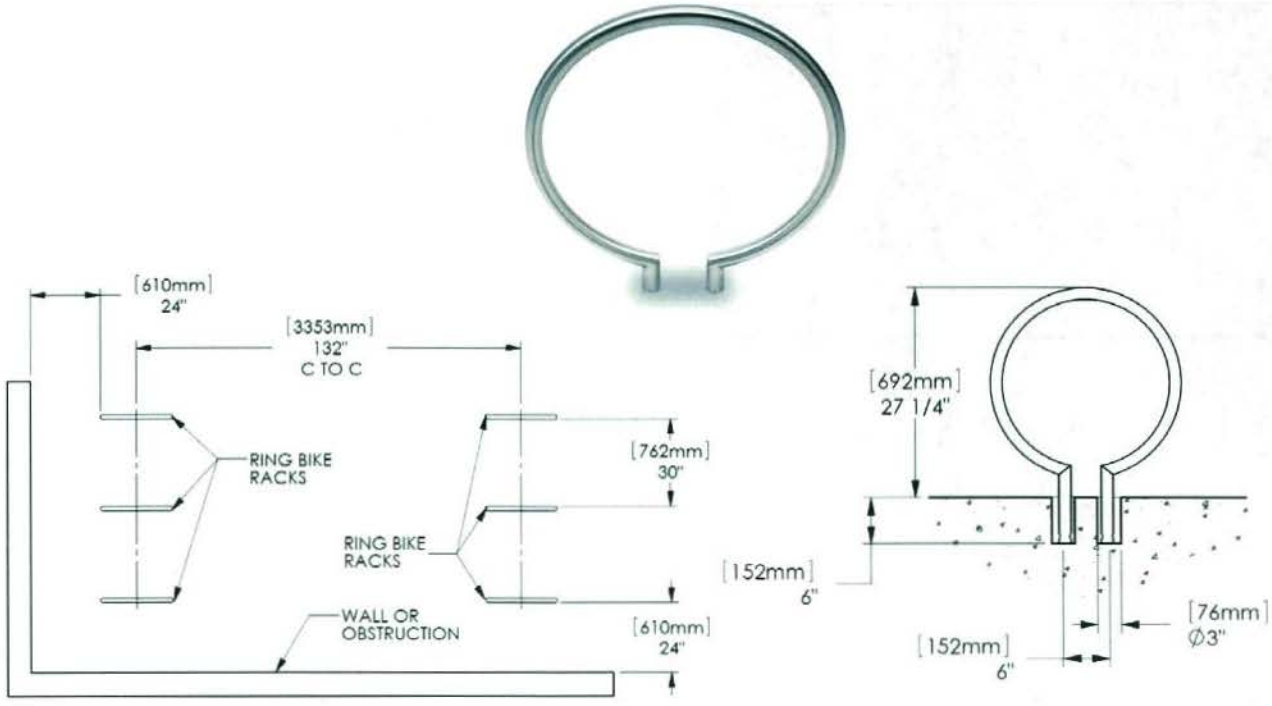
2.2.4 Street Furnishings for Bicycles

The preferred bike rack is a simple single ring design in matte stainless steel finish. This rack has the advantage of being readily sized to match anticipated demand.

The preferred location for bike racks is on the building side of the movement zone of the sidewalk. In cases where space for a bike rack or group of racks cannot be designed into the public realm adjacent to the building, then the furnishing zone is the second choice location.

The preferred model is the Ring produced by Landscape Forms:

FIGURE 13 *Recommended bike ring rack*



Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)

Side Elevation, showing core drill sizes

FIGURE 14 *Recommended bike rack installation guidelines*

2.2.5 Transit Shelters and Weather Protection

FIGURE 15 *Example of transit shelter*

The architectural guidelines in Section 3 address weather protection mounted on buildings, integral with their architectural design. Where feasible, transit shelter provided by building canopies is preferred as long as good visibility for transit passengers and bus drivers can be achieved. At bus stops along Mountain Highway and Oxford Street, the District will choose transit shelters from the design palette offered by the contractor selected.

Transit shelters should be enclosed at the rear and at least one side. Visibility into the shelter for safety and the effectiveness of wind protection are key design considerations for selection of transit shelters. Materials and paint colour should coordinate with the palette of brushed stainless steel (e.g. bike rack) and umbra gray paint (e.g. lighting poles). TransLink's guidelines for transit-related infrastructure should be referenced for placement of transit shelters to ensure universal access and other design requirements.

2.2.6 Street Furnishings for Waste Management and Recycling

The District's standard waste receptacle is a metal surround with internal garbage can in umbra gray, manufactured by Victor Stanley. The Series A-24 unit would be appropriate for Lower Lynn Town Centre (24 gallons, 90 litres, Figure 10). A larger model the Series A-36 has a capacity of 36 gallons, 136 litres, that could be used for high traffic areas in the heart of the Town Centre core. The need for bear-resistant waste receptacles should be considered and installed where needed.

Public spaces in the Town Centre are encouraged to provide recycling receptacles in the public realm in strategic locations including, but not limited to, the central plaza and adjacent to the community/recreational facility. These units should be contemporary in design and finished in either black/umbra gray or matte stainless steel to coordinate with adjacent standard streetscape furnishings. An example is below from Lynn Valley Library Plaza (Figure 17).

FIGURE 16 *Recommended District standard garbage receptacle*

FIGURE 17 *Example of exterior recycling bin in plaza area*

2.2.7 Street Trees and Landscape Guidelines

Street trees will be a feature of all streetscapes in the Town Centre core and of Mountain Highway from Keith to Main Street. Street trees will be installed in the furnishing zone along the curb for those streetscapes that have boulevard strips for trees and furnishings along the curb.

DNV has standards for street tree planting to improve tree health and longevity through the implementation of tree trenches, structural soil under sidewalks, specified growing medium, and other techniques to provide improved access for roots to soil and water. These include:

a. A recommended minimum 1.5m planted boulevard width that does not include the 0.15m curb width
b. Root barrier guidelines and specifications
c. Structural soils, addressed by detailed DNV specifications, in order to provide adequate soil for tree growth and minimizes damage to utilities and paved surfaces
d. Silva cells to provide more soil volume per area than structural soil when large trees are proposed and in preference to structural soil where volume is limited by underground parking garages, etc.

The DNV standard for minimum spacing of street trees shall apply:

TREE SIZE CATEGORY	AVERAGE SPACING	EXAMPLE SPECIES
Large	9-11 meters	Norway Maple, European Beech, Pin Oak
Medium	8-10 meters	Red Maple, Honey Locust, Cherry
Small	6-8 meters	Dogwood, Japanese Maple, Hawthorn
Columnar	6-10 meters	European Hornbean, Bowhall Red Maple, Ginko

TABLE 3 *Tree spacing by size*

Species for street trees should be selected with reference to existing street trees on the same or adjacent blocks of the street with the intent to integrate new street trees with species already selected and growing on the same streetscape.

Areas around the base of street trees should be treated with highly permeable surfaces; stone paving with gaps for infiltration of rainwater are preferred. Landscape plantings are difficult to maintain in high traffic areas and are discouraged.

Within the 1.5 meter strip at the curb where trees will be planted in the Town Centre core, primarily along Mountain Highway, tree grates with extensions are recommended to provide rain to tree roots and to prevent compaction of soils around tree roots by pedestrians and by vehicles driving on sidewalk areas. In areas where there is sufficient area for pedestrians to walk, such as areas of the central plaza, other forms of permeable tree surrounds should be considered including placed stone or river rock that will permit rainwater to enter the soil. Raingardens or swales with an urban design expression should also be considered near trees in street or plaza settings where water can infiltrate into nearby tree roots. Longer tree planting areas are encouraged where possible to provide more soil volume in the planting pit and to allow for planting of low shrubs, perennials, and /or groundcovers where appropriate and where adjacent owners are responsible for maintenance.

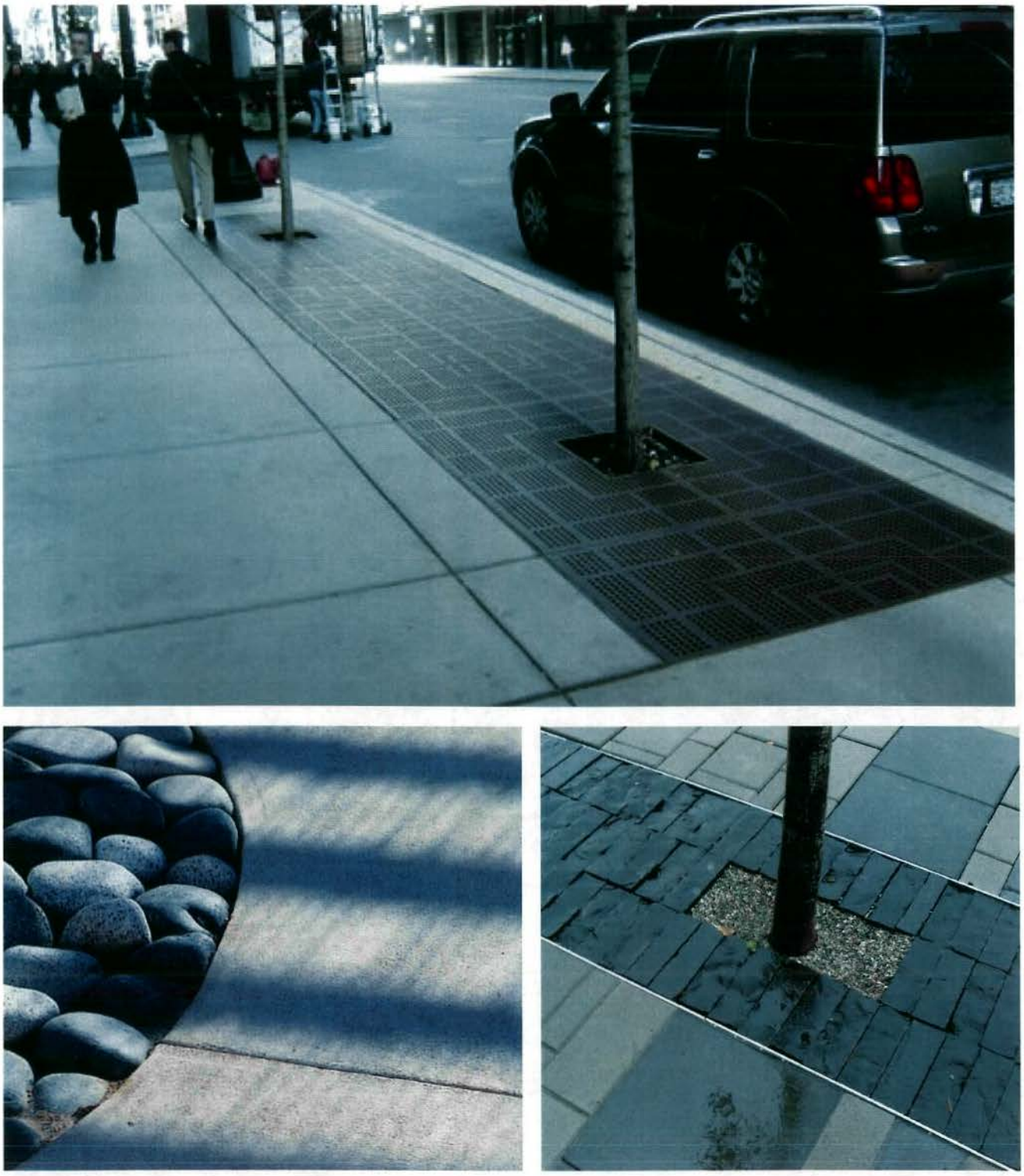


FIGURE 18 *Examples of permeable tree surrounds*

2.2.8 Surface Stormwater Management / Sustainable Opportunities

Innovative stormwater management is an established objective for LLTC. Opportunities for on-street raingardens should be sought where feasible but are constrained by intensity of pedestrian activity, right-of-way widths, on-street and underground parking, and access to adjacent sidewalks from parked cars.

The focus for surface stormwater features in LLTC is the central open space corridor comprised of the Town Centre Plaza, Marie Place Park, and the north-south pedestrian spine. Implementation of surface stormwater features along this corridor is strongly encouraged.

Within the plaza and other sections in the Town Centre core, these surface features should have a contemporary, urban character. Along the pedestrian spine, stormwater features will be more naturalized in appearance. Where space is constrained, use of trench drain covers in a design that coordinates with the street tree grates should be considered.

FIGURE 19 *Urban stormwater features*

2.2.9 Public Art Opportunities

The District of North Vancouver values public art as an important means to help shape local community identity and character. Public art can have an aesthetic and/or functional role and can be expressed in a variety of different forms such as:

a. artistic landmarks (gateway features, signage, community facilities, sculptures, murals)
b. functional streetscape and architectural elements (street furniture, pavement treatment, tree grates, lighting, entranceways, fencing, playground equipment, bridges, and more)
c. natural environment elements (pathways, playgrounds, landscaping, wayfinding).

Appropriate artistic "themes" for the LLTC, based on staff and community input include:

a. industrial and contemporary character: steel, rock, bold colours, geometric shapes, wood
b. community connections (Lower Lynn to Lynnmour to CNV and Seymour area)
c. celebrating connections to Lynn Creek (history of creek, annual cycle and activities)
d. innovation and creative enterprises
e. sustainability (district energy, stormwater management, etc.) and recycling of used materials
f. outdoor recreation (mountain biking, hiking, fishing, etc.).

Potential locations for major public art installations in the LLTC area are:

1. the public plaza in the Town Centre core
2. adjacent to the new community centre
3. at the entrance to Seylynn Park
4. the southeast corner of Crown Street and Mountain Highway
5. Seylynn Village plaza
6. in the vicinity of the skateboard bowl in Seylynn Park, subject to the results of the Park Master Plan
7. colourful banners down along Mountain Highway
8. other park areas.

Potential areas for functional art in the LLTC area include:

1. street furniture, lighting, tree grates, pavement treatment in the Town Centre and especially on the Mountain Highway "High Street" area between Hunter and Crown Streets
2. play areas in a redesigned Marie Place Park
3. a potential pedestrian and cyclist bridge over Lynn Creek
4. weather protection elements
5. signage and wayfinding elements.

Potential areas for art within the natural environment in the LLTC area include:

1. trails enhanced with wayfinding features and signage
2. interpretive and/or historical signage describing history of place
3. artwork associated with the river featuring salmon and local wildlife, especially at bridges
4. artistic yet functional stormwater management water features.

These and other public art opportunities will be further explored and guided by a future Lower Lynn Town Centre Public Art Plan.

Figure 20 *Examples of public art based on themes of nature and outdoor recreation*

FIGURE 20 *Examples of signage as public art*

2.3 Streetscape Design Guidelines

The streetscapes of Lower Lynn Town Centre are considered as a family of related designs. The core of the Town Centre is distinguished by wholly rebuilt streetscapes with boulevard, furnishing zones at the curb to accommodate street trees, and a variety of furnishing including light standards, parking meters, bike racks, garbage receptacles, etc. Streets in the periphery of the Town Centre are designed to evolve over time, retaining existing alignments for sidewalks, curbs, and underground services in most cases.

All overhead wiring, with the exception of high voltage lines along Crown Street, is required to be installed underground.

2.3.1 High Street Section of Mountain Highway

The two blocks of Mountain Highway between Hunter and Crown Streets are identified as the heart of the Town Centre core where active street-fronting retail activity on both sides of both blocks will form the 'High Street' of LLTC. The streetscape is characterized by large street trees on both sides, trees in the median to reduce the apparent scale of the roadway, and a wide pedestrian realm (Figure 22). Every effort should be made to design the streetscape so that storefronts are adjacent to the public realm and can be accessed at grade, although this objective is challenging given the slope of Mountain Highway and the recently implemented requirements for floodproofing.

Where floodplain requirements for the floor level of retail units require them to be above the grade of the existing streetscape of Mountain Highway, two adjacent sidewalks should be provided as illustrated in Figure 22. Every effort should be made to design direct access to the upper sidewalk from its north end at grade or with a lightly sloping ramp. Other access points to the upper sidewalk should be provided in a number of locations and may include: ramps with a slope acceptable for universal access, stairs in additional locations for the convenience of those able to use stairs, and elevators within the publicly accessible lobbies of buildings.

Mountain Highway has both vehicular parking on both sides and several transit stops. Consequently, pedestrians will be crossing over the boulevard strip adjacent to the curb in significant numbers. As a result, use of cast metal tree grates with extensions are recommended to offer street trees access to rainwater, ideally over openings of a minimum of 1.5 meters by 4 meters each. Where several street trees are located in a row that is uninterrupted by other streetscape features, then the tree grates can be connected into a continuous area of tree grate.

Where possible weather protection should be provided over the sidewalk adjacent to the building edge as noted in the architectural guidelines in Section 3. Transit shelters should be provided at all bus stops.

2.3.2 Mountain Highway from Crown Street to Main Street

South of Crown Street, Mountain Highway will be fronted by new medium-density residential development on its east side; existing industrial / service commercial uses are expected to remain on its west side. For continuity, any blockface that is redeveloped on Mountain Highway should be upgraded to the same character and materials as the High Street section although sidewalk widths may be smaller (Figure 23).

All access to underground parking should be from lanes or, if not available, the flanking streets to avoid vehicles crossing the sidewalks on the east side of Mountain Highway. A median strip will be continued within the Mountain Highway right-of-way. Trees and soft landscaping should only be considered in this median if the width meets District minimum standards; paving should match the streetscape standards (broom-finished concrete, without trowel marks).

2.3.3 Crown Street

Crown Street is an important east-west route for pedestrians, bikes, and vehicles in the Lower Lynn Town Centre and will become more significant in the future when a planned pedestrian bridge across Lynn Creek is constructed. Crown Street is a designated bike route with separated on-street bike lanes in both directions, as well as a vehicular lane in both directions. East of Mountain Highway, Crown Street terminates at Orwell Street and will have lower traffic volumes. West of Mountain Highway, Crown Street serves traffic traveling to and from a variety of shopping and workplace destinations (Figures 24 and 25).

2.3.4 Hunter Street

Hunter Street forms the north edge of the Town Centre core. East of Mountain Highway to the service lane for the high density development sites in the core, the streetscape treatment is adapted from other streetscapes in the core with street trees in boulevard strips (Figure XX). East of the service lane, Hunter Street should be treated with the streetscape concept for the residential area (Figure XX). In the future, the west side of Hunter Street may become a greenway for pedestrian and cyclist access to a future crossing over Lynn Creek. This could be accommodated by a single file shared travel lane. The paved surface for the greenway should be asphalt.

West of Mountain Highway, Hunter Street edges Seylynn Park to the north and is the potential location for the new community centre to the south (Figure 24, 27 and 28). It is anticipated that this section of Hunter Street will be addressed by the Seylynn Park Master Plan.

2.3.5 Local Streets

East of Mountain Highway, Rupert, Bond, and Fern Streets are typical local streetscapes with low traffic volumes and flanked by residential land uses. Access to underground parking will be from these streets where feasible in order to ensure that the mid-block pedestrian spine can be completely free of vehicular crossings. On-street cycling can be readily accommodated in shared lanes with vehicles on these streetscapes (Figures 29 and 30).

West of Mountain Highway, sidewalks will remain at the curb and new development applications should seek to retain existing mature landscapes, if possible.

2.3.6 Orwell Street

Orwell Street is unusual in that it is only partially owned by the District; its eastern edge is part of a residential community of the Squamish Nation. On its west side, new developments will be asked to provide a streetscape treatment similar to that along local streets like Rupert, Bond, and Fern Streets (Figure 31).

Orwell Street is part of the cycling network for Lower Lynn Town Centre, planned as an on-street cycling route leading to the multi-use pathway on Oxford Street, to Phibbs Exchange and planned future links to the Ironworker Memorial Second Narrows Bridge and Main Street.

Orwell Street will provide a quiet neighbourhood bikeway that will be suitable for cyclists of all ages and abilities.

2.3.7 Oxford Street

Oxford Street is an important transit street since it carries substantially more traffic than the other local east-west streets in LLTC, including many buses en route between Mountain Highway and Phibbs Exchange. The

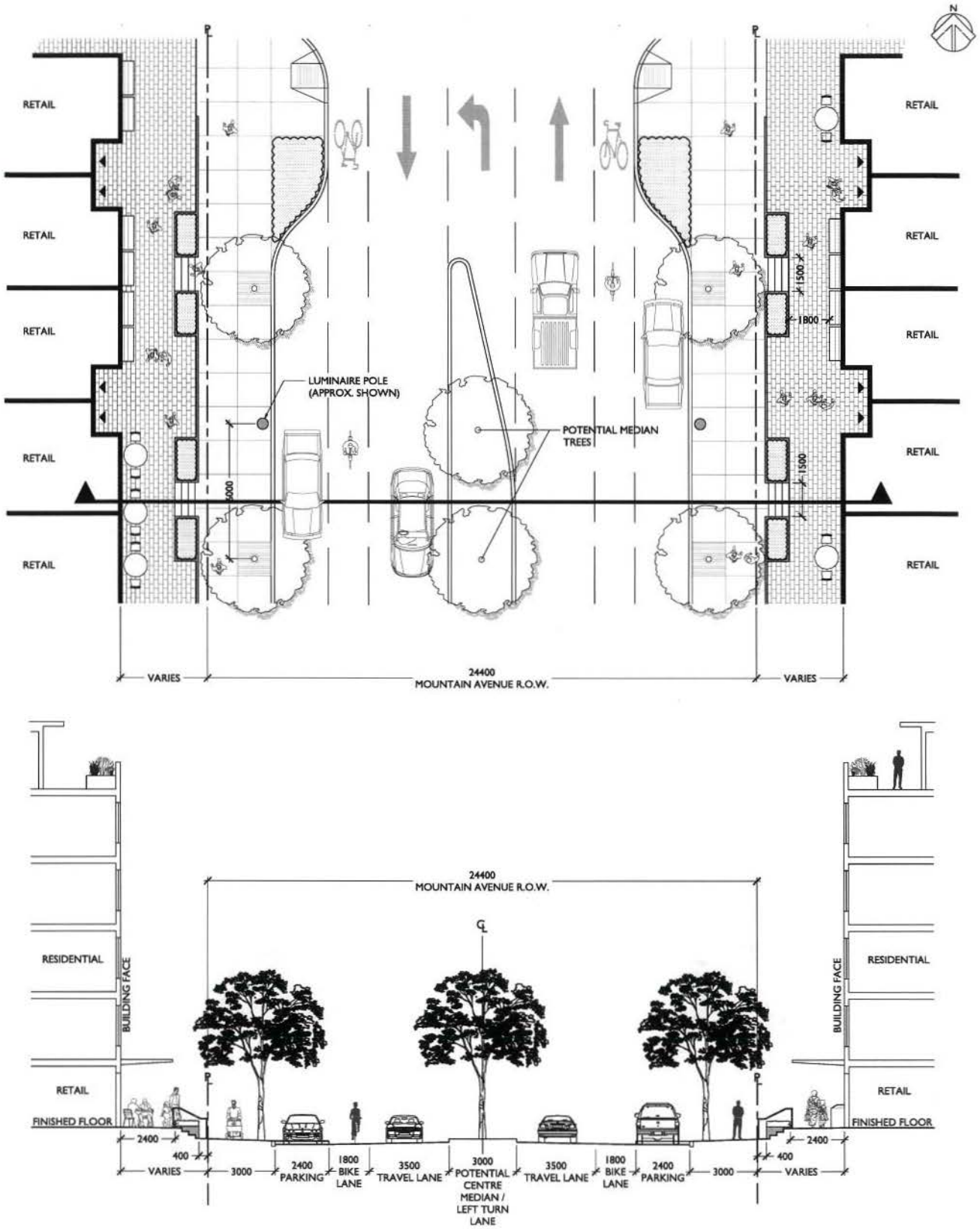


FIGURE 22 *Typical High Street Section of Mountain Highway*

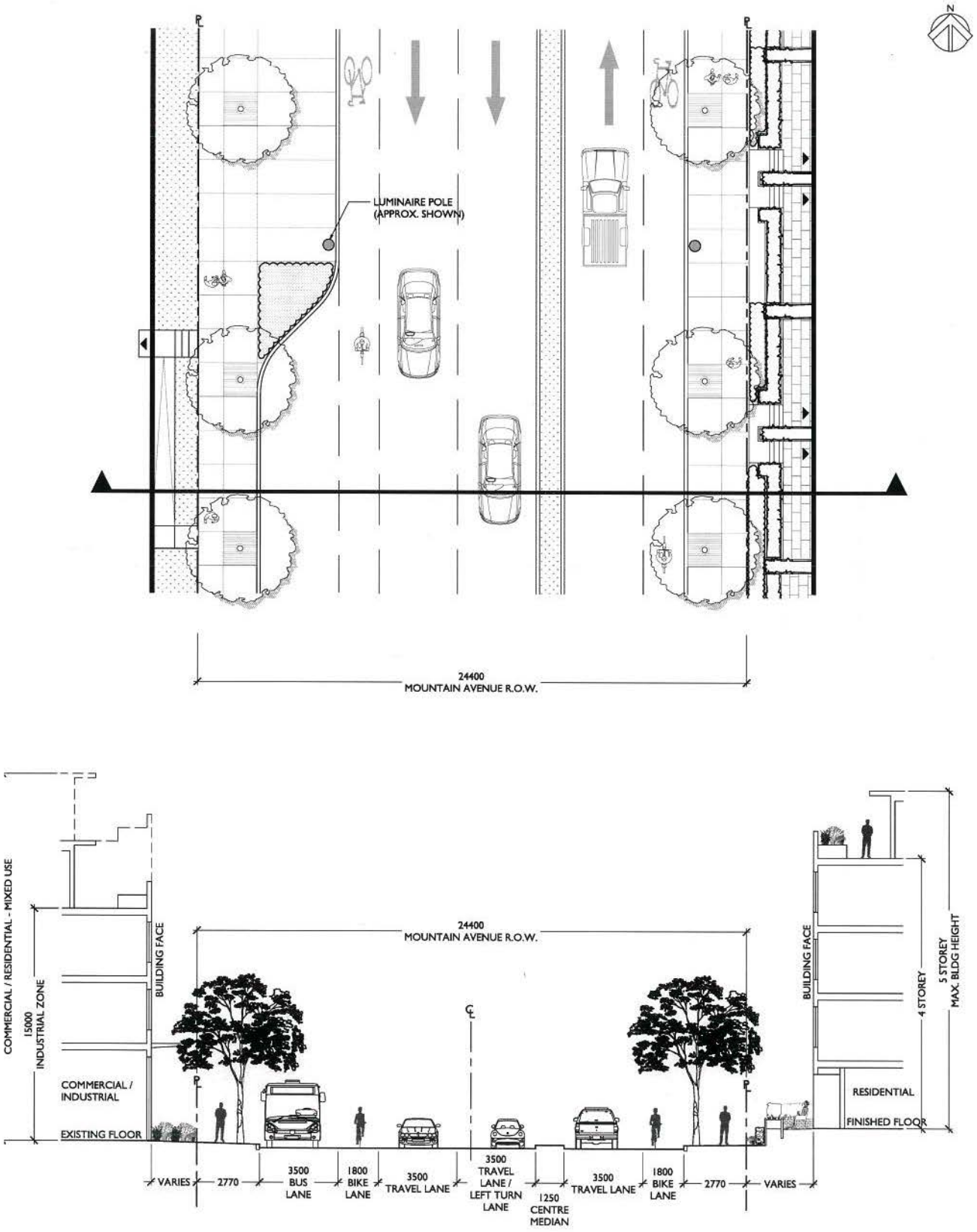


FIGURE 23 *Typical Mountain Highway from Main Street to Crown Street*

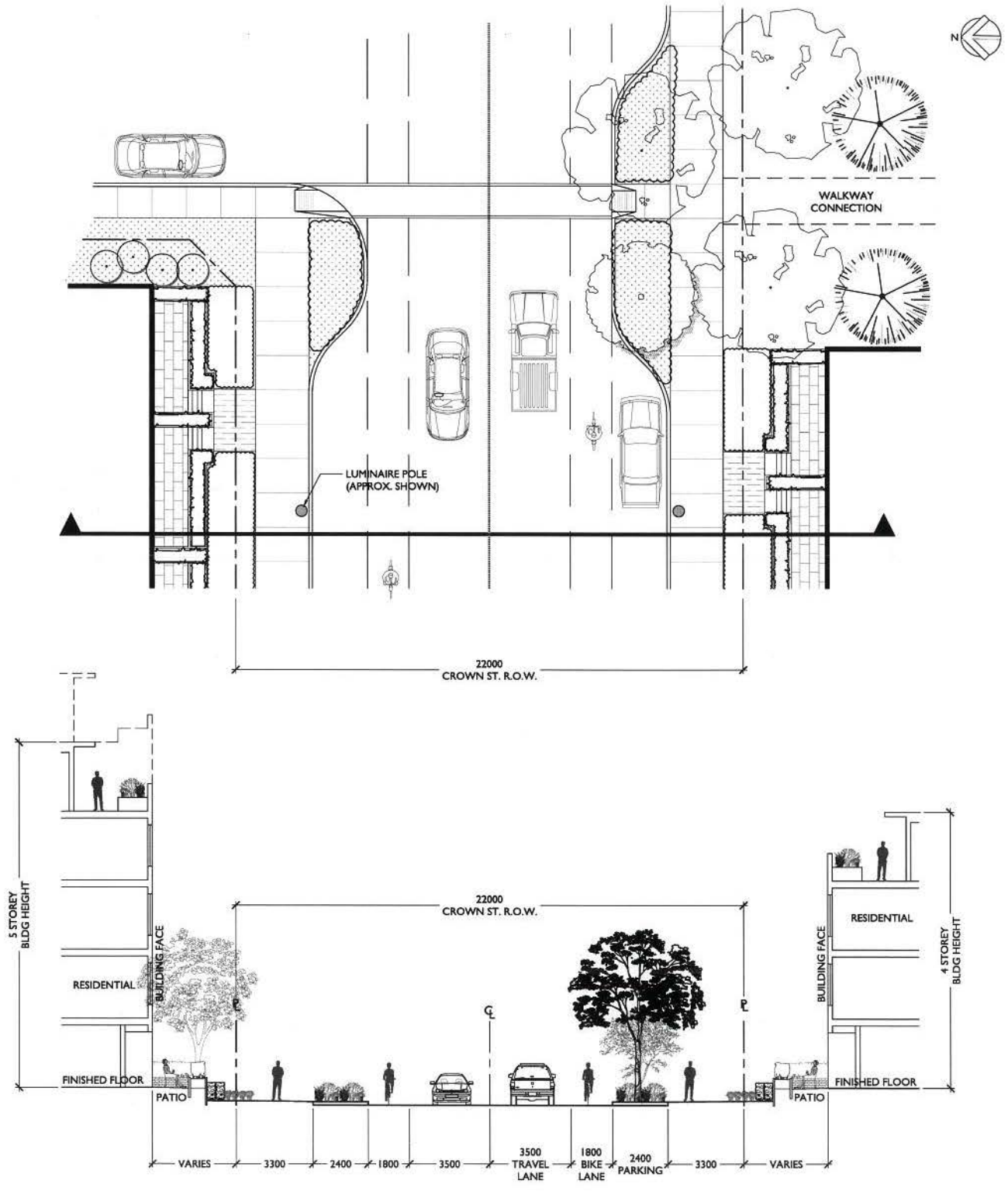


FIGURE 24 *Typical Crown Street - East of Mountain Highway*

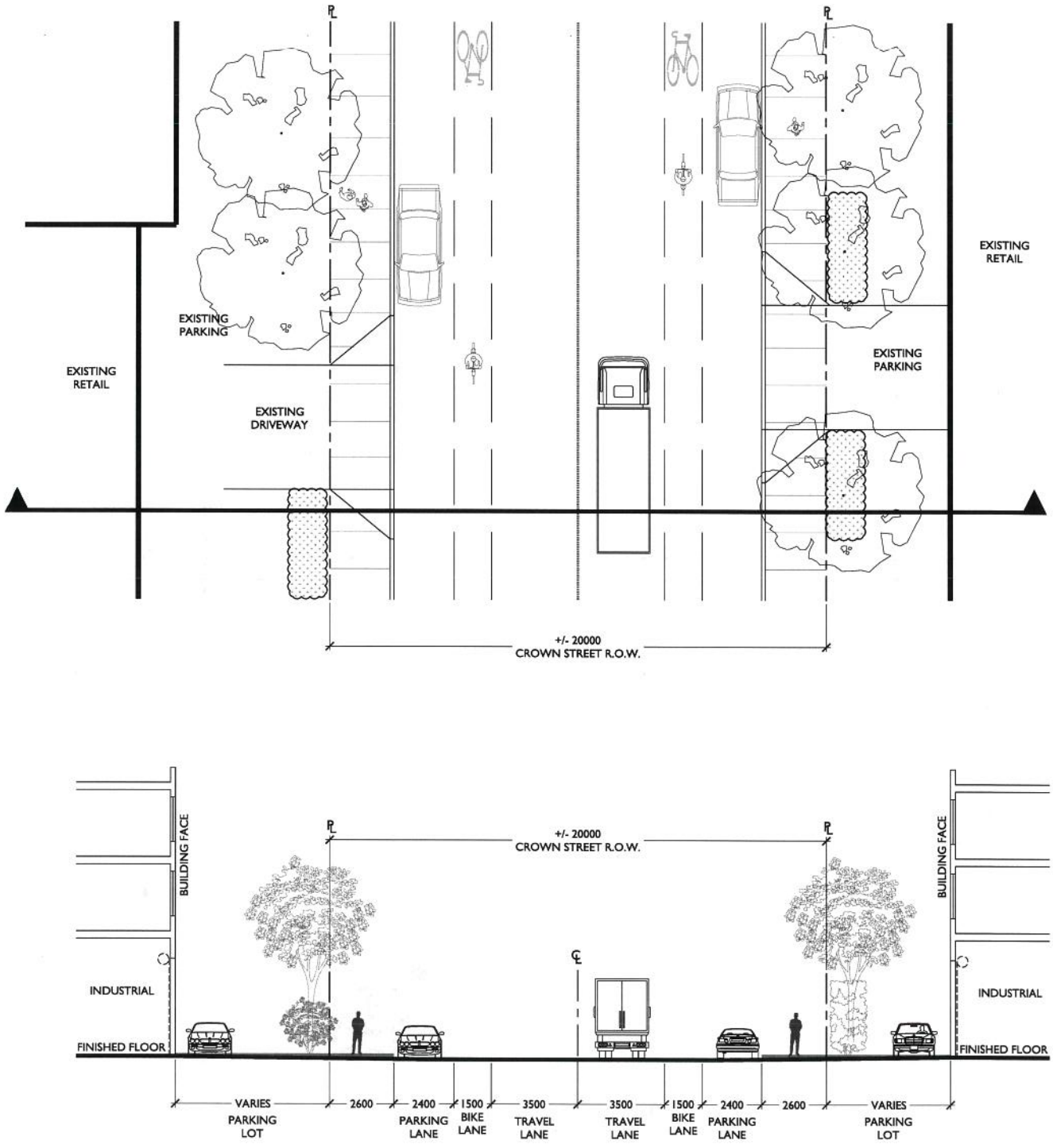


FIGURE 25 *Crown Street Cross Section - West of Mountain Highway*

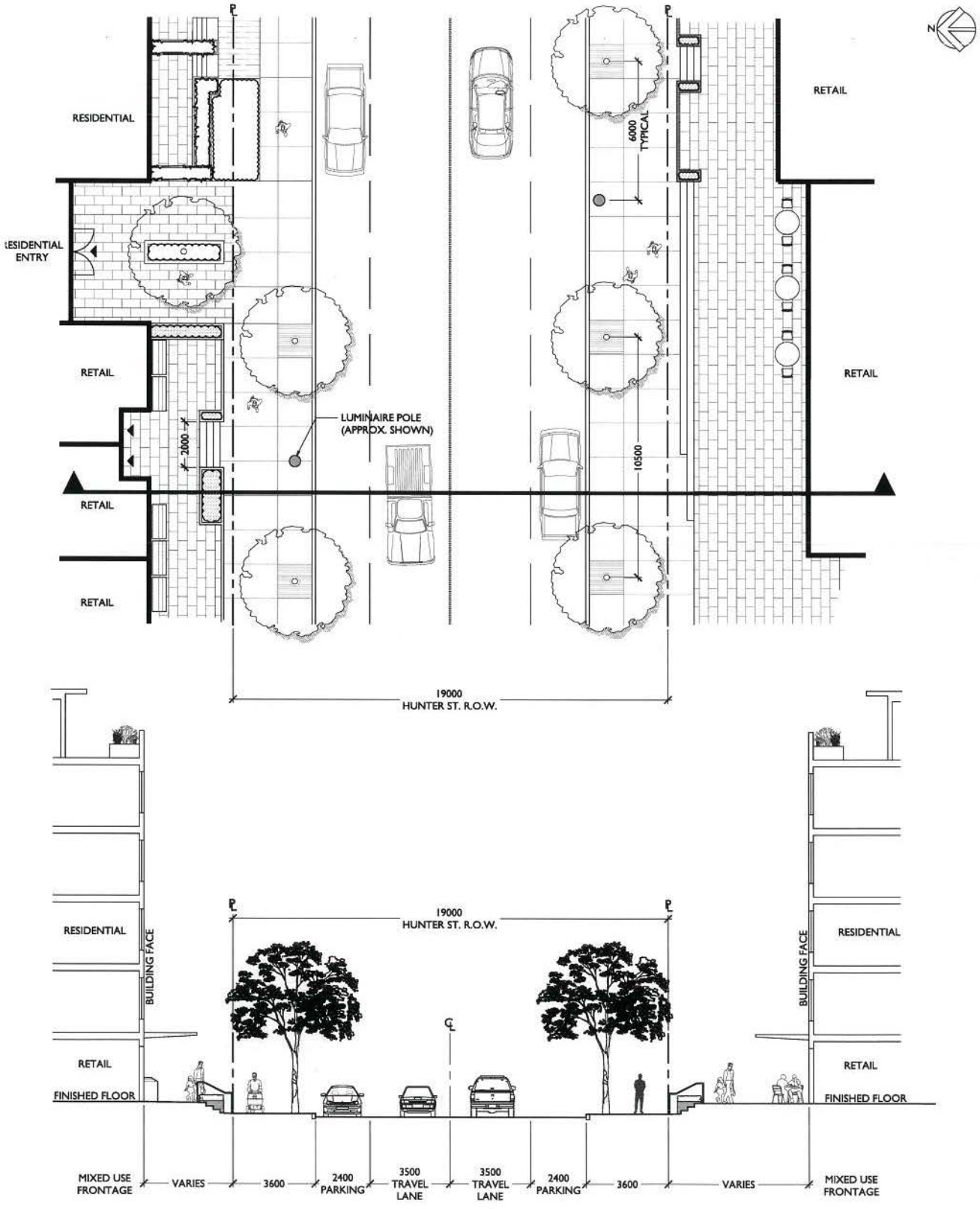


FIGURE 26 *Typical Hunter Street - East of Mountain Highway*

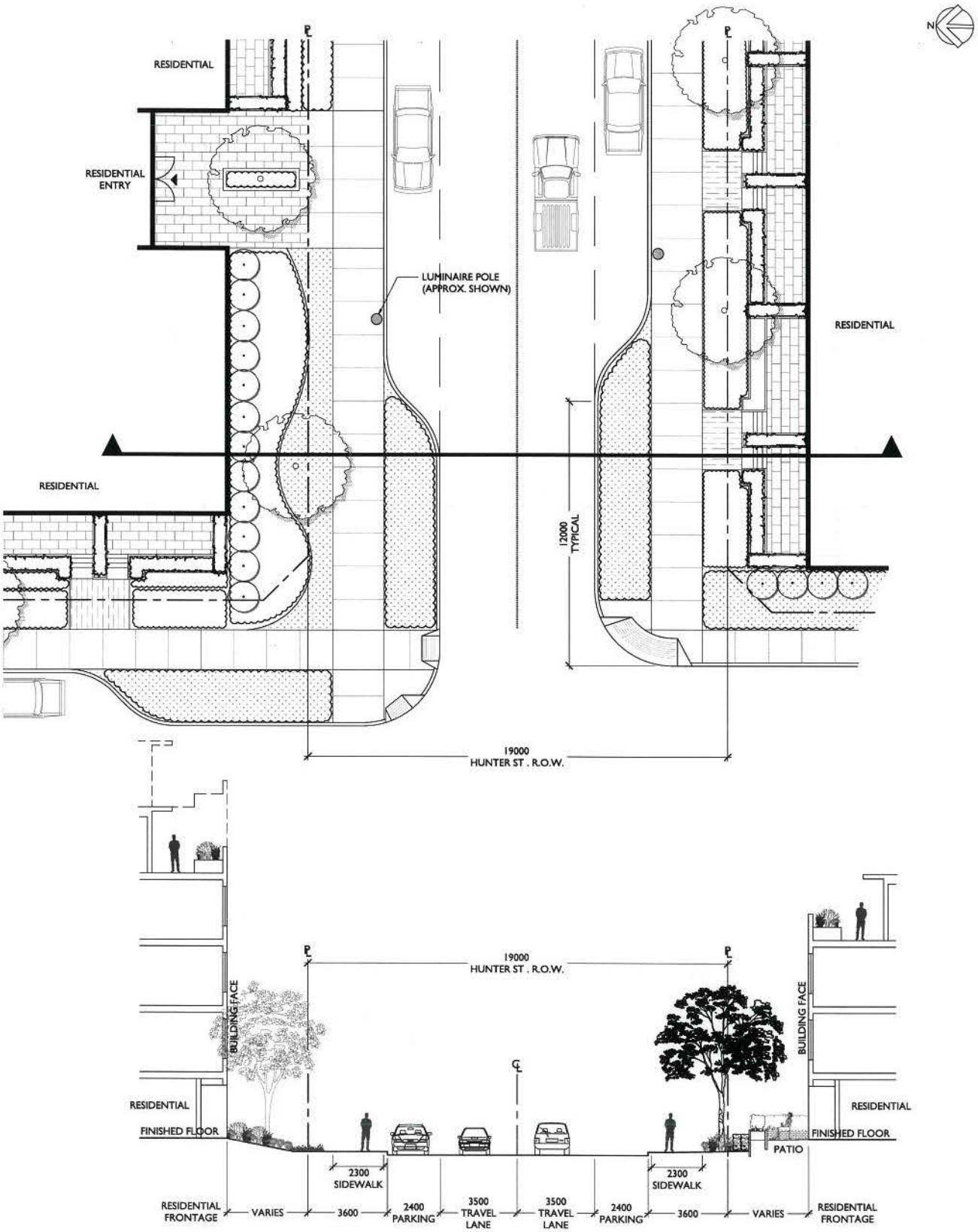


FIGURE 27 *Typical Hunter Street - East of Mountain Highway and the Town Centre Core*

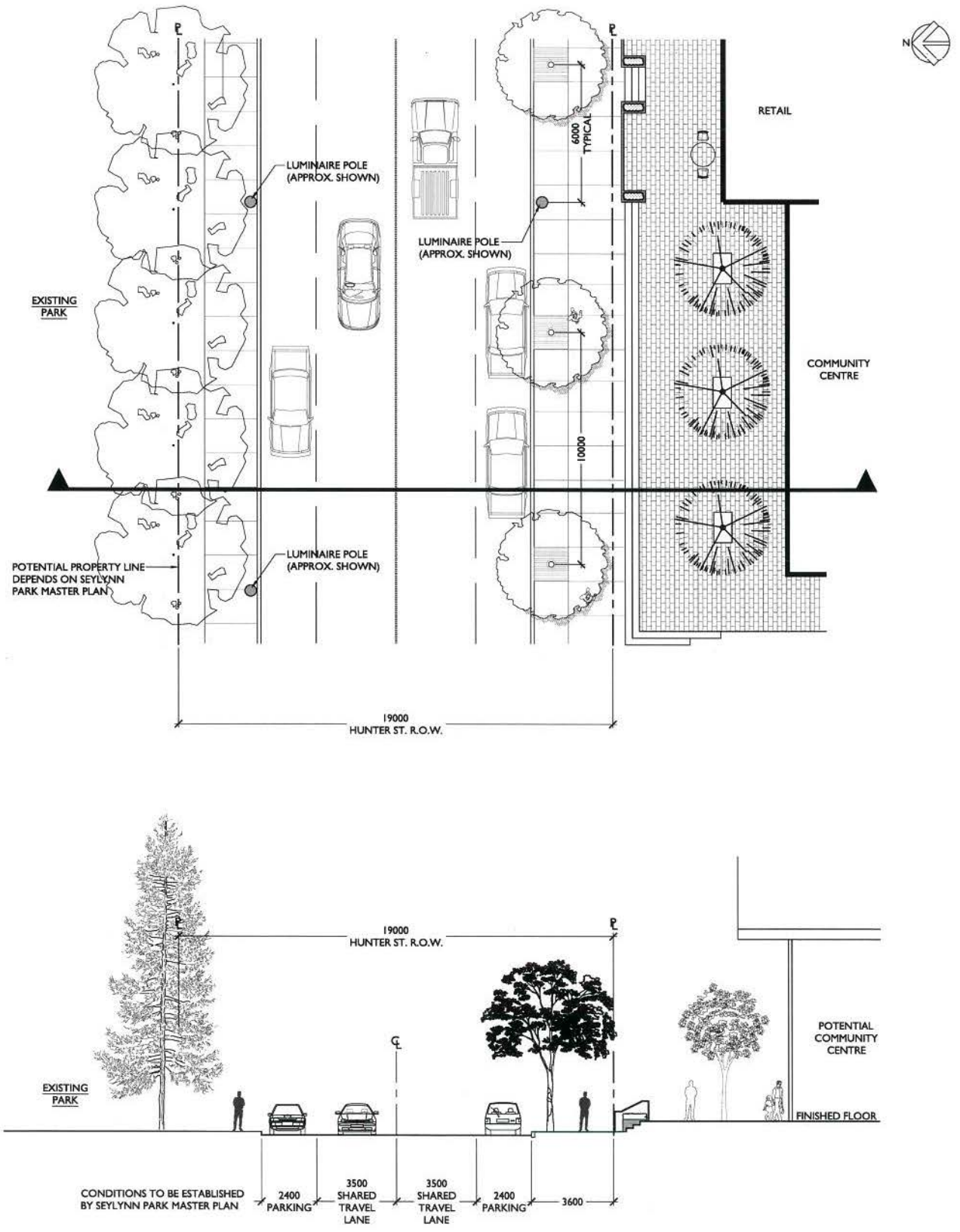


FIGURE 28 *Typical Hunter Street - West of Mountain Highway along Seylynn Park*

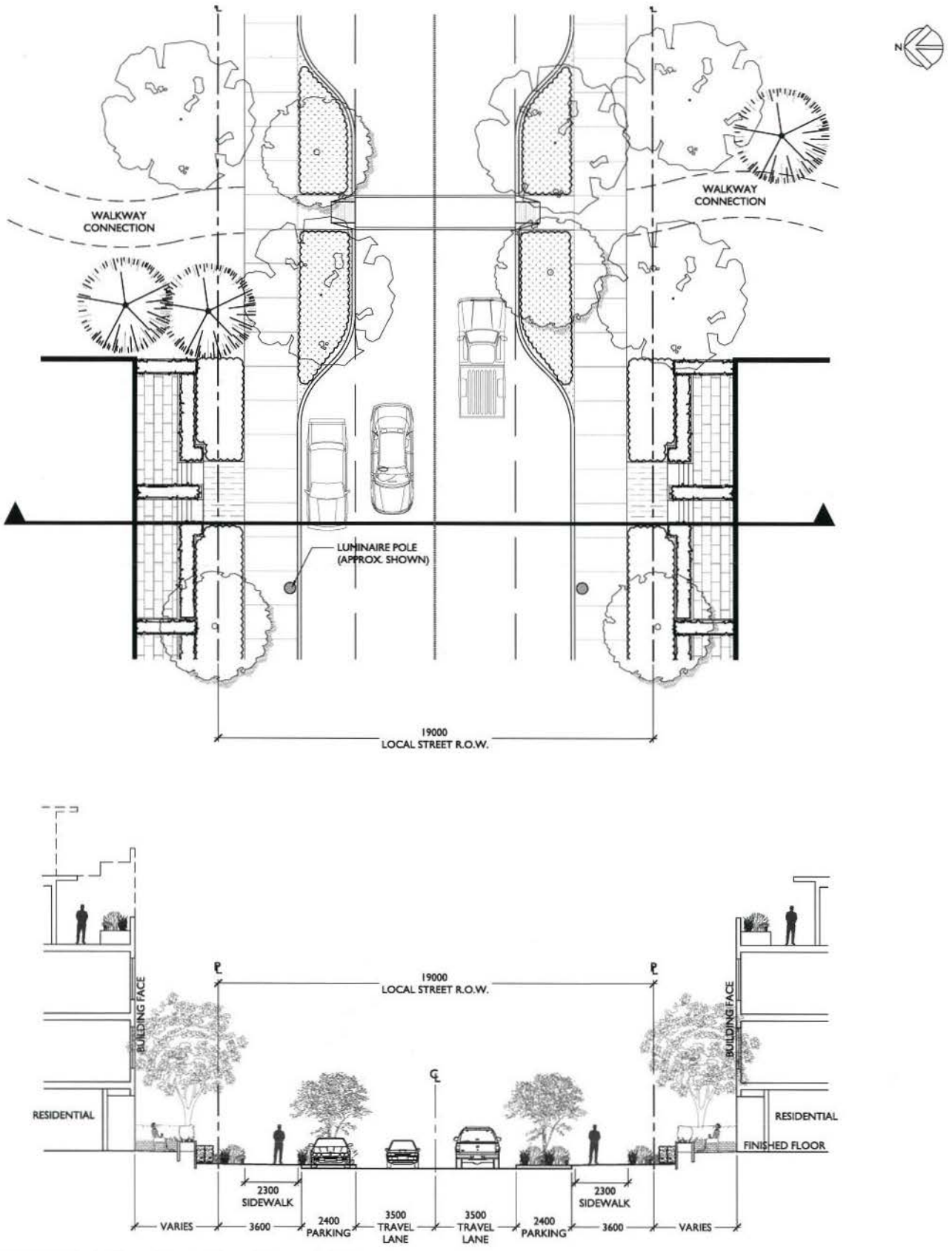


FIGURE 29 *Typical Local Street - East of Mountain Highway*

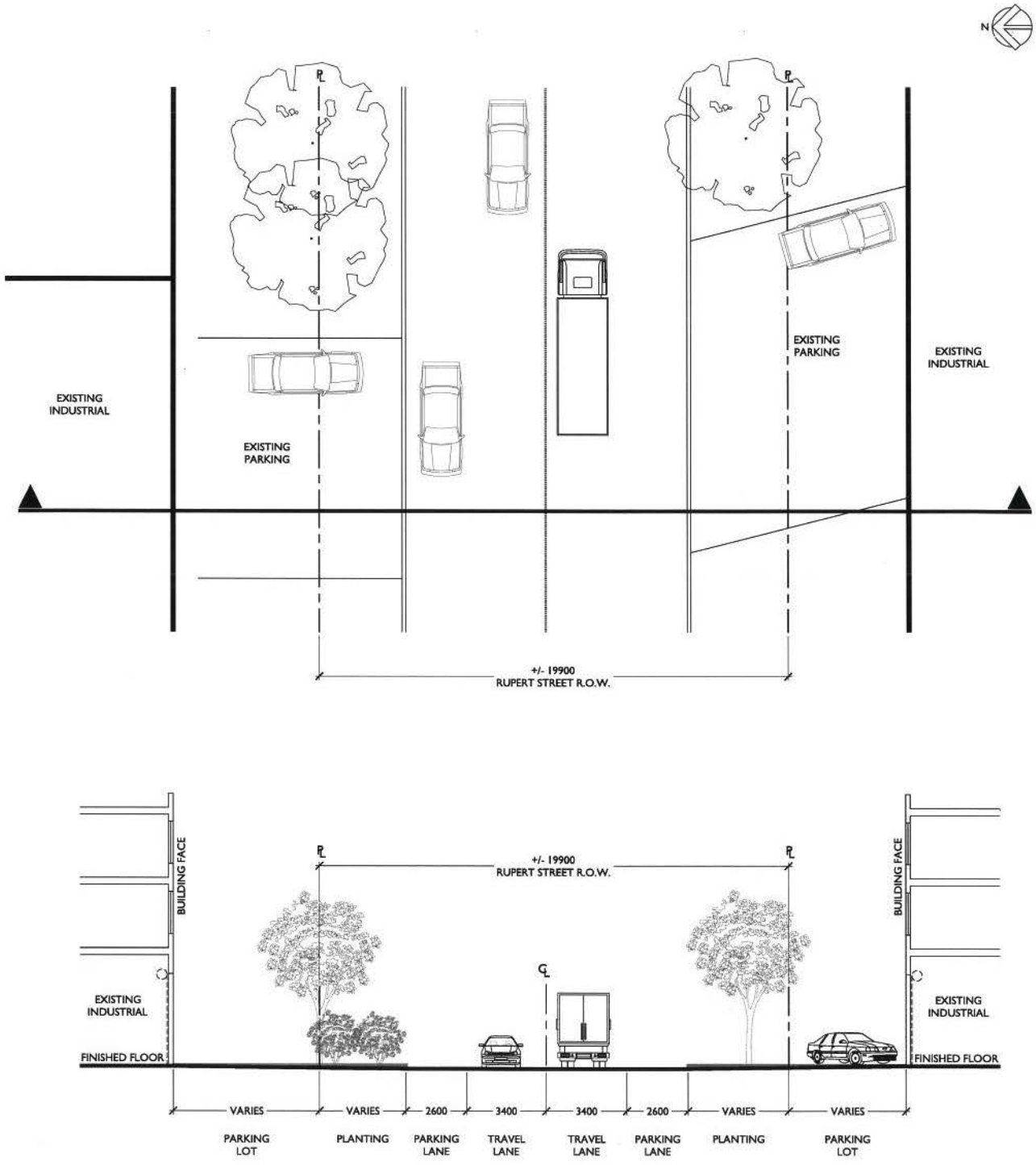


FIGURE 30 *Typical Local Street - West of Mountain Highway*

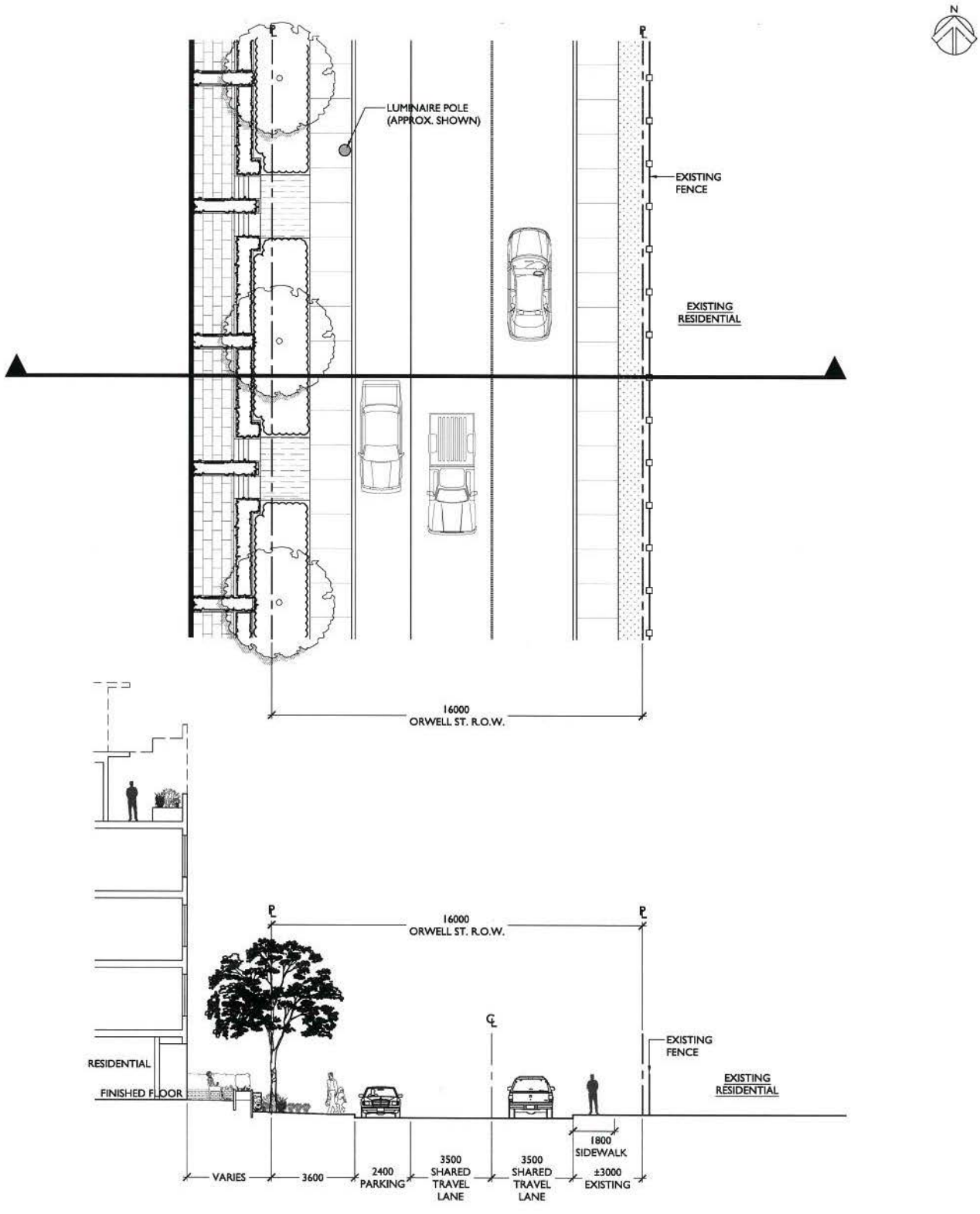


FIGURE 31 *Typical Orwell Street*

preferred design solution is an asymmetrical streetscape. The south side of the street will have on-street parking and street trees in a boulevard strip. With bus traffic, the street trees and setback to a new sidewalk will provide a buffer for pedestrians. The travel lanes will be widened from the current width of 3.0 meters to 3.5 meters, to more safely accommodate frequent transit services, with the additional width added to the south (Figure 32).

On the north side of Oxford Street, the intent is to establish a 3.0 meter wide multi-use pathway serving travel in both directions and surfaced in asphalt or concrete.

2.3.8 Marie Place

Marie Place is currently a one block-long cul-de-sac with a special character and mature street trees. The planned expansion of Marie Place Park is expected to result in a shorter roadway and with the cul-de-sac end moving southward. Marie Place is intended to become a section of the pedestrian spine at its transition from urban plaza to a north-south route centrally located within residential blocks. Paving treatment will need to balance vehicular access to a limited number of residential units with pedestrian use within the right-of-way, potentially on a shared driving/pedestrian surface. The minimum permitted local road section should apply in this location. Every effort should be made to retain existing street trees within the new streetscape treatment.

FIGURE 32 *Existing view north on Marie Place*

2.3.9 Main Street

Main Street has an established streetscape concept from recent development to the west of Mountain Highway that features a boulevard strip with regularly spaced street trees within lawn and standard broom finished concrete sidewalks. The absence of on-street parking makes the grass boulevards feasible since they are not regularly crossed by people on foot; the green strip created by trees and lawn, with additional soft landscape adjacent to buildings in some cases, is welcome in an otherwise heavily paved streetscape (Figure 34).

New development fronting on Main Street should repeat this existing streetscape pattern, following existing guidelines, and include planting on the building side of the sidewalks where it will not interfere with walkways, entries to buildings, and driveways.

2.3.10 Industrial Streetscape West of Mountain Highway

The streetscapes in the established industrial / commercial area west of Mountain Highway are generally being maintained in existing zoning and are not anticipated to experience significant redevelopment in the near future. Consequently, streetscapes will also remain largely in their current configurations, including concrete sidewalks at the curb and pockets of landscape on sites in locations not used for off-street parking areas. Any redevelopment should retain this pattern while seeking reductions in driveways crossing sidewalks through use of lane access, where feasible, and retaining mature landscape, especially trees if possible. Guidelines from Schedule B of the OCP in Section C for Industrial and Business Park Development should also be referenced.

Crown Street west of Mountain Highway should have a continuous cycling facility (Figure 25).

2.3.11 Lanes and Mews

The general intent for the residential redevelopment area of Lower Lynn is to minimize lanes in favour of the mid-block pedestrian spine and internal courtyards with access to underground parking from flanking local streets.

West of Mountain Highway, a number of lanes currently serve industrial and commercial uses.

a. Any redevelopment in these areas should retain lane access and seek to make the lanes function for vehicles and as an alternative walking route among buildings.

b. Lanes that intersect with Mountain Highway may be considered for a "T" or "L" connection (where the lane jogs 90 degrees to avoid an intersection with Mountain Highway) to the street to the north or south in order to create an unbroken building edge along Mountain Highway with ground floor uses providing pedestrian interest and retail services, if feasible.

c. New infill development should provide screening of garbage and recycling area with landscape or fencing of a minimum height of 1.5 meters.

d. Lighting that provides illumination at night should be provided that is either mounted on buildings or on free-standing poles and directed towards the centre of the lane without spilling upwards into the night sky.

e. Parking and loading are acceptable uses in the lanes west of Mountain Highway.

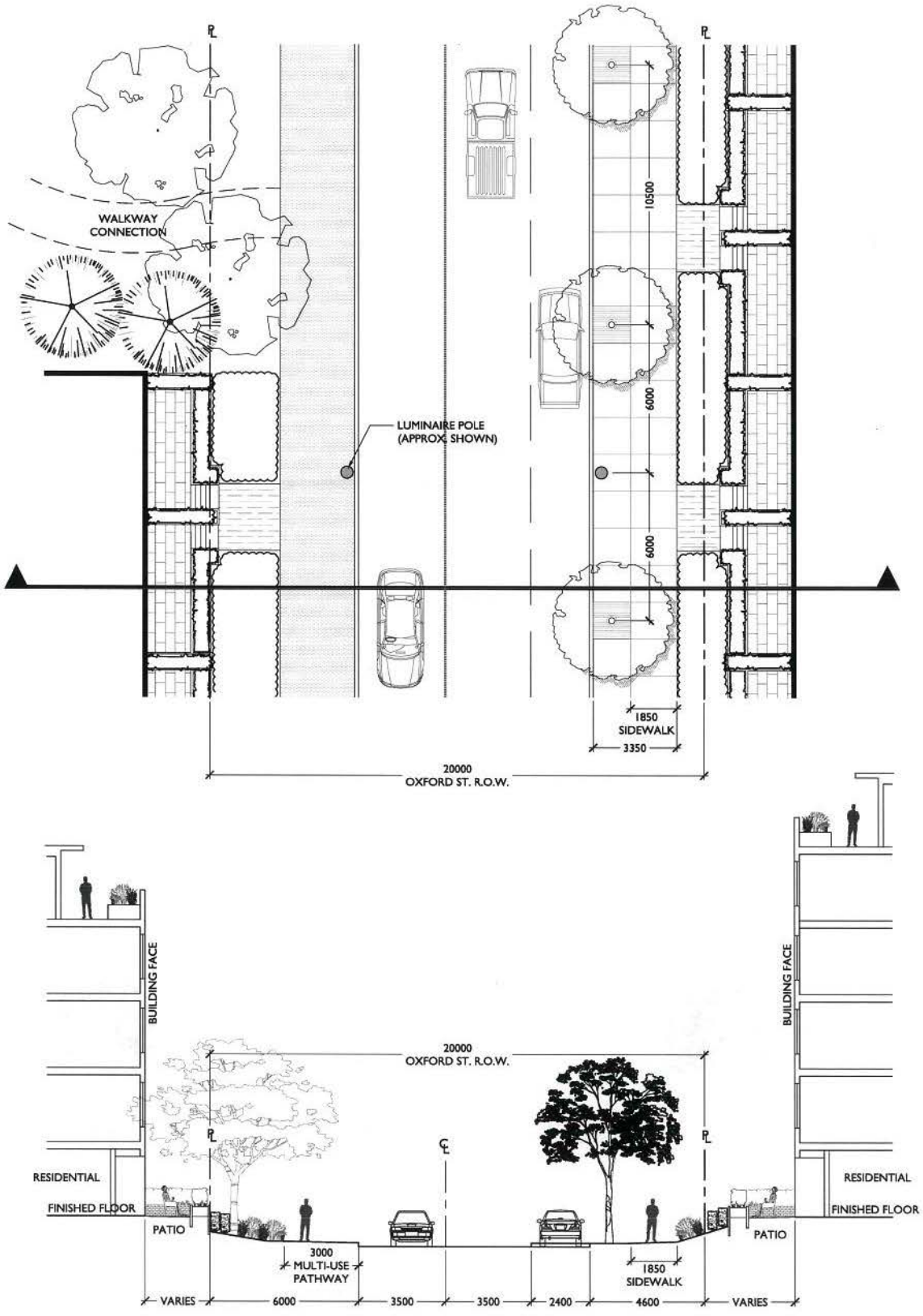


FIGURE 33 *Typical Oxford Street*

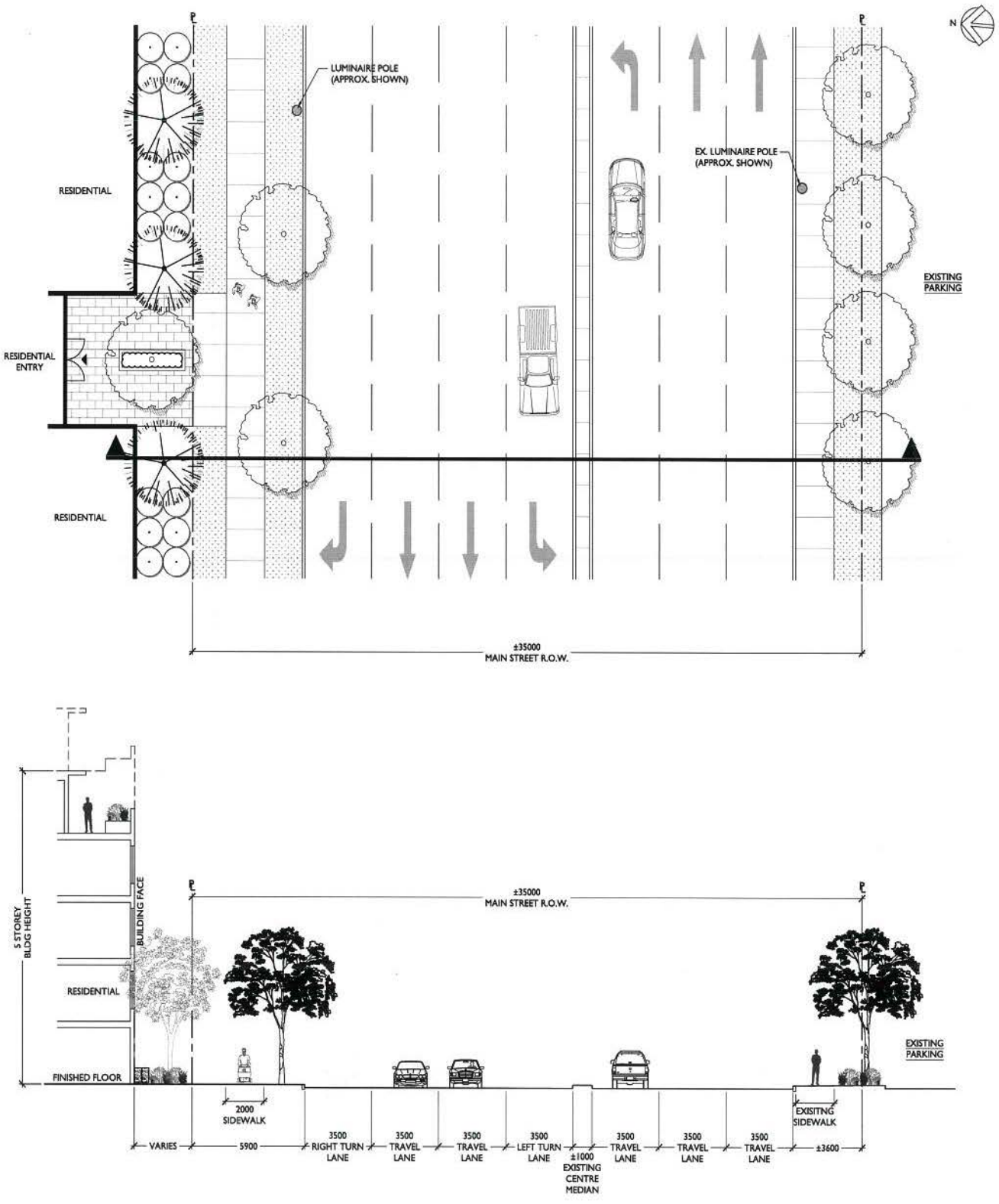


FIGURE 34 *Typical Main Street - East of Mountain Highway*

2.4 Plaza and Open Space Guidelines

The proposed open space network for Lower Lynn Town Centre is a series of parks, urban plazas, and natural areas that together provide a range of passive and active recreational opportunities, outdoor experiences, and other amenities connected by trails, multi-use paths, and greenways for the enjoyment of residents, employees, and visitors. Connections between spaces and features for wayfinding and crossing of intervening streets are key design elements of the network.

FIGURE 35 *Network of open spaces in the Town Centre*

Design guidelines for these public realm areas are intended to guide redevelopment and redesign to reflect and reinforce the emerging identity and character for the Lower Lynn Town Centre, to strengthen wayfinding, to improve accessibility, and to enhance pedestrian safety.

2.4.1 Central Town Centre Plaza

The central plaza on the east side of Mountain Highway is intended to be a focus of both daily use for sitting, outdoor eating, and people watching as well as a programmable space that can host events on special days. Detailed design guidelines for the central plaza will be prepared through an integrated process by a professional landscape architect. Design principles and design considerations for the plaza are as follows:

a. To promote direct engagement from retail and restaurant uses at its north and south edges
b. To make direct at-grade access a priority for setting the internal floor elevations of adjacent buildings, including elevational requirements for floodproofing
c. To plan circulation routes to allow the areas adjacent to buildings to be used for outdoor eating and displays of merchandise without compromising movement by pedestrians between Mountain Highway and Marie Place Park

d. To incorporate ample seating with variety in groupings, ways to sit, and choice between sun and shade
e. To encourage paving patterns and areas of special paving materials coordinated with the design intent and movement patterns
f. To include visible features that collect stormwater from adjacent building roofs and paved surfaces into elements integrated into the design of the plaza
g. To provide services to support hosting of special events and use by food trucks including electrical outlets, water, recycling bins, furnishings to support temporary equipment like speakers or lighting, adaptable and programmable lighting, etc.
h. To include public art, both as free-standing installations curated through the District's public art program and as embellishments of furnishings and stormwater features
i. To enhance connectivity though the inclusion of interconnecting mid-block mews.

Guidelines for the Central Plaza include:

a. Lighting standards should be selected from the approved chart of lighting fixtures
b. Paving should integrate with the approved paving pattern for sidewalks along streets and should feature a substantial percentage of poured in place, broom finished, non-troweled, saw cut concrete. Feature areas with other paving surfaces may be incorporated through the design process in consultation with District staff.
c. Stormwater management features should be incorporated into the plaza design including both rain garden areas and recessed trenches with cast iron grates over them. The cast iron grates should be selected with a pattern that reflects water and water movement.
d. Numerous seating opportunities should be integrated into the design including seating for groups and for reclining in the sun. Movable seating and tables are encouraged to be provided in the plaza by adjacent eating establishments.
e. Trees for shade and horticulturally diverse landscaping areas should also be part of the overall design concept
f. Public art should be integral to the plaza design.

2.4.2 Marie Place Neighbourhood Park

Marie Place Park is currently a neighbourhood pocket park with a children's playground. The LLTC Implementation Plan envisions expanding the size of this park and enhancing facilities suited to its role as a locally serving neighbourhood park. New park amenities should be sited in relation to an unobstructed movement route through the park that respects the flow of pedestrians between the Town Centre Plaza and the north-south pedestrian spine that has its north end within Marie Place Park.

The park design should consider opportunities for expanded children's play, gathering and seating areas, and public art.

2.4.3 Mid-Block Pedestrian Spine and New Local Neighbourhood Park

The mid-block pedestrian spine from Marie Place Park at its north end and the Oxford Street multi-use trail at its south end is a significant proposed new amenity for LLTC. A new local park created along the spine in one of the three blocks between Crown and Oxford Streets will provide an area for play as well as a separate corridor for pedestrian circulation along the north-south green spine.

In order to achieve the desired connectivity, sightlines, openness, and use levels for this pedestrian spine, the following guidelines should be considered in the design of each surrounding block of residential development:

a. The entire length of the pedestrian spine should be delivered at the same grade that connects to the elevations of the sidewalks to the north and south of each block in a direct line
b. underground parking structures, if permitted under the the pedestrian spine , should not raise the spine above the elevation of adjacent sidewalks
c. The spine should result in a direct connection on axis with Marie Place
d. The paving, width, lighting fixtures, and wayfinding elements of the path should be consistent all the way from Marie Place Park to the Oxford Street multi-use pathway
e. Surface stormwater features should be incorporated that collect rainwater from paved surfaces on District land, including public open spaces and streetscapes, where adequate space is available and these features will not impede the park programming objectives or pedestrian walkways.
f. Landscape materials should respond to the natural landscape character of the North Shore setting and include a variety of plant types including both deciduous and coniferous species
g, Where the spine crosses intervening streets (Crown, Rupert, and Bond Streets) the crossing should be marked by a bulge with a stormwater raingarden in place of on-street parking at that location.

2.4.4 Semi-Private Courtyards

The three blocks between Crown and Oxford Streets are planned for multi-family housing and will be also structured by the north-south pedestrian spine. Access to underground parking in these blocks should be provided directly from adjacent low-traffic local streets (Crown, Rupert, Bond, and Orwell Streets) in order to protect opportunities for both public movement and open space along the north-south spine and for pedestrian-only semi-private open space courtyards for surrounding residents.

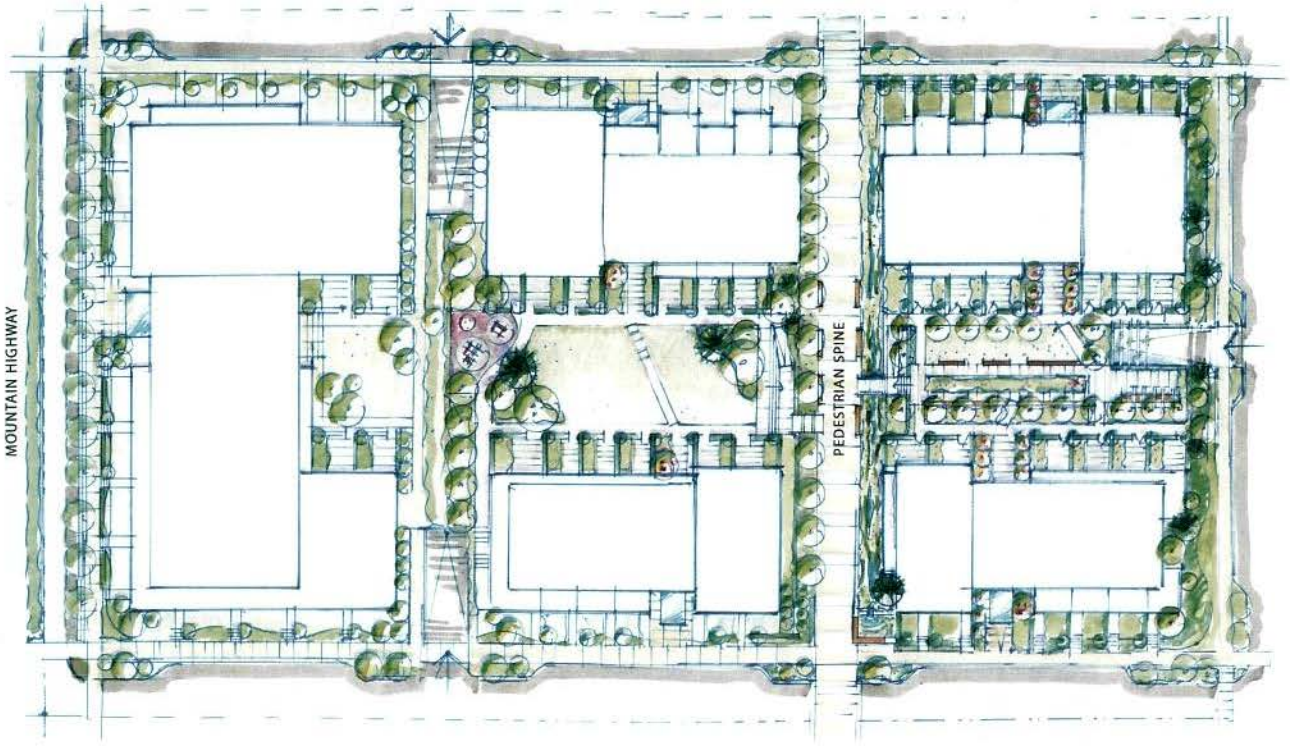


FIGURE 36 *Typical block in Residential Area with pedestrian Green Spine and semi-private courtyards*

The design of these courtyards should provide visual cues to users of the pedestrian spine that these

courtyards spaces may be viewed by passers-by but are not intended for public occupation. Design elements to achieve this distinction in use may include: a change in elevation above the adjacent spine with ramps and stairs, low walls and / or gates, and landscaping. Semi-private courtyards should be designed for the use and enjoyment of residents with amenities for children's play, social gathering and seating, and outdoor cooking and eating.

2.4.5 Seylynn and Bridgman Parks

Seylynn Park and the adjacent Bridgman Park are the subject of a separate Conceptual Park Master Plan to review the opportunities to adapt and re-purpose these parks to better serve current and future populations. This plan should be referenced for design of developments fronting Seylynn Park along Hunter Street, East Keith Road, and Mountain Highway.

FIGURE 37 *Green Spine with stormwater feature at local road crossing*

3. FORM AND CHARACTER DESIGN GUIDELINES

The Form and Character Design Guidelines provide design direction for buildings in the Lower Lynn Town Centre (LLTC). This section of guidelines addresses the overall objectives for form and character, including design principles, intended character, height and massing, materials, universal design, and sustainability, followed by specific guidelines that pertain to each of the three principal areas of LLTC, organized by area.

3.1 Overall Objectives for Form and Character

3.1.1 Design Principles and Intended Character

New development in the Lower Lynn Town Centre is encouraged to respond creatively to the context envisaged under the LLTC Implementation Plan while at the same time to achieve a cohesive identity and character.

The aim of the Form and Character Guidelines is to identify existing and emerging neighbourhood characteristics that are distinct and intrinsic to the Lower Lynn area and to propose design principles that reinforce this character. The character intended for LLTC is derived from a combination of the natural setting, the historical context, existing built patterns (industrial and residential), a trend towards simple contemporary design, a local culture of outdoor recreation, and sustainable development of energy efficiency and rainwater management.

FIGURE 38 *Defining the intended character for LLTC*

Unless otherwise noted, the form and character design principles identified below supplement those identified in the OCP (Schedule B) and should be read in parallel.

3.1.2 Height and Massing

In general, building heights and massing objectives in these guidelines aim to promote a mix of sizes and scales of development that is appropriate to the scale of nearby streets, other public spaces, and buildings. Height and massing of new development is intended to respond to both the existing urban context and neighbourhood character as well as that envisioned by these guidelines.

The LLTC Implementation Plan provides guidance on the approximate building height for new development in the Town Centre.

a. here possible, buildings should frame public streets and open to create a sense of enclosure, street vitality, and safety.

b. Along some blocks within the LLTC, existing patterns are characterized by features such as horizontal building expression, large apertures, and varying heights and setbacks of adjacent box-like building forms. It is the legible scale and varying offsetting relationship between the simple forms ("modules") that should establish the streetscape "grain."

c. At the scale of the streetscape, new development is encouraged to add interest through well-considered variations in building height, rooflines, and massing that are consistent with the proposed grain of the neighbourhood.

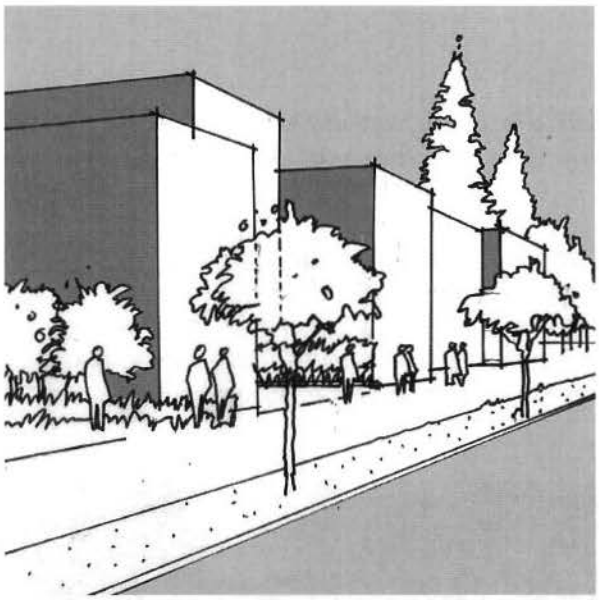


FIGURE 39 *Existing streetscape grain with varying heights and setbacks*

d. The massing of new buildings should allow access to sunlight into important public spaces and private outdoor spaces. Appropriate building setbacks and roofline articulation should be provided to allow light access to the street and broader views of the sky and to reduce the 'canyon' effect for pedestrians at street level. Building siting should take available opportunities to frame views to the mountains.

FIGURE 40 *Proposed grain and character*

3.1.3 Materials

The overall intent is for Lower Lynn Town Centre to look and feel as a distinct contemporary town centre community.

a. A range of materials and combinations of materials may be appropriate towards the intended contemporary, functional aesthetic. Among these are: glass, architectural concrete, wood, metal, rough stone, rock dash stucco, and compressed cementitious fibreboard panels.

b. Some design cues may be influenced by the simplicity and materiality of the industrial context, such as the occasional use of bold accent colours or the use of corten steel.

c. The creative use of wood in soffits, entranceways and other areas is encouraged. When used as an exterior cladding material, wood should be appropriately protected from the weather.

d. Façade materials should be durable and wear well to maintain a quality lasting appearance into the future incorporating the effects of weather.

e. The use of ornate and traditional design elements and trim commonly associated with single family homes should be avoided.

f. Façade composition should be simple and free of visual clutter by limiting the number of materials on a façade and maintaining a simple arrangement and composition of elements.

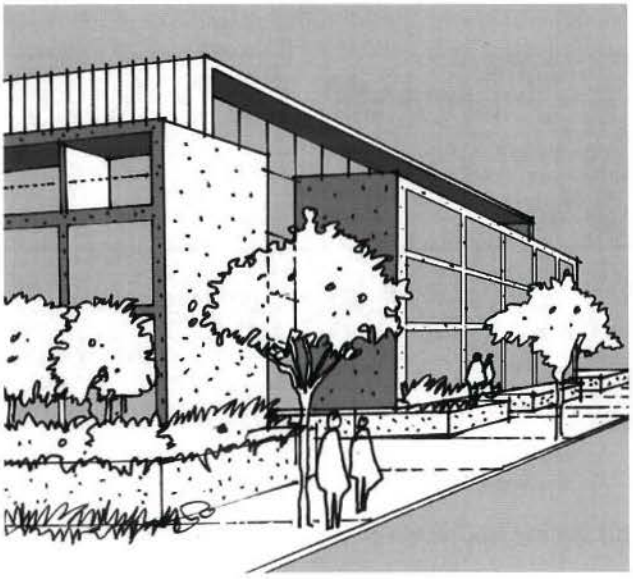


FIGURE 41 *Simple arrangement and composition of elements and materials*

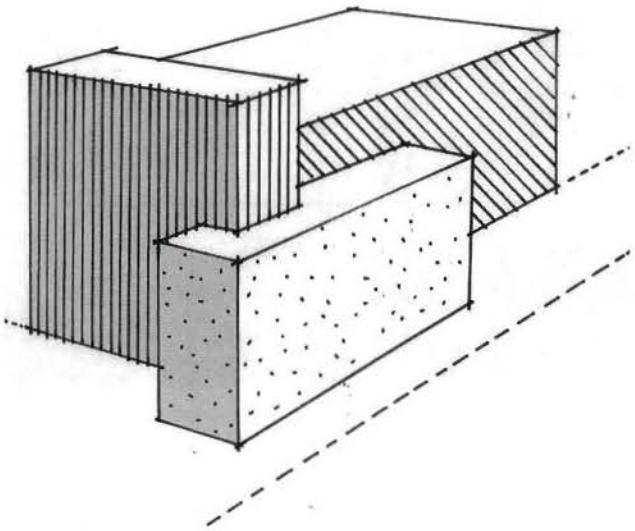


FIGURE 42 *Materials should help define form*

g. Building exteriors should be designed to express relationships between building form, function, and materiality. Imitative materials or the imitative application of materials to represent building elements should be avoided. The application of finish materials should complement the overall composition of the development and facilitate the legibility of the building forms.

3.1.4 Roof Design

In order to be consistent with the intended form and character of the LLTC roof forms are encouraged to be simple and purposeful. While flat or floating roofs are encouraged, other roof forms that are simple and free of unnecessary or arbitrary changes in slope or form are also acceptable.

3.1.5 Universal Design

Where main floors are elevated to meet floodplain requirements, the elevated portions that meet the sidewalk should be designed to be both purposeful and readily accessible. Three conditions are to be considered:

i) access to commercial uses in the Town Centre Core need to accommodate universal design; ii) access to residential apartments need to accommodate universal design; and iii) access to individual townhouses need not accommodate universal design.

3.1.6 Sustainable Design Elements

This section of the LLTC Guidelines outlines additional sustainability guidelines particular to building form and character in Lower Lynn. The OCP and Schedule B and other relevant District policy govern green building and sustainable policies in the District.

a. New development should promote urban agriculture through the provision of community garden plots, usable green roof area, and private yard space. New development is encouraged to manage and re-use stormwater on site to promote watershed health. Rainwater features can be located in visible locations and integrated with both landscape and architecture.

FIGURE 43 *Rainwater management systems integrated into architectural elements*

FIGURE 44 *Integration of a green wall and passive shading devices*

b. Green initiatives such as green walls, rooftop gardens, and the incorporation of sustainability into public art and community amenities are encouraged.

c. Purposefull integration of sustainable design elements into the architecture is encouraged where appropriate. Opportunities to celebrate and display or reveal sustainable building elements such as external shading systems or other elements are encouraged. Thoughtful design consideration to integrate these elements into the architecture adds a level of interest and functional honesty to the building design. For example, solar hot water panels located on a south-facing sloped surface such as clerestory or a portion of a roof should be integrated into that surface.

3.1.7 Defining Distinct Neighbourhoods

The emerging understanding of character and sense of place of the LLTC has been used to define three key areas: Town Centre Core Area, the Residential Area, and the Industrial and Commercial Area. The guideline directions for these areas are correspondingly organized.

3.2 Town Centre Core Area

The Town Centre Core is the area in the "heart" of the town centre, and the focus for higher density mixed-use development. At street level, pedestrian activity is promoted with continuous retail shopfronts and a central plaza as the area's community focal point. This area will see redevelopment of larger parcels with a mix of high to medium density residential and commercial uses.

3.2.1 Related Policy

Refer also to the *OCP Schedule B, Section A Guidelines for Commercial* and *Mixed-Use Buildings; Section D Guidelines for Town and Village Centres;* and *Section E Guidelines for Multi-family Housing*.

3.2.1.1 Site Planning Elements

a. Visual and physical connections should be developed between the public street and buildings. Integration of private developments and the public realm should be encouraged to create spaces that respond to and consider variations in setback to promote "moments" in the streetscape for pause and congregation.

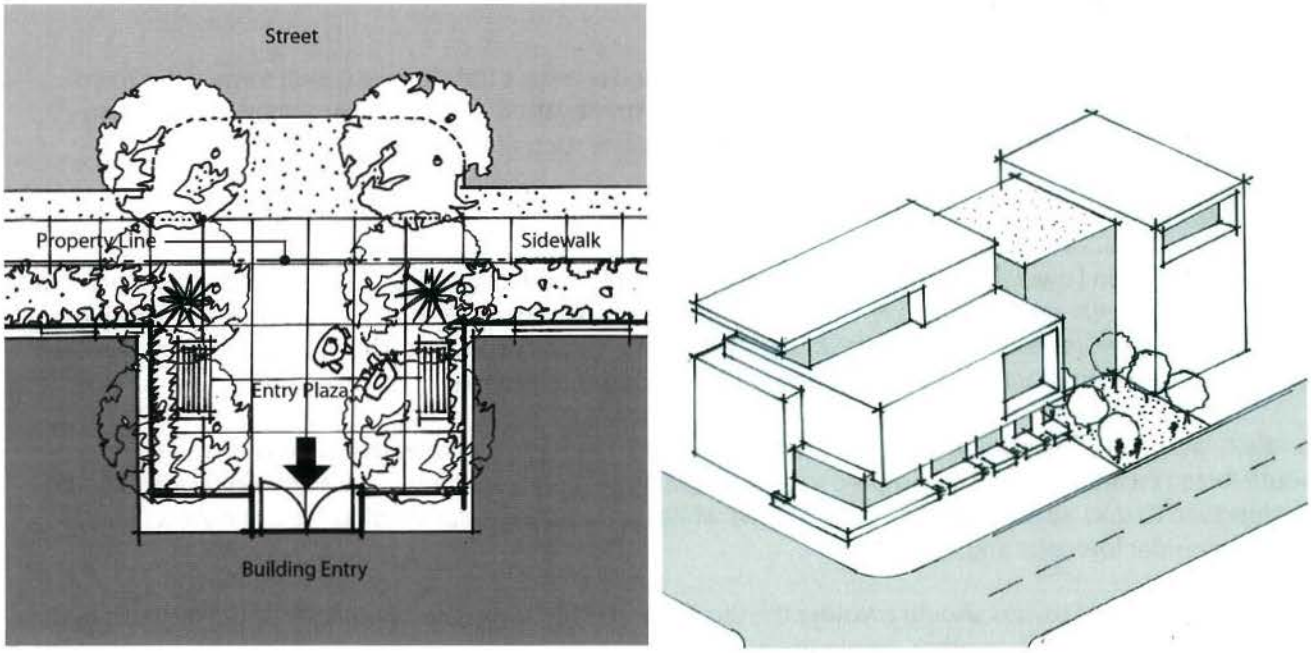


FIGURE 45 *Integrate private development with the public realm to create areas for pause and congregation*

b. The location of towers should consider privacy, views, and shading of public spaces. Development applicants are to provide view and shadow analyses.

c. Loading spaces are to be accessed from local streets or lanes, where available and not from Mountain Highway. Loading spaces are encouraged to be separated at the rear property line with a solid wall to mitigate noise impacts to residential uses across a lane.

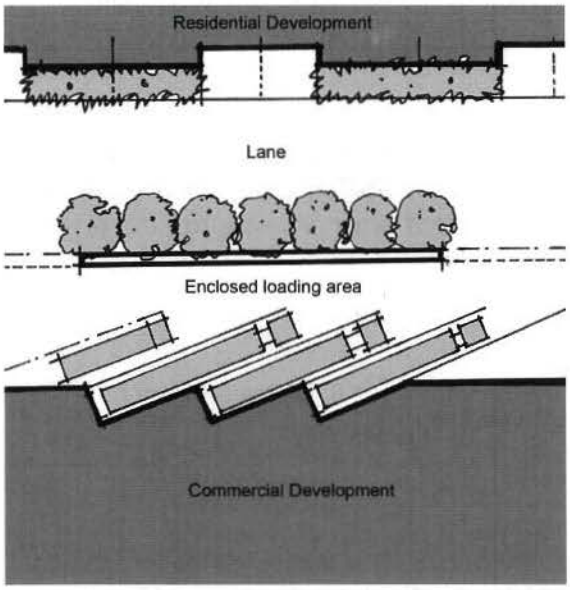


FIGURE 46 *Blocking noise and visual pollution from loading functions and adjacent residential uses*

3.2.1.2 Building Form and Architectural Elements

This section provides design direction for building form and architectural elements. Built form in the Town Centre Core will generally be of either tower elements or streetwall elements or a combination of the two. Accordingly, this section is divided into two parts that address each of these forms separately.

Tower Elements

a. Tower design in Lower Lynn should aim to exhibit principles of clarity and legibility towards an architectural expression that feels appropriate to and derived from LLTC and its local setting. The expression of high-rise forms should reinforce the sense of place of LLTC with contemporary design and simple geometries, repeated architectural elements, and detailing that reduces visual clutter or fussiness.

b. Each façade of a tower should be designed to respond to its particular orientation for energy efficiency. South facing façades should be designed to offer shade protection to windows. North facing façades should be designed to take advantage of mountain views while not requiring solar shading. East and West facades should consider low solar angles.

c. The placement of towers should consider the locations of other towers so as not to obstruct views from the towers themselves as well as other developments

d. Tower forms should reinforce the relationship to the street by orienting street-facing façades parallel to the street.

e. High rise forms should engage the podium base while meeting the street with purpose and legibility. At least portions of the street-facing façade of towers should be uninterrupted from street level upwards.

f. Podium elements should reinforce the pedestrian scale at street level and help to provide a well contained urban edge to the street. (See section 3.2.1.2 c. Street Wall Elements")

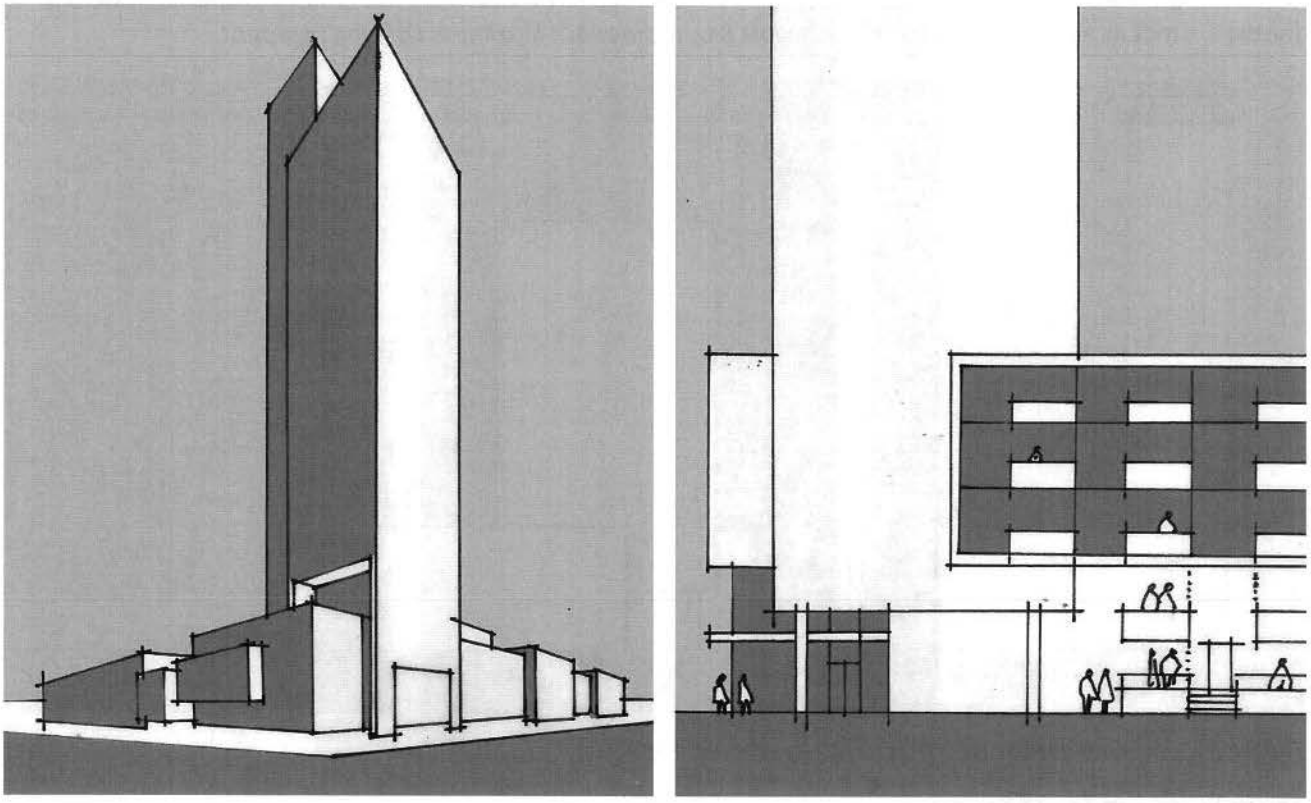


FIGURE 47 *Tower Forms should engage the podium and meet the street with purpose*

g. Larger buildings or elements, particularly towers, should maintain a pedestrian-related scale to mitigate negative environmental effects (e.g. wind tunnels).

FIGURE 48 *Pedestrian-related scale at street level*

FIGURE 49 *Separate and identifiable tower entry*

h. Residential towers should have a distinctly separate and identifiable entry.

Tower Footprint

a. Encourage smaller footprints to promote elegant, well-proportioned tower forms. Avoid low-set, thick towers. High rise development in Lower Lynn is intended to be more slender than that anticipated generally for the District as a whole. Refer to *OCP Schedule B Guideline E4.1: Maximum Building Footprint*.

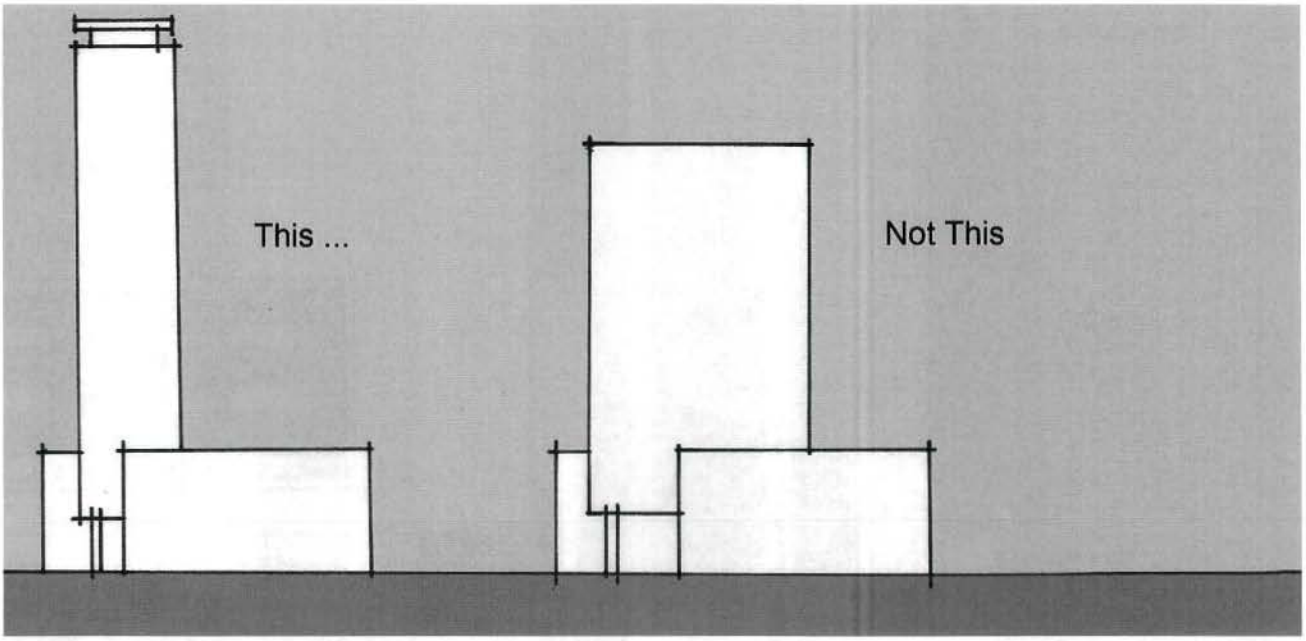


FIGURE 50 *Tower forms should appear slender and elegant rather than "squat"*

Tower Form and Top of Towers

a. *OCP Schedule B Guideline E4.2: High Rise – Articulation of the Floor-plate/Building Footprint* suggests stepping and articulating the massing of high rise forms in order to ensure a slim and elegant appearance. Similarly, guideline *E4.5 High Rise – Sculpting the Top* seeks to reduce apparent tower mass at the tops of towers. Though the appearance of slender tower forms is generally desirable in Lower Lynn Town Centre, these guidelines should not limit design opportunities for distinct, interesting forms that do not taper or step back towards the top.

b. The tops of towers should be designed so that the entire building reads as coherent expression. Inappropriate or clichéd architectural language for tops of high rise buildings should be avoided.

c. Rooftop mechanical equipment should be well-integrated into the overall composition of the tower and should not read as separate or additional elements.

d. Rooftop gardens on towers should be considered where suitable.

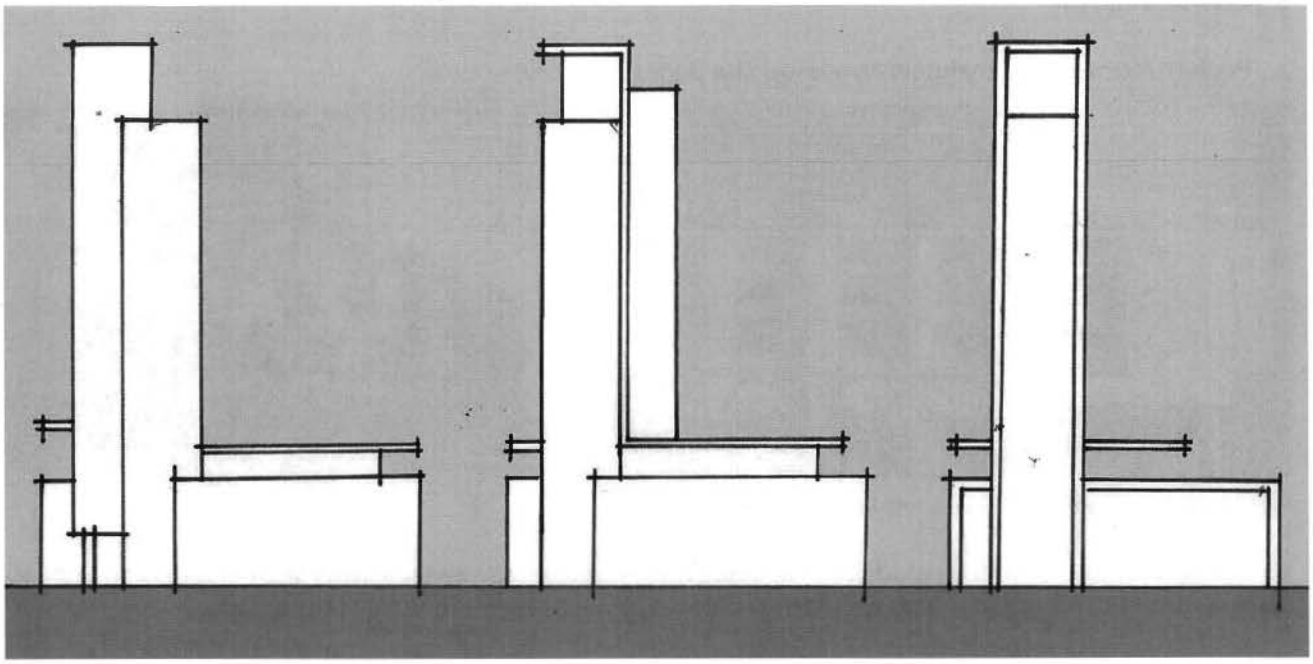


FIGURE 51 *Tops of towers terminated with purpose to complement the overall composition of the development*

e. Whether recessed or extended beyond the face of the principal façade, balconies should be grouped together to form compositional elements or a distinct architectural form.

FIGURE 52 *Balconies organized to form compositional elements*

f. The architecture of new development at the northeast corner of Crown St. and Mountain Highway should consider expressing this corner as a gateway to the Town Centre Core.

Streetwall Element

a. Podium forms should maintain an appropriate pedestrian scale.

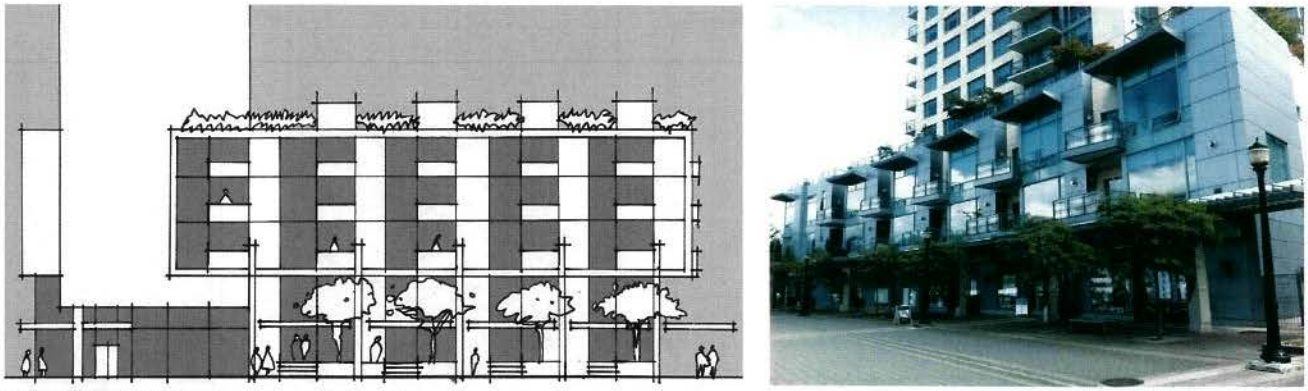


FIGURE 53 *Building elements scaled to relate to the pedestrian*

b. Building façades should be modulated at grade level to encourage street activity such as browsing, outdoor cafés, and street entertainment, as well as to enable placement of seating, where appropriate.

c. New developments should have a strong relationship to the street to animate public spaces and enhance the sense of ownership and community spirit. Buildings should be oriented towards public streets, walkways, and amenities.

d. The edges of larger developments should be carefully considered to mediate differences in scale between multi-family buildings. Refer to *OCP Schedule B Guideline E3.2 Scale.* The design of new developments should create purposeful and intentional in-between transition zones. The edges of tower developments should mediate differences in scale between neighbouring buildings.

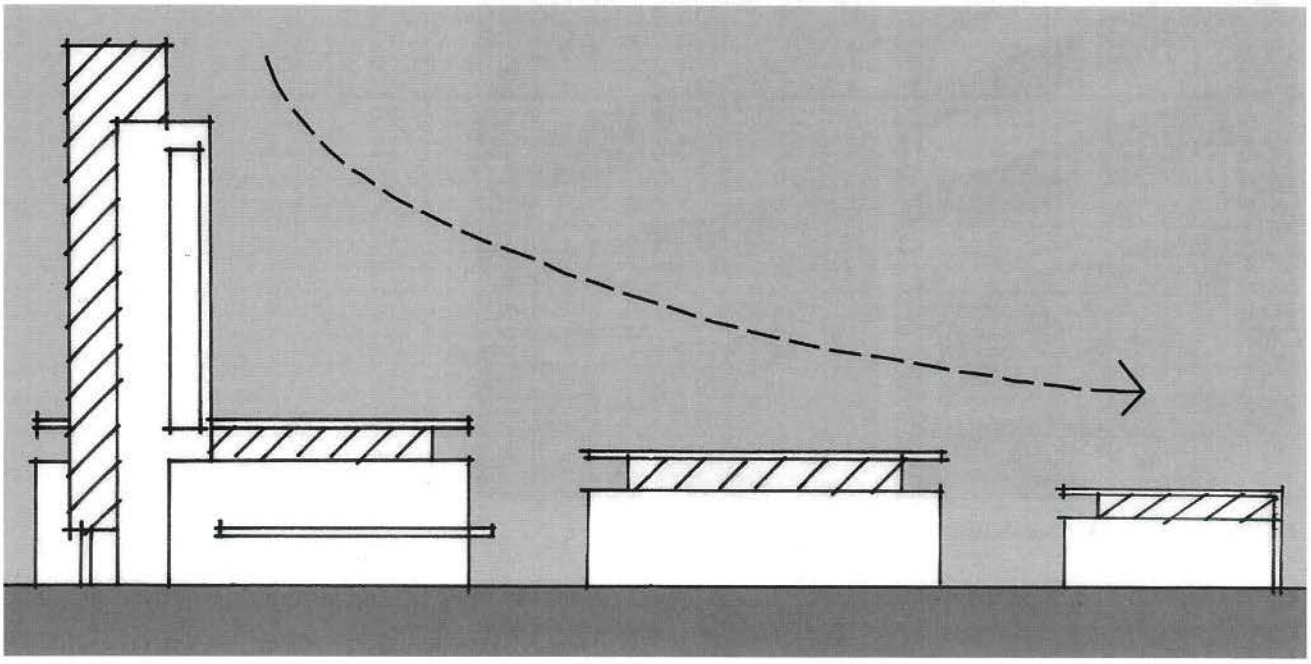


FIGURE 54 *Provide transition to mediate differences in heights between buildings*

e. Expanding on *OCP Schedule B Guideline A1.11: Storefronts*, that aims to enliven shopping street environments, shops that line larger format retail stores should be scaled to support the functioning of successful businesses and offer a meaningful variety of shopping options. The ceiling height of shopping spaces should be a minimum of 4.3 metres (14 feet).

f. Residential-only buildings should have ground-oriented residential units with individual front doors and porches integrated into the streetscape.

g. The urban edges of the Town Core's central urban plaza should be animated by the programming of adjacent interior spaces. Building uses that have a public nature or that serve visitors of the plaza should have a direct relationship to the plaza. Consideration should be given to design elements such as covered transition spaces, generous openings, large areas of glazing in walls and seating.

FIGURE 55 *Animate the urban edges of the Town Core's central urban plaza*

h. Interconnecting pedestrian mews are intended to provide connectivity to and through blocks. These mews will tend to be located adjacent to building faces.

i. Visual and spatial separation between building edges that are adjacent to mews and pedestrian paths should be a minimum of 1.5m in width. Windows in walls facing the mews, including end walls, are not discouraged, provided that potential overlook from passersby into residential units is mitigated, e.g. with landscaped screening. Terraced, landscaped, or architectural elements can be used to provide spatial separation from building faces to mews.

j. Building and architectural elements adjacent to pedestrian mews should be scaled to relate to pedestrians - tall, blank building faces should be avoided. (Refer to 2.3.13 Lanes and Mews.)

Setbacks

a. Front setbacks should conform to those as indicated on the street section drawings.

b. Where floor levels are required to be raised above street level to mitigate potential flood issues, the minimum commercial setback of 4 metres from the curb face to the building façade identified in *OCP Schedule B guideline A1.7 Commercial Setback* may need to be increased to accommodate the grade change and to maintain adequate space for sidewalks, street furniture, and utilities while providing meaningful circulation space. Particular care must be taken to avoid circuitous paths for universal access from street level to building entrances. See also *OCP Schedule B A1.2 Accessible Pedestrian Routes*.

c. *OCP Schedule B Guideline A1.8: Enclosure* suggests a step back in massing on the street-facing façade at the third or fourth floor for mixed-use buildings. In Lower Lynn, for a streetwall building portion higher than four storeys, massing should generally step back above the fourth floor. The proportion of step backs should be integral to the building composition as a whole.

Façade Modulation

a. Further to *OCP Schedule B Guideline A1.10: Breaks in Streetwall* which suggests the provision of breaks in the street façade of buildings exceeding 45 metres in length, the height of the streetwall also should vary along its length (by not less than 0.5m and not more than 1m) in order to minimize long monotonous lengths of building mass and to provide greater clarity to building forms. The module created by these variations should be not less than 15m in length and not more than 45m in length. Larger variations in streetwall height up to the maximum building height, for example a full storey, may be permitted and in some instances encouraged.

b. Smaller developments that do not exceed 45m in length may incorporate a streetwall up to the maximum building height. This would need to be considered in the broader context.

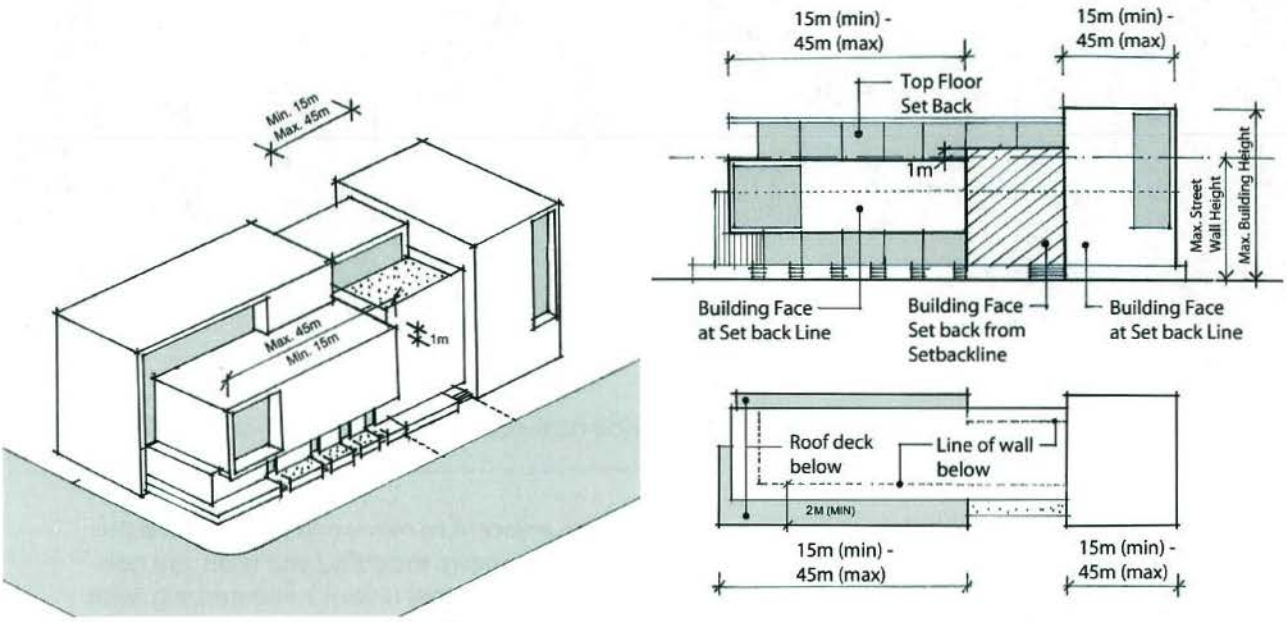
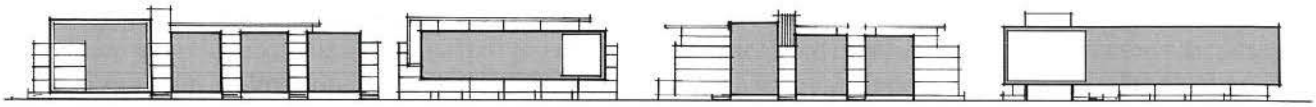


FIGURE 56 *Building height and streetwall modulation*

Variation in Building Design

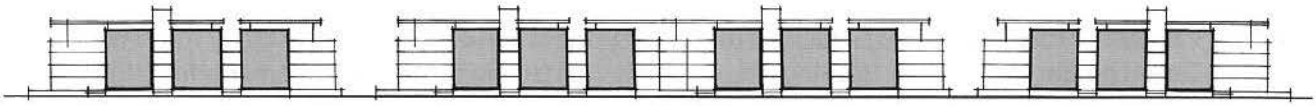
a. Referencing *OCP Schedule B Guideline A3.1: Variation in Building Design*, neighbouring buildings should be consistent with the emerging neighbourhood character, but differ subtly in their modularity, materiality and façade detail. The expression of neighbouring buildings should not be repetitive, but should relate sufficiently to appear of a family.

b. The modularity or "grain" should vary from one development to the next to reinforce a streetscape composition rather than considering the modularity of an individual development in isolation.



This .....

FIGURE 55 *Modularity or "grain" should vary along the street to avoid repetition*



..... Not This.

FIGURE 57 *Breaks in streetwall should help diminish visual impact of excessive length*

c. Buildings in the Town Centre Core should provide continuous weather protection to sidewalks along Mountain Highway. Refer to *OCP Schedule B Guideline E3.13: Weather Protection.*

FIGURE 58 *Provide continuous weather protection along Mountain Highway*

3.3 Residential Area

A key objective for the residential area is to encourage a mix of residential built forms including mid and low rise apartments with some ground-oriented housing such as townhouses and rowhouses. In most cases, the streets in the area are relatively short and have low traffic volumes so that vehicles will access underground parking from adjacent roads, leaving the central part of blocks available for public and semi-private uses like pedestrian walkways, children's play areas, a new neighbourhood park, and other social spaces.

3.3.1 Related Policy

The OCP Schedule B, Part 5, Section B Guidelines for Ground-Oriented Housing generally apply, as do the Section E Guidelines for Multi-Family Housing. The guidelines pertaining to Streetwall Elements from the Town Centre Core section also apply.

While the architectural character guidelines of Section B Guidelines for Ground-Oriented Housing emphasize sensitivity and compatibility in rhythm, scale, and appearance, and an architectural character and massing that references more traditional themes, such as pitched roof elements and specific exterior materials, new low density development in Lower Lynn is intended rather to relate to a mixed-use context of contemporary influence with strong, flat-roofed streetwalls and cohesive transitions along streetscapes.

As a result, the following Guidelines from the *OCB Schedule B* may apply, but with modifications to meet the overall intent for the LLTC: *B1.1: Height and Massing, B1.2: Roof Treatment,* and *B1.5: Minimum Frontage, B1.6: Setbacks.*

3.3.2 Site Planning Elements

Redevelopment may occur on minimum lot assemblies of approximately 1500 square metres (approximately 4 or 5 residential parcels).

Semi-Private Space

a. A minimum of 4.5 square metres (48 square feet) of useable, accessible private or semi-private outdoor space accessed directly from the dwelling unit should be provided for each dwelling unit above grade.

b. For units at grade, a minimum 9 square metres (97 square feet) should be provided. These may take the form of patios, balconies, or rooftop decks and gardens.

Relationships to Semi-Private Courtyards

a. At the interiors of blocks, clear delineation (fencing and/ or landscaping) should be provided between the private outdoor spaces of residential units at grade and the pedestrian-only semi-private open space courtyards for surrounding residents. Refer to *OCP Schedule B Guideline 2.4.4 Semi-Private Courtyards.*

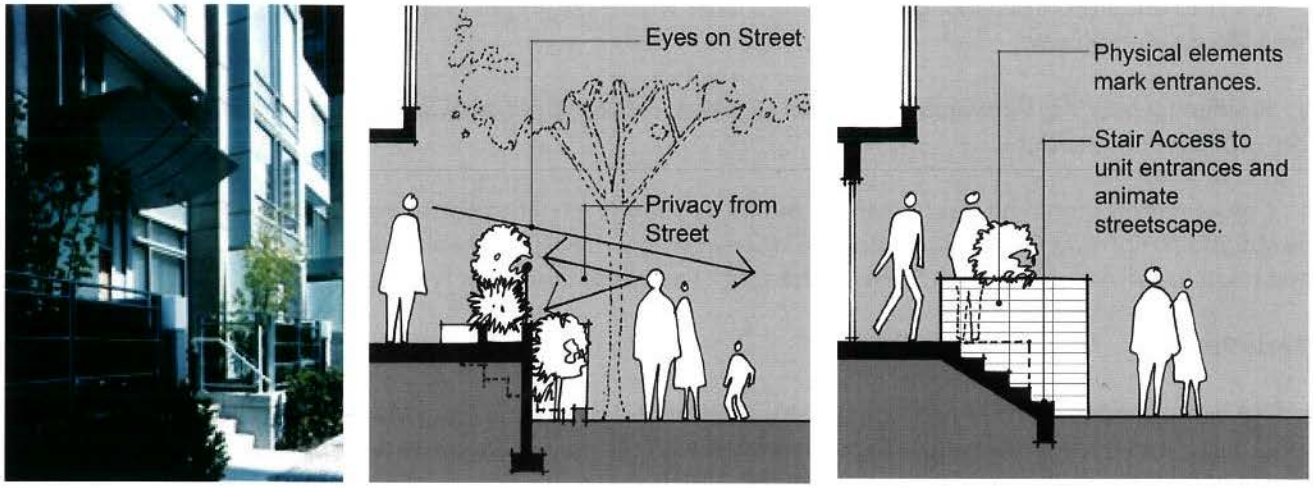


FIGURE 59 *Provide clear delineation between private outdoor spaces and semi-private courtyards*

b. The grade elevation of the private outdoor spaces is to be the same as that of the courtyard to prevent overlooking and to facilitate level transitions from private patios to the courtyard. Provide gates for direct access from the private outdoor patios to the courtyard.

c. The grade of the north-south public pedestrian spine is intended to be at least 600mm (2 feet) lower than the grade level of the courtyard. Refer to 2.4.4 Semi-Private Courtyards for suggested design elements to achieve sufficient distinction between the two in order to dissuade public crossover into the courtyard spaces.

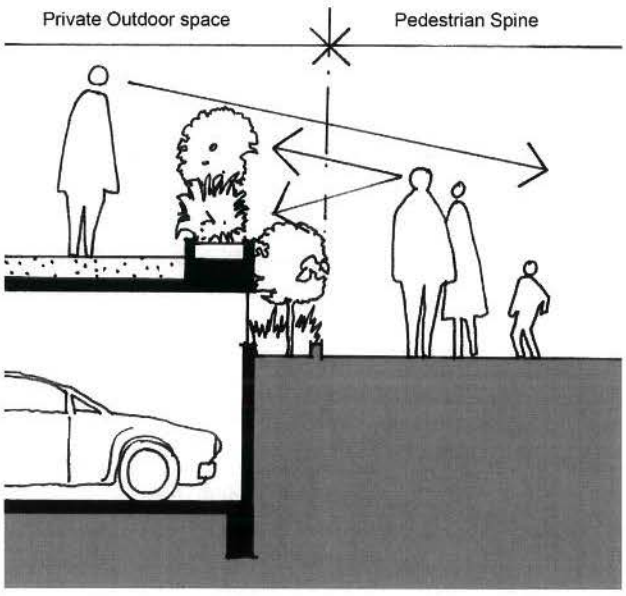


FIGURE 60 *Example of grades change at the pedestrian spine*

d. Respond to local opportunities to keep existing healthy trees, where possible, and locate open spaces that integrate with ones in adjacent developments.

e. Provide landscaping that uses a variety of species with a focus on plants that thrive in local conditions including native trees and shrubs.

f. Access to underground parking must be from lanes where existing or proposed, or from side streets, not from Mountain Highway.

g. Residential building faces along Mountain Highway, Oxford Street and Orwell Street should be oriented to form effective street edges.

h. Consideration should be given to activating the ground-level of the northwest corner of the block bounded by Mountain Highway, Oxford Street and Main Street with visually permeable materials or commercial frontage that might serve transit users or cyclists at the south end of the Orwell cycling route.

Marie Place

a. The western edge of the of medium density apartment designation along Marie Place will likely face a new service lane and back-of-house functions associated with the major mixed-use development as part of the Town Centre Core, such as loading and deliveries.

b. New development should consider these proximities and mitigate impacts of noise and shadow especially with respect to the location of private outdoor spaces.

Relation to Phibbs Exchange

a. Where new development is highly visible to vehicle traffic and transit users of Phibbs Exchange, particularly the eastern edge of the northeast block of the corner of Main St. and Mountain Avenue, the architectural treatment should respond accordingly. Avoid large areas of blank wall on the east elevation.

3.3.3 Building Form and Architectural Elements

The intent for general form and massing of residential buildings in Lower Lynn is to take on the same modularity characteristics as streetwalls associated within the Town Centre core, but with a more residential focus. Contemporary expression, the use of durable and varied materials, the grain, module, and breadth of building face on the streetscape is intended to be consistent throughout the LLTC, while also encouraging individual building identity.

a. Buildings should exhibit a horizontal expression with variations in building heights and setbacks from the street, with rectilinear forms and flat, floating or low sloping roofs.

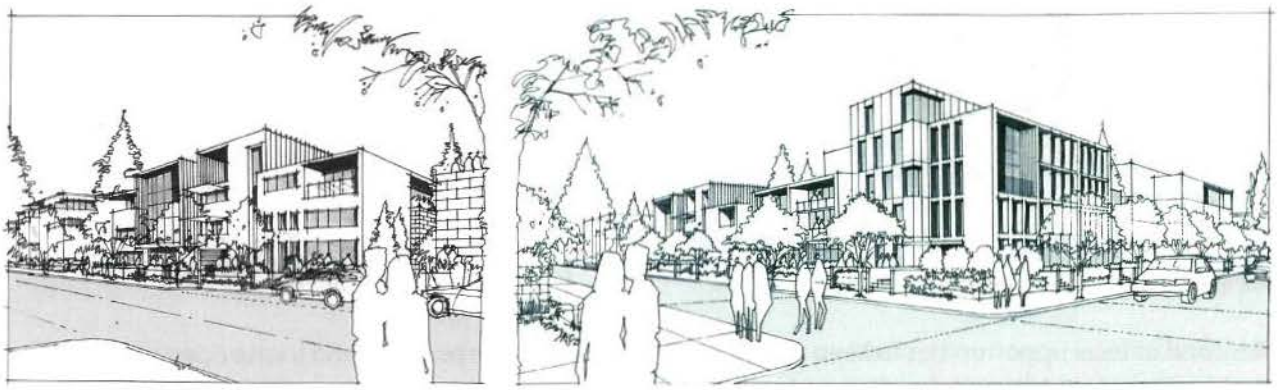


FIGURE 61 *Examples of Façade Modulation*

b. Provide front doors and steps to the street from individual street-fronting townhouses and apartments, where possible, with a change in elevation to support privacy.

FIGURE 62 *Front doors and steps of townhouses*

c. Consistent with the intent of balconies in towers, balconies and bay windows of streetwall elements should be integrated into the overall composition of building façades as distinct compositional elements.

Setbacks

a. Rear and side yard setbacks will be determined on a case-by case basis based on the particular context and assembled site configuration. This is because new development on consolidated sites may not maintain the existing lot orientation.

b. Generally, rear yard setbacks of various developments on a particular block should be relatively consistent with each other to provide a defined edge to its semi-private courtyard space; and deep enough such that that courtyard space is sufficiently generous to be functioning as a shared space. Refer to *OCP Schedule B guideline B2.8 Rear Yard setback.*

c. Side yard setbacks will depend on the nature of immediate adjacencies. Flexibility may be required as the process of incremental development may create temporary conditions where new development is adjacent to single family buildings.

d. A minimum of 10.7 metres (35 feet) between new buildings is desired to accommodate pedestrian paths, landscaping, and to provide sufficient massing relief and access to daylight to residential units at the ends of new buildings. A separation of not less than 10.7 metres (35 feet) between buildings where space is accommodating the pedestrian spine. Refer to 2.4.3 Mid-Block Pedestrian Spine and Local Park and to *OCP Schedule B guideline B2.9: Side Yard Setbacks.*

e. Front setbacks should conform to those as indicated on the street section drawings.

f. Rear yard setbacks should provide space for a semi-private courtyard of not less 20m (66 feet) in depth to the building wall of the next building framing the courtyard.

3.4 Commercial and Industrial Area

The following design guidelines are intended to guide the renovation and revitalization of light industrial and commercial buildings and the design of new commercial buildings in this area as they occur. New development in this employment area should contribute to the intended contemporary character of simple forms with varying heights and setbacks. (see 3.4.3 Building Form and Architectural Elements). This character is consistent with the other areas within the LLTC. Main Street will remain as a destination retail area, but with more refined design elements that contribute to the above character. Developments that provide live work opportunities are encourage in the area to the west of Mountain Highway south of Crown Street.

FIGURE 63 *Lit, covered walkway*

FIGURE 64 *Animated storefronts and pedestrian areas*

3.4.1 Related Policy

Generally, existing OCP Schedule B Guidelines pertaining to Commercial Buildings (Section A) and Industrial Buildings (Section C) apply except those guidelines that are specific to business park development. Additional guidelines below provide clarification for development specific to LLTC and for particular areas within the larger industrial and commercial area.

3.4.2 Site Planning Elements

Pedestrian Interest

a. Where appropriate, consider the inclusion of design elements that offer pedestrian interest and engagement and that accommodate safe pedestrian guidance and movement. This may include covered well-lit walkways, small treed areas for seating, large openings in building fronts, clear signage, and other visual or physical amenities.

FIGURE 65 *Lit, covered walkway*

FIGURE 66 *Areas for pedestrian interest*

b. Develop wayfinding measures and signage to direct pedestrians and cyclists that may enter this area from nearby greenways and trails towards the community heart and other key destinations.

Light Industrial Use at Mountain Highway

a. Where Light Industrial use meets Mountain Highway (between Crown Street and the lane south of Rupert Street), new development should present continuous frontage along the full width of the east edge of those sites, with no gaps for parking or surface storage.

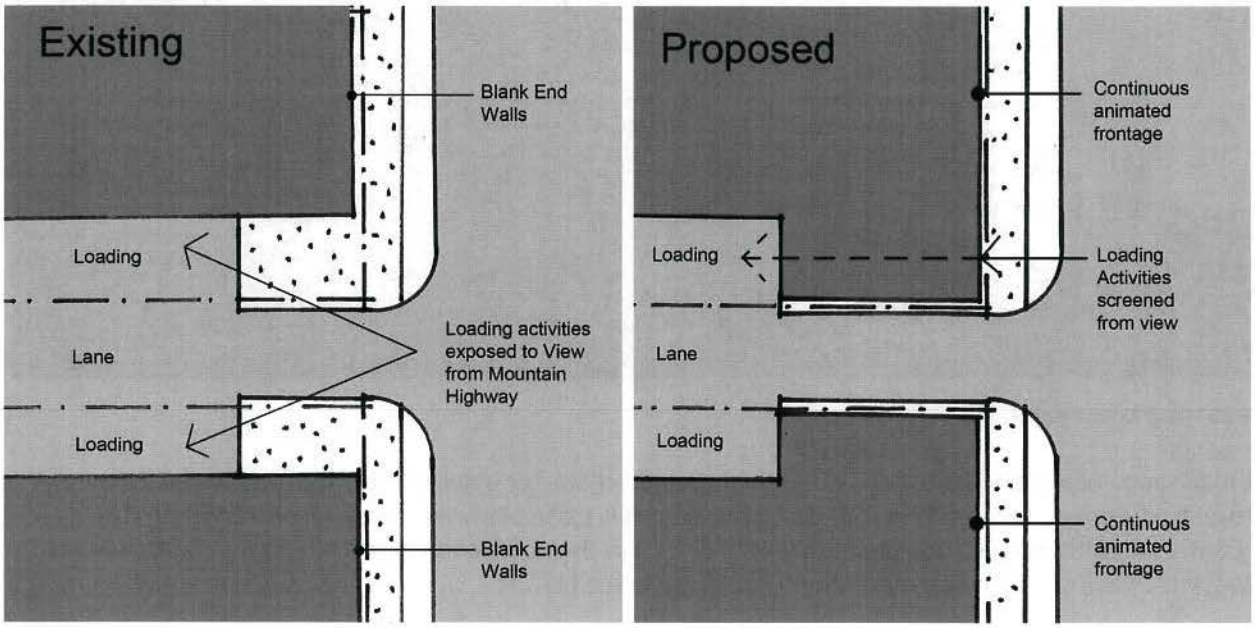


FIGURE 67 *Continuous frontage where light industrial use meets Mountain Highway*

b. OCP Schedule B Guidelines C1.1: Corner Sites and *C1.2: Building Entrances* apply in addressing the intended open nature of at-grade building faces along Mountain Highway. Building faces should be oriented to Mountain Highway to transition to street-fronting mixed-use from the edges of the Town Centre core and extend the pedestrian experience of the core southward to Main Street.

FIGURE 68 *Provide opportunities for pedestrians to engage with industrial activities*

c. Consider facilitating live/work units along the west side of Mountain Highway at Rupert Street to provide a transition between residential and light industrial uses, where appropriate. Opportunities to engage passersby with the display of work or goods is encouraged, e.g. with glazed overhead doors.

Building Siting and Relationship to Main Street

a. New development along Main Street should aim towards framing the street to create a sense of enclosure.

3.4.3 Building Form and Architectural Elements

The design of new buildings in this area should take cues from a particular pattern that is evident along some existing blocks within the Commercial and Industrial Area. This pattern is characterized by simple box-like buildings of varying heights and setbacks that establish a rhythm with a human scale. This module adds interest both along the streetscape and in the lanes. New development should avoid long unvaried stretches of frontages.

FIGURE 69 *Avoid long unvaried stretches of frontages*

a. A broad range of design expression within the intended character is available. Opportunities for innovative departure from conventional commercial design responses is particularly encouraged to strengthen the Town Centre's identity on sites that are highly-visible, such as the north corners of Main Street and Mountain Highway, which will can convey the notion of a gateway to the LLTC.

b. Landscaped or fencing screening should be provided where industrial areas interface with residential uses.

Corner of Main Street at Mountain Highway

a. The longer term intent for development at this intersection is towards building elements that form effective street edges and continuous commercial frontage. Gaps between buildings and surface parking that is visible from the street are discouraged. An upper level setback in the massing facing Main Street is not required.

b. Residential use is permitted above street level in the Commercial and Industrial Area on the north corners of the intersection of Main Street and Mountain Highway. New development incorporating residential uses at this location should take measures to mitigate vehicle noise from Main Street.

c. Building form at the northeast corner of Main Street and Mountain Highway should be oriented and situated to maximize access to sunlight to existing and residential buildings on the north side of the lane.

Corner of Lynn Avenue and Main Street

a. New commercial development at the northwest corner of Main Street and Lynn Avenue should address both sides of the corner with elements of glazing. Blank walls are strongly discouraged on both fronting and flanking street elevations.